



Kinsale Road to Douglas **Sustainable Transport Corridor**

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



Riailtas
na hÉireann
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2040

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

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1. Executive Summary

1.1 Introduction

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

This report focuses on Sustainable Transport Corridor (STC) K - Kinsale Road to Douglas.

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 91km of new bus lanes and bus priority and 96km of cycle facilities (one direction) delivering 48km of the cycle network, BusConnects Cork will make travel by bus, as well as active travel, a viable option while also reducing carbon emissions and congestion.

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

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

1.3 Public Consultation Process for BusConnects Cork

1.3.1 First Round of Public Consultation

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

Following the first round of public consultation, the NTA reviewed the almost 3,000 submissions made by the public and engaging constructively with 35 residents,

business and special interest groups across the city. Community forums were also established for each corridor to enable a two-way dialogue with local communities to help inform the review process.

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

- **STC A – Dunkettle to City:** The extent of the BusConnects proposal was reduced, with the section between Dunkettle Roundabout and the Millennium Gardens to be separately developed by Cork City Council.
- **STC B – Mayfield to City:** Revised traffic arrangements were proposed to operate during peak hours only at Ballyhooly Road / Glen Avenue junction, restricting through traffic movement at these times and reducing traffic congestion on this radial corridor. This arrangement enabled the removal of the previously proposed bus lane on Summerhill North.
- **STC C – Blackpool to City:** Spring Lane closed to traffic at Railway Bridge except for pedestrians and cyclists.
- **STC D – Hollyhill to City:** The extent of bus lanes along Harbour View Road was reduced, significantly decreasing overall property impacts. The previously proposed bus gate on Cathedral Road was no longer included.
- **STC E – Ballincollig to City:** The bus gate previously proposed in Ballincollig Town Centre was no longer included as part of the STC and additional on-street car parking spaces were introduced. Various changes along this corridor, including proposed peak hours bus gates on Model Farm Road, reduced the number of impacted properties.
- **STC F – Bishopstown to City:** Cycle facilities along Glasheen Road, Cottage Mews and Schoolboy’s Lane replaced the previously proposed route through Presentation College grounds.
- **STC G – Togher to City:** The Pearse Road section of this corridor was removed. Along Pouladuff Road, an inbound bus gate was proposed to operate in AM peak hours only, removing the need for the previously proposed bus lanes, thereby reducing impacts on properties and parking.
- **STC H – Airport Road to City:** It was proposed to direct cyclists from Curragh Road to Evergreen Road via a quiet street treatment on O’Connell Avenue. Replacement off-street car parking on Evergreen Road was also proposed.
- **STC I – Maryborough Hill to City:** An outbound bus lane was no longer proposed on Douglas Road. To provide bus priority, a bus gate was proposed just east of the entrance to St Finbarr’s Hospital, operating during peak hours only.
- **STC J – Mahon to City:** On Churchyard Lane and Boreenmanna Road, the amount of bus lanes proposed was reduced, retaining the majority of trees and reducing property impacts. Additional off-street parking was also proposed.

- **STC K – Kinsale Road to Douglas:** A proposed bridge over the Mangala Valley and the Well Road Cycle Route were not included in the revised BusConnects proposals.
- **STC L – Sunday’s Well to Hollyhill:** Sunday’s Well to Hollyhill STC was removed and not progressed as an individual STC, with sections of the corridor incorporated into adjacent STCs.

1.3.2 Second Round of Public Consultation

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

STC A – Dunkettle to City

STC B – Mayfield to City

STC C – Blackpool to City

STC D – Hollyhill to City

STC E – Ballincollig to City

STC F – Bishopstown to City

STC G – Togher to City

STC H – Airport Road to City

STC I – Maryborough Hill to City

STC J – Mahon to City; and

STC K – Kinsale Road to Douglas

Each of the Preferred Route Options are outlined below in Figure 1 with the Kinsale Road to Douglas route designated as Sustainable Transport Corridor (STC) K.

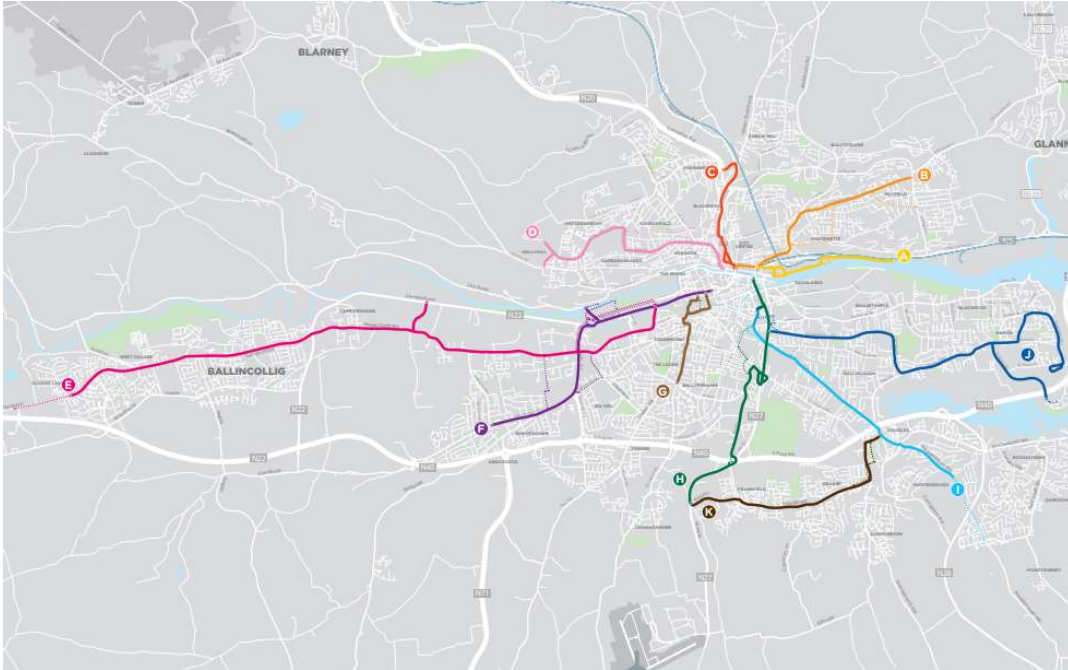


Figure 1: Sustainable Transport Corridors Preferred Route Options.

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

A Public Information Event relating to STC K was held at the following location:

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

A Community Forum Event was held at the following location:

- Nemo Rangers GAA Club, on Wednesday 3rd May 2023.

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

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

1.4 Information Provided in Public Consultation

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

Additional information was provided on the official BusConnects website:

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

The additional supporting information on the website included:

- STC K Volume A: Draft Emerging Preferred Option Report Orbital Route.
- STC K Volume B: Appendices to Draft Emerging Preferred Option Report Orbital Route.

1.5 Submission Received

There were 44 submissions specifically related to STC K Kinsale Road to Douglas received during the second non-statutory public consultation. These submissions ranged from individual submissions by residents, commuters, and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

1.6 Main Issues Raised

The submissions received cover a wide spectrum of views. Most of the submissions raised concerns about specific issues associated with the scheme. Some submissions expressed overall support for the scheme and the delivery of high-quality sustainable transport infrastructure. The main issues raised in the submissions included:

1. General environmental issues.
2. Impact on trees.
3. Safety concerns.
4. Potential land acquisition.
5. General on impact of scheme.
6. Character and heritage.
7. Cycling infrastructure.
8. Alternative proposals.
9. Anti-social behaviour.
10. Public information campaign.
11. Bus network redesign.

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

2. Introduction

This report focuses on STC K Kinsale Road to Douglas. The second round of non-statutory public consultation on the Sustainable Transport Corridors was undertaken between 30th March 2023 and 25th May 2023.

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

A Public Information Event relating to STC K was held at:

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

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- Nemo Rangers GAA Club, on Wednesday 3rd May 2023.

Copies of the Sustainable Transport Corridor Preferred Route Option Brochure were available to the public at the Public Information and Community Forum Events, and the Brochure was available for downloading from the BusConnects website. Relevant background technical reports were also available for downloading from the BusConnects website.

The public were invited to make written submissions relating to the Preferred Route Option consultation brochure. Submissions could be made by post or online via: <https://consult.nationaltransport.ie>.

3. Submissions Received

There were 44 submissions received specifically related to STC K Kinsale Road to Douglas (See Appendix A for full details). Submissions ranged from submissions by residents, commuters, and local representatives, to detailed proposals from public bodies, various associations, and private sector businesses. Appendix B provides listings and responses to submissions that related to multiple STCs.

4. Issues Raised in the Submissions

All 44 submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. Some submissions provided comments related to multiple topics. 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
General environmental issues	18
Impact on trees	19
Safety concerns	11
Potential land acquisition	14

General on impact of scheme	7
Character and heritage	8
Cycling infrastructure	9
Alternative proposals	26
Anti-social behaviour	6
Public information campaign	3
Bus network redesign	3

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

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Issue 1: General Environmental Issues

Several submissions raised concerns regarding the loss of private gardens, green amenity spaces and natural habitats as part of the scheme proposals.

Concerns were raised suggesting that the proposed widening of the road corridor and removal of trees and boundary walls could result in increased traffic noise. Submissions of this kind were primarily focussed on the proposal to provide an access gap in the boundary wall at Grange Avenue and wall removal and reconstruction at Parkgate and Bellevue Drive.

Existing issues with the drainage provision on Ballycurreen Road were also highlighted where surface water runoff is reported to have contributed to localised flooding within the Ballycurreen Industrial Estate.

The impact of noise and dust pollution during scheme construction was also raised as an issue.

NTA Response to Issue 1:

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

The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated the project will reduce localised pollution and ease congestion.

Where the scheme proposals require the removal of boundary walls and trees, replacement walls and planting will be reinstated to minimise impacts on adjacent residential properties. Refer to Response 9 for further details regarding the proposed wall opening at Grange Avenue.

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

Issue 2: Impact on Trees

Several submissions raised concerns on the proposed removal of trees which act as a natural barrier from noise and light disturbance associated with the main road corridor at Parkgate. Visual and aesthetic impacts of tree removal were also mentioned by local residents in locations including near Holy Trinity Church, Clifton Grange and Grange Erin.

Some submissions raised concerns about the necessity of tree removal to implement the scheme, in particular removal of mature trees. Requests were made for further protection of existing mature trees that fall within the scheme extents. There were also concerns related to the loss of biodiversity due to the proposed tree removal.

NTA Response to Issue 2:

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.

Alternative layouts and alignments have been investigated and reviewed against detailed topographical survey information to minimise impacts on trees. In general, the approximate number of roadside trees that would be removed have been reduced from 78 to 66. For example, the extent of land acquisition outside Parkgate has been minimized and thus the number of trees to be removed; the relocation of the proposed westbound bus stop outside Clifton Grange will also reduce the number of tree removal. As the design progresses, arboricultural information will be considered to ensure that impacts on 'high quality' trees are reduced where possible. Other locations identified in the public consultation have also been given further consideration and this review process will continue in the detail design stage.

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.

Issue 3: Safety Concerns

Submissions expressed concerns about road safety in relation to the scheme proposals. There is concern that the proposed bus gates may result in displacement of traffic into the adjoining residential streets during peak times.

Other submissions also expressed concerns that residents would have to cross a bus lane, cycle track and footway to access their homes or local businesses on Grange Road. It was stated that this movement could be hazardous to drivers and cyclists. Similar concerns stated that the revised road cross section may also disrupt local refuse collections and deliveries.

There were also requests for retention of pedestrian crossing points on existing routes to Scoil Niocláis and provision of improved crossing facilities at the Douglas Shopping Centre / Douglas Community Park. Some submissions requested that footways should be of suitable widths (in excess of 2m wide) to ensure that walking routes are safe in areas of high traffic.

One submission also raised concerns regarding the proposed corridor widening and the possibility of vehicles leaving the carriageway and striking the adjacent commercial units within the Ballycurreen Industrial Estate.

NTA Response to Issue 3:

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.
- footways provided for the length of the scheme, including in areas where there is currently no footway provision, and increased footway widths where possible.

Whilst bus gates may be proposed in key locations throughout the adjoining BusConnects STCs, the current proposals for STC K do not include bus gates but use signal-controlled priority and dedicated bus lanes to prioritise public transport movements. Accessibility for general vehicular traffic will be retained along the full length of STC K. The longer term objective of the scheme is to encourage a shift in personal travel choices towards more sustainable options. The outcome is anticipated to be reduced congestion and improved road safety.

Proposals for the addition of bus lanes and cycle tracks to the carriageway cross section are in line with national standards and proportional to the anticipated volume of buses, cyclists and general traffic. Further work will be undertaken to identify possible conflict points and provide suitable mitigation. Site specific concerns related to access to residential properties and businesses will be considered in full at the next design stage.

Existing pedestrian crossing facilities will be retained and upgraded throughout the scheme to provide safe routes for all users. For instance, a new toucan crossing and zebra crossing are proposed respectively on existing routes to Scoil Niocláis at Grange Road and to Douglas Village at Church Street. Footway widths of 2m will be proposed where sufficient space is available.

In areas of road widening, level differences between the road and adjacent residential properties and commercial units will be reviewed to appropriately manage the risk of errant vehicles striking buildings.

It is anticipated that the scheme proposals will discourage poor driver behaviour and speeding by consolidating lane widths, narrowing side road junction, reducing radii and continuous footpath across side road junction 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.

Issue 4: Potential Land Acquisition

Submissions expressed concern regarding land acquisition leading to the possible loss of gardens, driveways and boundary walls, primarily at Parkgate, Holy Trinity Church, Grange Cottages and Alderbrook Estate. Associated issues related to safety and security of local residents / business operators due to the adjusted property boundaries were also mentioned.

Location specific concerns were raised in relation to land take in areas containing sewage pump stations, retaining walls, drainage systems and utility apparatus at Ballycurreen Industrial Estate. Some submissions also raised concerns regarding the necessity of private land acquisition when unmovable physical constraints would prevent consistent widening of the road corridor.

Some landowners requested further consultation to provide a clear understanding of the proposals and likely impacts.

NTA Response to Issue 4:

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 Grange Cottages, Parkgate and the businesses at Ballycurreen Road, have been verified against detailed topographical survey information. Alignment and cross sections of the scheme have been reviewed and revised as part of the design development to meet the scheme objectives whilst land acquisition has been kept to minimal. For examples, the revised bus stop design outside Parkgate, bus lane re-arrangement and proposed signal-controlled priority outside Tramore Valley Park entrance, road re-alignment outside Supervalu, and the historic buildings of Grange Terrace, the land acquisition at these locations have been reduced or omitted.

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. 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 5: General on Impact of Scheme

Issues in relation to this topic were associated with possible increased congestion due to the introduction of bus lanes and removal of ghost islands / turning pockets. There were concerns that removal of dedicated turning pockets may result in vehicles waiting to turn within the main carriageway impeding through traffic, especially adjacent to SuperValu and ALDI supermarkets on Grange Road.

Submissions also suggested that the bus gates would lead to gridlock causing delays and congestion in adjoining roads to all transport modes in particular within the Douglas area.

Further concerns were raised related to the demand for bus services, location and arrangement of the proposed bus stops, and the necessity of the proposed scheme since no significant congestion or traffic issues were experienced at present.

NTA Response to Issue 5:

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

The current proposals for STC K do not include bus gates but use signal-controlled priority and dedicated bus lanes to prioritise public transport movements. Bus gates may be proposed in key locations throughout the adjoining BusConnects Sustainable Transport Corridors to provide direct routes for buses. However, access for general traffic will not be restricted on STC K. Yellow hatching boxes will be provided on Grange Road outside SuperValu and ALDI supermarkets to aid right turn movements and to minimize the impact of right turning vehicles on westbound traffic. Traffic and transport impacts associated with the construction and operation of the proposed scheme will be considered as part of the EIA and appropriate mitigation and monitoring measures put forward.

Issue 6: Character and Heritage

Several submissions raised concern about the potential impact on the character and heritage of the area, including boundary walls at Parkgate and the historically significant properties at Grange Terrace and Holy Trinity Church. The submissions outlined the view that the scheme would have an impact on the cultural significance and sentimental value of built assets adjacent to the road corridor. Further concerns were raised regarding the statutory powers of the NTA to make changes to historically significant structures.

