

Appendix A.4.1.1

Report on Public Consultation No. 1 Constraints

Leitrim County Council

**N4 Carrick-on-Shannon to
Dromod Project**

Public Consultation No. 1 -
Constraints

274219-ARUP-02-OS-RP-YE-000009

P02 | 11 December 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

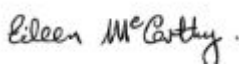
Job number 274219

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ARUP

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Summary Table of Submissions

1 Introduction

Phase 2 of the N4 Carrick-on-Shannon to Dromod Project aims is to identify, evaluate, and resolve the transportation issues in Carrick-on-Shannon, its environs, and the broader national road network – in particular the N4 corridor, as appropriate. To this end, it is necessary to firstly identify the transportation issues, identify the existing key constraints and determine an appropriate sustainable transport solution to resolve them taking cognisance of the existing constraints. This will necessitate the assessment of possible and sustainable solutions - alternative transport modes and infrastructural options - within the study area. The identification of existing constraints within the study area is facilitated through desktop surveys, physical surveys and consultation with the public.

In accordance with the Transport Infrastructure Ireland's Project Management Guidelines (reference document PE-PMG-02041), consultation is required with the public at key stages. The purpose of these consultations is to engage the public in the scheme delivery process, inform the public of the statutory process and the likely time scales, seek the public's cooperation and understanding of the project and to capture local knowledge as part of the process of developing a solution.

This report details the process and records feedback from the commentary received during the non-statutory Public Consultation No. 1 Constraints.

2 The Public Consultation Process

2.1 Extent of Public Consultation

The Public Consultation No. 1 consultation period to identify the constraints within the study area of the N4 Carrick-on-Shannon to Dromod Project ran from 5 October 2020 to 23 October 2020.

Due to Covid-19 restrictions, it was not possible to hold this event in-person. Consequently, the consultation was conducted by virtue of a virtual consultation space which allowed the public to walk around virtually and view the project material at <https://carrickdromod.ie/public-consultation/>.

For those who were unable to access the virtual consultation room, a copy of all consultation material was also available in pdf format to download from the project website, by collection at Leitrim County Council office in Carrick-on-Shannon, the Roscommon County Council Area Office in Boyle or issued by post on request.

Comment sheets were accepted by post, by email to carrickdromod@arup.com or via the public engagement feedback page on the project website. The closing date for submissions was 23 October 2020.

The public consultation material presented a wide variety of constraints which included the categories of human beings, archaeology and cultural heritage, agriculture, landscape and visual, hydrology, hydrogeology, ecology, geology, material assets, planning policy, noise, air and climate. This data was presented by

way of pdf mapping and an interactive map found at <https://carrickdromod.ie/interactive-map/>.

2.2 Newspaper Advertisement

On the week prior to the public consultation on 30 September 2020, an advertisement was placed in the local newspapers the Leitrim Observer and the Roscommon Herald and the national newspaper, the Independent.. A copy of the advertisements are contained in Appendix A.

2.3 Brochure

A colour Brochure and Comment Sheet were prepared. The Brochure gave a brief introduction to the scheme, it detailed the status of the previous N4 projects within the study area, highlights the need for a new scheme and invites submissions from the public.

The Brochure and Comment Sheet were available to the public in pdf format to download from the project website, by collection at Leitrim County Council office in Carrick-on-Shannon, the Roscommon County Council Area Office in Boyle or issued by post on request. Copies of the Brochure and Comment Sheet are included in Appendix B.

The public were given a two-week period to submit their commentary on the data presented as the Constraints Study. A feedback form was available on the project website which contained the same information as the comment sheet, a comment sheet was available within the virtual consultation room, comment sheets could be emailed to a dedicated project email address or sent to the team by post.

Commentary received after the two-week period, up to the issue date of this report, was also incorporated into this report. All submissions were provided with a response.

2.4 Public Consultation- Virtual Consultation Room

The public consultation virtual room was live on the project website at the following address <https://carrickdromod.ie/public-consultation/> for two weeks between 5 October 2020 and 23 October 2020. Screenshots of the virtual consultation room space are included in Appendix D1. From analytics of the virtual room, it had 193 users.

The ‘paper’ constraints maps were shown in the virtual consultation room on three different types of mapping background namely aerial photography, colour OS mapping and black and white OS mapping at a scale of 1:10,000. These ‘paper’ constraints maps are still available to view on the project website at <https://carrickdromod.ie/paper-map/>.

The ‘paper’ constraints maps displayed included the following:

Constraints Mapping Sheet 1

Drawing No. 274219-ARUP-02-OS-DR-YE-000010:

- Aerial Photography Background Mapping
- Study Area Boundary
- Local Authority Boundary
- Railway Station
- Railway Line
- National and Regional Roads
- Key Settlements
- Protected Views and Prospects
- River Shannon Lake Amenity
- River Shannon Amenity
- Water Courses
- Ecological Sites
- Proposed National Heritage Area

Constraints Mapping Sheet 2

Drawing No. 274219-ARUP-02-OS-DR-YE-000012:

- Colour OS Background Mapping
- Study Area Boundary
- Local Authority Boundary
- Wastewater Treatment Plant
- Water Treatment Plant
- Licenced Waste Facility
- Integrated Pollution Control (IPC) Site
- EPA Discharge Sites
- ESB- 110kV and 220kV Overhead Electricity Lines and Substation
- Noise Sensitive Locations- Medical, Religious and Schools
- Community Facilities- Amenity, Business, Education, Religious, Tourism and Amenity, Cycle Trail
- Archaeological Sites- Record of Monuments and Places, Proposed Records of Monuments and Places, Sites and Monuments Records
- Built Heritage- National Inventory of Architectural Heritage, Record of Protected Structures, Archaeological Heritage, Demesne Landscapes, Architectural Conservation Areas

Constraints Mapping Sheet 3

Drawing No. 274219-ARUP-02-OS-DR-YE-000014:

- Black and White OS Background Mapping
- Study Area Boundary

- Local Authority Boundary
- Known Karst Features
- Historic Industrial Sites
- Mid to Late 19th Century Quarries
- Early to Mid-20th Century Quarries
- Historic Quarry Sites
- Historic Pit and Quarry Locations
- Registered Quarries
- Waste Permit Sites
- 1% Annual Exceedance Probability Flood Risk Zone
- 0.1% Annual Exceedance Probability Flood Risk Zone
- Soft Ground Areas
- High Sensitive Farms (folio areas)
- High Sensitive Farmyards

An interactive map was also available within the virtual consultation room and is still available on the project website here <https://carrickdromod.ie/interactive-map/>. The interactive map shows all the same layers shown on the ‘paper’ maps but allows the user to toggle them on and off to show whichever constraints they want at the same time. There is an additional facility available with the interactive map which allows the user to select from various background mapping types for example aerial, streets, topographic, terrain, national geographic style and OpenStreetMap.

Six information display boards were developed and on show within the virtual consultation room. The boards (i.e. file [274219-ARUP-02-OS-PP-YE-000001](#)) are still available to view on the project website here <https://carrickdromod.ie/public-consultation/>.

Copies of the boards are also included in Appendix C1, with their contents summarised as follows:

- Board 1 - Project Background and identification of the key project developers
- Board 2 - Identification of “The Problem”
- Board 3 - Roadmap to solve “The Problem”
- Board 4 - Request to provide commentary
- Board 5 - Pictogram of TII Phases 1 to 4 and where we are now
- Board 6 - Next steps in the project programme

3 Feedback from Public Consultation

3.1 Thematic Summary of Submissions

A response was provided to each submission in the same manner as received e.g. an emailed submission was provided with an email response; a letter was responded to in letter form etc.

A thematic analysis identified the following main feedback topics:

- Request to know where the planned road is going, worry that the project website isn't properly showing the location of the 'new road', and objection to the location of the new road even though there was no proposed road among the information presented
- Identification of a proposed Blueway that is currently at planning stage and objections to any interference with this
- Concerns that a road would have a negative effect on tourism, amenity and businesses in the area
- Converse to the point above, there was also much support for the project on the basis that it would be good for tourism and businesses in the area
- Criticism of the existing N4 Dromod Rooskey Bypass road design for the following reasons:
 - The previous N4 improvements infringed on homeowners' properties
 - Stopping places and/or hard shoulder are required along any proposed road whilst also noting that the cross-section of the existing N4 Dromod Rooskey Bypass is deficient due to the lack of same
 - Land plots/ farms were severed and separated
- Noting that the 'Problem' is in Carrick-on-Shannon not in the rural areas at Dromod so any road should be near Carrick-on-Shannon, and that a single carriageway is sufficient in rural areas
- Support for the project and for the development of pedestrian and cycling infrastructure which needs to be considered as part of the project
- Concerns regarding flooding and a road interfering with the River Shannon flood plain and navigation abilities
- Concern regarding operational stage health and safety risks associated with a road being constructed near their home
- Concerns that there would be reduced response times for emergency services to individual homes with a dual carriageway design
- Concerns that the junction on the N4 beside Masonite is dangerous and requesting that this be rectified under the current project
- Support for the project, welcomes the removal of bottlenecks and pleased that the project is going ahead after the previous project had ceased

Other comments received to a lesser extent included:

- Identification of the Ancient Abbey of Annaduff
- Farmers requesting that their lands also be classed as high sensitive
- Objections to any proposal to quarry stone in the townland of Fearnought

3.2 Submissions

A total of 42 submissions were received during the public consultation. A summary of these are included in Appendix E.

Appendix A

Newspaper Advertisements

A1 Irish Independent Newspaper Advertisement

14

News Politics

Wednesday, September 30, 2020 IRISH INDEPENDENT

Taoiseach pledges proper cooling-off

Overhaul of legislation on the way

Philip Ryan and Senan Molony

LOBBYING legislation is to be overhauled following the appointment of former minister of state Michael D'Arcy

as chief executive of a lobby group for investment bankers. Taoiseach Micheál Martin committed to giving more powers to the Standards in Public Office Commission (Sipo) after it emerged it can-

not enforce requirements for politicians to undergo a year-long cooling-off period before taking a lobbying job or any other employment linked to their previous office. Sinn Féin and the Labour

Party are also tabling legislative changes to give Sipo more power.

A proposal by Labour Party finance spokesperson Ged Nash could see politicians facing two years in prison or a €2,500 fine for failing to adhere to the 12-month cooling-off period.

Sipo yesterday confirmed to Rise TD Paul Murphy that it did not have the power to launch an investigation into Mr D'Arcy and highlighted that it had sought powers to enforce laws around the cooling-off period.

It came as Tánaiste Leo Varadkar apologised to the Cabinet for the controversy

surrounding his former senator.

Mr Varadkar told colleagues he had not heard of the Irish Association of Investment Managers (AIAM) - the group Mr D'Arcy joined - until he told him he was resigning.

The Fine Gael leader also said he was unaware of any issues relating to Sipo when Mr D'Arcy handed in his resignation.

In a statement, Mr Varadkar revealed the former Wexford TD contacted Sipo yesterday amid the ongoing controversy.

"I believe he should have contacted Sipo prior to taking up his position. I am, however, glad that this contact has now

N4 CARRICK-ON-SHANNON TO DROMOD PROJECT

CONSTRAINTS STUDY
PUBLIC CONSULTATION NO. 1



Comhairle Ghontae Liatroma
Leitrim County Council



Roscommon County Council



Transport Infrastructure Ireland



ARUP

The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties and is approximately 198km in total length. The route passes through Dublin, Kildare, Meath, Westmeath, Longford, Leitrim, Roscommon and Sligo. It is recognised as being particularly important in enhancing accessibility to some of the most peripheral areas in the northwest and west of the River Shannon.

Leitrim County Council is co-ordinating the identification of transport problems and the development of a transportation solution for the N4 study area extending between Drumharlow townland north of Carrick-on-Shannon to Fauties townland south of Aghamore and to the north of Dromod.

Previous studies were undertaken by consultants on behalf of Leitrim County Council in both 2001 and 2010. Each of the studies identified preferred route corridors, however both projects were suspended. The current project is a new commission, Roscommon County Council under an agreement made pursuant to Section 85 of the Local Government Act 2001. The current project began in March 2020 and Arup are the appointed consultants to advance the project through Concept and Feasibility (Phase 1), Options Selection (Phase 2), Design and Environmental Evaluation (Phase 3) and the Statutory Processes (Phase 4).

The purpose of this public consultation is to inform the public of the study area for this project, the constraints identified to date and the programme for advancement of the project.

Public consultation forms an important part of advancing the design process towards the development of transportation options and allows the involvement of the public in identifying key constraints.

Due to the Covid-19 outbreak, currently it is inadvisable to arrange formal in-person events in the local area. Therefore, we have developed a project website which contains all the information that would normally be displayed at an in-person public consultation. This includes a virtual public consultation room and interactive maps with all the constraints identified to date and a feedback page for submission of comments or queries. The project website is accessible at www.carrickdromod.ie

Alternatively, hardcopies of brochures and comment sheets are available for collection from Leitrim County Council Aras an post, Charante or Roscommon County Council Area Office in Boyle (addresses below) or call 091 460675 to request a copy by post.

Leitrim County Council
Aras an Chontae,
St. Georges Terrace,
Carrick-on-Shannon,
Co. Leitrim,
N41 P67

Roscommon County Council Area Office
Cootehall Street,
Boyle,
Co. Roscommon,
F52 X436

The public consultation period will run from 5 October 2020 to 23 October 2020.

Comment sheets can be completed and submitted by post, emailed to carrickdromod@arup.com or via the public engagement feedback page on the project website. The closing date for submissions is 23 October 2020.

Leitrim County Council values the opinion of the community on the project and welcomes comment from the public and interested parties.

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Postal Address:
Arup,
Corporate House,
City East Business Park,
Ballybrit,
Galway,
H91 KS1YD

Phone:
091 460675

www.leitrimcoco.ie

Serving the people with care and quality

Leaving politics for lucrative embrace of big business already a well-trodden path

Philip Ryan

MICHAEL D'Arcy is not the first politician to jump ship for the bright lights and deep pockets of the corporate world, and he is most certainly not going to be the last. Here, we look at some other Leinster House luminaries who left political life for big business.

Brian Hayes

Brian Hayes, who like Mr D'Arcy also served as a minister of state in the Department of Finance, surprised colleagues when he announced he was stepping down as an MEP to become chief executive of the Banking and Payments Federation Ireland (BPIFI).

Lucinda Creighton

Lucinda Creighton was forced from politics after a number of electoral missteps following the creation of her party Renua.

However, since leaving office the former minister

of state for European affairs

has embraced the world of lobbying through her company Vulcan Consulting. The Lobbying Register shows Ms Creighton's company has made representations to former colleagues on ticket-touting legislation, medical cannabis and forestry policy.

According to the EU's transparency register, the company expects to earn up to €300,000 from lobbying in Europe, where clients include Johnson & Johnson.

Dick Roche

Dick Roche, who is also a former European affairs minister, has been working with controversial Chinese tech giant Huawei. The former Fianna Fáil TD told the EU transparency register he expects to earn up to €200,000 while lobbying for the company that has been at the centre of international controversy over fears their communications technology can be compromised by the Chinese state.

Martin vows to deliver

Hugh O'Connell and Cormac McGuinn

TAOISEACH Micheál Martin has said promises made in the last Budget, to extend medical cards to more older people and cut prescription charges, will be delivered upon.

Mr Martin raised the issue at a private meeting of Fianna Fáil's TDs and senators where

he pledged that both measures "will proceed and are proceeding".

In recent weeks it was revealed that a commitment to change income limits for over-70s medical cards, that will see 56,000 more people benefit, had not yet been implemented.

Similarly a 50c cut in prescription charges for all med-

A2 Roscommon Herald Newspaper Advertisement



Members of the new Roscommon Frailty Intervention Team with Deputy Denis Naughten TD at the hospital this week, from left: Dr Siu Gouda, medical registrar; Vanessa Gilleran, senior speech and language therapist; Fionnuala Morrissey, senior physiotherapist, Kate Donlon, advanced nurse practitioner-frailty; Denis Naughten TD; Dr Gerry O'Mara, consultant geriatrician; Sandra Burke, senior occupational therapist; Martina Vaughan, assistant director of nursing and Fiona Finnaner, senior dietitian.

New frailty intervention team at RUH

A new, unique, fully staffed, clinical service has been introduced at Roscommon University Hospital (RUH) to provide a holistic assessment and brief intervention to patients over 65 presenting with frailty.

