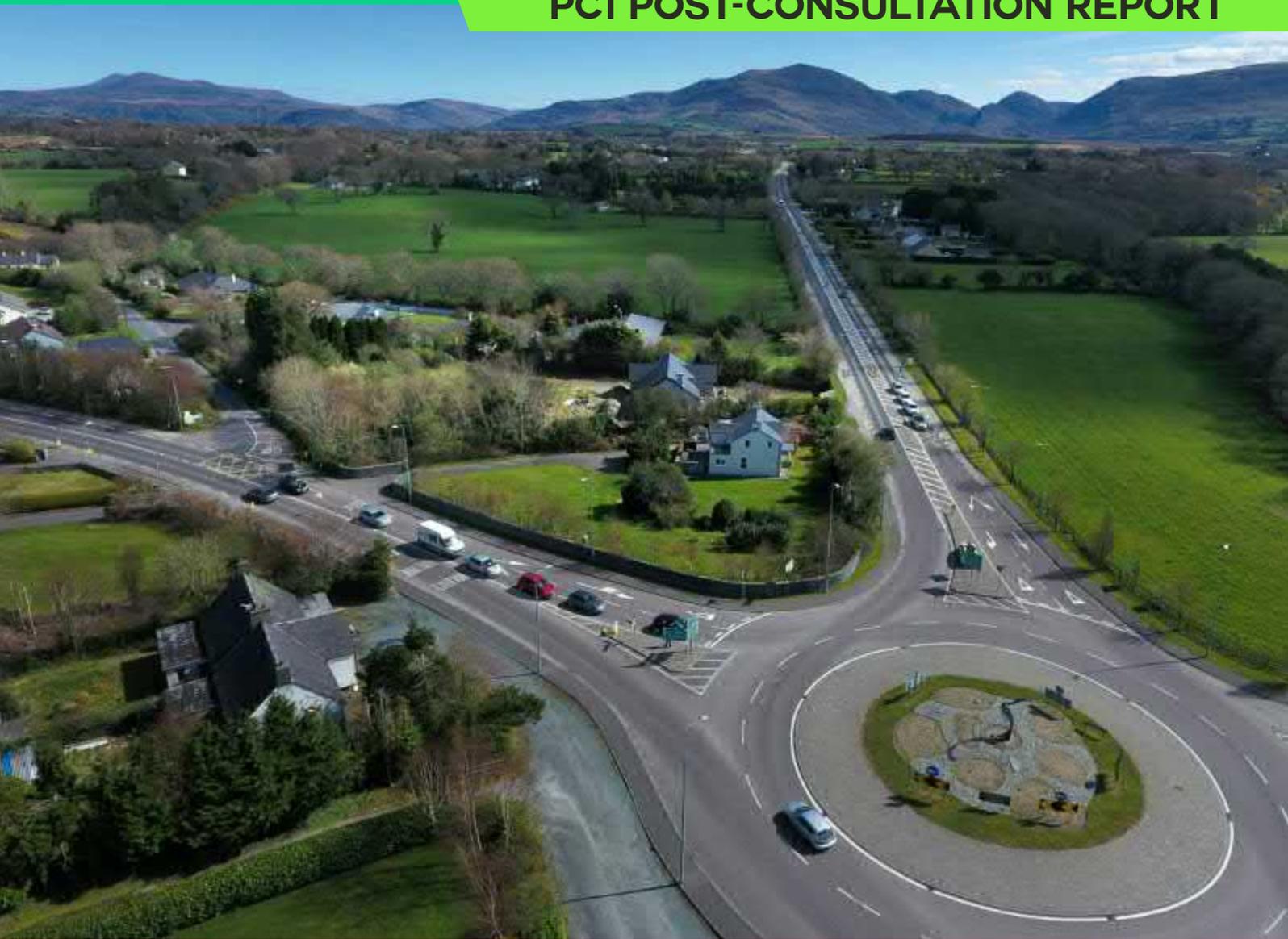


# N22 Farranfore|Killarney

## PC1 POST-CONSULTATION REPORT



# PUBLIC CONSULTATION 1

## N22 Farranfore to Killarney Project

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Author:	Maureen Cournane
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Jacobs Engineering Ireland Limited  
Merrion House  
Merrion Road  
Dublin 4, D04 R2C5  
Ireland  
T +353 1 269 5666  
F +353 1 269 5497  
www.jacobs.com

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## // EXECUTIVE SUMMARY

Kerry County Council (KCC) is working in association with Transport Infrastructure Ireland (TII) to upgrade a 25km section of the N22 through a project called the N22 Farranfore to Killarney. Jacobs Engineering Ireland Ltd (Jacobs) is the consulting engineer appointed to progress the planning and design of the project. This is an important project for the County of Kerry. The main objectives of the scheme are to improve reliability, reduce journey times, improve safety, enhance connectivity, and improve traffic capacity, particularly at Farranfore and Killarney.

This post-consultation report aims to set out how the public consultation process was managed, how many people interacted with the project, summarise the issues and concerns raised throughout the public consultation process and inform those who made a submission how the issues raised will be incorporated into the selection process for the Emerging Preferred Route Corridor.

### Approach to public consultation

Public participation is a key element of this project for Kerry County Council to ensure two-way communication with stakeholders throughout the project lifecycle. A non-statutory public consultation on the feasible public transport and road-based corridor options took place over six weeks between May 14 and June 25, 2021. The Project Team provided numerous methods of engagement for stakeholders throughout the project life cycle and during public consultation. In response to the COVID-19 restrictions around holding public events and to improve the accessibility of the information, an online public consultation experience was developed on the project website. This online consultation experience allowed stakeholders and members of the public to view project information and to express their opinions in a safe and accessible environment. The project team facilitated requests to meet with members of the public on a one-to-one basis at the N22 Project Office located in Castleisland following Covid guidelines. These one-to-one meetings were for members of the public who wished to discuss their individual situations or concerns with the Project Team and could not engage using any of the afore mentioned channels.

### Informing the Public

A number of project information channels were developed to provide details on the road scheme, promote the public consultation and drive feedback. These channels included a project website, a project email, a project phonenumber, information brochures and an online public consultation event in the form of a virtual room. An interactive map was also developed as part of the online public consultation experience and one-to-one meetings were available with members of the project team virtually by phone or via Microsoft Teams.

### Publicising the Public Consultation

A number of methods were used to deliver information on the project to stakeholders and members of the public. This information was delivered both online and through traditional forms of media. The project information was shared with the public via, newspaper adverts, flyers, press releases, radio adverts and social media. A spokesperson from Kerry County Council was also available during the consultation period for media interviews. 356 submissions were received by email, online and by post with 75% of submissions received from people living within the Study Area.

### Feedback and submissions

All submissions received throughout the public consultation, whether through an event, by post, email or hand delivered, have been recorded by the project team. The information presented as part of the feedback is not shown in the order of importance, but relative to themes that emerged from the submissions. The feedback form in the virtual room asked visitors a number of questions to allow the project team better to understand the profile of the users including age demographic and where they heard about the public consultation. This report does not constitute a technical assessment of the submissions received – it is intended to set out how

the public consultation process was managed, how many people interacted with the project, and summarise the issues and concerns raised throughout the public consultation process.

The submissions were categorised into common 'themes', and these are presented in the chapters as outlined below. The potential impacts on land and property, habitats and impact on the communities living within the Study Area were key themes in the submissions.

**Chapter 6 – Local Issues:** This chapter looks at the main themes concerning local considerations which were raised with regard to the N22 Farranfore to Killarney Project. The themes relating to local considerations came under the headings 'Alternative Options' and 'Previous Schemes'. Common topics which fell under these headings were, the suitability of the existing N22 road, the history of upgrades work on the N22, previous scheme and connectivity with other national and secondary routes in the county. 77% of submissions referred to Alternative Options under this theme.

**Chapter 7 – Environmental Impacts:** This chapter looks at the main themes concerning environmental issues, which were raised with regard to the N22 Farranfore to Killarney Project. The themes relating to environmental issues came under the headings, 'Noise and Vibration', 'Air Quality', 'Biodiversity', 'Geology', 'Cultural Heritage & Archaeology', 'Visual Impacts' and finally 'Construction Impacts'. The most common issues to emerge were, increase in future levels of noise, air quality along with and cultural heritage. 36% of responses in this section were related to Biodiversity in terms of flora and fauna followed by noise and vibration impacts at 27%.

**Chapter 8 – Land and Property Impacts:** This chapter looks at the feedback made in relation to potential impacts to agricultural, commercial, and private land and property due to potential road upgrades. In addition, it records comments related to potential land acquisition through Compulsory Purchase Order (CPO). Common topics that emerged under this theme were in relation to the concern over stakeholder's property, land, and business. 48% of responses were in relation to impacts on Residential Property.

**Chapter 9 – Project need:** This chapter records stakeholder's comments in terms of the need for such a scheme with traffic management, quality of life, safety, connectivity, journey times and the local economy mentioned. Most submissions cited safety (27%) and traffic (27%) in their submissions.

**Chapter 10 – Transport Modes:** This chapter looks at submissions made in relation to transport modes; 'General', 'Bus', 'Rail' and 'Walking and Cycling'. Topics which related to theme Transport Modes included, better connectivity between Farranfore and Killarney, greater public transport access, and the upgrade of existing rail infrastructure. 32% of respondents commented on Cycling and Walking facilities including safer cycle and walking paths.

**Chapter 11 – Accessibility and Integration:** This chapter looks at the main themes concerning Accessibility and Integration. The topics relating to Accessibility and Integration came under the headings, 'Road Access and Local Roads', 'Impact on Amenities and Communities' and 'Access to Land and Property'. The most common topics relating to Accessibility and Integration were stakeholders concern over disruption to community amenities with 64% of stakeholders referring to this in their submission.

**Chapter 12 – Planning and Consultation Process:** This chapter look at the feedback in relation to planning and comments in relation to the consultation process. Topics were in relation to stakeholders planning applications for their homes with 64% of submissions referring to the public consultation process and information which was provided as part of the consultation.

## Conclusion and Next Steps.

This final chapter summaries the aim of the consultation report and how feedback from stakeholders and the public will be taken into consideration when moving forward with the N22 Farranfore to Killarney Project. This chapter explains the objective of the consultation period and the importance of maintaining stakeholder relationships. This chapter provides the reader with a link to the project website and notifies of a further consultation period expected next year.

## // 1. INTRODUCTION

The N22 is a national primary road facilitating connectivity between Farranfore and Killarney. Kerry County Council (KCC) is working in partnership with Transport Infrastructure Ireland (TII) and the Department of Transport to develop the N22 Farranfore to Killarney Project. The project involves the examination of feasible transport solutions including public transport and road-based solutions to improve connectivity between Farranfore and Killarney. As part of the road-based options a Southern Link Road between the N22 and the N71 Muckcross Road is also being developed.

If a road-based solution is determined as the best performing option, this will form the Emerging Preferred Route Corridor. Once the Emerging Preferred Route Corridor has been selected, a Link to Killarney Town and a N23 Link in Farranfore will also be progressed.

In 2003, a Preferred Route Corridor for an improved section of the N22 National Primary road between Farranfore and Killarney was identified. Following a Peer Review process in 2008, some refinement areas were identified for re-assessment and a Refined Preferred Route Corridor was finalised in 2012. However, this project was later suspended due to the prevailing economic circumstances at the time.

Since the identification and appraisal of the Refined Preferred Route Corridor in 2012, several changes to European and National policy have occurred including in areas of Environmental Protection, Climate Adaptation and Transport Sustainability. In 2019, KCC in consultation with TII commenced a review of the scheme in accordance with current National Guidelines to consider and assess all alternative modes and options which could potentially improve the transport connectivity between Farranfore and Killarney and onwards to Tralee and Cork.

### 1.1 Design process carried out to date.

The project is being designed with reference to TII's Project Management Guidelines (PMGs) and the associated Project Appraisal Guidelines (PAG) for Major Road Projects (February 2019). This suite of documents is available to download from TII's website <https://www.tiipublications.ie/>.

Initial work undertaken included the development of the Study Area, where the proposed upgrades to the existing N22 corridor will take place and identification of the constraints. These were determined under three principal categories, namely:

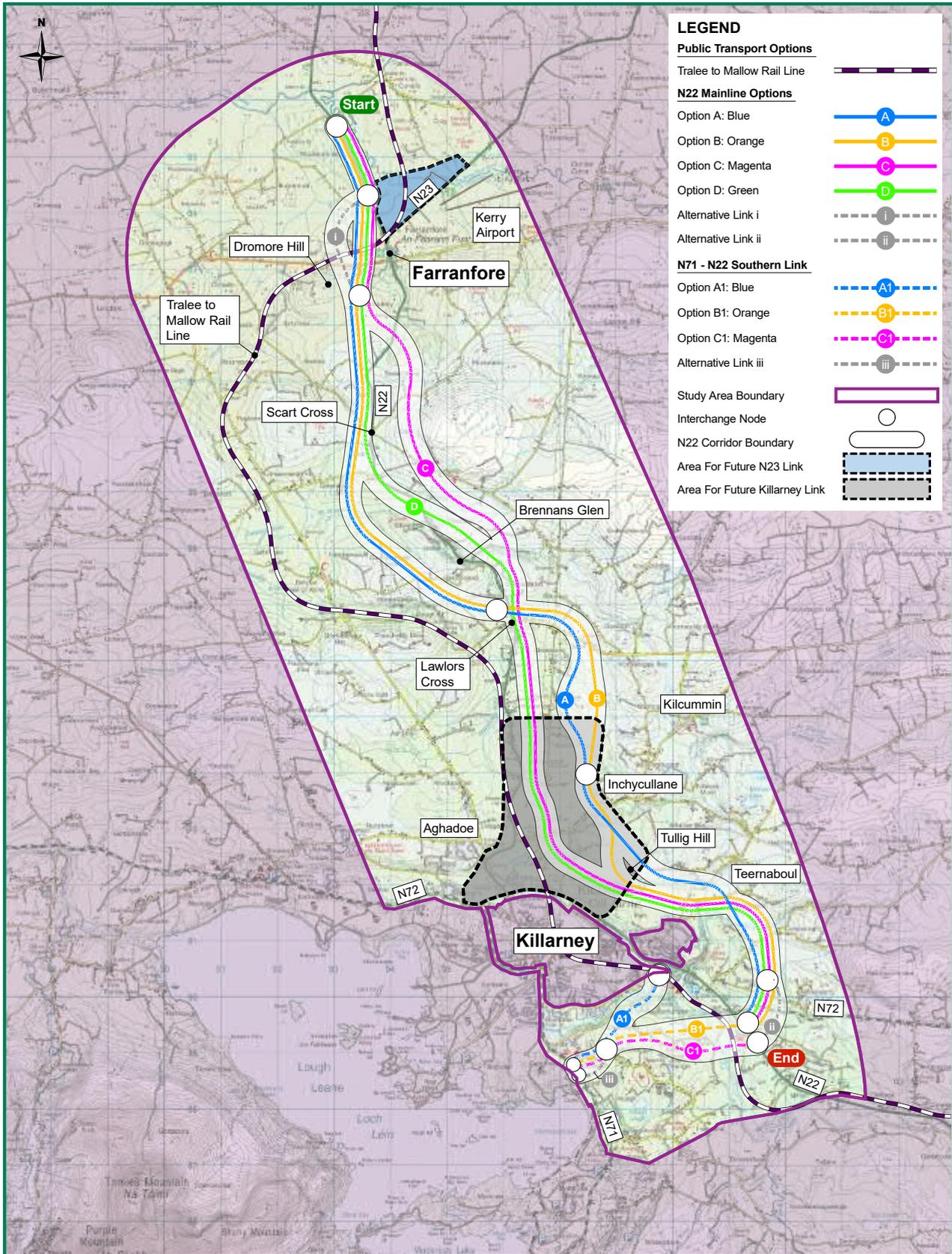
- Natural Constraints (landscape and environment);
- Artificial Constraints (the built environment); and
- External Parameters (design standards, policy).

Several feasible road-based Route Corridor Options were then developed to avoid or minimise impacts on these constraints. Consideration was given to potential improvements along the existing N22 as well as other modes of transport (rail and bus). These initial options were assessed under three criteria: Engineering, Environment and Economy with the best performing options to be shortlisted for further consideration.

The scheme development is currently at Options Selection stage and the best performing public transport and road-based options are being presented in the online public consultation experience as the Route Corridor Options (see Fig1.1)

It should be noted the road options are being appraised based on corridors that are generally 400m wide within which route alignments have the potential to be developed. A corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a road scheme could be developed. Such design development will be undertaken for the preferred option then the overall extent of the proposed works will be defined.

# Route Corridor Options



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Figure 1-1: Public Consultation Route Corridor Options (aerial) for N22 Farranfore to Killarney Project.

With reference to Figure 1-1 above, Kerry County Council and Jacobs Engineering Ireland (Jacobs), supported by Kerry National Roads Office (KNRO) ('from here on known as 'the Project Team / N22 Project Team'), presented public transport options and the following four road-based Route Corridor Options in June 2021 for the first round of non-statutory public consultations:

**Option A** – Blue Route

**Option C** – Magenta Route

**Option B** – Orange Route

**Option D** – Green Route

As part of the road-based options a Southern Link Road between the N22 and the N71 Muckcross Road is also being developed.

**Option A1** – Blue

**Option B1** – Orange

**Option C1** – Magenta

## 1.2 Consultation objectives

The objectives for this first round of non-statutory consultation were:

- To provide an opportunity for the members of the public and other interested parties to engage with the process and to share with the Project Team any relevant supporting information or additional constraints that should be considered in the assessment of the Route Corridor Options.
- To provide information about the project and to explain the methodology and approach to route selection;
- To develop relationships with communities and key stakeholders and to facilitate information sharing for this and future Phases of the project;
- To encourage members of the public to engage directly with the project via the public consultation events, the project website, the N22 Project Office, and the project phonenumber to ensure that the N22 Project Team is viewed as a single and accurate source of information;
- To ensure consultation and engagement is carried out in a transparent and meaningful way.
- During this public consultation we invited feedback on the options being proposed for further examination, including road and public transport modes

The methods used to achieve these objectives are outlined in Section 3.

## 1.3 Public consultation

The public consultation period ran from 14 May 2021 until a formal closing date of 25 June 2021.

In order to generate awareness of and participation in the consultation, a wide range of communication tools were used to promote the consultation. These communications tools are detailed in Chapter 4 of this report.

Feedback from this non-statutory public consultation has been reviewed by Jacobs and relevant feedback will inform the identification of an Emerging Preferred Route Option for the N22 Farranfore to Killarney Project, which is anticipated to be presented in 2022. A further period of non-statutory public consultation will then take place and feedback on the Emerging Preferred Route Corridor will be considered before a Preferred Route Corridor will be finalised.

The Project Team is committed to continuously engaging with stakeholders, including people living, working or who own land in the study area. Feedback will be welcome at all stages of the development of the N22 Farranfore to Killarney Project.

## // 2. APPROACH TO PUBLIC CONSULTATION

The Project Team sought feedback on the four road-based Route Corridor Options and public transport Route Corridor Options which were presented to the public through this public consultation process. The Project Team developed a feedback form for the scheme designed to seek feedback on the Route Corridor Options and encouraged people to participate with the public consultation process, although stakeholders were welcome to submit comments and information in other formats if preferred. The feedback form can be viewed in Appendix A.

### 2.1 Public Consultation Roadmap

In line with the Aarhus Convention and TII's Project Management Guidelines (January 2019), the Project Team prepared a Public Consultation Roadmap. The Public Consultation Roadmap sets out the stages of non-statutory public consultation and various technical design phases that are planned in the development of the N22 Farranfore to Killarney Project.

While continuous engagement is encouraged throughout the life cycle of the project, the public consultation roadmap provides a timeline for formal opportunities for engagement on the scheme. The public consultation roadmap can be viewed in Figure 2-1.