NTA Response to Issue 6:

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.

Where boundary walls are required to be realigned or replaced this will be undertaken in a manner that is sympathetic to the character and heritage of the area. Walls, fencing and entrances will be replaced. Similarly, for works in proximity to historically significant / protected structures, the relevant statutory processes will be used to ensure outcomes are fair and proportional.

A further review of proposed land acquisition has been undertaken against detailed topographical survey information to minimise / mitigate impacts on existing built assets and structures including those of historical significance. For example, land acquisition at Grange Terrace been designed out.

Issue 7: Cycling Infrastructure

One submission which raised concerns regarding the omission of dedicated cycle infrastructure on Ballycurreen Road and connections to STC H and Frankfield Road. Further comments also highlighted narrowing of cycle tracks at bus stops and provision of signalised crossing points for cycles.

The submission also commented on the missing signage details and identified possible improvements to cycle transitions at Grange Erin and in the area of Grange Avenue, Donnybrook Drive and connections to the Ballybrack Greenway.

NTA Response to Issue 7:

At this stage, dedicated cycle infrastructure is not proposed for Ballycurreen Road due to the available corridor widths and alternative connecting routes via Kinsale Road and Frankfield Road. The hierarchy of modes has been considered alongside the Ballycurreen Road proposals; however, bus journeys have been prioritised due to the increased opportunity for larger scale people movement in the short term alongside improved pedestrian provision.

Continued coordination will be carried out between design teams for STC K, STC H and the Frankfield Road Active Travel Measures to ensure provision for cyclists is connected and consistent. Proposed island bus stop arrangements have been designed in line with emerging BusConnects design guidance. These standards will determine the required cycle track widths throughout the scheme.

Public comments regarding design details for cycle transitions and signage at Grange Erin, Donnybrook Drive and Ballybrack Greenway will be considered as part of the design development at the next project stage to ensure that the proposed cycle route is coherent, continuous and connected.

Issue 8: Alternative Proposals

Several submissions highlighted areas where residents felt that the proposed extent of bus lanes could be reduced to minimise impacts on adjacent land parcels. Other comments also suggested that cyclists could utilise bus lanes, share space with pedestrians or be routed via additional quiet streets.

A submission suggested an alternative route alignment between Shamrock Park and Inchvale Road which may improve directness for cyclists.

NTA Response to Issue 8:

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

To provide alternatives to private vehicle usage for local trips, sustainable transport alternatives must be of high quality. Therefore, segregated pedestrian / cycle infrastructure is proposed. The design proposals cater for future increased pedestrian and cycle demand as transport habits shift.

Cycle trips should follow the shortest route as far as practicable and quiet streets are only used where cycle journey distances can be reduced or traffic volumes are suitably low to enable cycles to share the road with vehicles. Quiet streets may also be proposed due to other physical constraints including gradient and site levels.

Issue 9: Anti-social Behaviour

Several submissions raised the increased potential for antisocial behaviour due to the alteration / opening of boundary walls and relocation of bus stops. In particular at Grange Avenue, the submissions highlighted that the residents had successfully pursued the closure of the alleyways / shortcuts some years ago due to antisocial behaviour. It was suggested that the provision of an opening in the boundary wall could encourage access into the area and increased antisocial behaviour and illegal dumping.

The submissions also highlighted that alternative routes for cyclists were readily available via the Ballybrack Greenway for north-south trips and Inchvale Avenue / Shamrock Drive for access onto Grange Road. It was suggested that the issues associated with the proposed wall opening were unlikely to outweigh the provision of increased permeability within the local area.

NTA Response to Issue 9:

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. The proposals at Grange Avenue will be developed to ensure that any wall opening is attractive, well-lit and overlooked. A welcoming design blending with adjacent environment will enhance users experience and attract local residents / commuters to access Donnybrook Hill and Douglas area via the quiet streets. Further design work will be undertaken to consider the proposals and to ensure that the proposed wall opening improves permeability for local trips without impacting safety and security of local residents.

Issue 10: Public Information Campaign

The submissions outlined concerns in relation to the level of detail supplied in relation to extents of existing trees / vegetation, proposed cross sections and junction details. Submissions suggested that further detail is required to understand the technical details, impacts on trees and justification behind design decisions.

NTA Response to Issue 10:

The NTA have undertaken two rounds of non-statutory public consultation (and will undertake a third round) to allow early engagement on the project so that the public are included in the project as the design progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for undertaking early engagement.

Assessments have been carried out of public consultation responses to date against the detailed topographical survey information to inform the design development and verify the impacts on private land, trees and built assets. This work will be further developed when the detailed traffic information and Public Consultation 3 responses are available.

Issue 11: Bus Network Redesign

Several submissions were received concerning the future bus network planning in terms of journey time and proposed routing to and from the city centre. There were also suggestions to maintain the existing bus services and to extend the services to the airport.

NTA Response to Issue 11:

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

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

Appendix A – Specific STC K Submissions and Responses

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Issue Number	Reference	Key Issue	Statement	Response
K-1	NTA-C14-32	Potential Land Acquisition	The revised plan keeps the trees and verges on the opposite side of the road but would still necessitate a CPO of part of my garden. Wouldn't it be better and less costly to centre the plan in the existing public space available by taking the verge opposite?	Land acquisition is only proposed where it is considered necessary to achieve the scheme objectives. The design has been reviewed against topographical survey information. Whilst the trees on the opposite side of the road will be maintained for environmental benefits, private land acquisition is only proposed to a minimal extent. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).
K-2	NTA-C14-33	Alternative Proposals / Potential Land Acquisition	Is the eastbound bus lane near to Supervalu really necessary? The bus lane is on the opposite side of the road after Amberley. What's the priority? Buses in or buses out of town. If the need is to bypass the Supervalu entrance then a shorter bus lane starting before Supervalu would suffice. This would further reduce the number of CPOs necessary and reduce impact on existing residents of Grange Cottages.	The Cork BusConnects programme is to provide bus priority on the busiest corridors in and out of the city centre. The referenced section of bus lane is required where traffic queues are anticipated approaching to the signalised junction. This will ensure that bus trips are not delayed and bus routes can operate with improved journey time reliability. As part of the traffic management measures hatched yellow boxes are proposed outside the entrances of Supervalu and ALDI supermarkets to aid right turn movements and minimise the impact of right turning vehicles on westbound traffic. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023) for further details related to land acquisition.
K-3	NTA-C14-34	Alternative Proposals / Potential Land Acquisition	Could the bus lane and cycle lanes be shared along this stretch? Or indeed the walkways and cycle lanes? It would save a CPO of part of my front garden.	The BusConnects Design Guideline and Cycle Design Manual recommend segregated cycle and pedestrian facilities as far as practicable to improve safety and reliability of journey times for users. Shared facilities require a greater width for a comfortable and safe environment for different users and the overall cross section saving be limited. Segregated pedestrian and cycle infrastructure are therefore proposed as far as practicable to provide true alternatives to private vehicle usage for local trips as high quality sustainable transport alternatives. Also refer to Issue 8 of the Public Consultation Report (March 2023 to May 2023).
K-4	NTA-C14-34	General Environmental Issues	The existing revised plan will bring the buses extremely close to my house/ bedrooms upstairs. It will increase traffic noise volumes.	The potential environmental impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include construction and operational impacts, with mitigation measures proposed as necessary. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Also refer to Issue 1 of the Public Consultation Report (March 2023 to May 2023).
K-5	NTA-C14-42	Bus Network Redesign	There is no way to bring up a proposed timetable detailing the stops on the route. Do buses operate in both directions for this route? I wish to comment on the new number 6 route. The current number 206 route is a good route in and out of the city centre without having to traverse the city. Why is there a need to ruin this by making passengers wait on buses in the city centre coming from the other side of the city. I do not see how this is going to cut down journey times. Instead why can't the bus station be used as a transfer hub. If you need to cross the river change there. Also the current 206 operates in and out of the city on the south douglas road. Why is there a need to change this when it works. The proposed changes will have the buses going in and out the douglas road instead, bringing it into the bottle neck that is douglas village and having to navigate on church street.	The Cork bus network redesign forms a separate work package. The proposed bus routing and service frequency is available here: https://busconnects.ie/cities/cork/cork-bus-network-redesign/ Also refer to Issue 11 of the Public Consultation Report (March 2023 to May 2023).
K-6	NTA-C14-47	Alternative Proposals / Potential Land Acquisition	Could the plan be shifted towards the verge opposite? This would avoid the CPO of my front garden? Could the cycle and bus lanes be combined to save space? Else could the pedestrian paths and cycleways be combined as is the case for greenways?	Land acquisition is only proposed where it is considered necessary to achieve the scheme objectives. The design has been reviewed against topographical survey information. Whilst the verge with trees at the opposite side of the road will be maintained for environmental benefits, private land acquisition is only proposed to a minimal extent. The BusConnects Design Guideline and Cycle Design Manual recommend segregated cycle and pedestrian facilities as far as practicable to improve safety and reliability of journey times for users. Shared facilities require a greater width for a comfortable and safe environment for different users and the overall cross section saving be limited. Segregated pedestrian and cycle infrastructure are therefore proposed as far as practicable to provide true alternatives to private vehicle usage for local trips as high quality sustainable transport alternatives. Also refer to Issues 4 and 8 of the Public Consultation Report (March 2023 to May 2023).
K-7	NTA-C14-48	Alternative Proposals	Is the bus lane really necessary along this stretch? It seems strange that the unidirectional bus lane is at different sides of the road along the Grange Road. I do not think this small stretch is of any real value.	The Cork BusConnects programme is to provide bus priority on the busiest corridors in and out of the city centre. The concerned section of bus lane is required where traffic queues are anticipated approaching to the signalised junction. This will ensure that bus trips are not delayed and bus routes can operate with improved journey time reliability.
K-8	NTA-C14-48	Access to Properties / Safety Concerns	The loss of the ghost island will make the right turn into my drive way very difficult and will mean car traffic behind me will be impeded. This stretch of the Grange Road is residential. This scheme is not suitable for a residential area as it makes access to drive ways difficult and deliveries (bin collections) etc. very difficult as they will block bus lanes and cycle lanes.	The majority of current turning movements into private accesses on Grange Road are not facilitated by ghost island turning pockets. The proposed removal of ghost island turning pockets will contribute to further traffic calming and reduction in vehicle speeds. This supports the scheme objectives of improving the environment for travel via sustainable modes.
K-9	NTA-C14-54	Impact on Trees / Alternative Proposals	Is there a need to move the existing outbound bus stop at Clifton Grange? It involves the felling of 5 trees and obviously all the other associated works just to move it to the other side of the junction.	Following a review of the topographical survey information, the design has been developed to retain the westbound bus stop in its existing position with as many existing trees as possible retained, with due consideration of the available width and visibility requirements.
K-10	NTA-C14-69	Impact on Trees / Character and Heritage	One of my main attractions to this neighbourhood is the presence of trees throughout. I was horrified to see the latest plans still include the removal of our beautiful Perimeter wall and railings of our estate, and also to remove the 22 mature trees that currently exist inside our perimeter wall.	The proposals have been reviewed against topographical survey information and the design has been developed to reduce the amount of tree removal at Parkgate. Compensatory tree planting will be carried out with replacement trees planted in close proximity to the original locations where possible and a boundary wall replacement will also be provided. Also refer to Issues 1 & 2 of the Public Consultation Report (March 2023 to May 2023).
K-11	NTA-C14-69	General Environmental Issues	There are 22 Trees that provide a natural barrier for the traffic and busy roadway for our resident. These Trees add value and character to our estate and property. Can I ask you to please consider a smarter less destructive solution that would save this construction and the environment?	The potential environmental impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include construction and operational impacts, with mitigation measures proposed as necessary. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Also refer to Issue 1 of the Public Consultation Report (March 2023 to May 2023).

Issue Number	Reference	Key Issue	Statement	Response
K-12	NTA-C14-72	General / Safety Concerns	I believe that our area does not need this bus lane. The traffic flow in this area is already well-managed, and I have never seen significant traffic congestions or delays in the direction of Kinsale Road to Douglas to warrant the implementation of a bus lane. The proposed bus lane will only serve to disrupt the current traffic flow, causing inconvenience to local residents and businesses. This is particularly relevant to the Supervalu and Aldi that are located near my house. For example, exiting the Supervalu car park, as it stands, is already a very difficult thing to do. To add a bus lane and cycle lane onto this I would consider to be reckless and hazardous to drivers and cyclists. Beginning the bus lane just after Amberly Park would be a much better decision.	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in increased public transport, walking and cycling trips. The proposals aim to provide bus priority on the busiest corridors in and out of the city centre. The concerned section of bus lane is required where traffic queues are anticipated approaching to the signalised junction. This will ensure that bus trips are not delayed and bus routes can operate with improved journey time reliability. Also refer to Issue 5 of the Public Consultation Report (March 2023 to May 2023).
K-13	NTA-C14-72	Safety Concerns / Access to Properties	These developments will make it completely unsafe to pull out our driveways, as we will have to cross a pathway, cycle lane, and bus lane to make it out onto the road, and vice versa for pulling into our driveway.	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 final designs will be assessed against relevant design standards, Road User Audit, Road Safety Audits at the appropriate design stages. Also refer to Issue 3 of the Public Consultation Report (March 2023 to May 2023).
K-14	NTA-C14-72	Potential Land Acquisition	I am still strongly opposed to the compulsory purchase order of land. I believe that it is unjustifiable. The proposed development will require the acquisition of private properties and this is unacceptable and will cause unnecessary hardship to those affected. Moreover, this can create a negative impact on the safety and security of the area, as driveways and property bounds will be affected.	The proposed alignment and cross section have been reviewed against topographical survey information and land acquisition is only proposed where it is considered necessary to achieve the scheme objectives. Should any boundary walls or fences be removed as part of the scheme these will be replaced. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).
K-15	NTA-C14-74	Potential Land Acquisition / Character and Heritage	your updated map of preferred option shows that you are to take the frontage from [Personal information redacted] grange cottages. the wall and hedge in front of 5 and 6 are some of the very few original remaining features along the entire length of this proposed bus corridor. These walls are over 100 years old and I believe can be left as is. There is a two meter wide grass margin on the opposite side of the road, already in public ownership and this could be used for the proposed cycle lane instead of having to acquire extra land by means of a costly compulsory purchase order. This would allow the residents to enjoy the amenity of their gardens on what is already an extremely busy traffic corridor without pushing our boundaries even closer to our houses.	Land acquisition is only proposed where it is considered necessary to achieve the scheme objectives. Whilst the verge with trees at the opposite side of the road will be maintained for environmental benefits, private land acquisition is only proposed to a minimal extent. Where boundary walls are to be removed a replacement will be provided.
K-16	NTA-C14-164	Impact on Trees	Opposed to the removal of portion of wall at entrance to Parkgate. A few hundred meters before Parkgate the wall at Seven Oaks will now be retained, which was originally to be removed as part of BusConnects. Similarly, the entrance to Parkgate should be maintained as is. A number of mature trees would need to be felled. The new transport corridor will encroach on Parkgate but then go back out again at Elmwood Medical Practice. It is obvious that the entrance modification to Parkgate will not be integral to BusConnect. As such, I feel it is proportionate to leave the entrance to Parkgate and the mature trees untouched.	The proposals have been reviewed against topographical survey information and land acquisition is proposed where it is considered necessary to achieve the scheme objectives. The design has been developed based upon this information to reduce the number of trees impacted at Parkgate and compensatory tree planting will be carried out as required with replacement trees planted in close proximity to the original locations where possible. Similarly, for the removed boundary wall a replacement will be provided. Also refer to Issues 1 & 2 of the Public Consultation Report (March 2023 to May 2023).
K-17	NTA-C14-168	Bus Network Redesign	4 questions Will the 206 bus still be operational when the new routes come in? How will school children from Grange get to school at Christ King? Will there be any route along the south Douglas road? How will people in grange get to the city?	The Cork bus network redesign forms a separate work package. The proposed bus routing and service frequency is available here: https://busconnects.ie/cities/cork/cork-bus-network-redesign/ Also refer to Issue 11 of the Public Consultation Report (March 2023 to May 2023).
K-18	NTA-C14-175	Support for 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.	Noted.
K-19	NTA-C14-180	Bus Infrastructure	I note that this route involves the use of "Bus Gates" at several locations in and around Douglas It is necessary to object in the strongest possible manner to this really poor plan. These bus gates will lead to gridlock and totally unacceptable traffic delays. These delays will be so severe in all directions that they will also impact very negatively on the bus routes and the buses as well as on all other forms of traffic. The area will become almost impassable at peak times. Surely this is NOT what is desired. In fact, these bus gates will make commuting a total misery for all commuters regardless of their means of transport who are unfortunate enough to have the Douglas area as part of their journey. This will have a severe and negative impact even on the very buses that they are meant to help as these buses WILL become gridlocked at various choke points enroute as traffic will be backed up for several kilometres in all directions. They will guarantee that traffic will back up and get gridlocked for several kilometres in all directions around the Douglas area. It really is an example of very poor planning and needs to be scrapped. Having studied the plans in detail, I have come to the conclusion that the only way that anyone could make matters worse than this plan would be to erect barricades in and around Douglas. Maybe there will be no need for that, as the bus gates, if allowed, will essentially act as if they were fortified barricades anyway. People will be unable to go to work and children will be unable to go to school. How can that be allowed to proceed?	The current proposals for STC K do not include bus gates but use signal-controlled priority and dedicated bus lanes to prioritise public transport movements. Access for general traffic will not be restricted between Kinsale Road and Douglas with continuous routes for general traffic retained. It is noted that Map 11 shows a bus gate for context at Church Street/East Douglas Street which forms part of the Preferred Route Option consulted on for STC I. Also refer to Issue 5 of the Public Consultation Report (March 2023 to May 2023).
K-20	NTA-C14-181	Potential Land Acquisition / Alternative Proposals	I live in [Personal information redacted], the current proposal involves a CPO of part of my front garden (a wildflower garden). All of the "take" is just on one side of the road. There is a public verge (with trees) on the opposite side. Why can't the plan centre the new road by taking the public verge this avoiding the need for CPOs and the upset this will cause? one neighbour opposite spoke of how she would be happy without the trees and the verges. I am all for trees but in this case it is trees vs gardens. I think the gardens should be maintained.	Land acquisition is only proposed where it is considered necessary to achieve the scheme objectives. The design has been reviewed against topographical survey information. Whilst the trees at the opposite side of the road will be maintained for environmental benefits, private land acquisition is only proposed to a minimal extent. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).
K-21	NTA-C14-200	Potential Land Acquisition / Alternative Proposals	I live at [Personal information redacted] Grange Cottages (near to Supervalu, on that side). The proposal involves a CPO of part of my front garden which is already narrow. (1) surely it is preferable to take the verges opposite that are already in public ownership? (2). Taking the garden on my side will also involve relocation of telegraph poles and TV boxes etc that could be avoided if the verge opposite was used (3). In Dublin, I noticed cycle lanes that had both directions together (this would avoid the need for cycle lanes on both sides of the road). Given the topography of Grange (hills etc.) then I suspect the number of cyclists will always be low (they would have to be quite athletic). I suspect the bi-directional cycle lane concept could be used to save space. It would also save money avoiding the need for CPOs along my stretch of road.	Land acquisition is only proposed where it is considered necessary to achieve the scheme objectives. The design has been reviewed against topographical survey information. Whilst the trees at the opposite side of the road will be maintained for environmental benefits, land acquisition is only proposed to a minimal extent. Two-way cycle tracks have not been proposed in this area due to the high number of side roads and private drives and the possible risk of conflict between vehicles and cycles travelling in both directions. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).
K-22	NTA-C14-201	Access to Properties	I live in Grange Cottages (near to Supervalu; on that side). The current plan devalues the residential area and will make private deliveries/bin collections to houses very difficult as by-election lanes will have to be obstructed.	The scheme proposals will be discussed with the relevant refuse and delivery providers to ensure that residential properties remain easily accessible for refuse collection and deliveries.