The Roscommon Frailty Intervention Team (R-FIT) is an interdisciplinary consultant-led team and consists of an advanced nurse practitioner in frailty, senior physiotherapist, speech and language therapist, dietitian and occupational therapist with access to clinical pharmacy and medical social work.

Kate Donlon, Advanced Nurse Practitioner in Frailty at RUH explains: "Frailty is a combination of conditions which include weakness, exhaustion, unintentional weight loss, slowness on the feet, deterioration in physical activity and in general finding it hard to cope at home. Medically well patients are seen by the team in the Frailty Clinic or Medical Assessment Unit upon referral from their GP to the hospital consultant.

"A detailed assessment takes place of each patient and based on that patient's needs they will be referred to the relevant team member. Following the assessment, a treatment plan is devel-

oped with the patient and carer if needed. Education and advice are provided and onward referrals to other services are made if necessary. We have adapted to the current needs and where feasible virtual clinics are being offered for our vulnerable patients who have the technology, skills and support to use the video platform 'Attend Anywhere'.

"The aim of R-FIT is to empower patients to manage their own health and wellbeing, so they can cope at home, reduce the need for admission to hospital and continue to live a meaningful life."

Roscommon Frailty Intervention Team was developed under the governance of Dr Gerry O'Mara, Consultant Geriatrician and supported by Ursula Morgan, Director of Nursing and Martina Vaughan, Assistant Director of Nursing. **DEEZ**

Dr Sri Gouda, Medical Frailty Team Lead, RUH commented: "The Frailty Intervention Team has made a real difference to some of our more frail patients."

"The team's insight challenges the idea that frailty automatically means admission to hospital."

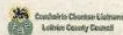
Dr Gerry O'Mara, Consultant Geriatrician and Frailty Lead at RUH re-

marked that "for an older person, sometimes by the time they come to the hospital they have reached crisis point. The Frailty Intervention Team in Roscommon University Hospital aims to prevent unnecessary hospital admissions by early identification of any issues which may cause falls, low blood pressure, chest infections etc. It is a multidisciplinary approach so that each person gets an individualised assessment, ultimately to support the patient and their family as needed."

Mary Garvey, Hospital Manager explained that the introduction of the Frailty Intervention Team "is part of our ongoing commitment to ensuring the quality of care for the older person is foremost. I am very grateful to Denis Naughten TD for securing the investment which has enabled us to put the Frailty Team in place to ensure that appropriate clinical intervention for older persons is provided at the 'front door', to either avoid hospital admissions or reduce length of stay."

"This specialist team will provide care, treatment and support to improve the patients' experience and help them to return home to live as independently as they can."

**N4 Carrick-on-Shannon to Dromod Project
Constraints Study
Public Consultation No. 1**



ARUP

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 N41 PF67

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Co Roscommon.
F52 X436

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For further information please log on to www.carrickdromod.ie. Alternatively, you can contact the design team by email at carrickdromod@arup.com or at using the contact details below

Postal Address:

Postal Address:
Arup,
Corporate House,
City East Business Park,
Ballybrit,
Galway,
H91 K5YD

Phone:
091 460675

A3 Leitrim Observer Newspaper Advertisement

Wednesday, September 30, 2020 www.leitrimcoco.ie

LEITRIM OBSERVER 49

Classifieds

PUBLIC NOTICES

PLANNING NOTICES

Leitrim County Council

Leitrim County Council

Leitrim County Council

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Comhairle Chontae Liatroma

Leitrim County Council

Part 8 Public Notice Pursuant to the Planning & Development Regulations 2001 (Article 81) as amended

Notice is hereby given that Leitrim County Council proposes to carry out the following works at Mohill, Mohill Townland, Mohill, County Leitrim:-

1. To undertake a Public Realm Improvement Scheme within the town centre to enhance the existing developments at the junction of Main Street (R201) / Castle Street (R202) / O'Carroll / St. Marys public spaces; Gable Street (R202) / public Car Park and Water Street; Main Street (R201) and Hyde Street (R202) / Gable Street (R202) and Main Street / Green Lane / Butler Market; Main Street (R201) and Chapel Lane (at St. Patrick's Church); and works to the curtilage of St. Mary's Church (A Protected Structure).

The nature of the Public Realm Improvement Scheme includes, inter alia, the widening of footpaths, introduction of shared surface space at identified locations, to provide enhanced pedestrian crossings, access steps as indicated, to replace existing road surfaces, the provision of new lighting in addition to the existing lighting, to relocate identified street furniture and signage, the provision of soft and hard landscaping measures including a vertical landscape feature at the Butler Market, street furniture and to alter the existing on street car parking provision.

2. To modify the cartilage / front boundary of St. Mary's Church Wall to include opening two upper sections of the existing wall, and replacement with a railing, the existing plans and gate are unaltered (St. Mary's Church is a Protected Structure).

The extent of the works are generally located within the Mohill Architectural Conservation Area.

Plans and full particulars of this proposed development are available for inspection, or purchase of a fee not exceeding the reasonable cost of making a copy, from Wednesday 30th September 2020 to Wednesday 29th October 2020 inclusive, during public opening hours, at the offices of the Planning Department, Area 4 Chontae, Carrick-on-Shannon, Co. Leitrim. The plans and particulars are also available to view on the Leitrim County Council website <https://www.leitrimcoco.ie/news-services>. A-2 Planning and Development Councils' Proposals.

Part 8-Proposals

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development is situated, may be made in writing to The Senior Planner, Leitrim County Council, Area 4 Chontae, Carrick-on-Shannon, County Leitrim or emailed to planning@leitrimcoco.ie and must reach the Senior Planner before 4.00 p.m. on Wednesday 11th November 2020. All submissions or observations should be clearly marked 'Mohill Public Realm Improvement Scheme - Part 8'. In accordance with the requirements of the European Union (Planning and Development) (Environment Impact Assessment) Regulations 2016 (S.I. No.286 of 2016), Leitrim County Council has concluded that the proposed development does not result in an Environmental Impact Assessment and will not be likely to have a significant effect on the environment. Any person may, within 4 weeks from the date of this notice may apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment.

Date of Erection of Site Notice: 30th September 2020.

N4 Carrick-on-Shannon to Dromod Project
Constraints Study
Public Consultation No. 1Comhairle Chontae Liatroma
Leitrim County Council

The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties and is approximately 190km in total length. The route passes through Dublin, Kildare, Meath, Westmeath, Longford, Leitrim, Roscommon and Sligo. It is recognised as being particularly important in enhancing accessibility to some of the most peripheral areas in the northwest and west of the River Shannon.

Leitrim County Council is co-ordinating the identification of transport problems and the development of a transportation solution for the N4 study area extends between Drumshanlow townland north of Carrick-on-Shannon to Fawcett townland south of Aghamore and to the north of Dromod.

Previous studies were undertaken by consultants on behalf of Leitrim County Council in both 2001 and 2010. Each of the studies identified preferred route corridors, however both projects were suspended. The current project is a new commission, being managed by the Roscommon National Roads Regional Office (NRRO) on behalf of both Leitrim County Council and Roscommon County Council under an agreement made pursuant to Section 85 of the Local Government Act 2001. The current project began in March 2020 and ARUP are the appointed consultants to advance the project through Concept and Feasibility (Phase 1), Options Selection (Phase 2), Design and Environmental Evaluation (Phase 3) and the Statutory Process (Phase 4). The purpose of this public consultation is to inform the public of the study area for this project, the constraints identified to date and the programme for advancement of the project.

Public consultation forms an important part of advancing the design process towards the development of transportation options and allows the involvement of the public in identifying key constraints.

Due to the Covid-19 outbreak, currently it is inadvisable to arrange formal in-person events in the local area. Therefore, we have developed a project website which contains all the information that would normally be displayed at an in-person public consultation. This includes a virtual public consultation room and interactive maps with all the constraints identified to date and a feedback page for submission of comments or queries. The project website is accessible at www.carrickondromod.ie

Alternatively, hardcopies of brochures and comment sheets are available for collection from Leitrim County Council Area 4 Chontae or Roscommon County Council Area Office in Boyle (addresses below) or call 091 480675 to request a copy by post.

Leitrim County Council
Area 4 Chontae
Carrick-on-Shannon,
Co. Leitrim
N41 PF67

Roscommon County Council Area Office
Carrick-on-Shannon,
Boyle,
Co. Roscommon,
P22 J438

The public consultation period will run from 09th October 2020 to 29th October 2020.

Comment sheets can be completed and submitted by post, emailed to carrickondromod@arup.com or via the public engagement feedback page on the project website.

The closing date for submissions is 23rd October 2020.

Leitrim County Council values the opinion of the community on the project and welcomes comment from the public and interested parties.

For further information please log on to www.carrickondromod.ie. Alternatively, you can contact the design team by email at carrickondromod@arup.com or at using the contact details below.

Postal Address:

Arup

Corporate House,

City East Business Park,

Ballyvaughan,

Dublin 4,

D04 V9YD

Phone:

091 480675

Follow us on



www.leitrimcoco.ie

Appendix B

Brochure and Comment Sheet

B1 Brochure

B2 Comment Sheet

Appendix C

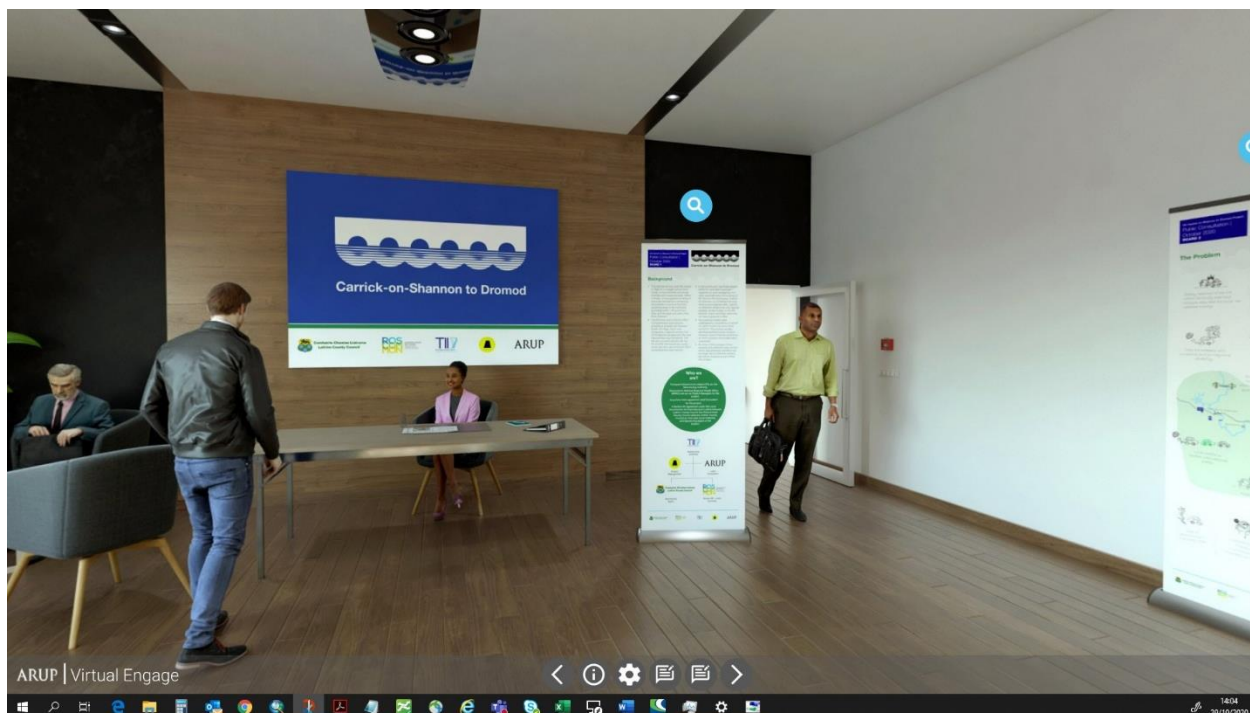
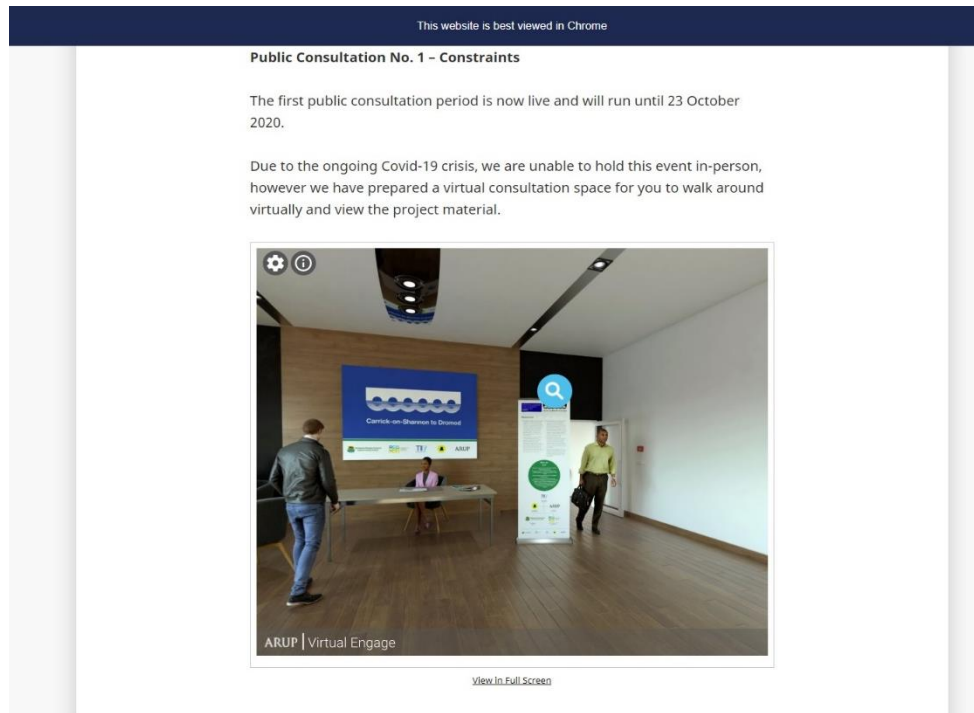
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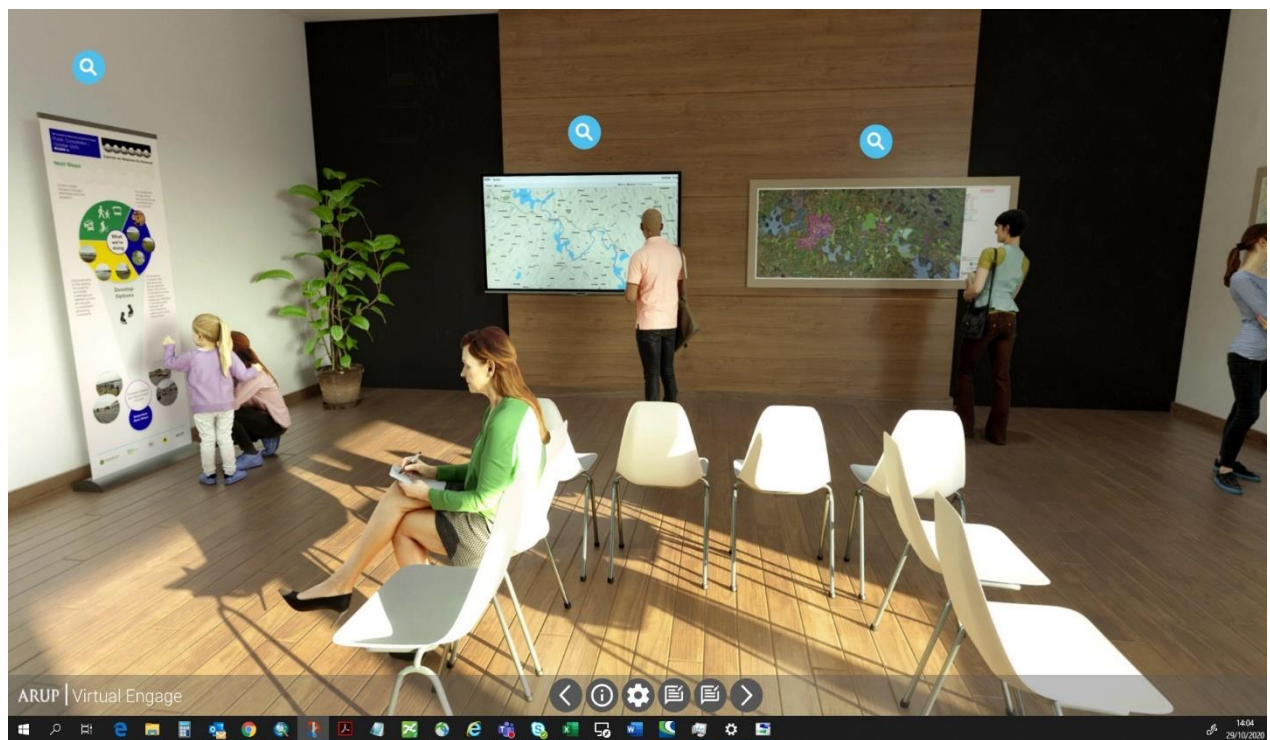
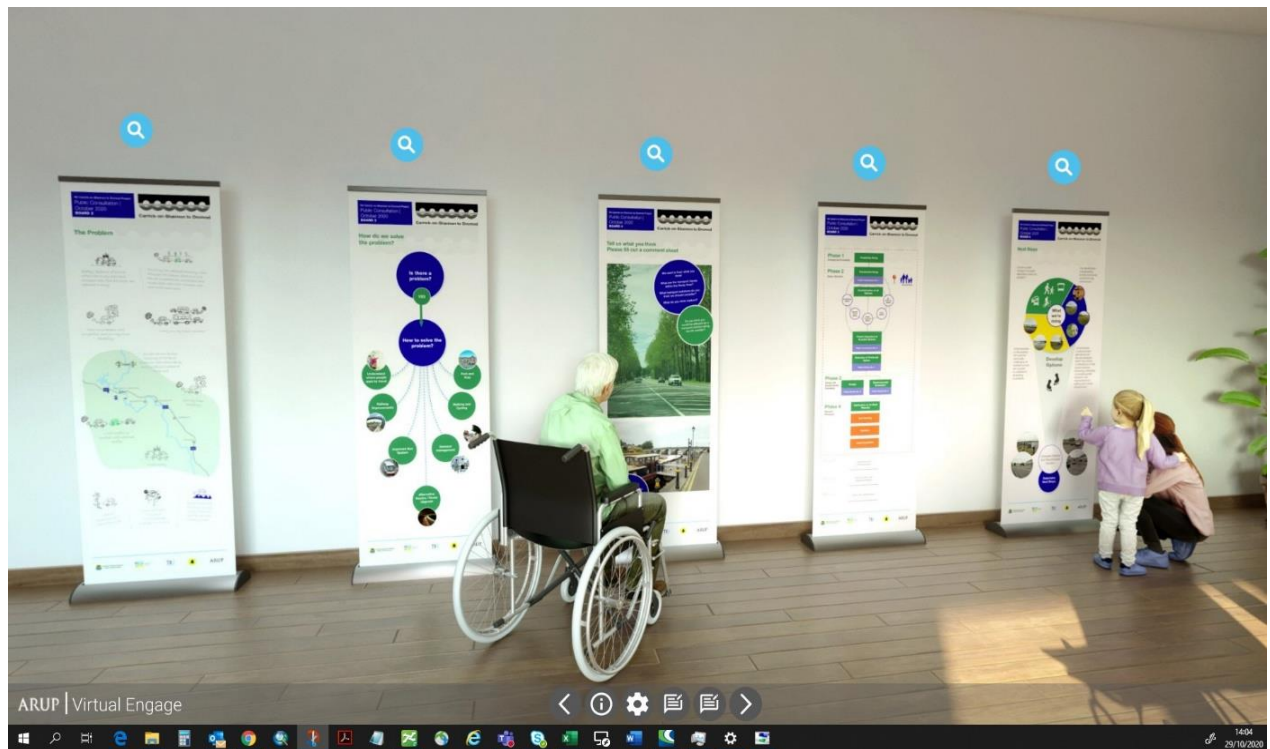
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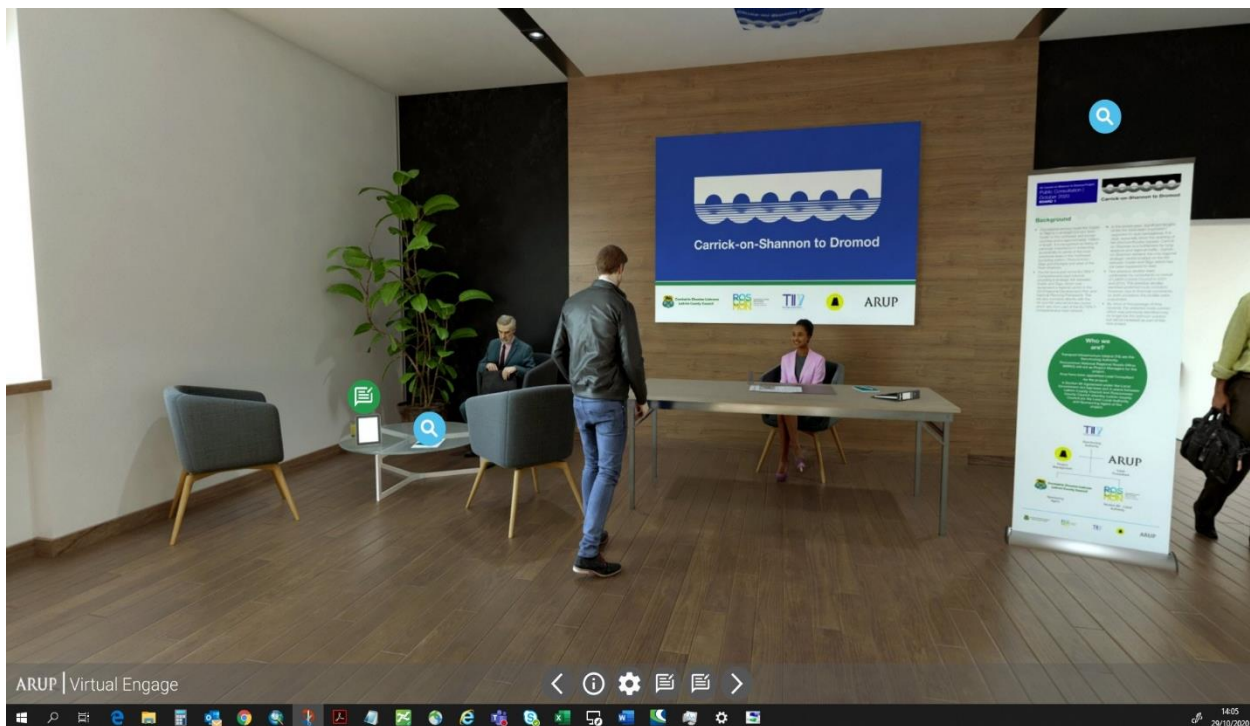
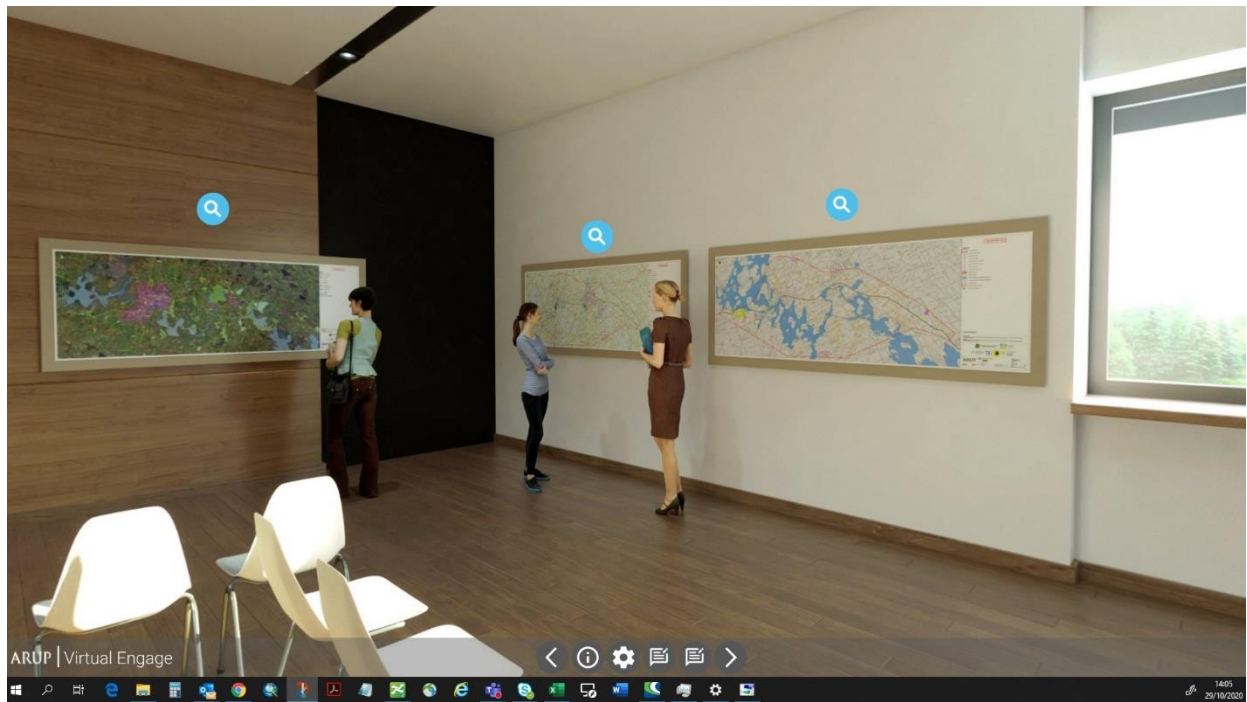
Appendix D

Screenshots of Live Virtual Consultation Room

D1 Screenshots of Live Virtual Room







Appendix E

Summary Table of Submissions

E1 Summary Table of Submissions

Ref No.	Date	Summary
001	08/09/2020	Has heard from neighbours that there is a study area for the Carrick to Dromod project, however no one is aware of this. Noted nobody hears anything about it from the planning dept until day 59 of planning application and then Arup, a private company says that the planning application is premature. This isn't a very fair process. Has issue that this study area boundary hasn't been made public. Requested an idea of the timelines for the project.
002	28/09/2020	Requested information in relation to the location of the new proposed motorway between Carrick and Dromod and confirmed that had since been speaking with someone in RCC. Queried what happened to the previous bridge and plans. Requested an idea of the timelines for the project.
003	13/10/2020	Wanted to know if project would interfere with dwelling and out offices
004	17/10/2020	Provided summary of opinions on previous schemes. Highlighted priorities for contractor on the proposed project (e.g. requirement for the design to be economical, devoid of floodplain risks) Identified that the crossing of the Shannon should be located between Loughs Tap and Boderg. Highlighted the requirement for aircraft clearance. Highlighted priority to minimise entry and exit points on a proposed road and minimise crossings of the railway line. Road girth design should accommodate a central concrete barrier median to allow future enhancement to motorway standard. The new alignment should be shunted as far west possible in order to encourage use the existing N4. Avoid inadvertently moving congestion on the bridge to secondary access roads. Offering of support for the project identifying the importance of providing a western entry / exit access option to the Wild Atlantic Way and River Shannon tourism, boating, cycling, etc.
005	21/10/2020	Property affected by the Dromod bypass and the landowner was made aware that their property would be acquired by this project. The junction off the N4 at Faulties, to the village of Dromod is currently highly dangerous and needs to be replaced with safer option. Objection to any road / roads coming any closer to their house. Objections to any proposal to quarry stone in the townland of Fearnought
006	15/10/2020	The Drumsna bypass had major negative affect on their house and farm and made it very difficult to continue farming. Vital that any proposed project does not further diminish the workability of farms. In the intervening years since the Drumsna bypass was built, trees which were planted have now matured and help with the visual intrusion and noise from the N4. It is essential that the proposed project does not interfere with existing trees.

Ref No.	Date	Summary
		Junction at Masonite is very dangerous. Suggestions to improve this include a hard holder if building a dual carriageway- Dromod Rooskey Bypass highly criticised for lack of hard shoulder.
007	27/09/2020	Opposed to an extension of the existing 2 + 2 bypass due to lack of hard shoulders and two excuses of lay-bys on the present Dromod / Rooskey 10km stretch. There is no allowance for people with land on both sides to go straight across this dual carriageway. Gortinty Lake poses a huge engineering problem. Identification of an old megalith site behind Annaduff St Mary's Church. Opposition of an elevated road at Annaduff which previously was noted to be approx. 20m above the level of the exiting N4 due to safety concerns of steep gradients in frosty conditions. Noting the urgent need of a new half ring road and bridge in Carrick-on-Shannon Town. Objection to the statement that there are sections of the N4 with accidents twice the national average. Poor and inadequate public consultation.
008	23/10/2020	Identification of the Ancient Abbey of Annaduff. Will be opposed to any excavation at this location.
009	16/10/2020	Request to see the new road layout as cannot see any new road layout on maps
010	16/10/2020	Frustrated about lack of consultation regarding the impact on their properties. Home has been infringed on several occasions over the past 20 years from various N4 improvements. The project website does not show the new road layout. Objection to the 'proposed' route near Gortinty / Drumgildra lake as will have negative impacts in terms of safety, pollution and social impacts
011	15/10/2020	Request to get information on how the new road layout will look and the impact on their property. Current N4 is close to house. N4 developments over the past 20 years have infringed on property. Requesting appropriate engagement.
012	16/10/2020	Had heard that a dual carriageway type road is proposed outside their house and that a wire fence type structure is to govern the centre of this roadway preventing traffic from the carriageway turning right in the direction of Dublin and furthermore the traffic traveling from the Sligo direction will be prevented from exiting the route to their property. This could be obstructive in the event that access is sought by the emergency services. Note safety concern with the lack of a hard shoulder Not currently objecting due to a lack of information.
013	22/10/2020	Concerns regarding safety of persons entering or exiting the access road to the landowner's house if a proposed dual carriageway is planned Worried that emergency vehicles will be obstructed from access if coming from Sligo.
014	20/10/2020	Wish to have farm and farmyard noted as highly sensitive also. Against any proposed route that will destroy the family farming enterprise. Previous route corridors selected were proposed which severed the farm into six portions, leaving it unworkable. Home would also be severely impacted as it would be in very close proximity to the previous route selected. Would be subjected to extreme noise & air pollution.

Ref No.	Date	Summary
		Please consider a route other than those previously proposed.
015	21/10/2020	Works would adversely affect quality of life and the property's access amenity and environment according to their proximity, duration, extent and result. Unable to be more specific without details of proposal.
016	21/10/2020	The business owner would like to see more engagement with the relevant parties.
017	21/10/2020	Hopes that progress will be maintained on this project and it will not end up getting cancelled again and then reinstated in 10 years. There has to be provision made on the bypass itself and the secondary roads nearby for pedestrian and cyclists. At present, on the Castlecara road, where the footpath ends to the Kiltogher junction, the road is a death trap for cyclists and pedestrians. If the plan is to continue the road along the lines of the Dromod Bypass then provision needs to be made at regular intervals for traffic laybys. Roadsides should be well planted with native Irish trees and shrubs.
018	21/10/2020	Welcomes the proposal to by-pass Carrick On Shannon and reduce the traffic bottleneck. Welcomes portion of the existing N4 at Tully has been marked as a protected view on current constraints maps and would like to ensure that this remains the case as the project progresses. Safety concerns regarding Junction between L7426 and N4 at Tully. Updates to the N4 infrastructure in this area should not result in an increased level of regional / local traffic on L7426. Should the new N4 route intersect L7426 as was the case in previous scheme preferred route, recommended that the L7426 from Mountcampbell / Foxborough is terminated at an appropriate junction with the N4 before crossing it, thus avoiding the need for a bridge on the new N4. Any development on the existing or new N4 route in the vicinity to the property should take into account and not adversely affect current services to the property such as electricity, telecommunications, broadband, public water supply, drainage etc. Any works on the new N4 route in front of, or behind the house needs to take into account water run-off patterns. Any proposed planting should not restrict views of the Shannon at the landowner's house. Any works on the new N4 route for the duration of the project should be planned for normal working hours and should not result in increased noise in the area for local residents. New N4 route should not result in increased traffic noise at the front or rear of the house. Recommend that this project ensures that adequate local walking and cycling infrastructure are also included in the development. Consideration should be given when designing the road layout to enable inter-urban traffic the opportunity to stop, rest and refuel / fast-charge in service areas complimentary with existing business in villages such as Drumsna / Jamestown / Aughamore. should be favoured over provision of modern offline service areas in green field sites in this environmentally sensitive area, especially in proximity to the residence.

