

Cork County Council

M28 Cork to Ringaskiddy Motorway Scheme

Carr's Hill Interchange & Associated Works – Consultation Report

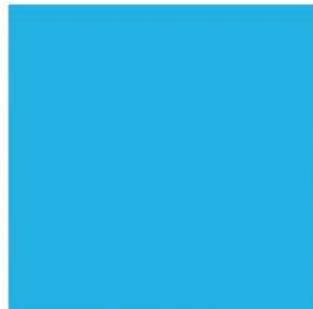


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1 PROJECT BACKGROUND

1.1 INTRODUCTION

Cork County Council (CCC), in partnership with Transport Infrastructure Ireland (TII, formerly NRA), are currently developing a Motorway Scheme for the upgrade of approximately 12.5km of the N28 National Primary Route, from its junction with the N40 South Ring Road at Bloomfield to the Port in Ringaskiddy.

The existing N28 is predominantly a single carriageway road and suffers from significant congestion leading to considerable delays and queuing at peak times at certain locations. Existing average annual daily traffic on the N28 between Mount Oval and Rochestown Road is 25,000 vehicles per day. Due to growth in the area served by the N28 and with the redevelopment of the Port of Cork facilities at Ringaskiddy, it is estimated that this will rise to 38,000 vehicles per day by 2035.

The National Ports Policy introduces clear categorisation of the ports sector into Ports of National Significance (Tier 1), Ports of National Significance (Tier 2) and Ports of Regional Significance.

The Port of Cork has been identified as a Tier 1 Port of National Significance, which means it is responsible for 15% to 20% of overall tonnage through Irish ports, and has clear potential to lead the development of future port capacity.

The N28 corridor itself is part of the Trans-European Transport Network (Core TEN-T Network) accessing the Tier 1 Port of Cork at Ringaskiddy. This requires that the port is served by a high quality road, either a motorway or expressway.

To meet TEN-T minimum standards, the N28 route is to be a road;

- *designed for motor traffic, which is accessible primarily from interchanges or controlled junctions,*
- *that prohibits stopping and parking on the running carriageway,*
- *that does not cross at grade with any railway or tramway track.*

In addition, the design of the route must take account of the predicted future year traffic demand.

To meet these requirements, the section of the N28 between Bloomfield and Barnahely will be designated and designed as a motorway, including a dual carriageway cross-section and grade separated interchanges at the junctions.

The upgrading of this route is required not only to protect the economic viability of the corridor but also in support of the sustainability of the wider Cork region. The upgrading of the N28 to motorway standard is of national significance and has been identified recently in the Government's document '*Infrastructure and Capital Investment 2016-2021*'.

The following section on project background outlines the stages of development of the project to the current stage:

Project Background:

2004 - 2013; Cork County Council produced a Route Selection report in 2004 for the N28 Bloomfield to Ringaskiddy Road Improvement Scheme and put the emerging preferred route corridor for the scheme on public display. Halcrow Barry Consulting Engineers reviewed that Route Selection Report in 2007 and a subsequent public consultation was organised due to an amendment to the emerging preferred route corridor. Due to funding restrictions combined with the An Bord Pleanála decision to reject the application for the proposed port development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 improvement and publication of the EIS and CPO until a later date.

2013; Work was reinitiated on the M28 Cork to Ringaskiddy Motorway Scheme following the publication of the National Ports Policy by the Department of Transport, Tourism and Sport. This document represents government policy in respect of the development of maritime trade in Ireland and identifies the Port of Cork as one of only three Ports of National Significance (Tier 1) in Ireland.

The N28, accessing the Tier 1 Port of Cork at Ringaskiddy, must be upgraded to motorway status to meet the predicted traffic demands and the standards of the Trans-European Transport Network (Core TEN-T Network).

2014; The previous route corridor was reviewed and updated by RPS and the public were consulted in December 2014 on the proposed corridor selection.

2015; Carr's Hill Interchange and Associated Works: The planning and design of the M28 has been progressing since the 2014 consultation on the proposed corridor selection. Some of the key emerging solutions to reduce congestion and increase safety standards on the road include:

- Dual carriageway northbound and southbound extending from Bloomfield Interchange;
 - This will reduce congestion and travel times and increase safety.
- A dedicated north bound ramp from the M28 to the N40 at Bloomfield Interchange;
 - This will alleviate the accident risk and loss of capacity due to the weaving movements of westbound traffic from the Carrigaline direction crossing eastbound traffic from the Rochestown direction.
- An extended 2 lane (merge) on ramp westbound to the N40
 - This will reduce weaving and increase capacity making the merging safer, more efficient and reducing delay at peak times.

During the preliminary design, the design team explored options to rationalise the existing junction arrangements between Carr's Hill and Rochestown Road with particular reference to the sub-standard off-ramp (diverge) at Mt. Oval and the sub-standard on-ramp (merge) from Maryborough Hill. The identified preferred option was to close the existing sub-standard junctions and provide a full motorway standard junction at Carr's Hill, which would cater for all of the existing traffic movements between Carr's Hill and Rochestown Road and provide an overall improvement to traffic flow in the area. The Carr's Hill interchange proposal was developed for consultation and includes the following:

- Upgrading the existing Carr's Hill junction to a full interchange to allow full access to and from the M28 from all directions – Douglas, Rochestown, Cork and Ringaskiddy;
- A local link road connecting Carr's Hill Interchange back to Maryborough Hill;
- An upgrade to the as yet unopened residential road at Maryborough Ridge;
- Providing a right turn lane from Rochestown Road to Clarke's Hill to improve traffic flow eastbound on Rochestown Road and to improve access to the Mount Oval and Garryduff areas;
- Closing the existing off-ramp from the N28 to Mount Oval (Southbound Cork to Ringaskiddy);
- Closing the existing on-ramp from Maryborough Hill to the N28 (Northbound to Cork).

Cork County Council held a public open day and sought feedback on the proposals over a six week period between 16th October and 30th November 2015.

Activities undertaken to ensure awareness of the Carr's Hill Interchange and Associated Works are included in Section 1.2 of this report. The feedback provided is summarised in Section 2.

1.2 CONSULTATION PROCESS

Cork County Council raised awareness of the Carr's Hill Interchange and Associated Works in the following ways:

- Briefing Elected Officials at the beginning of the feedback period;
- Publishing information on the proposals on the dedicated project website;
- Advertising of the Public Open Day on the proposal;
- Hosting a Public Open Day on the proposal.

This section of the report provides further details on each of the above consultation components.

1.2.1 Cork County Council Elected Representatives

In recognition of the mandate given to elected representatives and the critical role they play in representing the public and the public interest, elected representatives were briefed on the proposals on 16th October 2015 at County Hall.

1.2.2 Project Website

Information on the proposed Carr's Hill Interchange and Associated Works as presented to the elected representatives was published online on the project website www.n28cork-ringaskiddy.com. This information was supplemented after the public open day with additional drawings.

1.2.3 Advertising

An advert was placed in the Irish Examiner and Evening Echo newspapers on 31st October 2015. A copy of this advert is included in **Appendix A**.

1.2.4 Public Open Day

A public open day, to discuss proposals for the Interchange at Carr's Hill Interchange and associated works, was held on Monday 9th November at the Maryborough Hotel. Members of the project team were available to provide information on the proposals to over 600 public consultees.