Issue Number	Reference	Key Issue	Statement	Response
K-23	NTA-C14-272	Potential Land Acquisition	I have been informed that you wish to take approx. 5 metres from the green area in front of our building . This will cause the following issues . Sewage pumping chamber and man holes. The removable of the green area may result in the relocation of our sewage pumping station with is be very close to the road if the bus lane is installed.	The proposed land acquisition have been reviewed against topographical survey information and the design has been developed to avoid land take at the referenced green area. In the event of any impact upon existing utility services a detailed engineering assessment will be undertaken to fully understand the situation and any mitigation or diversions that are required. The proposed alignment and cross section of the corridor will be further developed in line with this information. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).
K-24	NTA-C14-272	Potential Land Acquisition	Retaining Walls If the bus lane is installed there is a sharp incline in the green area which will result in retaining walls having to be installed to protect the building . This will result in the loss of view from our windows in both the canteen and offices. This is totally unacceptable. The new bus lane will result in the loss of trees which were planned in 1985. Electricity High Voltage Line As an ESB high voltage line passes through the property it will be very closed to the road should the lane be installed . The pylon may have to be moved.	The proposed land acquisition have been reviewed against topographical survey information and the design has been developed to avoid land take at the referenced green area.
K-25	NTA-C14-272	General Environmental Issues	Drainage There is a major issue with flooding during heavy rains on the Ballycurreen Road . During heavy rains water flows down from The Ballycurreen Industrial estate across the road , floods the main road and the flows into our green area causing flooding at the side of our building . This at times causes access to the rear of our building and the front car park . The flooding started happening after the last resurfacing of the road in which the contractors blocked up some of the drains. Should the bus lane and bus stop be installed what will happen with the drainage?	The existing surface water drainage arrangements will be reviewed and new drainage installed to accommodate the widened road corridor as required. Specific consideration will be given to areas that are known to be at higher risk of surface water flooding.
K-26	NTA-C14-272	Safety Concerns	Road Safety . At present there is a sharp incline from the main road to the entrance to our building . As cars and lorries travel at speed along the road there is a very serious risk that cars or lorries will leave the road and impact our building should the road be widened . It has happened already several years ago. There is also issues with traffic leaving the estate and entering the main road . Should a bus be stopped or parked there will be a major issues with driver safety being able to see on going traffic.	In areas of road widening, level differences between the road and adjacent residential properties and commercial units will be reviewed against topographical survey information in the detail design stage to appropriately manage the risk of errant vehicles striking buildings. It is anticipated that the scheme proposals will discourage poor driver behaviour and speeding by consolidating lane widths, narrowing side road junctions and tightening radii to slow turning traffic speeds. 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. Also refer to Issue 3 of the Public Consultation Report (March 2023 to May 2023).
K-27	NTA-C14-272	General Environmental Issues / Business and Retail Impact	Business Disruption. Our operations will be seriously impacted by road works with noise and dust pollution as our offices overlook the road and our trade counter entrance is very close to the road . This will be totally unacceptable to our office and sales staff. The dust will also damage our hi tech building .	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include construction and operational impacts, with mitigation measures proposed as necessary. A construction management plan will be developed to mitigate impacts on adjacent residential properties and commercial units during the construction phase.
K-28	NTA-C14-272	General	Existing Bus Stops and congestion. Having worked in the building for the past 28 years and an addition 12 years next door. It seems a complete waste of tax payers money when there is a bus stop both on the Airport Road and on the Grange road all a couple of 100 meters away . I also doubt the demand is here for a bus service when there is 2 services and few hundred meters away. As the hill down to the Grange road is always blocked due to the lights it seems illogical to install a bus lane for a few 100 meters that ends before the lights. It would be quicker for buses to travel down the airport road to the roundabout and travel up the grange road.	Ballycurreen Road will form key link between the Southern Ring Road / Kinsale Road and Grange Road. Therefore, measures have been proposed to prioritise buses and improve journey time reliability. New bus stops are proposed on Ballycurreen Road to provide improved access for those living in the area and working at the Industrial Estates.
K-29	NTA-C14-273	Character and Heritage	Knocking down the Parkgate wall may not be the best solution for. The wall in question has cultural significance to the area and has been taking care of with pride by the residents committee for many years now. It holds sentimental value for the local community. Destroying such a structure would cause distress and disappointment among the residents and will also lead to a reduction in the prestige of the estate.	The proposals at Parkgate have been considered in full and reviewed against detailed topographical survey information. The design has been developed to minimize the impacts on the existing trees and boundary wall while still ensuring that the proposals meet the BusConnects scheme objectives. Removal of existing boundary wall will be undertaken in a manner that is sympathetic to the character and heritage of the area and a replacement will be provided as part of the main works. Also refer to Issue 6 of the Public Consultation Report (March 2023 to May 2023).
K-30	NTA-C14-273	General Environmental Issues / Impact on Trees	Knocking down the wall will have environmental implications. It will result in the destruction of trees and other natural habitats that have grown around the wall. This may lead to a loss of biodiversity in the area, which could have long-term effects on the local ecosystem.	Following a review of the topographical survey information, the design has been developed to reduce the amount of tree removal at Parkgate. Where tree removal is required, a replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. This can replace lost habitats and increase biodiversity as part of the design. Also refer to Issue 2 of the Public Consultation Report (March 2023 to May 2023).
K-31	NTA-C14-273	Alternative Proposals	knocking down the wall and constructing a bus lane will require the movement of both telephone and broadband exchange boxes which are situated directly behind the wall. This will lead to significant disruption to both residents and business who operate in the area. The cost of this will also be excessive in context of the overall project. I urge you to consider alternative options that do not have such significant social, environmental, and financial impacts.	A detailed engineering assessment will be undertaken to ensure the operation of the existing utility apparatus will not be affected and any affected apparatus will be replaced by an equivalent during scheme development.
K-32	NTA-C14-287	Impact on Trees	Opposed to any encroachment into Parkgate Estate which has mature trees. I am advised that Seven Oaks have received confirmation that their boundary wall & trees will not be affected. Would request that Parkgate residents get the same confirmation. Next to Parkgate is Elmwood Medical Centre which has no space for bus corridor in front. It is imperative that all estates are treated equally & all submissions receive due attention.	The proposals for the road corridor section near Parkgate and Elmwood Medical Centre have been considered in full to minimise impacts on existing boundary wall and trees while still ensuring that the proposals meet the BusConnects scheme objectives. Following a review of the topographical survey information, the design has been developed to reduce the amount of tree removal at Parkgate. The existing boundary wall is to be removed and a replacement will be provided as part of the main works. A replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).
K-33	NTA-C14-291	Impact on Trees	I want to very strongly object to the removal of boundary wall to Parkgate Estate in Frankfield. The trees on the green area marked for removal are mature and number in excess of 15. These trees act as a natural noise barrier for houses at front of estate and also as a protective light barrier from strong street lighting that runs the length of main road	The proposals have been reviewed against topographical survey information and the design has been developed to reduce the amount of tree removal at Parkgate whilst still ensuring that the proposals meet the BusConnects scheme objectives. A replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. The existing boundary wall is to be removed and a replacement will be provided as part of the main works. Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).

Issue Number	Reference	Key Issue	Statement	Response
K-34	NTA-C14-291	Potential Land Acquisition	I want to very strongly object to the removal of boundary wall to Parkgate Estate in Frankfield: I cannot understand why a huge tranche of land is being removed from both west and east estate entrances of Parkgate when existing building and layouts will have to remain, namely elmwood medical centre. What is the point investing resources and money for a section less than 500 meters?	The proposals for the road corridor section near Parkgate and Elmwood Medical Centre have been considered in full and reviewed against detailed topographical survey information to minimise impacts on existing boundary wall while still ensuring that the proposals meet the BusConnects scheme objectives. The existing boundary wall is to be removed and a replacement will be provided as part of the main works Also refer to Issue 4 of the Public Consultation Report (March 2023 to May 2023).
K-35	NTA-C14-291	Anti-social Behaviour	I want to very strongly object to the removal of boundary wall to Parkgate Estate in Frankfield: Proposal for bus stop being moved closer to houses facing main road is not fully considering existing residents concern of anti-social behaviour, accumulation of rubbish etc..	The proposals at Parkgate including the new bus stop design have been considered in full and reviewed against detailed topographical survey information to minimise impacts on existing boundary wall while still ensuring that the proposals meet the BusConnects scheme objectives. The associated social and environmental impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme with mitigation measures proposed as necessary. The existing boundary wall is to be removed and a replacement will be provided as part of the main works.
K-36	NTA-C14-299	General Environmental Issues / Character and Heritage	I am concerned about the proposal to demolish a section or the boundary wall between the Grange Road and Bellevue Drive adjacent to houses number 11, 12 and 13 Bellevue Drive. It is proposed to rebuild this section of wall closer to these houses. This proposal will have a negative visual impact and will result in a reduction in road noise attenuation at said houses. Please advise on the specifications for the proposed replacement section of wall and confirm that it will be of equivalent dimensions to the existing wall. Please also advise how much closer this replacement section will be to these three houses.	The proposed land acquisition have been reviewed against topographical survey information and the design has been developed to avoid land lake and impact upon the boundary wall at the referenced section of Grange Road adjacent to Bellevue Drive.
K-37	NTA-C14-575	Alternative Proposals	I cannot see how the proposals set out on MAP B, page 35 of the K. Kinsale Road -> Douglas will contribute in creating a more efficient public transport network. The proposal here is to put an opening in the Grange Wall and path alongside No 1, Shamrock Road/Park. This is a ridiculous idea and a complete waste of time and money. If this opening and path is proposed to be used by cyclists in the Donnybrook area going into Douglas, these cyclists already use the much safer cycle path through the Mangala, while if it is proposed to be used by cyclists in Grange, these cyclists already come in the top of the Shamrock Lawn estate at Shamrock Park/Grange Avenue and go through the estate using Shamrock Drive. This opening is providing nothing of significance to anyone. Even if a cyclist does use this 'new opening and path', the path will abruptly stop once the cyclist gets to the end of Shamrock Lawn – with no actual improvement to the cyclist's journey. One of the experts at the Public Consultation meetings had a point that this opening and path would entice more residence to use the bus more. This opening will not make it any more convenient for residence to catch the bus. It is the same difference to walk to the end of the wall and turn right as it would be to use this opening and turn left. The difference is so minute and not worth the cost of creating and maintaining this opening and paths. I am a resident in the area, and nobody has ever asked me (or anyone else in the locality) if this opening would entice us to use the bus more or better serve the needs of the area.	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. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Further design work will be undertaken and developed with community representatives to ensure that the proposed wall opening improves permeability for local trips without impacting safety and security of local residents. Also refer to Issue 9 of the Public Consultation Report (March 2023 to May 2023).
K-38	NTA-C14-575	Anti-social Behaviour	Already in this estate we have had to close walk throughs (for example at the end of Shamrock Close) due to anti-social behaviour. Groups of teenagers used to gather in this area, drinking. I fear that opening the wall here would lead to the same problem. Inside this wall is an open area which is quite and secluded – perfect for teenagers and others to gather and cause anti-social behaviour. It is an elderly population that live in Grange Avenue, and I fear that opening this wall at this location would change the dynamics of the area.	The proposals will be developed to ensure that any wall opening is attractive, well lit and overlooked. Further design work will be undertaken and developed with community representatives to ensure that the proposed wall opening improves permeability for local trips without impacting safety and security of local residents. Also refer to Issue 9 of the Public Consultation Report (March 2023 to May 2023).
K-39	NTA-C14-575	General Environmental Issues / Impact on Trees	A cycle lane is proposed from the opening in the Grange Wall and then down the side of No 1 Shamrock Park. There are several trees and shrubbery that would have to be disturbed in order to implement this 'path to nowhere!'. Not to mention the wildlife and bees that would also need to find new homes.	The proposals have been reviewed against topographical information to minimise impacts on trees. The design has been developed to minimise the number of trees affected. A replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. This can replace lost habitats and increase biodiversity as part of the design. Also refer to Issue 2 of the Public Consultation Report (March 2023 to May 2023).
K-40	NTA-C14-801	Bus Network Redesign	From what I understand the bus connection from Frankfield/Grange will now terminate in Douglas (Church street)? At the moment we have bus connection all the way into the city centre from the 206, a service which I use regularly - but more importantly my children use to get to a) secondary schools along the Douglas/South Douglas road beyond the village of Douglas itself and b) to travel in and out of the city centre. Losing this connection would be detrimental and counterproductive as I can see car traffic increasing from it! Having easy public transport access to the city centre is so essential, especially as Frankfield/Grange is going to get more developed in the coming years. An ideal solution would actually be a circle line from the Bull McCabe's through Douglas into the city centre and returning either on the South Link or through Turner's Cross on the old Kinsale Rd - it could go in both directions and would offer quick access to and from the city depending on where you were coming from. Alternatively (or additionally) to continue the line from Bull McCabe's to the airport would be great - I would love to be able to get a bus to the airport!!!	The Cork bus network redesign forms a separate work package that is currently under development. Also refer to Issue 11 of the Public Consultation Report (March 2023 to May 2023).
K-41	NTA-C14-854	General / Bus Network Redesign	Current traffic on Grange Rd backs up at Airport Rd and Douglas village rather than because the Grange Rd isn't wide enough itself. Plans for Douglas village are far from clear on how traffic through the village will flow better. The pinch points at Elmwood medical centre and on the Ballycreeen Rd remains - so destroying peoples gardens and shared green spaces will achieve nothing. What bus route would be using the Grange Rd / Ballycreeen Rd? This looks like the Southern Orbital route being run along the Grange Rd but with some green window dressing, by pitching it as a bus corridor initially.	The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The design has been reviewed against topographical survey information and pinch points along the scheme have been removed as far as practicable with land acquisition proposed where necessary to achieve the scheme objectives.
K-42	NTA-C14-856	Alternative Proposals	What is the rational of the walking/ cycling access @ Inchvale Rd when there's literally a controlled junction within metres? Surely using the access to the Mangala walk near the cafe is actually environmentally and ecologically sound?!	Owing to the limited road space, segregated cycle lanes cannot be provided along Donnybrook Hill approaching Church Road junction. The access at Inchvale Road provides a direct cyclist/pedestrian connection between Grange Road and Douglas Village via quiet streets (Grange Avenue, Donnybrook Drive), the new Toucan crossing on Donnybrook Hill / Inchvale Road junction, Westbrook public carpark and Ballybrack Greenway. The proposals have been developed to provide a dedicated cyclist/pedestrian route via within the Westbrook public carpark for a safe and direct access to Ballybrack Greenway.
K-43	NTA-C14-894	Anti-social Behaviour / Alternative Proposal	Creating an opening in the grange wall will be an extremely costly way of in fact creating a perfect place for people to gather, with the possibility of increasing anti-social behaviour, in what is currently a very secluded and quiet residential area. The need for a short-cut for pedestrians and cyclists is not needed here as the current route via Donnybrook Hill is, and will remain, the quickest route that people who are genuinely travelling will continue to take. Other people currently coming on foot or by bicycle from Donnybrook will continue take the much safer route via the Mangala, and those coming from Grange will continue to use existing opening at the top of Shamrock Park/Grange Avenue. Therefore negating the need for another cycle route at this juncture. One of the experts at the Public Consultation meetings said that this opening would entice people in the area to use the buses more. This opening will not make it any more convenient for local residents to catch the bus, as the current path system is extremely sufficient as it is.	The proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. The proposals will be developed to ensure that any wall opening is attractive, well lit and overlooked. Further design work will be undertaken and developed with community representatives to ensure that the proposed wall opening improves permeability for local trips without impacting safety and security of local residents. Also refer to Issue 9 of the Public Consultation Report (March 2023 to May 2023).