Ref No.	Date	Summary
019	21/10/2020	Welcomes the proposal to by-pass Carrick-on-Shannon and reduce the traffic bottleneck. Welcomes portion of the existing N4 at Tully has been marked as a protected view on current constraints maps and would like to ensure that this remains the case as the project progresses. Safety concerns regarding Junction between L7426 and N4 at Tully. Updates to the N4 infrastructure in this area should not result in an increased level of regional / local traffic on L7426. Should the new N4 route intersect L7426 as was the case in previous scheme preferred route, recommended that the L7426 from Mountcampbell / Foxborough is terminated at an appropriate junction with the N4 before crossing it, thus avoiding the need for a bridge on the new N4. Any development on the existing or new N4 route in the vicinity to the property should take into account and not adversely affect current services to the property such as electricity, telecommunications, broadband, public water supply, drainage etc. Any works on the new N4 route in front of, or behind the house needs to take into account water run-off patterns. Any proposed planting should not restrict views of the Shannon at the landowner's house. Any works on the new N4 route for the duration of the project should be planned for normal working hours and should not result in increased noise in the area for local residents New N4 route should not result in increased traffic noise at the front or rear of the house. Recommend that this project ensures that adequate local walking and cycling infrastructure are also included in the development Consideration should be given when designing the road layout to enable inter-urban traffic the opportunity to stop, rest and refuel / fast-charge in service areas complimentary with existing business in villages such as Drumsna / Jamestown / Aughamore. should be favoured over provision of modern offline service areas in green field sites in this environmentally sensitive area, especially in proximity to the residence
020	22/10/2020	Brilliant to see the sharing of the information in this open and transparent way. Keep up the good work and keep us all updated.
021	22/10/2020	In 2009 a route proposed would have effectively split the farm into a number of plots destroying the farm and leaving it impossible to work. It would have rendered the family home uninhabitable due to the proximity to the proposed route, also it would have severed the house from the farmyard. It would have profoundly impacted on the historic features and archaeological sites on the farm. For these reasons the landowner trusts that these routes are no longer an option. They suggest that a route further from the town centre and even a widening of the constraints area should be considered to maximise expansion of the town
022	22/10/2020	Any proposed development and construction of fixed bridges over the River Shannon navigation must ensure there is no obstruction to the current navigation.
023	23/10/2020	Against the original "preferred route" for the Carrick-on-Shannon bypass. Believe it would have a devastating impact on the future tourism

Ref No.	Date	Summary
		potential of the area. This new road running parallel to the Shannon will have a devastating impact on business. There is planning underway for the new proposed Blueway which will stretch from just north of the town along the banks of the river to Battlebridge. This bypass will not allow the Blueway and in turn Carrick-on-Shannon reaching its full potential.
024	23/10/2020	Serious concerns about proximity of proposed route to house and farm. Wildlife on the farm including Kite Bird of Prey nesting, three squirrels, fox. Concerns over noise disturbance to lives and constitutional rights to quiet enjoyment of the home and farm.
025	23/10/2020	Concerned about the negative impact that this development would have visually, environmentally and economically on the Shannon waterway. The initial route near the junction of the Boyle and Shannon rivers would be particularly detrimental to the tourist potential of the North Shannon. The impact visually of a large road running parallel to the river at this point would be enormous. It would be impossible to calculate the adverse effect that this would have on tourism for future generations and in particular the impact it would have on the proposed Blueway from Battlebridge to Carrick-on-Shannon Carrick-on-Shannon could be bypassed by joining the N4 to the new N5 near Elphin. This could be done by upgrading the N61 and connecting it directly to the N4 by-passing Boyle. This would result in the same reduction in traffic volumes through Carrick-on Shannon as a brand new bypass at a fraction of the cost to the state with no need for a new road or a Shannon crossing
026	23/10/2020	Original Preferred Route, north of Carrick-on-Shannon: Serious reservations about the new road being built on the flood plain north of Carrick-on-Shannon. It would be incomprehensible that the state would be involved in a project of this magnitude, in this location, given the recent problems nationally with building on flood plains. This proposed route runs parallel to the river for a very long distance with proportionate increase in adverse impact; to flooding, to tourism, to wildlife, plus the visual and audible impact. When the Shannon is in flood, the water will come right to the edge of this road, amplifying and projecting the traffic noise for considerable distances. This route's impact would also have serious consequences on future tourism development in the area especially on the proposed Blueway between Carrick and Leitrim village. If the Shannon must be crossed surely a route that crosses the Shannon at 90 degrees would be preferable, as it would have significantly less impact. Alternatively, could Carrick not be bypassed by connecting the N4 to the N5 via the N61? This would be a more economically viable process and could be completed in a much shorter timespan.
027	23/10/2020	The proposed 'preferred' route is at odds with the development of The Shannon Blueway between Leitrim Village and Carrick-on-Shannon. It's crucial that a more suitable alternative solution be found.
028	23/10/2020	If a road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health & safety risk the family and impose a threat to the survival of the family farming business for the following reasons:

Ref No.	Date	Summary
		• The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting the home and family at a greater risk • The massive increased health and safety risks would leave rearing a young family extremely difficult • A dual carriageway type design should not exist along an existing residential route – the potential increased health & safety risks for us residents are too high; the residents would be trapped into their own homes • Potential reduced response times to emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty lake on such a design • Increased drive time and associated costs going to or from any location as have to use potential new by-lay roads to get access to the main N4 The current N4 road design is fit for purpose giving the current volumes from Dromod to Carrick, with thankfully minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion. However, if a new route from Dromod to Carrick must be developed the landowner requests Health & Safety Risks are given great consideration
029	23/10/2020	A road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health & safety risk to the family and impose a threat to the survival of the family farming business for the following reasons: • The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting the home, business and family at a greater risk • A dual carriageway type design should not exist along an existing residential / farm access route – the potential increased health & safety risks for residents are too high - we would be very much residents trapped into their own homes • The farm has lands that exist along both sides of current N4 parallel with each other • The existence of a dual carriageway design would leave it non-viable from an increased farm running cost perspective to continue the business, to such lengths that the landowner may have to consider selling the family farm which is the only source of income. How would one expect to drive anything up to 2km with machinery to save silage/put out slurry and do the mere activities associated with farming? • The farm also has lands that exist off several Local Roads that meet the current N4. Again, the existence of a dual carriageway design would leave it non-viable from an increased farm running cost perspective to be potentially expected to drive excess lengths to carry out running the business • Increased Health & Safety risk to the family and other road users associated with driving farming machinery along such a dual carriage way design • Potential reduced response times to the emergency services with a dual carriageway design

Ref No.	Date	Summary
		• Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty lake on the existence of such a design • Increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4 The current N4 road design is fit for purpose giving the current volumes from Dromod to Carrick, with thankfully minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion
030	23/10/2020	Concerns regarding proposed routes re flooding & environmental impact together with lack of analysis in respect of alternative investment in rail infrastructure and improved efficiency Study should analyse alternative relief resources i.e. linking with adjacent / connected national primary routes, deployment of Smart technology traffic info signage and relocation of existing pedestrian crossing on N4 bypass in Carrick-on-Shannon., Clear lack of lateral, analytical thinking underpinned by cost benefit analysis economics-big capital projects. Lots of steel & concrete deployments with huge carbon collateral costs. Route maps presented illegible, poor graphics. The public requires 'ball park' costings for proposed project & routes, the process of public consultation requires full disclosure, reasoned & intelligent proposals-why should we be considering this project?? Public & exchequer benefits? Economic benefits to Carrick-on-Shannon & wider region? Negative impacts economically, environmentally, on local tourism, who benefits??
031	23/10/2020	If a road was built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health and safety risk to the family for the following reasons: • the lack of hard shoulder • increased traffic speeds thus increasing the potential for road traffic accidents • increased Health & Safety risk to the family and other road users associated with farm machinery • potential reduced response times to emergency services with a dual carriageway design • reduced amenity opportunities locally by leaving it unsafe to go walking/ cycling or access our Gortinty Lake • increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4 • Believe that the current N4 road design is fit for purpose giving the current traffic volumes from Dromod to Carrick. The town of Carrick on Shannon is where the issues arise in relation to traffic congestion
032	23/10/2020	If a road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a

Ref No.	Date	Summary
		massive health & safety risk to my family and impose a threat to the survival the family farming business for the following reasons: • The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting home, business, and family at a greater risk • A dual carriageway type design should not exist along an existing residential/farm access route – the potential increased health & safety risks for residents are too high • Farm has lands that exist along both sides of current N4 parallel with each other. The existence of a dual carriage way design would leave it non-viable from an increased farm running cost perspective to continue the business, to such lengths that the landowner may have to consider selling the family farm which is his only source of income. How would one expect to drive anything up to 2km with machinery to save silage/put out slurry and do the mere activities associated with farming? • The farm also has lands that exist off several Local Roads that meet the current N4. Again, the existence of a dual carriage way design would leave it non-viable from an increased farm running cost perspective to be potentially expected to drive excess lengths to carry out running the business • Increased Health & Safety risk to the family and other road users associated with driving farming machinery along such a dual carriage way design • These massive increased health & safety risks would leave rearing a young family extremely difficult – road safety, school bus collections etc. • Potential reduced response times to emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty Lake on the existence of such a design. • Increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4. • Landowner thinks that current N4 road design is fit for purpose given the current traffic volumes from Dromod to Carrick, with minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion
033	23/10/2020	If a road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health & safety risk to my family and impose a threat to the survival the family farming business for the following reasons: • The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting home, business, and family at a greater risk • The massive increased health & safety risks would leave rearing a young family extremely difficult • A dual carriageway type design should not exist along an existing residential/farm access route – the potential increased health & safety risks for residents are too high

Ref No.	Date	Summary
		• Potential reduced response times to our emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking/cycling on the existence of such a design • Increased drive time and associated costs going to or from locations with having to use potential by-lay roads to get access to the main N4 These massive increased health & safety risks would leave rearing a young family extremely difficult – road safety, school bus collections etc • Potential reduced response times to emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty Lake on the existence of such a design • Increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4 • Landowner thinks that current N4 road design is fit for purpose given the current traffic volumes from Dromod to Carrick, with minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion
034	05/10/2020	Noting location of house and identification as a landowner.
035	14/10/2020	Landowner noted that on the last road design their house was not on the map.
036	23/10/2020	The submission states that they are surprised to see that the Carrick-on-Shannon N4 bypass was still on the agenda. They had read somewhere that Carrick would be bypassed via the N5/N61 connector returning to the N4 somewhere near Boyle. They felt that the route makes more sense as it negates any need for a new road around Carrick, a new crossing of the Shannon or upgrade of N4 from Longford to Rooskey. Any cost benefit analysis would point out that this would be a much better deal for the Irish taxpayer
037	29/10/2020	The submission states that the view and the opinion of many in Cortober that a half ring road should form part of the link with this project. This should be located in the townland of Tumna which is a fifth of a mile south of Drumharlow and closer to Carrick (exactly 2km) on the Boyle Road. It would cut across the River Shannon at Hartley Bridge which would have to be widened to 2 lanes of traffic. From there it would link up with the Castlecarr Road beside Aldi and the rear of Pairc Sean Mc Diarmiud GAA Stadium and finishing at Spa Well slip road between Carrick on the turn off to Jamestown. It is imperative that the flow of traffic is continuous, and any bypass should not affect the thriving town of Carrick and Cortober.
038	05/10/2020	The submission states that cycling is not promoted in the area at all. They think that a good cycle infrastructure (i.e. dedicated lanes) can alleviate many local traffic issues, even for traffic between nearby towns.
039	23/10/2020	General request for information about the project
040	23/10/2020	General request for information about the project

Ref No.	Date	Summary
041	23/10/2020	General request for information about the project
042	23/10/2020	Objection to a proposed extension of the N4 Dromod Rooskey bypass. Would split land parcels and make journey times longer

Appendix A

Newspaper Advertisements

A1 Irish Independent Newspaper Advertisement

14

News Politics

Wednesday, September 30, 2020 IRISH INDEPENDENT

Taoiseach pledges proper cooling-off

Overhaul of legislation on the way

Philip Ryan and Senan Molony

LOBBYING legislation is to be overhauled following the appointment of former minister of state Michael D'Arcy

as chief executive of a lobby group for investment bankers. Taoiseach Micheál Martin committed to giving more powers to the Standards in Public Office Commission (Sipo) after it emerged it can-

not enforce requirements for politicians to undergo a year-long cooling-off period before taking a lobbying job or any other employment linked to their previous office. Sinn Féin and the Labour

Party are also tabling legislative changes to give Sipo more power.

A proposal by Labour Party finance spokesperson Ged Nash could see politicians facing two years in prison or a €2,500 fine for failing to adhere to the 12-month cooling-off period.

Sipo yesterday confirmed to Rise TD Paul Murphy that it did not have the power to launch an investigation into Mr D'Arcy and highlighted that it had sought powers to enforce laws around the cooling-off period.

It came as Tánaiste Leo Varadkar apologised to the Cabinet for the controversy

surrounding his former senator.

Mr Varadkar told colleagues he had not heard of the Irish Association of Investment Managers (AIAM) - the group Mr D'Arcy joined - until he told him he was resigning.

The Fine Gael leader also said he was unaware of any issues relating to Sipo when Mr D'Arcy handed in his resignation.

In a statement, Mr Varadkar revealed the former Wexford TD contacted Sipo yesterday amid the ongoing controversy.

"I believe he should have contacted Sipo prior to taking up his position. I am, however, glad that this contact has now

N4 CARRICK-ON-SHANNON TO DROMOD PROJECT

CONSTRAINTS STUDY
PUBLIC CONSULTATION NO. 1

Comhairle Ghontae Leitrim
Leitrim County Council

BOS
MON

County Council
for the County
of Leitrim

TIU
Management and Planning

ARUP

The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties and is approximately 198km in total length. The route passes through Dublin, Kildare, Meath, Westmeath, Longford, Leitrim, Roscommon and Sligo. It is recognised as being particularly important in enhancing accessibility to some of the most peripheral areas in the northwest and west of the River Shannon.

Leitrim County Council is co-ordinating the identification of transport problems and the development of a transportation solution for the N4 study area extending between Drumharlow townland north of Carrick-on-Shannon to Fawcetts townland south of Aghamore and to the north of Dromod.

Previous studies were undertaken by consultants on behalf of Leitrim County Council in both 2001 and 2010. Each of the studies identified preferred route corridors, however both projects were suspended. The current project is a new commission, Roscommon County Council under an agreement made pursuant to Section 85 of the Local Government Act 2001. The current project began in March 2020 and Arup are the appointed consultants to advance the project through Concept and Feasibility (Phase 1), Options Selection (Phase 2), Design and Environmental Evaluation (Phase 3) and the Statutory Processes (Phase 4).

The purpose of this public consultation is to inform the public of the study area for this project, the constraints identified to date and the programme for advancement of the project.

Public consultation forms an important part of advancing the design process towards the development of transportation options and allows the involvement of the public in identifying key constraints.

Due to the Covid-19 outbreak, currently it is inadvisable to arrange formal in-person events in the local area. Therefore, we have developed a project website which contains all the information that would normally be displayed at an in-person public consultation. This includes a virtual public consultation room and interactive maps with all the constraints identified to date and a feedback page for submission of comments or queries. The project website is accessible at www.carrickdromod.ie

Alternatively, hardcopies of brochures and comment sheets are available for collection from Leitrim County Council Area Office in Carrick-on-Shannon or Roscommon County Council Area Office in Boyle (addresses below) or call 091 460675 to request a copy by post.

Leitrim County Council
Area Office in Carrick-on-Shannon,
St. Georges Terrace,
Carrick-on-Shannon,
Co. Leitrim,
N41 PF67

Roscommon County Council Area Office
Cootehall Street,
Boyle,
Co. Roscommon,
F52 X436

The public consultation period will run from 5 October 2020 to 23 October 2020.

Comment sheets can be completed and submitted by post, emailed to carrickdromod@arup.com or via the public engagement feedback page on the project website. The closing date for submissions is 23 October 2020.

Leitrim County Council values the opinion of the community on the project and welcomes comment from the public and interested parties.

For further information please log on to www.carrickdromod.ie. Alternatively, you can contact the design team by email at carrickdromod@arup.com or at using the contact details below.

