

Appendix A.6.2.1

Report on Public Consultation No. 2 Alternatives and Options

Leitrim County Council
**N4 Carrick-on-Shannon to
Dromod Project**
Public Consultation No. 2 -
Alternatives and Options

274219-ARUP-02-OS-RP-YE-000014

P03 | 1 March 2022

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.

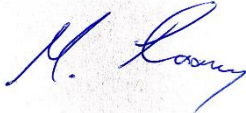
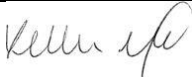
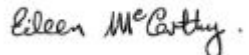
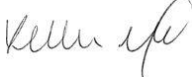
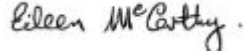
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Summary of Submissions

1 Introduction

Phase 2 of the N4 Carrick-on-Shannon to Dromod Project aims to identify, evaluate, and select the transportation solution to resolve the 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, whilst taking cognisance of the existing constraints. This will require 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 with the public surrounding 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. 2 Alternatives and Options.

2 The Public Consultation Process

2.1 Extent of Public Consultation

Public Consultation No. 2 to inform and engage with the public on the proposed Alternatives and Options, and to identify any further constraints within the study area of the N4 Carrick-on-Shannon to Dromod Project, ran from 19 May 2021 to 25 June 2021. It should be noted that the original date for the close of the consultation was 16 June 2021, but on 8 June 2021 an announcement was made by Leitrim County Council informing the public of the extension until 25 June 2021.

Due to Covid-19 restrictions, it was not possible to hold this event in-person. Consequently, the consultation was conducted by means 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 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 25 June 2021.

The public consultation material presented a wide variety of constraints, alternatives and options 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

Newspaper advertisements notifying the public of the upcoming public consultation were placed in two local papers: Roscommon Herald and Leitrim Observer and one national paper, the Independent in advance of the public consultation.

The schedule of advertisements was as detailed in Table 2.1 below

Table 2.1: Newspaper Publications

Newspaper	Date of Publication
Roscommon Herald	11 May 2021
	18 May 2021
	15 June 2021
Leitrim Observer	12 May 2021
	19 May 2021
	16 June 2021
Irish Independent	18 May 2021

A copy of these advertisements is contained in Appendix A.

2.3 Local Radio Advertisements

The public consultation was also advertised on the local radio station Shannonside FM. These were advertised on four different days: 19 May 2021, 2 June, 11 June and 18 June 2021. The advertisement was played at three different times on each of the listed days. The advertisement was played during a morning, lunch time, and evening timeslot. This means the radio advertisement was played a total of twelve times. The airing that took place on the 11 June and 18 June stated that the deadline was extended to 25 June 2021. The script of the radio advertisement can be found in Appendix B.

2.4 Brochure

A 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, highlighted the need for a new scheme, and went through the alternatives and options of the project. The brochure invited submissions from the public.

The Brochure and Comment Sheet were available to the public in pdf format to download from the project website, or by post on request from Leitrim County Council. Copies of the Brochure and Comment Sheet are included in Appendix C.

The public were given a five-and-a-half-week period to submit their commentary on the data presented. A feedback form was available within the virtual consultation room, which could be filled out online. Alternatively, the feedback form could be downloaded for return to the Project Team by email or by post.

Commentary that was received after the five-and-a-half-week period had elapsed on 25 June 2021, was also incorporated into this report. A response was provided to all submissions received.

2.5 Social Media – Twitter Announcements

Twitter is a microblogging and social networking service on which users post and interact with messages known as "tweets". Registered users of the platform can post, like, and retweet tweets, but unregistered users can only read them. The following announcements were made on Twitter.com by the accounts of Roscommon County Council (@roscommoncoco) and Leitrim County Council (@leitrimcoco). Please see Appendix A4 for screenshots of the following announcements.

Table 2.2: Twitter Announcements

Day	Date	Notes	Text Used
Thursday	20/05/21	Original Deadline	 The N4 project team is seeking feedback on the N4 Carrick-on-Shannon to Dromod Project.  Public Consultation No. 2 – Alternatives and Options is now live on www.carrickdromod.ie  Make a submission via online feedback form or carrickdromod@arup.com by Wed 16th June 2021 #CarrickOnShannon #CarrickDromod #N4 #Dromod #publicconsultation #Roscommon #Leitrim
Wednesday	26/05/21	Original Deadline	As above
Wednesday	02/06/21	Original Deadline	As above
Wednesday	09/06/21	Original Deadline	As above
Friday	11/06/21	Extended Deadline	 The N4 Carrick to Dromod Bypass project is now open. Please leave your #feedback using the online form available at:  http://www.virtualengage.arup.com/n4-carrick-on-shannon.../  The submission deadline has been extended to Friday, 25 June 2021 #CarrickOnShannon #CarrickDromod #N4 #Dromod #publicconsultation #Roscommon #Leitrim

Day	Date	Notes	Text Used
Wednesday	16/06/21	Extended Deadline	Following a number of requests to extend the duration of the Public Consultation period for the N4 Carrick on Shannon to Dromod Bypass Project, the submission deadline of 16 June 2021 has been extended to 25 June 2021. View maps, FAQs & more online at: www.carrickdromod.ie
Monday	21/06/21	Extended Deadline	Your opinion is important, view all the Alternate and Route Options that are being considered for the N4 Carrick on Shannon to Dromod Bypass Project, the deadline for submissions is this Friday, 25th June View maps, FAQs & more online at: www.carrickdromod.ie
Thursday	24/06/21	Extended Deadline	Did you know? The deadline for your submissions for the N4 Carrick on Shannon to Dromod Bypass Project is tomorrow Friday, 25th June. View maps, FAQs & more online at: www.carrickdromod.ie

2.6 Elected Representatives Briefing

A virtual briefing meeting was held at 11am on 18 May 2021. Invites were issued to the elected representatives of both Carrick-on-Shannon Municipal District of Leitrim County Council and Boyle Municipal District of Roscommon County Council as well as local Oireachtas members and members of the European Parliament.

2.7 Individual Meetings

Throughout the consultation period a number of virtual meeting rooms were set up to facilitate individual meetings and telecoms between impacted landowners, members of the public and the project liaison team. There was a high demand for these meetings with over 190 individual meetings arranged.

2.8 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 five and a half weeks between the 19 May 2021 and 25 June 2021. Screenshots of the virtual consultation room space are included in Appendix E1.

The ‘paper’ alternatives and options 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’ alternatives and options maps are still available to view on the project website at <https://carrickdromod.ie/paper-map/>.

The ‘paper’ alternatives and options maps displayed included the following:

Map – Alternatives and Options Sheet 1 of 4
Drawing No. 274219-ARUP-02-OS-DR-YE-001016

- Study Area Boundary
- Roscommon/Leitrim County Boundary
- Nodes: A, B, C, D, E, F, G, H, I, J, O
- Purple Option Corridor
- Dark Green Option Corridor
- Cyan Option Corridor
- Orange Option Corridor
- Green Option Corridor
- Yellow Option Corridor
- Black Option Corridor
- Blue Option Corridor
- Potential Active Travel Measures Outside Urban Areas

Map – Alternatives and Options Sheet 2 of 4
Drawing No. 274219-ARUP-02-OS-DR-YE-001012

- Study Area Boundary
- Roscommon/Leitrim County Boundary
- Nodes: A, B, C, D, E, F, G, H, I, J, O
- Purple Option Corridor
- Dark Green Option Corridor
- Cyan Option Corridor
- Orange Option Corridor
- Green Option Corridor
- Yellow Option Corridor
- Black Option Corridor
- Blue Option Corridor
- Wastewater Treatment Plant
- Water Treatment Plant
- Licensed Waste Facility
- Integrated Pollution Control (IPC) Site
- EPA Discharge Sites
- Electricity Infrastructure
- 110kV Overhead Electricity Lines

- 220kV Overhead Electricity Lines
- Substation
- Medical
- Religious
- Education
- Amenity (Sports/Other)
- Businesses/Employment
- Education
- Religious
- Tourism and Amenity
- Cycle Trail
- Records of Monuments and Places (RMP)
- Proposed Records of Monuments and Places (pRMP)
- Sites and Monuments Records (SMR)
- National Inventory of Architectural Heritage (NIAH)
- Record of Protected Structures (RPS)
- Archaeological Zone of Notification
- Demesne Landscapes
- Architectural Conservation Area (ACA)

Map – Alternatives and Options Sheet 3 of 4
Drawing No. 274219-ARUP-02-OS-DR-YE-001014

- Study Area Boundary
- Roscommon/Leitrim County Boundary
- Nodes: A, B, C, D, E, F, G, H, I, J, O
- Purple Option Corridor
- Dark Green Option Corridor
- Cyan Option Corridor
- Orange Option Corridor
- Green Option Corridor
- Yellow Option Corridor
- Black Option Corridor
- Blue Option Corridor
- Known Karst Features
- Historic Industrial Sites

- Soft Ground Areas
- Mid to Late 19th Century Quarries
- Early to Mid-20th Century Quarries
- Historic Quarry Sites
- Historic Pit & Quarry Location
- Registered Quarries
- Waste Permit Sites
- 1% Annual Exceedance Probability Flood Risk Zone
- 0.1% Annual Exceedance Probability Flood Risk Zone B
- High Sensitive Farms
- High Sensitive Farmyards

Map – Alternatives and Options Sheet 4 of 4
Drawing No. 274219-ARUP-02-OS-DR-YE-001010

- Study Area Boundary
- Roscommon/Leitrim County Boundary
- Nodes: A, B, C, D, E, F, G, H, I, J, O
- Purple Option Corridor
- Dark Green Option Corridor
- Cyan Option Corridor
- Orange Option Corridor
- Green Option Corridor
- Yellow Option Corridor
- Black Option Corridor
- Blue Option Corridor
- Railway Station
- Railway Line
- National Road
- Regional Road
- Key Settlements
- Protected Views and Prospects
- River Shannon Lake Amenity
- River Shannon Amenity
- Watercourses
- Proposed Natural Heritage Area (pNHA)

- Ecological Sites

An interactive map was also available within the virtual consultation room and is 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. The map also allows the user to toggle the different option corridors on and off to show the user whichever option corridor they wish to view. 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.

Five information display boards were developed and on show within the virtual consultation room. The boards (i.e. file 274219-ARUP-02-OS-PP-YE-000007) are available to view on the project website here <https://carrickdromod.ie/public-consultation/>.

Copies of the boards are also included in Appendix D1, with their contents summarised as follows:

- Board 1 – Project introduction to problems and objectives
- Board 2 – Timeline of the project phases and explaining what each phase entails
- Board 3 – Active travel and public transport alternatives with maps, and visualisations of active travel improvements with concept sketches
- Board 4 – The road-based option corridors, with each corridor colour coded on a map of the study area. Each option corridor is explained in terms of its location.
- Board 5 – Pictogram of TII Phases 1 to 4, including, feasibility study, options selection, design and environmental evaluation, and statutory processes. The pictogram explains each phase in more detail.

2.9 Website and Arup Virtual Engage Room Analytics

The statistics for the carrickdromod.ie website are summarised in Figure 2.1 and Figure 2.2 below with 2,977 views on the website on its launch day, and high engagement with the website in the first two weeks. The engagement tapered off towards the end of the consultation period with circa 550 to 600 daily views on the penultimate and ultimate day of the consultation. Overall, there was approximately 28,000 hits on the website throughout the months of May and June 2021 generated by approximately 5,700 visitors to the website.

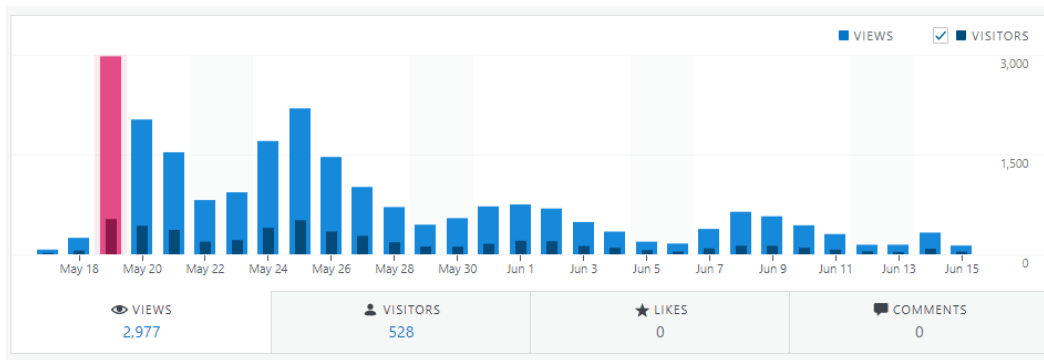


Figure 2.1: www.carrickdromod website views 17 May to 15 June 2021

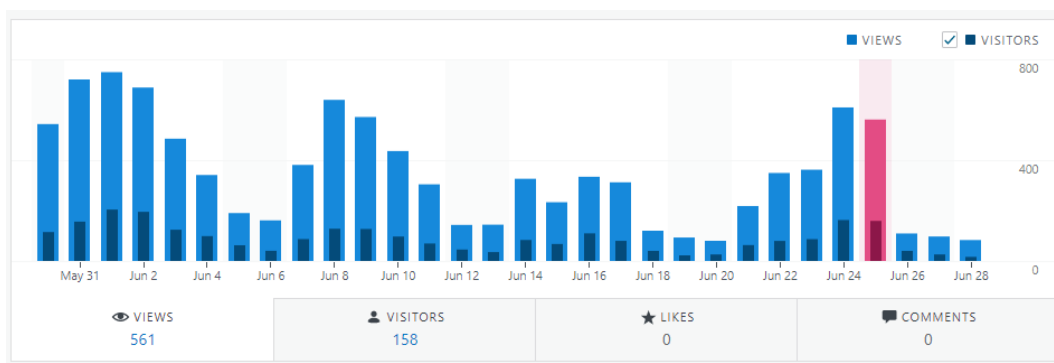


Figure 2.2: www.carrickdromod.ie website views 30 May to 28 June 2021

Similarly, as shown on Figure 2.3 and Figure 2.4, on the virtual consultation room, there was high engagement during the initial weeks, with the engagement tapering off towards the end of the initial four-week period. The virtual room itself had 2,337 viewers during the consultation period.

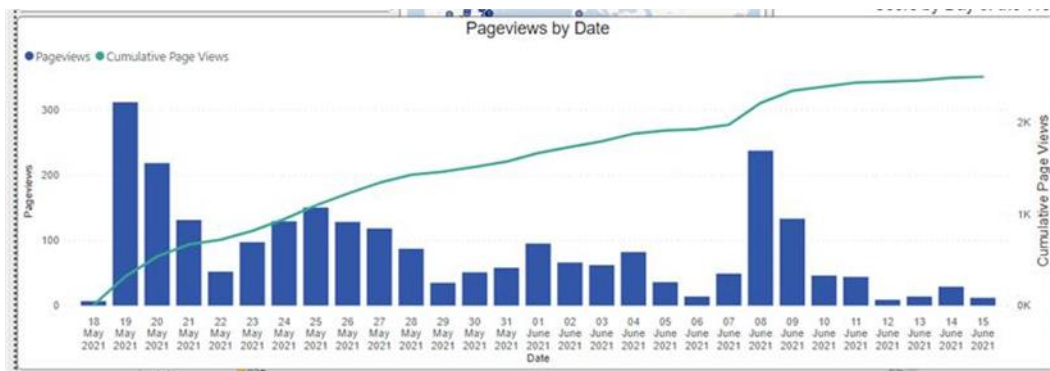


Figure 2.3: Arup Engage Virtual Room pageview 18 May to 15 June 2021

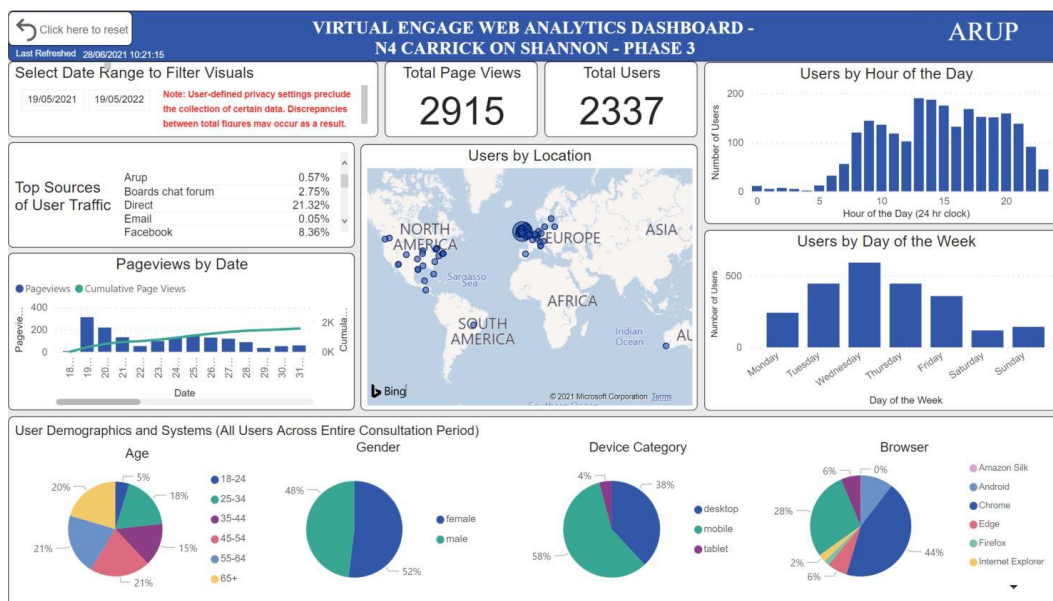


Figure 2.4: Arup Engage Virtual Room Analytics Dashboard

The demographic indicator shows that the engagement range based on age is pretty balanced with those in the 18-24 bracket having the lowest proportion of hits. Notably, the highest demographic with interaction on the website was 21% in both the 45-54 and 55-64 ages brackets respectively and 20% in the over 65's category.

3 Feedback from Public Consultation

A total of 2,301 submissions were received as part of the public consultation process. These were received in numerous formats including, email responses, virtual engage feedback forms, hard copies received by post and hand delivered submissions. These submissions have been thematically summarised below, and further analysed in Section 4.

3.1 Thematic Summary of Submissions

Overall, key thematic areas which are summarised in the following below topics were identified:

1. Previous Schemes and Need Case

- a. Requests for the documentation associated with previous route corridors from previous projects in this study area
- b. Carrick-on-Shannon is the only section of this corridor that needs a new bypass and bridge and that the rest of the road is adequate
- c. The existing N4 road should be upgraded instead of constructing a new bypass route
- d. Support for project regarding easing of current traffic congestion and shortening of journey times
- e. Concern that the current Dromod/Rosky dual carriageway cross-section (Type 2 DCW) design is inadequate and should not be replicated on this project
- f. Queries regarding proposed cross-section type (e.g. single carriageway or dual carriageway or motorway)
- g. Anecdotal evidence that traffic delay and congestion is short-lived and only experienced on busy summer weekends e.g. Friday and Sunday evenings or Bank Holidays
- h. Support and objections to the alignment of the proposed project with national, regional and local planning policy

2. Active Travel and Alternative Modes

- a. Concern regarding the interaction between the northern option corridors and the proposed new Blueway from Carrick-on-Shannon to Battlebridge outside Leitrim Village coupled with fears future Irish Waterway's masterplan to install greenways or blueways may be put in jeopardy
- b. Concerns regarding existing walking and cycle routes in the study area and how they may be negatively impacted
- c. Safety concerns regarding the children in the local communities who walk and cycle to school
- d. Concerns regarding provision of active travel facilities outside of the urban areas

3. Environment

- a. Concerns regarding environmental impacts such as noise, air, and light pollution that a road could impose on the local community
- b. Concerns regarding physical and mental health effects, including sleeping patterns of residents, particularly that of children due to traffic
- c. Concerns regarding environmental impacts on biodiversity within the study area, with recurring examples including the Corncrake, Curlew, Warble, Fox and Bats
- d. Concerns regarding potential flood risk
- e. Concerns regarding the impacts on landscape and visual amenity and the peace and tranquillity currently experienced in the countryside
- f. Concerns regarding the impacts to amenity of the River Shannon and accessibility for users to same e.g. boating, fishing, leisure activities
- g. Feedback was provided on the significance and location of historic and heritage assets within the study area which need to be considered
- h. Concerns regarding accommodation works necessary for the local residents along the N4, including concerns regarding severance of dwellings and farms and access provision
- i. Concerns regarding the ability to continue to live in their homes in close proximity to the road

4. Economy

- a. Devaluation of property for properties in close proximity to road
- b. Concerns regarding possibility of compulsory acquisition of homes
- c. Economy may be negatively impacted if towns are bypassed. Fears that local tourism and businesses may be impacted
- d. Inadequate regional connectivity associated with the Black Option Corridor
- e. Importance tourism plays in area highlighted

5. Information Requests

- a. Some of the submissions disliked the use of an online platform for the public consultation and noted difficulty with navigating the website to locate the relevant information
- b. Requests for an extension of duration to the consultation process
- c. More detailed maps which show more zoomed in detail at particular locations were requested
- d. Concerns regarding local representatives expressing opinions prematurely on a potential preferred solution and requesting retraction of these statements

6. Other

- a. Queries regarding the widened corridor on the Purple and Dark Green Option Corridors to the west of Drumsna Junction close to the Hartley Bridge
- b. Concerns regarding attraction of unnecessary traffic into rural areas
- c. Noted potential for rise in crime as a result of a new road
- d. Design suggestions for alternative routes and junction forms which were then assessed in a similar manner as the original option sifting process
- e. Design suggestions for alternative facilities for pedestrians and cyclists e.g. dedicated pedestrian and cycle bridges in Carrick-on-Shannon and Aghamore
- f. Objections to the various Option Corridors
- g. Frustration is voiced that there is no sincerity behind this public consultation and no comments are being taken into consideration

4 Submission Analysis

4.1.1 Grouped Responses

A high volume of similar submissions (885) were received from the Attirory and Cortober areas. These were assessed and the key themes from the 885 submissions that could impact the project were grouped and are listed below:

- Live/own property in the study area
- Regularly visit the Attirory/Cortober area
- Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction)
- Threat to the mental and physical health and wellbeing of residents
- Negative impact upon the visual landscape
- Overshadowing and loss of natural day light for a large number of family homes
- Potential risk of flooding to the area
- Devaluation of properties
- Diminished quality of life for residents
- Increased health-related issues due to pollution
- Increased crime due to lack of privacy and exposure to national route
- Loss of the only recreational amenity in Attirory
- Availability of other alternative routes which have lesser negative human impact
- Lack of prior consultation & poor information

- Disruption to Electricity supply and rail services during construction

The following table and graph display the overall response from the 885 submissions.