2 FEEDBACK FROM CONSULTATION RECEIVED

There were 502 written submissions received on the proposed Carr's Hill Interchange and Associated Works consultation. The following section is a compilation of the issues raised. Everything included in the section below is taken directly from stakeholder feedback. Many submissions reiterated similar themes; therefore some of the issues raised are quoted directly from submissions, while others are a summary of similar issues raised by a number of submissions.

2.1 COMMENTS ON THE BROADER SCHEME AND ROAD NETWORK

Public consultees acknowledged and supported the need to upgrade the road between Cork and Ringaskiddy in order to relieve congestion, assist the development of the port at Ringaskiddy and adhere to the TEN-T Strategy. However, public consultees felt that the proposed road improvements do not address the underlying problem of an inadequate local road network allied with a public transport system that does not fully serve an area that is continually growing. They felt that any improvement proposals should be carried out as part of larger, more holistic plan for the greater area, accommodating the concerns of people along its route, and improving the traffic congestion issues currently experienced rather than increasing the traffic problems at key major junctions and in residential areas.

2.1.1 Capacity of the Bloomfield Interchange and N40, associated safety implications and general motorway comments

A number of public consultees questioned if the Bloomfield Interchange was going to be upgraded and stated that the congestion on the N28 is due to existing capacity issues on the N40 or access between the N28 and the N40, including:

1. Westbound traffic onto the N40: Delays to traffic joining the N40 Westbound due to issues with N28 traffic merging with N40 traffic;
2. Eastbound traffic onto the N40: Delays to traffic as a result of tailbacks from the Jack Lynch Tunnel;
3. Southbound traffic from the N40: Delays to traffic from the N40 to the N28 in the evening due to merging of the N40 traffic from the east and west with the off-ramp to Rochestown Road backed up to the N28.

Public consultees felt that upgrading the N28 to motorway status would be of little benefit, without upgrading the capacity of the Bloomfield Interchange itself and that the Bloomfield Interchange should be reviewed as part of the scheme. Some proposed that an additional lane be provided on the Bloomfield Interchange from the Jack Lynch Tunnel direction to the N28.

A number of public consultees thought that the Bloomfield Interchange would become a limiting factor in the development of the area and the proposed Port at Ringaskiddy when it was exposed as a bottleneck by the expected increase in HGV traffic volumes to the port.

Some stated that upgrading to motorway status would only compound traffic issues and delays at the Jack Lynch Tunnel, as they felt that the capacity of the N40 would not be able to support increased traffic from the Port.

Safety was a key concern raised with respect to the Bloomfield Interchange. Public consultees were worried that the increase in traffic numbers using the Bloomfield Interchange would lead to an increase in accidents due to the merging and crossing of traffic streams. Some were concerned that given this increased risk and the variety of possibly hazardous cargos being carried by HGVs, that this would be an unacceptable risk so close to residential areas. Public consultees felt that there was no allowance in the proposed scheme for emergency vehicle access in the event of an accident and no allowance for road safety monitoring. Some questioned if a road safety study had been carried out into routing a motorway into the existing Bloomfield Interchange using estimated future traffic flows.

Some public consultees expressed the view that there was no clear need for a motorway and noted that the N40 is not a motorway. Others felt that it would be a waste to spend significant funds on something that they felt was unnecessary. While others proposed that a number of changes would improve the traffic flow from Ringaskiddy to Bloomfield Interchange without the need for a motorway, including:

1. Extending the Dual Carriageway from Carrigaline Roundabout to Ringaskiddy;
2. Making the Carrigaline roundabout free flow from Carrigaline to Ringaskiddy;
3. Extending the merge lane onto the N40 from the N28 for Westbound traffic;
4. Creating 3 lanes from the N28 to N40 eastbound;

Some public consultees felt that, while the removal of the on-ramp at Maryborough Hill will cause some inconvenience, the removal of the unsafe access at Mount Oval and the upgrade of the junction at the Bloomfield Interchange will more than mitigate this. Others felt that that the number of access points to and from the M28 should be increased and not decreased and that the Maryborough Hill and Mount Oval ramps should be retained in addition to the proposed Carr's Hill Interchange.

2.1.2 Motorway designation and the Port at Ringaskiddy

Many public consultees felt that the proposed upgrade to the N28 and its associated works was more focused on the needs of industry and the Port at Ringaskiddy than on the communities that use it. Public consultees felt that the benefits of infrastructural improvements should include more efficient transport, more accessibility and reduced commuting times for all users, but that while current proposals may achieve this for the Port at Ringaskiddy, it did not achieve this for residents in the Mount Oval, Maryborough Hill, Garryduff and Rochestown areas. Public consultees felt that an increase in traffic was unacceptable in an improvement proposal and that TII should include investment in local road infrastructure in Douglas and the wider Douglas area as part of any plan that is put forward for the M28 upgrade.

Some public consultees questioned if the work was planned in order to access funding to facilitate the move of the port to Ringaskiddy and whether any quality of life or road safety concerns were considered. It was stated that the current proposals are "diametrically opposed" to the Government policy document *Smarter Travel: A New Transport Policy for Ireland*, which promises society that "individual and collective quality of life will be enhanced". It commits to actions which will help to

“reduce health risks and the incidence of accidents and fatalities”. Above all, the Government pledges that *“land use planning and the provision of transport infrastructure and services will be better integrated”*. They felt that the proposed Carr's Hill Interchange and associated works would lead to traffic diverting to an already over-congested local and regional road network, increased journey times and increased levels of air and noise pollution endured by residents.

Public consultees questioned why a motorway is required to service the port at Ringaskiddy when there is no such infrastructure for Rosslare Port.

Some public consultees felt that the N28 should be retained for local traffic. They felt that an alternative route should be investigated to provide motorway access to the Port at Ringaskiddy, allowing motorway standards to be applied to a greenfield site as opposed to “shoehorning” motorway standards onto existing roads and that the N28 and N40 are not and will never be motorway standard.

2.1.3 Extent of Motorway Designation

Many questioned where motorway status would begin. They felt that, if it meant that the existing ramps at Maryborough Hill and Mount Oval could be retained, the N28 should remain the N28 until beyond these ramps. Some noted that similar issues arose in Glanmire when the road network was being changed to accommodate the M8 motorway and that the motorway proposal was amended to have the motorway start after the Glanmire merge to allow for local road access and protection of local services. This section of motorway does not begin until after the Glanmire entry.

Public consultees also queried what the speed limit would be on the upgraded road in the vicinity of the Bloomfield Interchange. Some felt that if it was 120kph, that it was unsafe to approach Bloomfield Interchange and the merging Rochestown traffic at this speed. Others questioned the point of the motorway designation if the proposed speed limit was less than 120kph either at approach or leaving the Bloomfield Interchange.

2.1.4 Non-Motorway Users and Signage

Public consultees were concerned that the proposal to upgrade the N28 to motorway status would mean that Non-Motorway Users (NMUs) – i.e. those not allowed to use the motorway, such as L-drivers, Motorbikes under 50cc and slow moving vehicles, will no longer be able to use the N28/M28.

2.1.5 Sustainable Development and Catering for Future Growth

Public consultees felt that the proposed plans were a retrograde step from an environmental standpoint and did not apply the principles of sustainable development. The lack of allowance for bus and cycle lanes only encouraged more vehicle use, with the resultant increase in fuel consumption, cost and emissions. Some objected to the loss of farmland, destruction of wildlife habitats and the felling of trees that would be required to construct the proposed M28 and Carr's Hill Interchange and associated works.