Postal Address:
Arup,
Corporate House,
City East Business Park,
Ballybrit,
Galway,
H91 K5YD

Phone:
091 460675

www.leitrimcoco.ie

Serving the people with care and quality

Leaving politics for lucrative embrace of big business already a well-trodden path

Philip Ryan

MICHAEL D'Arcy is not the first politician to jump ship for the bright lights and deep pockets of the corporate world, and he is most certainly not going to be the last. Here, we look at some other Leinster House luminaries who left political life for big business.

Brian Hayes

Brian Hayes, who like Mr D'Arcy also served as a minister of state in the Department of Finance, surprised colleagues when he announced he was stepping down as an MEP to become chief executive of the Banking and Payments Federation Ireland (BPIFI).

Lucinda Creighton

Lucinda Creighton was forced from politics after a number of electoral missteps following the creation of her party Renaissance.

However, since leaving office the former minister

of state for European affairs

has embraced the world of lobbying through her company Vulcan Consulting. The Lobbying Register shows Ms Creighton's company has made representations to former colleagues on ticket-touting legislation, medical cannabis and forestry policy.

According to the EU's transparency register, the company expects to earn up to €300,000 from lobbying in Europe, where clients include Johnson & Johnson.

Dick Roche

Dick Roche, who is also a former European affairs minister, has been working with controversial Chinese tech giant Huawei. The former Fianna Fáil TD told the EU transparency register he expects to earn up to €200,000 while lobbying for the company that has been at the centre of international controversy over fears their communications technology can be compromised by the Chinese state.

Martin vows to deliver

Hugh O'Connell and Cormac McQuinn

TAOISEACH Micheál Martin has said promises made in the last Budget, to extend medical cards to more older people and cut prescription charges, will be delivered upon.

Mr Martin raised the issue at a private meeting of Fianna Fáil's TDs and senators where

he pledged that both measures "will proceed and are proceeding".

In recent weeks it was revealed that a commitment to change income limits for over-70s medical cards, that will see 56,000 more people benefit, had not yet been implemented.

Similarly a 50c cut in prescription charges for all med-

A2 Roscommon Herald Newspaper Advertisement

RH1 - V 1

ROSCOMMON HERALD TUESDAY, SEPTEMBER 29, 2020

NEWS

9



Members of the new Roscommon Frailty Intervention Team with Deputy Denis Naughten TD at the hospital this week, from left: Dr Sri Gouda, medical registrar; Vanessa Gilleran, senior speech and language therapist; Fionnuala Morrissey, senior physiotherapist, Kate Donlon, advanced nurse practitioner-frailty; Denis Naughten TD; Dr Gerry O'Mara, consultant geriatrician; Sandra Burke, senior occupational therapist; Martina Vaughan, assistant director of nursing and Fiona Finneran, senior dietician.

New frailty intervention team at RUH

A new, unique, fully staffed, clinical service has been introduced at Roscommon University Hospital (RUH) to provide a holistic assessment and brief intervention to patients over 65 presenting with frailty.

The Roscommon Frailty Intervention Team (R-FIT) is an interdisciplinary consultant-led team and consists of an advanced nurse practitioner in frailty, senior physiotherapist, speech and language therapist, dietitian and occupational therapist with access to clinical pharmacy and medical social work.

Kate Donlon, Advanced Nurse Practitioner in Frailty at RUH explains: "Frailty is a combination of conditions which include weakness, exhaustion, unintentional weight loss, slowness on the feet, deterioration in physical activity and in general finding it hard to cope at home. Medically well patients are seen by the team in the Frailty Clinic or Medical Assessment Unit upon referral from their GP to the hospital consultant.

"A detailed assessment takes place of each patient and based on that patient's needs they will be referred to the relevant team member. Following the assessment, a treatment plan is developed

with the patient and carer if needed. Education and advice are provided and onward referrals to other services are made if necessary. We have adapted to the current needs and where feasible virtual clinics are being offered for our vulnerable patients who have the technology, skills and support to use the video platform 'Attend Anywhere'.

"The aim of R-FIT is to empower patients to manage their own health and wellbeing, so they can cope at home, reduce the need for admission to hospital and continue to live a meaningful life."

Roscommon Frailty Intervention Team was developed under the governance of Dr Gerry O'Mara, Consultant Geriatrician and supported by Ursula Morgan, Director of Nursing and Martina Vaughan, Assistant Director of Nursing RUH.

Dr Sri Gouda, Medical Frailty Team Lead, RUH commented: "The Frailty Intervention Team has made a real difference to some of our more frail patients."

"The team's insight challenges the idea that frailty automatically means admission to hospital."

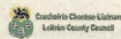
Dr Gerry O'Mara, Consultant Geriatrician and Frailty Lead at RUH re-

marked that "for an older person, sometimes by the time they come to the hospital they have reached crisis point. The Frailty Intervention Team in Roscommon University Hospital aims to prevent unnecessary hospital admissions by early identification of any issues which may cause falls, low blood pressure, chest infections etc. It is a multidisciplinary approach so that each person gets an individualised assessment, ultimately to support the patient and their family as needed."

Mary Garvey, Hospital Manager explained that the introduction of the Frailty Intervention Team "is part of our ongoing commitment to ensuring the quality of care for the older person is foremost. I am very grateful to Denis Naughten TD for securing the investment which has enabled us to put the Frailty Team in place to ensure that appropriate clinical intervention for older persons is provided at the 'front door', to either avoid hospital admissions or reduce length of stay."

"This specialist team will provide care, treatment and support to improve the patients' experience and help them to return home to live as independently as they can."

N4 Carrick-on-Shannon to Dromod Project Constraints Study Public Consultation No. 1



ARUP

The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties and is approximately 198km in total length. The route passes through Dublin, Kildare, Meath, Westmeath, Longford, Leitrim, Roscommon and Sligo. It is recognised as being particularly important in enhancing accessibility to some of the most peripheral areas in the northwest and west of the River Shannon.

Leitrim County Council is co-ordinating the identification of transport problems and the development of a transportation solution for the N4 study area extends between Drumharlow townland north of Carrick-on-Shannon to Faulties townland south of Aghamore and to the north of Dromod.

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Leitrim County Council

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N41 PF67

Roscommon County Council Area Office

Ceotehall Street,
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Co Roscommon.
F52 X436

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091 460675

A3 Leitrim Observer Newspaper Advertisement

Appendix B

Brochure and Comment Sheet

B1 Brochure

N4 Carrick-on-Shannon to Dromod Project

Public Consultation | October 2020

Constraints Study



The Problem

- **Safety** - Sections of the existing N4 within the study area have collision rates that are twice the national average for the road type
- **Safety** - The existing N4 within the study area contains a high number of problematic road safety concerns (e.g. high number of direct accesses, roundabouts, non ideal locations of accesses, traffic calming measures, on street parking, narrow carriageways, restricted or no facilities for vulnerable road users)
- **Congestion** - There are problems with congestion in Carrick-on-Shannon Town which are exacerbated by poor road alignment and the requirement for all traffic to cross the River Shannon on a narrow carriageway bridge with sharp bends and numerous junctions at either end
- **Journey Speeds** - Recorded average journey speeds within the study area can drop to 57km/h which are significantly less than the National Planning Framework target of 90km/h for inter-urban roads
- **Flood Risk** - There is a flood risk on the existing N4 given that the River Shannon meanders through the study area in a north-south direction with the N4 in proximity to the river and its floodplain at various points

It is essential at the outset to establish all the underlying issues on the N4 corridor in order to develop appropriate and effective solutions. Initial work will focus on data collection, travel surveys, traffic analysis and delay assessment on the existing network to establish the underlying causes of the problem. Our aim is to understand those issues that need to be considered in devising solutions to the problem we are considering. We will be gathering data on all constraints including human beings, archaeology and cultural heritage, agronomy, landscape and visual, hydrology, hydrogeology, ecology, geology, material assets, planning policy, noise, air and climate.

This Consultation is one of the first steps in a study to determine how best to address these problems. We will examine the following in considering how the problems identified can be addressed:

- **Do-Nothing:** This scenario assumes that there will be no other investment in the transport network (other than regular maintenance) during the appraisal period
- **Do-Minimum:** This scenario involves just maintaining the existing infrastructure and constructing committed projects.
- **Do-Something – Options:** This scenario involves a range of road based options as design solutions to the problem
- **Do-Something – Alternatives:** This scenario involves the development of a range of non-road based measures which are either implemented as stand-alone solutions or complimentary to another solution, for example, a road based option.

The solution devised must be compatible with Government policy at national, regional and local level, as is reflected in policies including the National Planning Framework, Project Ireland 2040, Smarter Travel, Regional Planning Guidelines, Roscommon and Leitrim County Development Plans and Carrick-on-Shannon and Cortober's Local Area Plan.

TELL US YOUR VIEWS

by returning the comment
sheet by
23 October 2020

N4 Carrick-on-Shannon to Dromod Project

Public Consultation | October 2020

Constraints Study



Would a public transport solution solve the problem?

Enhancements to the existing N4 could be technically challenging so detailed surveys are required to understand all existing constraints.

The identification of engineering and environmental constraints has commenced

Combinations of solutions and alternatives will also be assessed which may involve combinations of road based solutions; enhancing, extending or providing public transport; and improvements to walking and cycling infrastructure.



What Happens Next?

- Following completion of the Constraints Study, we will develop options to solve the transportation problems on the N4 corridor.
- Another public consultation will be held to display the details of the developed options
- Options will be compared and a solution recommended.

The consultation period will run from 5 October 2020 to 23 October 2020.

The constraints literature can be viewed on the project website www.carrickdromod.ie

Alternatively, please call 091 460675 and we will issue brochures and comment sheets to you by post.

You can also collect brochures and comment sheets from the front desk at:

Leitrim County Council

Áras an Chontae,
St. Georges Terrace,
Carrick-on-Shannon,
Co. Leitrim

Submissions can be made on or before 23 October 2020 on the project website or emailed to carrickdromod@arup.com or via post to:

Arup

Corporate House,
City East Business Park,
Ballybrit,
Galway,
H91 K5YD



Comhairle Chontae Liatroma
Leitrim County Council



ARUP

B2 Comment Sheet

N4 Carrick-on-Shannon to Dromod Project
Public Consultation | October 2020
Constraints Study



Name:

Address:

Contact No.:

Date:

Email:

Eircode:

Do you live / own property in the Study Area?

☐

Yes

☐

No

If you live / have property in the Study Area is it:

☐

Residential

☐

Farm

☐

Commercial

☐

Other

If you have any information in relation to the study area or key constraints that you want the project team to be aware of, please let us know:

Please return by post or by email on or before 23 October 2020

Arup

Corporate House,
City East Business Park,
Ballybrit,
Galway,
H91 K5YD

Website: www.carrickdromod.ie
email: carrickdromod@arup.com



Comhairle Chontae Liatroma
Leitrim County Council



Comhairle Contae
Ros Comáin
Roscommon
County Council



Bonneagar Iompair Éireann
Transport Infrastructure Ireland



ARUP

Appendix C

Display Boards

C1 Display Boards



Carrick-on-Shannon to Dromod

Background

- The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties and is approximately 198km in length. It is recognised as being of particular importance in enhancing accessibility to some of the most peripheral areas in the northwest (including Leitrim / Roscommon / Sligo and Donegal) and west of the River Shannon.
- The N4 forms part of the EU TEN-T Comprehensive road network providing a strategic link between Dublin and Sligo, which was designated a regional centre in the 2018 National Development Plan and National Planning Framework. The N4 also connects directly with the N5 and N6 national primary routes which also form part of the EU TEN-T Comprehensive road network.
- In the recent past, significant lengths of the N4 have been improved / upgraded to dual carriageway. It is clear, especially since the opening of N4 Dromod Roosky bypass, Carrick-on-Shannon is a bottleneck for long distance and regional traffic. Carrick-on-Shannon remains the only regional strategic centre located on the N4 between Dublin and Sligo which has not been bypassed to date.
- Two previous studies were undertaken by consultants on behalf of Leitrim County Council in 2001 and 2010. The previous studies identified preferred route corridors. However, due to financial constraints, on both occasions the studies were suspended.
- By virtue of the passage of time however, the preferred route corridor which was previously identified may no longer be the optimum solution but will be reviewed as part of this new project.

Who we are?

Transport Infrastructure Ireland (TII) are the Sanctioning Authority.

Roscommon National Regional Roads Office (NRRO) will act as Project Managers for the project.

Arup have been appointed Lead Consultant for the project.

A Section 85 Agreement under the Local Government Act has been put in place between Leitrim County Council and Roscommon County Council whereby Leitrim County Council are the Lead Local Authority and Sponsoring Agent of the project.