## // PUBLIC CONSULTATION ROAD MAP

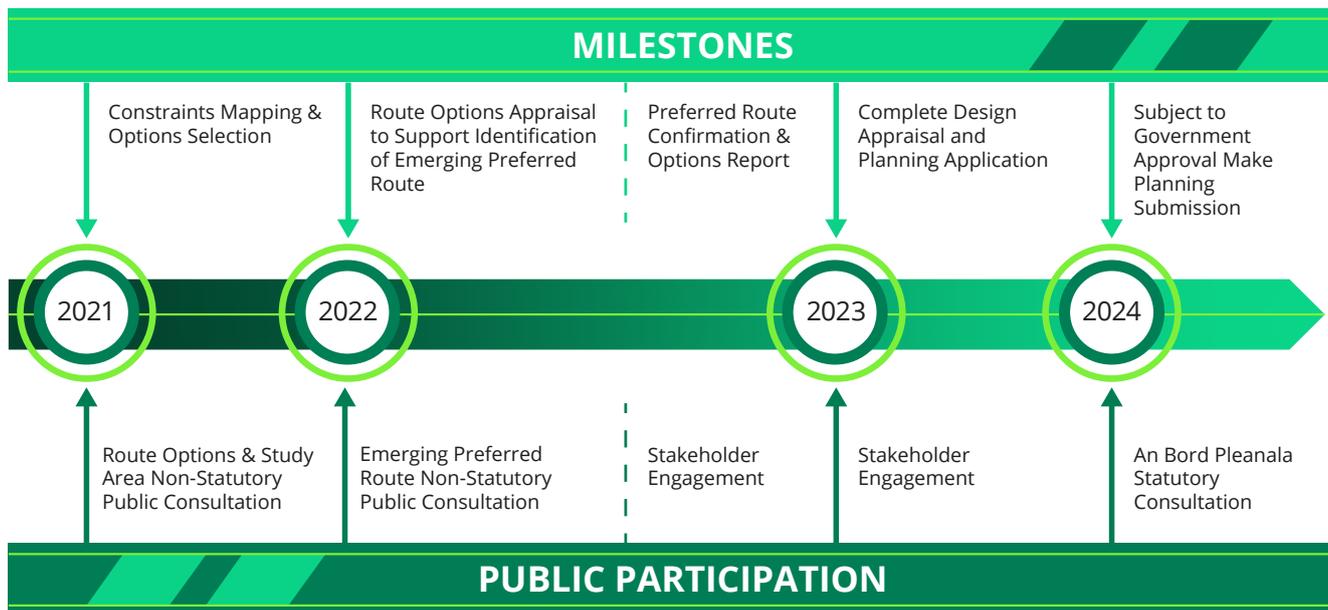


Figure 2 -1: Public Consultation Roadmap for the N22 Farranfore to Killarney Project.

## **2.2 Providing opportunities to maximise stakeholder engagement**

The Project Team is aware that accessibility and inclusivity is important when engaging with its stakeholders. Therefore, numerous methods of engagement for stakeholders have been provided to facilitate consultation throughout the project lifecycle as well as during the public consultation periods.

In addition to the traditional printed/published material that was made available during the public consultation, a number of communications tools for stakeholders who require assistance in reading and interpreting online information were available.

These included an accessible virtual room compatible with screen reader software large scale maps, project brochure, and consultation information available to download, a dedicated project phonenumber, virtual meetings with the project team and a website with all information available in digital format to print or download.

In response to the COVID-19 restrictions around holding public events and to improve the accessibility of the information, an online public consultation experience was developed on the project website <https://n22.kerrycoco.ie/>

This online public consultation experience allowed stakeholders and members of the public to view project information and to express their opinions in a safe and accessible environment. Submissions were made using the feedback form in the online public consultation experience. Or alternatively, a submission could be sent in by Freepost or email.

During the consultation people were also given the opportunity to book an appointment within the virtual room and request a call back to speak with a member of the project team by phone or video call. This service was available during the first four weeks of the public consultation period, 14 May to the 11 of June 2021.

Members of the public could also contact the project team directly by phone or email and request a copy of the feedback form or brochure or a hard copy of the feedback form.

The project team facilitated requests to meet with members of the Project Team on a one-to-one basis at the N22 Project Office located in Castleisland following Covid guidelines. These one-to-one meetings were for members of the public who wished to discuss their individual situations or concerns with the Project Team and for personal reason could not engage using any of the afore mentioned channels. There were 15 stakeholder meetings relating to the Project held in the N22 Project Office during the consultation period, and 188 calls were received to the project phonenumber from members of the public.

Throughout the public consultation period, KCC had a nominated project spokesperson available for interviews with the media to ensure the public consultation process was widely publicised. Press releases were issued to local print media and several media channels were used to publicise the public consultation such as radio, online media, and email alerts. Digital communications were also employed through posts on Twitter and Facebook and through the project website. These communication methods were used to maximise engagement with the general public and stakeholders and to encourage a high level and diverse range of submissions and project awareness.

## **2.3 Pre-consultation briefing for Elected Members**

On 14 May 2021, the Project Team virtually presented the scheme to the County Councillors of Kerry County Council and the Kerry Oireachtas Members in a pre-consultation briefing on the N22 Farranfore to Killarney Project prior to the consultation opening to the public.

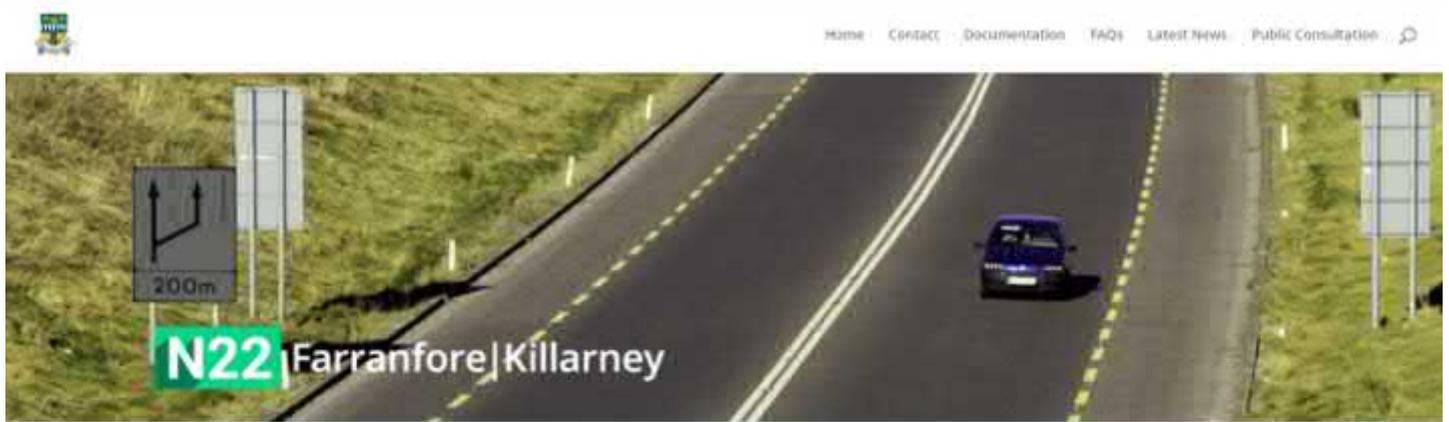
The public consultation information was presented, a preview of the virtual room, including the information brochures, the project display maps and the public consultation feedback forms. Those in attendance were advised of the various way's stakeholders could engage with the Project Team.

## // 3. INFORMING THE PUBLIC

Project information channels have been developed to provide details on the road scheme, promote the public consultation and facilitate feedback from the public. These channels are discussed in more detail in this section.

### 3.1 Project website

The N22 Farranfore to Killarney Project is available at <https://n22.kerrycoco.ie/> and went live on 15 June, 2020 a sample page is given in Figure 3-1. The website includes information relating to the first non-statutory public consultation, on the Study Area and constraints, project background, project need and all available publications.



## N22 Farranfore to Killarney Project

### Project Description

**Figure 3-1:** Website homepage

The project website contains a dedicated 'Public Consultation' page which provides information on public consultation periods and public consultation events. All public consultation information, including English and Irish language feedback forms, English and Irish language information brochures, the publicly displayed Route Corridor Option maps and aerial photographs of the study area showing the Route Corridor Options are available to download from the project website. Details on how the Project Team could be contacted should further information or clarification be required were also available throughout the project lifecycle.

Sample website content can be viewed in Appendix C.

### 3.2 Project email

A dedicated N22 Farranfore to Killarney email address was made available at [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com) and went live on 22 July 2020. The project email was used to receive submissions through the public consultation process, to respond to any project queries and to send project updates to stakeholders.

The project email address was advertised at the public consultation online events and included in the public consultation information brochures. The email address continues to be monitored and queries and comments received continue to be dealt with even though this public consultation period has ended.

### **3.3 Project phonenumber**

The N22 Farranfore to Killarney Project phonenumber is available at 0667183583 and went live on 28 October 2020. The phonenumber is manned during office hours and has a voicemail service for out-of-hours calls. The telephone number was advertised at the online public consultation event and included in the public consultation brochures. The phonenumber was used to answer queries during the public consultation period, arrange virtual meeting requests and continues to be active for information queries post-consultation as well as for anyone wishing to make an appointment to discuss the scheme with the Project Team.

### **3.4 Information brochures**

The public consultation information brochures outlined the background information on the N22 Farranfore to Killarney Project and contained the Public Consultation Roadmap and the Route Corridor Options map. The same information was available to download from the project website. Hardcopies of the information brochure were made available upon request as well as a hard copy of the feedback form and a freepost address to facilitate those interested in making a hardcopy submission.

An Irish language version of the information brochure and feedback form was available at the online public consultation virtual room and was made available for download from the project website.

The public consultation information remains available to download from the project website.

The English and Irish language versions of the public consultation information brochures can be viewed in Appendix D and E.

### **3.5 Online Public consultation event**

The online public consultation experience was held from the 14 May to 25 June. In response to the COVID-19 restrictions around holding public events and to improve the accessibility of the information, an online public consultation experience was developed on the project website <https://n22.kerrycoco.ie/>.

This virtual room experience allowed stakeholders and members of the public to view project information and to express their opinions in a safe and accessible environment. A virtual room was recreated to be a familiar and informative experience where members of the public could view the maps and posters, they would normally see at a physical public consultation event.

#### **3.5.1 Virtual Room**

The virtual room for the N22 Farranfore to Killarney Project was developed where members of the public could view the Study Area, shortlisted Route Corridor Options and public transport and active travel being proposed as well as make a submission using the online feedback form.

On arrival to the virtual room, users were greeted with a welcome video introducing them to the N22 Farranfore to Killarney Project, the feedback the Project Team were looking for and what to expect when they entered the room. Project information was displayed in a series of fully accessible display boards throughout the room and the virtual room was designed for screen reader compatibility for users with limited vision or hearing. The boards contained information on the background of the project, road maps, consultation documents, an interactive map as well as a number of ways to give feedback. Copies of the information brochure and feedback form in both Irish and English language versions were available and a link to submit an online feedback form or to view and download were located throughout the virtual room. The feedback forms can be viewed in Appendix A.

The Public Consultation Roadmap and the Route Corridor Options maps were also on display. Users could use the digital versions of the maps to view/zoom in on via computer screens, mobiles, and tablets. Members

of the public were able to find their locations of interest within the study area using the interactive map by inputting their Eircode.

Members of the Project Team were available to inform members of the public about the project, answer questions that attendees had and, where required, to assist the public in completing a submission.

The information provided in the displays can be viewed in Appendix F.

Key features of the Online Public Consultation Experience included:

- Access from any computer, smart phone, or tablet 24 hours a day. Based on an assessment of broadband availability in the area, the software for the experience was specifically developed to provide smooth access across a low bandwidth internet connection in order to maximise the accessibility of this facility to individuals, particularly those in rural areas.
- Easy to navigate – enter and take guided tour, or roam around as you wish
- Click on information displays with the option of zooming-in for a closer look
- Book an appointment to 'Meet the Project Team' via telephone or video call
- Material could be downloaded or printed
- Compatible with screen reader technology
- Leave comments or request a feedback/survey form
- An Interactive Map to allow to quickly find your property/land with respect to the Route Corridors

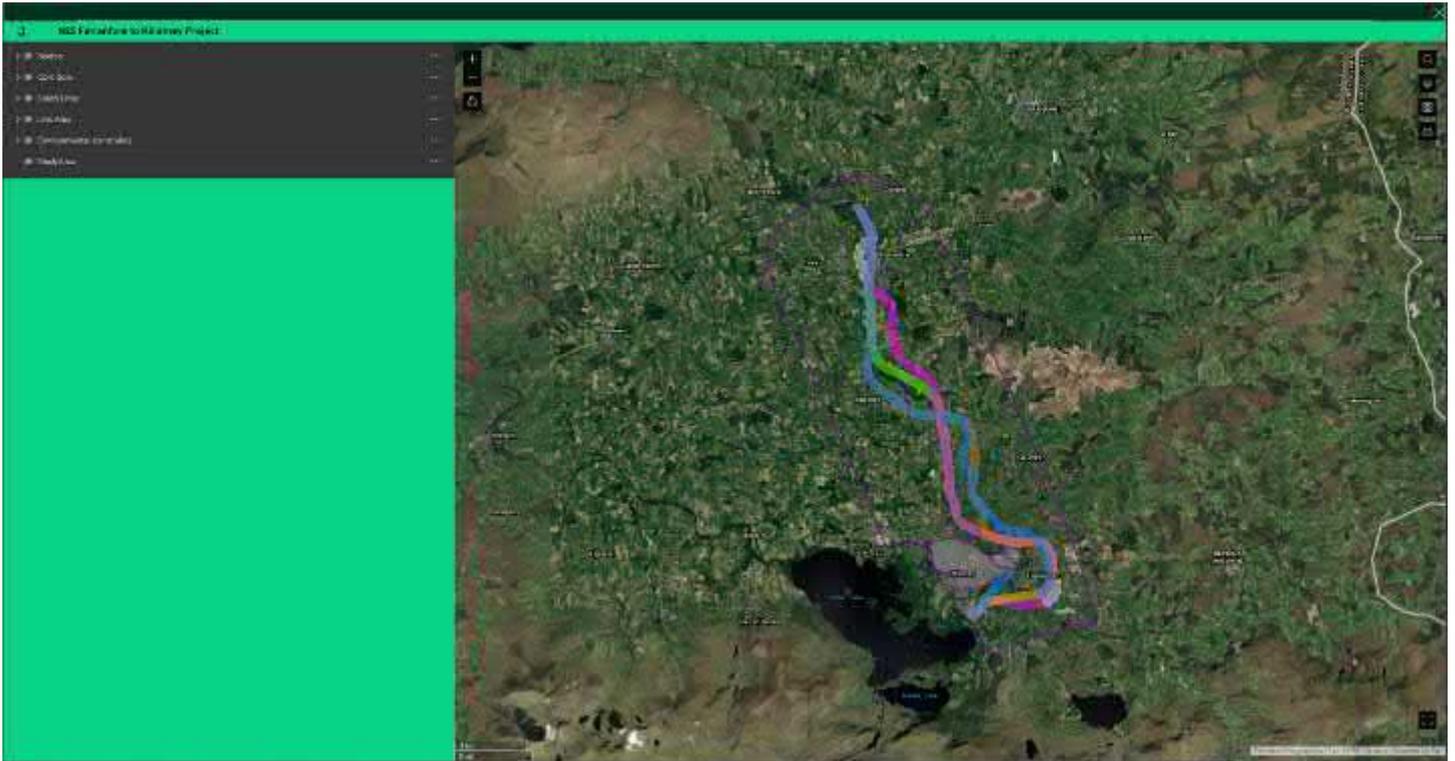


**Figure 3-2:** Screenshot of the Online Public Consultation Experience.

## 3.5.2 Interactive map

An Interactive Map was developed as part of the Online Public Consultation Experience and was provided as one of the information boards within the virtual room. Direct access to it was also made available on the project website itself.

This Interactive Map provided an efficient way for a member of the public to quickly locate their property, land or townland and its location with respect to the Route Corridors. Members of the public could type in the Eircode or townland address into the search bar, and the map would automatically zoom down to an aerial view of the property and its location with respect to the Route Corridors. A screenshot of the Interactive Map is shown in Figure 3-3 below.



**Figure 3-3:** Interactive Map.

## 3.5.3 One-to-One Meetings with the Public

The first four weeks of consultation, May 14 to June 11 stakeholders could meet the Project via pre-booked one-to-one meetings facilitated virtually by phone or via Microsoft Teams Team, a web-based video conferencing application. These meetings could be booked through the online booking system which could be accessed via the virtual room or by contacting the project phonenumber and email. 66 telephone/video conferencing meetings were undertaken.

In addition, 15 in-person face to face meetings were facilitated. These meetings adhered to strict safety measures and were in compliance with COVID-19 guidelines at the time. The term 'face to face meeting' is used to differentiate these meetings from one-to-one meetings that were carried out online.

On arrival to the venue, attendees waited outside the KCC office and rang a bell to be admitted to the consultation meeting room. Following admission to the meeting room a sign-in sheet and a COVID-19 contact tracing information form was completed by a member of the project team on behalf of the attendees. To ensure safe protocols were in place, these meetings were pre-booked with a time allocation issued to all attendees prior to their meeting date. The meeting room was divided by a Perspex screen with the attendees and team member remaining at opposite sides of the screen for the duration of the meeting. Meetings were restricted to a maximum of three visitors and to a 45-minute duration to reduce the numbers of people attending the venues at one time and to meet the Government COVID-19 Guidelines. The meeting timings

were also staggered to reduce any gathering or convergence by members of the public entering or exiting the venue. Hand sanitiser and face masks were also freely available for all attendees and a distance of 2 meters was adhered to at the meetings to provide additional safety and assurance to the attendees. In addition, cleaning, and disinfection of the station was undertaken between each meeting.

## // 4. PUBLICISING THE PUBLIC CONSULTATION

A variety of methods were used to provide information on the project. A mixture of online and traditional media was used to allow stakeholders to access information. As well as the virtual room the maps, brochures, and feedback forms were also available to be viewed by members on the project website. Alternatively, members of the public could contact the project team directly and request a copy of the feedback form or brochure or a paper copy of the feedback form could also be requested by email.

### **4.1 Newspaper adverts**

Adverts publicising the public consultation period and public consultation events were published in the Kerryman, Kerry's Eye, Killarney Outlook and Killarney Advertiser on Wednesday and Thursday, 12 & 13 May 2021 and repeated again on Wednesday and 26 & 27 Thursday May 2021. The newspaper adverts contained a description of the project and details of the public consultation events. They also detailed the project website and gave instructions on how to make a submission. The advert can be viewed in Appendix E.

### **4.2 Flyers**

Over 10,000 flyers publicising the public consultation were delivered to homes and businesses in the Study Area between 7 to 11 May 2021. The flyers contained a description of the project and details of the public consultation events. They also detailed the project website and gave instructions on how to make a submission. The flyer can be viewed in Appendix K.

### **4.3 Press releases**

A press release announcing the launch of the public consultation was issued to the local media. Media coverage of the press release appeared in The Kerryman, Kerry's Eye, Killarney Outlook and Killarney Advertiser on Wednesday and Thursday, 12 & 13 May 2021 to coincide with the start of the public consultation process for the N22 Farranfore for Killarney public consultation. The press release was also added to the news section of the Project website at <https://n22.kerrycoco.ie/latest-news/>

Sample media coverage resulting from the can be viewed in Appendix I.

### **4.4 Spokesperson**

Paul Curry, Senior Engineer Kerry County Council is the project spokesperson and was available during the public consultation period for media interviews. He provided comments to The Kerryman newspaper for its publication on Wednesday 19 May 2021 and was interviewed by Kerry Radio on Tuesday 18 May 2021.

### **4.5 Radio Adverts**

Radio announcements advertising the public consultation were broadcast on Kerry Radio 6 times daily on weekdays over five days from the 31 May to 6 June 2021.

### **4.6 Online and social media**

Notices of the public consultation period and public consultation events were published on Kerry County Council's website and social media channels and reminders of the consultation closing dates were posted in the days leading up to the close of consultation. Sample online and social media content can be viewed in Appendix J.

Activity	May					June			
	W/C 3	W/C 10	W/C 17	W/C 24	W/C 31	W/C 7	W/C 14	W/C 21	W/C 28
Local Newspaper Adverts		X		X					
Radio					X				
Press Release		X						X	
Project Flyer	X								
Social Media	X	X	X	X	X	X	X	X	X
Interview on Local Radio			X						
National Media Coverage		X					X	X	

## // 5. FEEDBACK AND SUBMISSIONS

The following section shows the results of the analysis of submissions received during the public consultation period. All submissions received at an event, by post or email or hand delivered have been recorded for consideration by the project team.

### 5.1 Introduction

The public consultation period initially ran from Friday 14 May until Friday 25 June 2021. As the Project Team is committed to continuously engaging with all stakeholders, particularly people living, working, or owning land in the study area, feedback received after 25 May 2021 have been taken into account. Submissions were invited via the following channels:

- Via the online public consultation event;
- By free post using a freepost address available on the website and all consultation material; and.
- By email to [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com)

There were 356 submissions received in total during the public consultation period. The information presented below is a representation of the feedback received. Feedback is not presented in order of importance – it is presented relative to the themes that emerged from the submissions.