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K-44	NTA-C14-894	Impact on Trees	I also have huge concerns over the destruction of the numerous trees and shrubberies in this location. This will not only destroy the habitat of wildlife and birds in the area but will increase the noise levels from traffic at this junction for the people living nearby.	The proposals have been reviewed against topographical survey information to minimise impacts on trees and vegetation and the design has been developed to reduce the number of trees impacted, including near the proposed opening at Grange Avenue. The potential environmental impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme with mitigation measures proposed as necessary. A re-planting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. This can replace lost habitats as part of the design. Also refer to Issues 1 & 2 of the Public Consultation Report (March 2023 to May 2023).
K-45	NTA-C14-922	General Environmental Issues	The proposed new opening in the boundary wall at the corner of Shamrock Lawn (where Grange Road meets Donnybrook Hill, as shown on Map 8 & Map 9) is likely to result in a number of negative impacts which would significantly outweigh any real benefits. The proposed new opening would cause additional noise pollution to the residences in close proximity to it, from the traffic outside the wall. The proposed new footpath to/from the proposed new opening would consume a substantial amount of existing green area, and cover that area with a concrete footpath, thus having a negative environmental impact. The proposed new footpath would not achieve its objectives, given that it would simply run parallel to and rejoin the existing footpath - therefore it isn't a shorter route for pedestrians and would actually take more time if cycling, so no actual improvement would accrue from the proposed new opening and proposed new footpath.	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. The proposals have been reviewed against topographical survey information to minimise environmental impacts. The potential environmental impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme with mitigation measures proposed as necessary. As the design progresses, the design team will review opportunities to provide additional landscaping / vegetation to replace lost habitats. Also refer to Issues 1 & 9 of the Public Consultation Report (March 2023 to May 2023).
K-46	NTA-C14-922	Anti-social Behaviour / Alternative Proposals	The proposed new opening may facilitate anti-social behaviour - note that residents of Shamrock Lawn successfully pursued the closure of a similar opening some years ago, due to that opening facilitating anti-social behaviour, so the proposed new opening is likely to result in a similar response from residents of Shamrock Lawn. Furthermore, the proposed rearrangement of the existing footpaths (adjacent to the junction of Shamrock Road with Donnybrook Hill, as shown on Map 9) do not appear to provide any benefit to pedestrians or cyclists, over and above the existing arrangement (which I am very familiar with).	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. The proposals will be developed to ensure that any wall opening is attractive, well lit and overlooked. Further design work will be undertaken and developed with community representatives to ensure that the proposed wall opening improves permeability for local trips without impacting safety and security of local residents. Also refer to Issue 9 of the Public Consultation Report (March 2023 to May 2023).
K-47	NTA-C14-981	Anti-social Behaviour / Safety Concerns	With regard to the proposed change to the existing boundary wall from Grange Road to Grange Avenue to allow cyclists access to Shamrock Lawn to avoid main road and designated proposed bus/cycle lane. Every alleyway/short cut that was in existence in Shamrock Lawn down through the years has been blocked off due to anti-social behaviour/illegal dumping. The alleyway between Elm Drive and Inchvale had to be blocked up including the steps from Shamrock Road down to Inchvale. The proposed breaking down of the wall to allow cyclists access to Shamrock Lawn is needless as there are other numerous access points to the estate and allowing cyclists to enter the estate as a "rat run" endangers cyclists as they run the risks of running into children playing and cars exiting their drive ways. They would be safer in a designated lane on the main road. Any opening or destruction of a substantial wall on the Grange Road will lead to anti-social behaviour, illegal dumping and undue distress to the residents of Grange Avenue and surrounding roads. The residents of Grange Avenue were supported of the previous changes that led to the building of the existing wall but this plan to allocate access to cyclists to Shamrock Lawn will not work as it will lead to the entry to be used for every purpose other than cyclists and will result in anti-social behaviour that led to the closing off of the other alleyways. Cyclists can enjoy the regulated safety of the main road rather than running through an estate risking children playing. There is no need to destroy existing wall to create an entry way that will result in antisocial behaviour for the residents to endure when most cyclists/eScooters will use the main road regardless.	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. The proposals will be developed to ensure that any wall opening is attractive, well lit and overlooked. Further design work will be undertaken and developed with community representatives to ensure that the proposed wall opening improves permeability for local trips without impacting safety, security and environment of local residents. Also refer to Issue 9 of the Public Consultation Report (March 2023 to May 2023).
K-48	NTA-C14-1000	Cycling Infrastructure	Slide 35- there is a randomly ending cycle lane with no sign of wayfinding or surface treatment to encourage the use of Shamrock Park as a quiet way. There is also a sudden start to the cycle lane at the junction with Grange Road. Having a cycle ramp to avoid having to move to primary on a steep uphill gradient and eliminate a pinch point would be very welcome.	The design details including wayfinding and traffic signs, surface treatment, and traffic calming measures will be developed at the next stage of the project.
K-49	NTA-C14-1000	Safety Concerns	On Church Steet (Slide 38) The pedestrian crossing at this location is currently unsignaled and very dangerous. Retention of a non-zebra or controlled crossing should be of great concern. It is a high-volume pedestrian crossing and a pelican crossing is essential at this location.	The design has been reviewed and developed to include a zebra-crossing to replace the uncontrolled crossing over Church Street.
K-50	NTA-C14-1027	General	I do not support STC K Kinsale Road to Douglas Bus Connects/NTA Plan. I work in St. Finbarrs Hospital Douglas Road and travel from the top of Donnybrook Hill. My car journey time will be increased and frustrated because of the bus gates proposed in Grange/Frankfield. As a result of the bus corridors (removing cars at certain times), the adjoining roads will become congested with traffic in the Douglas area.	The current proposals for STC K do not include bus gates but use signal-controlled priority and dedicated bus lanes to prioritise public transport movements. In this connection, car journey time is not expected to be substantially affected. Also refer to Issue 5 of the Public Consultation Report (March 2023 to May 2023).
K-51	NTA-C14-1052	Safety Concerns / Alternative Proposals	Please can consideration be given to the addition of a traffic light controlled pedestrian crossing between the Douglas Shopping Centre and the Douglas Community Park. Currently this is a very poorly marked raised crossing with no lights, which drivers invariably ignoring. Given the volume of people crossing here, and the importance of both amenities to Douglas, a safer crossing as part of the Bus Connects Plan would be very helpful for the community.	Following a review of the existing traffic arrangement, the design has been developed to replace the informal crossing with zebra crossing facility at Church Street between the Douglas Shopping Centre and Douglas Community Park to ensure pedestrian safety as part of the BusConnects scheme.
K-52	NTA-C14-1071	Potential Land Acquisition	Suggestion to move the footway outside their property north so it doesn't affect their boundary.	The proposals at Grange Terrace has been reviewed against topographical survey information and the design has been developed to avoid any land acquisition outside Grange Terrace.
K-53	NTA-C14-1071	General Environmental Issues	There is water damage to their property due to current road drainage.	A review of existing highway drainage will be undertaken as part of the scheme design with new drainage systems proposed where required.
K-54	NTA-C14-1071	Alternative Proposals	Recommendation for cyclists and pedestrians to be routed through Shamrock Park and Grange Avenue, removing the need for the northern footway on Grange Road.	The proposals at Grange Terrace have been reviewed against topographical survey information and the design has been developed to avoid any land acquisition outside Grange Terrace. The existing northern footway on Grange Road will also be retained.
K-55	NTA-C14-1071	General Environmental Issues	The proposed parking spaces at Kingslea would have a negative impact on their property as cars would park outside their property window.	Following a review of the scheme design, the proposed car parking spaces on Kingslea have been omitted from the proposals.

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K-56	NTA-C14-1071	General Environmental Issues	Will traffic calming be provided on the road to reduce the speed of vehicles and reduce the noise impact of cars accelerating up the hill?	The potential environmental impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme, with mitigation measures proposed as necessary. It is anticipated that the scheme proposals will discourage poor driver behaviour and speeding by consolidating lane widths, narrowing side road junction and tightening radii to slow turning traffic speeds. This will reduce the noise impacts of vehicles on Grange Road.
K-57	NTA-C14-1087	Impact on Trees / General Environmental Issues	The stretch along Grange d shows trees but does not take into account the other vegetation along the route that is an important biodiversity corridor. A resident also counted the trees along the way and found substantially more trees than are indicated in the plan. And they are in the context of diverse vegetation that almost resembles a hedgerow in places. I assume that one of the primary goals is to increase the use of public transport to reduce emissions and congestion. If the biodiversity crisis is interdependent with the climate crisis limiting the protection to single trees is contradictory to the goals. And we don't know what will replace trees without a more detailed description. We must protect as much of the mature vegetation as possible or we are going backwards!	The potential environmental impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme, with mitigation measures proposed as necessary. The proposals have been reviewed against topographical survey information to minimise impacts on trees. A replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. The design team will also review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity at the next project stage. Also refer to Issue 2 of the Public Consultation Report (March 2023 to May 2023).
K-58	NTA-C14-1087	Safety Concerns	Bus gates push drivers into housing estates and areas with children playing and narrow roads. Many will be unfamiliar with the area and the resulting congestion and confusion particularly at peak travel times will raise tensions. It is unfair to people living in those areas to live with seriously increased traffic and with children out and about while numerous drivers are trying to find their way out will seriously increase the chance that children will be hurt or worse. There's enough tension in the world that we must also pay attention to quality of life for all our residents and first and foremost... SAFETY for the children. I make this comment for all routes where bus gates are used. If a safe alternative route is available, it should be MARKED and DESIGNATED so people can find their way with minimal difficulty. Many people drive through Douglas and do not know their way around the off main road areas. It could become an unnecessary nightmare. I live here and I would find it difficult!	The current proposals for STC K do not include bus gates but use signal-controlled priority and dedicated bus lanes to prioritise public transport movements. In this connection, access for general traffic will not be restricted between Kinsale Road and Douglas with continuous routes for general traffic retained. It is not considered that there are attractive parallel routes for general traffic that would significantly increase re-routing away from the corridor and into adjacent estates. It is noted that Map 11 shows a bus gate for context which forms part of the Preferred Route Option consulted on for STC I.
K-59	NTA-C14-1087	Ballybrack/Mangala Valley	We want to applaud the decision to remove the proposal for the bridge over the Mangala. It is Ta treasure for all forms of life and a refuge for many of us... with high use. Thank you for pulling back from the bridge!	Noted.
K-60	NTA-C14-1273	Alternative Proposals	Add the new residential areas in Lehenaghmore to this route, connecting to douglas	The proposals of connecting Lehenaghmore to Douglas remain an objective in the Cork Metropolitan Area Transport Study 2040 to be considered as part of the Southern Distributor Road.
K-61	NTA-C14-1281	Impact on Trees / Potential Land Acquisition	Do not backtrack on the majority of proposals now presented for Shamrock Lawn in phase 2 please. The only reservations, I have is that I am opposed to the possible land acquisitions for the proposed new boundaries on both sides near the entrance of Shamrock Road and on the green areas on the left and right that is near the entrance of Inchvale Road. The mature trees and biodiversity are very important to all of the Shamrock Lawn estate and must remain unharmed.	The proposals have been reviewed against topographical survey information and the design has been developed to minimise private land acquisition at the entrance of Shamrock Road and near Inchvale Road. Tree removal will be required and replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. This can replace lost habitats and increase biodiversity as part of the design. Also refer to Issues 1 & 2 of the Public Consultation Report (March 2023 to May 2023).
K-62	NTA-C14-1281	Safety Concerns	Please keep the footpaths to 2 metres or more if possible so that pedestrians can walk up and down safely along Donnybrook Hill and Grange Road. I know the new footpath outside the cottages along the Grange Road will be made narrow because of road constraints.	The proposals have been reviewed against topographical survey information and the design has been developed to propose footway widths of 2m where sufficient space is available.
K-63	NTA-C14-1337	Safety Concerns	In the interests of the safety of the school community, we request that the crossing facility be maintained and incorporated into any future arrangements for the benefit of the pupils.	The proposals have been reviewed against topographical survey information and the design has been developed to replace the existing informal crossing facility at Grange Road outside Elmwood Medical Practice with a new signalized toucan crossing as part of the BusConnects scheme to provide safe routes for all users.
K-64	NTA-C14-1375	Alternative Proposals	Lack of Connection to Corridor H: It appears that intending users of Corridor H heading towards Ballycurreen Road have no way of doing so. Although this is primarily an issue with the design of Corridor H, we request that the two schemes be correctly connected in all required directions.	Cycle infrastructure is proposed via Kinsale Road and Frankfield Road and continued coordination will be carried out between design teams for STC K, STC H and the Frankfield Road active travel measure to ensure provision for cyclists is connected and consistent.
K-65	NTA-C14-1375	Cycling Infrastructure	Lack of Infrastructure on Ballycurreen Road: seems unusual to us that any scheme which seeks to comply with DMURS would provide infrastructure for mass transit before active transit users. Likewise the inclusion of bus lanes on Ballycurreen Road, which does not generally see large volumes of traffic jams, but no associated cycle infrastructure seems to be an odd choice. We would like to gently suggest that dedicated cycle infrastructure could be of higher value than bus lanes on Ballycurreen Road.	Following a review on the proposed scheme, dedicated cycle infrastructure is not proposed for Ballycurreen Road at this stage due to the available corridor widths and alternative connecting routes via Kinsale Road and Frankfield Road through STC H and the Frankfield Road active travel measure. The hierarchy of modes has been considered alongside the Ballycurreen Road proposals; however, bus journeys have been prioritised due to the increased opportunity for larger scale people movement in the short term alongside improved pedestrian provision which includes introducing new footways and pedestrian crossing facilities where they currently do not exist.
K-66	NTA-C14-1375	Cycling Infrastructure	Lack of Connection to Frankfield Road Scheme: The connectivity to Frankfield Road scheme is generally very good but we would request a longer transition from cycle infrastructure to the road on Ballycurreen road, in accordance with the National Cycle Manual design guidelines if possible. Furthermore the design at this junction appears to be different to that proposed by the Council's Frankfield Road scheme. We would appreciate any clarity as to which scheme will take precedence.	Continued coordination will be carried out in the detail design stage between design teams for STC K, STC H and the Frankfield Road active travel measure to ensure provision for cyclists is connected and consistent.
K-67	NTA-C14-1375	Cycling Infrastructure	Narrowing of Cycle Lanes at Bus Stops: We request that the Bus Connects team adhere to the National Cycle Manual and not reduce the width of the cycle lanes which go behind bus stops. This is particularly important where large volumes of space is available such as in Maps 3, 4, 5, 6. We request that cycle lanes maintain width behind bus stops.	Proposed island bus stop arrangements have been designed in line with the relevant guidance. These standards will determine the required cycle track widths throughout the scheme. The proposals have also been reviewed against topographical survey information to ensure design meets the required standards.
K-68	NTA-C14-1375	Alternative Proposals	Distance to Bus Stops for Pedestrians: Though it is outside the explicit interest of our Campaign, it seems inexplicable that the bus stops not have direct footpath access into the estates they are adjacent to, such as Woodlands, Bellevue Drive etc. This ignorance of the pedestrian desire line appears to be a strange choice.	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. The proposals have been reviewed for permeability as part of a wider review against topographical survey information with due consideration to impacts on traffic, environmental, safety, social and technical feasibility.
K-69	NTA-C14-1375	Alternative Proposals	Green Barrier: We suggest that the green strip could potentially be maintained between the cycle track and the main traffic lane on Map 6, rather than between cycle track and footpath.	The proposals have been reviewed against topographical survey information and the arrangement of the green strip has been designed with due consideration to the existing trees, private land boundaries and constraint of corridor widths.
K-70	NTA-C14-1375	Alternative Proposals	Junction of Grange Wood Court: In Map 7, it is not possible to travel Eastbound on Grange Road cycle infrastructure and access Grange Wood Court. The bus stop should be moved, or the junction design changed. Furthermore we suggest that a signalized road crossing should be provided nearer to the bus stop.	The scheme proposals include new toucan crossings for cyclist/pedestrian use throughout the scheme and the locations have been designed to serve the adjacent bus stops and nearby properties.
K-71	NTA-C14-1375	Cycling Infrastructure	Transition Eastbound on Grange Road: In Map 8, the transition from cycle track into pedestrian space, rather than onto the road is incorrect and does not comply with National Cycle Manual designs. This needs to be remedied by the design team. We suggest that the Grange Erin entrance crossing needs to be made two-way and kept fully-segregated: the space is available as evidenced by the unusually wide footpaths to the South side of Grange Road at this point.	The proposals have been reviewed against topographical survey information and the transition arrangement near Grange Erin has been designed with due consideration to the constraints of the existing corridor width.