Sanctioning
Authority



Project
Management

ARUP

Lead
Consultant



Comhairle Chontae Liatroma
Leitrim County Council

Sponsoring
Agent



Comhairle Cont
Ros Comáin
Roscommon
County Council

Section 85 - Local
Authority



Carrick-on-Shannon to Dromod

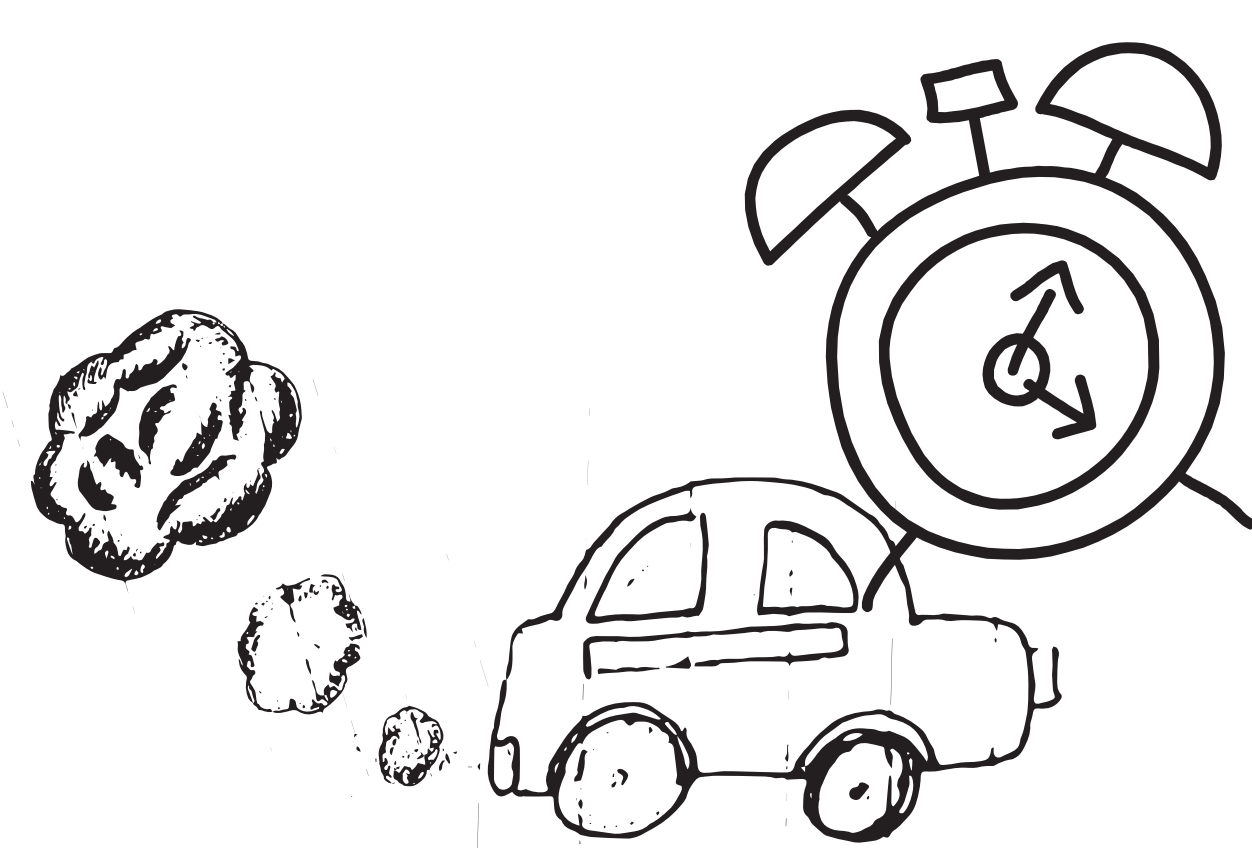
The Problem



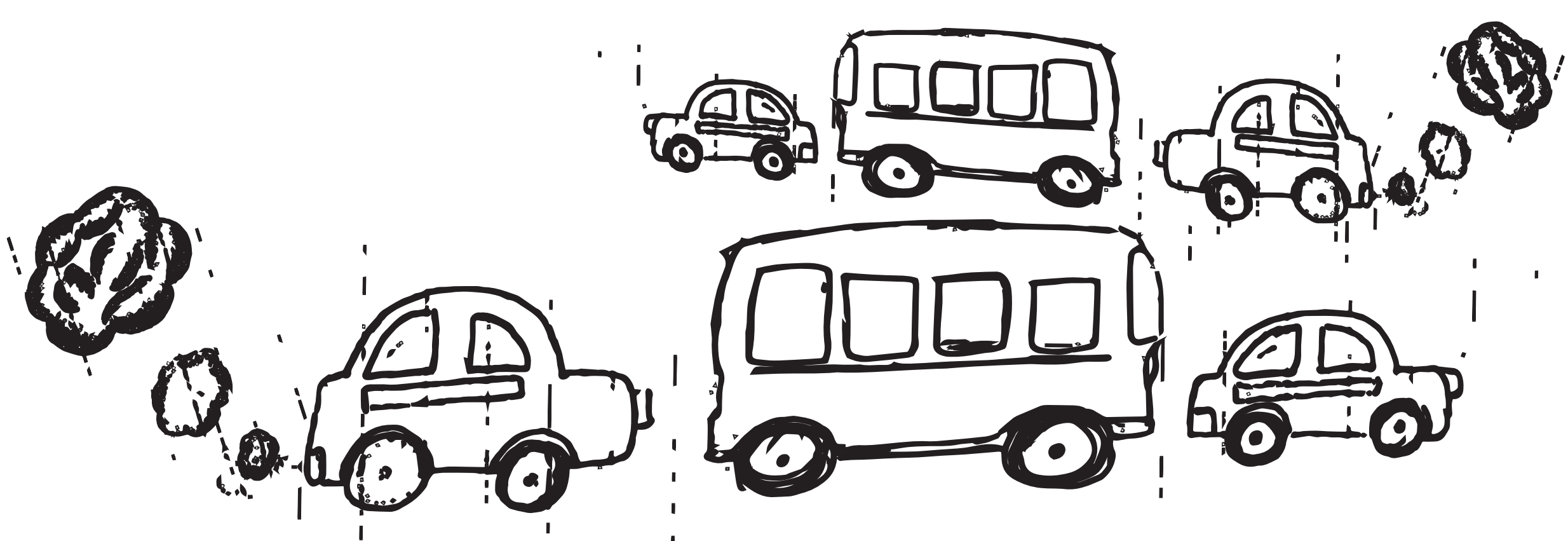
Safety: Sections of the N4 within the study area have collision rates that are twice the national average



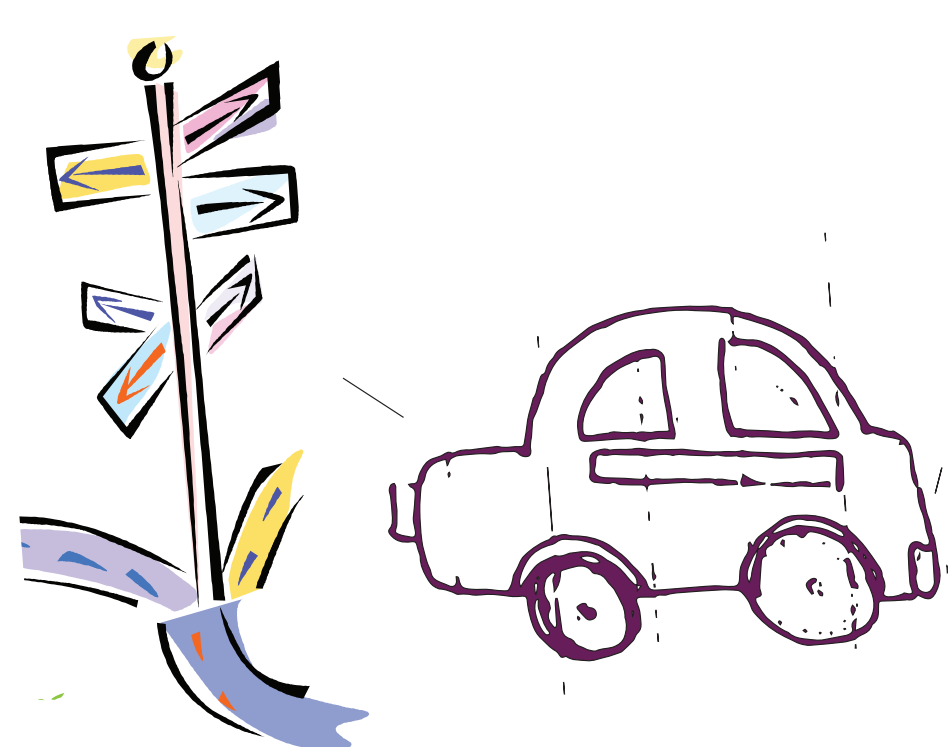
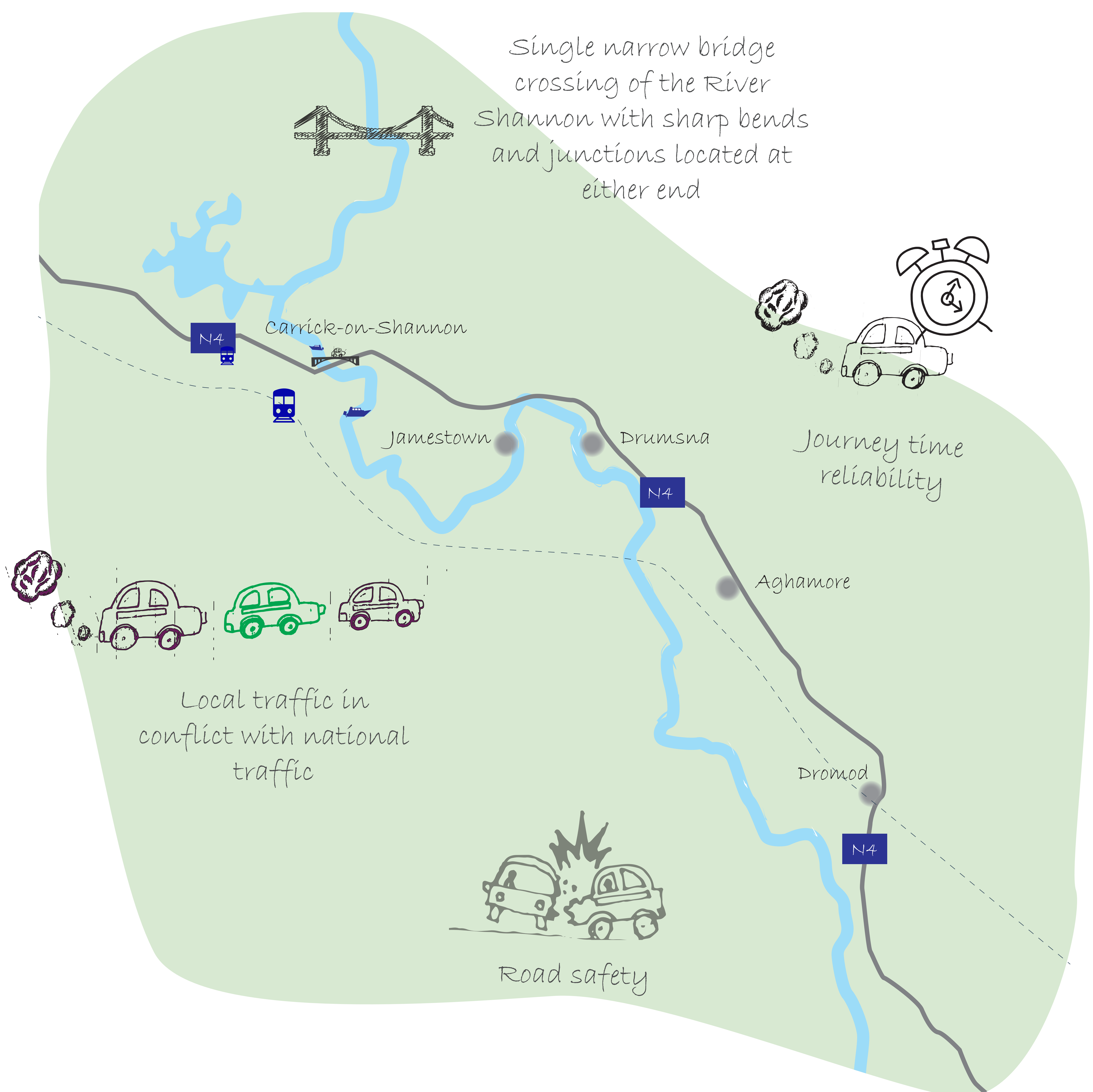
Existing N4 national primary route through Carrick-on-Shannon is a barrier to pedestrian movement and mixes high vehicular volumes with non-motorised users.



There are problems with congestion and journey time reliability.



Long journey times recorded



Lack of accessibility to the North West



Limited Public Transport
Low Passenger Numbers on Trains



Flood Risk- Past flooding has led to the closure of the N4 national primary route



How do we solve the problem?

Is there a problem?

YES

How to solve the problem?

Understand where people want to travel



Park and Ride



Railway Improvements



Walking and Cycling



Improved Bus System



Demand management



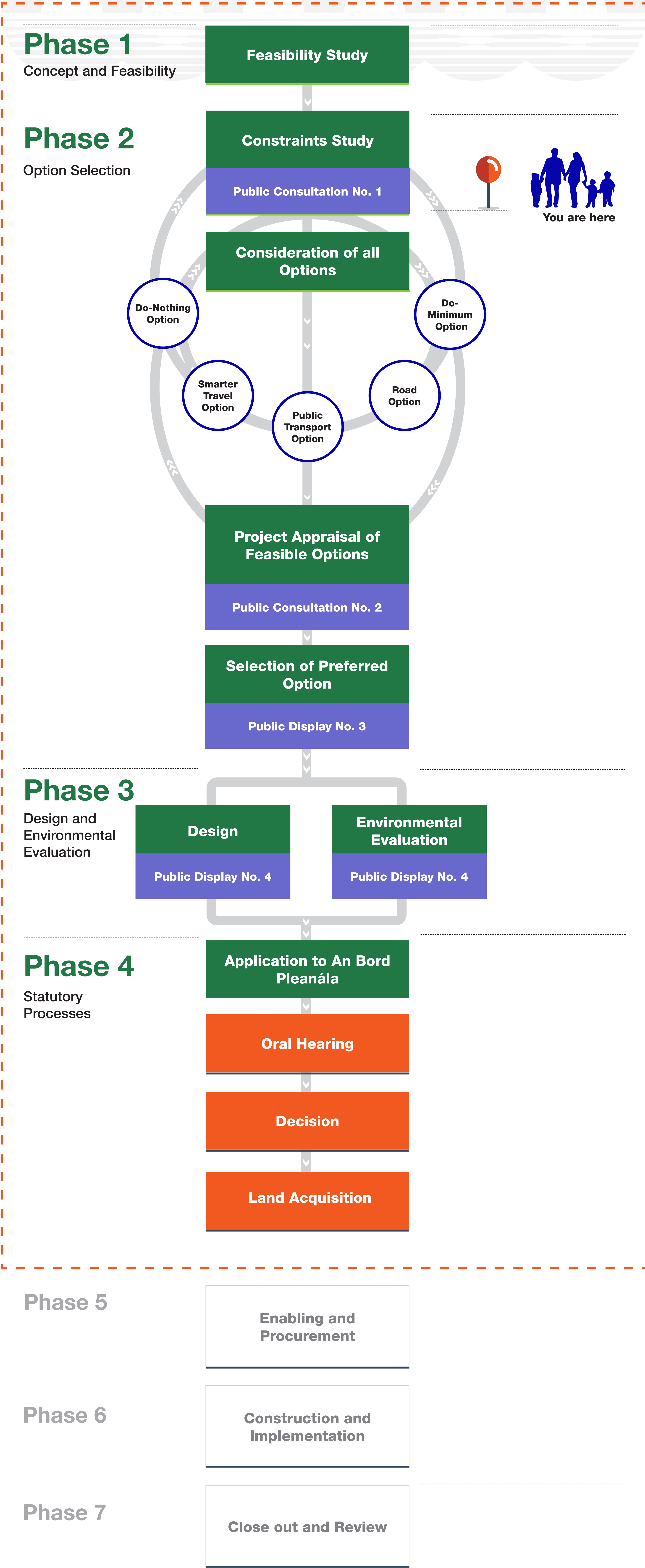
Alternative Routes / Route Upgrade





**Tell us what think.
Please fill out a comment
sheet**



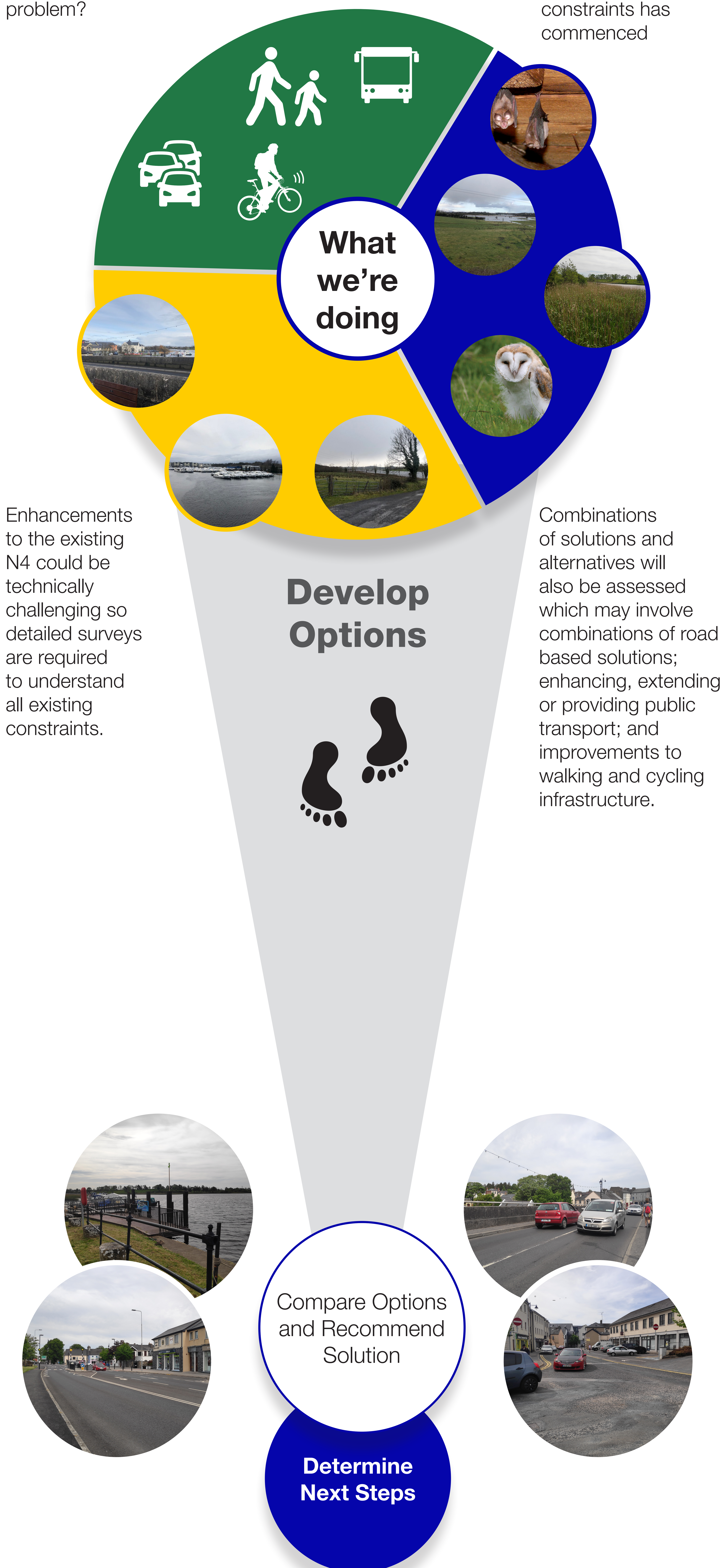




Next Steps

Could a public transport focused alternative solve the problem?