This report does not constitute a technical assessment of the submissions received – it is intended to set out how the public consultation process was managed, how many people interacted with the project, and summarise the issues and concerns raised throughout the public consultation process. Individual submissions will not be responded to or addressed on an individual basis through the design process, however all feedback received as part of this non-statutory public consultation will be considered and will inform the process of identifying an Emerging Preferred Route Corridor. Details of the process will be contained in the Option Selection Report which will be published when the Preferred Route Corridor is finalised.

The information and comments received in the submissions were categorised into common 'themes', and these are presented in the Chapters below. The themes and associated chapters are listed below:

- Chapter 6 – Local Issues
- Chapter 7 – Environmental Impacts
- Chapter 8 – Land and Property Impacts
- Chapter 9 – Project need
- Chapter 10 – Transport Modes
- Chapter 11 – Accessibility and Integration
- Chapter 12 – Planning and Consultation

## 5.2 Review of Online Engagement

Although the Online Public Consultation Experience was initiated due to COVID-19 restrictions, this method of public consultation provides opportunities to extend the reach of the consultation to stakeholders who would not normally be able to attend a public event either due to work, family commitments or accessibility issues. Therefore, for the purposes of this Report, a review of online activity was undertaken to identify if the online facilities widened the reach of the consultation or not.

The project website <https://n22.kerrycoco.ie/> has been established since the start of the project and is a central source of project information for the N22 Farranfore to Killarney Project. It contained all of the public consultation documentation for the Proposed Route Corridors. In the first week of the consultation, the N22 project website saw 2673 visitors to the site. In total there were 5051 visitors to the project website during the six-week public consultation period.

In relation to the virtual room, which is hosted separately on the project website, 4,805 visitors used this facility during the six-week consultation period. Similar to the numbers on the project website, there was an initial peak of interest and then this settled into a steady pattern. The length of time spent by visitors within the virtual rooms fluctuated during the consultation period. The average time spent per visitor during the consultation period was approximately 12 minutes. In regards user behaviour in the virtual room Board 11 which contained the Interactive Map and the welcome video were the most popular boards.

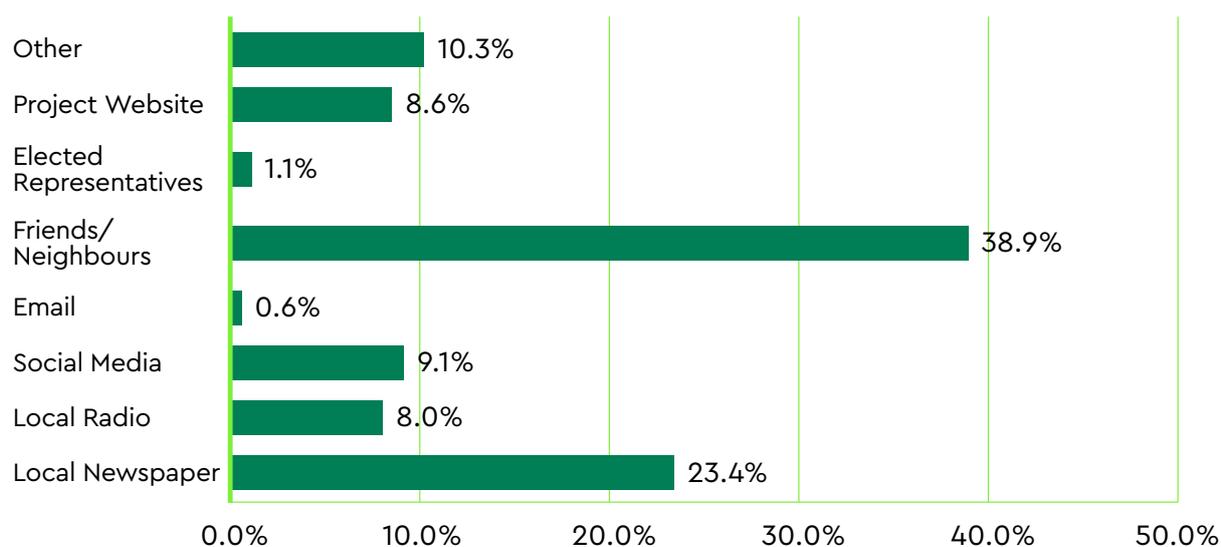
As part of the Feedback form in the virtual room visitors were asked the following questions to gain a better understanding of profiles of the users:

- What is your age group do you belong to?

55% were between the ages of 34–55. This feedback is cognisant with the majority of respondents advising they both live in the Study Areas and own residential property.

- How did you hear about the Public Consultation?

The method of hearing about the consultation was informative. Over 38% heard of the consultation through friends and neighbours. The local newspaper was cited as the next biggest sources of information at 23% with social media and local radio following. This information was considered helpful in terms of directing future advertising efforts for public consultations.



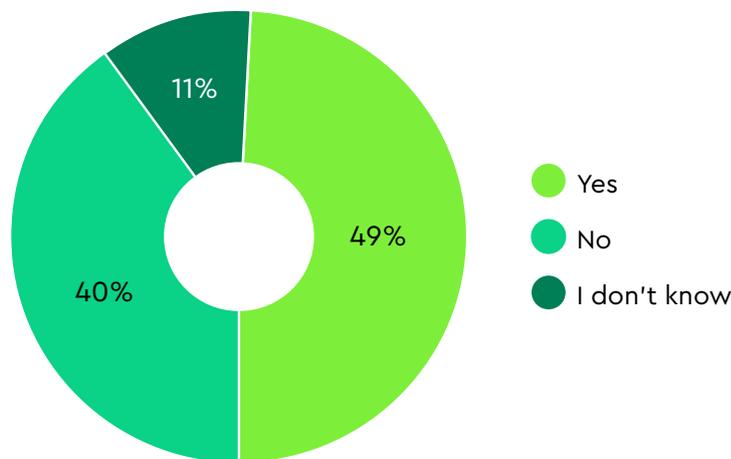
**Figure 5-1:** How did you hear about the public consultation?

## 5.3 Overview of Feedback Form Submissions

Overall, there were 171 feedback forms completed. The feedback form asked 28 questions. The first five questions asked for the name and address of the respondent and other personal details such as age and email address. This information is kept in confidence and is not available to the public.

### 5.3.1 Overall opinion on the project

This section concentrated on the public support for the project. Question seven, eight and nine asked whether the respondent believed the N22 Farranfore to Killarney Project was necessary, and if a proposed Southern Link and Northern Link was essential. This section was mandatory, and all respondents had to answer it. 49% agreed the project was necessary followed closely by 40% disagreeing with this sentiment. 62% of respondents agreed a Southern Link Road was necessary and 48% agreed a Northern Link Road was necessary.



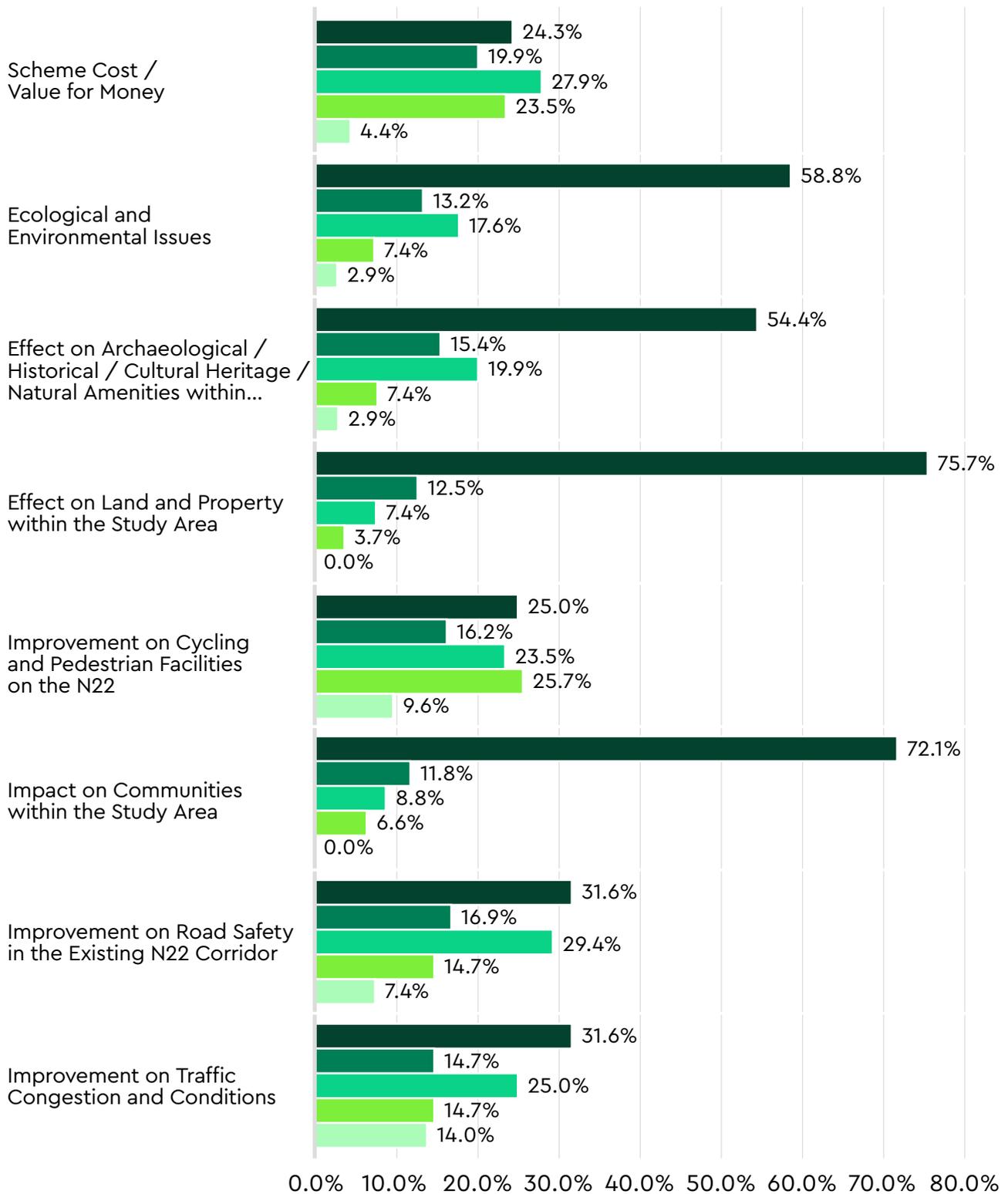
**Figure 5-2:** Do you think the N22 Killarney to Farranfore Project is necessary?

### 5.3.2 Question 3 – Opinion on the Important Aspects of the Scheme

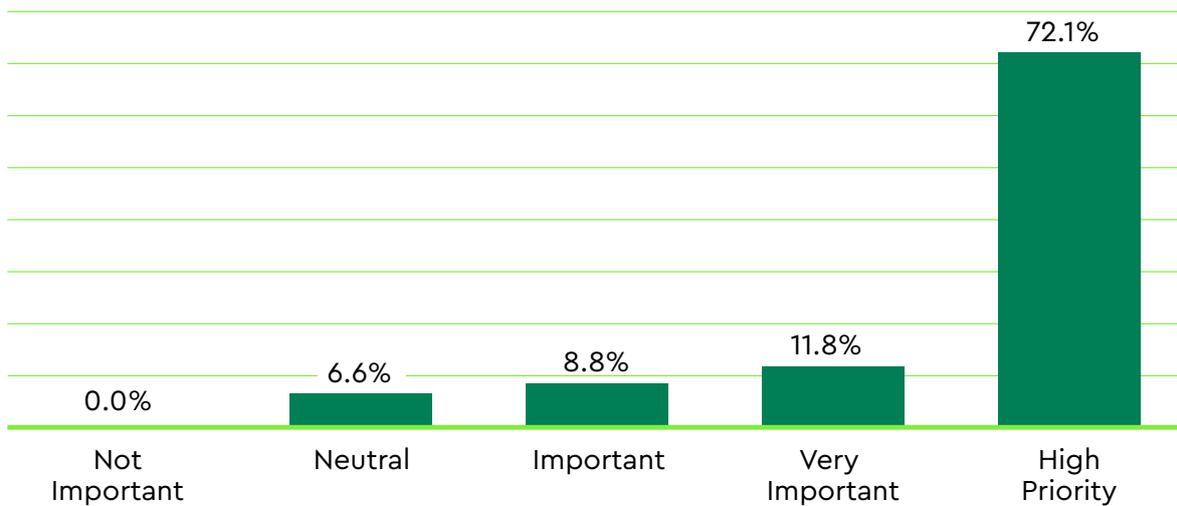
Stakeholders were also asked what aspects they were most concerned about in relation to the project and to rank them accordingly in order of importance. This ranged from environmental factors to road safety and value for money.

Respondents were asked this question to gain an understanding of their overall interests and concerns in regards the N22 project. Not all respondents answered this question. Figure 5.3 shows the eight aspects listed in the feedback form and the number of people who ranked each of the aspects as the most important to them.

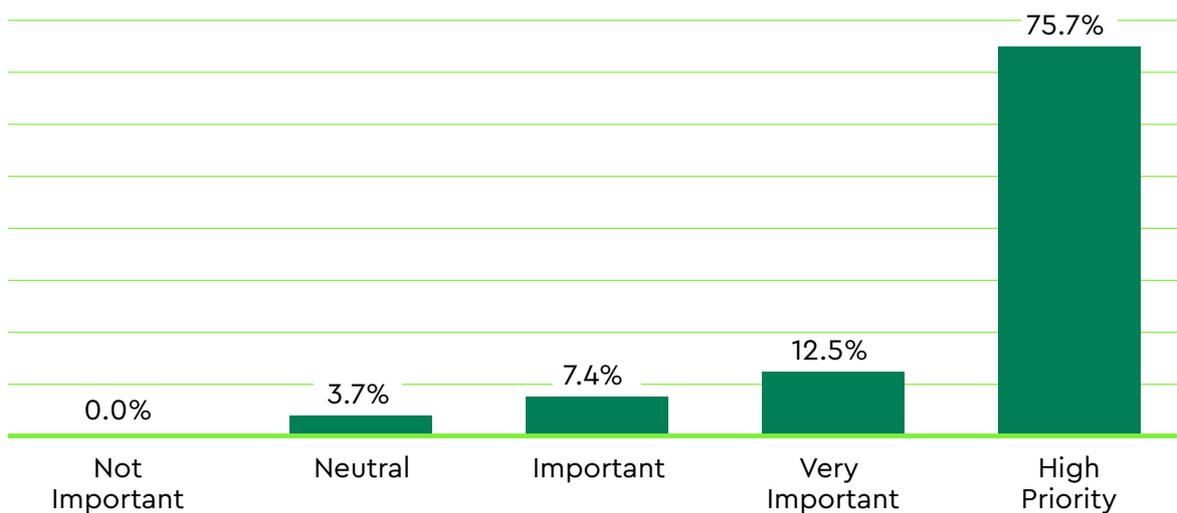
Respondents considered Effect on land and property (Figure 5.4) and Impact on communities within the Study Area (Figure 5.5) the most important aspects. This was followed by Ecological and Environmental Issues.



**Figure 5-3:** Stakeholder opinion on the importance of a variety of aspects.



**Figure 5-4:** Stakeholder opinion on the impact on communities within the study area.



**Figure 5-5:** Stakeholder opinion on the effect on land and property within the study area.

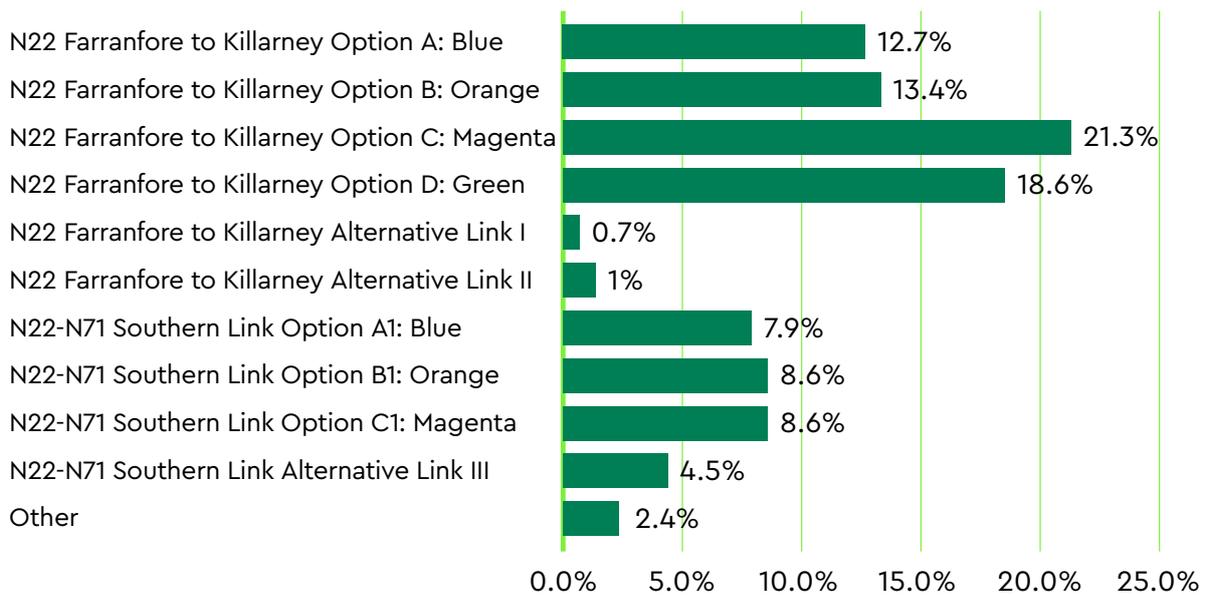
### 5.3.3 Feedback relating to the Study Area and proposed Route Corridor

This section asked respondents if they have land or property on or adjacent to one of the proposed route corridor options or in the study area, they were then asked what type of land or property it was.

75% of respondents lived in the Study Area with 80% citing that their property as being affected by one or more of the proposed route corridors. 69% cited their property as residential, 10% farming/agricultural and 7% commercial.

### 5.3.4 Route Corridor Option Affecting Land/Property

If respondents lived or had property/land adjacent to or on one of the proposed Route Corridor Options they were then asked what route option affected their property/land. Figure 5.6 gives a breakdown of the route corridor options affecting the respondents. Route Corridor Option C Magenta followed by Option D Green being the most impacted. Not all respondents answered this question.



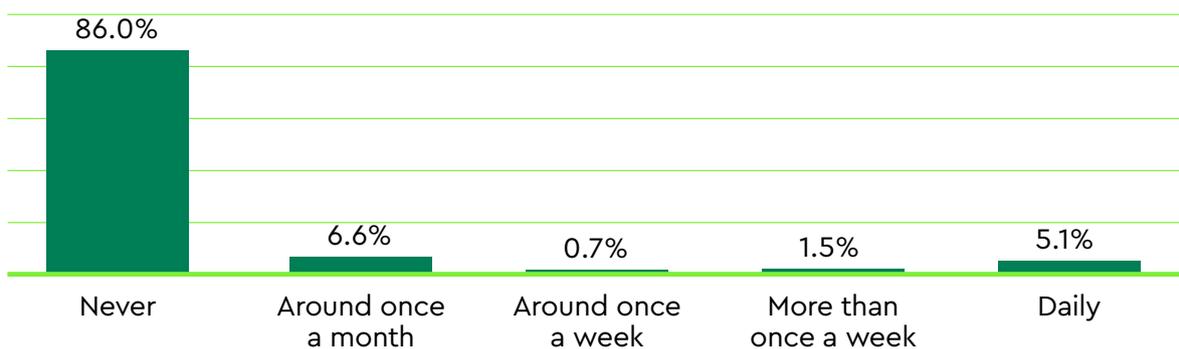
**Figure 5-6:** Route Corridor Option Affecting Land/Property.

### 5.3.5 Journey experience within the Study Area.

Stakeholders were asked a series of questions on their journey experiences within the study area and their average use of public transport modes.

A large number of respondents (39%) noted that main purpose for travelling within the Study Area was for Work/Business, this was followed closely by personal reasons at 25%. 44% choose the car as a driver or passenger as the most frequent mode of transport with 79% of respondents noting it as the most convenient form of travel.

86% advised they never use public transport in the Study Area and 59% cited Lack of Connectivity as being the main reason.