Table 4.1: Attirory and Cortober submission information

Combined responses from Cortober and Attirory submissions	Yes (no.)	%
Live/ own property in the study area	609	70%
Regularly visit the Attirory/Cortober area	290	33%
Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction)	778	90%
Threat to the mental and physical health and wellbeing of residents	713	82%
Negative impact upon the visual landscape	751	87%
Overshadowing and loss of natural day light for a large number of family homes	666	77%
Potential risk of flooding to the area	674	78%
Devaluation of properties	715	83%
Diminished quality of life for residents	747	86%
Increased health-related issues due to pollution	715	83%
Increased crime due to lack of privacy and exposure to national route	666	77%
Loss of the only recreational amenity in Attirory	676	78%
Availability of other alternative routes which have lesser negative human impact	726	84%
Lack of prior consultation & poor information	692	80%
Disruption to Electricity supply and rail services during construction	289	33%

Further details on the breakdown of the responses are contained in Appendix F.

4.1.2 Individual Submissions

There was a total of 277 individual submissions received during Public Consultation No. 2 - Alternatives and Options. An anonymised summary of each of these submissions is contained in Appendix F. The general submissions which consisted of emails, letters, phone calls and virtual engagements, related to various impacts issues that the public have concerns about. There were some common themes that enabled the submissions to be categorised and tabulated. The list of categorised themes included:

Previous Schemes and Need Case

- Traffic
- Requests for Information
- Engineering
- Plans & Policy

Active Travel and Alternative Modes

- Active Travel
- Blueway
- Health
- Blueway Interactions
- Population/Human Beings

Environment

- Air Quality
- Archaeology, Architectural and Cultural Heritage
- Biodiversity
- Climate
- Health
- Hydrogeology
- Hydrology
- Landscape and Visual
- Material Assets Agri
- Material Assets Non-Agri
- Noise & Vibration
- Soils & Geology

Economy

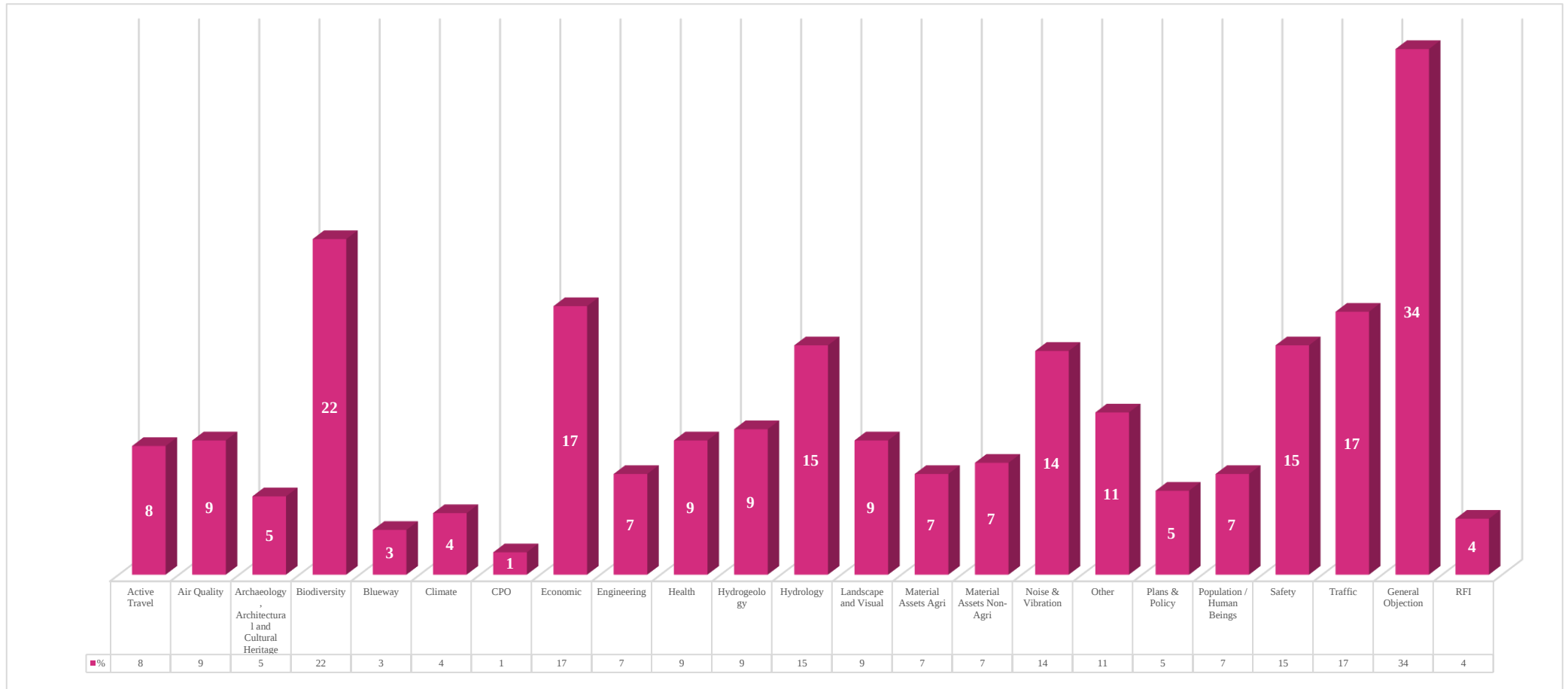
- CPO
- Economic

Other

- Safety
- General Objection
- Rise in Crime

Section 3.1 Thematic Summary of Submissions includes a more detailed description of the general themes addressed in these submissions. Further summarisation of each of these individual submissions is contained in Appendix F1.

The graph below in Figure 4.1 shows the percentage of general submissions that included one or more of the categories above.

Figure 4.1: Graphical representation of general submission theme

4.1.3 Opposition to Black Route Corridor – Repeat Submissions

The origin of 1,088 submissions is unknown as they are submitted electronically in batches of 50, immediately after each other, with no verifiable contact information all of which contain one of 14 identical text responses regarding the Black Option Corridor. The main themes identified therein are as follows:

- The generation of additional traffic in an urban area
- Safety of vulnerable road users
- Disruptions to commercial traffic in the area
- Additional noise and vibration near residential areas
- Disruption to disabled persons' access
- Loss of biodiversity
- Fears that the crime rate will increase

4.1.4 Online Petition

An online change.org petition was signed by 501 members of the public who wished to express their opposition to the N4 Carrick-on-Shannon to Dromod Project. This is treated as one submission in the overall count of submissions as it is exactly the same. 17 signatures had text responses attached, which again is treated as one submission in the overall count of submissions. The main themes identified within the text responses are as follows:

- Opposed to the proposed development due to the impact it will have to the surrounding residential area.
- Opposed to the proposed development as it will cause irreputable damage to the local environment
- Fears for security of residents and homes
- Do not feel as though the project is in the best interest of the community

4.1.5 Requests for Extension of Time

There were 49 submissions received requesting an extension of duration to the public consultation period.

4.2 Submission Responses

A submission response was provided to acknowledge and respond to each submission. Those with verifiable contact details received a response in the same manner as the submission was submitted to the project team. For example, an online or emailed submission was responded to with a digital email response. If a letter submission in hard copy was provided to the design team, it was responded to in letter form and a hardcopy was posted to the provided address.

5 Report Summary

This report detailed the process in which the non-statutory Public Consultation No. 2 Alternatives and Options was publicised and notified to the public.

Although an in-person consultation could not take place due to Government restrictions with respect to Covid-19, the consultation was conducted using an online consultation room which allowed the public to walk around virtually and view the project material as if they were at an in-person event. In addition, users could book a telephone call or online meeting to talk to the Project Liaison Officer (PLO) and a member of the project team, to discuss the project and consultation material.

Information boards documenting the work completed to date and the feasible alternatives and options identified were displayed. The alternatives included active travel measures, improvement to the public transport and measures to reduce demand. Maps showing the proposed option corridors with the key constraints gathered during the Constraints Study were also displayed in both pdf format and an interactive web map.

The analytics of the online consultation room and the project website showed the consultation room had 2,337 visitors during the public consultation period while the website had over 5,700 visitors.

The PLO and representatives from the project team were available throughout the consultation period to answer questions and explain the material on display as needed. A copy of the brochure and feedback form was posted to anyone who requested a hard copy. This level of engagement is comparable with the level of engagement at in-person consultations held in the past at this stage of similar projects. Over 190 individual online meetings with landowners, stakeholders, business owners and residents within the study area were held during the consultation period. These were held at the request of the private individuals and drawings were prepared for each one to show the proximity of their property to the proposed option corridors. A copy of a map was also issued to a landowner upon request by post or email.

Submissions from the public of suggestions of possible modifications to these, or additional information on further constraints, which may not have been taken into account in the Constraints Study, were welcomed. In excess of 2,300 submissions were received.

The submissions received were reviewed by the project team (including the environmental specialists) and these along with information gathered through the individual meetings informed the Stage 1 Assessment of alternatives and options for a transport solution. Residents to the south of Carrick-on-Shannon objected to the Cyan, Orange and Blue Option Corridors and residents to the north of Carrick-on-Shannon objected to the Dark Green, Purple, and Black Option Corridors.

The key themes identified are summarised in Section 3.1 above. Overall, Public Consultation No. 2 Alternatives and Options was extremely beneficial for the development of the N4 Carrick-on-Shannon to Dromod Project. It provided a public

perspective on the proposed Alternatives and Options presented in Phase 2 of the project. The issues raised by the public will be used to influence future aspects of the project.

Appendix A

Newspaper and Social Media Advertisements

A1 Roscommon Herald Newspaper Advertisement

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NEWS

TUESDAY, MAY 11, 2021 ROSCOMMON HERALD

Anger over blood test payment regime

Anger has been expressed by a concerned member of the public over having to pay for a routine blood test, which the person understood was covered by his medical card.

The patient told the Roscommon Herald the blood test was carried out following a routine appointment made by him. It was his understanding his blood test was covered under the medical card scheme, but he was advised that he had to pay €20 for the test.

He was advised by his doctor that the tests carried out were not part of the GMS contract which was agreed in 1983 and the contract did not incorporate numerous procedures undertaken in modern general practice. "What needs to happen here is, the actual implementation of HSE guidelines surrounding treatment and investigation. If your bloods are taken as part of 'investigation and treatment', then medical card users shouldn't be charged, it's that simple," the man told the Roscommon Herald.

"When you get a blood test taken, ask 'does this form part of the investigation and treatment of my symptoms and / or condition?' If the answer is 'yes', then your medical card covers it," he said.

"The fear I have is that people who may not have a lot of money that go to their doctors surgery for what they believe is a routine investigation may be charged. That is not good enough. My bloods were looked at for a wide variety of possibilities, yet I only presented for a routine test."

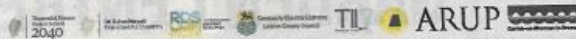
The Department of Health and the HSE are responsible for the provision of phlebotomy outpatient clinics in public hospitals as confirmed by the Ombudsman and Information Commissioner (May 2007). "Phlebotomy (blood

tests) is not a service provided by all GPs and GPs individually decide on whether or not their practice will provide this additional service."

The matter was recently raised as a Parliamentary question by Sinn Féin Deputy Claire Kerrane who said her party had a long-running campaign on this issue in the county a number of years ago but was unsuccessful.

In response to the Deputy's question, Health Minister Stephen Donnelly did concede that some GPs were charging GMS patients for phlebotomy services in some circumstances. He said the matter was raised recently with the HSE, however further progress on this issue had not been possible. A full resolution to this issue, the Minister said, will require engagement with the IMO.

N4 Carrick-on-Shannon to Dromod Project Public Consultation No. 2 Presentation of Alternatives and Options



Leitrim County Council, in partnership with Roscommon County Council, Transport Infrastructure Ireland and the Department of Transport are committed to developing the N4 Carrick-on-Shannon to Dromod Project. The N4 national primary road, from Dublin to Sligo, is a strategic corridor which connects Dublin to the northwest and border counties. The section of the N4 under consideration passes through both rural and urban environments, is approximately 21km long and extends from Drumharlow townland west of Carrick-on-Shannon to Faulties townland east of Aghamore. The aim of the project is to resolve the transportation issues identified on the N4 corridor within the study area by developing an appropriate sustainable solution which meets the project objectives.

Arup were appointed to provide multi-disciplinary engineering consultancy services for delivery of Phases 1, 2, 3 and 4 of the TII Project Management Guidelines (TII PMG) for this project. Phase 1, Concept and Feasibility for the project was completed in July 2020 and the project is currently at Phase 2 Option Selection.

The second non-statutory public consultation will take place from 19 May 2021 to 16 June 2021. The purpose of this consultation is to inform the public and stakeholders of the transportation Alternatives and Options being developed for the project, the work undertaken to date and the programme for advancement of the project.

Due to restrictions put in place for COVID-19, Leitrim County Council is unable to hold a public consultation event in-person within the study area for the project. Instead, an online public consultation platform is available on the project website www.carrickdromod.ie from 2pm on 19 May 2021 until 16 June 2021 and contains all the information that would normally be displayed at a formal in-person public consultation. This online public consultation platform provides a virtual public consultation room and interactive maps showing the transportation Alternatives and Options developed to date, a brochure, an online feedback form for submission of comments or queries and a facility to book a live telephone or online meeting with one of the project representatives.

Alternatively, if you are unable to access the consultation via the website, consultation material can be made available to you by post from:

Leitrim County Council, Áras an Chontae St. Georges Terrace,
Carrick-on-Shannon, Co. Leitrim, N41 PF67
Tel: 071 96 20005

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

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

Phone Number:
091 460675

DOWN ON THE FARM



Adrian, Donna and Mayson Dennison, pictured at Glendeer Pot Farm at Drum.
Pic: Gerard O'Loughlin

Castlereagh school part of DCU Changemaker Programme

A primary school in the Castlereagh area is one of fifteen schools from across Ireland taking part in a social innovation initiative launched by Dublin City University to help primary school teachers and students to put in place and lead programmes of change to address societal challenges.

Tarmon National School, Castlereagh is among an initial group comprising fifteen schools who have been announced as part of phase one of the DCU Changemaker Schools Network. The overall ambition is to grow the network to enable primary

and post primary schools across the island of Ireland to participate. The DCU Changemaker Schools Network will also support and reflect the work of DCU Institute of Education on teacher education, school leadership and educational policy.

The initiative is co-ordinated by Fiona Collins who is seconded to the DCU School of Policy and Practice from her role as principal of Francis Street School, and by Dr John White Assistant Professor at DCU School of Policy and Practice.

The concept of a Changemaker is "someone with the skills and

confidence to lead change in their home, school or community." The schools' network will support teachers and students in areas such as student voice, agency and participation as well as social innovation and active and engaged citizenship to address societal challenges such as inequality, climate change and mental health.

The overarching goal is to help students develop their skills for critical thinking, empathy, teamwork, leadership, inclusion and to become active participants in their school and community to support sustainable and positive change.

19M - V 1

ROSCOMMON HERALD TUESDAY, MAY 18, 2021

NEWS

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John Murphy, Board Director; Mike Smith, Chairperson; Martina Jennings, CEO; Orla McGuinness, Board Director; Paul Fene, Board Director at the new Roscommon Hospice Unit Build

Roscommon Hospice on track

The new Roscommon Hospice is on track to be completed this year. CEO of the Mayo Roscommon Hospice Foundation has said that despite Covid-19 and the challenges it had posed for fundraising the hospice continued to fund palliative care services in the community "as well as building our Roscommon Hospice, which will be completed later this year."

Martina Jennings was speaking at the launch of a Virtual Sunflower Remembrance Garden by Together for Hospice, the National Hospice Movement. The online space has been created for people to dedicate a virtual sunflower in memory of a loved one, while helping to raise much-needed funds for local hospice and home care services around the country this month.

The Virtual Sunflower Remembrance Garden campaign has been launched to raise funds for Hospice Sunflower Days, while also recognising the difficult year families and communities have faced. Together, 30 hospices, including Mayo Roscommon Hospice Foundation have joined to provide an online space where loved ones can be remembered and precious memories celebrated, remaining in that space for all time.

Mt Jennings remarked: "Sunflower Days didn't happen in 2020 due to Covid-19. Due to the ongoing challenges faced by the pandemic we are trying a new initiative this year. We have

been amazed and so grateful for the continued support from the people of Mayo and Roscommon throughout the Covid-19 pandemic, and we ask that if you can, you support this unique Sunflower Day Campaign this year. Every cent raised locally through this campaign stays local."

The virtual sunflower remembrance garden will run for June. During the month the public are invited to dedicate a virtual sunflower in memory of a loved one and make a donation to their local hospice at www.togetherforhospice.ie/sunflowerdays.

These dedications can be shared with friends or family members to let them know they are in your thoughts, with every euro raised going directly to the local hospice service.

The initiative was prompted by the cancellation of the annual Hospice Sunflower Days street collection for the second year in a row, and the devastating impact of Covid-19 on hospices and their ability to fundraise. Across Ireland, hospices need to raise approximately €2m each year and all funds raised will directly support local hospices, enabling them to continue to provide person-centred, holistic and loving care to patients and their loved ones free of charge.

For more information and details of your local hospice and homecare service log onto www.togetherforhospice.ie/sunflowerdays



Mary McDermott, Clinical Nurse Manager; Caroline Smyth, Palliative Care; Martina Jennings, CEO; Sara Benson, Palliative Care and Martina McDermott, Palliative Care.

Prison sentence for failing to complete community service order

A Ballaghaderreen resident received a four-month prison sentence when she appeared before Judge James Faughnan at a recent sitting of Carrick District Court. Jacinta Ward, 41, of Priarhill Close, Ballaghaderreen, appeared before the court on foot of failing to complete an assigned community service order. She was represented in court by Mary Mullarky, solicitor.

The court was informed that Ms Ward had completed 140 of her designated 240 hours of community service. An application to revoke the order was made by prosecution officer, Helen Logue, who said the accused had failed to complete the hours designated to her, despite attempts to contact her.

She had previously appeared before a sitting of the local district court on September 18, last year, when at the time, she had completed 92 hours of the designated 240 hours service. Ms Mullarky said her client was "in a difficult situation" and had "significant mental health issues". However she conceded her client "has got to get on with it and do it (complete her community service hours)".

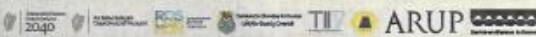
Ruling as stated, Judge Faughnan imposed a four-month prison sentence. He said he was reducing the sentence in the light of the accused having served 100 hours of the designated order.

Leitrim County Council

Comhairle Chontae Liatroma



N4 Carrick-on-Shannon to Dromod Project Public Consultation No. 2 Presentation of Alternatives and Options



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The closing date for submissions is 16 June 2021.

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

Postal Address: Arup, Corporate House, City East Business Park, Phone Number: 091 460675
Ballybrat, Galway, M91 K5YU

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19H1 - V 1

6 NEWS

TUESDAY, JUNE 15, 2021 ROSCOMMON HERALD

Twin sisters from Ballaghaderreen kept apart by Covid reunited for 90th birthday

Twin sisters from Ballaghaderreen who were kept apart by the Covid-19 pandemic celebrated their 90th birthdays in style last week.

Kathleen Galligan and Margaret Gilna (née Hanley), originally from Ballaghaderreen, "have been best buddies all their lives". The pair even married their respective husbands on the same day — April 15th, 1958. They also got engaged on the same day.

The twins, who both live in Dublin, enjoyed a break last week at the Park House Hotel in Galway and were waved off on their train journey to Galway by family.

When asked how they planned to celebrate this evening, Kathleen said: "I can't tell you that! Only my twin knows! But we will enjoy every minute."

Margaret added: "We will have a great time. Tomorrow

we will have breakfast in bed and go for a walk around Galway. We won't get much sleep — we will be talking and reminiscing all the time!"

As they boarded the train from Heuston Station, Kathleen added: "We are so very close. We text or ring each other every day, sometimes twice a day. When I heard our families were sending us on this trip, I was so excited. I couldn't believe it."

Margaret said: "I think what she thinks, and she thinks what I think. Not being able to see each other during the pandemic has been so hard. But I am so thrilled to be going on this trip with her. And we are both so well and healthy to be able to enjoy it."

Ms Galligan lives in Raheny with husband Michael (91), while Ms Gilna lives in Stillorgan. Her husband Jimmy died a number of years ago.

Ms Galligan's daughter, Emer Litchfield, said both families decided that as the women had not been together for a year, they would send them to Galway for three nights to celebrate the milestone birthday.

"They do everything together, so Covid was quite restrictive for them," she said. "They both drive, but they had to stay within the 5km and 5km radius."

Every day, both of them would text each other, and they have been doing that since they got their mobile phones, aged 72. They both got iPads in recent years and they FaceTime regularly. They never go to bed without sending the other a text. They celebrated with their families separately, given the Covid-19 restrictions, but their trip to Galway allowed them to celebrate properly together.



Ballaghaderreen-born twins Kathleen Galligan and Margaret Gilna have always been close, even marrying their husbands on the same day. They went to Galway to celebrate their 90th birthdays. Picture: Jason Clarke

N4 Carrick-on-Shannon to Dromod Project Public Consultation No. 2 Presentation of Alternatives and Options



Extension of Deadline for Submissions

The Submission Deadline of 16th June, 2021 for Public Consultation for the N4 Carrick on Shannon to Dromod Project has been extended until Friday 25th June, 2021.

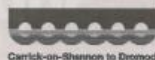
Submissions can be returned by post to Arup at the below address, emailed to carrickdromod@arup.com or via the public engagement feedback page on the project website.

The closing date for submissions is 25th June, 2021.

For further information please log on to www.carrickdromod.ie or you can contact the design team by email at carrickdromod@arup.com or at the contact details below or contact Leitrim County Council on 071 9620005.

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

Phone Number: 091 460675



Judge District concerns over DPP

A local district court judge has repeated his concerns about the Office of the Director of Public Prosecution's decision to prosecute some cases at District Court level.

At a recent sitting of Castlebar District Court, Judge James Faughnan heard that the DPP had directed that a 50 year old man charged with the alleged false imprisonment and assault of a peace officer could be dealt with at District Court level.

Judge Faughnan criticised this decision, saying that it was becoming a recurring issue where the DPP sought the "easiest and cheapest" option to deal with cases. He stressed he was not criticising local Gardaí who were simply relaying the information.

"Maybe we should do it (allow the case to proceed at District Court level) and highlight it. It would be struck down," Judge Faughnan commented.