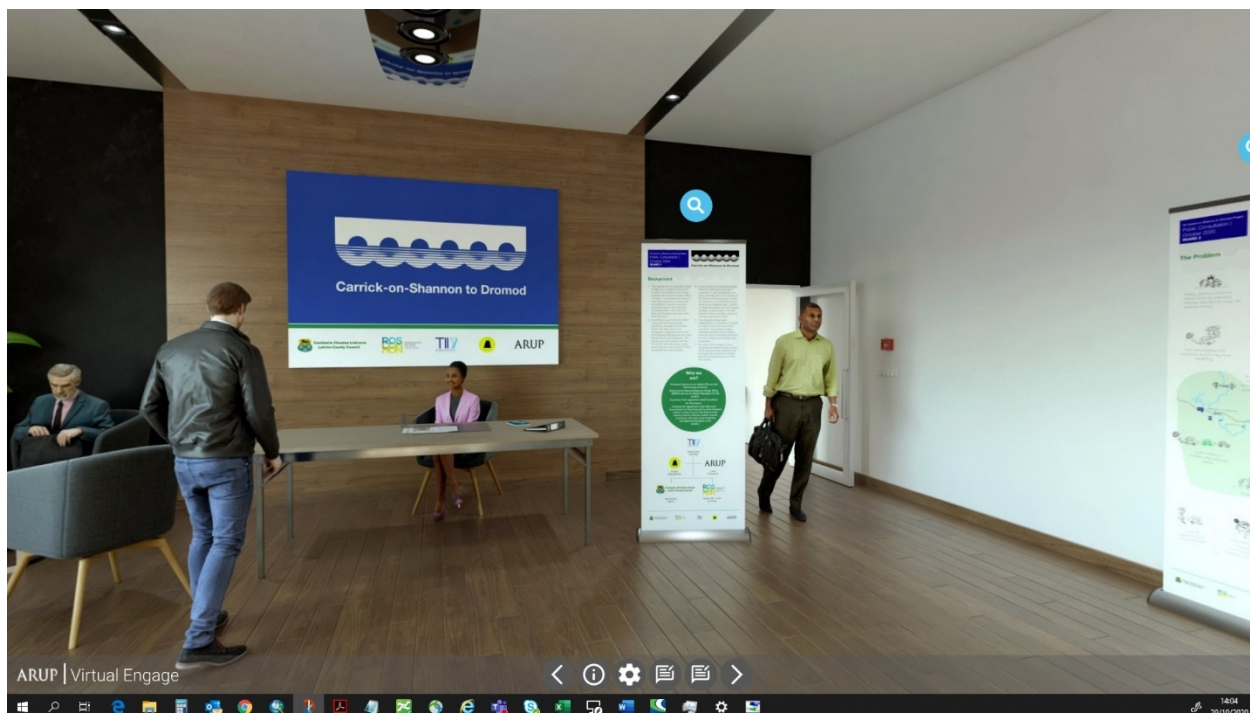
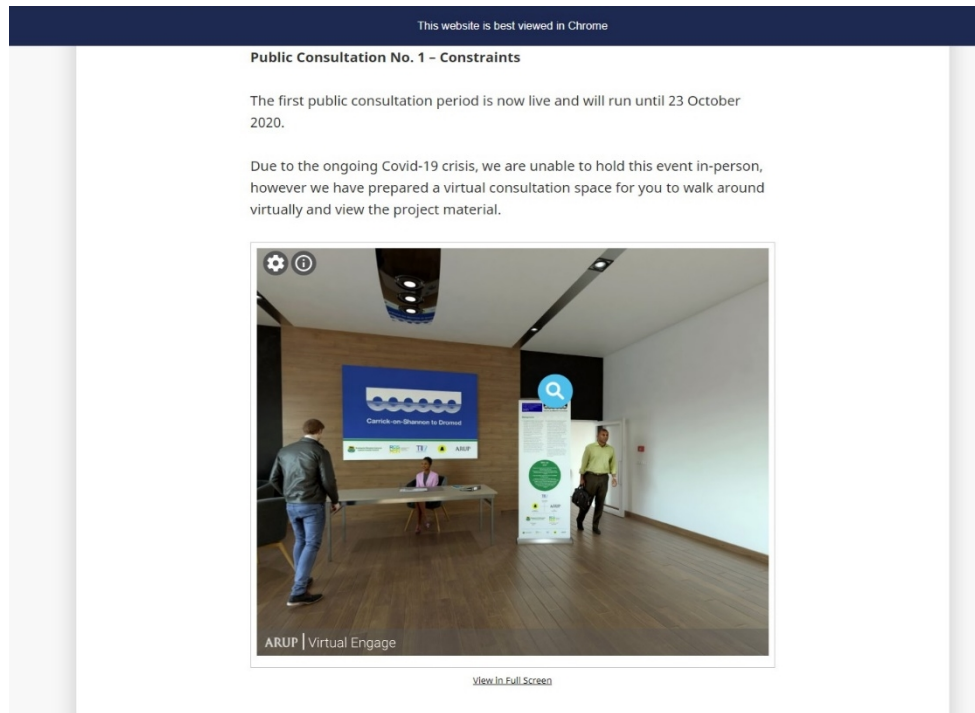
The identification of engineering and environmental constraints has commenced

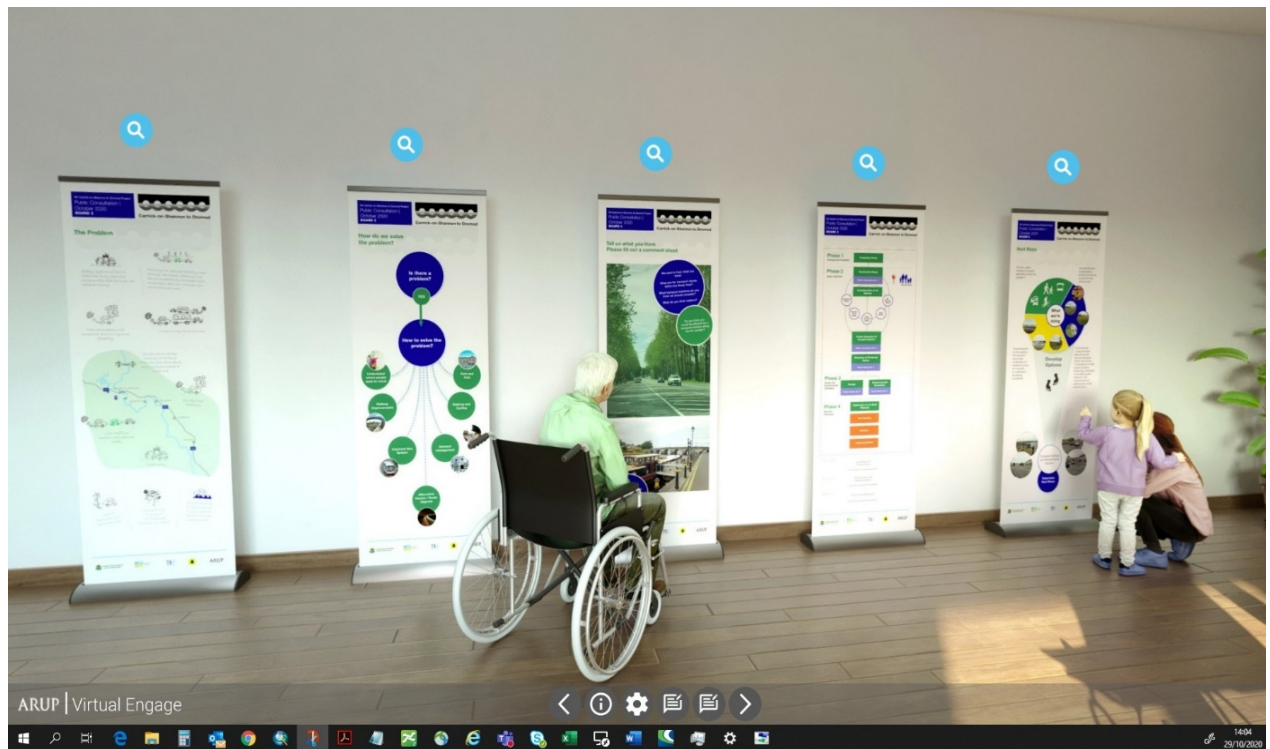


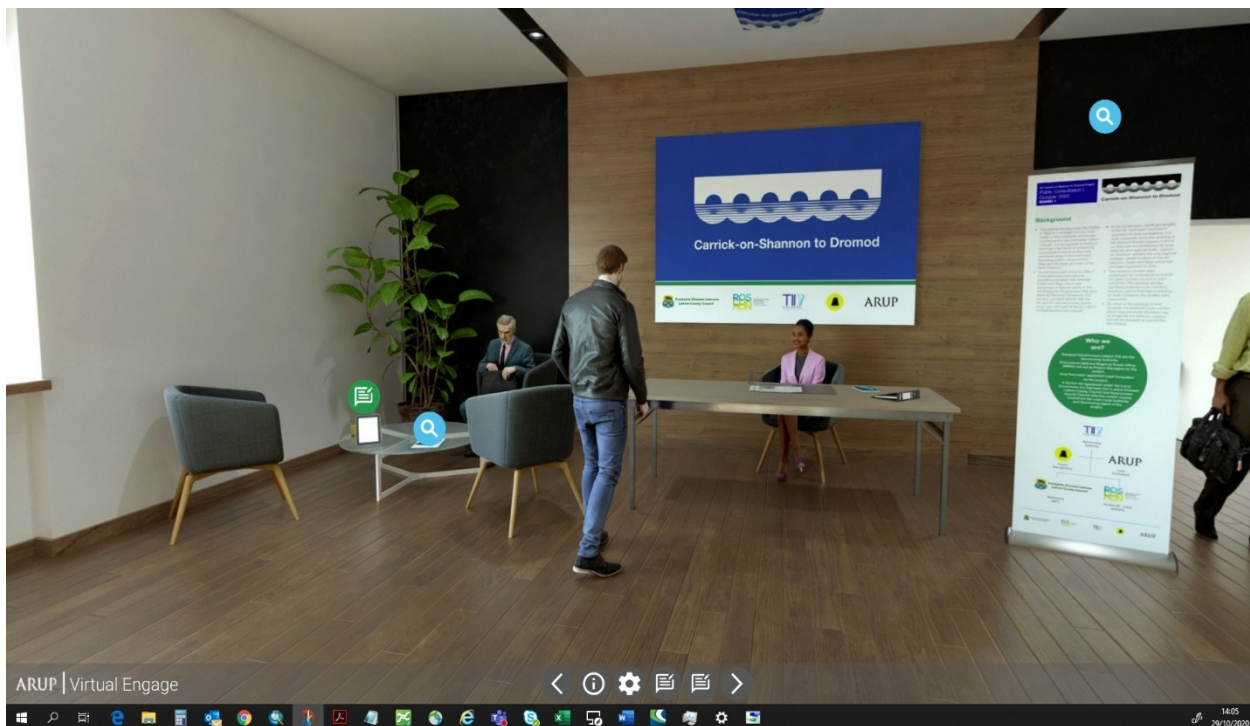
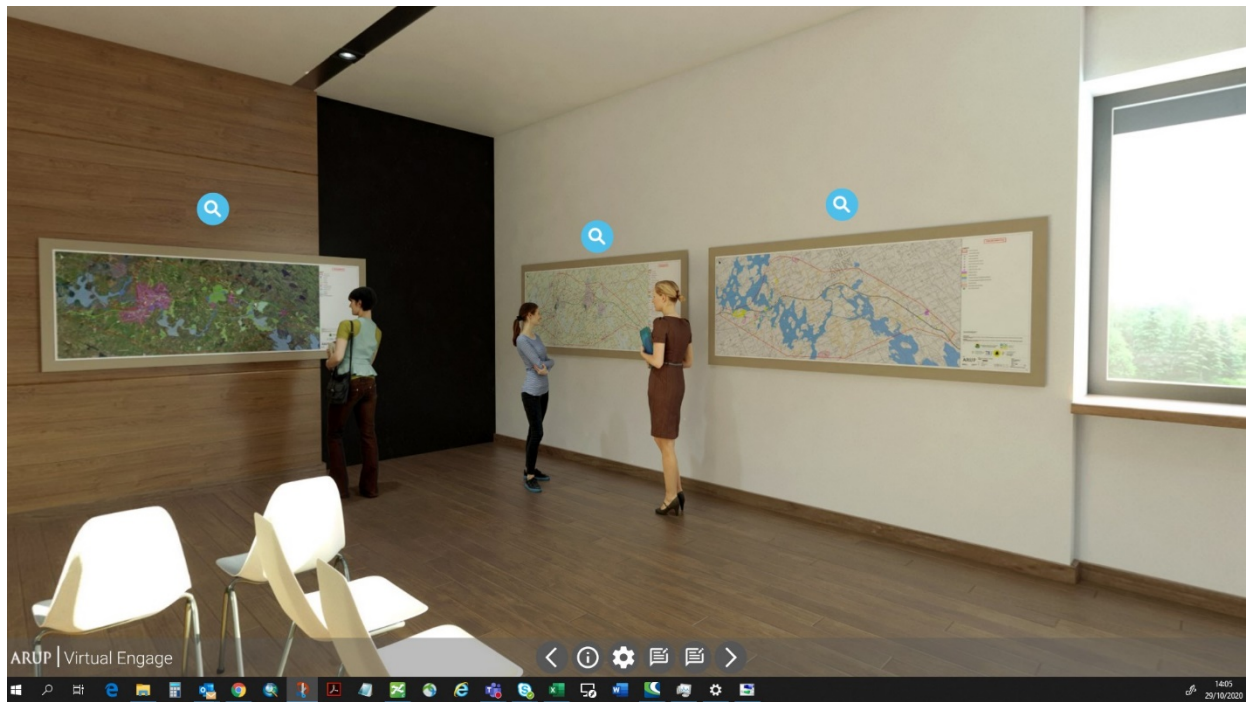
Appendix D

Screenshots of Live Virtual Consultation Room

D1 Screenshots of Live Virtual Room







Appendix E

Summary Table of Submissions

E1 Summary Table of Submissions

Ref No.	Date	Summary
001	08/09/2020	Has heard from neighbours that there is a study area for the Carrick to Dromod project, however no one is aware of this. Noted nobody hears anything about it from the planning dept until day 59 of planning application and then Arup, a private company says that the planning application is premature. This isn't a very fair process. Has issue that this study area boundary hasn't been made public. Requested an idea of the timelines for the project.
002	28/09/2020	Requested information in relation to the location of the new proposed motorway between Carrick and Dromod and confirmed that had since been speaking with someone in RCC. Queried what happened to the previous bridge and plans. Requested an idea of the timelines for the project.
003	13/10/2020	Wanted to know if project would interfere with dwelling and out offices
004	17/10/2020	Provided summary of opinions on previous schemes. Highlighted priorities for contractor on the proposed project (e.g. requirement for the design to be economical, devoid of floodplain risks) Identified that the crossing of the Shannon should be located between Loughs Tap and Boderg. Highlighted the requirement for aircraft clearance. Highlighted priority to minimise entry and exit points on a proposed road and minimise crossings of the railway line. Road girth design should accommodate a central concrete barrier median to allow future enhancement to motorway standard. The new alignment should be shunted as far west possible in order to encourage use the existing N4. Avoid inadvertently moving congestion on the bridge to secondary access roads. Offering of support for the project identifying the importance of providing a western entry / exit access option to the Wild Atlantic Way and River Shannon tourism, boating, cycling, etc.
005	21/10/2020	Property affected by the Dromod bypass and the landowner was made aware that their property would be acquired by this project. The junction off the N4 at Faulties, to the village of Dromod is currently highly dangerous and needs to be replaced with safer option. Objection to any road / roads coming any closer to their house. Objections to any proposal to quarry stone in the townland of Fearnought
006	15/10/2020	The Drumsna bypass had major negative affect on their house and farm and made it very difficult to continue farming. Vital that any proposed project does not further diminish the workability of farms. In the intervening years since the Drumsna bypass was built, trees which were planted have now matured and help with the visual intrusion and noise from the N4. It is essential that the proposed project does not interfere with existing trees.