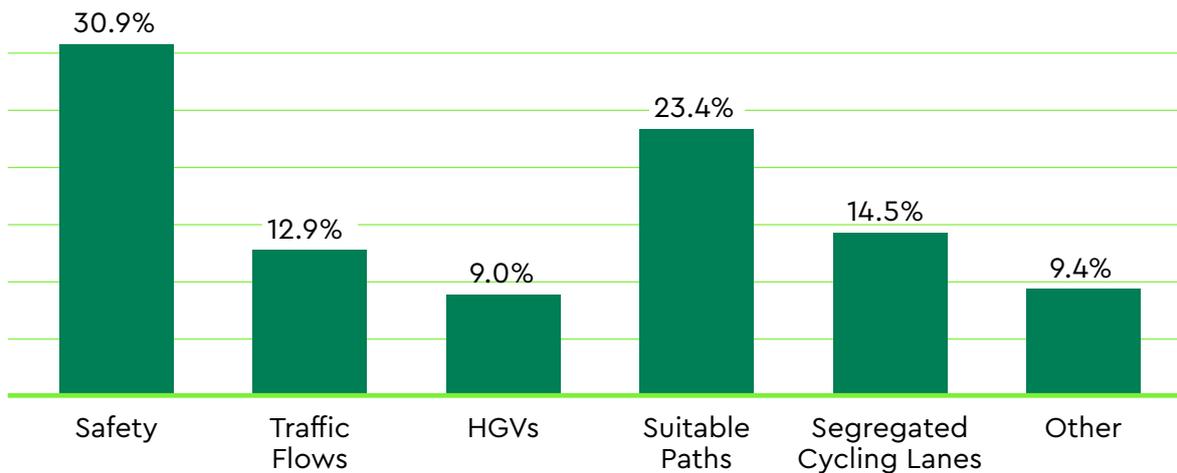
**Figure 5-7:** How often do you use public transport within the Study Area?

### 5.3.6 Active Travel within the Study Area

This section focused on active travel modes within the study areas and asked respondents of journeys undertaken by walking and cycling.

56% of respondents walk daily in Study Area this is compared with only 11% of respondent who choose to cycle. 31% cited safety followed closely by suitable paths as being some of the barriers to walking and cycling.

Almost 50% of respondents requested more segregated cycle and walking lanes on national and secondary roads as a way of addressing these issues.



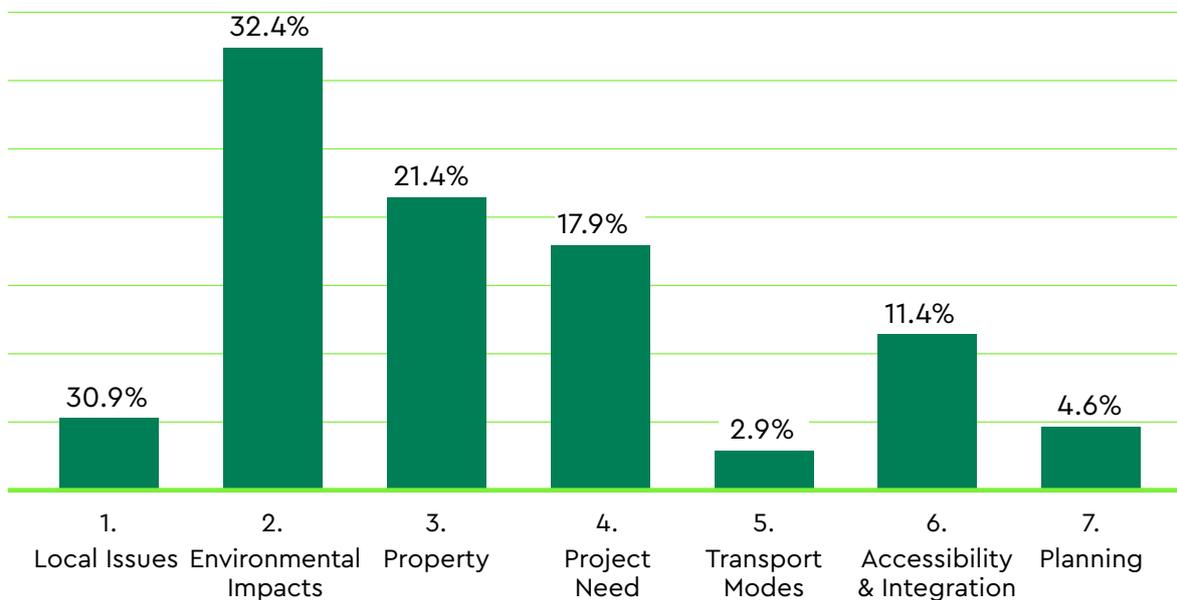
**Figure 5-8:** What are the main barrier to walking/cycling?

### 5.4 Analysis of all open text Submissions

The next section details all the open text submissions and responses received via the feedback form, post, or email. Overall, the theme Environmental Impacts was the most topical receiving 32% of the responses followed by Property Impacts (21%) and Project Need (17%) see figure 5.9.

Concerning the theme Environment Impacts, biodiversity had the majority of mentions at 36% followed by noise and vibration at 27%.

Of the submissions that were concerned with the theme Property Impacts, 48% raised issues about affects to their residential property and 35% were concerned with the impact on land (including farming).



**Figure 5-9:** Submission categories

## // 6. LOCAL ISSUES

This chapter outlines the main themes relating to local considerations raised in relation to the N22 Farranfore to Killarney Project. The suitability of the existing N22, the history upgrades works on the N22, the previous scheme and the connectivity with other national and secondary routes in the county emerged as common themes. In addition, alternative proposals made through the submissions/feedback are outlined in this chapter.

### 6.1 Alternative Options

A number of submissions requested that consideration be given to improving and upgrading the existing roads as opposed to building a new one. One stakeholder expressed, **'that if the existing roads, Woodlawn [road], Mill road, Loreto road, Burma road and Loughguitane roads were upgraded so that vehicles can comfortably pass each other it would mitigate against the need to build any new super link road'**. Another stakeholder commented **'sufficient space exists along the length of the existing N22 carriage-way to successfully upgrade the road as required'**. One submission put forward the idea of purchasing space around the existing road as opposed to building a completely new one. Another stakeholder suggested implementing an alternating lane system to avoid the need of purchasing extra land.

A submission from Coolcaslagh Residents Association, proposed an alternative route that would have the least negative impact. **'Our proposal is that the Route to be adopted from the Killarney Mallow Road follows the eastern edge of the Eastern Route Lines ( Route A) towards the Woodford River and then it to veer in a westerly direction. It is suggested that the route can be accommodated to go to the east/west side of Tullig Hill while not interfering with Pike Wood and the SAC in that area...It is a combination of some of the Routes identified by the Local Authority but with some alterations'**. A number of stakeholders expressed their support for the alternative route being proposed by the 'Coolcaslagh Residents Association'. One stakeholder remarked an alternative route that is less environmentally and ecologically damaging should be pursued such as the extension of Killarney bypass to fit a dual carriage way.

A number of stakeholders asked that the routes be reviewed, and a better alternative provided. With one stakeholder commenting **'I would have liked to have seen real alternatives which were different in scale to the current proposals'**.

A number of submissions suggested alternative options, with one stakeholder suggesting the widening of Mill Road as being more cost-effective and less invasive than the plans proposed. Two stakeholders suggested widening the bottom of Loreto Road to cater for the link road. One stakeholder asked that **'consideration should be given to extending route C & D directly onto route B at Lawlors X. To keep the road relatively close to Killarney (for link road purposes) continue on Route B to the N72. Where use alternative ii and Route C1 again using alternative iii'**. One submission highlighted the need for a bypass from knockeenduff to Lissivigeen as well as from Muckross Link to Lissivigeen.

Another stakeholder recommended adding a bypass outside Killarney Muckross. A stakeholder asked if flyovers at Daly's roundabout and at the Tralee roundabout have been considered as alternative options which are far more cost effective and less disruptive **'there are tonnes of woodland available below the Heights Hotel where the start of a flyover could be commenced and loads of green space at the start of the bypass opposite the sports centre. The existing roundabouts could be maintained and have supporting columns beneath them and run through the centre part of the road below the Credit Union whilst maintaining local access'**. Another stakeholder asked if a fly over from the bottom of Pike hill to the by-pass has been considered, with one stakeholder recommending making the road a Dual Carriage Way.

One stakeholder suggesting that the route begin across from the Lake Hotel and head towards Danesfort which would avoid the homes on Loreto Road. A number of stakeholders expressed Alternative Link iii as their preferred option. Another submission expressed their preference with the positioning of the N22 **'I would much prefer if the N22 and R561 pass over each other, with access to the R561 coming via the start of the N22 bypass in Gerah, below Farranfore village'**.

The idea of looking at active travel alternatives given that more people are now walking, and cycling was put forward. One submission highlighted that alternative options have not been provided to improve public

transport links between Killarney and Tralee to date. ***'The presumption that a road is required before any alternative such as improved rail infrastructure, is at odds with current government policy, and county and national development plan objectives'***.

## **6.2 Previous Schemes**

A number of submissions questioned why a new proposal was being introduced when a significant amount of money was spent on the original plans. One stakeholder requested further information in terms of the money spent ***'I would like to have information and consideration for the tens of thousands already spent on the viability of the original route and where did this taxpayer money go'?***

Another stakeholder commented ***'this is the exact same proposal made years ago and the town has grown in size/population, surely this has to be taken into account and the plan should be revised, moving the bypass further out the Cork Road'***. Two stakeholders expressed their disappointment that the proposed route from 2003 is no longer being considered as they believed that this was the best performing option.

One stakeholder stated that while the previous route from 2003 passed to the rear of their land the potential of the proposed route corridor demolishing their homes would be far more detrimental. While another stakeholder suggested that the alternative link is the best option for keeping the new roundabout away from a local primary school as seen in the previous scheme in 2009. Two stakeholders questioned why the 2012 route was no longer an option. They recommended that the previous selected routes from 2003, 2008 and 2012 should be used as a starting point when deciding on the new preferred route.

## **// 7. ENVIRONMENTAL IMPACTS**

This chapter relates to the feedback received on environmental issues. Noise, vibration, and air quality emerge as common themes along with biodiversity and cultural heritage. Some submissions contain significant detail about the potential visual impacts and construction impacts.

### **7.1 Noise and Vibration**

Numerous submissions relating to noise detailed current levels or anticipated increased future levels of noise. A number of stakeholders commented on current noise levels on the existing road and questioned the ***'disruption and pollution regarding traffic noise'*** for the proposed new road. Several stakeholders argued the peace of living in the countryside would be tarnished by the existence of a busy national road and highlighted the impact of noise pollution in a quiet rural area stating ***'along with spoiling the beautiful countryside, the associated noise the will be constantly present from the traffic' as well as 'The noise pollution from a major road would have a devastating effect on the wildlife in the area'***.

A number of submissions expressed concern at the potential increase in noise as a result of the road scheme and that it would be 'unbearable' and have a detrimental impact of their quality of life. One submission highlighted that such noise pollution would affect the value of their property and land with another stakeholder highlighting that ***'the noise generated from a national primary route so close to existing houses in a quiet settlement neighbourhood should not be allowed and contradicts the Environmental Objectives that you have set out to achieve'***.

One stakeholder questioned the proposed route corridors proximity to a school in relation to noise pollution. This was again repeated for those who might potentially be living in close proximity to a route. One stakeholder was concerned about noise pollution and the ***'sound impact that this would have and the quality of life impact it may have on us and our three children'***. Another stated that the ***'peace and tranquillity of the area would be diminished forever'*** if the proposed project went ahead.

A stakeholder noted ***'there is also a major concern in relation to safety and noise pollution from a major road like this. Noise pollution from road traffic is the second most harmful environmental stressor in Europe, behind air pollution, according to the World Health Organization (WHO)'***.

Three stakeholders requested the necessity of noise reducing barriers during and after construction stating the use of **'acoustic bunds/fence also to be implemented to minimise noise impact'**.

Two stakeholders raised the issue of noise pollution and its impact on their livestock. One stakeholder was particularly worried regarding the sensitivity of their horses advising **'it would not be possible to continue to breed thoroughbred horses adjacent to a national primary road due to traffic noise... When the horses are in the stables, the traffic noise will be bounced around the solid walls and iron roofs and this will make horses more stressed as the noises will be surrounding the'**. They further added that the **'noise and vibrations and dust during the construction period will be even more difficult on the horses'**. A second stakeholder was concerned about the housing of their livestock in close proximity to a proposed route **'the noise pollution from the constant traffic would be a source of stress to these cattle and affect their health and wellbeing as a result'**.

Several stakeholders indicated their preference would be the preferred option of Alternative Link3 emphasising that **'it traverses through Greenland and will cause less disruption, less noise and impact to residential access, resulting in a safer environment for everyone'**.

## **7.2 Air Quality**

Several stakeholders raised the potential issue of air pollution from the presence of a national road so close to their homes would impact the quality of their lives. In particular one stakeholder stated **'a major concern is the pollution it would cause, as one of our children and myself suffer from asthma. We left a build-up area to come live in fresh good quality air and now these roads have the potential to deteriorate our health which is not acceptable'**. Many submissions noted the construction of another road and the long terms effect of air pollution in and around their homes.

Kerry Cycling Campaign raised concerns around Ireland's CO2 emissions and cautioned that the proposed road project would **'negatively contribute to Ireland's worsening carbon emissions by effectively promoting private car use'**.

The Parents Council of Tiernabou National School advised they would **'need guarantees that this road will not increase road Pollution or Noise pollution as this may have a negative effect on the health, well-being and quality of education received of the students at the school'**.

## **7.3 Biodiversity**

Several stakeholders submitted details of the biodiversity of the local area and gave accounts of sightings of wildlife, heritage, trees, flora, and fauna that would be directly impacted by Routes B,C & D in particular. One stakeholder advised that **'in terms of National Parks & Wildlife Services Designated Sites – Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Natural Heritage Areas (NHA), all route corridors impact upon the Killarney National Park, MacGillicuddy' Reeks and Caragh River Catchment Special Area of Conservation'**. The identified areas of environmental and historical interest to the town of Killarney and environs include Brennans Glen, Dereen Wood, Deer Park, the Dark Wood, Gweestin River, Deenagh River, Pike Wood and the Coolcorcoran area.

One stakeholder advised that the local woodland Deer Park and River Deenagh form part of the Killarney National Park, MacGillycuddy Reeks and Caragh River Catchment Special Area of Conservation. The River Deenagh is a tributary of Lough Leane in Killarney National Park and **'the construction of a roadway could have a negative impact on the water quality'**. A stakeholder noted that the river Deenagh runs through the study area **'and the native forest contains ancient Beech and Oak trees as well as Ash, Horse Chestnut, Spanish Chestnut, Birch, Alder, Elm, Hazel and Sycamore'**. Another stakeholder requested that the **'Natural Heritage Area and Area of Conservation and needs to be respected'**.

Several stakeholders highlighted the number of protected species and wildlife whose habitats are directly affected by the proposed route corridors. These include, Red Deer, Badgers, Otters, Kestrels, Barn Owls, Lesser Horseshoe bat, pine martens with a stakeholder advising that **'noise pollution and habitat destruction will be detrimental to wildlife.'** One submission advised that **'the Red Squirrel local to this community's habitat which is protected under the Wildlife Act of 1976 as well as the Bern Convention is at risk from**

**Route C'. There are 'several Badger Sets on this Route and Pine Martens all protected under the Wildlife Act of 1976 and Wildlife Amendment Act of 2000'.**

Two submissions centring on the viewpoint of a landowner cautioned that **'habitat fragmentation'** would result if the proposed route corridors go ahead as they are sighting **'a reduction in biological biodiversity'** on their farmland. Another stakeholder submitted concerns on regards with the habitats created for bats, birds under the Green Low Admissions Scheme (G.L.A.S.) on their land **'we have set hedgerows of Fuchsia and Whitethorn to create home for a wide variety of beautiful and rare wildlife'**.

A couple of submissions raised concerns about the River Deenagh SAC at Deerpark, and the severe impact on the Dark Wood that all of the proposed routes (A, B, C & D) will have. **'This woodland area is home to protected species and is itself a special area of conservation (SAC)'**. Reference was made to Special Areas of Conservation, as designated areas for the protection of natural habitats of EU importance. One stakeholder noted the existing commitments in **'both the County and Local Area plans to preserve and maintain SAC areas which are not compatible with the proposed N22 project'**. With another submission highlighting **'the ongoing air, light and noise pollution associated with the road will completely undermine this SAC'**.

Inland Fisheries Ireland (IFI) submitted that they have **'no preferred route options, provided that fisheries protection and fish habitat measures are incorporated in the final route option selected...all watercourse in the selected areas are of high fishery interest and these need to be protected'**.

One submission noted they were **'deeply concerned that 2 of the 4 route options (C, Magenta and D, Green) will destroy a swathe of the River Deenagh Special Area of Conservation (SAC)'** and possibly **'remove much of the Dark Wood at Deerpark, which is also a foraging habitat for the lesser horseshoe bat'**. This was again highlighted by another stakeholder who stated, **'the proposed Magenta & Green Routes and link routes would have a significant negative impact on the existing flora and fauna of the area, which is close to areas protected under the EU Habitats directive'**.

## 7.4 Geology

Geological Survey Ireland (GSI) noted that their records show that there are several unaudited County Geological Sites (CGS) in the study area of the proposed road scheme most notably in Barry's Glen and Ballydeenlea. They advised that hard yellow Cretaceous chalk is exposed here in an outcrop in Barry's Glen, a glacial outwash channel and that it is the **'only occurrence of such chalk in Ireland outside Antrim'**. GSI requested they would like to observe any future excavation/site investigation works that are to be carried out in this area.

They further highlighted several more CGSs in Kilneedan Outlier, Ballydeenlea, Gweestin Valley, Ballyhar Outlier, Kilcummin. GSI went on to state that there may be potential impacts on the integrity of current CGSs envisaged by the proposed development, is the sites are not assessed as constraints. They request that **'the sites should not be damaged, or integrity impacted or reduced in any manner due to the proposed development'**.

GSI recommend use of the Groundwater Viewer to identify areas of High to Extreme Vulnerability and **'Rock at or near surface' in any assessment 'as any groundwater-surface water interactions that might occur would be greatest in these areas'**.

GSI suggest that geohazards be taken into consideration and encourage the use of their data when doing so. GSI further recommend use of the Aggregate Potential Mapping viewer to identify areas of High to Very High source aggregate potential within the study area. And in keeping with a sustainable approach they recommend the use of their data and mapping viewers to **'identify and ensure that natural resources used in the proposed road development are sustainably sourced from properly recognised and licensed facilities, and that consideration of future resource sterilization is considered'**.

They further advised that should any significant bedrock cuttings be created during the construction, that they will be designed to remain visible as rock exposure rather than covered with soil and vegetated, in accordance with safety guidelines and engineering constraints.

One submission highlighted that one of the proposed routes to the rear of their property is in an area where there are natural springs.

Coolclogher Residence Association requested **'a geology study in relation to the new road'**. They highlighted that **'before the area was created into an estate and houses were built there was a subterranean river flowing which fed a pond in the area... if a new road was developed it could cause subsidence in the area'**.

One stakeholder stated that **'the routes of C and D should be considered as the topography / Geology are more suited to project'**.

## **7.5 Cultural Heritage & Archaeology**

They were numerous submissions that mentioned archaeological and cultural heritage items.

Several of these submissions detailed areas of historical importance to respondents and the need to preserve such significant cultural areas, **'these are culturally important structures that should not be disturbed'**. One stakeholder advised they had two listed buildings on their land Coltman's Castle and Coolclogher house which could potentially be affected by the proposed route corridor.

Stakeholders highlighted that some of the proposed routes and study area would damage or disturb numerous archaeological sites listed as National Monuments including, mass rocks, fairy forts, burial grounds, underground tunnels, fulacht fiadhs, lime kilns and graveyards with one stakeholder stating they were **'alarmed to see two of the Southern Link Routes seem to be crossing right over the standing stones'**.

A stakeholder advised that **'The area identified for the Southern Link Route options includes significant areas and zones of archaeological interest and importance. There is clear evidence of sites of archaeological importance, which would be adversely impacted by the proposed road infrastructure'**.

One stakeholder highlighted that Route Option B has three ring forts that are within close proximity and possibly in relationship with each other along with a standing stone. They advise that this is **an 'area of historical importance going back thousands of years'**. Several stakeholders were concerned that one of the proposed routes impacted on a stone wall along the old Lord Kenmare Estate dating back to the 17th Century along with two historic lodges built as part of the old estate and of great historical importance. Another stakeholder advised that Route Option C1 directly affected ruins of an old Friary, a historical feature they warn that is of **'huge historical value'** to the area.

One submission advised that a dwelling on their holding known locally as the "Polacán" is a very old and unique dwelling and is **'immersed in history'** and could not contemplate the potential destruction of such a historical building.

Another stakeholder noticed that a particular ring fort on their holding **'was part of a monumental complex of ancient fortifications and spiritual places of burial and worship, stretching over the whole area and far beyond. It is of great importance that it and its surroundings are left intact to allow further investigations and in-depth analysis of its role within the cultural landscape and history of Kerry'**.