He asked the Gardaí to contact the DPP again to explain its decision to opt for the District Court. He put the matter back to

second calling.

The accused in the case was before the court for the assault of a peace officer in the course of their duties at Harristown House and of their false imprisonment on January 24th, 2020.

During the court, the judge heard that the accused indicated that he would be pleading guilty to the assault but was contesting the false imprisonment charge.

At second calling, Gardaí said they had contacted and spoken at length to the DPP. The DPP said the simple nature of the case meant it could be dealt with at District Court level, the court heard.

When Judge Faughnan was told that there was no impact statement from the alleged victim, he refused jurisdiction.

"You can stop there," he told Gardaí who were outlining the DPP's reasoning. "This case is not appropriate for the District Court."

He adjourned the case until July for service of a book of evidence.

Weddings

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PUBLIC NOTICES

Discharge of Effluent to Waters

Notice is hereby given that Caoimhe Walsh intends to apply to Leitrim County Council for a licence to discharge treated domestic wastewater from a domestic effluent treatment plant and coco filter, for a proposed dwellinghouse at Annagh Td., Glenfarne, Co. Leitrim, to a stream at Annagh Td., Glenfarne, Co. Leitrim (discharge coordinates 601510, 837298).

Leitrim County Council

Coillte Cuideachta Ghníomhaíochta Ainmnithe, intend to apply for permission for a development in the townland of Boleyboy, Co. Leitrim

The development will consist of the erection of a 100m meteorological mast that will be fixed to the ground by guy wires, together with all ancillary site works for a period up to 2 years for the purpose of measuring local climate conditions and collecting meteorological data. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours.

A submission or observation in relation to the application may be made in writing to the Planning Authority on payment of the prescribed fee, €20, within the period of 5 weeks beginning on the date of receipt by the Authority of the application, and such submissions or observations will be considered by the Planning Authority in making a decision on the application. The Planning Authority may grant permission subject to or without conditions or may refuse to grant permission.

Leitrim County Council
Comhairle Chontae Liatroma

N4 Carrick-on-Shannon to Dromod Project
Public Consultation No. 2
Presentation of Alternatives and Options



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PLANNING NOTICES
Caran County Council
1. Conor Mc Morrow with to apply for full planning permission for the following:
1. To convert the existing habitation dwelling into an agricultural building @ Monene, Dromod, Co. Carrick.
2. To construct a new domestic dwelling, domestic garage and a new domestic site entrance @ Cordessagh, Dromod, Co. Carrick.
3. To deconstruct the existing septic tank @ Monene, Dromod, Co. Carrick.
4. To construct a new Waste Water Treatment System to current EPA Code of Practice and all auxiliary works @ Cordessagh, Dromod, Co. Carrick.
The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the office of the planning authority during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20, within the period of 3 weeks beginning on the date of receipt by the authority of the application, and such submission or observation will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions, or may refuse to grant permission.
Signed
Dorrit Plan and Design Ltd, C. Eng. B Surveying, Carrick-on-Shannon Area, Storage of Light Household goods. Contact: John Grady - 086 989 3353.
Web: WWW.dorritplananddesign.ie
Email: info@dorritplananddesign.ie

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PROPERTIES REQUIRED
Secure Storage unit Required to hold up to 6 pallets Carrick-on-Shannon Area. Storage of Light Household goods. Contact: John Grady - 086 989 3353.
Wanted: Un-Wanted Scrap & Old Slaters Wanted (Collected). Contact: 087-600 2621.

Comhairle Chontae Leitrim
Leitrim County Council
N4 Carrick-on-Shannon to Dromod Project
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The second non-statutory public consultation will take place from 19 May 2021 to 16 June 2021. The purpose of this consultation is to inform the public and stakeholders of the transportation Alternatives and Options being developed for the project, the work undertaken to date and the programme for advancement of the project.

Due to restrictions put in place for COVID-19, Leitrim County Council is unable to hold a public consultation event in-person within the study area for the project. Instead, an online public consultation platform is available on the project website www.carrickdromod.ie from 2pm on 19 May 2021 until 16 June 2021 and contains all the information that would normally be displayed at a formal in-person public consultation. This online public consultation platform provides a virtual public consultation room and interactive maps showing the transportation Alternatives and Options developed to date, a brochure, an online feedback form for submission of comments or queries and a facility to book a live telephone or online meeting with one of the project representatives.

Alternatively, if you are unable to access the consultation via the website, consultation material can be made available to you by post from:
Leitrim County Council, Áras an Chontae, St. Georges Terrace, Carrick-on-Shannon, Co. Leitrim, N41 PF87 Tel: 071 96 20005

The public consultation period will run from 19 May 2021 until 16 June 2021.

Submissions can be returned by post to Arup at the below address, emailed to carrickdromod@arup.com or via the public engagement feedback page on the project website. The closing date for submissions is 16 June 2021.

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 or you can contact the design team by email at carrickdromod@arup.com or at the contact details below

Postal Address: Arup, Corporate House, City East Business Park, Ballyliff, Galway, H91 K3YD

Phone Number: 091 460595

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Classifieds

Send to: **Classifieds**, Leitrim Observer, 40-42 Castle Street, Maam, Co. Leitrim. Classifieds are accepted on a non-exclusive basis.

PLANNING NOTICES

Leitrim County Council

L. Conor Gilligan intend to apply for Retention Planning permission at Castle Street, Maam, Co. Leitrim for the completion of the material widening of previous pedestrian access to create a vehicular access including the construction of the two number plant onto Castle Street and the alterations to the former roadside boundary wall. Also, Retention Planning is being sought for the retaining wall to facilitate access to the rear and side of the dwellinghouse and the mixing of land to facilitate the construction of a new domestic garage for use in conjunction with the existing dwellinghouse and all ancillary works necessary for the completion of same. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority during its public opening hours, and a submission or observation in relation to the application may be made in writing to the Planning Authority on payment of the prescribed fee of €20.00 within the period of 5 weeks beginning on the date of receipt by the Planning Authority of the application. The Planning Authority may grant permission subject to or without conditions, or may refuse to grant permission.

Signed: **David Plan and Design Ltd**, C. Eng. B. Surveyor, MIEI, MCABE, MSCSI, Engineering, Building Surveying and Architectural services, Main St., Drumkeerin, Co. Leitrim. Tel/Fax 0719648886. Email info@devplananddesign.ie

PLANNING NOTICES

Leitrim County Council

We Aine and Michael Higgins wish to apply for full planning permission for the following:

- To construct a single storey domestic dwelling with living accommodation in the roof space
- To construct a domestic garage
- To construct a new site entrance
- To connect to existing public foul sewer mains together with all ancillary works.

The works are located at Cloncolry, Dromod, Co. Leitrim. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20, within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions, or may refuse to grant permission.

Signed: **David Plan and Design Ltd**, C. Eng. B. Surveyor, MIEI, MCABE, MSCSI, Engineering, Building Surveying and Architectural services, Main St., Drumkeerin, Co. Leitrim. Tel/Fax 0719648886. Email info@devplananddesign.ie

PLANNING NOTICES

Leitrim County Council

We Paul & Caitlin Honohan wish to apply for full planning permission for the following:

- To construct a two storey type domestic dwelling
- To construct a domestic garage
- To construct a new site entrance
- To connect to existing public foul sewer mains together with all ancillary works.

The works are located at Commons, Fennagh, Co. Leitrim. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20, within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions, or may refuse to grant permission.

Signed: **David Plan and Design Ltd**, C. Eng. B. Surveyor, MIEI, MCABE, MSCSI, Engineering, Building Surveying and Architectural services, Main St., Drumkeerin, Co. Leitrim. Tel/Fax 0719648886. Email info@devplananddesign.ie

PLANNING NOTICES

Leitrim County Council

Planning permission is sought from Leitrim County Council to provide two number, two storey townhouses and carry out associated site development works at Main Street, Dromod Beg Td, Dromod, Co. Leitrim. For Thomas Reilly.

The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority, Leitrim County Council, Aras an Chontae, Carrick-on-Shannon, Co. Leitrim during its public opening hours. A submission or observation in relation to the application can be made in writing to the planning authority on payment of the prescribed fee, 20 euro within a period of 5 weeks beginning on the date of receipt by the authority of the application. Such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions or may refuse to grant permission.

Signed: **C. Gray & Associates Ltd** Dromod Co Leitrim 087 7221857

PLANNING NOTICES

Leitrim County Council

I Colin O'Brien intend applying for Planning Permission for development at Cloncolry Td, Dromod. The development will consist of the construction of a new detached together with all associated site works. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority, Leitrim County Council, Aras an Chontae, Carrick-on-Shannon, Co. Leitrim during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, 20 euro within a period of 5 weeks beginning on the date of receipt by the authority of the application. Such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions or may refuse to grant permission.

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PUBLIC NOTICES

Comhairle Chontae Liatroma
Leitrim County Council

N4 Carrick-on-Shannon to Dromod Project
Public Consultation No. 2
Presentation of Alternatives and Options

Extension of Deadline for Submissions

The Submission Deadline of 19th June, 2021 for Public Consultation for the N4 Carrick-on-Shannon to Dromod Project has been extended until Friday 25th June, 2021.

Submissions can be returned by post to Anup at the below address, emailed to carrickdromod@anup.com or via the public engagement feedback page on the project website. The closing date for submissions is 25th June, 2021. For further information please log on to www.carrickdromod.ie or you can contact the design team by email at carrickdromod@anup.com or at the contact details below or contact Leitrim County Council on 071 9620005.

Postal Address: Anup, Corporate House, City East Business Park, Ballybeg, Galway H91 K3V0
Phone Number: 091 406075

NOTICE OF CONSIDERATION OF SETTING A LOCAL ADJUSTMENT FACTOR

The Finance (Local Property Tax) Act 2012 (as amended), makes specific provision that elected members of a local authority may pass a formal resolution to vary the basic rate of the Local Property Tax for their administrative area by a percentage known as the local adjustment factor. At the meeting set by Leitrim County Council to consider this matter, the members may set a local adjustment factor within the range of +/- 15% of the basic rate, or may decide not to adjust the basic rate. Leitrim County Council will meet in July 2021 to consider the setting of a local adjustment factor.

Leitrim County Council welcomes written submissions from the public on this matter specifically covering the potential effects of varying the basic rate of the Local Property Tax on businesses, individuals and on local authority services.

Submissions must be received by Anup on Wednesday 30th June 2021 and be sent to:
Head of Finance, Leitrim County Council, Aras An Chontae, Carrick-on-Shannon, Co. Leitrim
or finance@leitrimcoco.ie

Signed: **Lar Power**
Chief Executive
Date: 16th June 2021

FARM PLASTICS COLLECTION SERVICE

A Farm Plastics Collection Service will be held at the following designated sites in County Leitrim during the month of June:

Location	Date	Time
Drumcolumbkille Mart	16 th June 2021	9am – 5pm
Carrigrohane Mart	16 th June 2021	9am – 2pm
Mohill Mart	22 nd June 2021	9am – 5pm

Recycle Stale Plastic with label code and a proof of purchase (Invoice/Sales Docket). Please ask your supplier for the RPPG Label Code Number.

The following can also be recycled to used Bulk Fertiliser Bags (1.2 tonne Bags with liners removed):

- A: Bulk Fertiliser-Meat Bags (liners removed)
- B: Small Fertiliser-Meat Bags (incl. bulk liners)
- C: Drums (must be triple rinsed)
- D: Netting & Nets

Contact Leitrim County Council at environment@leitrimcoco.ie or phone 071 9620005 for further information or log onto www.farmplastics.ie

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A3 Irish Independent Newspaper Advertisement

IRISH INDEPENDENT Tuesday, May 18, 2021

Coronavirus emergency News

storage limit for Pfizer jab extended to month

Meanwhile, a HSE announcement is due this week that people in their 40s are expected to be invited to apply for a Covid-19 vaccine shortly. They can be offered the Johnson & Johnson or AstraZeneca jabs, although they will be free to turn them down and wait for a Pfizer or Moderna vaccine to be available.

It follows advice from the National Immunisation Advisory Committee that the cut-off age for both vaccines can be lowered from 50 to 40.

However, anyone who takes the vaccine will give their consent after the very small risk of an unusual blood clot is explained to them.

The HSE will also offer the two vaccines to people in their 40s if none of the other vaccines are available. The roll-out continues as a further 360 new cases of the virus were reported yesterday. There are 139 Covid-19 patients in hospital, including 42 in intensive care.

The surveillance of daily cases has been hampered by the hit suffered by HSE computers and may be subject to change.

In the UK there continues to be concern about the rise in clusters of the Indian variant of the virus which is more infectious and could delay easing of lockdowns.

A report from the Health Protection Surveillance Centre here said the first 34 cases of the Indian variant recorded here - now a variant of concern - included four children under 18 with most cases in the 19-34 year age group.

The concern around the variant is expected to leave the Government slow to lift mandatory hotel quarantine and open up foreign travel.

An Oxford University study suggested current coronavirus vaccines work well against the Indian variant.

Early findings from the urgent laboratory study into the B.1.617.2 strain show there is only a small loss of protection from the vaccines' effect, AstraZeneca and Pfizer BioNTech doses still create enough antibodies to neutralise the Indian strain and significantly diminish the risk of hospitalisation and death.

John Bell, Oxford regius chair of medicine, said "it looks like the Indian variant will be susceptible to the vaccine in the way that others are. The data looks rather promising. I think the vaccinated population are going to be fine."

'Don't risk getting Covid,' Dr Holohan urges LC students

Katherine Donnelly
Education Editor

CHIEF medical officer Dr Tony Holohan has made a video appeal to Leaving Certificate students to avoid the risk of catching Covid in the run-up to the exams.

The link to the YouTube video is being sent to all post-primary schools and will also be pushed through social media channels.

Dr Holohan said sixth years were coming to the end of a very difficult year and he acknowledged all the work done by students, parents and teachers in keeping them safe.

But he said as exam copy dates approached the end of classes, they had to ask themselves: "How can I make this as safe as possible for myself?"

The exams start on June 9 and Dr Holohan urged the students preparing to sit at least one paper to "plan ahead".

"You really need to restrict your movements, limit your contacts, really limit the chance of picking up this illness. Because you don't want to find yourself in a situation where illness prevents you from being able to sit this written exam after all the work that you have done," he said.

For any student unable to sit an exam there will be no second opportunity, although they will have the full-back of accredited grades based on teachers' estimated marks.

Most students have signed up to sit one or more exams, and there is anecdotal evidence that the uptake increased further when they had the opportunity to review their initial assessment choices at the end of April.

Dr Holohan also spoke about end-of-school celebrations and said the great majority of schools would be organising graduation ceremonies in a safe way.

He reminded students that it was important not to get into mixing, particularly indoors.

"If you want to meet up with some of your pals do so safely, at a distance, outside. You can discuss your preparations for the exams and whatever will be on your mind," he said.

Long work hours kill 745,000 per year - and pandemic raises risk

Ben Farmer

LONG working hours are killing hundreds of thousands a year and the trend may have worsened because of pandemic disruption, the United Nations (UN) has said.

The first global study of its kind has estimated that 745,000 people died in 2016 because of strokes and heart disease brought on by long hours.

Researchers working with the UN's World Health Organisation and its International Labour Organisation found there was a sharp increase in poor health for those working more than 55-hour weeks.

The chance of a stroke rose by 35pc and the chance of dying of heart disease rose 17pc, compared with a working week of 35 to 40 hours.

Economic turmoil caused by the pandemic could make the situation worse as it forces more people to work harder. There is some evidence that when countries go into lockdown, those still employed work 10pc longer, the WHO said.

Tedros Adhanom Ghebreyesus, director general of the WHO, said the pandemic had "significantly changed the way many people work" (The Telegraph Media Group Ltd 2020).

N4 CARRICK-ON-SHANNON TO DROMOD PROJECT

PUBLIC CONSULTATION NO. 2 PRESENTATION OF ALTERNATIVES AND OPTIONS

Therapeutic Expiry
2040

Carrick-on-Shannon to Dromod

Leitrim County Council
Leitrim County Council

ARUP

Leitrim County Council, in partnership with Roscommon County Council, Transport Infrastructure Ireland and the Department of Transport are committed to developing the N4 Carrick-on-Shannon to Dromod Project. The N4 national primary road, from Dublin to Sligo, is a strategic corridor which connects Dublin to the northwest and border counties. The section of the N4 under consideration passes through both rural and urban environments, is approximately 21km long and extends from the Dromod townland west of Carrick-on-Shannon to Faullies townland east of Aghamore. The aim of the project is to reach a solution which meets the project objectives.

Arup were appointed to provide multi-disciplinary engineering consultancy services for delivery of Phases 1, 2, 3 and 4 of the T1 Project Management Guidelines (T1 PMG) for this project. Phase 1, Concept and Feasibility for the project was completed in July 2020 and the project is currently at Phase 2 Option Selection.

The second non-statutory public consultation will take place from 19 May 2021 to 16 June 2021. The purpose of this consultation is to inform the public and stakeholders of the transportation Alternatives and Options being developed for the project, the work undertaken to date and the programme for advancement of the project.

Due to restrictions put in place for COVID-19, Leitrim County Council is unable to hold a public consultation event in-person within the study area for the project. Instead, an online public consultation platform is available on the project website www.carrickdromod.ie from 2pm on 19 May 2021 until 16 June 2021 and contains all the information that would normally be displayed at a formal in-person public consultation. The online public consultation platform provides a virtual public consultation room and interactive maps showing the transportation Alternatives and Options developed to date, a brochure, an online feedback form for submission of comments or queries and a facility to book a live telephone or online meeting with one of the project representatives.

Alternatively, if you are unable to access the consultation via the website, consultation material can be made available to you by post from:

Leitrim County Council, Áras an Chaitíne, St. Georges Terrace, Carrick-on-Shannon, Co. Leitrim, N41 PF67
Tel: 071 96 20005

The public consultation period will run from 19 May 2021 until 16 June 2021.

Submissions can be returned by post to Arup at the below address, emailed to carrickdromod@arup.com or via the public engagement feedback page on the project website. The closing date for submissions is 16 June 2021.

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 or you can contact the design team by email at carrickdromod@arup.com or at the contact details below.

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

Phone Number:
091 460675

www.leitrimcoco.ie

Serving the people with care and quality

A4 Social Media – Twitter Announcements



Roscommon County Council @roscommoncoco · Jun 2

The N4 project team is seeking feedback on the N4 Carrick-on-Shannon to Dromod Project.

Public Consultation No. 2 – Alternatives and Options is now live on carrickdromod.ie

Make a submission via online feedback form or carrickdromod@arup.com by Wed 16th June 2021



The poster features a photograph of a park area with benches and trees. Overlaid on the image is the text 'N4 Carrick-on-Shannon to Dromod Project'. At the top right of the poster is a small graphic of a bridge with the text 'Carrick-on-Shannon to Dromod'. At the bottom of the poster are several logos: 'Comhairle Chontae Leitrim Leitrim County Council', 'ROS MON', 'ARUP', and '2040'.

Roscommon County Council @roscommoncoco · Jun 9

The N4 project team is seeking feedback on the N4 Carrick-on-Shannon to Dromod Project.

Public Consultation No. 2 – Alternatives and Options is now live on carrickdromod.ie

Make a submission via online feedback form or carrickdromod@arup.com by Wed 16th June 2021



The poster features a photograph of a park area with benches and trees. Overlaid on the image is the text 'N4 Carrick-on-Shannon to Dromod Project'. At the top right of the poster is a small graphic of a bridge with the text 'Carrick-on-Shannon to Dromod'. At the bottom of the poster are several logos: 'Comhairle Chontae Leitrim Leitrim County Council', 'ROS MON', 'ARUP', and '2040'.



Roscommon County Council @roscommoncoco · Jun 21

Your opinion is important, view all the Alternate and Route Options that are being considered for the N4 Carrick on Shannon to Dromod Bypass Project, the deadline for submissions is this Friday, 25th June
View maps, FAQs & more online at: carrickdromod.ie



Comhairle Chontae Liatroma
Leitrim County Council

ROS MON
Consulting Engineer
Newcastle Road
Dromod, Co. Roscommon

ARUP

2040

Roscommon County Council @roscommoncoco · Jun 24

Did you know? The deadline for your submissions for the N4 Carrick on Shannon to Dromod Bypass Project is tomorrow Friday, 25th June.
View maps, FAQs & more online at: carrickdromod.ie



Comhairle Chontae Liatroma
Leitrim County Council

ROS MON
Consulting Engineer
Newcastle Road
Dromod, Co. Roscommon

ARUP

2040

Appendix B

Radio Advertisement Transcript

B1 Radio Advertisement Transcript

Leitrim County Council wishes to inform the public the public consultation number two for the N4 Carrick-on-Shannon to Dromod project is taking place from the 19 May 2021 to the 16th of June 2021. The project team are seeking feedback from the public on the alternatives and options presented for the project. A virtual consultation room is available online at www.CarrickDromod.ie, providing information and interactive mapping. You can book an online consultation meeting using the website or by calling Leitrim county council on 0719620005. Submissions can be made up until Friday, the 25 June 2021 using the online feedback form or by email in CarrickDromod@ARUP.com or by post to ARUP. The closing date for submissions is the 25 June 2021. Further information please log onto www.CarrickDromod.ie

Appendix C

Brochure and Comment Sheet

C1 Brochure

Press Esc to exit full screen

Carrick-on-Shannon to Dromod

Public Consultation No. 2

Alternatives and Options

May/June 2021

Introduction

Leitrim County Council and Roscommon County Council are progressing the N4 Carrick-on-Shannon to Dromod Project to deliver a sustainable transportation solution for transportation problems identified in Carrick-on-Shannon and the wider communities along the N4.

The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties. The N4 within the study area is a single carriageway and is approximately 21km in length.

The N4 is recognised as being particularly important in enhancing accessibility to the region. One of the key objectives of the project is to provide opportunities to

enhance the future tourism and the economic prospects of the region by providing more reliable and better connectivity between the northwest and the rest of the country.

A key driver for the project is to ensure that all elements of transport (including public transport, walking, cycling) are working together to achieve a sustainable solution and to minimise the impact to the natural and built environment.

To date it has been identified that there are significant transportation issues within the key towns of Carrick-on-Shannon and Cortober.

A summary of the transportation issues identified for the project is provided on the graphic below.

The existing N4 corridor from Dromod to Carrick-on-Shannon / Cortober has a transportation problem:

Lack of accessibility to the North West Region

Limited Public Transport: Low Passenger Numbers on Trains

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

Single narrow bridge crossing of the River Shannon with sharp bends and junctions located at either end

Journey time reliability

Local traffic in conflict with national traffic

Road safety

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

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

There are problems with congestion and journey time reliability.