Public consultees proposed that a survey be done of peoples' work centres and that subsidised public transport be planned in order to promote a reduction in vehicle use in the area. Some also

proposed that, in the interest of sustainable development, that rail transportation be considered for the transportation of goods to and from the Port at Ringaskiddy.

Public consultees questioned whether the proposed plan considered future residential development in the area over the next 10-15 years and if not what other infrastructural plans are there to cater for expansion of the area.

Some public consultees felt that the effect of the proposed M28 will be to physically isolate the region east of the proposed M28 from Douglas and from Cork City.

2.1.6 Traffic

Public consultees felt that the traffic congestion issues were not well understood by the project team and questioned what traffic information was used in the analysis that led to the current proposals. They felt that the proposed ramp closures would increase congestion in the local areas and asked that an independent Traffic Management Study that would address the impact to traffic flows on all road arteries impacted by the plan be conducted and published.

A number of public consultees requested details of how a reduction in overall journey times was calculated and also asked how it was determined that there will be improved capacity to the local network.

Many public consultees requested that traffic data be made available on the existing and proposed traffic flows on the local and regional roads impacted by the proposals.

Some public consultees noted that the Road Infrastructure Safety Management Directive states that safety assessments have to be completed for all roads involved in design proposals and asked if these had been carried out and questioned how these safety measures are being satisfied by the diversion of large volumes of additional traffic through existing housing estates.

2.1.7 Options

Public consultees pointed out that consideration of alternatives is a key requirement of the Environmental Impact Assessment and asked what other options, routes or junction layouts had been considered in addition to the proposed closure of the Maryborough Hill and Mount Oval ramps and the Carr's Hill Interchange.

2.1.8 Land take for the Motorway

Concern was raised about the height and proximity of the proposed additional northbound N28 to N40 lane to the motorway. A number of public consultees stated that the proposed route for this new lane uses the existing road and that the existing left lane of the roadway was improperly added at Wainsfort without consultation in 1998 by removal of a hard shoulder as well as portions of a protective bank and vegetation. Some questioned if the wooded area between Rochestown Rise and the N28 would be impacted by the works.

Many questioned if the Rochestown Road overbridge was being widened to accommodate the proposed additional northbound N28 to N40 lane to the motorway. Public consultees were worried that the construction of an additional carriageway would bring the road closer to existing homes along the existing N28 corridor, particularly at Newlyn Vale, Wainsfort, Belgard Downs, Rochestown Rise, Lissadell and Maryborough Heights. Some queried if houses would need to be Compulsorily Purchased to accommodate the lane and some sought clarification if this process had begun. Many sought clarification on whether the N28 would be widened between Bloomfield interchange and the Carr's Hill Interchange and if this would mean that the road would be closer to their homes as a result. Details of the land take for the motorway were requested.

2.1.9 Noise and Air Pollution

There was significant concern raised with respect to the noise from the proposed M28 upgrade. Residents noted that they were already affected by considerable noise from the existing N28. They were worried that this would be exacerbated with the additional lane bringing the road closer to homes. Residents expressed their disappointment that details of noise mitigation were not available at this stage. Many noted that the new Port intends to roll off a HGV every 90 seconds and this in conjunction with the overall increase in traffic on the M28 would lead to increased noise levels in the vicinity. Residents called for effective high quality sound barriers and low noise surfacing to be included throughout the project as well as the installation of concrete walls along the entire Mulcon Valley corridor to prevent pedestrian traffic. A number of residents were concerned that trees that were removed near Newlyn Vale, Wainsfort and Belgard Downs were removed as part of the current plans and not for safety reasons as they were told.

Public consultees were concerned about the health risk to residents, workers and communities along the M28 corridor as a result of the pollution from fumes connected with the increased traffic volumes, in particular HGVs using the proposed M28. Some stated that people who live, work or attend school near major roads have increased incidence and severity of asthma, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukaemia and premature death. They noted that particles largely generated by diesel exhausts have been shown by recent research carried out in the Netherlands to cause problems at levels well below those stipulated in current EU air-quality directives. Public consultees felt that the risks from heavy traffic should be reviewed at route selection stage and that the adverse effects of air pollution on vulnerable residents are minimised from the outset by good design. Only residual effects should be dealt with by mitigation.

2.1.10 Construction Impact

Public consultees questioned the timeline for the construction of the proposed upgrade to the N28. Some were concerned that there would be significant disruption, noise and stress caused during the building process.

2.1.11 Alternative Proposal

A number of alternative options to the M28 were proposed for consideration, including:

- Completion of the outer ring: driving the N28 from Carrigaline, west from the Shannonpark roundabout and north or south of the Airport to link up with the North Ring

and allow the west bound port traffic avoid the congested inner ring roads and the inner city.

This would complete the outer ring, give great access to the west and Atlantic corridor and increase the effective potential and demand for the port facilities and secure their future. It would give convenient access and alternative routing to the Passage and Monkstown areas to the west and Kinsale alleviating congestion on the Rochestown Road.

- Construct a connection road between Mount Oval Village and Broadale would allow residents of the former to quickly access Maryborough Hill in the mornings, thereby reducing traffic on Clarke's Hill. There are two obvious routes for such a road. The first would go from the Mount Oval diverge road to The Heights, Broadale, and onwards to Maryborough Hill (this route would only pass the entrances to three house in Broadale). The second route would go from the Mount Oval diverge road directly to the overpass on Maryborough Hill.
- Rationalise the Rochestown Road Roundabout by:
 - Removing the direct connections from the roundabout to the old Mount Ovel estate, the individual house at the South-West, the County Council office and the Church. Mount Ovel could then be accessed exclusively from its existing connection with Clarke's Hill. This would also have the benefit of eliminating the use of the estate as a "rat run".

The individual house could easily have its entrance relocated to the road running through Mount Ovel.

The County Council office should be either demolished or given a new entrance accessed via Mount Ovel.

The Church could be accessed via a short new road passing through farmland and connecting either to the Riverside estate (where it would only pass the entrances to two of the six houses in the estate) or to the laneway opposite the bottom of Clarke's Hill.
 - The roundabout could then be replaced with a signalised T-junction.
- Relocate the point where northbound traffic separates into westbound and eastbound on the approach to the Bloomfield interchange. Moving this point north of the R610 would increase its distance from the Maryborough Hill merge, thus increasing weave distance between the two.
- Use the land adjacent to the Douglas Golf Club and the M28 to provide an alternative access from Maryborough Hill to the M28.
- Relocate the Carr's Hill south roundabout to a point adjacent to the south-eastern side of the existing underpass to decrease the distance travelled by motorists using the Carr's Hill Interchange.
- Build a flyover from Garryduff to Rochestown Roundabout;
- Upgrade the road (N27) to the airport as a motorway and build a new road from the airport to Ringaskiddy; linking the airport and the port.

- Construct staggered single-lane fly overs branching out to the different directions at Bloomfield Interchange.

2.2 CLOSURE OF MARYBOROUGH HILL ON-RAMP

Public consultees felt that closing the Maryborough Hill on-ramp would have a detrimental impact on their quality of life. It would lead to increased traffic congestion on Maryborough Hill and in the surrounding areas. Many felt that any congestion issues currently being experienced on Maryborough Hill are as a result of consistently poor planning decisions over the years. They felt that the closure of the ramp would exacerbate the existing situation, driving people into Douglas or to use alternative local roads, such as the L2472 Garryduff Road, rather than using the Carr's Hill Interchange, which would add to their journey time, travel distance and fuel costs. This would result in increased levels of traffic on local roads, leading to increased noise and air pollution in the area, as well as an increased risk to the safety of pedestrians, cyclists and road users in the area.