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K-72	NTA-C14-1375	Cycling Infrastructure	Grange Avenue Quiet Street: The option to leverage Grange Avenue as a Quiet Street is a good one and the design team should be commended for this. However, the transition from Grange Avenue back onto Donnybrook Hill is not possible. If cyclists are to use Shamrock Road junction instead as per the maps (Map 9), we suggest that ample signage needs to be provided to this effect. Furthermore, since it is impossible to use Donnybrook Drive legally on a bicycle, we strongly suggest that the design should be amended. In short, the idea looks right, but the details are missing.	The design details in relation to cycling facilities at Grange Avenue, Donnybrook Drive and Ballybrack Greenway will be considered in full in the detail design stage to ensure the proposed cycle route is coherent, continuous and connected.
K-73	NTA-C14-1375	Cycling Infrastructure	The option to a quiet route to access Ballybrack Greenway appears again to be the correct one, but again there is no way to use this route according to the design. Are cyclists supposed to jump over kerbs here? Will there be signage? Nothing is detailed in the drawings. We appreciate that these are high-level drawings but the details would be appreciated.	The design has been developed to include a protected route for cyclists through the Westbrook public car park linking the proposed toucan crossing on Donnybrook Hill with Ballybrack Greenway. Full details including signage will be considered at the next design stage to ensure the proposed cycle route is coherent, continuous and connected.
K-74	NTA-C14-1436	Potential Land Acquisition	The proposal shows the requirement for land to be purchased from Ferrero Ireland Ltd. At the back of our site. Additional consultation as discussed with the project team is needed to fully understand the consequences for both parties prior to route selection.	The proposals have been reviewed against topographical survey information and the design has been developed to significantly reduce private land acquisition at the referenced location.
K-75	NTA-C14-1436	Alternative Proposals	We note that most of our employees are not able to utilise these new corridors. Where possible Ferrero already provide a private bus service to the plant due to lack of options available. None of the new proposals would change this significantly.	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle/pedestrian facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic in the neighbourhood area.
K-76	NTA-C14-1521	General Environmental Issues / Impact on Trees	The details illustrated do not show sufficient details. Our horticulturist advisor has indicated that over 50 trees, most over 7m in height, would be removed. 50m of existing ditch would be removed. 15m of stone wall and railing would be removed. Our Roads and Civils advisor has indicated that the pedestrian footpath layout cannot be achieved when the guidelines and specifications for gradients and accessibility are followed and will more than likely involve additional destruction of existing trees and ditches.	The proposals have been reviewed against topographical survey information to minimise impacts on existing trees, structures, and drainage facilities. The design details will be further developed in line with emerging BusConnects design guidance in the detail design stage.
K-77	NTA-C14-1521	Public Information Campaign	It is noted that our concerns about the treatment of Frankfield Road and the Estates Main Entrance has been dealt with by the inclusion of a comment that this is to be dealt with by the "Active Travel Measures" on Frankfield Road - What exactly does that mean and why can't the reasonable queries raised by the Residents Association be responded to in a clear and concise manner.	The Active Travel Measures on Frankfield Road forms a separate works project and received planning in Q4 2022. A design was developed at the Frankfield Road junction with the main entrance to Alderbrook Estate (design layout can be found at https://consult.corkcity.ie/en/consultation/active-travel-measures-frankfield-road). BusConnects Cork will tie in with the active travel measures at the junction with Ballycurren Road / Grange Road and the design details will be coordinated further between the project teams.
K-78	NTA-C14-1521	Public Information Campaign	No cross-section of the road has been provided on the ballycurren Road where it effects the Alderbrook Estate. No proper details of the junction layout has been provided on the Frankfield Road where it effects the Alderbrook Estate.	The proposals have been reviewed against topographical survey information and the design has been developed to minimise the land take required in the vicinity of Alderbrook Estate, while still ensuring that the proposals meet the BusConnects scheme objectives. Full details on the cross section and junction layout will be design in the next stage of the project.
K-79	NTA-C14-1521	General Environmental Issues	What, if any, mitigation is been allowed for the NTA to reduce the major destruction of the estates natural and environmentally kept landscape which has been maintained by the residents from the beginning of the estate.	The potential environmental impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme, with mitigation measures proposed as necessary. The proposals have been reviewed against topographical survey information to minimise environmental impacts. Where tree removal is to be involved, replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. The design team will also review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. Also refer to Issue 1 of the Public Consultation Report (March 2023 to May 2023).
K-80	NTA-C14-1521	Public Information Campaign	We have asked questions previously pertinent to the original planning conditions for which we have not received any answers.	The planning conditions are not available at the moment as the BusConnects Cork scheme is still in a pre-planning stage.
K-81	NTA-C14-1608	Cycling Infrastructure / Alternative Proposals	You intend to make an entrance at the junction of Grange Erin and Grange Road for a quiet cycle route via Grange Avenue and Donnybrook Drive. There is an entrance there already. Any cyclist or pedestrian entering Grange Avenue at this point will travel via Shamrock Drive across Shamrock Road down Inchvale Avenue and onto Inchvale Road. They will return the same route as I have seen them do for the last 40 years. I have never seen a pedestrian or cyclist travel down Grange Avenue and onto Donnybrook Drive or Donnybrook Hill. Why would they travel a longer more difficult route?	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. Further design work will be undertaken and developed with community representatives to ensure that the proposal improves permeability for local trips.
K-82	NTA-C14-1608	Alternative Proposals	You show a new entrance being made on the high wall surrounding our park. We object to that in the strongest way possible. There is an existing bus lane and wide footpath outside the wall. Why put a pedestrian and cycle lane inside the wall? There is less than 100m here from the junction of Shamrock Road to your new entrance, a section that already has a bus lane and a wide footpath. Going north from the junction, there is no bus lane and a very narrow footpath. There is a problem here but you choose to ignore it, yet you want to fix something that is not broken. There is a problem down in the back village but unfortunately nothing is planned for it.	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. The existing footpath will be retained, with the new entrance improving local pedestrian and cyclist permeability. The proposed quiet street cycle route will link through to the proposed toucan crossing, which connects with the Ballybrack Greenway linking to Douglas Village. Further design work will be undertaken and developed with community representatives to ensure that the proposal improves permeability for local trips.
K-83	NTA-C14-1608	Anti-social Behaviour	The new entrance in the high wall will have a serious detrimental affect on our lives. people will have a rat run to dump their rubbish inside the wall. We will have people coming from the pub unratning or worse there. We will be subject again to antisocial behaviour as we had before. We will have youths drinking inside the wall. We had a serious problem with drug users here in the past.	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. The proposals will be developed to ensure that any wall opening is attractive, well lit and overlooked. Further design work will be undertaken and developed with community representatives to ensure that the proposed wall opening improves permeability for local trips without impacting safety, security and environment of local residents. Also refer to Issue 9 of the Public Consultation Report (March 2023 to May 2023).
K-84	NTA-C14-1610	General Environmental Issues / Impact on Trees	Do not backtrack on proposals now presented in phase 2. The tress and biodiversity is very important to shamrock lawn.	The proposals have been reviewed against topographical survey information and the design has been developed to minimise environmental impacts. Where trees are impacted, a replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. The design team will also review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. Also refer to Issues 1 & 2 of the Public Consultation Report (March 2023 to May 2023).
K-85	NTA-C14-1610	Safety Concerns	Please do not make footpaths too narrow. Preferably 2 metres or a bit more if possible along Donnybrook Hill and Grange Road.	The proposals have been reviewed against topographical survey information and the design has been developed to propose footway widths of 2m where sufficient space is available.

Issue Number	Reference	Key Issue	Statement	Response
K-86	NTA-C14-1611	Character and Heritage / General Environmental Issues / Impact on Trees	Could every effort be made to preserve the many distinctive and defining natural characteristics, it's very numerous tall mature trees, the highly distinctive lines of smaller trees found at points along the route, the beautiful old grey stone walls of local historic and aesthetic interest? Maintaining these features rather than replacing them with hard landscaping would make the route less attractive for walkers, cyclists, motorists and residents. It's continued use as a habitat for birds and animals would also be aided. As well as enhancing travel options, such preservation would also support natural habitat and community goals. Additional paths alone will not attract more walkers and cyclists. These need to be complemented by pleasant, varied and interesting surroundings and by locating stops, post offices and other amenities within walking distance.	The proposals have been considered in full against topographical survey information and the design has been developed to minimise impacts on existing trees and boundary walls while still ensuring that the proposals meet the BusConnects scheme objectives. If removal to existing boundary wall is required, a replacement will be provided as part of the main works. Where tree removal is to be involved, replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. The design team will also review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. Also refer to Issues 1, 2 & 6 of the Public Consultation Report (March 2023 to May 2023).
K-87	NTA-C14-1611	Alternative Proposals	At the entrance to Grange Erin, could the path area in the right triangular corner in particular be reduced in size? Could it be more softly landscaped and made to blend better with the surrounding green areas.	The design details in relation to the entrance at Grange Erin will be considered in full in the detail design stage as part of the design development. The design team will also review opportunities to provide additional landscaping / vegetation to blend with the surrounding green areas. Also refer to Issue 1 of the Public Consultation Report (March 2023 to May 2023).
K-88	NTA-C14-1611	Alternative Proposals / Impact on Trees	Could the toucan crossing near the entrance to Grange Erin be repositioned slightly up the road so as to enable the preservation of the tree marked for removal?	The proposals have been reviewed against topographical survey information to minimize the impact to existing trees. The location of the proposed toucan crossing will be reviewed in the detail design stage as part of the design development with due consideration to the safety and visibility requirements as well as the vehicular accesses of the nearby properties.
K-89	NTA-C14-1611	General Environmental Issues / Impact on Trees	Could the beautiful tree in front of the cottage; atleast 3 for the 4 trees along Grange Road beyond the cottage; the tree in the corner of the Holy Trinity Church site; and the trees near supervalu at the Clifton Grange entrance wall not be retain? The area looks wide enough to include both the cycle path and footpath? These trees are highly distinctive and visually attractive. They provide shade, shelter and relief from the harsh impact of the road, traffic, noise and fumes.	The proposals have been reviewed against topographical survey information and the design has been developed to minimize impact to existing trees while still ensuring that the proposals meet the BusConnects scheme objectives. For example, tree removal outside Clifton Grange has been reduced. Where tree removal is required, a replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. The potential environmental impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme, with mitigation measures proposed as necessary. Also refer to Issues 1 & 2 of the Public Consultation Report (March 2023 to May 2023).
K-90	NTA-C14-1611	Alternative Proposals / Impact on Trees	Could a quiet street treatment be included along Eugene Drive, Grange Heights (both sides) to preserve the mature trees due for removal?	To ensure that cycle trips are direct and continuous, the cycle routes have been designed to follow the main road corridor. The cycling network should be easily accessible and recognisable to ensure that it can be used by a wide range of users. Quiet streets are only proposed where cycle journey distances can be reduced or physical constraints prevent the widening of existing corridors to provide dedicated cycle infrastructure. The proposals have been reviewed against topographical survey information and the design has been developed to minimise impact on the existing trees while still ensuring that the proposals meet the BusConnects scheme objectives. Where tree removal is required, a replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations.
K-91	NTA-C14-1611	Alternative Proposals / Character and Heritage.	If the stone wall in front of the Holy Trinity Church needs to be removed, could this be reconstructed in stone by specially skilled craftsmen and thereby preserved in a genuine way? Could this approach be adopted rather than having it reconstructed using the original stones, but using modern rather historical techniques as has been attempted elsewhere? Alternatively, could the wall be retained and the cycle and footpaths be brought inside the wall boundary. The church and wall are key to the character of Frankfield/Grange Road and a link with the past and as such it is important to protect the wall.	The proposals have been reviewed against topographical survey information. The boundary walls are required to be realigned and replaced to achieve the scheme objectives but this will be undertaken in a manner that is sympathetic to the character and heritage of the area and will be restored following the relevant statutory processes. Also refer to Issue 6 of the Public Consultation Report (March 2023 to May 2023).
K-92	NTA-C14-1611	Impact on Trees	At the Ballycurreen Road exit onto the Grange Road left side about seven trees are marked for removal. Could the small segment of bus lane be reconsidered/removed to protect these?	The proposals have been reviewed against topographical survey information and the design has been developed to minimise impacts on trees while still ensuring that the proposals meet the BusConnects scheme objectives. Tree removal is required at the junction of Ballycurreen Road and Grange Road for the efficient and safe operation of bus priority movement but replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations.
K-93	NTA-C14-1611	General Environmental Issues / Impact on Trees	Directly opposite the Ballycurreen Road exit onto the Grange Road could every effort be made to protect the very tall trees which are currently sheltering nesting birds.	The proposals have been reviewed against topographical survey information and the design has been developed to ensure that impact on the existing trees is minimised while still ensuring that the proposals meet the BusConnects scheme objectives. Tree removal is required at the reference location for the efficient and safe junction operation and to provide protected design to cycle lane. Replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. Also refer to Issues 1 & 2 of the Public Consultation Report (March 2023 to May 2023).
K-94	NTA-C14-1634	Cycling Infrastructure	Least pleasing that the Sustainable Transport Corridor K Well Rd Cycle Route quiet cycle route to connect to Douglas Hall Lawn has been abandoned by the NTA.	Well Road cycle route forms part of the Cycle Network Plan for the Cork City Metropolitan Area.
K-95	NTA-C14-1634	General Environmental Issues / Impact on Trees / Character and Heritage	Effects on the environment, air pollution, noise, peoples health and wellbeing, destruction of hisoric stone wallas and trees.	The potential environmental impacts of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme, with mitigation measures proposed as necessary. The proposals have been reviewed against topographical survey information and the design has been developed to ensure that impact on the existing trees and stone walls is minimised while still ensuring that the proposals meet the BusConnects scheme objectives. Where tree removal is required, replanting programme will be put in place to use mature or semi-mature ready-grown trees where appropriate and feasible, and to plant them as close as possible to the original locations. If existing boundary wall is removed this will be undertaken in a manner that is sympathetic to the character and heritage of the area and a replacement will be provided as part of the main works. Also refer to Issues 1, 2 & 6 of the Public Consultation Report (March 2023 to May 2023)