Long journey times recorded

N4 Carrick-on-Shannon to Dromod Project

Public Consultation | May/June 2021

Alternatives and Options



Phase 2 - Option Selection: What's Happening Now?

The objective of this phase of the Project, Phase 2 Option Selection, is to develop Alternatives and Options that meet the Project Objectives and to carry out a systematic assessment of these Alternatives and Options leading to the selection of the preferred transportation solution, which will form the basis of the detailed design to follow in Phase 3.

This public consultation presents the broad range of potential solutions that will solve the problems identified and deliver on the Project Objectives.



Range of Alternatives and Options



Do-Nothing Option

This Option assumes there will be no other investment in the transport network (other than regular maintenance)



Do-Something Alternatives

- Active Travel Alternative
- Public Transport Alternative
- Demand Management Alternative



Do-Something Options

- Do-Minimum Option (This option involves maintaining the existing infrastructure and constructing committed and planned projects)
- Management Option (This option seeks to maximise the use of the existing infrastructure)
- Road Based Options



Discounted Options

These Options have been assessed, ruled out, and will no longer be considered as part of the Project



N4 Carrick-on-Shannon to Dromod Project

Public Consultation | May/June 2021

Alternatives and Options



Active Travel Alternative

What is Active Travel?

Active Travel means walking or cycling as part of a purposeful journey. Walking as part of a commute to work, cycling to the shop, or scooting to school are all considered Active Travel, whereas walking or cycling for recreational purposes are not.

The provision of safe infrastructure to support Active

Travel such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure.

The benefits of Active Travel include health benefits as well as environmental and economic benefits.



Analysis of traffic patterns in the study area has revealed a considerable number of short distance trips within the Carrick-on-Shannon and Cortober area are made by car, contributing to existing congestion on the N4.



Improvements to the walking and cycling infrastructure within the town, in addition to enhancements to local bus services, would support an increase in sustainable trip making. This in turn could lead to a reduction in traffic levels and congestion in the town.



As part of the Project Appraisal process, these measures will be assessed as an alternative to building new road infrastructure. However, these measures could also form part of a wider multi-modal transport solution for Carrick-on-Shannon and its environs.



- Provision of a comprehensive cycle network
- Improved facilities for cyclists (e.g. cycle parking, changing areas, e-bike charging, etc.)
- Construction of a new pedestrian and cycle bridge over the River Shannon (See adjacent sketch)
- Improvements to pedestrian facilities (e.g. improved crossings and footpath provision)
- Improve permeability within the town
- Potential pedestrianisation of key streets
- Increased rail service frequency
- Improved parking facilities at the railway station



- Rationalise parking along the existing N4 corridor
- Provision of Park & Stride (P & S) sites on periphery of town centre
- Car free centre
- Remote working hubs
- Delivery of centrally located mixed use developments



N4 Carrick-on-Shannon to Dromod Project

Public Consultation | May/June 2021

Alternatives and Options



Public Transport Alternative



- Enhanced Public Transport Network linking nearby urban settlements with Carrick-on-Shannon and key trip attractors in the town.
- Increase in services: Up to every 20 minutes during peak periods
- Mobility hub in the town centre facilitating interchange with other modes.
- Demand Responsive mini-bus services connecting isolated areas.
- Improved Parking Facilities at Railway Station



Road Based Option Corridors

The Stage 1 feasible road based Option Corridors within the study area are presented on the graphic below. These Option Corridors are assessed under the headings of Engineering, Environment and Economy.

There are eight potential Option Corridors, including the Management Option, in addition to the Active Travel, Demand Management and Public Transport Alternatives.

- | | | |
|------------|-------|--------|
| Purple | Cyan | Green |
| Orange | Black | Yellow |
| Dark Green | Blue | |

Some of the Options utilise sections of the existing N4. By re-utilising sections of the existing corridor, where possible, it ensures a sustainable solution.



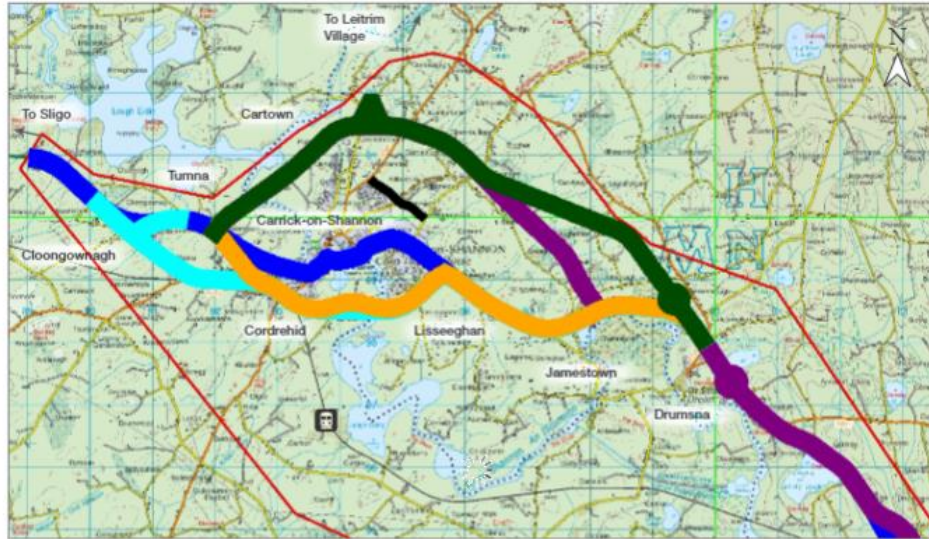
N4 Carrick-on-Shannon to Dromod Project

Public Consultation | May/June 2021

Alternatives and Options



West of Drumsna Junction



Blue Option Corridor

The Blue Option Corridor comprises the Management Option which considers interventions on the existing infrastructure to address the identified transport problems.

Purple Option Corridor

The Purple Option Corridor aligns closely to the previous emerging preferred corridor that was identified in 2011. The corridor deviates from the existing N4 at Tumna. It continues north-eastwards, crossing the River Shannon at Corryolus, and meets the R280 at Cartown. It continues south-eastwards and rejoins the existing N4 at Tully.

Dark Green Option Corridor

The Dark Green Option Corridor deviates from the existing N4 at Tumna. It continues north-eastwards, crossing the River Shannon at Corryolus, and meets the R280 at Cartown. It continues south-eastwards and rejoins the existing N4 at Mountcampbell.

Orange Option Corridor

The Orange Option Corridor deviates from the existing N4 at Meera. It continues to the rear of the West Gate Business Park, crossing the R368 to the east of the railway station. It crosses the River Shannon at Cordrehid and rejoins the existing N4 at Lisseeghan before following the existing N4 to the townland of Tully.

Cyan Option Corridor

The Cyan Option Corridor deviates from the existing N4 at Cloongownagh. It continues eastwards hugging the railway line, crossing the R368 to the east of the railway station. It crosses the River Shannon at Cordrehid and rejoins back to the existing N4 at Lisseeghan before following the existing N4 to the townland of Tully.

Black Option Corridor

The Black Option Corridor connects the R280 to the Summerhill Road and on to the Castlecara Road

N4 Carrick-on-Shannon to Dromod Project

Public Consultation | May/June 2021

Alternatives and Options



East of Drumsna Junction



The Blue Option Corridor

The Blue Option Corridor comprises the Management Option which considers interventions on the existing infrastructure to address the identified transport problems.

Green Option Corridor

From Drumsna the Green Option Corridor follows the existing N4 through Aghamore and on to Farnagh.

Purple Option Corridor

From Drumsna, the Purple Option Corridor follows the existing N4 corridor to Drumgildra, where a short offline deviation to the east of Aghamore is proposed. The corridor then follows the existing N4 to Farnagh.

Yellow Option Corridor

From Drumsna, the Yellow Option Corridor follows the existing N4 through Aghamore and a short deviation to the west of the existing N4 is proposed in the townland of Farnagh.



Discounted Options

A number of other Corridor Options were considered as part of the option development process, however they have been discounted from further consideration. These are presented in grey on the Discounted Options graphic.

N4 Carrick-on-Shannon to Dromod Project

Public Consultation | May/June 2021

Alternatives and Options



Carrick-on-Shannon to Dromod

What Happens Next?

We are inviting feedback from the public in relation to all of the Alternatives and Options presented to assist in the further development of a sustainable transport solution for the N4 Carrick-on-Shannon to Dromod Project

The public consultation format has been adapted to ensure compliance with the COVID-19 guidelines and Government restrictions. We have developed a dedicated website www.carrickdromod.ie which contains all of the information that would normally be displayed at an in-person public consultation.

The feedback and submissions received from the process will be considered by the Project Team in Stage 2 of the Option Selection process. Stage 2 involves a more detailed appraisal of the Alternatives and Options using a multicriteria analysis under the headings of Safety, Economy, Environment, Accessibility and Social Inclusion, Integration and Physical Activity.

The Stage 2 assessment will determine the best performing Alternative or Option or combination of Alternative(s) and/or Options to be taken forward as the Preferred Option.

It is envisaged that a public display of the Preferred Option will take place in Q4 2021.

How to Make a Submission

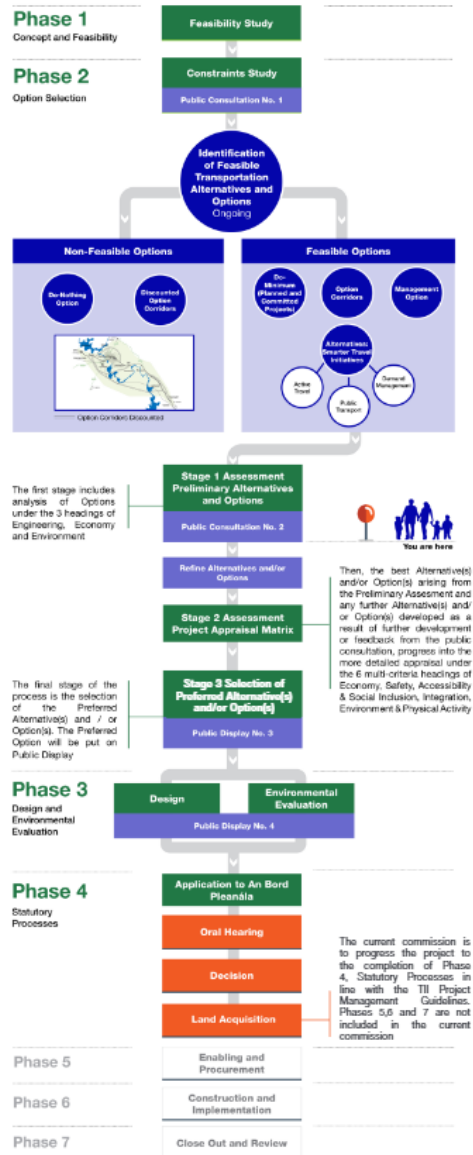
Please visit the Virtual Consultation Room on the Project website and tell us your views via the online feedback facility

<https://carrickdromod.ie/public-consultation/>

If you would like to talk to someone about the Project, you can also book a virtual meeting with a member of the Design Team within the Virtual Consultation Room on the Project website

<https://carrickdromod.ie/public-consultation/>

If you are unable to access the virtual consultation room and require hardcopies of the public consultation material please call us on 071 9620005 and we will forward a copy by post.



N4 Carrick-on-Shannon to Dromod Project
Public Consultation | March 2021
Alternatives and Options



Contact us by:

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Website
<https://carrickdromod.ie/contact/>

The closing date for
submissions is
16 June 2021



C2 Comment Sheet

N4 Carrick-on-Shannon to Dromod Project

Public Consultation No.2 | May/June 2021

Alternatives and Options



Name:

Contact No.:

Date:

Email:

Address:

Eircode:

Do you live/own property in the Study Area?

☐

Yes

☐

No

If you live/own property within the Study Area, is it:

☐

Residential

☐

Farm

☐

Commercial

☐

Other

Please provide the address of the property you own within the Study Area if it differs from your postal address:

Address:

Eircode:

Do you work in the Study Area?

☐

Yes

☐

No

If you have any specific information or opinion relating to the Study Area or proposed Alternatives and Options that you want the project team to be aware of, please provide details:

Please return by post or by email on or before 16 June 2021

Arup

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

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

Data Protection: By providing my details in this Feedback Form, I consent to the use of my personal data in accordance with Leitrim County Council's Privacy Statement which is available at:

<https://carrickdromod.ie/privacy-statement/>

Thank you for your feedback



An Roinn Iompair
Department of Transport



Tionscadal Éireann
Project Ireland
2040



Comhairle Chontae
Leitrim County Council



Comhairle Contae
Ros Comáin
Roscommon
County Council



TII
Transport Infrastructure Ireland

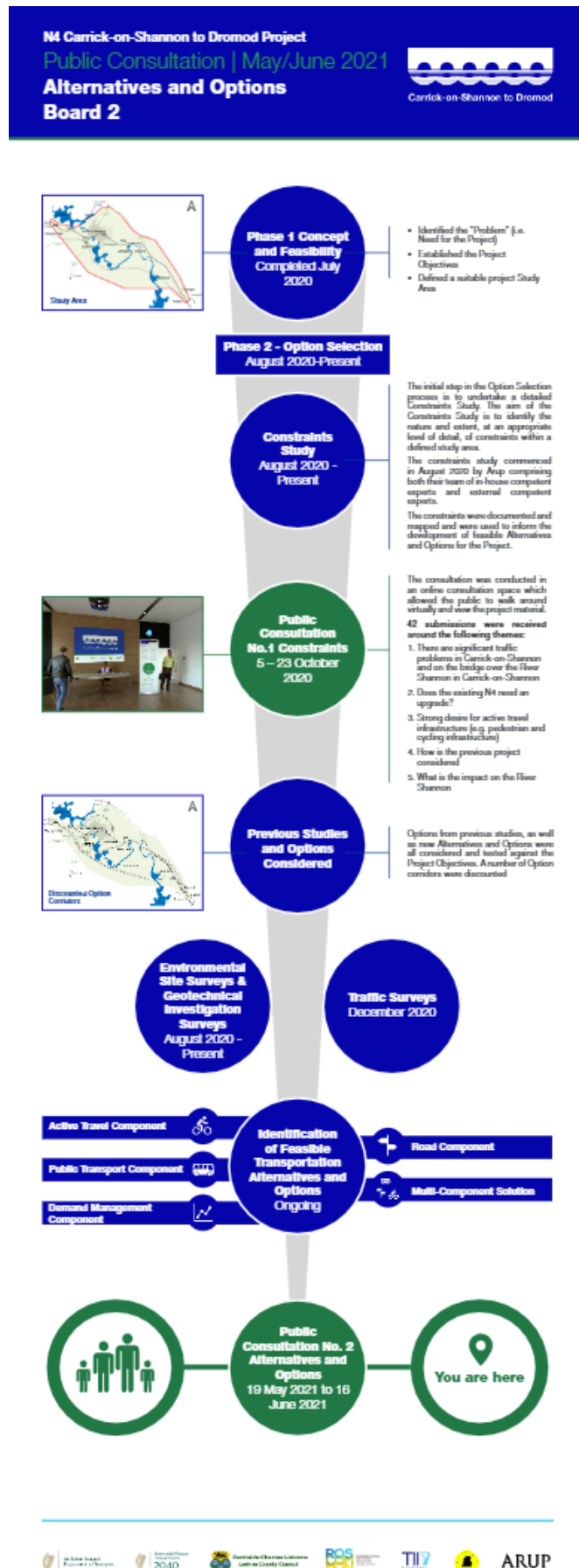


ARUP

Appendix D

Display Boards

274219-ARUP-02-OS-RP-YE-000014 | P03 | 1 March 2022



N4 Carrick-on-Shannon to Dromod Project

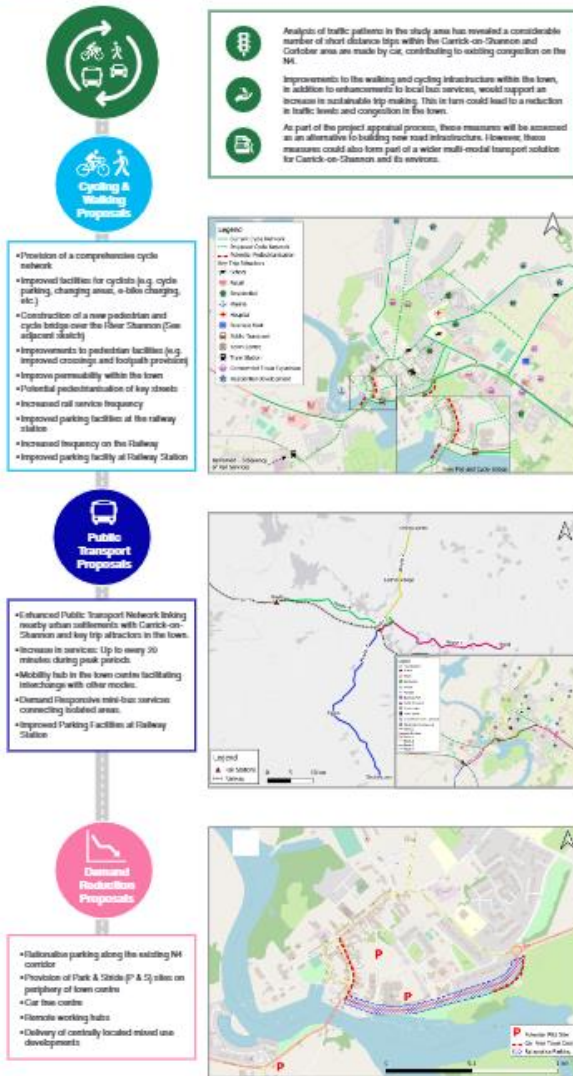
Public Consultation | May/June 2021

Alternatives and Options

Board 3

Carrick-on-Shannon to Dromod

Active Travel and Public Transport Alternatives



Visualisations of Active Travel Improvements



N4 Carrick-on-Shannon to Droimod Project
Public Consultation | May/June 2021
Alternatives and Options
Board 4

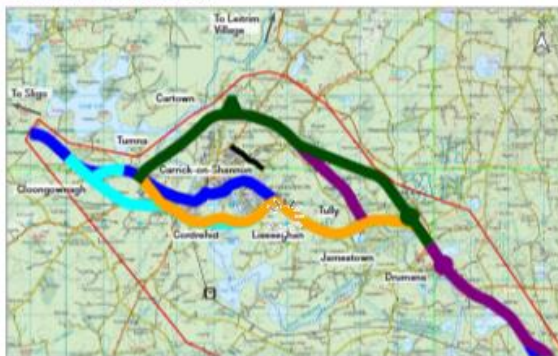


Carrick-on-Shannon to Droimod

Road Based Option Corridors



West of Droimod Junction



Blue Option Corridor

The Blue Option Corridor comprises the Management Option which considers interventions on the existing infrastructure to address the identified transport problems.

Purple Option Corridor

The Purple Option Corridor aligns closely to the proposed management preferred corridor that was identified in 2011. The corridor deviates from the existing N4 at Carrick-on-Shannon. It continues north-eastwards, crossing the River Shannon at Carrick-on-Shannon, and meets the R100 at Carrick-on-Shannon. It continues south-eastwards and rejoins the existing N4 at Carrick-on-Shannon.

Dark Green Option Corridor

The Dark Green Option Corridor deviates from the existing N4 at Carrick-on-Shannon. It continues north-eastwards, crossing the River Shannon at Carrick-on-Shannon, and meets the R100 at Carrick-on-Shannon. It continues south-eastwards and rejoins the existing N4 at Carrick-on-Shannon.

Orange Option Corridor

The Orange Option Corridor deviates from the existing N4 at Carrick-on-Shannon. It continues north-eastwards, crossing the River Shannon at Carrick-on-Shannon, and meets the R100 at Carrick-on-Shannon. It continues south-eastwards and rejoins the existing N4 at Carrick-on-Shannon.

Black Option Corridor

The Black Option Corridor connects the R100 to the Carrick-on-Shannon Road and on to the Carrick-on-Shannon Road. It follows the existing N4 to the townland of Tully.

East of Droimod Junction



Blue Option Corridor

The Blue Option Corridor comprises the Management Option which considers interventions on the existing infrastructure to address the identified transport problems.

Purple Option Corridor

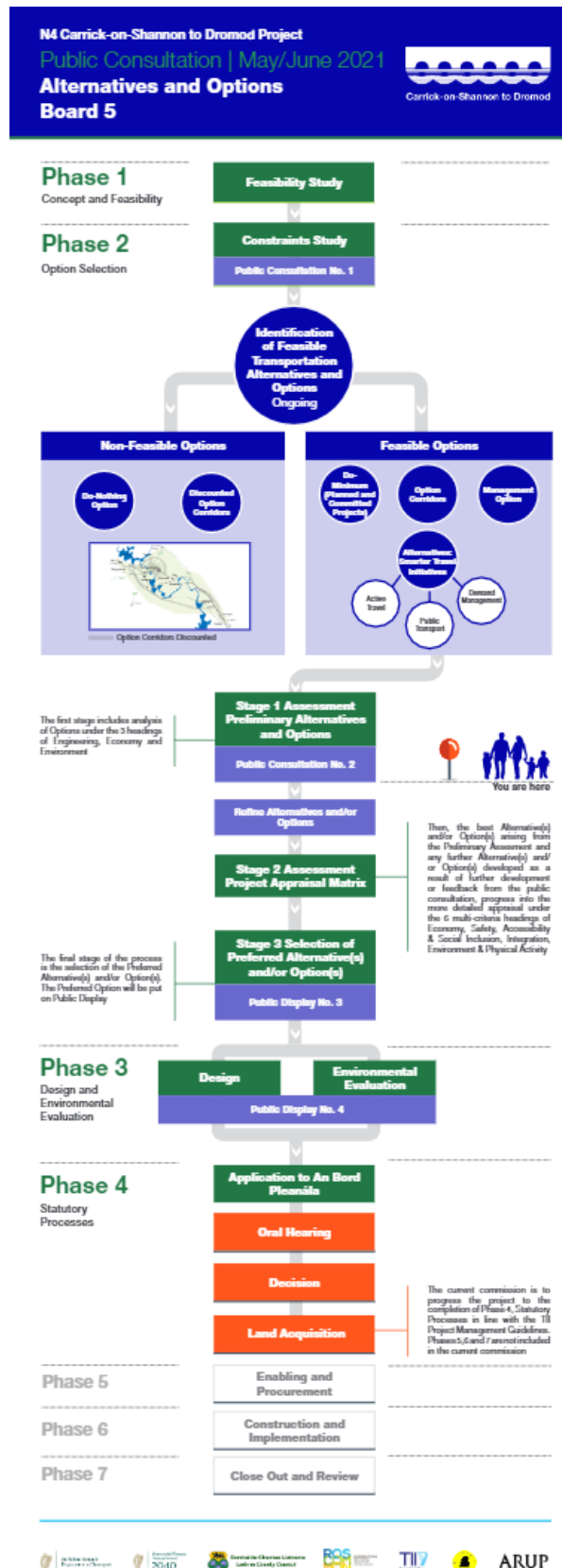
From Droimod, the Purple Option Corridor follows the existing N4 corridor to Droimod, where a short off-line deviation to the east of Droimod is proposed. The corridor then follows the existing N4 to Carrick-on-Shannon.