GSI requested that a **'digital photographic record of significant new excavations could be provided'** while another stakeholder stated there are a **'number of factors that should be highlighted in relation to the selection of the Magenta (Option C) and Green (Option D) routes and their unsuitability in the areas of archaeological potential interest that will require further investigation'**.

Farranfore Development Association advised that **'the project must protect and conserve any remaining structures and features associated with Farranfore to Valentia branch railway line, as well as facilitate and account for any potential future development of the line as a public amenity such as a walking/cycling route along the old branch line, which would benefit the local community and offer tourism opportunities to attract visitors to the area. They further stated that 'the bridges on the Tralee, Castleisland and Currow approaches form part of the vernacular architecture and should be conserved'**.

## 7.6 Visual Impact

A small number of respondents submitted concerns on the potential visual impact the proposed routes would have on the beauty of Killarney and its surrounds and highlighted that any route proposed would be a potential eyesore **'spoiling the existing landscaped views,'** and result in a loss of privacy in many cases.

One stakeholder advised that the proposed Blue route (option A) would affect the topography of the townland of Tullig. This townland they stated, **'overlooks Killarney...and due to its elevated position, a road through this townland would greatly interfere with the natural beauty of this landscape'.**

## 7.7 Construction Impacts

A number of submissions contained references to potential general disruption in the area if a new road is being constructed. In part due to the potential changes a new road could bring in terms of the environment, noise, construction and increased traffic and disturbances to the wildlife in the area. One stakeholder advised that **'a national primary route within metres of existing houses should not be considered for environmental considerations.'**

One stakeholder was concerned about the that impact construction would have on water and debris entering their property **'we would be very concerned with the impact any road alterations would have on water and debris entering our property off the road'.**

One stakeholder commented on the increase of traffic during the construction phase of this proposed route, **'it will create considerable traffic chaos in the area/for people in the locality and significantly increase the risk of road traffic accident'.**

Several stakeholders raised the issue of flooding both during and after construction. A stakeholder cautioned the potential impact the location of one of the new purposed route corridors will have on flooding along the route of the Gweestin River. Any bridge built over the Gweestin River on the purposed routes of A and B will have a **'negative effect on flooding along the river both to agricultural lands, homes and roads.'** They also went on to advise that there is a tributary of the river Gweestin and Laune known to be salmon spawning rivers. **'These are at risk of depletion from road building run off, clouded waters of soil, stone and aggregate run off'.**

One stakeholder advised that flooding in the study area and interference with the flood plain by increasing or decreasing road levels and building bridges would exacerbate the situation. They stated **'the construction of the White Bridge in 2002 and the raising of the road to accommodate that bridge severely worsened our flooding situation and works that were to be completed by the Council for the bridge to operate to its maximum capacity were never completed and no mitigation measures were ever carried out to neutralize the negative effects as a result of the construction of the new bridge and the associated works'.**

Several submissions highlighted the effect a newly constructed and widened road would have on the potential for more water coming into Coolclogher Drive, which has already experienced flooding in the past. Stakeholders advised that the movement of current water and sewers under Loreto Road would need to be relocated causing more disturbances to Coolclogher Drive residents.

## // 8. LAND AND PROPERTY IMPACTS

This section relates to comments made regarding potential impacts to agricultural, commercial, and private land and property. In addition, it covers comments related to potential land acquisition.

### 8.1 Property Impacts (Residential)

Many stakeholders cited the impact and disruption upon a large number of existing residences by the presence of a national road in terms of noise, air quality, loss of privacy, property value, access, and aesthetics. With one stakeholder stating they already have a minor road running along the front of their home, coupled with the prospect of one of the proposed routes along the back of their home would deprive them of having any privacy.

The devaluation of property was a cause for concern for many submissions. Some individuals queried the potential impact on the value of their properties, farms, and businesses, with several stakeholders expressing the Preferred Route Corridors would cause a depreciation in property value or make their property more difficult to sell in the future. One submission explained the **'significant reality of the project is the potential and consequential negative financial impact on the value of our property that route options C & D will undoubtedly have'**.

Another submission expressed concern that **'Route C and D would displace and cause the rehoming of numerous families'**. Another stakeholder further explained that Routes C and D are cutting directly through a cluster of houses some of which are new build that were recently granted planning permission.

One individual asked that particular consideration is given to the long-standing residents and businesses at Muckross Road and Loreto Road that they are not **'negatively affected by this project'**. They state that the **'existing Loreto road/Muckross road juncture and Loreto road lower are sufficiently wide enough to accommodate the proposed route'**.

Some stakeholders cited that the future expansion of the town in relation to housing needs would be directly affected as **'the proposed routes would form a barrier to development of the town' highlighted that such future housing needs would impact the ability of their children to live near their families.**

One stakeholder cited issues with flooding and the proximity of the proposed route corridors to their dwelling explaining that their the front of their property is prone to frequent flooding **'and any water run-off from the new road will be discharged into the Gweestin (this applied to all routes) and will certainly have a detrimental affect regarding the flooding problem'**.

## **8.2 Land Acquisition**

A small number of submissions mentioned the negative effect of potential Compulsive Purchase Orders (CPO) and advised it would lead to time delays and increase costs for the project overall. Two submissions cited they would ask the Irish Farmers Association (IFA) for support should CPO be enacted on their property.

One stakeholder stated **'any compensation would not come close to being comparative to the damage being inflicted on us from a financially, quality of life and emotional perspective as a result of these proposed routes'**.

## **8.3 Impact on land (including farming)**

A number of submissions were made in relation to the impact the proposed route corridors would have on land citing noise, security, lack of privacy, land fragmentation and significant acreage loss would have a detrimental knock-on effect on future land value, financial earnings, and inheritances in title.

Several submissions noted that their farms would be economically non-viable, and the future of farms in families for generations would be in jeopardy. One stakeholder stated, **'with the proposed construction of any of these routes the rich history and tradition of farming in the area will be decimated'**.

Financial and personal investment to working farms was highlighted by several submissions. One stakeholder advised that any incursion onto their organic farm would **'undo years of conservation, habitat enhancement and creation'**. Another stakeholder advised **'I have invested a significant amount of money in recent years in developing my farm to increase my economic viability, improve animal welfare and further protection of the environment'**.

One individual noted the Magenta and Yellow route options for the N22 Muckross Link would annex much prime and scarce farmland.

In one submission the stakeholder highlighted that their lands at Deerpark would be impacted by three of the four route corridor options (B, C and D) and are partly zoned as a Landscape Protection Zone and surrounded by woodland which is also zoned as Landscape Protection. They requested their land should be exempt from any proposed route development.

## 8.4 Impact on Business

A number of submissions were made in relation to the impact the proposed route corridors would have on their farming business and enterprises including organic vegetable growers, dairy farmers, rare breed livestock farmers, and thoroughbred horse breeders. Stakeholders cited any division of land, potential disruption and pollution regarding traffic noise would have a direct effect on their businesses, being able to maintain a sustainable income and financial progress going forward.

There were several submissions in relation to an organic farming enterprise stating the proposed routes; A, B, C, and D all had a direct effect on the future of the farming enterprise and sought reassurance that any proposed route corridor would have the least possible impact on the farm.

A small number of submissions cited potential negative impact on footfall in relation to their businesses as a result of the proposed Route Corridors.

## // 9. PROJECT NEED

This chapter outlines stakeholder's submissions in terms of the need for the scheme. Topics that are covered include traffic assessment, quality of life, safety, connectivity, journey times and local economy.

### 9.1 General

Stakeholders questioned the need for such a project citing costs, pre-existing road infrastructure, public transport, COVID-19, environmental impact, Government legislation and county development plans. One stakeholder highlighted **'the need for the an extremely costly and environmentally impactful new road must be assessed and compared with the far less expensive option of improving existing networks and developing proper useable and functioning public transport'**.

Another submission stated, **'the development of an entirely new road is completely excessive and will have minimal positive impact for people travelling between Killarney and Farranfore'**. One submission noted they **'would consider any change, other than to introducing a cycle or walkway, an extreme waste of public finances'**

*A small number of submissions noted climate change as a deterrent to the project. A stakeholder highlighted that such a project only encouraged car dependency.*

*Several submissions commented that surface improvements on existing road infrastructure would be far more cost beneficial than the impact and upheaval such a project would create.*

*One submission noted **'the potential for social exclusion and increased rural isolation if proper thought and consideration is not given to the potential effects on the chosen route corridor on both people and local businesses'**.*

The Green Party in Kerry requested that this project be re-assessed. They noted **'this road project was originally conceived in 2003 and since that time our collective understanding of the impact of road development has increased significantly... building roads induces car-centric thinking, dependence and adds to social isolation for many'**.

### 9.2 Safety

Several submissions raised concerns on the safety of the proposed new routes regarding access, roundabouts, flyovers, junctions, and traffic management. One stakeholder would prefer the original route option proposed in 2003. They expressed reservation of the **'effects on safety and environmentally by using the new proposed options as this area is already busy corridor for families and livestock'**. Another stakeholder noted it would not be possible to incorporate effective badger and deer fencing on this scheme to prevent collisions with traffic with the results posing a major traffic hazard.

One stakeholder queried the proximity of the proposed bypass to a local primary school **'and most concerning the proposed new roundabout will be placed alarming close to the local primary school causing a huge build-up of traffic and a hazard to children walking/cycling to and from school'**

One submission raised concerns around the increased risk attached to walking and cycling activities due to the necessity of having to cross the proposed bypass and gain access to areas and amenities to the west of Killarney.

Coolclogher Residence Association raised concerns over the high volume of children playing in the area of Rossdara and Coolclogher Drive Estates. **'The new road would cause a barrier to their movements, as well as cyclists and pedestrians alike'**. They also noted that there is a large cohort of senior citizens, living locally, who would be afraid to walk along such a proposed busy road to local amenities. The Association also noted that Coolclogher Drive is a low-lying area which is historically prone to ponding and flooding and is a health and safety concern for the residents.

### **9.3 Connectivity**

There were a small number of submissions in relation to connectivity. One stakeholder noted the **'new road improvements would mean better access to Universities from both counties'**.

Another stakeholder noted the potential disconnection from the town of Killarney due to the proposed routes and the sense of isolation that would bring.

Farranfore Development Association were concerned that the project would jeopardize the current accessibility to Farranfore, from the surrounding hinterland of Tralee, and Killarney. They further encouraged the facilitation to improved linkages between various modes of transport.

The Green Party welcomed that the potential to improve connectivity between all towns and villages in Kerry as a worthy objective but questioned whether **'such improvements must be made within a modern and current context'**.

### **9.4 Journey Times**

A small number of stakeholders mentioned journey times in submissions. Respondents commented on potentially increased or decreased journey times as a result of the Preferred Route Corridor presented in the consultation. One respondent commented that **'this project will not deliver significant time saving for car journeys in the study area'**.

Another stakeholder highlighted they would suffer longer journey times to Killarney as existing access road will no longer exist if any of the proposed Route Corridors go ahead.

Another stakeholder remarked that increase journey times would be reduced through a combination of utilising the existing **'copious number of routes criss-crossing the countryside between Tralee and Killarney'** and if commuters considered starting their journey earlier. They go on to add **'the main road between Farranfore and Killarney itself...is more than adequate in its ability to get a person to wherever it is they are going to in plenty time'**.

### **9.5 Economy and Socio-Economic**

A small number of stakeholders addressed how the road would impact the local economy both positively and negatively. Stakeholders raised concerns on the cost benefit of such a project, and the economic benefits. One stakeholder queried whether the socio-economic costs on their property and business should be factored into the overall cost of the project. Another submission questioned the additional cost of constructing the road for what they considered **'marginal journey time saving benefits'**.

Farranfore Development Association commented on the desire of the local and national policy makers to view this project as a catalyst to secure investment in Farranfore and support local growth and expansion. While another stakeholder questioned the assumption that **'an improved road from Killarney to Tralee will enable economic development is outdated and based on an economic model not used anywhere in Europe'**.

## 9.6 Government Policy

A small number of submissions contained references to Government policy. One stakeholder remarked that **'the N22 Farranfore to Killarney Project is not listed in the National Planning Framework, and the National Development Plan does not identify the N22 upgrade between Farranfore and Killarney as an infrastructure development priority'**.

Kerry Cycling Campaign responded to the need for the project by highlighting that the project is not included as an objective of any of the National Development Plan 2018 – 2027, The National Planning Framework and Project Ireland 2040. They further state the commitment in the Kerry County Development Plan 2015–2021 which aims to reduce private car use and increase levels of active and sustainable travel.

The Green Party highlighted that the project is not identified as a major national infrastructure project or for investment, maintenance, improvement, or redevelopment in the National Development Plan. They cautioned that **'moving to route selection without fully assessing the alternatives is at odds with the national development plan objectives and outside of best practice in the assessment of transport infrastructure projects'**.

A small number of respondents commented on the climate impact that could result from the project with one stakeholder noting that the project is **'inconsistent with the current Government policy of global warming'**.

## 9.7 Traffic Management

A number of submissions related to traffic volumes, safety, and potential impacts to existing traffic patterns on the surrounding road networks and access roads due to the proposed route corridors both positive and negative.

Several stakeholders raised the issue of existing traffic volumes and the potential overflow from the new routes being a hazard and exacerbating the situation with one stakeholder suggesting an overpass over the existing N22 to allow the smooth flow of traffic. Another submission noted **'that this development will exacerbate traffic congestion in Tralee, Farranfore and Killarney through induced demand'**.

One stakeholder questioned the rationality of a link road for the N22 project as **'the majority of those sitting in traffic wish to travel to Killarney Town Centre for food, shopping, accommodation...they have no desire to head in the direction of Lissivageen or the N22'**.

Two submissions noted that the constant presence of traffic will affect the quality of life for those living along the proposed route corridors. Another stakeholder commented that the **'existing Killarney bypass with one large lane is more than sufficient as is the Tralee Road out of town'**.

Several stakeholders commented on existing congestion issues in Killarney town being exacerbated by the construction of a bypass and subsequent link roads. One Stakeholder remarked there has been little or no upgrades **'to deal with the few bottlenecks and dangerous traffic areas in Killarney'**.

Another stakeholder noted that the project team should consider going outside the catchment area of Killarney town and immediate environs to alleviate the traffic issues that is taking place **'Killarney town cannot accommodate for the weight of all this traffic coming in and out'**.

Several stakeholders commented on the potential increase in the volume of traffic passing the Coolcogher Drive, Rossdara and main houses on Loreto Rd due to on the proposed new route. They cited road safety, traffic speed, poor visibility, and an increase in HGVs. They believed **'no traffic test could account or measure the amount of traffic that will use this road as all cars coming from Cork, Limerick, Ring of Kerry or Tralee will use new road to avoid the current traffic levels in town'**.

Farranfore Development Association noted a 60km zone commencing on the Tralee, Castleisland, and Killarney approaches to Farranfore, would help alleviate traffic safety issues. They further noted the use of digital warning signs and the removal of remaining lay byes, which are used as ad hoc long-term public parking would help prevent obstructions to traffic in Farranfore.

## // 10. TRANSPORT MODES

### 10.1 General

A submission from Kerry Cycling Campaign remarked more details needed to be provided in terms of the proposed active travel measures **'We believe any project to improve transport connectivity from Farranfore to Killarney should not proceed until alternative modes are outlined and active travel and public transport measures identified'**.

A stakeholder highlighted how little has been facilitated for public transport improvements in the plan. With another commenting on the low standard of public transport between Tralee, Farranfore and Killarney. Another stakeholder suggested that more public transport options should be part of the plan.

Two submissions remarked that greater use of public transport should be encouraged with the aim of taking traffic off the roads. With one stakeholder requesting a **'full cost benefit analysis of the cost of road and induced demand vs improvement of public transport should be carried out'**.

A number of suggestions were put forward from stakeholders in terms of public transport. One stakeholder suggested implementing a sustainable rural mobility plan to **'prioritise public transport projects that enhance regional and rural connectivity, in line with the National Planning Framework'**. While another suggested that a better public transport system in particular in Farranfore **'would see the bus stops moved from the N22 to the area within the Train Station, should be explored and include mitigation measures to allow for safe access/exit for buses to/from the train station'**.

One submission highlighted the proposal as being a car dominant response to transport issues and is not a sustainable scenario, they outlined **'that alternative investment in walking cycling and public transport are critical to sustaining a more publicly accessible transport infrastructure'**.

### 10.2 Bus

One stakeholder commented that **'heavily subsidised public transport from Killarney to Tralee along with essentially free bus services around Killarney and Tralee towns should surely be considered'**. The stakeholder also advised that dedicated corridors for such bus services would be beneficial along with the expansion of school bus schemes to take cars off the road. Another stakeholder requested that changes to the existing bus stop locations be facilitated within the project. **'There is currently no dedicated bus set down/layby on the Killarney – Tralee route through the village and buses are forced to stop on the current N22 carriageway, causing traffic obstructions'**. While one submission noted that the L11037 road is not suitable for a bus due to it being narrow and windy.

### 10.3 Rail

A number of stakeholders suggested that the existing rail infrastructure be upgraded. One stakeholder stated that **'more serious consideration should be given to the use of existing road and rail infrastructure, particularly between Lawlor's Cross (where all four route corridors intersect) and the existing Killarney Bypass at its junction with the N722'**. Another stakeholder suggested that the current rail link between Tralee and Killarney be developed and expanded. While one stakeholder suggested improving the rail system between Tralee and Cork **'would greatly increase the number of people choosing to travel via this mode of transport, decreasing the number of cars on the road'**. One stakeholder put forward the idea of developing a rapid transit rail system for Kerry. They highlighted it would **'improve rural transport links, reducing car dependency and increase the use of sustainable mobility and Reduce the number of people who commute to work in Kerry by car'**.

### 10.4 Walking and Cycling

One stakeholder spoke about a section of the old N22 road that is currently used for walking and cycling. It was asked that this amenity not be impacted by the new scheme and suggested the possibility of an upgrade. Another stakeholder asked that a shared cycle pedestrian and cycle path be provided on the restored section

of the N22 in order to form a loop between the R561 junction at Dromore and the proposed junction with the existing N22 Gerah.

One stakeholder remarked on topic of safe cycling and asked that **'any new road development should have safe cycling corridors on both sides...junctions should be carefully designed for cyclists to pass safely'**. One stakeholder expressed concerns that pedestrian access to the Farranfore Medical Center from Farranfore village would be hindered. While another commented that the new proposed road would cause a barrier to cyclists and pedestrians.

The Parents Council of Tiernaboul National School asked if cycle and walking lanes will be available for the local community. With one stakeholder suggested that the project should consider the **'provision of cycling and walking alternatives within these towns to move people out of cars, onto public transport and away from private car-based transport'**.

One stakeholder asked that pedestrian access be improved within Farranfore village along with further development and extension of dedicated walking and cycle ways **'improve the pedestrian permeability within the village core, which is currently hampered and discontinuous, there is a need to bring footpaths from the village core along the R561 as far as Farranfore Medical Centre'**. While another stakeholder suggested the project include a pedestrian and cycle path which would benefit tourism in Kerry.

## // 11. ACCESSIBILITY AND INTEGRATION

### 11.1 Road Access and Local Roads

A number of stakeholders expressed their concern over access. One stakeholder queried how they would access the proposed new road or other local roads that they use daily. Another stakeholder stated that the residents should not be cut off from existing routes and that full access should be maintained. With one stakeholder saying **'Any road should not cut off existing residents in Tiernaboul from the existing access routes they have. It will not be acceptable to re-route residents away from existing routes'**. Two stakeholders requested that Upper Lissivigeen be allowed to join the proposed new road and if this is not approved, a flyover be provided to allow continued access to the N72 via Ardaneanig.

One submission outlined how the proposed Route Option A goes through their road **'this route if placed anywhere on our land, or anywhere on the Killarney side of the Woodford River would essentially remove the access road'**. Two stakeholders expressed their concern over community access and asked that the Tiernaboul Botharín Road be preserved. One stakeholder stated that they do not want to see the road L11020 becoming a cul de sac, or the potential of cutting people off as a result. While another stakeholder asked that if cul de sacs were to go ahead, they are kept to a minimum, so that the N22 could fly over or go under these local roads.

One stakeholder requested that consideration be given to access the main road from the L11037, another stakeholder asked if access from L11037 will still be available if one of the three routes are chosen. One stakeholder was concerned over access points for those living along the route, especially those on the minor road L11037. They asked whether **a 'fly over bridge, underpass or improvements to the existing route to allow residents to safely drive on the L11037 be the preferred option'**.

Another stakeholder proposed the idea of an access and exit junction to the planned new N22 road citing the general aims of the County Kerry Development Plan to support existing industry. **'A new junction on to the new N22 would allow an easier movement of traffic in and out of the Industrial Premises as well as supporting the other adjacent business that are located on the L3011'**.