Some public consultees felt that the existing 'bottleneck' at the Maryborough Hill on-ramp access point could be addressed by a widening of the bridge and the inclusion of a right turning lane to the Maryborough Hill on-ramp.

Many public consultees noted that it was already difficult to exit some estates in the area with existing traffic levels, but that this would become even more difficult with the increased traffic that would normally have accessed the N28 via Maryborough Hill on-ramp.

Some public consultees felt that the closure of Maryborough Hill is somewhat justified by the proposed additional northbound N28 to N40 westbound lane, as they felt that would go some of the way towards relieving the traffic congestion in the morning.

Many public consultees felt that Maryborough Hill on-ramp should remain open and requested specific details on why it was not up to specification. They felt that if the existing ramp does not conform to motorway standards, then it should be redesigned and upgraded to do so. Some felt that an off-ramp to be constructed from the N28 to Maryborough Hill should also be considered.

Public consultees were worried that the closure of the ramp would lead to delays in emergency services gaining access to and from Maryborough Hill and that increased local traffic would lead to an increased risk of accidents on the local roads.

A number of public consultees noted that Maryborough Woods estate is already being used as a 'rat-run' and that this would be exacerbated by the introduction of the Carr's Hill Interchange and closing of the Maryborough Hill on-ramp.

Some public consultees noted that the Maryborough Hill on-ramp was a considerable benefit and advantage to their home and that its removal would negatively impact the value of homes and businesses in the area. They questioned whether they would be compensated for this loss.

Public consultees questioned if a full impact assessment and cost benefit analysis had been carried out on the proposed closure of the Maryborough Hill on-ramp and requested that this should be made available.

2.3 CLOSURE OF MOUNT OVAL OFF-RAMP

Many public consultees stated that the closure of the Mount Oval ramp would have a significant impact on their quality of life by increasing their journey times to and from their homes. A number stated that accessing Mount Oval Village via Clarke's Hill would add traffic to a travel route that already experiences traffic congestion. Many questioned the wisdom of adding to this congestion with the traffic from over 800 residences of Mount Oval and asked how the published journey times had been calculated and by using what travel route. Public consultees noted that residents of Monkstown and Passage also use the Mount Oval exit to avoid the Rochestown roundabout bottleneck.

Public consultees felt that the roads that connect the proposed Carr's Hill roundabout (via Maryborough Ridge) i.e. Garryduff, Clarke's Hill and Coach Hill, that lead onto the Rochestown road and beyond were not designed for current traffic volumes. They felt that the draft proposals have not considered the impact or changes required to these roads due to the increased traffic that would be forced to use them as a direct result of the proposed closure of the Mount Oval off-ramp.

A number of public consultees asked if there had been an overall impact assessment completed of the proposal to close the Mount Oval off-ramp on the Douglas and Rochestown area and on existing evening queues at Bloomfield exit to Rochestown Road been assessed. Many felt that the proposals would mean that more traffic would inevitably be drawn back into Douglas and Rochestown and increase traffic congestion in these areas.

Public consultees stated that many of the estates and private residences accessing Garryduff Road and Clarke's Hill had restricted sight-lines and that this in conjunction with increased traffic speeds and the increased traffic volumes in the area (as a result of the closure of the Mount Oval off-ramp) would lead to an increased risk of accidents and be detrimental to the safety of motorists, pedestrians and cyclists. Some noted that during recent resurfacing works on the Rochestown Road, to the east of Clarke's Hill, a diversion was put in place that required all westbound traffic to use Coach Hill and Clarke's Hill to loop back onto the Rochestown Road. There were days when the traffic was never ending and only for the traffic lights at the Mount Oval main entrance it would have been difficult to get onto Clarke's Hill. It was feared that with the proposed "*modest increase*" in projected traffic volume that this would be a regular occurrence as residents choose this route to the M28 rather than using the Carr's Hill Interchange.

Some public consultees questioned how there would be a significant reduction in traffic through Mount Oval as a result of the closing of the off-ramp, as those who live close to the slip that would not normally travel through the estate would now have to, as the only access to the estate would now be from the front.

Public consultees felt that the Mount Oval off-ramp should be retained and that there was ample room available to redesign and upgrade the existing ramp to meet motorway standards. If necessary, they felt that speed limits on the off-ramp should be reduced to achieve the necessary standard. Some noted examples of ramps on and off national roads throughout the country that are of a similar standard to the existing Mount Oval off-ramp and therefore there should be no reason not to upgrade the Mount Oval off-ramp.

Some public consultees stated that if the off-ramp to Mount Oval could not be retained for legal reasons that they would support whatever solution would improve the quality of commuting for the largest group of motorists.

Public consultees noted that the original Mount Oval planning application included the off-ramp as an integral part of the overall design and that it was deemed essential in easing the load on the local road network. They stated that given the significant increases in traffic and residential growth since the original application over 15 years ago, the need for the off-ramp is even more essential now than originally envisaged. They felt that any new scheme proposal should not override or dismiss the original design intentions and benefits that were inherent in including an off-ramp in the original planning application and which were viewed favourably by the Chief Planning Officer and planning inspector within An Bord Pleanála at the time.

Public consultees noted that those purchasing homes in Mount Oval estate did so based on the knowledge that the off-ramp provided direct access from the N28 and public consultees felt that the value of their homes would be negatively impacted by the closure of the ramp.

Some public consultees were concerned that estates that were already used as 'rat runs', such as Clarke's Wood and Mount Oval, would be made even worse by the proposal to close the Mount Oval off-ramp. They felt that increased traffic volumes would use these routes to short circuit the even more heavily congested local routes as a result of the closure of the ramp.

Public consultees objected to the creation of a cul-de-sac of the Mount Oval Estate. It was felt that cutting off through traffic in the estate would threaten the viability of the commercial units in the estate. These businesses currently offer essential services for local residents. Some public consultees stated that cul-de-sacs reduce permeability and force all end users into cars and that mixed development and community services are an integral part of a sustainable community. They referred to several publications which specifically discourage cul-de-sacs including: the National Transport Authority's guide on Permeability Best Practice Guide¹; the DOEHLG' Guidelines for Planning Authorities for Sustainable Residential Development in Urban Areas² the Urban Design Manuals Pt 1³ & 2⁴.

Public consultees noted that Scoil Phádraig Naofa was completed in 2013 following detailed traffic counting and mobility management surveys and that their current mobility management plan is based on the existing traffic configuration. Public consultees stated that the proposed upgrade to the N28 would have serious safety concerns for the pupils and staff of the school and the residents in the adjoining estates.

Public consultees felt that no consideration has been outlined in the plan for the safety of pedestrians and cyclists that would be affected by the increased volumes of traffic along the main arteries between the proposed Carr's Hill roundabout and the Rochestown Road due to the proposed changes to the N28. They also noted that should an accident occur, that the faster access

¹ https://www.nationaltransport.ie/wp-content/uploads/2011/12/Permeability_Best_Practice_Guide_NTA_20151.pdf

² <http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,19164,en.pdf>

³ <http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,19216,en.pdf>

⁴ <http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,19217,en.pdf>

of the Mount Oval off-ramp would no longer be available to the emergency services should the proposals proceed in the current form.