Green Option Corridor

From Droimod, the Green Option Corridor follows the existing N4 through Droimod and on to Carrick-on-Shannon.

Yellow Option Corridor

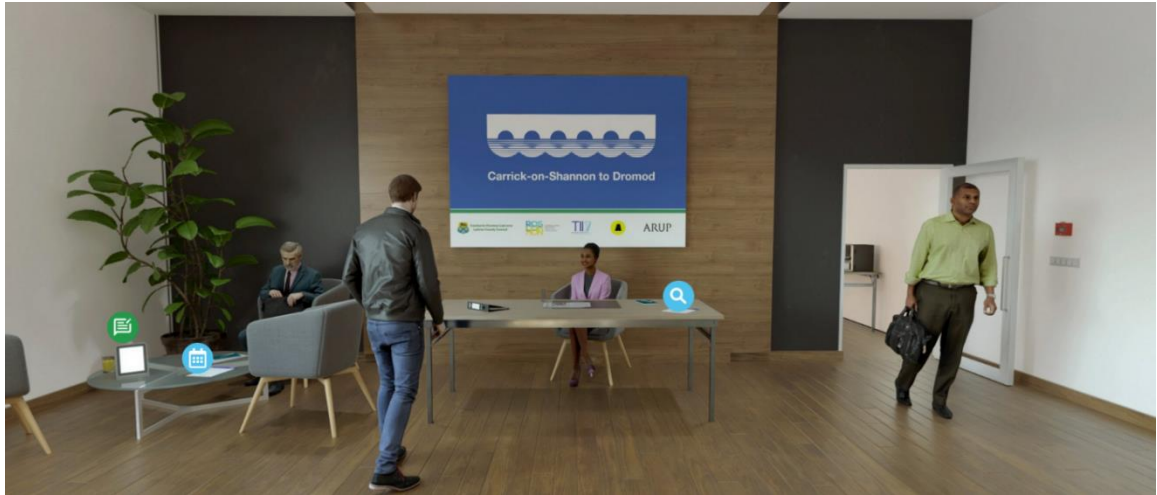
From Droimod, the Yellow Option Corridor follows the existing N4 through Droimod and on to Carrick-on-Shannon.



Appendix E

Screenshots of Live Virtual Consultation Room

E1 Screenshots of Live Virtual Room





Appendix F

Summary of Submissions

F1 Summary of Submissions

1 Individual Submission Responses

PC.2 – Submission 1

Submission from the Cortober Residents Association. The submission acknowledges the traffic issues in Carrick-on-Shannon and suggest a bypass of Carrick-on-Shannon should be installed from Cloneigh to Cleaheen, cross the River Shannon at Hartley Bridge, link with the Castlecara Road close to Páirc Seán mac Diarmuda and continue to tie into the N4 opposite the turn off to Jamestown.

PC.2 – Submission 2

The submission objects to the Cyan and Orange Option Corridors due to the impacts on the residents of Attirory.

PC.2 – Submission 3

Submission believes the public consultation is a means of “going through the motions” and that the project team are not serious about accommodating locals. The submitter believes the dual carriageway design on the Dromod bypass should not be replicated and is concerned about access for farmers. The submission suggests a bypass of Carrick-on-Shannon including a new River Shannon crossing only, and that the rest of the existing road is adequate.

PC.2 – Submission 4

The submission queries what the purpose of the extension to the Dark Green Option Corridor is and states this is the only option corridor with such an extension.

PC.2 – Submission 5

Submission from regular visitors to Attirory who object to the Cyan and Orange Option Corridors due to the impacts on the attractive tourism area.

PC.2 – Submission 6

The submission objects to the Cyan and Orange Option Corridors due to the impacts on the residents of Attirory.

PC.2 – Submission 7

Submission from landowners within the Purple Option Corridor who are opposed to their home remaining close to a national primary route and therefore request, that in the event this option corridor is selected, their home and property be acquired in full.

PC.2 – Submission 8

The submission objects to the Cyan and Orange Option Corridors and is Concerned about community safety, light, noise, and air pollution.

PC.2 – Submission 9

The submission queries how much of their lands will be acquired. The landowner states they had plans to renovate a property and construct a cattle-shed but is now unsure as to what to do. They note that it appears from the public consultation mapping that another property in their ownership falls within another option corridor but received no notification of same. Clarity on this issue and detailed maps of the proposals on both plots of land are requested.

PC.2 – Submission 10

Submission from a resident of Ros na h'Inse who objects to the Cyan and Orange Option Corridors and is concerned about the physical and psychological impact to their family, and the points of historic and archaeological interest on the Drumkeeran Road. The submission states the proposed options have caused great distress within the Attirory community.

PC.2 – Submission 11

The submission states that their home was not included in the previous project but now falls within the Dark Green Option Corridor and queries what the purpose of the extension to this corridor is.

PC.2 – Submission 12

The submitter believes a bypass in a residential area is unacceptable. They are concerned about light, noise, and air pollution.

PC.2 – Submission 13

Submission from a resident of Cluain Sí, Hartley. No further submission is made.

PC.2 – Submission 14

The submission is concerned about light, noise, and air pollution.

PC.2 – Submission 15

The submitter is concerned about light, noise, and air pollution in the Attirory area where they had hoped to buy.

PC.2 – Submission 16

The submission states that family home will be directly impacted by the proposed options and is concerned about light, noise, and air pollution, and road safety in residential areas.

PC.2 – Submission 17

Submission believes the maps presented were misleading and those available online are unclear. Detailed maps of the proposals in Aghamore and from Jamestown past Carrick-on-Shannon highlighting the River Shannon are requested.

PC.2 – Submission 18

The submission states that driver journey time should not be favoured over the quality of life of those within the option corridors. The submitter is concerned about noise and air pollution, devaluation of homes and the mental health impacts on local residents.

PC.2 – Submission 19

The submitter does not see the need for a bypass and states the proposals plan to uproot families and destroy nature. The submission notes that roads and bypasses have killed the economies of enough towns and that the existing N4 through Carrick-on-Shannon is aesthetically pleasing and should remain part of the road network.

PC.2 – Submission 20

The submission objects to Cyan and Orange Option Corridors and is concerned about light, noise, and air pollution. The submission states that the area is full of children who play outdoors. The submitter is currently working from home and the disruptions caused would not be conducive to working conditions.

PC.2 – Submission 21

The submission is concerned about noise and air pollution, visual impact and the destruction of habitats in the Dorrery area, and states there has been a lack of consultation with residents.

PC.2 – Submission 22

The submission states that the project is long overdue and considers the Dark Green Option Corridor the best option for future development of Carrick-on-Shannon.

PC.2 – Submission 23

The submission objects to the Dark Green and Purple Option Corridors. The submitter is concerned about increased light, noise and air pollution, visual and environmental impacts, increased crime and loss of privacy, and the quality of life of residents and highlights some of the wildlife, archaeological sites and plans for blueway in the area.

PC.2 – Submission 24

The submission objects to the Dark Green and Black Option Corridors and states that these options are unnecessary, unsuitable as they cut through residential areas, and will induce traffic in area with children walking and cycling to school.

PC.2 – Submission 25

Submission from residents of Lismoyle concerned about potential impacts to their property. The submission notes there are a number of ringforts and wildlife in the area. and highlights the historical family importance of the land. The submitters do not believe there is a need for a bypass to come so far out of Carrick-on-Shannon as the existing N4 through the town is of good standard and requires little upgrades.

PC.2 – Submission 26

Submission from resident of Moher who query how the proposed road will impact the frontage, road levels, traffic, and pedestrian access at their property.

PC.2 – Submission 27

Submission from residents of Gortinty who query what alternatives are available in the area and are opposed to any disruptions to homes and livelihoods.

PC.2 – Submission 28

Submission from the Department of Defence to advise that they have no observations on the project.

PC.2 – Submission 29

Submission from a landowner whose home is within the Cyan and Yellow Option Corridors in residentially zoned lands. The submission states that these options are contrary to current planning policy, will inhibit development, and will negatively impact the railway and ESB substation. Further detail on overbridges and embankments in the area requested.

PC.2 – Submission 30

The submission queries the need for the Black Option Corridor, whether it will be introduced along with another option, how it will cross the Summerhill Road, the associated impacts to access and Slí na Sláinte, and whether there are plans to upgrade the existing R280.

PC.2 – Submission 31

The submission notes that the Purple Option Corridor runs through their back garden while there is land behind the house. A number of ringforts and wildlife in the area are highlighted. The submission also states that there is a frontline worker in the household who works nights and will not be able to sleep due to noise pollution.

PC.2 – Submission 32

The submission objects to the Cyan and Orange Option Corridors. The submitter believes it represents poor planning to propose a road that will demolish new homes in Attirory when there are green fields to the far side of the corridors. The submission states these options will cause much greater human impact than any of the other proposals and is concerned about light, noise, and air pollution, disruption to services during construction, increase in crime and loss of privacy. The submission notes that the fields behind the houses floods annually and fears the construction of a road here will exacerbate this. The submission also highlights the importance of the existing landscape and wildlife for tourism and the local economy.

PC.2 – Submission 33

The submission is concerned about how many homes and businesses will be lost in the process of building a bypass and seeks information on construction duration and of the delays and disruptions caused to residents.

PC.2 – Submission 34

Submission from a resident of Hartley whose home lies within the Dark Green Option Corridor. The submitter queries how it is proposed traffic on Cootehall Road (Hartley Bridge) access Carrick-on-Shannon and is concerned about how minor road diversions will impact the family home. The submission states that by the time a preferred option is chosen, without these details, it will be too late to argue a case.

PC.2 – Submission 35

The submission objects to the Black Option Corridor. The submitter is concerned about the safety of pedestrians, noise pollution, and wildlife. An extension to the public consultation to allow for further consideration of the proposals is requested.

PC.2 – Submission 36

The submission requests a copy of the public consultation material including a map with townland names.

PC.2 – Submission 37

The submission states a southern bypass of Carrick-on-Shannon should be selected as it offers the most direct route therefore requiring the least financial and environmental costs. The submission proposes the Black Option Corridor also be provided but suggests this option should connect to the existing N4 by extension to the east. It is stated that the existing N4 through Aghamore is unsuitable for a national primary route and therefore the Purple Option Corridor should be selected.

The submission notes that while public transport is desirable, improved active travel facilities have greater potential in a town the size of Carrick-on-Shannon and therefore suggests removing parking, pedestrianising some streets, implementing one-way streets and improving permeability within the town.

PC.2 – Submission 38

This submitter left no comment.

PC.2 – Submission 39

The submission states that they do not want family lands or home compromised in any way and that that the younger generation wish to continue farming and to pass the lands on again.

PC.2 – Submission 40

Submission from resident of Lisseeghan who states that the Cyan and Orange Option Corridors do not allow for future expansion of Carrick-on-Shannon nor cater for the R280 traffic, and highlights the visual impacts, devaluation of properties, noise pollution and risk to human health due to these options particularly in the Attirory area.

PC.2 – Submission 41

The submission states that the Cyan and Orange Option Corridors do not allow for future expansion of Carrick-on-Shannon nor cater for the R280 traffic, and highlights the visual impacts, devaluation of properties, noise pollution and risk to human health due to these options particularly in the Attirory area.

PC.2 – Submission 42

The submission objects to the Cyan and Orange Option Corridors and states that these options are ill-considerate and give no thought to residential amenity.

PC.2 – Submission 43

The submission states the northern option has the advantage of catering for the R280 traffic but will have negative impacts on the natural amenities and walking routes and that it is not clear why the southern bypasses do not avoid built up areas by tying into the existing N4 at Corbally.

PC.2 – Submission 44

Submission from residents of Cnoc na Sí who are opposed to a new road and the prospect of having to move. They are also concerned about noise and air pollution.

PC.2 – Submission 45

The submission states a new bypass would be unsuitable in the Attirory area and is concerned about light, noise and air pollution, disruption to services, flood risk and structural damage to homes.

PC.2 – Submission 46

The submission objects to the Cyan Option Corridor and highlights the local importance of the quiet country road that goes past Glas na hAbhainn for daily walkers.

PC.2 – Submission 47

Submission from a local sports club concerned about their only facility being impacted by the project.

PC.2 – Submission 48

The submitter believes the options proposed are too close to Carrick-on-Shannon town and local communities and suggests alternative options should be proposed which do not encroach upon residential developments.

PC.2 – Submission 49

Submission is currently building a new home in the area. They were advised in July 2019 that the site was not in any potential road corridor and are concerned about the house being demolished, wildlife, noise and air pollution, and pedestrian safety.

PC.2 – Submission 50

Submission from the residents of Cnoc na Sí who object to the Cyan, Orange and Blue Option Corridors. The submission is concerned about air pollution and the associated health impacts, impact to biodiversity, structural damage and devaluation of homes, and impacts to the local economy. The submission voices support for the objections of neighbouring housing estates and states the costs of these proposals outweigh the potential benefits.

PC.2 – Submission 51

Opposed to the use of roundabouts at the tie-in points between a bypass and the existing N4 and at any junctions with the regional network. Believes the section of the N4 within the study area should provide a free-flowing 100kmh zone and such roundabouts would cause delays. Suggests the Cyan Option corridor should tie into the existing N4 at Corbally to avoid soft ground.

PC.2 – Submission 52

The submission states that there is confusion and mistrust in the public consultation process among locals and suggests an in-person event may be helpful. The submission highlights a number of properties deemed unused that could be acquired for expansion of the existing road.

PC.2 – Submission 53

The submission queries whether any consideration has been given to the noise levels at The Grange, Drumsna, what mitigation measures would be provided, why an option west of Gortaconnellan Lough has not been considered, and why the option to the south west of the study area has been discounted.

PC.2 – Submission 54

Submission supports the community of Attirory in its objections to the Cyan and Orange Option Corridors. The submission acknowledges the need for a bypass of Carrick-on-Shannon and suggests an option further east would have less of an impact.

PC.2 – Submission 55

Submission from resident of Ard na Sí who objects to the Cyan and Orange Option Corridors and are concerned about the potential demolition of their home, increased light, noise, and air pollution. The submission notes that the lands behind their home flood annually.

PC.2 – Submission 56

Submission from resident of Cloonsheerevagh concerned about noise pollution, community severance, wildlife, visual impact, tourism and the local economy.

PC.2 – Submission 57

Submission from residents near the study area who object to the Cyan and Orange Option Corridors. They are concerned about increased light, noise, and air pollution, vibration during construction, the health, wellbeing, and quality of life of residents, devaluation of properties, increased crime levels, reduced levels of privacy, lack of prior consultation and poor information. The submission states the Cyan and Orange Option Corridors are last minute solutions that will have impact a large number of residents and the general reputation of the area.

PC.2 – Submission 59

Submission supports the community of Attirory in its objections to the Cyan and Orange Option Corridors. The submission acknowledges the need for a bypass of Carrick-on-Shannon and suggests an option further east would have less of an impact.

PC.2 – Submission 60

Submission from the Office of Public Works. The submission notes that there are no Arterial Catchment Drainage Schemes under their responsibility located within the study area, however there are two Drainage Districts under the responsibility of the local authority in the study area, and a flood relief scheme proposed for Carrick-on-Shannon.

PC.2 – Submission 61

The submission highlights the local importance of the Annaduff Ancient Abbey and the Anthony Trollope Trail and suggests an under/overpass be provided to cross the N4.

PC.2 – Submission 62

Submission from a landowner in Dromore/Corrylough who notes the presence of two forts on their land. The submission states that there was greater interaction from the project team during the previous project, and that more consultation should have taken place on the impact this project may have on their lands.

PC.2 – Submission 63

Submission from the Geological Survey Ireland who encourage the use of their data sets and maps throughout the EIAR, SEA, planning and scoping processes, and gives details of same. The submission requests that deep cuttings be left exposed where possible to improve the geological knowledge of the area.

PC.2 – Submission 64

The submission states that the future of Carrick-on-Shannon relies on tourism, emphasised by the proposed Blueway and ongoing upgrades within the town. The submitter believes that the objective of preserving Carrick-on-Shannon as a tourism attraction has been lost. The submission states that the construction of a new road contradicts modern planning policy and that the N5 could be considered as an alternative option.

PC.2 – Submission 65

Submission from a resident of The Grange, Drumsna who queries whether the road will encroach on the estate.

PC.2 – Submission 66

Submission from a resident of Hartley who objects to the Purple Option Corridor and is concerned about losing their home, pedestrian safety, flood risk, induced traffic, noise and air pollution, visual impacts and the loss of wildlife. The submission acknowledges traffic issues in Carrick-on-Shannon and suggests widening the River Shannon Bridge.

PC.2 – Submission 67

Submission from resident of Croghan Road who objects to the Cyan and Orange Option Corridor and is concerned about noise and air pollution, excessive development in a zoned residential area, and the impacts to local agricultural and amenity facilities.

PC.2 – Submission 68

Submission from the Irish Aviation Authority to advise that they have no observations on the project.

PC.2 – Submission 69

Submission from resident of Ard na Sí who objects to the Cyan Option Corridor and is concerned about noise and vibration, visual impact, and the loss of wildlife. The submission is

opposed to the existing ESB lines being moved closer to their homes. The need for a bypass of Carrick-on-Shannon town acknowledged, but the submitter believes the Cyan Option Corridor impacts too many people.

PC.2 – Submission 70

The submission endorses the Dark Green Option Corridor as it avoids Carrick-on-Shannon town, existing houses, the railway line, and is least liable to flooding.

PC.2 – Submission 71

The submission states that there does not appear to be any evident advantage of the southern option corridors over the northern option corridors as a northern option corridor will cater for the R280 traffic and a southern option corridor will impact local sports clubs. The submission proposes a local disused quarry should be backfilled and used to dispose of construction material. The Submission also suggests if the Black Option Corridor is selected, it should be constructed under the Summerhill Road as it would otherwise sever an existing walking and cycling route, and will induce traffic to a residential area. It is stated that the Black Option Corridor would not be required if the Dark Green or Purple Option Corridors were selected.

PC.2 – Submission 72

The submission states that there are too many issues with the proposed option corridors and believes the N5 is a better option.

PC.2 – Submission 73

The submission objects to the Black Option Corridor and states the existing links between the R280 and the Castlecara Road are adequate. The submission highlights that the corridor crosses a residential area and an existing walking and cycling route. The submitter believes the introduction of a new junction on Summerhill Road would be chaotic.

PC.2 – Submission 74

Submission from owners of a property in Gortinty concerned about the level of detail available on the options and alternatives. They believe it would be more rational to conduct a public consultation after a cross-section is determined and are surprised no detail of the potential impacts to properties are offered. The submission suggests further detail of the project's envisaged carbon footprint should be made available prior to progressing to the design stage.

PC.2 – Submission 75

Submission from the Northern and Western Regional Assembly who are supportive of the project as it enables a key piece of infrastructure to enhance accessibility across the west/northwest, but do not comment specifically on the option corridors or alternatives.

PC.2 – Submission 76

The submission endorses the Orange or Blue Option Corridors but would prefer the existing infrastructure be left as it is.

PC.2 – Submission 77

Submission from the residents of Cnoc na Sí who object to the Cyan, Orange and Blue Option Corridors. The submission is concerned about air pollution and the associated health impacts, impact to biodiversity, structural damage and devaluation of homes, and impacts to the local economy. The submission voices support for the objections of neighbouring housing estates and states the costs of these proposals outweigh the potential benefits.

PC.2 – Submission 78

Submission from a resident of Dromore concerned about the Dark Green and Purple Option Corridors. The submission queries what noise mitigation will be provided, how close the proposed design will be to their house and devaluation of same, how the Castlecara Road will interact/connect with the proposed design and seeks clarification on whether developments are permitted in an area of ringforts and fairy forts.

PC.2 – Submission 79

Submission from a Glenpatrick property owner who is concerned about the proposed options in their area and objects to the proposed Cyan and Orange option corridors due to the following reasons:

- Increase in air, noise and light pollution as well as vibration (during the construction phase the long-term pollution post-construction)
- Threat to the mental and physical health and wellbeing of residents
- Negative impact upon the visual landscape
- Overshadowing and loss of natural day light for a large number of family homes
- Potential risk of flooding to the area
- Devaluation of properties
- Diminished quality of life for residents
- Increased health-related issues due to pollution
- Increased crime due to lack of privacy and exposure to national route
- Availability of other alternative routes which have lesser negative human impact
- Lack of prior consultation and poor information
- Disruption to Electricity supply and rail services during construction

PC.2 – Submission 80

Submission from a resident within the study area who objects to the proposed Cyan and Orange option corridors due to the following reasons:

- Increase in air, noise and light pollution as well as vibration (during the construction phase and long-term post-construction)
- Threat to the mental and physical health and wellbeing of residents
- Negative impact upon the visual landscape
- Overshadowing and loss of natural day light for a large number of family homes
- Potential risk of flooding to the area
- Devaluation of properties
- Diminished quality of life for residents

- Increased health-related issues due to pollution
- Increased crime due to lack of privacy and exposure to national route
- Availability of other alternative routes which have lesser negative human impact
- Lack of prior consultation and poor information
- Disruption to Electricity supply and rail services during construction

PC.2 – Submission 81

The submission objects to the Cyan and Orange Option Corridors and states that either of these options would have negative impacts.

PC.2 – Submission 82

The submitter is concerned about the ambiguity of the option corridors due to the lack of detail and that the Black Option corridor will cause community severance, disrupt the existing route into Carrick-on-Shannon and induce traffic to the area. They are also concerned the Dark Green and Purple Option Corridors pose environmental issues and will cause noise pollution.

PC.2 – Submission 83

Two leaflets are submitted: one of Annaduff Ancient Abbey and another of the Anthony Trollope Trail. No further comment is made.