One stakeholder stated that Route Option B orange is the best option provided as it **'allows for a convenient link between the road and the town and in passing close to the industrial estates in Tiernaboul and Coolcashlagh will remove HGVs from the town as they can use this route instead'**. While one submission outlined there are a number of constraints found in Route Option B, such as the location of Coolcashlach Industrial Estate, Kerry County Council Transfer Station and the site of Kerry County Council former landfill and MC Products & Quarry that form a physical boundary to any proposed route.

One submission outlined the proposed route corridors would sever their road which will result in a longer round trip to assist their elderly neighbours. Another stakeholder outlined the difficulty they already faced getting onto the road from their driveway and how this would worsen with another road built. One stakeholder suggested that **'Routes C and D would require increased car use to go about daily living, due to the removal of access to the existing road structure'**. With another suggesting to **'move the Farranfore train platform to across the road from the airport to prevent the farcical scenes of delays caused by lowered barriers across the N22, and for once and for all, put in a ghost lane for right turning N23 airport traffic'**.

One stakeholder expressed that **'it can no longer be that the entrance into Killarney town is up the hill by the Heights hotel and Mr Price and returning out the same way'**.

## **11.2 Impact on Amenities and Communities**

A large number of submissions expressed concern the proposed routes would have on local amenities. Many of these submissions were in relation to the affect the proposed routes would have on the Spa GAA grounds. One stakeholder stated **'I am profoundly worried about the negative impact associated with all routes seemingly cutting straight through Spa GAA grounds. Whatever about cutting through residential ground, to take all the grounds of that community hub away with all the time and effort into building arguably the best GAA facilities in the county would have a detrimental effect on the local area'**. One stakeholder spoke about the impact of community divide should the routes affect the Spa GAA club **'Anything that would impact the ability of the club to attract new members and retain existing members who reside on the town side of the proposed routes in the future would be detrimental to the survival of the club'**. Another stakeholder stated that Spa Sports GAA club is an important community amenity and should be listed as a constraint.

A number of stakeholders commented on the potential impact to other amenities in the area in particular the affect that all proposed routes would have on important amenities such as Pike Wood, The Dark Wood, Tullig Hill, Dereen Woods and Deer Park. One stakeholder stated that all routes would destroy the natural habitat in the woods to the North of Killarney fire station. A stakeholder requested that **'the entrance to Pike Wood from Tiernaboul Botharín is retained for the both the rural Spa/Tiernaboul community and those from the urban area who use it. Pike Wood has only two entrances, north and south, and if one is closed off it will likely lead to disuse of this invaluable community asset'**.

One stakeholder commented **'the Dark Wood and the adjoining Tullig Hill are popular for walkers, dog lovers, and cyclists...this is a prime amenity in the Killarney area... With the road dividing the woodlands and destroying the peace of the area, the amenity of the walking trails will be lost completely'**. A stakeholder voiced that Route A would have the least impact on local peoples use of Tullig Hill as a green space. A number of submissions suggested that Option A Blue would have the least impact on the amenity of the Dark Wood and Tullig Hill area.

One stakeholder mentioned **'Sli na Slainte'** and the Farranfore Railway Park, as other important amenities in the area and asked that the project not negatively impact these. Another stakeholder spoke about a section of the old road at Farranfore is used for walking and cycling and asked that this amenity not be impacted by the new scheme.

A large number of submissions raised concerns that the new road would sever and impact a number of communities. One submission outlined **'the town loads of Leamnaguilla, Kilcreane, Cloonydonigan, Caherdean and the Ballyhar area, where the proposed road will passing through ... will be in affected and will be cut in two and be separated by the physical barrier which will be placed in the way'**. One stakeholder stated, **'the project as outlined will sever many local communities and I think the disadvantages far outweigh the suggested benefits'**. Another stakeholder suggested that Option A is the best option as it poses the least impact whereby options C and D would split their community in Coolcocoran in two.

One stakeholder commented it would segregate a very close knit community stating **'the new road will divide our community for all time, we will be forced to take routes we never did before, this will impact greatly on the older people in our community'**. Another stakeholder stated it would be damaging to their community in Lissivigeen to divide the neighbourhood the way it is being suggested with the new proposed

link road. One submission outlined the proposed new road would destroy The Spa and Tiernabou community, splitting them in two and cutting them off from Pike Wood and Killarney town. While another stakeholder expressed that **'Knockeenduff is a close community and the magenta corridor would cut it in half and cause massive community severance'**.

Several stakeholders objected against the developments C and D due to the impact they would have on the local community. One stakeholder stated, **'I believe that the best option for the southern link onto Muckcross Road is the Alternative link iii as it appears to be the least disruptive route and likely to cause as little disruption to the community'**.

A number of stakeholders outlined that the proposed routes would isolate them from neighbours. With one stakeholder stating **'The area I live is also a quiet country area where unfortunately in the past we have had issues with a criminal element. The proposed routes will put us further at risk to this by in effect separating our community'**. A number of stakeholders asked that there be the least amount of disruption to the affected communities

Another stakeholder spoke about the impact the proposed new plans would have on their local national school **'Our major concern is that the new road would isolate the school from the aforementioned catchment areas. Many of the current country roads where pupils and parents travel on may now become cul de sacs'**.

### **11.3 Access to Land and Property**

A number of submissions expressed concerns regarding farm access. One stakeholder stated, **'access from existing roadway L11037 to the existing N22 and new route is of paramount importance to the survival of my farming business'**. Another stakeholder outlined that **'access to family farm will be curtailed due to incline on LH020. Deliveries of feedstuffs, fertilisers and necessary haulage access to our farm is currently only available from the Ballyhar/ Firies entrance due to steep incline and dangerous bends on the access road to our farm from the L11020 from Brennan's Glen'**. One stakeholder outlined the proposed project will impact farm access to public roads and other land parcels. With another stakeholder saying, **'The proposed loop of the blue route from Glebe to Inchycullane splits our working farm into two parts and would be a huge problem for us for machinery and livestock movement'**. A stakeholder asked that if their lands required for the construction of the N22 bypass that the project team engaged with them on the possibility of obtaining an access onto the proposed bypass.

Another stakeholder asked where the nearest access points to each of the proposed new routes will be from their residence. The submission outlined that an access point to the new route will have to be provided and queried if a farm tunnel would be provided for livestock to access the land.

Several stakeholders outlined their concerns around the dangers entering and exiting their property onto the main road, one stakeholder said **'at present, we are fortunate that we have a view of the distance..., to the left and right of our property which makes entering and exiting our property on such a busy road, somewhat easier. That distance must be preserved for our and others' safety'**.

## **// 12. PLANNING**

### **12.1 Planning Process and Application**

One stakeholder advised that they have lands affected by the route options which had recently been granted permission by Kerry County Council for considerable extension work and questioned why they were not consulted on the route options prior to publishing. Two stakeholders commented that there was no information provided during the planning process when they had their property built that it could potentially be within the road development proposal. Future Planning Permission

Several respondents commented on plans to expand their property on or around the proposed route corridor and alternatives they had to consider as a result.

One stakeholder commented on the stress of building a new home combined with the proposal of a new road in the future and are now considering delaying of building their home **'not knowing the decision of what route will be picked until next February is unsettling to say the least'**. The stakeholder remarked they are **the fourth generation of their family to live in that area**. Another stakeholder listed several live planning applications both on their property and permissions for one off dwellings in the wider area, particularly to the north on public roadways at Coolcorcoran that are now affected by the project'.

One submission expressed concern over the timeline of the project and the affect this would have on future planning permissions **'we are concerned that lives and plans are on hold now for years until this road is built.'**

## **12.2 Public Consultation**

One stakeholder complimented the project team on the information provided so far while another submission noted the virtual presentation as being impressive.

One submission commented that there was no information provided in any of the consultation documents which justifies the need or rationale for the proposed project. One stakeholder stated the need for facilitating public participation at the earliest stage was not achieved in this consultation process. The stakeholder commented on the website as not being user friendly and slow and that the information around environmental considerations was misleading. Another stakeholder commented there was a lack of details surrounding the options on display in the virtual room. While another stakeholder stated that there is inadequate information provided on the project as a whole to allow them to comment further.

A stakeholder requested that a public consultation be held face to face **'There is no justification for rushing this through during lockdown, this is unacceptable'**. Another stakeholder expressed their concern around the lack of engagement with the locals on the proposals which could potentially change their community **'Meeting the community would allow us as a whole to have meaningful engagement with decision makers'** and described the material presented in the virtual room as inadequate.

Two submissions described that the details around the proposed routes for the Southern Link as being vague with one stakeholder stating that **'Until such time as a specific route is proposed it is difficult to make representations'**. Another submission outlined that the proposed route options do not objectively set out four unique route options. **'Viable options that are equally weighted should be provided-otherwise public consultation is redundant'**.

One stakeholder commented that the descriptions and drawings for the proposed routes were lacking detail. Stating that **'we believe the public consultation to date cannot be construed as being a true consultation and Kerry CoCo have taken a bare minimum approach to the process'**.

Another stakeholder expressed concerns over the lack of information around public transport in the public consultation **'the public transport plan lacks any information; we have no idea what is being considered. At the moment we are prisoners in our own homes we cannot safely walk or cycle on the current N22 and we have no public transport buses'**.

Irish Water welcomed the opportunity to engage in the public consultation at this early stage. Another stakeholder asked that they be provided with a more accurate map to allow them to assess the project accurately. A stakeholder questioned the information around the width of the route corridor and were concerned that **'the route alignment of the road scheme (50 to 70m wide) will not be made known to the public until the emerging preferred corridor is selected'**. One submission asked that the tendering process be made transparent to the general public.

## // 13. CONCLUSION AND NEXT STEPS

This post-consultation report aims to set out how the public consultation was managed, how many people interacted with the project and to summarise the issues and concerns raised throughout the public consultation process. The transparency of the public consultation process is supported by the production of this consultation report to demonstrate that the points raised through the submissions received are being recorded and considered. As discussed throughout this report each submission has been reviewed by the Project Team and the feedback and opinions expressed will be considered through the Option Selection process to identify an Emerging Preferred Route Corridor for the N22 Farranfore to Killarney Project.

In addition to receiving feedback about the Route Corridor Options, an important objective of this consultation is to develop and maintain relationships with the communities and interested parties who may be affected. As described in this report, opportunities to virtually meet with members of the Project Team on a one-to-one basis were provided via the virtual room. These one-to-one meetings allowed members of the public to get more information about the project and to discuss their individual situations or concerns with the Project Team.

Feedback received during this non-statutory public consultation will be considered by the N22 Project Team as part of the Option Selection process to identify an Emerging Preferred Route Corridor for the N22 Farranfore to Killarney Project. It is anticipated that a second non-statutory public consultation will take place in 2022, where the Emerging Preferred Route Corridor will be published. Feedback and submissions will be invited which will be considered by the Project Team as part of the appraisal process before finalising a Preferred Route Corridor.

All information and updates will be posted to the project website at <https://n22.kerrycoco.ie/>

# // APPENDIX A ENGLISH FEEDBACK FORM

## N22 Farranfore|Killarney

### CONSTRAINTS AND TRANSPORT OPTIONS



## FEEDBACK FORM



### // INTRODUCTION

The proposed N22 Farranfore to Killarney Project will involve the examination of traffic and connectivity issues that exist on the national road network between Killarney and Farranfore and its surrounds.

Please provide us with details that you think are important in the form below.

Please make a submission by Friday the 25th June 2021

\* Required

#### 1. Kerry County Council fully respects your right to privacy.

Any personal information which you volunteer will be treated securely and confidentially in accordance with the Data Protection Acts 1988-2018 and the General Data Protection Regulation (GDPR).

By providing your details in this feedback form you confirm the use of any personal data in accordance with Kerry County Council's Privacy Notice which is available at <https://www.kerrycoco.ie/data-protection-gdpr/>.\*

I confirm

### // PERSONAL DETAILS

Tell us about yourself

\* Required

#### 2. Address and Eircode

#### 3. Email Address

#### 4. Phone number

#### 5. What age group do you belong to? \*

- |                                      |  |
|--------------------------------------|--|
| <input type="checkbox"/> Under 16    | <input type="checkbox"/> 16-34             |
| <input type="checkbox"/> 35-54       | <input type="checkbox"/> 55-64             |
| <input type="checkbox"/> 65 and over | <input type="checkbox"/> Prefer not to say |

## // APPENDIX B IRISH FEEDBACK FORM



Tionscadaí N22 An Fearann Fuar go Cill Airne | Foirm Aiseolas

Leathanach | 1

### // RÉAMHRÁ

Sa tionscadal beartaithe seo déantar scrúdú ar shaincheistanna tráchta agus nascachta a bhaineann leis an ngréasán bóithre náisiúnta idir Cill Airne go Fearann Fuar agus a thimpeallacht.

Tabhair sonraí dúinn atá tábhachtach, dar leat, san fhoirm thíos.

Déan d'aighneacht, le do thoil, roimh an Aoine 25 Meitheamh 2021.

\* Riachtanach

#### 1. Tá meas iomlán ag Comhairle Contae Chiarraí ar do cheart chun príobháideacht.

Déileálar go sábháilte agus go rúnda le haon fhaisnéis phearsanta a dhéanann tú go deonach de réir na nAchtanna um Chosaint Sonraí 1988-2018 agus an Rialachán Ginearálta maidir le Cosaint Sonraí (GDPR).

Trí do chuid sonraí a sholáthar san fhoirm aiseolais seo dearbhaíonn tú úsáid d'aon sonraí pearsanta de réir Fhógra Príobháideachta Chomhairle Contae Chiarraí atá ar fáil ag: <https://www.kerrycoco.ie/data-protection-gdpr/> \*

Aontaím

### // SONRAÍ PEARSANTA

Inis dúinn fút féin

\* Riachtanach

#### 2. Seoladh agus Éirchód

#### 3. Seoladh Ríomhphost

#### 4. Uimhir Fóin

#### 5. Cén aoisghrúpa lena mbaineann tú? \*

- |                                  |  |
|----------------------------------|--|
| <input type="checkbox"/> Faoi 16 | <input type="checkbox"/> 16-34             |
| <input type="checkbox"/> 35-54   | <input type="checkbox"/> 55-64             |
| <input type="checkbox"/> 65+     | <input type="checkbox"/> B'fhearr gan a rá |

# // APPENDIX C SAMPLE WEBSITE CONTENT



## N22 Farranfore to Killarney Project

### Project Description

The N22 National Primary Road extends from Look City to the outskirts of Tralee town with the route traversing the town of Killarney and the village of Farranfore.

Kerry County Council (KCC) is working in partnership with Transport Infrastructure Ireland (TII) and the Department of Transport to develop the N22 Farranfore to Killarney Project.

The N22 Farranfore to Killarney project involves the examination of feasible transport solutions, including public transport solutions and road based solutions to improve connectivity between Killarney and Farranfore and its surrounds.

### About Us

Kerry County Council in partnership with the Department of Transport, Tourism and Sport and Transport Infrastructure Ireland are developing the N22 Farranfore to Killarney Project. Kerry County Council has appointed Jacobs Engineering Ireland Limited as Technical Advisors to progress the planning and design phases for the scheme.

### Project Background

In 2005, a preferred route corridor for an improved section of the N22 National Primary Road between Farranfore and Killarney was identified. Following a Peer Review process in 2008, some refinements were identified for the assessment and a refined preferred route corridor was finalised in 2012.

However, this project was later suspended due to the prevailing economic circumstances at the time. Since the identification and approval of the Better Planned Route Corridor in 2012, several changes to European and national policy have occurred including in areas of Environmental Protection, Climate Adaptation and Transport Sustainability.

In 2015, KCC in consultation with TII commenced a review of the scheme in accordance with current National Guidelines to consider and assess all alternative modes and options which could potentially improve the transport connectivity between Farranfore and Killarney and onwards to Tralee and Cork.

### Can I have my say?

There will be opportunities to make submissions in relation to the scheme and information will be published on the website and through local media. For more information and how to provide a submission visit the [Public Consultation page](#).



## // APPENDIX D ENGLISH INFORMATION BROCHURE

**CONTACT US:**

t: 046 7183583

e: [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com)

p: N22 Farranfore to Killarney Project,  
Kerry National Roads Office, Kerry County Council,  
The Island Centre, Castleisland, Freepost PKY 7494,  
Co. Kerry, V92 TOCP



# N22 Farranfore|Killarney

## CONSTRAINTS AND TRANSPORT OPTIONS

# PUBLIC CONSULTATION 1







MAY 2021

## N22 Farranfore|Killarney

### // PROJECT DESCRIPTION

Kerry County Council (KCC) is working in partnership with Transport Infrastructure Ireland (TII) and the Department of Transport to develop the N22 Farranfore to Killarney Project. The project involves the examination of feasible transport solutions including public transport and road-based solutions to improve connectivity between Farranfore and Killarney.

An online public consultation period will run for six weeks from **14th May to the 25th of June 2021** and KCC are seeking feedback on identifying the preferred option within the Study Area.

Submissions can be made using the feedback form in the online public consultation experience or alternatively sent in by Freepost or email.

As part of the road-based options a Southern Link Road between the N22 and the N71 Muckross Road is also being developed.

If a road-based solution is determined as the best performing option, this will form the Emerging Preferred Route Corridor. Once the Emerging Preferred Route Corridor has been selected, a Link to Killarney Town and a N23 Link in Farranfore will also be progressed.

This is an important project for the County of Kerry. The main objectives of the scheme are to improve reliability, reduce journey times, improve safety, enhance connectivity and improve traffic capacity, particularly at Farranfore and Killarney

KCC have appointed Jacobs Engineering Ireland Limited as Technical Advisors to progress to the planning and design phases of the scheme.

### // PROJECT BACKGROUND

In 2003, a Preferred Route Corridor for an improved section of the N22 National Primary road between Farranfore and Killarney was identified.

Following a Peer Review process in 2008, some refinement areas were identified for re-assessment and a Refined Preferred Route Corridor was finalised in 2012.

However, this project was later suspended due to the prevailing economic circumstances at the time. Since the identification and appraisal of the Refined Preferred Route Corridor in 2012, several changes to European and National policy have occurred including in areas of Environmental Protection, Climate Adaptation and Transport Sustainability.

In 2019, KCC in consultation with TII commenced a review of the scheme in accordance with current National Guidelines to consider and assess all alternative modes and options which could potentially improve the transport connectivity between Farranfore and Killarney and onwards to Tralee and Cork.

### // HOW DID WE GET HERE?

The scheme development is currently at **Options Selection stage**. Initial work undertaken was to develop the Study Area, where the proposed upgrades to the existing N22 corridor will take place and identify all the constraints. These were determined under three principal categories, namely:

- Natural Constraints (landscape and environment);
- Artificial Constraints (the built environment); and
- External Parameters (design standards, policy).

Several feasible road-based Route Corridor Options were then developed to avoid or minimise impacts on these constraints. Consideration was given to potential improvements along the existing N22 as well as other modes of transport (rail and bus). These initial options were assessed under three criteria: Engineering, Environment and Economy with the best performing options to be shortlisted for further consideration.

The best performing road-based options are being presented in the online public consultation experience as the Route Corridor Options.

During this public consultation we are inviting feedback on the options being proposed for further examination, including road and public transport modes. It should be noted the road options are being appraised based on corridors that are generally 400m wide within which route alignments have the potential to be developed. A corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a road scheme could be developed. Such design development will be undertaken for the preferred option then the overall extent of the proposed works will be defined.



## N22 Farranfore|Killarney

### // OPTIONS

#### Public Transport Options:

Options for the improvement of capacity on the existing rail line between Killarney and Farranfore will be taken forward to the next stage of assessment. Options for the improvement of bus services within the study area will also be taken forward.

#### N22 Farranfore to Killarney:

Four N22 Route Corridor Options were shortlisted to proceed to the Options Selection stage. The routes all commence on the existing N22, approximately 2km north of Farranfore village and continue southwards, bypassing Farranfore village and Killarney town before terminating on the N22, south-east of Killarney town at Lissivigeen. The Route Corridor Options are typically 400m wide. A corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a road scheme could be developed. It should be noted that the boundary of a route corridor may be subject to change as the project develops, to address any new or previously unidentified constraints emerging during the assessment process.

#### Link Roads Corridor Options:

##### N71 - N22 Southern Link Road:

Three Route Corridors were identified for this part of the scheme. The routes commence on the existing N71 Muckross Road and continue north eastwards, crossing the Flesk River and the Tralee-Mallow railway line before terminating on the existing N22 to the south east of Killarney town near Lissivigeen.

##### N23 Link Road:

Options for an N23 link road in the vicinity of Kerry Airport will also be developed. The development of this route will need to be cognisant of the existing constraints in the area including but not limited to: property, the airport, the railway, the floodplain and other associated environmental constraints. An indicative area highlighted in blue on the map is where the route is likely to be developed.