Issue Number	Reference	Key Issue	Statement	Response
K-96	NTA-C14-1634	General / Technical Data & Surveys	Ignored the necessary use by individuals of vehicles and increase in traffic congestion. No credible or clear routes proposed for use by motorists. No solution for the large number of schools. No analysis for future use. Heavy traffic on all routes. No long term benefits	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in increased public transport, walking and cycling trips.</p> <p>The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for undertaking early engagement through non-statutory public consultation on the project so that the public are included in the project as the design progresses. Detailed assessments will be carried out at the next design stage to inform the design development.</p>

Appendix B – General Submissions and Responses

DRAFT

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

		<p>strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C14-567	<p>The current iteration of the BusConnects plan is in contradiction with the National Investment Framework for Transport in its refusal to apply statutory powers to appropriate the necessary number of parking spaces on public roads for reallocation to public transport use, because the failure to build adequate bus lanes and specify how bus gates will be enforced will mean busses will remain an unreliable form of public transport, and will not be used in the required numbers. Accordingly, the objectives set out in the National Investment Framework for Transport cannot be met by the current plan.</p>	<p>Based on feedback from previous consultations, the retention of parking spaces has been maintained, if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. With regards to policing of bus gates, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The BusConnects plan can facilitate the objectives set out in the National Investment Framework for Transport.</p>
NTA-C14-567	<p>The current iteration of the BusConnects plan is in contradiction with the National Development Plan its refusal to apply statutory powers to appropriate the necessary number of parking spaces currently on public roads, for reallocation to public transport use.</p>	<p>The retention of parking spaces has been maintained if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The National Development Plan sets to improve the accessibility between key urban centres and their regions, as well as ensuring rural areas are strengthened and rural contribution is harnessed. The BusConnects plan can facilitate the objectives set out in the National Development Plan.</p>
NTA-C14-567	<p>The current iteration of the BusConnects plan is not sufficient to reach the targeted required activity travel and public transport journeys, given the failure to build appropriate bus lane infrastructure due to numerous choke points expected as a result</p>	<p>The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a</p>

	<p>of capitulation to the users of private parking spaces and failure to plan how BusGates will be enforced As such it is not aligned with the Climate Action Plan.</p>	<p>modal shift for the corridor.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The Climate Action Plan's key objectives and actions include increasing the number of daily journeys using public transport and active travel modes, constructing an additional 1,000km of cycling and walking infrastructure, commence delivery of BusConnects Network redesigns, balance better movement priorities within urban areas etc. These objectives and actions reflect the objectives and design decisions made in the BusConnects plans.</p>
NTA-C14-567	<p>The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by it's design it cannot be well functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.</p>	<p>The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. Regarding the transformative nature of the scheme, and integrating to other areas and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements. Specific objectives of the Southern RSES are high capacity public transport corridors, prioritisation of buses over car traffic, high bus service frequency and improved journey times and a better developed cycle network, all of which are covered by the current iteration of the BusConnects plan.</p>
NTA-C14-569	<p>I am strongly disappointed with the recently published revisions to the BusConnects Cork plan. While not perfect, and certainly needing compromises in key areas such as the Mangala flyover, the previously published plan at least represented ambition to deliver real change. The current iteration is a capitulation, will fail, and in its attempt to appease a highly vocal minority of people will damn the city to generations more of gridlock.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-569	<p>It grants complete and utter deference in the overwhelming majority of instances to car parking space 'owners', especially those parking on public roads. There is a fundamental misunderstanding about parking by those who park on public roads. A car parking space on a public road is not a right, it is a privilege, particularly in the city centre and on key arterial roads into the city centre. Many European cities are now adopting this view and are removing them to the benefit of the city as a whole. The idea the city should be condemned to gridlock by such people, particularly those already living quite close to or in the city, is absurd. Even in instances of 'quick wins' such as Ballincollig's</p>	<p>The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members. Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.</p>

	main street, which has thousands of car parking spaces adjacent to the main street on both sides of the road, the NTA has deferred to the loud minority.	
NTA-C14-569	The 'Bus Gates' are only magic paint. The NTA has no concrete plans to enforce the Bus Gates. We've seen the Gardai and Cork City Council's unwillingness to prosecute vagrant parking violations, or the pitiful private vehicle 'ban' on Patrick Street. The idea that either body will have the ability or willingness to enforce the bus gates is utterly ridiculous. Voluntary compliance has not worked, will not work and cannot work in such a car dominant city.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-37	Concerned about the bus route 206. The new transport plan for cork city caters only for the young and mobile.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-569	From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.	<p>The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.</p> <p>The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C14-569	The current iteration of the BusConnects plan is in contradiction with the National Investment Framework for Transport in its refusal to apply statutory powers to appropriate the necessary number of parking spaces on public roads for reallocation to public transport use, because the failure to build adequate bus lanes and specify how	Based on feedback from previous consultations, the retention of parking spaces has been maintained, if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme

	<p>bus gates will be enforced will mean busses will remain an unreliable form of public transport, and will not be used in the required numbers. Accordingly, the objectives set out in the National Investment Framework for Transport cannot be met by the current plan.</p>	<p>progresses. With regards to policing of bus gates, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The BusConnects plan can facilitate the objectives set out in the National Investment Framework for Transport.</p>
NTA-C14-569	<p>The current iteration of the BusConnects plan is in contradiction with the National Development Plan its refusal to apply statutory powers to appropriate the necessary number of parking spaces currently on public roads, for reallocation to public transport use.</p>	<p>The retention of parking spaces has been maintained if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The National Development Plan sets to improve the accessibility between key urban centres and their regions, as well as ensuring rural areas are strengthened and rural contribution is harnessed. The BusConnects plan can facilitate the objectives set out in the National Development Plan.</p>
NTA-C14-569	<p>The current iteration of the BusConnects plan is not sufficient to reach the targeted required activity travel and public transport journeys, given the failure to build appropriate bus lane infrastructure due to numerous choke points expected as a result of capitulation to the users of private parking spaces and failure to plan how BusGates will be enforced As such it is not aligned with the Climate Action Plan.</p>	<p>The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The Climate Action Plan's key objectives and actions include increasing the number of daily journeys using public transport and active travel modes, constructing an additional 1,000km of cycling and walking infrastructure, commence delivery of BusConnects Network redesigns, balance better movement priorities within urban areas etc. These objectives and actions reflect the objectives and design decisions made in the BusConnects plans.</p>
NTA-C14-569	<p>The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by it's design it cannot be well</p>	<p>The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. Regarding the transformative</p>

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

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

	<p>cycling as a viable mode of transportation. Therefore, it is crucial to implement strict enforcement measures and penalties for those who park in cycling lanes.</p>	
NTA-C14-673	<p>The enforcement of bus and cycling lanes should be complemented by public awareness campaigns that educate motorists and cyclists alike about the importance of adhering to lane regulations. These campaigns can promote a culture of respect for designated lanes, fostering a greater understanding of the benefits they provide and encouraging responsible behavior among all road users.</p>	<p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>
NTA-C14-701	<p>It's difficult to determine the full impact this early in the process with limited information available without being provided with its implications i.e. environmental, ecological, traffic impact, etc. and this is unfair.</p> <p>There would be a very significant traffic impact as a result of the proposals. For example, the removal of a turning lane from Boreenmanna Road to the N27. Without understanding the implications of the proposals it is unclear how critical decisions such as identifying emerging preferred routes/ proposals have been made i.e. It has been decided without all required information to do so.</p> <p>The proposed left-turn ban on Ballinlough Road would have very significant implications for properties in this area. This would be particularly an issue during peak hours with a proposed 'Bus Gate' at St. Finbarr's Hospital prohibiting outbound car traffic movements. The result of such measures would be significant re-routing and longer journeys. The reversal of the no entry and the creation of a one-way system, as it appears to be proposed along Ballinlough Road is unnecessary. Minimising rat-running along Ballinlough Road could be accomplished by reversing the no-entry at the eastern end without prohibiting two-way movements along the western end (city end) as far as, say, Bernadette Way.</p> <p>Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.</p> <p>The general widespread removal of parking provision would result in the relocation of parking to neighbouring housing areas and is contrary to community objectives such as the provision of home zones where children play on streets and green areas adjacent to carriageways.</p> <p>It is unclear whether the proposed parking area adjacent to Rockboro School is feasible. There does not appear to be sufficient space to accommodate the number of spaces shown without significant land take and costly construction. There is a risk that these mitigating measures may never be constructed or would be significantly reduced.</p> <p>It's unclear whether cyclists would be allowed to use bus lanes. It would certainly be more difficult for cyclists to use carriageways if this was implemented. Many cyclists would be significantly impeded using the proposed 1.5 metre wide cycle lane which passes through bus stop passenger standing areas.</p>	<p>The proposed Scheme aims to implement positive changes to active travel infrastructure, reducing car usage. Therefore, walking, cycling and wheeling will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities. The aims of BusConnects Cork improving bus and cycle measures are to restrict traffic growth by allowing alternatives to car travel, therefore general traffic capacity will not increase. All journeys throughout the Scheme area will still be possible, some with a slight increase in distance.</p> <p>The impacts of the Scheme on the surrounding road network will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.</p> <p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Local access will be maintained, although short diversions may be required in certain locations where bus gates are proposed. Access will be maintained for emergency vehicles along the Proposed Scheme.</p> <p>An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed Scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and ecological impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the Scheme.</p>

	<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. The overall design of the routes is extremely wide and is 'highway' orientated is contrary to DMURS, which is mandatory. This approach would likely result in community severance.</p> <p>It's unclear if any alternatives have been considered. Other options which may be more suitable include greater traffic management proposals that may have less detrimental effects on residents. It is unclear whether any assessment has been carried out in relation to actual demand requirements for the level of infrastructure. The overall scheme would result in significant provision of public transport capacity leading to a single location inbound. There's potential for a lot of empty buses particularly during off peak times.</p> <p>No phasing proposals appear to have been provided. It's unclear as to whether it would be applied as a single permission, or would it be split into a number of projects.</p> <p>The construction impacts may be very severe. This has not been presented.</p> <p>Presumably the modelling will be presented to the public at some point including the assumptions made in relation to the changes required to travel behaviour in order to avoid a completely unusable private car system.</p> <p>Conclusion</p> <p>I am concerned about the impact on suburban streets due to potential changes in travel patterns and increased traffic on residential neighbourhood streets. I'm concerned about the approach of asking the public to comment on such an extensive plan within a single period with limited informing data. The impacts have not been highlighted or presented.</p> <p>It has been up to the public to figure it out. I'm concerned that the local elected representatives are not part of the planning process in the context of their position.</p> <p>It appears that a broad brush approach has been taken i.e. pick a general cross-section and apply it to routes including bus lanes whether they are required or not, at all locations. It is clear that many of the refinements from the previous consultation are improvements and would reduce the impact. These are however only modification from the previous consultation material as opposed to considering a complete new approach.</p> <p>As previously stated, no alternative options have been presented for consideration.</p> <p>At local level my main concerns are for the removal of vehicular access to Ballinlough</p>	
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	<p>Road from Douglas Road west of St Finbarr’s Hospital particularly in conjunction with the adjacent Bus Gate. The removal of parking along Boreenmanna and its likely impact on adjacent areas is also of particular concern.</p>	
<p>NTA-C14-772</p>	<p>We need to make Cork a more modern European city. Cork is a beautiful city but it deserves far better public transport and infrastructure. Proper bus corridors and cycle infrastructure are badly needed and can only be the start. It’s not going to be easy but if we don’t start now, then when?</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-51</p>	<p>I express my full endorsement of the Bus Connects project, recognizing its crucial role in shifting from car-centric design and urban sprawl to a more interconnected city.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The ‘preferred cross-section template’, where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p>

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

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

		<p>process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>
NTA-C14-52	The new network design should include a bus route connecting CIT to Mahon via South Douglas Road	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-812	Enforcement of bus lanes is a potential problem. I don't think garda postings are a good enforcement option, as they'd be too intrusive. However, putting cameras on buses to read license plates would allow for the identification of cars that inappropriately use the bus lane.	<p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>
NTA-C14-827	I sincerely hope all of the proposed BusConnects routes and cycle lanes are implemented. Anything that can be done to reduce the use of cars and offer a practical alternative for people will be adopted by the majority of people.	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-834	Limited information is provided to assess the impact of trafficmanagement proposals on accessibility to Tesco Ireland store for vehicular traffic. It is perceived that access restrictions on East Douglas Road, and prevention of traffic from using R610 Douglas Road inbound during 'peak hours only', is likely to put considerably more pressure on the surrounding traffic junctions, including the Douglas Village Shopping Centre car park and service yard entrances. Disruption to traffic flow into the shopping centre carpark will negatively impact the commercial viability of not just the Tesco store, but all of the businesses located in this complex.	<p>Regarding construction impact, when roads and streets are being upgraded there may be some temporary disruption / alterations to access in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works</p>
NTA-C14-64	There should be more routes connecting surrounding towns rather than just the city.	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here:</p>

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

NTA-C14-854	Approximate number of properties that may be impacted, approximate number of on-street parking spaces that may be removed, approximate number of roadside trees that may be removed. Overall, it's not clear at all what problem this whole scheme aims to solve, or how it would solve that problem, or whether it just creates new different problems.	<p>BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres.</p> <p>As a result of providing additional bus lanes and cycleway facilities, properties and existing trees will be affected but measures will be put in place to mitigate these impacts. More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/. Details of the current proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-856	Bus gates – how are these going to be enforced? Painted box on road is useless... When are the bus gate times? How can an adequate judgement be made as on these when they appear to be unknown currently? This, again, shows the level of thought and preparedness gone into BusConnects – why is it that these details are not available?	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-2	I would like to see some of the originally proposed bus lanes restored	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-66	The buses to and from cloyne and not frequent, and on Sundays there are no buses at all to cork city center	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-856	Reducing lanes to "shoehorn" bus and cycle lanes in everywhere just seems to be an approach to "bus wash" a public transport solution. I believe more thought is needed. Effectively it appears to me that the result is more bottlenecks and increased delays for all. If more cars are forced into a reduced usable space, then surely that will lead to longer journey times and thus more emissions? This wouldn't be pro-environment surely.	Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the scheme development. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the STC corridors, with the potential to reduce through commuter traffic.
NTA-C14-856	Is the number of trees being removed being replaced with at least an equal or greater number on the routes affected? Total loss = 714! The loss of these many trees in	The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being

	unconscionable and the fact this project is being pitched as eco-friendly just adds salt to the injury.	<p>balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-856	Has the negative environmental impact been assessed for where when Bus Gates are in effect that increased journeys for cars etc using “diversionary” routes have to drive “around” to get to where they’d normally go in a shorter period of time?	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.