PC.2 – Submission 84

The submission objects to the Purple and Dark Green Option Corridors and states it is contradictory to propose a bypass adjacent to the proposed blueway. The submission is concerned about visual impact, flood risk, tourism, and wildlife. They suggest removing the footpaths from the existing River Shannon Bridge, improving the existing infrastructure, and investing in public transport. The submission states the N5 should be considered as an alternative option and that the construction of new bypasses and motorways will not help to achieve the targets of the Climate Action Plan 2030.

PC.2 – Submission 85

The submission objects to the Purple and Dark Green Option Corridors and states it is contradictory to propose a bypass adjacent to the proposed blueway. The submission is concerned about visual impact, flood risk, tourism, and wildlife. They suggest removing the footpaths from the existing River Shannon Bridge, improving the existing infrastructure, and investing in public transport. The submission states the N5 should be considered as an alternative option.

PC.2 – Submission 86

Submission from a resident of The Grange, Drumsna concerned about noise and air pollution during construction and operation. The submitter notes that their home is within the Yellow Option Corridor and seeks clarification that there will be no disruption to the family's quality of life as a result of the project.

PC.2 – Submission 87

The submitter disagrees with the project and does not accept that houses and land may be acquired. The submission states the project team have used the Covid-19 pandemic as an excuse not to meet the public.

PC.2 – Submission 88

The submission objects to the Cyan Option Corridor and is concerned about light and noise pollution on Cnoc na Sí. The submitter believes the construction of a road in this area will negatively impact tourism and destroy the quiet lanes used by locals.

PC.2 – Submission 89

The submission objects to the Cyan Option Corridor and is concerned about light and noise pollution on Cnoc na Sí. The submitter believes the construction of a road in this area will negatively impact tourism and destroy the quiet lanes used by locals.

PC.2 – Submission 90

Submission from a resident of the Cnoc na Sí who objects to the Cyan, Orange and Blue Option Corridors, as they would demolish many of the homes in the area. The submitter believes implementing these options will not solve the traffic issues in Carrick-on-Shannon.

PC.2 – Submission 91

Submission from a local business owner concerned about impacts to tourism, the local economy and the proposed blueway caused by the Dark Green and Purple Option Corridors.

PC.2 – Submission 92

Submission from a resident of Hartley concerned about impacts to the local economy, flood plains, existing landscape and light, noise, and air pollution caused by the Dark Green Option Corridor. The submission queries whether consideration has been given to the N5 as an alternative option.

PC.2 – Submission 93

Submission from residents of Tully, Jamestown whose home falls within the Purple Option Corridor. The landowners are opposed to an overbridge on L7426 as it would encroach on, and devalue their property, and object to any works that would impede on the existing protected views in the area. They are concerned about visual and archaeological impacts, flood risk, induced traffic, light and noise pollution, and security. The submission suggests upgrading the existing junction between the N4 and L7426 to current safety standards while maintaining safe access to and from Jamestown for local residents.

PC.2 – Submission 94

Submission from residents of Annaduff concerned that their home and that of a family member may be acquired, noise and air pollution, and the health and safety of pedestrians. The submission notes the ample wildlife in the area.

PC.2 – Submission 95

Submission from residents of Tully, Jamestown whose home falls within the Purple Option Corridor. The landowners are opposed to an overbridge on L7426 as it would encroach on, and devalue their property, and object to any works that would impede on the existing protected views in the area. They are concerned about visual and archaeological impacts, flood risk, induced traffic, light and noise pollution, and security. The submission suggests upgrading the existing junction between the N4 and L7426 to current safety standards while maintaining safe access to and from Jamestown for locals residents.

PC.2 – Submission 96

Submission from a landowner concerned about potential landtake and access to retained lands. The submission states the public consultation maps are not specific enough to assess the possible impacts. They are concerned any of the option corridors could hinder the potential for development of Drumsna and notes the local routes used for walking and cycling.

PC.2 – Submission 97

Submission from residents of Drumsna who highlight the natural beauty and history of the area. The submission acknowledges the issues with the existing Carrick-on-Shannon bridge but are concerned about the impacts the project may have on the existing countryside landscape and homes.

PC.2 – Submission 98

The submission states it is not possible to run a road parallel to the rail line and not impact dwellings.

PC.2 – Submission 99

The submission suggests widening the existing N4, introducing a roundabout at Faulties/Fearnaught and providing a parallel road from this roundabout to Aghamore. The submission proposes this road should be to the west of the N4 to provide access to properties and could also be used for active travel.

PC.2 – Submission 100

Submission from a farm owner and resident of Drummagh who states that the Dark Green and Purple Option Corridors are the most practical as the Cyan and Yellow Option Corridors conflict with the national rail line. They believe the Blue Option Corridor is a “non-starter” and is unsure as to why it is included as an option. The submission states the Black Option Corridor will cause community severance and an opportunity for further housing development will be lost. They are concerned about a new junction, induced traffic, noise air and ground water pollution, and the impact of fox habitats.

PC.2 – Submission 101

Submission feels the public consultation has been inadequate, unsatisfactory as it was held online, and should have been extended. The submission states council engineers should have been visiting local resident in their homes for the past year. The submitter acknowledges the needs for a bypass of Carrick-on-Shannon but disagrees that the N4 from the east of Carrick-

on-Shannon to Faulties should be upgraded. They are concerned about the cross-section of the N4 being upgraded from a single to dual carriageway for safety and access reasons and is opposed to a bypass of Aghamore. The submission states that the maps available are misleading and feels the disclaimer allows the project team to change the corridors as they please.

PC.2 – Submission 105

Submission from residents of the Cornamuckla / Aughameeney area who objects to the option corridors in this area. The submission states that the public consultation has been inadequate in terms of access and content. They believe that the virtual element has neglected a cohort of people and note that the design team were not in a position to give details of widening, landtake, access etc. They are concerned about light, noise and air pollution, impact on flood plains, biodiversity and the local economy.

PC.2 – Submission 102

The submission objects to the Black Option Corridor and is concerned about community severance, access to Carrick-on-Shannon, noise and air pollution, and induced traffic.

PC.2 – Submission 103

The submission objects to the Black Option Corridor and list a number of constraints in the corridor including the walking/cycle way, schools and habitats. The submission is concerned about noise pollution for local residents and states that this option will not improve traffic flow.

PC.2 – Submission 104

The submission objects to the Black Option Corridor and list a number of constraints in the corridor including the walking/cycle way, schools and habitats. The submission is concerned about noise pollution for local residents and states that this option will not improve traffic flow.

PC.2 – Submission 106

The submission states that works would adversely affect their quality of life, property and local environment and that people and their homes should be considered as the primary constraint. The submission notes there are no provisions for active travel infrastructure in the rural parts of the study area, only in Carrick-on-Shannon, and suggests an enhancement of public transport. The submission also suggests a route adjacent to the railway line would be preferable to most and queries why such a route was discounted. The submission states that a northern bypass route should be completely offline along the edge of the study area and queries the cross-section type and width of the proposed mainline and side roads.

PC.2 – Submission 107

Submission from residents of The Grange, Drumsna concerned about construction and operational disruptions, noise and air pollution, and the devaluation of their property.

PC.2 – Submission 108

Submission from residents of The Grange, Drumsna concerned about the impact that widening the existing N4 may have on their community and the value of their property.

PC.2 – Submission 109

Submission from residents of Drummagh and Summerhill who object to the Black Option Corridor. The submission includes detail on traffic generation, road access, and safety.

PC.2 – Submission 110

The submission objects to the Black Option Corridor and suggests an upgrade to the existing link road between the Castlecara and Leitrim Roads at Cornamuckla (L7414).

PC.2 – Submission 111

Submission from a resident of Drumgilra concerned about potential impacts to their property due to the widening of the existing N4. They feel the public consultation has been inadequate and that not enough information has been provided to landowners to make an informed submission.

PC.2 – Submission 112

Submission from residents of Fearnought who query whether there would be provisions made for a roundabout at the junction with L1475, and a slip road and lighting to the entrance of Annaduff GGA pitches and the Leitrim Centre of Excellence.

PC.2 – Submission 113

The submission objects to any overpasses near their home and/or the N4 encroaching closer to them.

PC.2 – Submission 114

The submission objects the Cyan and Orange Option Corridor and is concerned about impacts to material assets, flood risk, community severance, environmental impacts, and pollution.

PC.2 – Submission 115

Submission from residents of Drummagh and Summerhill who object to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 116

The submission objects to the Black Option Corridor and is concerned about community severance and property devaluation.

PC.2 – Submission 117

Submission from residents of Drummagh and Summerhill who object to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 118

Submission from a resident of Drumsna concerned about the impact on the local community.

PC.2 – Submission 119

The submission objects to the Black Option Corridor and highlights the significance of the local community. The submitter is concerned about community severance, the loss of homes, privacy and biodiversity along with increased noise and air pollution. The submission notes that the Black Option Corridor does not join the existing N4 and infers that the colouring of the corridor makes it concealed and misleading on the interactive mapping as it is not as obvious as the other brightly coloured options.

PC.2 – Submission 120

The submission objects to the Black Option Corridor and questions its necessity as there is a proposed bypass less than one mile to the north. They are concerned about losing their family home, community severance, and the health and safety risks to residents.

PC.2 – Submission 121

Submission from a resident of Drumsna who objects to the Yellow, Green and Purple Option Corridors as their home lies within each of them. They are concerned about visual impacts, community severance, noise pollution and the safety and wellbeing of their child.

PC.2 – Submission 122

The submission objects to the Black Option Corridor due to the impact on the existing walk/cycle way.

PC.2 – Submission 123

The submission objects to the Cyan and Orange Option Corridors. The submitter is concerned about the impacts to residential areas and community severance. The submission suggests a route north or south/northwest of Carrick-on-Shannon to avoid existing homes and allow for planning of future development.

PC.2 – Submission 124

Submission from a resident of The Grange, Drumsna who objects to any option corridor passing the housing estate due to increased noise pollution and the impacts to neighbouring estates and Drumsna Village. The submission states that Leitrim has some of the strictest planning conditions in Ireland with a large shortage of housing.

PC.2 – Submission 125

Submission from a resident of The Grange, Drumsna, who predominantly works from home and objects to any option corridor that would impact on their housing estate and the surrounding community.

PC.2 – Submission 126

The submission objects to the Orange and Cyan Option Corridors as they traverse the residential area of Ard na Sí and will increase light, noise, and air pollution.

PC.2 – Submission 127

Submission from a resident of Drummagh who objects to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 128

The submission objects to the Purple and Dark Green Option Corridors. The submitter is of the opinion that these options ‘not demonstrably preferable’ than other options available for selection. The submission comments on each of the project objectives.

Economy:

The submission references Northern and Western Regional Assembly (NWRA) Regional Spatial and Economic Strategy 2020-2032 (RSES) - Growth Ambition 3, which emphasises appropriate multi-modal transport priorities. The submission states that alternative multi-modal options are necessary for local trips and welcomes the recent government announcement for investment in bus corridors in County Leitrim.

The submission states as the Orange and Cyan Option Corridors are shorter routes, close to the rail and primary roads network, which would provide for efficient connectivity. It is the opinion of the submission that the Orange and Cyan Option Corridors contain minimal constraints, which is in stark contrast to the Dark Green and Purple Option Corridors.

The submission states that the long-term viability and sustainability of the town relies upon national, regional and county plans, within which a bypass sits, and identifies tourism as a key industry for Carrick-on-Shannon. Reference is made to the West Regional Enterprise Plan, specifically the key objective to ensure “the continued sustainable growth of tourism in the West”, and to the proposed Carrick-on-Shannon to Battlebridge Blueway as a central tourism zone.

The submission lists the key future priorities as identified in NWRA RSES, which also identifies the east side of Carrick-on-Shannon primarily for industry and the town centre and west/northwest prioritised for tourism.

The development of the Dark Green and Purple Option Corridors is criticised for straddling the area of the proposed Blueway. The submission states that the Dark Green and Purple Option Corridors are along the tourism gateway for the northwest and southwest, and notes that the Orange and Cyan Option Corridors would preserve the unspoilt area north of the town and the associated eco-tourism industry.

Estimates of construction length and areas of landtake per option corridor are given in the submission. The submission states that the Cyan and Orange Option Corridors offer greater value for money than the Dark Green or Purple Option Corridors due to being a shorter route, which implies shorter construction time, less materials required and less lands to be acquired. The submission also claims that 80% of traffic is not catered for by the Purple and Dark Green Option Corridors.

Environment:

The submission notes that both the Purple and Dark Green Option Corridors are upstream of the drinking water supply abstraction point which serves most of south County Leitrim. This has the potential to pollute and contaminate the water supply, which would have profound negative impact on water quality for human consumption. This will not be an issue if the Cyan or Orange Option Corridors are chosen.

The submission notes that the Purple and Dark Green Option Corridors cross the Lough Drumharlow pNHA. The presence of Greenland White-fronted Geese, Whooper Swans and Curlews in the area is highlighted. The submission states that the loss of habitat, inappropriate development and human disturbance could be a threat to these species.

The submission states that the Purple and Dark Green Option Corridors pass through at least seven areas of either Annex I habitats or ecologically important sites, including areas of broadleaved/wet woodland/scrub, marsh, and wet grassland. The areas of broadleaved woodland and wet grassland at Minkill/Kildorrage contain *Succisa pratensis* which has potential for Marsh Fritillary Butterfly. The habitat of this Annex II species is currently protected within Special Areas of Conservation.

The submission highlights the presence of other protected & rare species in Ireland namely, bats, pine martins, red squirrel, hedgehog, frogs/toads and hares, within the Purple and Dark Green Option Corridors. It is noted in the submission that all species of bats, and their roosts, are protected by Irish and EU law, and the presence of a national primary route will negatively impact the bat populations in the area due to noise.

The submission is of the opinion that the southern option corridors are more favourable from an ecological perspective as they do not impact as many sensitive habitats and impacts could be more easily mitigated on those that they do encroach. There are also no nationally designated areas or areas proposed for designation located on the southern option corridors.

The submission states that a new river crossing should not exacerbate flooding upstream or downstream. The Purple and Dark Green Option Corridors traverse floodplains that are vital for minimising the risk of flooding in Carrick-on-Shannon. To ensure flooding is not exacerbated, a northern river crossing will require viaduct structures on approach to the main span of the River Shannon, approximately 460m, incurring unacceptable economic and environmental costs. Reference is made to the Leitrim County Development Plan 2015 – 2022 which states “development on the floodplain will only be granted in exceptional circumstances and where the Council is satisfied that downstream (and upstream) consequences are insignificant”. The submission argues that the consequences of constructing a structure of this nature cannot be considered insignificant. The Cyan or Orange Option Corridors cross the River Shannon and associated floodplains at a conveyance width of 180m, according to the submission, which would reduce these risks.

The submission highlights the noise levels on the River Shannon and Lough Drumharlow as a considerable constraint from a leisure and tourism perspective. People have chosen to live and build new homes in the townlands of Cloonmann, Corryolus, Portaneoght, Hartley, Dromore, Keenaghan, Cornaslieve, Lisduff and Minkill/Kildorrage as these are quiet, peaceful rural locations which have very low air pollution levels. The submission states that the construction

of a national primary route through these locations will have detrimental effects on people's health and well-being, and on wildlife sensitive to air and noise pollution.

The submission notes that there are no statutory limits for environmental noise in either EU or Irish legislation but the EPA Guidance Note for Noise Action Planning, EPA July 2009 recommends noise due to road traffic should be 70 dB, Lden and 57 dB, Lnight, and 55 dB, Lden and 45 dB, Lnight for quiet areas. The submission argues that the northern option corridors would significantly increase noise pollution in a rural area, whereas there will be little additional noise impact along the southern option corridors as they are closer to the town and the existing N4.

The submission states that the northern option corridors would negatively impact the visual amenity in the Cloonman, Corryolus, Portaneoght and Hartley areas, and that planning applications in Hartley have been refused in the past as they would interfere with the landscape. It is also noted that the potential raised structure over the floodplains would be visible from the Lough Drumharlow pNHA. Reference is made to the Landscape Character Assessment of the Roscommon County Development Plan 2014 – 2020, which identifies the view from Hartley Bridge as an outstanding view (V8). The assessment states that any applications for development on the shoreline of lakes and rivers in this area should include a Visual Impact Statement, and that the area should be protected from the visual impacts of dispersed and highly visible inappropriate development.

The submission notes that the proposed Carrick-on-Shannon to Battlebridge Blueway is to meander through this area and will be a huge addition to the local tourism industry. The construction of a raised structure alongside it would be contrary to the objectives of said blueway due to the associated light, noise, and air pollution.

The submission acknowledges that there are a number of national monuments and archaeological constraints identified on the constraints mapping along the Purple and Dark Green Option Corridors, but notes there are ruins of a Roman Catholic Church in Lisduff within the Purple Option Corridor which have not been identified.

The submission is of the opinion that the Cyan and Orange Option Corridors would have much less visual impact on the River Shannon as the crossing would be shorter and the corridor itself runs perpendicularly, whereas the Purple and Dark Green Option Corridors require a longer bridge structure and run parallel to the river. The Purple and Dark Green Option Corridors also traverse and area of unspoilt natural landscape while the Cyan and Orange Option Corridors navigate through existing highly developed areas.

The submission believes that the Purple and Dark Green Option Corridors would not help to achieve the targets of Ireland's Climate Action Plan. The northern option corridors are over twice as long as the southern options therefore would require substantially more materials to construct and would produce more vehicle emissions during operation. The Purple and Dark Green Option Corridors serve to strengthen reliance on the private car whereas the Cyan and Orange Option Corridors could offer connectivity to the rail network. The removal of wetlands and fens to construct the northern option corridors through the Lough Drumharlow pNHA would also result in the release of greenhouse gases.

Safety:

The submission believes there would be a requirement for an additional major junction on the northern option corridors over the southern option corridors which would introduce further risk of vehicle collisions. The submission feels that the risk to serious injury or loss of life during construction should be considered within the project objectives under “*Safety*”. According to the submission, this risk is increased on the northern option corridors due to the requirement for a longer total construction length and a more complex river crossing.

The submitter is also concerned that the presence of the Whooper swan in the vicinity of the Purple and Dark Green Option Corridors will cause traffic safety issues.

The submission acknowledges that there are too many junctions and access points onto the N4 through Carrick-on-Shannon. Since it is envisaged that 80% of traffic will remain on the existing N4 the Purple and Dark Green Option Corridors will be only marginally reduce the potential for conflict with vulnerable road users in the town.

Accessibility & Social Inclusion:

The submission states Carrick-on-Shannon requires a local bypass rather than a remote bypass, to cater for the local traffic which accounts for 80% of the total. Tying into the existing N4 closer to the town, as proposed by the Cyan and Orange Option Corridors, is favourable for the local economy as it is more likely that some of the passing traffic will visit the town. The submission is of the opinion that the Purple and Dark Green Option Corridors are too far out from the Carrick-on-Shannon, and that the town in turn will be forgotten and become a ghost town like many other bypassed towns in the country. The submission states that Tourism Ireland have been working to drive tourism into the area and the Purple and Dark Green Option Corridors conflict with this.

The submission notes that the Cyan and Orange Option Corridors pass by the Carrick-on-Shannon railway station whereas the Purple and Dark Green Option Corridors are on the other side of the town. The southern option corridors could promote the use of the rail service by providing connectivity from the national primary route to the station.

Physical Activity:

The submission includes a graphic of a popular walking/cycling route in Carrick-on-Shannon which the Purple and Dark Green Option Corridors dissect, and notes that these options would also dissect the route of the Carrick Camino. The impact to the proposed Carrick-on-Shannon to Battlebridge Blueway is again reiterated.

The submission is of the opinion that as the Cyan and Orange Option Corridors would cater for more local traffic further provisions for active travel facilities could be introduced in the town centre.

Integration:

The submission notes the relevance of the project and the integration with regional public transport facilities, the development of a network of railway lines, inland waterways and railroad terminals, and reducing the environmental impact of transport under the Trans-European Transport Network (TEN-T) policy. It is reiterated that the Cyan and Orange Option Corridors provide for better connectivity to the rail network as the Purple and Dark Green Option Corridors are on the far side of Carrick-on-Shannon.

It is for the reasons outlined above that the submission is of the opinion that requirement to show that another location is not demonstrably preferable is not achievable for the Purple and Dark Green Option Corridors.

PC.2 – Submission 129

Submission from a resident of Summerhill who objects to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 130

Submission from a local business who objects to the Orange Option Corridor as it directly impacts the business park they are based in.

PC.2 – Submission 131

As per submission 128

PC.2 – Submission 132

Submission from a resident of the Kilboderry/Summerhill area who objects to the Black Option corridor. They are concerned about, pedestrian safety along Slí na Sláinte, noise pollution and induced traffic. The submission states that this option should not have been included under a Carrick-on-Shannon to Dromod project.

PC.2 – Submission 133

Submission from Inland Fisheries Ireland. The submission states that the functions and operations of their Leitrim base could be impacted by landtake and or by disruptions during construction and recommends design features regarding cycling infrastructure and biodiversity conservation/enhancement.

PC.2 – Submission 134

The submission highlights that the Black Option Corridor does not join the existing N4 at any point, and questions, therefore, why is it being considered under a Carrick-on-Shannon to Dromod project. The submission also queries whether TII or Leitrim County Council will be progressing the project.

PC.2 – Submission 135

The submission queries whether traffic or pedestrian surveys have been undertaken on the Summerhill or Castlecara Roads.

PC.2 – Submission 136

Submission from residents of Summerhill Road concerned about the potential for induced traffic as a result of the Black Option Corridor. The submission details the current traffic situation and lists a number of trip attractors in the area. They are concerned about the safety of pedestrians, noise and air pollution, and access to their property.

PC.2 – Submission 137

As per submission 128.

PC.2 – Submission 138

As per submission 128.

PC.2 – Submission 139

As per submission 128.

PC.2 – Submission 140

Submission from a resident of Summerhill who objects to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 141

Submission from a resident of Lisseeghan who previously had a large amount of land taken through CPO; which was not only an economic impact, but an impact on their quality of life. The landowner would like assurances that the current biodiversity of the farmland surrounding their home is kept.

PC.2 – Submission 142

Submission from farm owners who object to a new road on or near their property “for various reasons” but does not specify.

PC.2 – Submission 143

Submission from a landowner who objects to a motorway on their property as it would be a big inconvenience.

PC.2 – Submission 144

Submission from farm owners who object to a new road on or near their property as the property would be destroyed.

PC.2 – Submission 145

As per submission 128.

PC.2 – Submission 146

As per submission 128.