Some public consultees expressed concern that antisocial behaviour between the Mount Oval off-ramp and the Heights in Broadale would be exacerbated if the off-ramp was closed altogether.

Public consultees felt that instead of closing the Mount Oval off-ramp, that an exit from Mount Oval with an overpass over the M28 and joining the M28 should be explored. Some also proposed that the initial plans to have an access road from Mount Oval to Garryduff via Foxwood should also be explored. Both these proposals would result in relief of congestion on local roads.

2.4 ROCHESTOWN ROAD

Public consultees noted that there is already significant congestion in the Rochestown Road area at present with:

- Tailbacks on the slip road from the N40/N28 to Rochestown Road in the evenings;
- Tailbacks on the Rochestown Road for Douglas/N28 bound traffic in the mornings.

Public consultees stated that the congestion was as a result of:

- Already significant traffic flows on the Rochestown Road and accessing Clarke's Hill;
- Rochestown Roundabout being unable to cater for existing traffic flows;
- Traffic flows from the Douglas direction causing the Rochestown Slip Road to back up in the evening time;
- Cars turning right up Clarke's Hill;
- School traffic.

Public consultees felt that additional traffic would undoubtedly use the already congested Rochestown Road as a result of the proposed closure of the Mount Oval and Maryborough Hill ramps and that this was unacceptable as the road was unsuitable to cater for the additional volume of traffic.

Some public consultees questioned if changes were proposed to the on-ramp to the N28/M28 from the Rochestown Road, stating that the weaving required to travel eastwards from this on-ramp towards the tunnel is currently "quite chaotic".

Public consultees challenged the project team's claim that there will be a "*Reduction of traffic on Rochestown Road from the Fingerpost Roundabout to the M28 junction*" and asked for clarification on the subject.

Public consultees using the Rochestown Road from the Passage West direction noted that the Cork County Development Plan identified Passage West as one of the population centres for '*Critical population growth, service and employment centres within the Cork "Gateway", providing high levels of community facilities and amenities with infrastructure capacity, high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus*'. However they felt there was no evidence to facilitate this growth in the proposals to upgrade the N28. They felt that the proposals would add to the significant journey times and congestion that were already being experienced as people travelled from Passage West to

work or schools via the Rochestown Road. Some noted that they already use a significant detour via the Carrigaline Road to access the N28 to the city just to avoid the congestion on Rochestown Road.

Public consultees felt that improvements are required as a matter of urgency to the Rochestown Roundabout to address the safety issues due to poor visibility at the bottom of the N40/N28 off-ramp to Rochestown and access difficulties and capacity issues of the roundabout during peak times. Some public consultees suggested that traffic lights should be introduced here in addition to a lane going left from the N40/N28 off ramp towards the Rochestown Road.

Public consultees felt that additional lanes are required along the Rochestown Road to cater for the volumes of traffic using it.

Some public consultees suggested that an alternative route from Rochestown Road to meet the existing overbridge at Jacobs Island should be investigated to relieve the congestion in the area. Others proposed that mini-roundabouts with instructive signage be placed at the junction of Rochestown Road with Clarke's Hill, and Coach Hill and the Rochestown Road to N28/N40 on-ramp.

Pedestrian safety on Rochestown Road was another significant issue that public consultees were concerned about, noting that there is no pedestrian crossing included in the proposals on the Rochestown Road.

Public consultees were also concerned that it is already difficult to gain access onto the Rochestown Road, for example, from Brookfield, The Ovals Rochestown Rise and St. Patrick's Church. They were concerned that this would become increasingly difficult as the volume of traffic grows as a result of the proposals and in particular with the additional right turn lane to Clarke's Hill. They felt that the use of sensor controlled traffic lights combined with pedestrian lights should be considered to allow access onto Rochestown Road by existing residents.

2.5 CLARKE'S HILL

Public consultees felt that, while the proposed provision of the extra lane for traffic turning right up to Clarke's Hill would be a welcome improvement, it would not be sufficient to alleviate the tailbacks in the evening on the Rochestown Road. They felt that any associated benefits would be negated by the closure of the Mount Oval off-ramp due to the increased traffic volumes using this route and this was not a viable alternative to the Mount Oval slip road.

Some questioned how effective the right-turn lane would be as there would be no onus on traffic coming from the Passage direction to stop to allow traffic turn up the hill. They suggested that the junction be signalised and that the proposed right turning lane should be extended and that a filter lane be created for traffic turning left from Clarke's Hill to Rochestown Road, with a right turn lane for cars coming down Clarke's Hill.

Some public consultees felt that the right turning lane would not confer any advantage to motorists turning right to go up Clarke's Hill to access Mount Oval Village, but only to motorists going straight on to Passage, as they will not be held up by a right turning car. Others felt that the right-turn lane may inadvertently cause rather than alleviate congestion by impeding oncoming traffic from Passage/Monkstown heading in the Douglas direction.

Some public consultees questioned if there would be room for a bus to turn right up Clarke's Hill with the new alignment and what the proposal was for the existing bus stop at the base of Clarke's Hill. Others queried where the land would be taken from to allow this right-turn lane to be constructed and how site boundaries and trees in the area would be affected by the construction of the proposed right-turn lane.

Public consultees stated that the current condition of Clarke's Hill is not satisfactory to cater for the traffic using it at present, noting the inadequate width, surface condition, alignment, sight lines of some houses and estates, lighting and lack of quality pedestrian and cycle facilities. Public consultees noted that Bus Éireann buses (Route 216) uses Clarke's Hill and the Rochestown Roundabout at present and for safety reasons most motorists stop when a bus is approaching to allow the driver to negotiate the tight corners on this very narrow road. Many public consultees referenced the difficulties in passing on Clarke's Hill when two large vehicles meet on the road.

Public consultees stated that it is unacceptable that the NRA/TII do not accept responsibility for improving Clarke's Hill even though it is the proposals to change access from the N28 to Mount Oval that will put extra pressure on Clarke's Hill. Public consultees felt that TII and Cork County Council should work together to ensure that improvements are made to Clarke's Hill before the M28 proposals go ahead.

Public consultees felt, with the proposed closure of the Mount Oval off-ramp, that all that traffic will use Clarke's Hill and not the new interchange as Clarke's Hill would be a significantly shorter journey than using the new Interchange. They felt that this combined with the additional traffic in the mornings due to the closure of the Maryborough Hill on-ramp will lead to significantly increased volumes of traffic using Clarke's Hill and lead to increased congestion, noise and air pollution and road safety risks as a result.

Many public consultees stated that it was already difficult for residents on the North side of the Rochestown Road in the region of the Rochestown Roundabout and Clarke's Hill to access Rochestown Road in the direction of Douglas/N28/N40 in the morning. They felt that with the widened road and right-turn lane to Clarke's Hill, and increased traffic as a result of the Mount Oval road closure, that it would be almost impossible to access the road in the morning. Some proposed sensor activated traffic lights be installed at the junction to allow access and egress from their homes onto the Rochestown Road.

Some public consultees were concerned that due to increased congestion on Clarke's Hill and Rochestown Road due to the proposed closure of the Mount Oval off-ramp, that the old Mount Oval estate would be used, even more than it is already, as a shortcut between the Rochestown Road Roundabout and Clarke's Hill. Some public consultees felt that the proposals would increase the risk of accidents at the junction and questioned what safety measure would be implemented at the junction and whether traffic lights, traffic calming measures, yellow box junctions and or speed limits are being considered.