##### Killarney Link Road:

A link road connecting the N22 Route Corridors to the existing road network will be developed in the vicinity of Killarney town. The development of this route will need to be cognisant of the existing constraints in the area including but not limited to, property, the railway, and environmental constraints. An indicative area highlighted in grey on the map is where the route is likely to be developed.

### // LEGEND

#### Public Transport Options

Tralee to Mallow Rail Line

#### N22 Mainline Options

Option A: Blue

Option B: Orange

Option C: Magenta

Option D: Green

Alternative Link i

Alternative Link ii

#### N71 - N22 Southern Link

Option A1: Blue

Option B1: Orange

Option C1: Magenta

Alternative Link iii

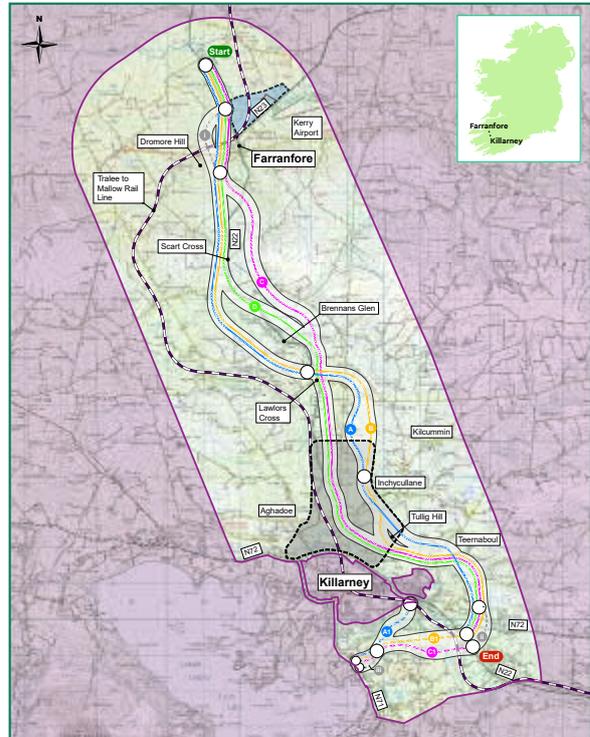
Study Area Boundary

Interchange Node

N22 Corridor Boundary

Area For Future N23 Link

Area For Future Killarney Link



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## N22 Farranfore|Killarney

### // PUBLIC CONSULTATION

The project team are now engaging with the public on the Study Area, the Route Corridor Options, Public Transport and Active Travel provisions identified for further assessment.

In response to the COVID-19 restrictions around holding public events and to improve the accessibility of the information, an online public consultation experience has been developed on the project website <https://n22.kerryco.ie/>

This online public consultation experience allows stakeholders and members of the public to view project information and to express their opinions in a safe and accessible environment.

**The public consultation period will run for six weeks from 14th May to the 25th of June 2021** and we are seeking information on the key constraints in the Study Area, the Route Corridor Options, including Public Transport and Active Travel provisions being proposed.

Submissions can be made using the feedback form in the online public consultation experience. Alternatively, a submission can be sent in by Freepost or email.

During the consultation people can also book an appointment within the virtual room and request a call back to speak with a member of the project team by phone or video call.

This service will be available during the first 4 weeks of the public consultation period, 14th May to the 11th of June 2021.

KCC understands that not everyone has access to online information. For those who wish to speak to a member for the project team directly, request a copy of the feedback form or brochure, they can do so by calling 066 7183583.

A paper copy of the feedback form can also be requested by email or downloaded from the website. Please make submissions in relation to the Route Corridor Options by **Friday June 25th, 2021**.



### // NEXT STEPS

Feedback and submissions received through this public consultation will be considered by the Project Team as part of the Options Selection process. This will involve a detailed assessment of the options under the following criteria:

- Economy;
- Safety;
- Environment;
- Accessibility & Social Inclusion;
- Integration; and
- Physical Activity.

The outcome of the assessment will lead to the identification of the best performing option.

If a road-based option is the best performing option it will be taken forward as the Emerging Preferred Route Corridor Option and then be displayed at a future public consultation. Upon confirmation of the Preferred Route Corridor, this will be further developed, and an alignment design of the proposed main line road will be created within this corridor and taken forward through the planning and statutory processes. A public display of the Emerging Preferred Route Option would be expected to take place in Q2 2022. Updates and details of future public consultations will be published on <https://n22.kerryco.ie/>

The indicative milestones set out below are if a road-based option is determined the best performing option.



### // HOW TO MAKE A SUBMISSION

Submissions can be made using the feedback form in the online public consultation experience within the project website: <https://n22.kerryco.ie>

Please make submissions in relation to the Route Corridor Options by **Friday June 25th 2021**.

Submissions can also be made by:

Post: N22 Farranfore to Killarney Project, Kerry National Roads Office, Kerry County Council, The Island Centre, Castleisland, Freepost FKY 7494, Co. Kerry, V92 TOCP

Email: [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com)

Call: 066 7183583

## // APPENDIX E IRISH INFORMATION BROCHURE



**GLAOIGH ORAINN**  
066 7183583  
info@n22kerrycountycouncil.com

N22 Tionscadal An Fearann Fuar go Cill Airne, Ollig Bóthra NÁisiúnta Chiarraí, Comhairle Contae Chiarraí, Ionad an olléin, Olléin an Chaisleáin, Saorphost FKY 7494, Co. Chiarraí, V92 TOCP

## N22 Farranfore|Killarney

BEALTAINE 2021

SRIANTA AGUS ROGHANNA IOMPAR



## COIMHAIRLIÚCHÁN POIBLÍ







### N22 Farranfore|Killarney

#### // CUR SÍOS AR AN TIONSCADAL

Tá Comhairle Contae Chiarraí (KCC) ag obair igcomhpháirtíocht le Bonneagar Iompair Éireann (TII) agus leis an Roinn Iompair chun Tionscadal N22 An Fearann Fuar go Cill Airne a fhorbairt. Déanfar scrúdú ar réitigh iompair indéanta lena n-áirítear iompar poiblí agus réitigh ar bhóthar chun an ceangal idir An Fearann Fuar go Cill Airne a fheabhsú.

Beidh comhairliúcháin phoiblí ar réchtáil ar líne ar feadh sé seachtaine ón **14 Bealtaine go dtí an 25 Meitheamh 2021** agus tá Comhairle Contae Chiarraí ag lorg aiseolas maidir leis an rogha is fearr a shainádh laistigh den Limistéar Staidéir.

Is féidir aighneacht a dhéanamh trí úsáid a bhaint as an bhfoirm aiseolais san eispéreas comhairliúcháin phoiblí ar líne nó is féidir é a sheoladh isteach trí saorphost nó ríomphost.

Mar chuid de na roghanna bóthair-bhunaithe, tá nascbhóthar ón deiscirt a fhorbairt chun ceangal a dhéanamh idir an N22 agus N71 (Bóthar Mhucrois).

Má chinntear gurb é réiteach bóthair-bhunaithe an rogha is fearr a fheidhmiú, roghnaithear chonair an bhealach tosaíochta. Chomh luath is atá chonair an bealach tosaíochta roghnaithe, cuirfear nasc le Baile Chill Airne agus nasc N23 san Fhearann Fuar ar aghaidh.

Is tionscadal tábhachtach é seo do Chontae Chiarraí. Is iad príomh chuspóirí na scéime nó iontaofacht a fheabhsú, amana turais a laghdú, sábháilteacht a fheabhsú, nascacht a

fheabhsú agus acmhainn trácha a fheabhsú, go háirithe I gCill Airne agus an Fearann Fuar. Tá Jacobs Teoranta ceaptha ag Comhairle Contae Chiarraí mar Chomhairleoir Teicniúla chun dul ar aghaidh chuig céimeanna pleanála agus deairidh na scéime.

#### // CÚLRA AN TIONSCADAIL

Sa bhliain 2003, saináithníodh conair bhealaigh tosaíochta mar chuid de fheabhsúcháin phríomhbhóthar Náisiúnta an N22 idir An Fearann Fuar agus Cill Airne.

Tar éis píarmheasúnú i 2008, aimsíodh roinnt réimsí le haghaidh athmeasúnú agus tugadh conair bhealaigh roghnaithe beachtáithe chun críche in 2012.

Cuireadh an tionscadal seo ar fionraí níos déanaí, áfach, mar gheall ar na cúinsí eacnamaíocha a bhí i réim ag an am. Ó saináithníodh agus breithníodh an Conair Bealaigh Roghnaithe beachtáithe 2012, tharla roinnt athruithe ar an bhealach Eorpach agus Náisiúnta lena n-áirítear i réimsí um Chaomnú Comhshaoil, Oiriúnú Aeráide agus Inbhuanaitheacht Iompair.

In 2019, rinne Comhairle Contae Chiarraí i gcomhairle Bonneagar Iompair Éireann, athbheithníú ar an scém de réir na dtreoirínte Náisiúnta reatha chun gach modh agus rogha malartach a mheas a d'fhéadfadh feabhas a chur ar an nascacht iompair idir an Fearann Fuar agus Cill Airne agus ar aghaidh go Trá Lí agus Corcaigh.

#### // CONAS A BHFUAIMUID ANSEO?

Tá forbairt na scéime ag an chéim roghnúcháin faoi láthair. Ba é an obair tosaigh a rinneadh ná an Limistéar Staidéir a fhorbairt, áit a ndéanfar na huasghráidithe beartaíthe ar chonair an N22 agus na srianta uilig a aithní. Socraíodh iad seo faoi thri phríomhchtagáir:

- Srianta Nádúrtha (tírdheach agus timpeallacht);
- Srianta Saorga (an timpeallacht thógtha);
- Paraiméadair Sheachtracha (caighdeán deairidh, polasaí).

Forbraíodh roghanna bóthair-bhunaithe indéanta chun tionchair na srianta seo a sheachaint nó a íoslaghdú. Rinneadh machnamh ar na féidearthachtaí chun an N22 atá ann cheana a fheabhsú chomh maith le modhanna eile iompair (arnród agus bus). Rinneadh na roghanna tosaigh seo a mheas faoi thri chritéar: Innealtóireacht, Timpeallacht agus Geilleagar. Déantar na roghanna is fearr feidhmiúcháin a chur ar an ngearllíosta lena mbreithníú tuilleadh.

Tá na roghanna feidhmiúcháin bóthair-bhunaithe is fearr a chur i láthair san eispéreas comhairliúcháin phoiblí ar líne mar roghanna na conaire bealaigh.

Le linn an chomhairliúcháin phoiblí seo táimid ag tabhairt cuireadh chun aiseolas a thabhairt ar na roghanna atá a moladh chun scrúdú breise a dhéanamh, lena n-áirítear bóithre agus modhanna iompair poiblí. Ba chóir a thabhairt faoi deara go bhfuil breithmheas á dhéanamh ar na roghanna bóthair bunaithe ar chonairí atá 400m ar leithead de ghnáth agus a d'fhéadfadh ailínithe bealaigh a fhorbairt. Ní hionann conair agus an leithead iarbhin den scém bóthair nó na tailte atá le fáil – léiríonn an conair na tailte ina bhféadfaí scém bóthair a fhorbairt. Tabharfar faoi fhorbairt deairidh den sórt sin don rogha is fearr agus saineofar méid foriomláin na n-oibreacha beartaíthe.



Tionscadal N22 An Fearann Fuar go Cill Airne | Srianta agus Roghanna Iompar

# N22 Farranfore|Killarney

## ROGHANNA

### Roghanna Iompair Phoiblí:

Tabharfar roghanna chun an cshainn a fheabhsú ar an líne iarróid atá ann cheana idir Cill Airne agus An Fearann Fuar ar aghaidh go dtí an chéad chéim eile den mheasúnú. Tabharfar roghanna chun seirbhís bus a fheabhsú laistigh den limistéar staidéir ar aghaidh freisin.

### An Fearann Fuar go Cill Airne:

Cuireadh ceithre Rogha do Chonair Bealaigh N22 ar an ngearlíosta chun dul ar aghaidh chuig an gcéim Roghnúchán. Tosaíonn na bealaí uilig ar an N22, timpeall 2km thuaidh ó shráidbhaile an Fearann fuar agus leanann siad ar aghaidh ó dheas, ag seachaint sráidbhaile Fearann fuar agus baile Chill Airne sula gcríochnóidh sé ar an N22, soir ó dheas ó bhailé Chill Airne ag Lissivigeen. Is gnách go mbíonn na Roghanna Conaire Bealaigh 400m ar leithead. Ní hionann conair leithéad iarbhair na scéime bóithre ná na tailte atá le fáil léiríonn an conair na tailte ina bhféadfaí scéim bóthair a fhorbairt. Ba chóir a thabhairt faoi deara go bhféadfaí teorainn chonair bealaigh a bheith faoi réir aithreithe de réir mar a fhorbraíonn an tionscadal, chun aghaidh a thabhairt ar aon srianta nua nó nár aithníodh roimhe seo ag teacht chun cinn le linn an léarscáil mheasúnaíthe.

### Roghanna Conaire Nascbhóithre:

#### Nascbhóthar an Deiscirt N71-N22:

Aithníodh trí Chonair Bealaigh don chuid seo den scéim. Tosaíonn na bealaí ar Bhóthar Mhucrois an N71 atá ann agus leanann siad soir ó thuaidh, ag trasnú Abhainn an Fhleisc agus líne iarróid Thrá Li-Mhala sula gcríochnaíonn sí ar an N22 atá soir ó dheas ó bhailé Chill Airne gar do Lissivigeen.

#### Nascbhóthar an N23:

Forbrófar roghanna do nascbhóthar N23 i gcomharsanacht Aerfort Chiarraí freisin. Caitheadh forbairt an bhealaigh seo a bheith ar an eolas faoi na srianta atá ann cheana sa cheantar lena n-áirítear; maoin, an t-aeort, an t-iarród, an tulleamá agus srianta comhshaoil gaolmhara eileach gan a bheith teoranta dóibh. Léiríonn na comharthaí atá aibhsithe i ngorm ar an léarscáil an dóigh a bhforbrófar an bealach.

#### Nascbhóthar Chill Airne:

Forbrófar nascbhóthar a nascfaidh Conairí Bealaigh an N22 leis an ngréasán bóithre atá ann cheana i gcomharsanacht bhailé Chill Airne. Caitheadh forbairt an bhealaigh seo a bheith ar an eolas faoi na srianta atá ann cheana sa cheantar lena n-áirítear srianta maoin, iarróid agus comhshaoil, ach gan a bheith teoranta dóibh. Léiríonn na comharthaí atá aibhsithe i ndath liath ar an léarscáil an dóigh a bhforbrófar an bealach.

## LEGEND

### Public Transport Options

Trailie to Malloy Rail Line

N22 Mainline Options

Option A: Blue

Option B: Orange

Option C: Magenta

Option D: Green

Alternative Link i

Alternative Link ii

N71 - N22 Southern Link

Option A1: Blue

Option B1: Orange

Option C1: Magenta

Alternative Link iii

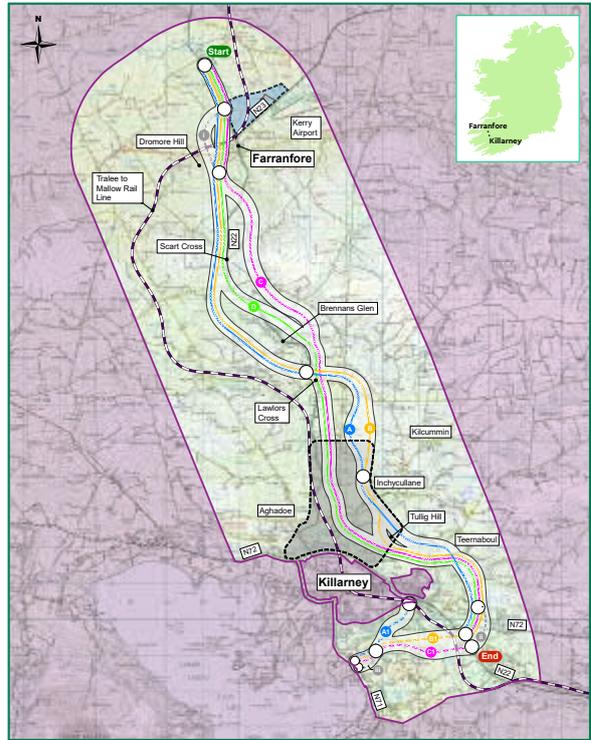
Study Area Boundary

Interchange Node

N22 Corridor Boundary

Area For Future N23 Link

Area For Future Killarney Link



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Tionscadail N22 An Fearann Fuar go Cill Airne | Srianta agus Roghanna Iompair

# N22 Farranfore|Killarney

## COMHAIRLIÚCHÁN POIBLÍ

Tá fóireann an tionscadail anois ag dul i dteagmháil leis an bpobal ar an Limistéar Staidéir, na forálacha maidir le Roghanna Conaire Bealaigh, Iompair Poiblí agus Taisteal Gníomhach a sainaitníodh le haghaidh tuilleadh measúnaíthe.

Mar fhreagairt ar na srianta COVID-19 maidir le himeachtaí poiblí a réachtáil agus chun inrochtaineacht na faisnéise a fheabhsú, forbraíodh eispéireas comhairliúcháin poiblí ar líne ar shuíomh Gréasáin an tionscadail: <https://n22.kerrycoco.ie/>

Ligeann an tathlú comhairliúcháin poiblí ar líne seo cead do pháirtithe leasmhara agus do bhaill an phobail breathnú ar fhaisnéis an tionscadail agus a dtuairimí a chur in iúl i dtimpeallacht shábháilte inrochtana.

**Mairfidh an tréimhe comhairliúcháin poiblí ar feadh sé seachtaine ón 14 Bealtaine go dtí an 25 Meitheamh 2021** agus táimid ag lorg faisnéise faoi na príomh srianta laistigh den Limistéar Staidéir, na Roghanna Conaire Bealaigh, lena n-áirítear forálacha Iompair Phoiblí agus Taistil Gníomhaigh atá á moladh.

Is féidir aighneachtaí a dhéanamh trí úsáid a bhaint as an bhfoirm aisíolais an eispéireas comhairliúcháin poiblí ar líne nó is féidir aighneacht a sheoladh isteach trí saorphost nó ríomhphost.

Le linn an chomhairliúcháin is féidir le daoine coinne a chur in áiríte laistigh den seomra fóirúil agus glaohar ar ais a iarraidh chun labhairt le ball d'fhoireann an tionscadail ar ghlaoh gutháin nó físe.

Beidh an tseirbhís seo ar fáil le linn na chéad 4 seachtaine den tréimhe comhairliúcháin poiblí, 14 Bealtaine go dtí an 11 Meitheamh 2021.

Tuigean Comhairle Contae Chiarraí nach bhfuil rochtain ag gach duine ar fhaisnéis ar líne. Dóibh siúd ar mian leo labhairt go díreach le ball d'fhoireann an tionscadail, cóip den foirm aisíolais nó den bhriósáil a iarraidh, is féidir leo é sin a dhéanamh trí ghlaoh a chur ar 066 7183583.

Is féidir cóip pháipéir den foirm aisíolais a iarraidh trí ríomhphost nó a ioslódáil ón sulomh gréasáin. Déan aighneachtaí le do thoil maidir leis na Roghanna Conaire Bealaigh faoin **Aoine 25 Meitheamh, 2021**.



Tionscadail N22 An Fearann Fuar go Cill Airne | Srianta agus Roghanna Iompair

## NA CHÉAD CHÉIMEANNA EILE

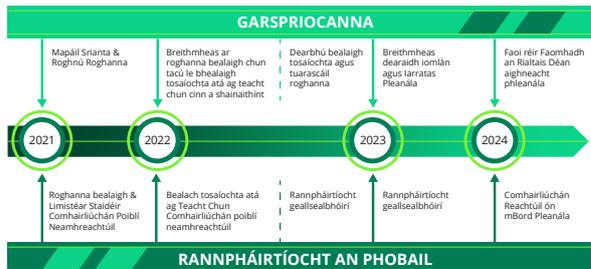
Beidh an t-aiseolas agus aighneachtaí a fhaightear tríd an gcomhairliúchán poiblí a mheas ag an Fhoireann Tionscadail mar chuid den phróiseas Roghnúchán. Beidh measúnú mionsonraithe ar na roghanna i gceist leis seo faoi na critéir seo a leanas:

- Geilleagar;
- Sábháilteacht;
- Timpeallacht;
- Inrochtaineacht & Cuimsiú Sóisialta;
- Comhtháthú; agus
- Gníomhaíocht fhísiciúil.

Sainithneofar an rogha feidhmíochta cuí mar thoradh ar an mheasúnú seo.