PC.2 – Submission 147

Submission from a resident of Summerhill who objects to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature

conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 148

As per submission 128.

PC.2 – Submission 149

Submission from landowners concerned about noise and encroachment on their housing estate which falls within several of the option corridors.

PC.2 – Submission 150

Submission from a resident of The Grange, Drumsna, who predominantly works from home and objects to any option corridor that would impact on their housing estate and the surrounding community.

PC.2 – Submission 151

Submission from a resident of Summerhill who objects to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 152

Submission from a resident of Summerhill who objects to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 153

The submission queries whether consideration has been given to upgrading the R368 to connect to the new N5 at Strokestown instead of constructing a new crossing of the River Shannon.

PC.2 – Submission 154

As per submission 128.

PC.2 – Submission 155

As per submission 128.

PC.2 – Submission 156

Submission from a local business who object to the Cyan Option Corridor as it impacts lands upon which they intend to submit planning applications in the future.

PC.2 – Submission 157

Submission from a resident of Antfield who objects to the Purple Option Corridor to the east. Their property impacted is over 200 years old and access to the property and the surrounding amenities will be severely impacted if the Purple Option Corridor is selected. They are also concerned about noise pollution.

PC.2 – Submission 158

As per submission 128.

PC.2 – Submission 159

Submission from Inland Fisheries Ireland. They highlight issues regarding the protection of watercourses and waterways in the Carrick-on-Shannon area. They note that a minimum of 50m should be maintained between any proposed roadway and watercourses. The submission's preference would be to retain the existing river crossing along the Blue Option Corridor.

PC.2 – Submission 160

As per submission 128.

PC.2 – Submission 161

As per submission 128. The submission states if either the Dark Green or Purple Option Corridors are selected their home will be surrounded by traffic as was proposed previously. They are concerned about the realignment of the adjacent local road, landtake and access.

PC.2 – Submission 162

As per submission 161.

PC.2 – Submission 163

As per submission 161.

PC.2 – Submission 164

As per submission 161.

PC.2 – Submission 165

As per submission 128.

PC.2 – Submission 166

As per submission 128.

PC.2 – Submission 167

As per submission 128.

PC.2 – Submission 168

The submission objects to the project in Crowhill, Drumsna and believes the existing N4 in the area is adequate. The submitter is concerned about possible landtake and access to retained lands.

PC.2 – Submission 169

As per submission 128. The submission also suggests the N5 as a possible option corridor.

PC.2 – Submission 170

As per submission 128. The submission also suggests the N5 as a possible option corridor.

PC.2 – Submission 171

As per submission 128.

PC.2 – Submission 172

The submission highlights the potential impacts the Yellow, Green, Purple, and Blue Option Corridors may have on two fully occupied housing estates in Belmont and on the surrounding amenities. The submission states that any material changes to the area will be strongly resisted by the community.

PC.2 – Submission 173

Submission from the owner of a property significant to the Heritage Council who requests that the proposed option corridor run north-east of the property.

PC.2 – Submission 174

As per submission 128.

PC.2 – Submission 175

Submission from a resident of Drumsna who objects to the Yellow, Green, Purple, and Blue Option Corridors due to the potential impacts to their home. They are concerned about access to local amenities, safety, noise and air pollution, and loss of privacy.

PC.2 – Submission 176

As per submission 128.

PC.2 – Submission 177

Submission from a resident of Summerhill who objects to the Black Option Corridor. The submission includes detail on traffic generation, road access and safety, noise pollution, disabled persons access/health, loss of foliage and greenery, visual impact, nature conservation/biodiversity, applicable environmental and development policies, fears of an increase in crime and value for money.

PC.2 – Submission 178

The submission objects to the Black Option Corridor as it will impact the local sense of community, and the residents' healthy, peaceful current way of life. The submission highlights that the area is also rich in biodiversity and historical interest.

PC.2 – Submission 179

As per submission 128.

PC.2 – Submission 180

As per submission 128.

PC.2 – Submission 181

As per submission 128.

PC.2 – Submission 183

As per submission 128.

PC.2 – Submission 184

Submission from a resident of The Grange, Drumsna, who predominantly works from home and objects to any option corridor that would impact on their housing estate and the surrounding community.

PC.2 – Submission 185

The submission objects to any major work being conducted in or around the Carrick-on-Shannon area. The submission highlights areas of ecological sensitivity between Lough Allen, the River Shannon and Lough Forbes and mentions the biodiversity, wildlife and natural infrastructure that could be impacted by civil engineering works. They believe that bypassing Carrick-on-Shannon would negatively impact tourism and the money would be better invested in public transport in the area. The submission suggests rail and active travel should be considered prior to the construction of a bypass and is concerned about road safety, flood risk and air pollution.

PC.2 – Submission 186

Submission from a resident adjacent to the existing N4 concerned about potential damages to their property, access to their property and Carrick-on-Shannon town, visual impact and how much notice will they receive if their house is to be impacted.

PC.2 – Submission 187

The submission objects to the Black Option Corridor and is concerned about the safety of local children walking and cycling and that large quantities of HGV's will increase noise and air pollution. The submission also encourages the promotion of active travel and mentions the Slí na Sláinte 5km walking route.

PC.2 – Submission 188

The submission objects to the Black Option Corridor. The landowner was unaware that public consultation was taking place and states that this corridor will do little for traffic congestion. The submitter highlights the poor alignment of the bridge in Carrick-on-Shannon as the cause of 80% of the congestion.

PC.2 – Submission 189

As per submission 128.

PC.2 – Submission 190

The submission objects to the Purple and Dark Green Option Corridors as both options would sever the landowners' family farm and destroy the farming enterprise. The submission requests that if either of these options are selected that their homes be acquired due to the noise and air pollution, and that an under/overpass be provided to facilitate the safe traverse of livestock.

The landowners feel that the requirement to show that other routes have been considered but are 'not demonstrably preferable' cannot be obtained for the Purple and Dark Green Option Corridors. The submission comments on each of the project objectives.

Environment:

The submission notes that both the Purple and Dark Green Option Corridors are upstream of the drinking water supply abstraction point which serves most of south County Leitrim. This has the potential to pollute and contaminate the water supply, which would have profound negative impact on water quality for human consumption. Reference is made to the Water Framework Directive, and promoting the protection of the localities drinking water quality.

The submission notes that the Purple and Dark Green Option Corridors cross the Lough Drumharlow pNHA. The presence of Greenland White-fronted Geese, Whooper Swans and Curlews in the area is highlighted. The submission states that the loss of habitat, inappropriate development and human disturbance could be a threat to these species.

The submission states that the Purple and Dark Green Option Corridors pass through at least seven areas of either Annex I habitats or ecologically important sites, including areas of broadleaved/wet woodland/scrub, marsh, and wet grassland. The areas of broadleaved woodland and wet grassland at Minkill/Kildorragh contain *Succisa pratensis* which has potential for Marsh Fritillary Butterfly. The habitat of this Annex II species is currently protected within Special Areas of Conservation.

The submission highlights the presence of other protected & rare species in Ireland namely, bats, pine martins, red squirrel, hedgehog, frogs/toads and hares, within the Purple and Dark Green Option Corridors. It is noted in the submission that all species of bats, and their roosts, are protected by Irish and EU law, and the presence of a national primary route will negatively impact the bat populations in the area due to noise.

The submission is of the opinion that the southern option corridors are more favourable from an ecological perspective as they do not impact as many sensitive habitats and impacts could be more easily mitigated on those that they do encroach. There are also no nationally designated areas or areas proposed for designation located on the southern option corridors.

The submission states that a new river crossing should not exacerbate flooding upstream or downstream. The Purple and Dark Green Option Corridors traverse floodplains that are vital for minimising the risk of flooding in Carrick-on-Shannon. To ensure flooding is not exacerbated, a northern river crossing will require viaduct structures on approach to the main span of the River Shannon, approximately 460m, incurring unacceptable economic and environmental costs. Reference is made to the Leitrim County Development Plan 2015 – 2022 which states “development on the floodplain will only be granted in exceptional circumstances and where the Council is satisfied that downstream (and upstream) consequences are insignificant”. The submission argues that the consequences of constructing a structure of this nature cannot be considered insignificant. The Cyan or Orange Option Corridors cross the River Shannon and associate floodplains at a conveyance width of 180m, according to the submission, which would reduce these risks.

The submission highlights the noise levels on the River Shannon and Lough Drumharlow as a considerable constraint from a leisure and tourism perspective. People have chosen to live and build new homes in the townlands of Cloonmann, Corryolus, Portaneoght, Hartley, Dromore, Keenaghan, Cornaslieve, Lisduff and Minkhill/Kildorragh as these are quiet, peaceful rural locations which have very low air pollution levels. The submission states that the construction of a national primary route through these locations will have detrimental effects on people’s health and well-being, and on wildlife sensitive to air and noise pollution.

The submission notes that there are no statutory limits for environmental noise in either EU or Irish legislation but the EPA Guidance Note for Noise Action Planning, EPA July 2009 recommends noise due to road traffic should be 70 dB, Lden and 57 dB, Lnight, and 55 dB, Lden and 45 dB, Lnight for quiet areas. The submission argues that the northern option corridors would significantly increase noise pollution in a rural area, whereas there will be little additional noise impact along the southern option corridors as they are closer to the town and the existing N4.

The submission states that the northern option corridors would negatively impact the visual amenity in the Cloonman, Corryolus, Portaneoght and Hartley areas, and that planning applications in Hartley have been refused in the past as they would interfere with the landscape. It is also noted that the potential raised structure over the floodplains would be visible from the Lough Drumharlow pNHA. Reference is made to the Landscape Character Assessment of the Roscommon County Development Plan 2014 – 2020, which identifies the view from Hartley Bridge as an outstanding view (V8). The assessment states that any applications for development on the shoreline of lakes and rivers in this area should include a Visual Impact Statement, and that the area should be protected from the visual impacts of dispersed and highly visible inappropriate development.

The submission notes that the proposed Carrick-on-Shannon to Battlebridge Blueway is to meander through this area and will be a huge addition to the local tourism industry. The construction of a raised structure alongside the it would be contrary to the objectives of said blueway due to the associated light, noise, and air pollution.

The submission acknowledges that there are a number of national monuments and archaeological constraints identified on the constraints mapping along the Purple and Dark Green Option Corridors, but notes there are ruins of a Roman Catholic Church in Lisduff within the Purple Option Corridor which have not been identified.

The submission is of the opinion that the Cyan and Orange Option Corridors would have much less visual impact on the River Shannon as the crossing would be shorter and the corridor itself runs perpendicularly, whereas the Purple and Dark Green Option Corridors require a longer bridge structure and run parallel to the river. The Purple and Dark Green Option Corridors also traverse an area of unspoilt natural landscape while the Cyan and Orange Option Corridors navigate through existing highly developed areas.

The submission believes that the Purple and Dark Green Option Corridors would not help to achieve the targets of Ireland's Climate Action Plan. The northern option corridors are over twice as long as the southern options therefore would require substantially more materials to construct and would produce more vehicle emissions during operation. The Purple and Dark Green Option Corridors serve to strengthen reliance on the private car whereas the Cyan and Orange Option Corridors could offer connectivity to the rail network. The removal of wetlands and fens to construct the northern option corridors through the Lough Drumharlow pNHA would also result in the release of greenhouse gases.

Economy:

The submission references Northern and Western Regional Assembly (NWRA) Regional Spatial and Economic Strategy 2020-2032 (RSES) - Growth Ambition 3, which emphasises appropriate multi-modal transport priorities. The submission states that alternative multi-modal options are necessary for local trips and welcomes the recent government announcement for investment in bus corridors in County Leitrim.

The submission states as the Orange and Cyan Option Corridors are shorter routes, close to the rail and primary roads network, which would provide for efficient connectivity. It is the opinion of the submission that the Orange and Cyan Option Corridors contain minimal constraints, which is in stark contrast to the Dark Green and Purple Option Corridors.

The submission states that the long-term viability and sustainability of the town relies upon national, regional and county plans, within which a bypass sits, and identifies tourism as a key industry for Carrick-on-Shannon. Reference is made to the West Regional Enterprise Plan, specifically the key objective to ensure "the continued sustainable growth of tourism in the West", and to the proposed Carrick-on-Shannon to Battlebridge Blueway as a central tourism zone.

The submission lists the key future priorities as identified in NWRA RSES, which also identifies the east side of Carrick-on-Shannon primarily for industry and the town centre and west/northwest prioritised for tourism.

The development of the Dark Green and Purple Option Corridors is criticised for straddling the area of the proposed Blueway. The submission states that the Dark Green and Purple Option Corridors are along the tourism gateway for the northwest and southwest, and notes that the Orange and Cyan Option Corridors would preserve the unspoilt area north of the town and the associated eco-tourism industry.

Estimates of construction length and areas of landtake per option corridor are given in the submission. The submission states that the Cyan and Orange Option Corridors offer greater value for money than the Dark Green or Purple Option Corridors due to being a shorter route, which implies shorter construction time, less materials required and less lands to be acquired.

The submission also claims that 80% of traffic is not catered for by the Purple and Dark Green Option Corridors.

Safety:

The submission believes there would be a requirement for an additional major junction on the northern option corridors over the southern option corridors which would introduce further risk of vehicle collisions. The submission feels that the risk to serious injury or loss of life during construction should be considered within the project objectives under “*Safety*”. According to the submission, this risk is increased on the northern option corridors due to the requirement for a longer total construction length and a more complex river crossing.

The submitter is also concerned that the presence of the Whooper swan in the vicinity of the Purple and Dark Green Option Corridors will cause traffic safety issues.

The submission acknowledges that there are too many junctions and access points onto the N4 through Carrick-on-Shannon. Since it is envisaged that 80% of traffic will remain on the existing N4 the Purple and Dark Green Option Corridors will be only marginally reduce the potential for conflict with vulnerable road users in the town.

Accessibility & Social Inclusion:

The submission states Carrick-on-Shannon requires a local bypass rather than a remote bypass, to cater for the local traffic which accounts for 80% of the total. Tying into the existing N4 closer to the town, as proposed by the Cyan and Orange Option Corridors, is favourable for the local economy as it is more likely that some of the passing traffic will visit the town. The submission is of the opinion that the Purple and Dark Green Option Corridors are too far out from the Carrick-on-Shannon, and that the town in turn will be forgotten and become a ghost town like many other bypassed towns in the country. The submission states that Tourism Ireland have been working to drive tourism into the area and the Purple and Dark Green Option Corridors conflict with this.

The submission notes that the Cyan and Orange Option Corridors pass by the Carrick-on-Shannon railway station whereas the Purple and Dark Green Option Corridors are on the other side of the town. The southern option corridors could promote the use of the rail service by providing connectivity from the national primary route to the station.

Physical Activity:

The submission includes a graphic of a popular walking/cycling route in Carrick-on-Shannon which the Purple and Dark Green Option Corridors dissect, and notes that these options would also dissect the route of the Carrick Camino. The impact to the proposed Carrick-on-Shannon to Battlebridge Blueway is again reiterated.

The submission is of the opinion that as the Cyan and Orange Option Corridors would cater for more local traffic further provisions for active travel facilities could be introduced in the town centre.

Integration:

The submission notes the relevance of the project and the integration with regional public transport facilities, the development of a network of railway lines, inland waterways and railroad terminals, and reducing the environmental impact of transport under the Trans-European Transport Network (TEN-T) policy. It is reiterated that the Cyan and Orange Option

Corridors provide for better connectivity to the rail network as the Purple and Dark Green Option Corridors are on the far side of Carrick-on-Shannon.

It is for the reasons outlined above that the submission is of the opinion that requirement to show that another location is not demonstrably preferable is not achievable for the Purple and Dark Green Option Corridors.

PC.2 – Submission 191

As per submission 128.

PC.2 – Submission 192

The submitter does not feel a bypass of Carrick-on-Shannon is needed and suggests the introduction a pedestrian bridge in the town would be adequate to handle the volume of pedestrian and motorised traffic. The submission queries who is determining the need for the project.

PC.2 – Submission 193

Submission from a frequent visitor to Carrick-on-Shannon who objects to the Dark Green Option Corridor as it will have the greatest impact on the visual and leisure amenity of the river. The submitter notes the impact this option will have on the future development of the proposed blueway.

PC.2 – Submission 194

The submission objects to the Orange and Cyan Option Corridors as they traverse the residential area of Ard na Sí and will increase light, noise, and air pollution.

PC.2 – Submission 195

The submission objects to the Cyan Option Corridor as it will generate light, noise, and air pollution. The submitter states their property will devalue if this option is selected and is concerned about local wildlife and access to the GAA facility.

PC.2 – Submission 196

Submission from landowners concerned about the privacy and security of their home. They object to the Green Option Corridor and the use of the L7416 as an access road.

PC.2 – Submission 197

Submission from a landowner residing outside the study area who feels the study area is excessive as the main issue lies at the bridge in Carrick-on-Shannon town. They do not want the land surrounding the town to be “cut up” and a road put in which will impact the visual landscape of County Leitrim.

PC.2 – Submission 198

Submission from a landowner adjacent to two of the option corridors who has as a background in environmental science and highlights that there are curlews, bats, and other wildlife species in the area.

PC.2 – Submission 199

The submission objects to the Black Option Corridor as it will increase traffic in the surrounding residential area and could endanger local vulnerable road users.

PC.2 – Submission 200

Submission from a landowner within one of the option corridors. Planning permission has been obtained to build a home on the land plot. They are concerned about the visual impacts on the County Leitrim landscape.

PC.2 – Submission 201

Submission is concerned about the visual impacts on the River Shannon.

PC.2 – Submission 202

Submission from landowners concerned about being forced to move or have a busy road right beside their property.

PC.2 – Submission 203

Submission from landowners who fear that the proposed scheme will cause their family home to be lost. The submission states that there is farmland directly adjacent to the residential property and that there is an outstanding planning permission on the land plot.

PC.2 – Submission 204

Submission from landowners concerned about the possibility of being forced to move or have a busy road right beside property. The submission states that there has not been much clarity on the exact plan, and request a revision of the plan from Carrick-on-Shannon to Dromod, but acknowledges the need for a bypass of Carrick-on-Shannon.

PC.2 – Submission 205

The submission objects to the Cyan and Blue Option Corridors and proposes to look at solutions that do not involve construction, such as promoting public transport and active travel, and pedestrianising the locations where the majority of traffic occurs.

PC.2 – Submission 206

The submission proposes that access to the blueway should be considered and included in any further development of the option corridors. The submission also states that due to urban development a significant area of bank space suitable for coarse angling has been lost and suggests a bypass may provide an opportunity to address some of these deficits and engagement with the competent fisheries agencies should take place at an early stage.

PC.2 – Submission 207

The submission objects to the Black Option Corridor due to it being within 500m of a school. The submitter is angered that the school was not directly contacted and is concerned about the safety of children who walk and cycle to school.

PC.2 – Submission 208

This submitter left no comment.

PC.2 – Submission 209

The submission objects to three option corridors due to the impact on their farmland. The landowners query whether it would be possible to obtain planning permission on their lands in the future, how long before CPO will be issued and how long before construction will begin.

PC.2 – Submission 210

The submission objects to the Black Option Corridor as it would negatively impact existing local amenities.

PC.2 – Submission 211

The submission objects to Dark Green and Purple Option Corridors as they believe neither are “demonstrably better” than other available options.

PC.2 – Submission 212

Submission from a farm owner who lives in the study area. No further submission is made.

PC.2 – Submission 213

As per submission 128.

PC.2 – Submission 214

Submission from a resident of Attirory concerned about how close a proposed option corridor runs beside their home, noise and air pollution, and the impact the project will have on the environment around the River Shannon.

PC.2 – Submission 215

Submission from a resident of Carrick-on-Shannon opposed to any option that bypasses the town. The submission is frustrated that the bypass accommodates the needs of those travelling from Sligo to Dublin but does not address 80% of congestion which is due to local traffic.

PC.2 – Submission 216

Submission from a resident of Drumsna who states that the proposed option corridors will impact on the sense of community in the area and will have an adverse effect on their home as well as wildlife in the area.

PC.2 – Submission 217

Submission from a resident of Drumsna who states that the proposed option corridors will impact on the sense of community in the area and will have an adverse effect on their home as well as wildlife in the area.

PC.2 – Submission 218

Submission from a local interest group . The submission objects to the Dark Green and Purple Option Corridors due to the visual and noise impact these options will have on the Shannon

waterway. Such impacts will have a negative impact on tourism and the local economy. They are also concerned about the navigational clearance provided under any proposed bridge crossing of the Shannon.

PC.2 – Submission 219

Submission from a local interest group . The submission objects to the Dark Green and Purple Option Corridors as both traverse the floodplains west of Carrick-on-Shannon town.

PC.2 – Submission 220

The submission states that any proposed bypass that intersects the Hartley area would be contradictory to the proposed blueway, due to noise pollution and visual impact, which would deter tourist from Carrick-on-Shannon.

PC.2 – Submission 221

Submission from a resident of Carrick-on-Shannon town concerned that any bypass will negatively impact the town's economy. The submission suggests that signalised junctions could be the start of a traffic solution.

PC.2 – Submission 222

The submission rejects a number of reasons given for the need for a bypass of Carrick-on-Shannon such as high collision rates, congestion and unreliable journey time, that the existing n4 is a barrier to pedestrian movement, limited public transport, flood risk and lack of access to the northwest.

PC.2 – Submission 223

Submission from residents of Aghamore concerned about the environmental impacts of the project, material assets, access and future planning permissions.

PC.2 – Submission 224

The submitter objects to the Black Option Corridor. and states they were unaware that the Black Option Corridor was even applicable to the project. They are frustrated that no notification was given to residents located within the option corridor, nor were they sent out maps or brochures informing them their properties were located in the corridor. The submission states the Black Option Corridor will do little for traffic congestion and highlights the poor alignment of the bridge in Carrick-on-Shannon as the cause of 80% of the congestion. They are concerned about traffic, safety, material assets, and wildlife habitats.

PC.2 – Submission 225

Submission from a member of the Oireachtas in support of the project, but states the option that is selected should avoid impacting on homes as much as possible.

PC.2 – Submission 226

Submission from residents of Annaduff who are generally supportive of a transport solution but do not understand why major works are required in the Annaduff area. They feel the public consultation has been inadequate. and that there is insufficient access to maps. They request

the erection of maps in the local community and in-person consultation. When GI surveys took place large machinery harmed crops and has this impacted the relationship between the project team and local landowners. The submission highlights the River Shannon as a leisure amenity and the lack of available active travel facilities in the area. They request reassurances to ensure noise, dust and visual disturbances are minimised.