Some public consultees asked that a copy of the environmental impact study of the proposal be provided and asked if the Douglas Estuary Sanctuary had been taken into account.

2.6 COACH HILL

Concern was expressed that there was already significantly more traffic on Coach Hill than it was suitable for.

It was noted that road-users from the Passage/Monkstown Rochestown Road area currently use Coach Hill:

- In the mornings, to avoid the congestion at the Rochestown Roundabout, noting that they currently travel additional distance up Coach Hill to access Maryborough Hill on-ramp or Douglas via Maryborough Hill.
- In the evenings, again to avoid congestion at the Rochestown Roundabout, that they use the Mount Oval off-ramp and travel down Coach Hill or Clarke's Hill to access the Rochestown Road to travel to Passage/Monkstown.

Public consultees felt that that there would be additional traffic as a result of the proposed closure of the Mount Oval off-ramp and that the proposed right turning lane to Clarke's Hill would not be sufficient to cater for the additional traffic due to the closure of the Mount Oval off-ramp and that this traffic would bypass the Clarke's Hill right-turn when busy and use Coach Hill.

They also felt that with the closures of the Maryborough Hill on-ramp and the introduction of the proposed Carr's Hill interchange, that traffic from Passage and Monkstown areas wishing to access the motorway will do so via Coach Hill and the Carr's Hill Interchange.

They questioned why Coach Hill did not feature in the proposals or plans for the M28, given that it would be impacted as a result of the proposals. Many stated that the road was already in a potentially hazardous condition and asked if a risk analysis relating to Coach Hill had been completed.

Public consultees felt that the M28 proposals should not progress until Coach Hill is upgraded and improved through road widening, realignment of accesses to Coach Hill to improve sight lines, the building of footpaths and cycle lanes (noting that pedestrians and cyclists use Coach Hill to access the New Line Walk), the installation of lighting, traffic calming measures and synchronised traffic lights for Coach Hill traffic accessing the Garryduff/Mount Oval junction to allow for orderly and timely flows both continuing straight and to filter traffic turning right.

Some outlined that a planned Coach Hill upgrade was secured as part of an €84,000 Strategic Regional and Local Roads grant from Government for design works and legal costs and that this could possibly be integrated into the proposal.

Public consultees also noted that Bus Éireann are using this road already and are not providing any stops on it but that the condition of the road is totally unsuitable for vehicles of that size.

2.7 CARR'S HILL INTERCHANGE

Some support was expressed for Carr's Hill Interchange, however it was felt that more access and egress options to and from the N28/M28 were needed to help with the existing congestion on the local roads in the area and not less. Therefore public consultees felt that this interchange should be constructed in addition to upgrading the existing Maryborough Hill on and Mount Oval off-ramps.

Some public consultees expressed the opinion that the Carr's Hill Interchange would not be used due to the increased distance and travel time required to get there and the perception that using the interchange would be travelling in the opposite direction to their intended destination. Others felt that historically people did not travel in this direction to use Maryborough Hill, due to the condition of the Garryduff Road and the blind corner at Maryborough Hill T-junction. Some felt that this interchange would only be used by people coming from the Ringaskiddy direction.

Public consultees felt that the proposed Carr's Hill Interchange was overly complicated and had too many roundabouts and questioned why this was necessary. Some felt that the Carr's Hill North Roundabout should connect to the Carr's Hill West roundabout without the need for the Carr's Hill South Roundabout. They felt that this would add unnecessary distance and create confusion for drivers.

Some suggested that the Carr's Hill Interchange would be more acceptable if access to it was shorter and proposed a link from Maryborough Hill parallel to the west of the N28 to access the Carr's Hill West Roundabout with a flyover to the Carr's Hill North roundabout.

Some questioned the information, provided at the Public Open Day, that the proposals would provide *"Shorter AM peak hour journeys from Mount Oval of 0.5 to 1.5 minutes"* and questioned how this was possible with the increased distances to the Carr's Hill Interchange. They asked that the routes used to deliver these time savings be clearly identified and explained.

Public consultees were concerned that traffic routes, that are already heavily congested, would be used instead of the Carr's Hill Interchange, increasing traffic on Coach Hill, Clarke's Hill, Rochestown Road, the Fingerpost roundabout, Douglas and in the Garryduff, Rochestown and Maryborough Hill area generally, leading to more congestion in the area and grid-lock at peak times. As a result of this congestion public consultees felt that existing estates would be increasingly used as 'rat-runs' for people trying to access Carr's Hill Interchange. Some estates mentioned included Maryborough Woods Estate, with public consultees worried that this would be used as an alternative means of accessing the Carrigaline Road and Carr's Hill Interchange.

Public consultees were concerned that there would be increased traffic on the Garryduff Road (L2472) as residents from the Mount Oval, Garryduff and Rochestown areas access the Carr's Hill Interchange. It was felt that Passage and Monkstown traffic would also use the Garryduff Road via Coach Hill as access to and from the Carr's Hill Interchange in order to avoid congestion on the Rochestown Road. There was concern that this increased traffic would lead to increased air and noise pollution. Many public consultees outlined that, in addition to peoples' homes, that there are schools, care homes and sports facilities accessed via the L2472 and they were concerned that along with increased traffic volumes, that there would be a risk of cars speeding leading to an increased risk to the safety of motorists, pedestrians and cyclists in the area.

There was concern that this increased traffic would lead to a new bottleneck at the Maryborough Ridge Roundabout and the Carr's Hill North Roundabout as traffic from the Maryborough Hill, Garryduff, Mount Oval, Passage West and Monkstown areas would now use this to access the new interchange. They felt that there would be significant pressure on the proposed Carr's Hill Interchange and surrounding estates as the only access point onto or off of the M28. They also noted that this area would be under increased pressure from traffic as a result of the proposed new schools in the area.

Some public consultees felt, at the Carr's Hill South Roundabout, that the traffic coming from the city would be cut off by cars travelling in the direction of the city leading to tailbacks on the slow lane of the motorway. They felt that this would represent a safety risk due to the increased volume of traffic using the Carr's Hill Interchange after the closure of the Mount Oval off-ramp. To alleviate this issue, they proposed that the access onto the motorway should be before the exit from the motorway, and they felt that this would necessitate a minor under-pass.

There was concern that the proposed Carr's Hill Interchange would open up more land for development and that this would increase the congestion in the area further.

Some public consultees questioned whether this potential future development had been taken into account in the development of the proposals. Some felt that if it had, it had underestimated the amount of traffic as a result of this future development, particularly noting development of the areas to the south and west of Maryborough Ridge.

Many public consultees questioned if the impact of the schools planned to be constructed close to the location of the proposed Carr's Hill North roundabout had been taken into account. Public consultees felt that the surrounding roads were inadequate for the traffic volumes expected at peak times and that the impact of the school traffic would add further to the journey times of people expected to use the Carr's Hill Interchange as part of their commute.

There was concern raised that the construction of the Carr's Hill Interchange would encourage more traffic on the Carrigaline Road that links to the interchange. Public consultees felt that the condition of the road was not sufficient to cater for the increased volume of traffic and would lead to an unsafe situation. Some noted that there are legacy issues in terms of ongoing safety concerns for residents in the area of the Famine Graveyard on Carr's Hill wishing to access the road, and with respect to the provision of a bus route and that these issues should be addressed given that the proposal is likely to cause increased traffic along this road.