NTA-C14-858	Within several neighbourhoods with the south east area of Cork City, which I represent, many of the phase one plans created much deep anger and deep mistrust of the NTA and Bus Connects, mainly because of what I would deem a tokenistic communication campaign.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-858	I am still receiving many emails from local people whose general questions, through email to Bus Connects during this past phase two process, have been left unanswered.	The NTA notes this response. The NTA has committed to a third round of non-statutory public consultation.
NTA-C14-858	I deem it very unfair to send out animation videos into the public realm, which do not show the below and after changes belonging to the phase two proposals.	The NTA notes this response. 3D visualisations were produced and shared to aid the understanding of the consultation designs.
NTA-C14-859	I wish to express my total support for this scheme. The council have already stated that the cities roads are at capacity midweek and Cork's population is expected to grow by around 50% in the next 20-30 years. Any further compromised to the plan would be very disappointing.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-866	As a resident along the Ballincollig route on Model Farm Road, I am in favour of the project.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-866	I request that all design decisions be taken in a clear order of priorities, whereby different users' needs of the infrastructure are prioritised as follows: 1. Pedestrians 2. People on bicycles 3. Busses 4. Other motorised vehicle traffic (cars, HGVs etc)	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks. The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts,

		<p>including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> • Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving; • New mid-block pedestrian crossings in appropriate locations including at bus stop locations; • Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and • Raised, continuous footways across side roads. <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical</p>
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		segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.
NTA-C14-866	I further propose that the design team consult with experts in the field of active travel design (eg city planners in Copenhagen or Amsterdam) to acquire expertise, rather than to rely on inadequate NTA guidelines for active travel design.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C14-870	All routes Where are the set-down places for cars to drop people off/pick up? Especially around schools? Are the buses to travel only on these corridors? Why is there no orbital corridor proposed?	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.

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NTA-C14-889	I believe this scheme is not the best iteration and you should have stuck with the first suggestion. Bowing to public pressure has led to a weakened scheme. And while I generally support public participation, in this case there is a lot of NIMBYism around this scheme.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.
NTA-C14-889	I would like to see all trees reinstated, with increased tree planting and establishment of green corridors where possible	<p>Tree planting and other environmental aspects are to be included to enhance the urban realm experience for all, where possible. The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-928	More sustainable and reliable traffic management will increase the quality of life in this city. While I drive myself for most of my journeys, I hope to change this once there are viable alternatives to private cars available. I am willing to sacrifice on street parking.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-949	I am writing to express my resolute support for the Cork BusConnects proposals, while strongly advocating for the retention of the original proposals. As a resident of the Douglas Road I firmly believe that these initiatives are crucial for the betterment of our city's transportation network and the quality of life of its residents.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-949	While acknowledging the need for continuous refinement and adaptation, it is imperative to stress the importance of retaining the original proposals put forth by the Cork BusConnects team. They represented a plan to address the challenges faced by our current transportation system and provide tangible improvements to meet the needs of our growing population. Unfortunately I believe that the changes to the STCs following the first round of consultations has resulted in a new proposal that will not deliver the	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.

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

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

NTA-C14-986	Broadly supportive of the overall scheme.	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places</p>
NTA-C14-986	Combined changes in phase 1 will water down the overall plan so that the stated bus frequency/reliability goals aren't achievable	<p>This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. One of the benefits of BusConnects is the enhancement of capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements, which is still achieved by the updated plans.</p> <p>NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements of the bus services and routes.</p>
NTA-C14-141	I'm in favour of Cork being more focused on public transport on cycling and less car-focused as it's crucial to our community reducing our impact on the climate.	<p>The NTA welcomes this positive feedback and support of specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C14-986	Construction isn't due until 2028-2030 - This is incredibly important and overdue infrastructure so I'm worried it'll be 7 years for a project that won't actually deliver substantive change. Especially if there is a 3rd round of consultation reducing the scope of the project further.	<p>The statutory process is required and is expected to take place between 2023 - 2026 which shall optimise the engineering design, prepare environmental impact assessment (EIA) report and define the property requirements and prepare CPOs. This is then followed by submission of applications to An Bord Pleanála to approve the Proposed Scheme and to confirm the associated CPOs, expected to take place between 2024-2025. An Bord Pleanála may approve the proposed scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the proposed scheme; and confirm the CPO or any part thereof with or without conditions or modifications. Only after approval can construction commence on a</p>

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

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NTA-C14-998	I support the proposals made for bus corridors, in particular along Douglas Road. Cork needs to become a more public transport friendly city for its people and for the environment and reducing carbon emissions.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1000	As someone who will benefit from these plans for years to come, I strongly welcome any measures proposed to reduce congestion and make it safer to walk, cycle and get the bus around Cork. The vast majority of the plans are well thought out.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1000	I would strongly implore that Bus Connects (BC) ensure that traffic cameras on busses as well as enforcement of bus lane violations are included within the plans for the corridors so that they can operate both safely and efficiently.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-1000	Many corridor designs cycle lanes randomly end/end onto footpaths where there will be a conflict with pedestrians or those on bicycles are forced to re-enter the road with no priority.	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks, provision of additional complimentary cycle facilities on alternative quiet routes will be considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p> <p>Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p>

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

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

NTA-C14-185	The proposed routes caters for the old city boundaries. There are over 1000 new homes being built in Glanmire (in the city), there is no STC to here	<p>The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.</p> <p>With regards to connectivity to new developments and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements.</p>
NTA-C14-1010	Overall the Busconnects cycle network will be transformative for the city and Cork Cycling Campaign fully support the introduction of a connected network as it is a significant and overdue improvement on the existing fragmented cycling infrastructure in the city.	<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-C14-1020	I write to support the overall objectives of BusConnects to improve walking and cycling infrastructure, make public transport more reliable, and give people more sustainable transport choices. We no longer have a choice about reducing our ever-increasing carbon footprint.	<p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User</p>

		<p>safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p>
<p>NTA-C14-1020</p>	<p>The real power of the existing infrastructure will not be realised until safe infrastructure is continuous, intuitive and easy to enter, use, and exit. A big part of our focus should be on getting children walking or cycling to school and for their daily activities - if they can't use the infrastructure, then it's not good enough. I believe the same question can also be asked for pedestrian and bus infrastructure. Use the principles of Universal Design and seek out examples of good practice.</p>	<p>The BusConnects proposals are seeking to make it easier and safer for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that general road safety for all types of road users will be improved.</p> <p>The proposals for all routes would include the following measures to improve road safety:</p> <ul style="list-style-type: none"> - provision of protected cycle lanes and junctions which provide a safer environment for cyclists. - additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines. - footways provided for across the Scheme, where possible, including in areas where there is currently no footway provision, and increased footway widths where possible. <p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p>
<p>NTA-C14-1020</p>	<p>One overall key area mitigates against easy use of infrastructure, and that is putting people into conflict through forcing shared use in busy situations. That includes pedestrians and cyclists, bus users and pedestrians/cyclists and bus drivers and cyclists. I don't think these points of conflict have been properly addressed, with easy options being taken where a bit of thoughtful (and maybe more expensive) design is necessary so please bite the bullet on that one and get it right for once and for all. There are examples of good practice from other cities for these design challenges, so please use them.</p>	<p>The BusConnects Cork Scheme aims to provide improved walking, cycling and bus connectivity along the route and to Cork City Centre, providing improved access to additional services. Shared spaces are relatively small and segregated facilities are generally proposed on the Sustainable Transport Corridors.</p> <p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p>

NTA-C14-1023	Making public transport more accessible to more people, delivering safe cycling facilities, and achieving the objectives for Cork to become one of Europe's first climate neutral cities by 2030 can only be beneficial to the older population. The provision of new bus shelters and real-time information is to be welcomed.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1023	The topography of the area is such that either travelling to or from bus stops on foot will require an uphill climb. The Age Friendly Representatives consider that this will be a barrier to accessing the public network.	A review of bus stop locations has been carried out as part of the design development for the scheme. This exercise was carried out to optimise the performance of the bus services on the STC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of the bus routes. This review was undertaken on the basis of a number of best practice guiding principles including consistent spacing of bus stops, locating stops in close proximity to junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure.
NTA-C14-1023	Cashless Payment System: we consider that there will be a grace period to allow the cashless element to embed into society. Although many older people have free travel there are many more people who do not, and this will be a barrier to accessing public transport.	Cashless payments are part of the wider BusConnects programme of improvements. This consultation is focused on the infrastructure associated with the sustainable transport corridors.
NTA-C14-253	I see a distinct lack of connectivity to smaller town east of Cork	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1023	There is concern amongst older people about the loss of mature trees and the impact on the local area and the environment as a result of the loss of trees.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>

NTA-C14-1023	The representatives received feedback in relation to concerns about having to change buses in order to cross the city and the additional challenges that this will present to older people. Additional bus shelters would be welcomed in this instance.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1024	I am broadly in favour of the BusConnects proposal, and appreciate that as a car user I will need to be inconvenienced in order to improve public transport facilities within the city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1024	I am concerned that the reliance on bus gates in the revised proposals will weaken the overall provision of public transport facilities, and ask that these be effectively enforced – rather than relying on individual drivers to respect the new system. Perhaps consideration can be given to rising bollards where appropriate.	The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant. Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-1024	Where possible, please include SuDS measures and Nature Based Solutions in the drainage and public realm designs – this is a great opportunity to improve streetscapes across the city.	The introduction of drainage measures (including SuDS) will be considered at future design stages.
NTA-C14-1024	I would hope that in time the BusConnects proposals can be extended to other areas of the city, including Blarney, Tower and Kerry Pike.	The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes.
NTA-C14-1028	Sundays Well/Shanakiel Road has significant volumes of car and truck traffic and is in urgent need of some measures to make it safer and more pleasant for all road users. This might include speed limit reduction or traffic calming.	Following the first round of non-statutory public consultation (June 2022), Sunday's Well to Hollyhill STC was removed and not progressed as an individual STC. Sections of the corridor have been incorporated into adjacent STCs.
NTA-C14-253	Ban cars from the city centre	The BusConnects proposals are seek to make it easier for people in the area to choose walking, cycling and use public transport daily. By

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		<p>providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle and pedestrian facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p>
NTA-C14-1038	<p>Bus Connects in Cork is a failed project that needs reimagining. If you want people to take up public transport and reduce traffic on the roads and reduce emissions, it would behove the Govt and its various subsidiaries to undertake actual steps to reduce traffic.</p>	<p>This comment is noted. The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor.</p> <p>BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling.</p> <p>More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/.</p>
NTA-C14-1038	<p>Banning private car ownership is probably not a runner. But regulating it significantly is a feasible option. Just stop the sales of all new petrol and diesel cars. Just end the market.</p>	<p>The statement outlines proposals for banning the sale of private vehicles. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C14-1048	<p>As I live in Glanmire no STC routes is of any benefit to me. It's the change of the main bus service I have high concern. I use the bus 214 to get to the city and can use it for work if need. This will change. The new route 2a takes a much longer route through three estates and crossing the old bridge in glanmire and up through Mayfield and will join the 2b route (this is the currently 208 route). I would find it very difficult to get my the 2a in the city as everyone from Mayfield can get either the 2a or 2b.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-1049	<p>I would be very disappointed to see any large compromises made again to the scheme this time around. This plan benefits many more Cork residents and tourists than a small minority of the car driving public.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

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

	<p>stages of the works. An Post has a number of postal facilities located adjacent to STC D, STC H and STC E. Additionally, there are numerous retail offices, post-boxes and collection points along each proposed corridor. Such proximity to these Sustainable Transport Corridors causes concern for the potential large and continued disruption to An Post's operational requirements.</p>	
NTA-C14-1058	<p>It is critical that design and operational interactions between the N/M20 Cork to Limerick Project and BusConnects Cork are aligned to deliver the planned inter-urban transport network in the south of the study area.</p>	<p>Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.</p>
NTA-C14-1059	<p>Cork needs a transformation of its transport system, including a massive expansion of public transport and cycle lanes and a reduction in reliance on cars. First and foremost, this is necessary because of the climate emergency which threatens our future. It is also an important part of improving the quality of life of ordinary people in this city, including the well-documented problems with air quality in Cork and the current lack of frequent and reliable public transport links for most residents.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1059	<p>Achieving high quality public transport for all means keeping it out of the hands of private profiteers. Private companies will be focused on a small number of the most profitable routes and not on ensuring all communities have access to public transport. Free public transport is a key way to end car reliance and it is not compatible with the sector being run for profit.</p>	<p>This statement outlines proposals for encouraging more public transport use by reducing fares. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C14-255	<p>Keep fighting the good fight, take away parking, roll on cycle lanes.</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-C14-1059	<p>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.</p>	<p>NTA Noted</p>
NTA-C14-1059	<p>We urge real engagement with all communities about the impacts of Bus Connects in their area.</p>	<p>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</p>

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

		<p>balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p>
<p>NTA-C14-1063</p>	<p>There needs to be greater segregation between bike lanes and bus/car lanes on all routes. Many of the current cycleways around Cork are simply lines painted on a road, and are dangerous for cyclists. Each scheme should include fully segregated, two way cycleways, where possible.</p>	<p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary</p>

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

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

	<p>would need to be properly enforced, and I worry that they would be abused by car users instead.</p>	<p>benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>
<p>NTA-C14-1089</p>	<p>the overall reduction of bus lanes in favour of bus gates worries me. These bus gates would need to be properly enforced, and I worry that they would be abused by car users instead.</p>	<p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.</p> <p>Regarding to the enforcement and legislation of the proposed overall Scheme, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.</p>
<p>NTA-C14-1091</p>	<p>It frustrates me no end that it is so frequently a worse and more dangerous option to use a bike lane than to stay in the road and hold the primary position while riding with traffic. The big factors which make lengths of bike lanes here a worse choice than the road are: inconsistency, discontiguity, impracticality and making it more likely that you will end up under the wheels of a motor vehicle.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place</p>

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

		<p>the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>
<p>NTA-C14-1119</p>	<p>Understanding the positive impact that simply improving the existing bus network service could have. We would all be more inclined to use a bus for commuting if the service was more reliable! Local research undertaken with regular commuters in the Donnybrook and Grange area shows that issues relate to the reliability of the service (bus turning up on time or at all), rather than the length of the journey. People will only move onto buses when they are reliable, frequent, clean and safe! Sufficient buses are needed that allow for suitable frequency on each route and that actually turn up and are maintained properly so that they don't break down. Staff need to be recruited and trained so that there are sufficient drivers and mechanics available, let alone support staff. It is understood and appreciated that there will be more tracker information at the busier bus stops to show when the next bus will arrive, as well as more bus shelters. Consideration should be given to a fleet of shuttle buses, both for taking children to school and providing access to local stores.</p> <p>A water taxi or ferry service would be a boon to a city which is as much defined by the sea as it is the land. Many of Cork's major population centres are located in proximity to waterways or Cork Harbour, so a form of transportation linking water-based communities would nicely compliment road and rail based public transport.</p>	<p>BusConnects includes many elements to support the New Bus Network and Sustainable Transport Corridors including implementing a state of the art ticketing system, implementing a cashless payment system, a simpler fare structure, a new zero emissions bus fleet, and new bus stops and shelters.</p>
<p>NTA-C14-1119</p>	<p>The Plan proposes the removal of sections of gardens, the felling of mature trees and, less obviously, the disintegration of hedgerows, all of which will have an enormous impact on both CO2 emissions and biodiversity and thus, limits the Plan efforts be considered sustainable or respecting our current and future environment. Mature trees are not replaceable; they add character, enjoyment, shade, shelter and health benefits for all flora and fauna.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>