PC.2 – Submission 227

The submission objects to Dark Green Option Corridor, as it does nothing for the local traffic congestion. The submission states that the roundabout in Carrick-on-Shannon is the main cause of congestion in the town. and suggests solutions to the town's traffic congestion. They also address the economic implications, the negligible safety benefits and the impact the Dark Green Option Corridors will have on the environment and local amenities.

PC.2 – Submission 228

Submission from a resident's association who object to the Dark Green Option Corridor as it will impact the visual landscape and will split up the community in which they live.

PC.2 – Submission 229

Submission from a resident of Drumsna who states that the proposed option corridor will impact on the sense of community in the area and will have an adverse effect on their home.

PC.2 – Submission 230

Submission from local interest group . They are concerned about the impacts a new road will have on the protection, conservation and accessibility of heritage sites in the area. The submission highlights a number of historical sites that should be considered as constraints.

PC.2 – Submission 231

Submission from farm owners concerned that any further development to the existing N4 will infringe on their lands, which will make their access unsafe and their home uninhabitable due to increased light, noise, and air pollution. They are also concerned that the widening of the existing N4 would cause the farm to become unviable.

PC.2 – Submission 232

Submission from farm owners concerned that any further development to the existing N4 will infringe on their lands, which will make their access unsafe and their home uninhabitable due to increased light, noise, and air pollution. They are also concerned that the widening of the existing N4 would cause the farm to become unviable.

PC.2 – Submission 233

Submission from farm owners concerned that any further development to the existing N4 will infringe on their lands, which will make their access unsafe and their home uninhabitable due to increased light, noise, and air pollution. They are also concerned that the widening of the existing N4 would cause the farm to become unviable.

PC.2 – Submission 234

Submission from a resident of Aghamore. They are concerned about the environmental impacts of the project, material assets, access and future planning permissions.

PC.2 – Submission 235

The submission objects to the Cyan and Orange Option Corridors. The submitter believes the existing N4 from Farnaught towards Carrick-on-Shannon only requires some minor upgrades, particularly at junction locations. The submission recognises the need for a by-pass but disagrees with the southern option corridors and is concerned about flooding and noise, light and pollution in the Attirory area.

PC.2 – Submission 236

The submitter objects to the Black Option Corridor. and states they were unaware that the Black Option Corridor was even applicable to the project. They are frustrated that no notification was given to residents located within the option corridor, nor were they sent out maps or brochures informing them their properties were located in the corridor. The submission states the Black Option Corridor will do little for traffic congestion and highlights the poor alignment of the bridge in Carrick-on-Shannon as the cause of 80% of the congestion. They are concerned about traffic, safety, material assets, and wildlife habitats.

PC.2 – Submission 237

The submitter objects to the Black Option Corridor. and states they were unaware that the Black Option Corridor was even applicable to the project. They are frustrated that no notification was given to residents located within the option corridor, nor were they sent out maps or brochures informing them their properties were located in the corridor. The submission states the Black Option Corridor will do little for traffic congestion and highlights the poor alignment of the bridge in Carrick-on-Shannon as the cause of 80% of the congestion. They are concerned about traffic, safety, material assets, and wildlife habitats.

PC.2 – Submission 238

Submission from a local interest group objecting to the Dark Green Option Corridor. The submission states that the construction of this option corridor would have adverse impacts on the surrounding environment for decades to come. The submission identifies a number of special areas of conservation, namely Lough Forbes and Clooneen Bog and addresses the impact on endangered habitats as listed in the EU Habitats Directive 92/43/EEC. The submission is also concerned about noise pollution, local tourism, cultural heritage and how the project aligns with planning policy.

PC.2 – Submission 239

Submission from residents of a property alongside the existing N4. Three of the option corridors are shown to run straight through their home. They are concerned about the safety and welfare of pedestrians and cyclists and the isolation of locals. They request to be kept informed of any future development.

PC.2 – Submission 240

As per submission 128.

PC.2 – Submission 241

The submission objects to the Black Option Corridor and explains that it does not meet the project objectives. The submitter suggests active travel alternatives such as a highline walkway or underground walkway should be introduced. There is an attachment included that has engineering related information regarding the negative impact the Black Option Corridor will have.

PC.2 – Submission 242

The submission objects to the Black Option Corridor and explains that it does not meet the project objectives. The submitter suggests active travel alternatives such as a highline walkway or underground walkway should be introduced. There is an attachment included that has engineering related information regarding the negative impact the Black Option Corridor will have.

PC.2 – Submission 243

The submission objects to the Black Option Corridor and explains that it does not meet the project objectives. The submitter suggests active travel alternatives such as a highline walkway or underground walkway should be introduced. There is an attachment included that has engineering related information regarding the negative impact the Black Option Corridor will have.

PC.2 – Submission 244

Submission from a landowner concerned about upgrading the existing N4 to a dual carriageway. The submission states that the farm would become unviable and the introduction of a dual carriageway in this area would be dangerous.

PC.2 – Submission 245

The submission objects to the Black Option Corridor and explains that it does not meet the project objectives. The submitter suggests active travel alternatives such as a highline walkway or underground walkway should be introduced. There is an attachment included that has engineering related information regarding the negative impact the Black Option Corridor will have.

PC.2 – Submission 246

The submitter expresses concerns relating to their home, health, lifestyle and economic wellbeing. The submission states that alternative options that do not interfere with the existing road infrastructure at Drumsna should be exhausted.

PC.2 – Submission 247

The submitter is concerned about their home, health lifestyle and economic wellbeing. States that alternative options that do not interfere with the existing road infrastructure at Drumsna should be exhausted.

PC.2 – Submission 248

The submitter expresses concerns relating to their home, health, lifestyle and economic wellbeing. The submission states that alternative options that do not interfere with the existing road infrastructure at Drumsna should be exhausted.

PC.2 – Submission 249

The submission objects to the Black Option Corridor and explains that it does not meet the project objectives. The submitter suggests active travel alternatives such as a highline walkway or underground walkway should be introduced. There is an attachment included that has engineering related information regarding the negative impact the Black Option Corridor will have.

PC.2 – Submission 250

The submitter expresses concerns relating to their home, health, lifestyle and economic wellbeing. The submission states that alternative options that do not interfere with the existing road infrastructure at Drumsna should be exhausted.

PC.2 – Submission 251

The submission objects to the Black Option Corridor. The landowner was unaware that public consultation was taking place and states that this corridor will do little for traffic congestion. The submitter highlights the poor alignment of the bridge in Carrick-on-Shannon as the cause of 80% of the congestion.

PC.2 – Submission 252

The submission objects to the Black Option Corridor and states that the corridor will cut through their cul de sac. They fear that they may be isolated from their community. Increased noise emissions will affect their quality of life. The submitter requests that the design team listen to the public's submissions and look for alternative solutions.

PC.2 – Submission 253

The submission objects to the Black Option Corridor and explains that it does not meet the project objectives. The submitter suggests active travel alternatives such as a highline walkway or underground walkway should be introduced. There is an attachment included that has engineering related information regarding the negative impact the Black Option Corridor will have.

PC.2 – Submission 254

Submission from landowners of a property directly adjacent to the existing N4. Further development of the Yellow and Purple Option Corridors will encroach on their property. They are concerned about increased noise and air pollution and are worried about the devaluation of their property.

PC.2 – Submission 255

As per submission 128.

PC.2 – Submission 256

As per submission 128.

PC.2 – Submission 257

The submission objects to the Purple and Dark Green Option Corridors and is concerned about increased CO₂ levels as these options are twice as long as others. The submitter highlights two SACs within 30 km of the proposed option corridors and outlines flood plains in the local vicinity with reference to Policy 99 of Leitrim County Development Plan. The submitter is concerned about the impact on the local economy and tourism, specifically, the long-term viability of the town if either of the two northern options are chosen. These concerns extend to how the Purple and Dark Green Option Corridors infringe upon the proposed blueway and the promotion of active travel.

PC.2 – Submission 258

As per submission 128.

PC.2 – Submission 259

Submission from a resident of Summerhill concerned that their residential area will be destroyed. The landowner is worried that the Castlecara walking route will not be the useable amenity they relied upon during lockdown.

PC.2 – Submission 260

This submission states that a bypass of Carrick-on-Shannon will be detrimental to the area. The submitter believes that the existing N4 and cycle lanes should be upgraded and that Covid-19 has changed traffic flow in the area.

PC.2 – Submission 261

Submission from a local business . They are very concerned about noise pollution and that the construction of a new route will destroy the tranquillity of the route their boats travel. The submission mentions the scenery and wildlife north of Carrick-on-Shannon are more impressive compared to that south of Carrick-on-Shannon. The intention of a blueway is also referenced reiterating the tranquillity of the area.

PC.2 – Submission 262

The submission rejects a number of reasons given for the need for a bypass of Carrick-on-Shannon such as high collision rates, congestion and unreliable journey time, that the existing n4 is a barrier to pedestrian movement, limited public transport, flood risk and lack of access to the northwest.

PC.2 – Submission 263

Submission from an educational facility. They are concerned about access, parking and noise pollution at the facility. The submission states that the visual impact of the Orange and Cyan Option Corridors will negatively affect the view of Carrick on Shannon from the amenity's building.

PC.2 – Submission 264

Submission from the Irish Aviation Authority to advise that they have no observations on the project.

PC.2 – Submission 265

Submission from a dairy farmer who objects to Cyan Option Corridor and is concerned their land will be negatively impacted.

PC.2 – Submission 266

The submission objects to Purple and Dark Green Option Corridors.

PC.2 – Submission 267

Letter from an energy service company who intend to submit a planning application for a solar farm. States that if the project was to restrict the solar farm's development it would greatly hinder Ireland's Climate Action Plan.

PC.2 – Submission 268

Letter from local sports club. Objects to the Cyan and Orange Option Corridors and makes references the archaeology, and architectural and cultural heritage surrounding the area. the submission refers to the club as a local and social amenity that if impacted could have a greater effect on the community.

PC.2 – Submission 269

Letter from solicitors on behalf of farm owners concerned about increased light, noise, and air pollution, loss of privacy and safe access to their lands. The submission also makes reference to local animals and habitats.

PC.2 – Submission 270

Letter from solicitors on behalf of farm owners concerned about increased light, noise, and air pollution, loss of privacy and safe access to their lands. The submission also makes reference to local animals and habitats.

PC.2 – Submission 271

The submitter does not want any housing estates affected as a result of any proposed solution.

PC.2 – Submission 272

Submission from a farm owner concerned about increased light, noise, and air pollution. The landowner objects to the use of existing N4 as a transport solution.

PC.2 – Submission 273

Submission from a resident of Annaduff concerned about increased light, noise, and air pollution. The landowner objects to the use of existing N4 as a transport solution.

PC.2 – Submission 274

The submission objects to the Cyan and Orange Option Corridors. The landowner is concerned about increased light, noise, and air pollution and loss of privacy if a road is built in their area. The submitter highlights seasonal flooding in the area and is afraid of the economic impact the project will have.

PC.2 – Submission 275

The submission objects to the Cyan and Orange Option Corridors. The landowner is concerned about increased light, noise, and air pollution and loss of privacy if a road is built in their area. The submitter highlights seasonal flooding in the area and is afraid of the economic impact the project will have.

PC.2 – Submission 276

The submission objects to the Cyan and Orange Option Corridors. The landowner is concerned about increased light, noise, and air pollution and loss of privacy if a road is built in their area. The submitter highlights seasonal flooding in the area and is afraid of the economic impact the project will have.

PC.2 – Submission 277

As per submission 128.

2 Grouped Submission Responses

2.1 Cortober Bulk Submissions SB0278 to SB0682

406 submission cards were presented by constituents and others associated with the Cortober area. Figure 2.1 below shows a sample of the submission card. The cards contained boxes to tick if the respective persons took issues with certain aspects of the N4 Carrick on Shannon to Dromod Project. The following grounds were listed as cause for concern:

- Live/ own property in the study area
- Regularly visit the Attirory/Cortober area
- Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction)
- Threat to the mental and physical health and wellbeing of residents
- Negative impact upon the visual landscape
- Overshadowing and loss of natural day light for a large number of family homes.
- Potential risk of flooding to the area
- Devaluation of properties
- Diminished quality of life for residents
- Increased health-related issues due to pollution.
- Increased crime due to lack of privacy and exposure to national route
- Availability of other alternative routes which have lesser negative human impact
- Lack of prior consultation and poor information
- Disruption to Electricity supply and rail services during construction

Arup
Corporate House
City East Business Park
Galway
H91 K5YD

Name: _____
Address: _____

CC Leitrim County Council, Aras an Chontae, St. George's Terrace, Carrick on Shannon

31 May 2021

RE N4 Carrick-on-Shannon to Dromod Project - Cyan & Orange Option corridor option

Dear Sir/Madam

☐ I own/live in a residential property in the study area
☐ I own/live in a residential property near to the study area
☐ I regularly visit the study area

I write this letter in opposition to the proposed Cyan and Orange corridor options for the N4 Dromod/Carrick-on-Shannon Bypass on following grounds;

☐ Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction)
☐ Visual impact upon the landscape
☐ Overshadowing and loss of natural day light for a large number of homes
☐ Devaluation of properties
☐ Diminished quality of life for residents
☐ Increased health-related issues due to pollution
☐ Increased crime due to lack of privacy
☐ Loss of the only recreational amenity in Attirory
☐ Other less impactful alternatives are available
☐ Lack of prior consultation & poor information
☐ Disruption to Electricity supply and rail access during construction

In addition I would like to say:

Yours faithfully

Figure 0.1: Cortober Petition Submission Card

Of the 406 submissions, the table below displays how many people ticked the boxes in respect of the various topics raised.

Table 0.1: Points of concerns noted in submission made by Cortober areas constituents

Topics which were cause for concern for submitters	No. of people who ticked the box
Live/ own property in the study area	276
Regularly visit the Attirory/Cortober area	121
Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction)	387
Threat to the mental and physical health and wellbeing of residents	378
Negative impact upon the visual landscape	379
Overshadowing and loss of natural day light for a large number of family homes.	360
Potential risk of flooding to the area	376
Devaluation of properties	377
Diminished quality of life for residents	380
Increased health-related issues due to pollution.	369
Increased crime due to lack of privacy and exposure to national route	356
Availability of other alternative routes which have lesser negative human impact	381
Lack of prior consultation and poor information	363
Disruption to Electricity supply and rail services during construction	0

2.2 Attirory Bulk Submissions Reference SB0684 to SB1162

479 submission cards were presented by constituents and others associated with the Attirory area. Figure 1.1 below shows a sample of the submission card. The cards contained boxes to tick if the respective persons took issues with certain aspects of the N4 Carrick on Shannon to Dromod Project. The following grounds were listed as cause for concern:

- Live/ own property in the study area
- Regularly visit the Attirory/Cortober area
- Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction)
- Threat to the mental and physical health and wellbeing of residents
- Negative impact upon the visual landscape
- Overshadowing and loss of natural day light for a large number of family homes.
- Potential risk of flooding to the area
- Devaluation of properties
- Diminished quality of life for residents
- Increased health-related issues due to pollution.
- Increased crime due to lack of privacy and exposure to national route
- Loss of the only recreational amenity in Attirory
- Availability of other alternative routes which have lesser negative human impact

- Lack of prior consultation and poor information
- Disruption to Electricity supply and rail services during construction

Arup
Corporate House
City East Business Park
Galway
H91 K5YD

Name:
 Address:
 Postal Code:

CC: Leitrim County Council, Aras an Chontae, St. George's Terrace, Carrick on Shannon

30 May 2021

RE: Opposition to the N4 Carrick-on-Shannon to Dromod Project - Cyan & Orange corridor options

Dear Sir/Madam

☐ I own/live in a residential property in the study area.
☐ I live in a residential property near the study area
☐ I regularly visit the Attiory area.

I am writing this letter to oppose the proposed Cyan and Orange corridor options for the N4 Dromod/Carrick-on-Shannon Bypass on following grounds;

☐ Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction).
☐ Threat to the mental and physical health and wellbeing of residents
☐ Negative impact upon the visual landscape.
☐ Overshadowing and loss of natural day light for a large number of family homes.
☐ Potential risk of flooding to the area
☐ Devaluation of properties.
☐ Diminished quality of life for residents.
☐ Increased health-related issues due to pollution.
☐ Increased crime due to lack of privacy and exposure to national route.
☐ Loss of the only recreational amenity in Attiory.
☐ Availability of other alternative routes which have lesser negative human impact.
☐ Lack of prior consultation & poor information.
☐ Disruption to electricity supply and rail services during construction.

In addition, I would like to say:

Yours faithfully

Figure 0.2: Attiory Petition Submission Card

Of the 479 submissions, the table below displays how many people ticked the boxes in respect of the various topics raised.

Table 0.2: Points of concerns noted in submission made by Attirory area constituents

Topics which were cause for concern for submitters	No. of people who ticked the box
Live/ own property in the study area	333
Regularly visit the Attirory/Cortober area	169
Increase in air, noise and light pollution as well as vibration (during the construction phase and the long-term pollution post-construction)	391
Threat to the mental and physical health and wellbeing of residents	335
Negative impact upon the visual landscape	372
Overshadowing and loss of natural day light for a large number of family homes.	306
Potential risk of flooding to the area	298
Devaluation of properties	338
Diminished quality of life for residents	367
Increased health-related issues due to pollution.	346
Increased crime due to lack of privacy and exposure to national route	310
Loss of the only recreational amenity in Attirory	294
Availability of other alternative routes which have lesser negative human impact	345
Lack of prior consultation and poor information	329
Disruption to Electricity supply and rail services during construction	289

2.3 Extension Requests SB1163 to SB1211

49 requests were made to extend the duration of the public consultation.

2.4 Petitions SB1212 and SB1213

Submission Reference SB 1212 requests to “Stop the Carrick/Dromod Bypass through Keenaghan, Lisduff, Castlecarra, Hartley, Cloonsheebane and Clonnsheerevagh and there are 331 signatures attached.

Submission Reference SB 1213 requests to “Stop the Carrick/Dromod bypass through Attirory and there are 170 signatures and commentary attached.

2.5 Black Route Options Submissions SB1214 to SB2301

1088 submissions were received via the virtual engage submission form regarding the Black Option Corridor. These responses were grouped together as the origin of the submissions were not verifiable by name, email or postal address. Following review of these particular submissions, it was determined that 14 common text responses that were used in all of the 1088 responses, with identical spelling mistakes which have been corrected for the purposes of this summary report. Refer to **Table 0.3** below.

Table 0.3: Common Text in Responses

Number	Identical message responses	No of Responses utilising this Text
1	Summerhill black road: e. The Beeches - Therapy Services in Sligo/Leitrim & West Cavan are on this route also and access to this will be restricted by the Black Corridor. The demographic of the residents on the road includes an elderly population which would be severely impacted with the Sli na Slainte route being cut through with the proposed Black Corridor. Black route shouldn't be considered further.	69
2	Black road: The Black Corridor is cutting through the Sli na Slainte route which is used on a daily basis by locals for walking and cycling etc. The Community of Carrick on Shannon and surrounds use this route also for Charity runs and cycles. The Carrick AC also uses the Sli na Slainte route. Black route shouldn't be considered further.	136
3	Black missing link: The Black Corridor is cutting through the Sli na Slainte route which is used on a daily basis by locals for walking and cycling etc. The Community of Carrick on Shannon and surrounds use this route also for Charity runs and cycles. The Carrick AC also uses the Sli na Slainte route. This road shouldn't be considered further in the route selection process.	67
4	black corridor: b. Contrary to the Leitrim County Council Smarter Travel Programme as the Summerhill Road provides a Key link for Carrick on Shannon Community School, Gaelscoil Liatroma and Scoil Mhuire for students to commute by walking and cycling thus reducing travel congestion. As the Black Corridor cuts through the existing Summerhill Road this will make the walkways unsafe for local students to walk/cycle to the local Schools	68
5	"Black corridor proposed road: c. Schools use this route also during school hours and this therefore will have an impact on the safety for everyone. d. The Black Corridor creates huge safety concern for parents and adult walking and cycling to the local leisure facilities such as Aura Leisure Centre, The Sports Complex, the children's playground, and the Peoples Park, Proposed Running Track and Paire Sean. This road shouldn't be considered further in the route selection process."	68
6	"Black summerhill road: St Ciaran's Service, Summerhill, a service for those with an Intellectual Disability use this route also and many of these service users use aids for mobilising and the safety of this is a concern due to the busy nature of this route. St Patricks Community Hospital & Summerhill Lodge Mental Health Care Centre service users will also be affected. Elderly people navigating a busy junction and there is not safe. Wheelchair Association is located on this route. Access to services provided will be affected greatly with the Black Corridor. Older residents reside in Amber Court, they will effectively be cut off from Sli na Slainte. Black route shouldn't be considered further. "	68

Number	Identical message responses	No of Responses utilising this Text
7	BLACK route - There is a very mature environmental setting on the Summerhill Road with a beautiful landscape which matches the fresh air, nature and use of the Sli na Slainte for walking and cycling. With the proposed Black Corridor there would be a huge loss of trees which are part of the local environment over the last 150 years. No further consideration of this road should be considered.	68
8	Black road: With the proposed Black Corridor there is a renewed sense of fear in the residential areas of Summerhill that crime could rise with new access and exit roads as there are a large number of residential areas within a radius of 600m of the proposed Black Corridor. This road shouldn't be considered further in the route selection process.	67
9	The black road route does not link into the N4 at any point thus provides no benefit to the local area/communities only disturbance the local community who use the current road for walking, wheelchair users etc. This shouldn't be considered further.	67
10	Black Option Corridor: The Summerhill Road is a high pedestrian and cyclist road for leisure and commuters. The Black Corridor is cutting through the Sli na Slainte route which is used on a daily basis by locals for walking and cycling etc. The Community of Carrick on Shannon and surrounds use this route also for Charity runs and cycles. The Carrick AC also uses the Sli na Slainte route.	138
11	Black Route: I walk regularly up the Summerhill road and it would be disastrous if there was a road cut through the lovely nature area and the walk way is used by loads of people in the mornings and the evenings	69
12	Black road proposal: From walk there regularly loads of school children walk this road and it would be dangerous, noise pollution and ruination of the natural landscape that exists on the Summerhill road currently	67
13	black road: I cycle this road every day and know loads of other people use it to walk/cycle so it would cause massive disturbance to the whole community if this road was to be developed.	68
14	Black road proposal: There is loads of lovely scenic views and trees including wildlife on the top of the Summerhill road and to cut through this with a road of 4,000 vehicles would be madness and shouldn't be considered further as an option. Black route shouldn't be considered further.	68