A number of public consultees stated that they would be supportive of the Carr's Hill Interchange if it did not travel through the Maryborough Ridge residential estate.

2.8 MARYBOROUGH RIDGE

Many public consultees noted that residents of Maryborough Ridge had purchased their homes with no knowledge or expectation that the estate road would become a through road that connected to the M28. The estate road was described as a collector road in a private residential estate to provide access in and around the estate and the selling point of 'secluded sites' was one of the main reasons why they had purchased homes in the estate.

Some noted that at the planning stage of the Maryborough Ridge Estate, there had been an intention to link the estate to the N28. However, they stated that Cork County Council had expressed the concern that the volume and speed of traffic travelling through the estate would cause segregation of the overall estate and impact on the users of the open green areas and pedestrians wishing to cross the through road. As a result, no planning permission was given for the through road.

Public consultees questioned why a cul-de-sac arrangement was described as a benefit for the Mount Oval estate, where residents purchased their properties in the full knowledge of the through road, while significant traffic volumes were now proposed to go through Maryborough Ridge estate, and where residents did not have knowledge of this when purchasing their properties. They questioned what planning regulations allowed this proposal to be put forward and what rights the residents of Maryborough Ridge had to object, and how to do so.

Many public consultees felt that, when complete, Maryborough Ridge has the potential to be a very vibrant diverse community, incorporating a nursing home, business units and mixed residential units. They noted that the estate was a higher density blend of detached, semi-detached, townhouses/duplexes and apartment blocks, with the majority of units not having private gardens and that therefore a crucial part of the development model is the use of the shared green areas. Public consultees felt that the nature, safety and security of the estate and its' residents would be compromised by the division of the estate with the proposed through road to the M28, leading to a negative impact on the quality of life for the residents.

Public consultees were concerned about potential safety risks given the increased traffic volumes that would be travelling through the estate as a result of the proposed through road to the M28. Some asked for existing and projected traffic volumes pre and post construction to be provided.

A number of public consultees were concerned that this traffic would present safety issues for pedestrians, cyclists and the elderly using the estate and its amenities. Public consultees were particularly worried that there would be a risk to children playing in the open green areas due to the proposed through traffic. Detailed drawings of all of the proposed works, including details of walls/railings, and modifications to pedestrian routes within Maryborough Ridge were requested.

Some public consultees felt that the condition of the road would not be sufficient to act as a through road to a motorway, and that it neither has the width nor the capacity to cater for the increase in traffic. Public consultees queried what improvements would be included to address the issue of safety for residents, and what boundary walls and arrangements around the open spaces were being proposed.

There were a number of questions with respect to the extent and nature of traffic calming measures proposed and if the impact of these traffic calming measures had been included as part of the calculation of journey times using Maryborough Ridge. Public consultees felt that, with the increased traffic through the estate, there would be tailbacks in the estate due to the slowing down of traffic both from the numerous roundabouts proposed as well as traffic calming measures and that this congestion would cause significant disruption to estate residents. Some public consultees proposed that traffic speed restrictions and speed ramps would be required as a minimum and suggested that a gated entrance/exit similar to that at Mount Oval be provided to distinguish it as a housing estate to through traffic travelling to or from the motorway.

Public consultees were concerned that the increased volume of traffic would lead to issues of noise and air pollution and questioned what impact assessments had been done to investigate these issues. Some asked for results of any and all such assessments and asked what corrective measures would be put in place to counteract these issues. Some were concerned that the installation of noise barriers along either side of the through road would have a detrimental impact from a visual perspective and would add to the divisive nature of the through road, cutting off residents on the south side of the road from neighbours, play areas and facilities in the northern part of the estate.

Some public consultees questioned if the proposed distributor road through Maryborough Ridge would be closer to the houses to accommodate the width of the road.

A number of public consultees were concerned that there would be a nuisance as a result of the headlights of the increased number of cars passing through the estate at night. Others were worried that there would be an increase in the lighting in the area due to the through road and the roundabouts and requested information on the proposed lighting plan.

A number of public consultees noted the absence of a plan for pedestrian, cycling traffic and bus-lane and/or bus-stop lay-by provision and questioned how the lack of these is in keeping with the sustainable development of the area.

Public consultees questioned what the timeframe would be for the proposed works and what would the transitional arrangements be.

Public consultees were concerned that the value of the homes would be negatively impacted by the proposed distributor road access to the M28.

Public consultees expressed concerns that increased traffic due to the proposals passing their existing substandard access from Maryborough Ridge Estate to Maryborough Hill, with limited visibility, would be an increased safety risk. They queried if this exit would be improved as part of the works and if traffic lights would be considered from the one-way exit presently from Maryborough Ridge to Maryborough Hill. This would allow safer access to turn right to access the proposed new distributor road to the M28. Some questioned whether this was the responsibility of the estate developer or of the NRA/TII or Cork County Council and asked for confirmation of this.

Public consultees requested results of current/predictive time-domain traffic models examining the merge from the proposed Carr's Hill West Roundabout with the proposed M28, and any possible 100km/h to 60km/h reduction or 2 to 1 lane merge before the Bloomfield interchange.

Some public consultees were concerned that the section of road outside Broadale would be cut-off and therefore would become a haven for anti-social activity. Others were concerned that the through road with access to the M28 would lead to a rise in crime and theft in the estate.

Public consultees stated that the roundabout at Maryborough Ridge needs to be integrated as a matter of urgency to eliminate the blind bend from Garryduff Road to Maryborough Hill. However some felt that the roundabout at Maryborough Ridge is too small to accommodate the anticipated traffic volumes and that the approach roads are too narrow.

There was concern that the roundabout would give preference to motor vehicle users over cyclists and pedestrians and some public consultees felt that this should be a signalised junction with pedestrian lights incorporated, so that residents of Maryborough Ridge can still gain access to their nearest bus stop and the facilities at Broadale.

Some public consultees felt that the traffic coming from the Garryduff side would need to have priority on the roundabout due to heavy traffic flow from Carrigaline at rush hour and proposed that a small flyover instead of the roundabout might be more suitable.

Public consultees noted their concern regarding the closure of certain existing internal estate roads, which they felt would make these streets cul-de-sacs without any designated turning areas. This would make them non-compliant with DoEHLG Standards and incompatible with essential service deliveries such as refuse collection and fire tenders, or alternatively amenity/green areas would have to be amended to facilitate turning areas and/or barriers to prevent children running onto a busy road. They asked what alternative measures would be provided and what measures would be put in place to ensure that service deliveries, such as fire tenders and refuse collection, will not be adversely affected. Public consultees noted the omission of the entrance/access off the main distributor road to "The Oaks" residential area and felt that this entrance/access off the main distributor road should be retained as a minimum. Public consultees also noted that provision must also be included to allow access to existing residential areas and future development lands within Maryborough Ridge.

Public consultees sought confirmation that TII will take a constructive position in relation to the future development of Maryborough Ridge and not seek to suspend/restrict or have a negative impact on the future development proposals within Maryborough Ridge.

Public consultees felt that the through road would not provide any benefit to the Maryborough Ridge Residents as they had no direct access to the road.

Public consultees noted that the Applewood section of the estate will effectively be cut off from the rest of the estate, along with access to the common green areas. They were also concerned that the opening of the Applewood side entrance onto the road to Hilltown will increase people trying to bypass the roundabout and will increase traffic coming into the estate.

Public consultees were concerned that the current retaining wall beside No. 31 The Oaks would not sustain the expected volume of traffic and that there would be a risk of collapse. There was also concern about the level at which the connector road would be constructed and the impact this would have on individual houses.