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

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

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

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

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

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

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

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		well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1294	I want to express my enthusiastic support for the BusConnects Cork initiative. As a resident of Cork who strongly advocates for the development of excellent bicycle infrastructure, I commend the National Transport Authority (NTA) and the City Council for their commitment to improving sustainable transport options in our city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1300	I support the proposals.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1300	provide at least some benefit to public transport users, pedestrians and cyclists alike. Is like to see better integration with Kent station. Regarding where the cycle routes differ from the bus corridors, there needs to be a bit more common sense. For example, cyclists will not take the diversion up York Hill (route B) to get to Middle Glanmire Road because it's steep and a longer journey. So the NTA needs to consider the actual cyclist behaviour and whether certain routes will be attractive at all. Following from this, to not provide any facilities on Summerhill North is to leave an obvious gap in the real route cyclists will take.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1315	The routes don't link up and every journey from suburb to suburb will require two legs, into town and back out on a different bus to your destination. Removing excellent services such as the 216 which goes all the way from Passage to Wilton is a, crazy decision, considering it always has a lot of passengers.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-262	I am proposing that the 233 cork to macroom via coachford /macroom to cork via maxroom service is increased in regularity and reliability.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1318	Each plan here would greatly improve the health and wellbeing of everyone in the city. We are poised to be near a "bus gate" and recommend that the use of bollards are explored during these peak times. If not possible then cameras will be needed or drivers will not heed the "bus gate". Despite being directly impacted we will have the alternative of relocated parking and then the provision of a two-way cycle track right outside our door as well as a bus stop and bus lane 10m away.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

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	This will make getting to work, the shops and more much easier. Where possible please ensure that cycle lanes do not randomly end to dangerously mix with pedestrians and instead proper junction treatment is applied.	
NTA-C14-1320	<p>I fully support all improvements suggested to the bus and bicycle networks. We can no longer put all our eggs into one basket when it comes to what kinds of travel modes we provide the infrastructure for. There needs to be viable alternatives to driving everywhere within the city boundaries.</p> <p>The transport corridors will provide that alternative to so many people who have lost faith in the public transport system or those still on the fence about using a bicycle as a safe and reliable mode of transport.</p>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1325	<p>In contrast to the unrepresentative deluge of unashamed NIMBYism of the pearl clutching middle classes, I would like to voice my support for the proposed STCs across Cork City.</p> <p>Our public transport system simply needs to drastically scale up as fast as possible to make Cork a desirable place to live and work.</p>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1328	<p>Very busy suburbs need frequent regular small buses as evidenced in older cities all over the world. Preserve and protect our city</p>	The scheme proposals provide continuous bus priority, with other arrangements used in constricted locations. This will remove delays currently being experienced by the bus system and its users. By having dedicated bus lanes, or other equivalent measures, it will make for a better and more efficient service. In addition to these corridors, there is a much wider redesigned bus services network planned for Cork which will provide increased frequencies and new services which will be implemented during 2024/2025.
NTA-C14-1329	<p>I want to express my enthusiastic support for the proposals to transform the transport system in Cork for the better so that it is fit for the future and lays the foundations for a city we can be even more proud of.</p> <p>I want to especially express my strong support for all the filtered permeability, bus gates and 30 km/h speed zones proposed, including specifically the 30 km/h speed zone and filtered permeability proposed on O'Connell Avenue, adjacent to Derrynane Road, which will eliminate through traffic and restore the peace, safety and primacy of the residential community this place should be.</p> <p>I support, as well, the following specific proposals, for example: a two-way cycle lane on Evergreen Road; sealing the junction of Capwell Road, High Street and the Southern Road; sealing the northern part of Woods Street; bus gates by UCC, on College Road,</p>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

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	<p>the Western Road and Bishop Street, on Watercourse Road and Thomas Davis Street in Blackpool, and on the Kinsale Road</p> <p>I welcome the proposed replacement of the roundabout at the junction of Bishopstown, Wilton, Glasheen and Sarsfield Roads, to expand green areas and provide cycling infrastructure in a loop.</p>	
NTA-C14-1353	<p>I support the principle of the Bus connects proposed routes.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1368	<p>Cork Cycling Campaign welcomes the provision of dedicated segregated cycle lanes as part of the H STC. This will provide a vital active travel to many major trip generators including business parks , industrial and commercial zones , sports arenas and clubs and surrounding residential areas. It will form properly segregated and protected cycle network which will provide a safe and viable alternative to the car for short journeys, reduce the over-reliance on private vehicles in Cork, and help Cork meet our climate action and cycle mode share targets.</p> <p>Overall the Cork Cycling Campaign commends and supports the H STC route for cycling as it provides a high quality and safer environment for cycling. We would like to make the following observations and suggest improvements on certain design aspects and route choices, that we believe would make for a more coherent, better quality and more attractive route for cyclists.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1381	<p>I am happy bike lanes are being mostly kept in place, I still think cycle lanes should be brought through the mangala & green space should not be taken by car parks. I get it's difficult when local media & the council are somewhat against you but regressing to nimbyism will only make this city worst.</p> <p>Regarding the bus gates I'm not actually completely against them considering our narrow streets but I want to flag this very important point bus CCTV can only read the number plate of one car around the bus due to camera quality limitations, if you want bus connects to work you need the bus gates entrance & exits to have cameras that will automatically fine if a car enters the place at the wrong time with plenty of signage.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>
NTA-C14-1384	<p>As a resident of Cork City my whole life, and a regular user of public transportation in the city and suburbs, I can safely say I fully support all measures proposed by Bus Connects</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation</p>

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

<p>NTA-C14-1453</p>	<p>Concern about the removal of parking spots enabling the family to visit. Unclear area</p>	<p>It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A review of on street parking on public roads has been undertaken throughout the stages of the design, and where possible, parking spaces have been retained. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region, which remains priority. A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
<p>NTA-C14-1454</p>	<p>While I'm all for public transport and cycle lanes I don't want you to cut down trees. Cycle lanes can be created without cutting down trees. Actions speak louder than words so please LISTEN to those actions and help save our planet by SAVING OUR TREES. You will also be leaving a healthier planet for our children. If you continue to cut down mature trees (which capture more carbon and purify the air we breathe) then you risk not leaving any planet.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
<p>NTA-C14-1455</p>	<p>Hello a word an worries an bus connects. we are worried about the impact the road wiinding will have an our front garden , driveway and general noise levels that the buses will have an the road outside the front door of the house Regards James</p>	<p>It is noted that CPO is only proposed where it is considered absolutely necessary to achieve the BusConnects objectives. This need will continue to be reviewed as the corridor progresses.</p> <p>Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed corridor. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed corridor. Should Compulsory Purchase Order be required, this process will fairly assess the impact of the proposed corridor on properties and provide for mitigation measures including for the construction of new boundary walls.</p> <p>The potential environmental impacts of the corridor, including Air Quality and Noise impacts, will be detailed as part of the EIA process which will be carried out by the NTA during the preparation of a planning application for the corridor. This assessment will include for noise generated during</p>

		<p>the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the corridor.</p>
<p>NTA-C14-1456</p>	<p>I have some concerns about the ability of disabled driver accessability within this proposed bus corridor route.</p> <p>Disabled badge holders have been certified by a GP and processed through the Irish Wheelchair Associationas having restricted mobility.</p> <p>As a person who works and is a disabled driver, how do you propose that I walk 15 minutes to a bus stop, stand in the rain, as many of the stops are not covered or have seats and then carry a laptop or shopping?</p> <p>Repeat again in the afternoon, I certainly know that after a couple of weeks of this I'd have to give up my career. I don't think that adequate consideration has been made for accessibility issue. It seems to me that that the most common sense approach to enable accessibility for disabled drivers is to exempt them from the proposed car ban if they have a valid disabled drivers pass? There is a limited number of passes in circulation so it will not add too much to the road usage and will enable those with disabilities to continue to work, participate in education, attend appointments and participate in society activities.</p> <p>I have written to the Tanaiste Office, Michael McGrath about this and Cork City Council and the Irish Wheelchair Association in addition.</p>	<p>The BusConnects proposals are seek to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle and pedestrian facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>While the proposed bus gates and restrictions on traffic movements aim to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary, local access will be maintained. Short diversions may be required in certain locations where bus gates are proposed.</p>
<p>NTA-C14-1458</p>	<p>I as a frequent user of the airport believe a connection into the bus connects routes to the airport via city centre starting at train station should be a centre point of this new plan .</p> <p>Yes the plan has many improvements but I lived in Basel Switzerland for many years , and bus from airport to central train station every 10 minutes from 0515 to 2350 was a central point of cities infrastructure.</p> <p>Plus please have a stand along Cork Bus Company Manage the City routes , current operating company is at best extremely poor organisation.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>

NTA-C14-1459	<p style="text-align: center;">onsultation</p> <p>1. Map is poor with little clarity as to what streets are the intended routes as shown on leaflets</p> <p style="text-align: center;">2 No attempt at connection between cycle routes.</p> <p>There is a considerable amount being spent on the greenway from Dunkettle round about to Cobh Cross</p> <p style="text-align: center;">No connection from the city to this ie by dual use of foot path at Rochestown Between greenway at Mahon and Passage</p> <p>3. An attempt should be made for linkages in all directions including Ballincolligh to City etc</p> <p>4. It would appear that the existing cycle ways in many cases have been designed in an office and not by someone who cycles</p> <p>The detail is quite poor such as the bollard at the start of the cycle way at Sullivans Quay which is inside of the line marking</p> <p>In many cases no attempt has been made to allow for the camber of the road with bollards leaning inwards thus narrowing the width of the cycle way</p> <p>The gated access to cycleways is so close that one has to stop to gain access</p> <p>Finally there should be a separate plan for cycleways clear indicating existing and proposed direction</p>	<p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.</p>
NTA-C14-1460	<p>have reviewed your plans and I wish to give my support to the proposed STCs. I think it would be fantastic!</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-12	<p>No direct bus route planned from Kent railway station serving UCC and MTU? It would greatly assist students and staff in getting from North Cork and East Cork and encourage more use of the railway especially from Mallow</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-278	<p>This scheme will improve the quality of public transport the safety and convenience of cycling, encouraging more people to choose these methods of transportation over driving within the city. This will in turn further reduce congestion and the overall reliance on private motors, allowing Cork to develop into a more modern, livable city</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

<p>NTA-C14-1461</p>	<p>Given the current BusConnects Cork online documentation available, TII advises it is unable to ascertain if appropriate assessments have been undertaken to ensure that capacity and safety issues associated with policy, standards and guidance associated with national roads have been undertaken in the development of the BusConnects Cork Sustainable Transport Corridors , Preferred Route Option Public Consultation.</p> <p>To illustrate with a number of examples, TII has concerns that issues related to national roads with respect to proposals related to proposed Paulovone Roundabout (N22) upgrade to a signalised junction, the proposed new link road from Model Farm Road to N22 Carrighrohane Road where a speed limit of 80Kph applies, the impact on capacity of N27/N40 Kinsale Road Roundabout capacity, the N27 roundabout arms to Kinsale Road and proposals to N40 at Douglas . Broadly, there are a number of matters with respect to interaction with national roads network which need to be clarified.</p>	<p>A Strategic Traffic Model has been prepared for BusConnects Cork which identifies the potential traffic impacts associated with our current proposals. These traffic impacts will be further assessed to determine what measures, if any, will need to be incorporated to mitigate these impacts and to align with relevant current transport standards and guidance. NTA are in dialog with TII and will continue to liaise on further development.</p>
<p>NTA-C14-1462</p>	<p>I refer to the Passage railway greenway improvement scheme. I proposed linking Cobh to the city in the past. I saw a photo from Holland of small 1 seater cars they are using in abundance. Part of my previous plan was to widen the greenway accommodate bikes and small cars etc. The lane may also accommodate a quad bike ambulance. By connecting the greenway to the south west corner of Little Island with a floating swinging bridge and floating gangway from the south east corner of Little Island to Cobh there would be a perfect transport system. A park and ride on the northern side of the IFI site would service traffic from the east. The unused rail section on the western side in Cobh would provide a major facility for cruise liner passengers direct from the city from the Cobh quay on bikes, scooters etc.s This would do wonders for business in the city and allow tourists view the scenic aspect of the harbour. Motorists accessing Little Island would have an alternative. I trust the above is in order</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>

NTA-C14-306	Please rename the routes to say City Centre rather than City, like is done in Dublin	Suggestion has been noted by the NTA.
NTA-C14-315	No plan for enforcement of bus gate, or parking restrictions	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-315	Design does not follow international best practice or DMURS	The design follows the Design Manual for Urban Roads and Streets (DMURS) and other relevant standards, which will be reviewed further at the next stage. The National Sustainable Mobility Policy, in line with the DMURS, are based on a hierarchy of road users. This is set out throughout BusConnects, with localised narrowing kept to minimum widths where necessary. Details at bus stops are in line with relevant standards and areas in which the full BusConnects cross section is not possible, designs have been carefully thought out.
NTA-C14-315	The Dublin-style junction which exposes cyclists to danger from left turning traffic is used throughout, instead of the well established Dutch junction.	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.
NTA-C14-316	The city centre urgently needs more bus lanes.	The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C14-316	Bike lanes should follow routes already taken by cyclists or they won't be used.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks provision of additional complimentary cycle facilities on alternative quiet routes will be considered.
NTA-C14-316	Overpasses and underpasses for pedestrians would be an effective way to improve walking routes and would speed up traffic light times.	The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure along the sustainable transport corridors. This has included the provision of additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines.

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

NTA-C14-363	Bike lanes need to be fit for purpose and designed to international standards	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.
NTA-C14-363	If the choice is tree removal or parking, the parking should always be the first to go	<p>This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process.</p> <p>A detailed parking and loading survey as well as the Environmental Impact Assessment (EIA) to assess tree removal, will be undertaken to support the next stage of design.</p>
NTA-C14-364	All routes required to improve access within the city and reduce traffic.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-370	I 100% approve of these suggestions they are a great first step.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-373	We don't need bus gate ways, we need bus lanes, routes that cover larger areas.	The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.
NTA-C14-373	Proposing to turn existing and proposed community gardens and green spaces into car parks because some on street parking is being lost is totally unnecessary.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. As the design progresses, the design team will review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and

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

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

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

	<p>regulations and laws, and efficient resource use.</p> <p>1. Accessible Stops: Universal design checks can help ensure that bus stops are accessible to everyone, including people with disabilities. This may involve ensuring there is enough room for wheelchairs, providing tactile markers for people with visual impairments, or providing seating for older adults.</p> <p>2. Route Efficiency: Universal design checks can help ensure that bus routes are efficient and accessible, so that people with disabilities can easily travel to their destination. This may involve avoiding steep inclines or inaccessible areas, such as construction sites.</p> <p>3. Inclusive Transportation: Universal design checks can help create a more inclusive transportation system by ensuring that bus routes are designed to serve a wide range of people, including those with disabilities, older adults, and families with strollers or young children.</p> <p>4. Compliance with Regulations and Laws: In many countries, there are laws and regulations that require public transportation to be accessible to people with disabilities. Conducting universal design checks can help ensure that bus routes comply with these regulations and laws.</p> <p>5. Efficient Use of Resources: By designing accessible bus routes, transportation providers can ensure that they are making the most efficient use of their resources, such as fuel and personnel, while still providing safe and accessible transportation to all riders.</p>	<p>public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-28	<p>Bus route 223 is over crowded, single decker and unreliable. Start 223 in Passage. Connect ringaskiddy to carrigaline and Passage through an extended 216.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-474	<p>It is depressing to experience the chokehold car traffic in the mornings and evenings in Cork city. So I really hope the NTA push forward with making the necessary changes.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-475	<p>The City cannot continue to grow in a car-dependent manner. To ignore the need for robust and reliable public transport is to accept that Cork City will stagnate and suffer economically.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

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

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

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

	example, the 'Pana ban', or parking in cycle lanes, footpaths or double yellow lines, are not enforced.	during peak traffic periods when congestion is most significant. Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-566	It is also imperative that Bus Connects is in compliance with our national and regional plans and policies. It appears that the current iteration of Bus Connects is at odds with the National Investment Framework, the National Development Plan, the Regional Spatial and Economic Strategy for the Southern Region.	BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies: The National Development Plan 2021 – 2030; Cork Metropolitan Area Transport Strategy 2040; and The Climate Action Plan 2023. All relevant policy and plans at both the regional and national level will be adhered to across the BusConnects Scheme.
NTA-C14-567	I am extremely disappointed with the recently published revisions to the BusConnects Cork plan. While not perfect, and certainly needing compromises in key areas such as the Mangala flyover, the previously published plan at least represented ambition to deliver real change. The current iteration is a capitulation, will fail, and in its attempt to appease a highly vocal minority of people will damn the city to generations more of gridlock.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.



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