Ref No.	Date	Summary
		Junction at Masonite is very dangerous. Suggestions to improve this include a hard holder if building a dual carriageway- Dromod Rooskey Bypass highly criticised for lack of hard shoulder.
007	27/09/2020	Opposed to an extension of the existing 2 + 2 bypass due to lack of hard shoulders and two excuses of lay-bys on the present Dromod / Rooskey 10km stretch. There is no allowance for people with land on both sides to go straight across this dual carriageway. Gortinty Lake poses a huge engineering problem. Identification of an old megalith site behind Annaduff St Mary's Church. Opposition of an elevated road at Annaduff which previously was noted to be approx. 20m above the level of the exiting N4 due to safety concerns of steep gradients in frosty conditions. Noting the urgent need of a new half ring road and bridge in Carrick-on-Shannon Town. Objection to the statement that there are sections of the N4 with accidents twice the national average. Poor and inadequate public consultation.
008	23/10/2020	Identification of the Ancient Abbey of Annaduff. Will be opposed to any excavation at this location.
009	16/10/2020	Request to see the new road layout as cannot see any new road layout on maps
010	16/10/2020	Frustrated about lack of consultation regarding the impact on their properties. Home has been infringed on several occasions over the past 20 years from various N4 improvements. The project website does not show the new road layout. Objection to the 'proposed' route near Gortinty / Drumgildra lake as will have negative impacts in terms of safety, pollution and social impacts
011	15/10/2020	Request to get information on how the new road layout will look and the impact on their property. Current N4 is close to house. N4 developments over the past 20 years have infringed on property. Requesting appropriate engagement.
012	16/10/2020	Had heard that a dual carriageway type road is proposed outside their house and that a wire fence type structure is to govern the centre of this roadway preventing traffic from the carriageway turning right in the direction of Dublin and furthermore the traffic traveling from the Sligo direction will be prevented from exiting the route to their property. This could be obstructive in the event that access is sought by the emergency services. Note safety concern with the lack of a hard shoulder Not currently objecting due to a lack of information.
013	22/10/2020	Concerns regarding safety of persons entering or exiting the access road to the landowner's house if a proposed dual carriageway is planned Worried that emergency vehicles will be obstructed from access if coming from Sligo.
014	20/10/2020	Wish to have farm and farmyard noted as highly sensitive also. Against any proposed route that will destroy the family farming enterprise. Previous route corridors selected were proposed which severed the farm into six portions, leaving it unworkable. Home would also be severely impacted as it would be in very close proximity to the previous route selected. Would be subjected to extreme noise & air pollution.

Ref No.	Date	Summary
		Please consider a route other than those previously proposed.
015	21/10/2020	Works would adversely affect quality of life and the property's access amenity and environment according to their proximity, duration, extent and result. Unable to be more specific without details of proposal.
016	21/10/2020	The business owner would like to see more engagement with the relevant parties.
017	21/10/2020	Hopes that progress will be maintained on this project and it will not end up getting cancelled again and then reinstated in 10 years. There has to be provision made on the bypass itself and the secondary roads nearby for pedestrian and cyclists. At present, on the Castlecara road, where the footpath ends to the Kiltogher junction, the road is a death trap for cyclists and pedestrians. If the plan is to continue the road along the lines of the Dromod Bypass then provision needs to be made at regular intervals for traffic laybys. Roadsides should be well planted with native Irish trees and shrubs.
018	21/10/2020	Welcomes the proposal to by-pass Carrick On Shannon and reduce the traffic bottleneck. Welcomes portion of the existing N4 at Tully has been marked as a protected view on current constraints maps and would like to ensure that this remains the case as the project progresses. Safety concerns regarding Junction between L7426 and N4 at Tully. Updates to the N4 infrastructure in this area should not result in an increased level of regional / local traffic on L7426. Should the new N4 route intersect L7426 as was the case in previous scheme preferred route, recommended that the L7426 from Mountcampbell / Foxborough is terminated at an appropriate junction with the N4 before crossing it, thus avoiding the need for a bridge on the new N4. Any development on the existing or new N4 route in the vicinity to the property should take into account and not adversely affect current services to the property such as electricity, telecommunications, broadband, public water supply, drainage etc. Any works on the new N4 route in front of, or behind the house needs to take into account water run-off patterns. Any proposed planting should not restrict views of the Shannon at the landowner's house. Any works on the new N4 route for the duration of the project should be planned for normal working hours and should not result in increased noise in the area for local residents. New N4 route should not result in increased traffic noise at the front or rear of the house. Recommend that this project ensures that adequate local walking and cycling infrastructure are also included in the development. Consideration should be given when designing the road layout to enable inter-urban traffic the opportunity to stop, rest and refuel / fast-charge in service areas complimentary with existing business in villages such as Drumsna / Jamestown / Aughamore. should be favoured over provision of modern offline service areas in green field sites in this environmentally sensitive area, especially in proximity to the residence.

Ref No.	Date	Summary
019	21/10/2020	Welcomes the proposal to by-pass Carrick-on-Shannon and reduce the traffic bottleneck. Welcomes portion of the existing N4 at Tully has been marked as a protected view on current constraints maps and would like to ensure that this remains the case as the project progresses. Safety concerns regarding Junction between L7426 and N4 at Tully. Updates to the N4 infrastructure in this area should not result in an increased level of regional / local traffic on L7426. Should the new N4 route intersect L7426 as was the case in previous scheme preferred route, recommended that the L7426 from Mountcampbell / Foxborough is terminated at an appropriate junction with the N4 before crossing it, thus avoiding the need for a bridge on the new N4. Any development on the existing or new N4 route in the vicinity to the property should take into account and not adversely affect current services to the property such as electricity, telecommunications, broadband, public water supply, drainage etc. Any works on the new N4 route in front of, or behind the house needs to take into account water run-off patterns. Any proposed planting should not restrict views of the Shannon at the landowner's house. Any works on the new N4 route for the duration of the project should be planned for normal working hours and should not result in increased noise in the area for local residents New N4 route should not result in increased traffic noise at the front or rear of the house. Recommend that this project ensures that adequate local walking and cycling infrastructure are also included in the development Consideration should be given when designing the road layout to enable inter-urban traffic the opportunity to stop, rest and refuel / fast-charge in service areas complimentary with existing business in villages such as Drumsna / Jamestown / Aughamore. should be favoured over provision of modern offline service areas in green field sites in this environmentally sensitive area, especially in proximity to the residence
020	22/10/2020	Brilliant to see the sharing of the information in this open and transparent way. Keep up the good work and keep us all updated.
021	22/10/2020	In 2009 a route proposed would have effectively split the farm into a number of plots destroying the farm and leaving it impossible to work. It would have rendered the family home uninhabitable due to the proximity to the proposed route, also it would have severed the house from the farmyard. It would have profoundly impacted on the historic features and archaeological sites on the farm. For these reasons the landowner trusts that these routes are no longer an option. They suggest that a route further from the town centre and even a widening of the constraints area should be considered to maximise expansion of the town
022	22/10/2020	Any proposed development and construction of fixed bridges over the River Shannon navigation must ensure there is no obstruction to the current navigation.
023	23/10/2020	Against the original "preferred route" for the Carrick-on-Shannon bypass. Believe it would have a devastating impact on the future tourism

Ref No.	Date	Summary
		potential of the area. This new road running parallel to the Shannon will have a devastating impact on business. There is planning underway for the new proposed Blueway which will stretch from just north of the town along the banks of the river to Battlebridge. This bypass will not allow the Blueway and in turn Carrick-on-Shannon reaching its full potential.
024	23/10/2020	Serious concerns about proximity of proposed route to house and farm. Wildlife on the farm including Kite Bird of Prey nesting, three squirrels, fox. Concerns over noise disturbance to lives and constitutional rights to quiet enjoyment of the home and farm.
025	23/10/2020	Concerned about the negative impact that this development would have visually, environmentally and economically on the Shannon waterway. The initial route near the junction of the Boyle and Shannon rivers would be particularly detrimental to the tourist potential of the North Shannon. The impact visually of a large road running parallel to the river at this point would be enormous. It would be impossible to calculate the adverse effect that this would have on tourism for future generations and in particular the impact it would have on the proposed Blueway from Battlebridge to Carrick-on-Shannon Carrick-on-Shannon could be bypassed by joining the N4 to the new N5 near Elphin. This could be done by upgrading the N61 and connecting it directly to the N4 by-passing Boyle. This would result in the same reduction in traffic volumes through Carrick-on Shannon as a brand new bypass at a fraction of the cost to the state with no need for a new road or a Shannon crossing
026	23/10/2020	Original Preferred Route, north of Carrick-on-Shannon: Serious reservations about the new road being built on the flood plain north of Carrick-on-Shannon. It would be incomprehensible that the state would be involved in a project of this magnitude, in this location, given the recent problems nationally with building on flood plains. This proposed route runs parallel to the river for a very long distance with proportionate increase in adverse impact; to flooding, to tourism, to wildlife, plus the visual and audible impact. When the Shannon is in flood, the water will come right to the edge of this road, amplifying and projecting the traffic noise for considerable distances. This route's impact would also have serious consequences on future tourism development in the area especially on the proposed Blueway between Carrick and Leitrim village. If the Shannon must be crossed surely a route that crosses the Shannon at 90 degrees would be preferable, as it would have significantly less impact. Alternatively, could Carrick not be bypassed by connecting the N4 to the N5 via the N61? This would be a more economically viable process and could be completed in a much shorter timespan.
027	23/10/2020	The proposed 'preferred' route is at odds with the development of The Shannon Blueway between Leitrim Village and Carrick-on-Shannon. It's crucial that a more suitable alternative solution be found.
028	23/10/2020	If a road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health & safety risk the family and impose a threat to the survival of the family farming business for the following reasons:

Ref No.	Date	Summary
		• The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting the home and family at a greater risk • The massive increased health and safety risks would leave rearing a young family extremely difficult • A dual carriageway type design should not exist along an existing residential route – the potential increased health & safety risks for us residents are too high; the residents would be trapped into their own homes • Potential reduced response times to emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty lake on such a design • Increased drive time and associated costs going to or from any location as have to use potential new by-lay roads to get access to the main N4 The current N4 road design is fit for purpose giving the current volumes from Dromod to Carrick, with thankfully minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion. However, if a new route from Dromod to Carrick must be developed the landowner requests Health & Safety Risks are given great consideration
029	23/10/2020	A road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health & safety risk to the family and impose a threat to the survival of the family farming business for the following reasons: • The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting the home, business and family at a greater risk • A dual carriageway type design should not exist along an existing residential / farm access route – the potential increased health & safety risks for residents are too high - we would be very much residents trapped into their own homes • The farm has lands that exist along both sides of current N4 parallel with each other • The existence of a dual carriageway design would leave it non-viable from an increased farm running cost perspective to continue the business, to such lengths that the landowner may have to consider selling the family farm which is the only source of income. How would one expect to drive anything up to 2km with machinery to save silage/put out slurry and do the mere activities associated with farming? • The farm also has lands that exist off several Local Roads that meet the current N4. Again, the existence of a dual carriageway design would leave it non-viable from an increased farm running cost perspective to be potentially expected to drive excess lengths to carry out running the business • Increased Health & Safety risk to the family and other road users associated with driving farming machinery along such a dual carriage way design • Potential reduced response times to the emergency services with a dual carriageway design

Ref No.	Date	Summary
		• Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty lake on the existence of such a design • Increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4 The current N4 road design is fit for purpose giving the current volumes from Dromod to Carrick, with thankfully minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion
030	23/10/2020	Concerns regarding proposed routes re flooding & environmental impact together with lack of analysis in respect of alternative investment in rail infrastructure and improved efficiency Study should analyse alternative relief resources i.e. linking with adjacent / connected national primary routes, deployment of Smart technology traffic info signage and relocation of existing pedestrian crossing on N4 bypass in Carrick-on-Shannon., Clear lack of lateral, analytical thinking underpinned by cost benefit analysis economics-big capital projects. Lots of steel & concrete deployments with huge carbon collateral costs. Route maps presented illegible, poor graphics. The public requires 'ball park' costings for proposed project & routes, the process of public consultation requires full disclosure, reasoned & intelligent proposals-why should we be considering this project?? Public & exchequer benefits? Economic benefits to Carrick-on-Shannon & wider region? Negative impacts economically, environmentally, on local tourism, who benefits??
031	23/10/2020	If a road was built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health and safety risk to the family for the following reasons: • the lack of hard shoulder • increased traffic speeds thus increasing the potential for road traffic accidents • increased Health & Safety risk to the family and other road users associated with farm machinery • potential reduced response times to emergency services with a dual carriageway design • reduced amenity opportunities locally by leaving it unsafe to go walking/ cycling or access our Gortinty Lake • increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4 • Believe that the current N4 road design is fit for purpose giving the current traffic volumes from Dromod to Carrick. The town of Carrick on Shannon is where the issues arise in relation to traffic congestion
032	23/10/2020	If a road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a

Ref No.	Date	Summary
		massive health & safety risk to my family and impose a threat to the survival the family farming business for the following reasons: • The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting home, business, and family at a greater risk • A dual carriageway type design should not exist along an existing residential/farm access route – the potential increased health & safety risks for residents are too high • Farm has lands that exist along both sides of current N4 parallel with each other. The existence of a dual carriage way design would leave it non-viable from an increased farm running cost perspective to continue the business, to such lengths that the landowner may have to consider selling the family farm which is his only source of income. How would one expect to drive anything up to 2km with machinery to save silage/put out slurry and do the mere activities associated with farming? • The farm also has lands that exist off several Local Roads that meet the current N4. Again, the existence of a dual carriage way design would leave it non-viable from an increased farm running cost perspective to be potentially expected to drive excess lengths to carry out running the business • Increased Health & Safety risk to the family and other road users associated with driving farming machinery along such a dual carriage way design • These massive increased health & safety risks would leave rearing a young family extremely difficult – road safety, school bus collections etc. • Potential reduced response times to emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty Lake on the existence of such a design. • Increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4. • Landowner thinks that current N4 road design is fit for purpose given the current traffic volumes from Dromod to Carrick, with minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion
033	23/10/2020	If a road was to be built along the same design as that of the existing Dromod / Rooskey dual carriageway by-pass, then this would impose a massive health & safety risk to my family and impose a threat to the survival the family farming business for the following reasons: • The lack of hard shoulder • Increased traffic speeds thus increasing the potential for road traffic accidents and putting home, business, and family at a greater risk • The massive increased health & safety risks would leave rearing a young family extremely difficult • A dual carriageway type design should not exist along an existing residential/farm access route – the potential increased health & safety risks for residents are too high

Ref No.	Date	Summary
		• Potential reduced response times to our emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking/cycling on the existence of such a design • Increased drive time and associated costs going to or from locations with having to use potential by-lay roads to get access to the main N4 These massive increased health & safety risks would leave rearing a young family extremely difficult – road safety, school bus collections etc • Potential reduced response times to emergency services with a dual carriageway design • Reduced amenity opportunities locally by leaving it unsafe to go walking / cycling or access Gortinty Lake on the existence of such a design • Increased drive time and associated costs going to or from any location with having to use potential new by-lay roads to get access to the main N4 • Landowner thinks that current N4 road design is fit for purpose given the current traffic volumes from Dromod to Carrick, with minimal road traffic accidents. The town of Carrick-on-Shannon is where the issues arise in relation to traffic congestion
034	05/10/2020	Noting location of house and identification as a landowner.
035	14/10/2020	Landowner noted that on the last road design their house was not on the map.
036	23/10/2020	The submission states that they are surprised to see that the Carrick-on-Shannon N4 bypass was still on the agenda. They had read somewhere that Carrick would be bypassed via the N5/N61 connector returning to the N4 somewhere near Boyle. They felt that the route makes more sense as it negates any need for a new road around Carrick, a new crossing of the Shannon or upgrade of N4 from Longford to Rooskey. Any cost benefit analysis would point out that this would be a much better deal for the Irish taxpayer
037	29/10/2020	The submission states that the view and the opinion of many in Cortober that a half ring road should form part of the link with this project. This should be located in the townland of Tumna which is a fifth of a mile south of Drumharlow and closer to Carrick (exactly 2km) on the Boyle Road. It would cut across the River Shannon at Hartley Bridge which would have to be widened to 2 lanes of traffic. From there it would link up with the Castlecarr Road beside Aldi and the rear of Pairc Sean Mc Diarmuid GAA Stadium and finishing at Spa Well slip road between Carrick on the turn off to Jamestown. It is imperative that the flow of traffic is continuous, and any bypass should not affect the thriving town of Carrick and Cortober.
038	05/10/2020	The submission states that cycling is not promoted in the area at all. They think that a good cycle infrastructure (i.e. dedicated lanes) can alleviate many local traffic issues, even for traffic between nearby towns.
039	23/10/2020	General request for information about the project
040	23/10/2020	General request for information about the project

Ref No.	Date	Summary
041	23/10/2020	General request for information about the project
042	23/10/2020	Objection to a proposed extension of the N4 Dromod Rooskey bypass. Would split land parcels and make journey times longer