2.9 CONSULTATION

Public consultees expressed disappointment that they had not been informed or engaged with in advance of the Carr's Hill Interchange and associated works proposal. They noted that no information had been disseminated to residents by Cork County Council, with the only information being received from elected representatives. They urged the project team to engage with local residents on the development of the design.

Public consultees were disappointed that they were not made aware of the December 2014 Consultation on the project. Some felt that the Public Open Day at the Maryborough Hotel was a tick the box exercise and that the proposals were a 'done deal'. Others welcomed the provision of the Open Day but said they found that some of the proposals were difficult to fully grasp and that the meeting would have benefitted if a 3D model of the proposed new roadway and interchanges were available. Some felt that the Public Open Day cleared up and gave a better understanding of the proposed works. Others felt that the plans should have been presented to everyone first and people allowed to ask questions after the presentation.

Public consultees felt that the information provided was not extensive enough and that drawings were too small a scale and not detailed enough. Public consultees felt that more information on traffic and environmental impacts should have been provided to them in accordance with the Aarhus Convention. Public consultees also felt that the information on journey times was incomplete and that all results should have been provided in minutes and not in minutes and percentages.

Some public consultees felt that the information provided on the website as to why the Maryborough Hill on-ramp is being closed has been poor. They felt that this was articulated at the Public Open Day. However they felt that there should have been information on the broader scheme available at the Public Open Day and particularly on the new northbound lane which would include a new structure at Rochestown.

Public consultees were also disappointed that queries posed by email to the project email were not answered and there was limited if any feedback from the project team, other than at the Public Open Day.

3 NEXT STAGES OF PROJECT DEVELOPMENT

3.1 WHAT HAPPENS NEXT

A detailed examination of the consultation submissions will be undertaken and the matters raised in these considered by the Design Team. Where appropriate, further alternatives to the current proposals will be investigated and assessed.

The Preferred Route Alignment and Junction Strategy will be put on public display in April 2016.

Following the Public Consultation on the Preferred Route Alignment, and consideration of any submissions received, the design will be finalised.

A Public Display of the final scheme will be held before the Motorway Order (MO) and Environmental Impact Statement (EIS) are published.

Once the final scheme has been designed, the extent of land required will be determined. This will allow the Motorway Order (MO), which will permit the compulsory acquisition of land, to be prepared.

An Environmental Impact Statement (EIS) for the scheme is currently being prepared. It is envisaged that the MO and EIS will be completed by the end of Q3 2016.

Subject to approval, the MO and EIS will then be published, starting the statutory planning process.

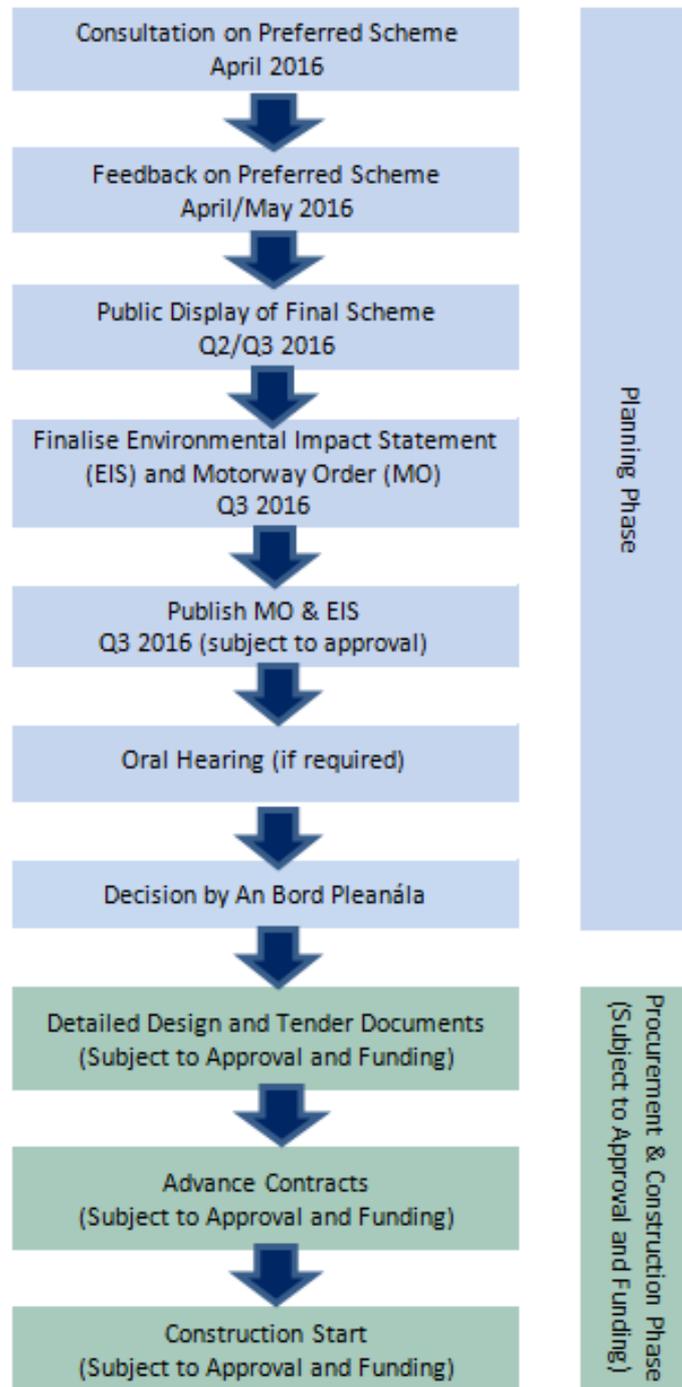
Formal submissions may be made at that time to An Bord Pleanála (ABP).

An Oral Hearing on the project may take place, if required by ABP.

Subject to ABP approval and availability of funding, the scheme then advances to the procurement and construction phases.

It is estimated that construction of the scheme will take at least 2 years.

Figure 3-1: Project Timeline



APPENDIX A

NEWSPAPER ADVERTISEMENT



CORK COUNTY COUNCIL
COMHAIRLE CONTAE CHORCAÍ

ROADS

**M28 CORK TO RINGASKIDDY MOTORWAY
SCHEME – CARRS HILL INTERCHANGE**

The proposed motorway from Cork to Ringaskiddy is a large scale infrastructure project of national significance and is currently at the design stage. The most recent public display was undertaken at route options stage.

Cork County Council, in consultation with Transport Infrastructure Ireland (formally NRA), is holding a public briefing in relation to the above project on **Monday 9th November, 2015 at the Maryborough Hotel from 4.00 pm to 8.00 pm**. The purpose of this briefing is to outline current proposals for a new interchange at Carrs Hill and changes to the existing N28 along the Northern Section of the proposed scheme.

This design has been developed by the Cork National Roads Office in conjunction with the scheme consultants, RPS Consulting Engineers.

This event has been organised to afford an opportunity for the public to be fully informed of the scale and extent of the proposed design. Cork County Council staff will be in attendance and will be available to discuss various aspects of the proposals on display.

Cork County Council is seeking the general co-operation and understanding of the public in relation to the advancement of the Scheme.

Submissions concerning the scheme should be forwarded to:
**Cork County Council,
Cork National Roads Office,
Richmond, Glanmire, Co. Cork.**

Email: info@corkrdo.ie