Más é bóthair-bhunaithe an rogha is fearr a fheidhmlónt, tabharfar ar aghaidh é mar an rogha conaire bealach tosaloicta agus léirítear é ag comhairliúcháin poiblí sa todhcha. Ar dhainníú an conaire bealaigh roghnaíthe, déanfar é seo a fhorbairt tuilleadh, agus cruthófar dearadh ailínithe ar an mbóthar príomhlíne beartaithe laistigh den conair seo agus tabharfar ar aghaidh é trí na próis pheanála agus reachtúla. Bheifid ag súil go mbeadh taispeántas poiblí ar dul chun cinn an conaire bealaigh roghnaíthe ar síl i R2 2022. Foilseofar nuashonruithe agus sonraí faoi na comhairliúcháin poiblí amach anseo ar <https://n22.kerrycoco.ie/>

Seo iad na garspíocanna táscacha atá leagtha amach thíos má chinntear gurb é rogha bóthair-bhunaithe an rogha is fearr a fheidhmlónt:



### CONAS AIGHNEACHT A DHÉANAMH

Is féidir aighneachtaí a dhéanamh trí úsáid a bhaint as an bhfoirm aisíolais an eispéireas comhairliúcháin poiblí ar líne ar shuíomh Gréasáin an tionscadail: <https://n22.kerrycoco.ie>

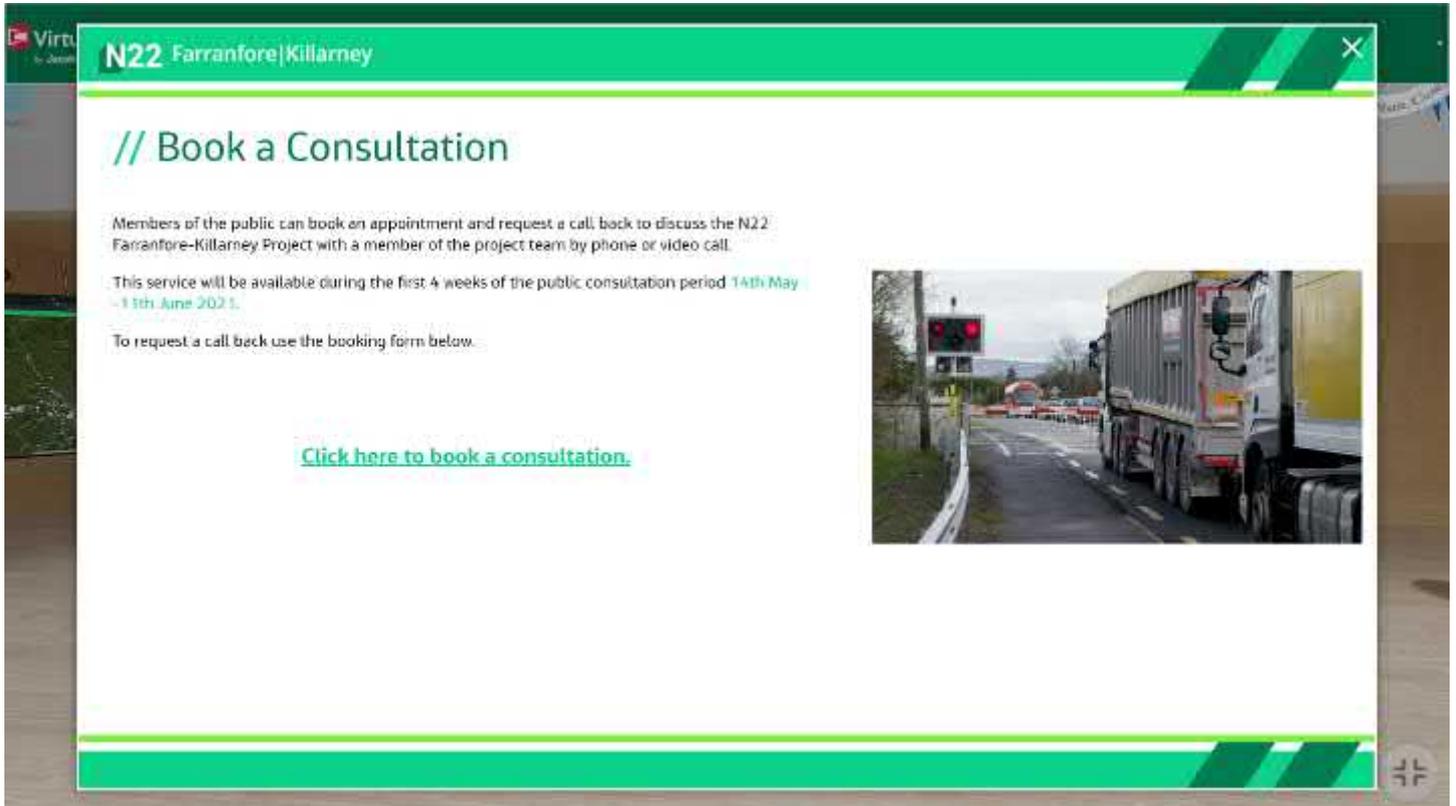
Déan aighneacht le do thoil maidir leis na roghanna bealaí conaire roimh **An Aoine 25 Meitheamh 2021**. Is féidir aighneachtaí a dhéanamh freisin ag:

Post: N22 Tionscadal An Fearann Fuar go Cill Airne, Oifig Bóithre Náisiúnta Chiarraí, Comhairle Contae Chiarraí, Ionad an Oiléain, Oiléan an Chaisleán, Saorphost FKY 7496, Co. Chiarraí, V92 TOCP

Ríomhphost: [info@n22.kerrycountycouncil.com](mailto:info@n22.kerrycountycouncil.com)

Glaoh ar: 066 7183583

## // APPENDIX F SAMPLE ONLINE PUBLIC CONSULTATION BOARDS



**N22 Farranfore|Killarney**

### // Book a Consultation

Members of the public can book an appointment and request a call back to discuss the N22 Farranfore-Killarney Project with a member of the project team by phone or video call.

This service will be available during the first 4 weeks of the public consultation period **14th May - 11th June 2021**.

To request a call back use the booking form below.

[Click here to book a consultation.](#)



**N22 Farranfore|Killarney**

### // Feedback Form

If you would like to provide us with your feedback now please click here

**Online Feedback Form**



You can also download a copy and return by freepost or email.

Please choose one of the following:

**Foirm Aiseolais**



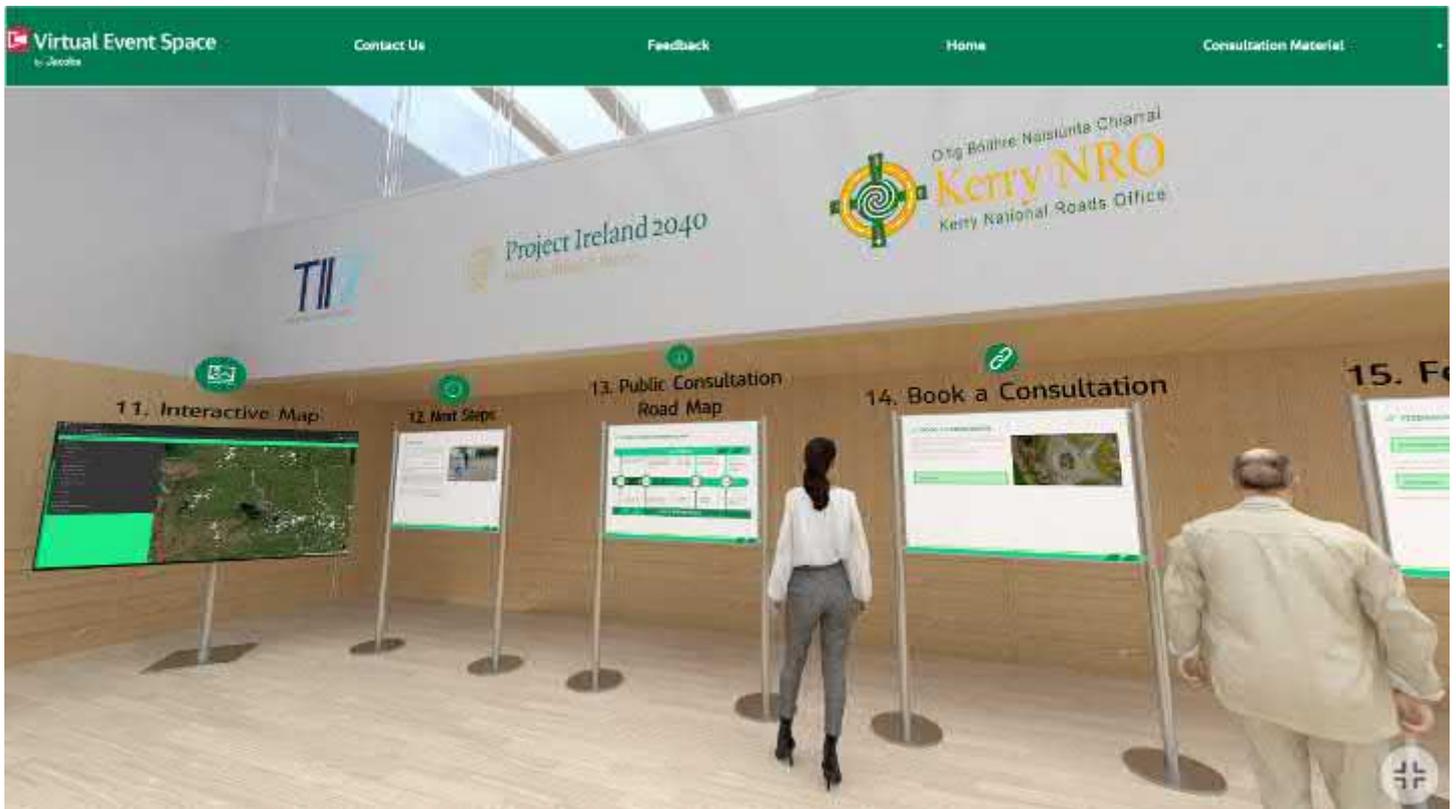
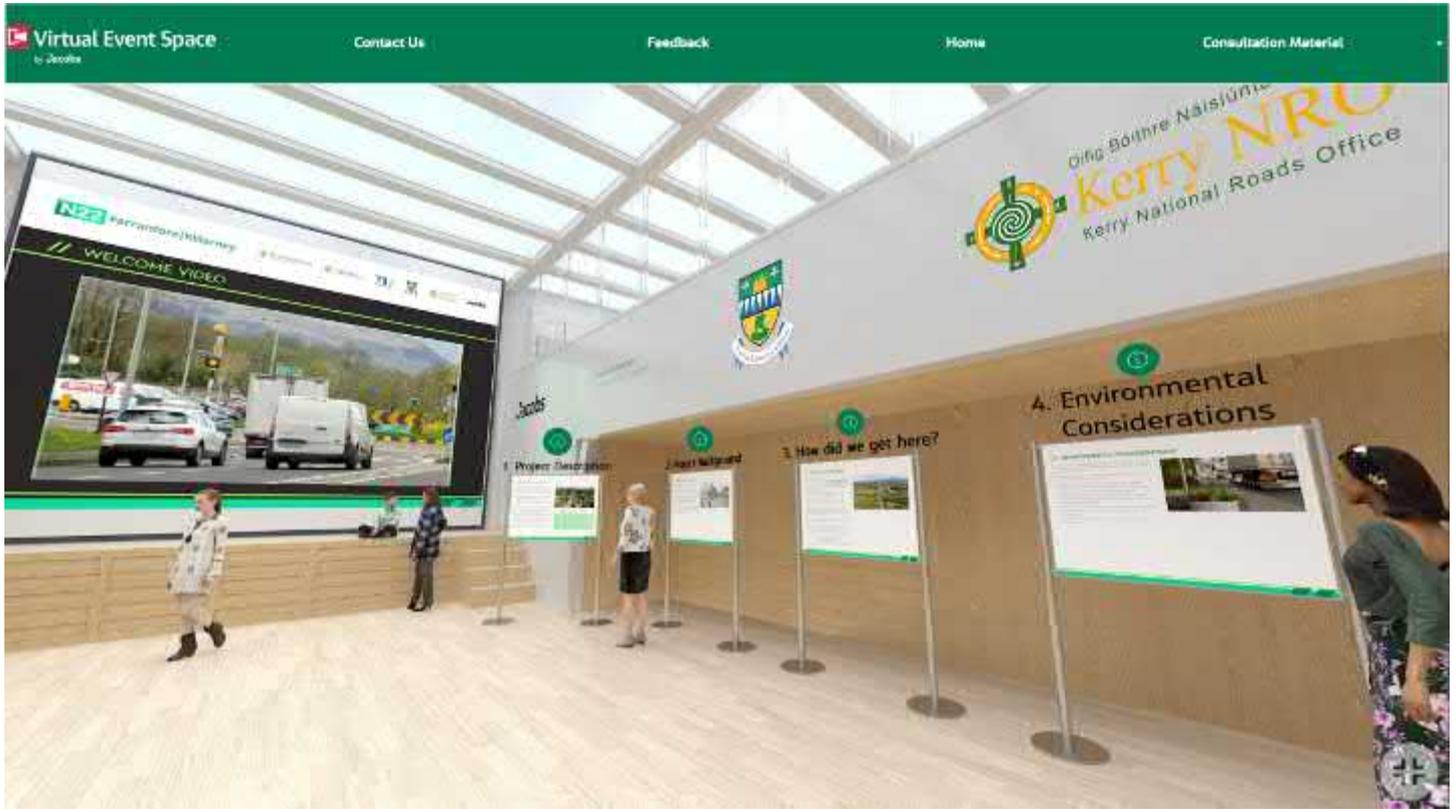
**Feedback Form**



Please make a submission by Friday the 25th June 2021.



## // APPENDIX G VIRTUAL ROOM



## // APPENDIX H SAMPLE NEWSPAPER ADVERT

**N22 Farranfore|Killarney**

### // PUBLIC CONSULTATION

Kerry County Council is working in partnership with Transport Infrastructure Ireland and the Department of Transport to develop the N22 Farranfore to Killarney Project. The project involves the examination of feasible transport solutions including public transport and road-based solutions to improve connectivity between Farranfore and Killarney.

An online public consultation experience has been developed where you can make a submission online via the feedback form or alternatively, by Freepost or email to the addresses outlined below.

The public consultation will run for six weeks from 14th May to the 25th June 2021 and can be accessed through the project website at: <https://n22.kerrycoco.ie/>

Kerry County Council are seeking feedback about the Study Area, where the proposed upgrades to the N22 will take place, the shortlisted Route Corridor Options, public transport, and active travel.

During the consultation the public have the option to request a call back to speak with a member of the project team by completing a booking form in the online consultation experience. This service will be open for the first four weeks of the public consultation period, 14th May to the 11th of June 2021.

Kerry County Council understands that not everyone has access to online information. For those who wish to speak to a member of the project team directly, request a copy of the feedback form or brochure, they can do so by calling 066 7183583.



### // HOW TO MAKE A SUBMISSION

Submissions can be made using the feedback form in the online public consultation experience within the project website:  
<https://n22.kerrycoco.ie>

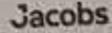
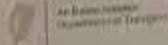
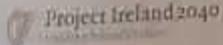
Submissions can also be made by:

Post: The N22 Farranfore to Killarney Project, Kerry National Roads Office, Kerry County Council, The Island Centre, Castleisland, Freepost FKY 7194, County Kerry, V92 TDCP

Email: [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com)

Call: **066 7183583**

Please make submissions in relation to the Route Corridor Options by:  
**Friday June 25th, 2021**



# // APPENDIX I MEDIA COVERAGE

Online articles:

**By Tadhg Evans**  
May 19 2021 06:30 AM

Four potential routes for the N22 Farranfore-Killarney project have been unveiled and will be up for public consultation until June 25.

Those involved in the project, however, do not expect a planning submission to be made until 2024.

The four routes commencing on the Tralee side of Farranfore and linking back on to the Cork road south of Killarney town, were unveiled on Friday as an online public consultation period on the project got underway. Three options for a southern link between the N22 and N71 near Killarney town were also unveiled on the day. These three options will be on display, along with the N22 route options, online at <https://n22publicconsultation.virtualeventspace.io/>.

At a briefing for press members held on Friday, Charlie O'Sullivan of Kerry County Council - which has partnered with Transport Infrastructure Ireland and the Department of Transport to develop the project - explained that the scheme has been ongoing since 2003 and was significantly progressed until it was suspended in 2012 owing to the financial crisis of the time. In 2019, the Department of Transport gave approval to have the scheme revisited and reopened, but Mr O'Sullivan said "We effectively had to re-start" owing to changes in legislation, funding requirements, and government policy in the interim.

The four options (pictured above and top) now shortlisted have been drawn up based on natural constraints, buildings, and design standards, and feedback can be offered through links available at the online presentation. Feedback can also be posted to Kerry County Council.

The routes will be generally 400 metres wide, and Gerry Healy of Technical Advisors Jacobs Engineering Ltd explained at the briefing that there will be potential to provide segregated walking and cycling routes. Integration with other active travel routes will be a priority. The scheme will enhance connectivity between Tralee and Mallow-Tralee rail line, which is under consultation on the route options and displayed for further public consultation on the route options in the quarter of 2022. Once a likely route is chosen, a Northern Link Road in Killarney will be developed. Kerry County Council has said. Subject to Government design appraisal and engagement, the scheme will be made in 2024.

Links to book a consultation with available at the online presentation at <https://n22publicconsultation.virtualeventspace.io/> or by email at [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com)

The screenshot shows the Irish Examiner website. The main article headline is "Killarney roads upgrade will have 'severe impact' on woods and rivers, ecologist claims". Below the headline is a photograph of a street scene in Killarney. To the right of the main article is a "LATEST" section with several short news items. At the bottom of the page, there is a red banner for "KILLARNEY advertiser" and a "WANT TO ADVERTISE ONLINE?" box with the phone number 064 663 2215.

The screenshot shows the Killarney Advertiser website. The main article headline is "Call to extend N22 Public consultation swifts met". Below the headline is a photograph of a road junction in Killarney. To the right of the main article is a red banner for "KILLARNEY advertiser" and a "WANT TO ADVERTISE ONLINE?" box with the phone number 064 663 2215.

**NEWS**

**Call to extend N22 Public consultation swifts met**

By Sean Moriarty

Residents of the Tinnabouli area are calling for Kerry County Council to extend the deadline for the public consultation period on the proposed Killarney bypass and new road to Farranfore.

The deadline for submissions and comments on four different routes between Farranfore and Loughgoleen ends today (Friday).

Because of the COVID-19 restrictions, the consultation process has carried out online. Interested parties were invited to visit the various proposed routes via <https://n22publicconsultation.virtualeventspace.io/>.

There is a change from previous public consultations where maps and other project details would go on display in a public building like a town hall or library.

Many residents affected by the proposed routes are having difficulty understanding the maps published online and are calling for a more traditional approach to the consultation.

One idea being floated is to place the maps on display in a public building, like previous times, but make residents to examine the drawings by appointment. These measures, residents say, will help them get a better understanding of what is proposed and at the same time adhere to current COVID-19 restrictions.

Local man Clima Kalliner has visited over 100 households in the area and says the majority are left in the dark about what is happening.

"We need to defer the consultation until we are allowed look at the maps properly, what is the sudden rush in getting this over the line so fast," he told the Killarney Advertiser.

"At least put the drawings on display and let us look at them, give every house a half-hour slot and let the people see for themselves. This is going to affect everyone in Tinnabouli but noone had full understanding of what is going on."

**LOCAL ADS**

**KILLARNEY advertiser**

**WANT TO ADVERTISE ONLINE?**

**CALL US TODAY ON 064 663 2215**

## // APPENDIX J SAMPLE TWITTER POSTS

 **Kerry County Council**  
3d · 🌐

Public consultation on route corridor options for the N22 Farranfore to Killarney Project has commenced and will run until 25th June

To visit the virtual consultation room and to learn about how you can have your say, visit:

<https://n22.kerrycoco.ie/public-consultation/>



👍 10

 **Traleetoday.ie**  
6d · 🌐

Public consultation on the development of improved transport linkages and a new route corridor between Farranfore and Killarney will begin on Friday...

<http://traleetoday.ie/public-consultation-on-n22.../>



TRALEETODAY.IE

**Public Consultation On N22 Farranfore-Killarney Road Project - traleetoday.ie**

## // APPENDIX K PROJECT FLYER

### N22 Farranfore|Killarney

#### // PUBLIC CONSULTATION

An online public consultation experience has been developed to allow you to make a submission about the Study Area, shortlisted Option 1, Option 2 and Active Travel, online via the feedback form or alternatively email to the addresses outlined below.

The public consultation will run for six weeks from **14th May** and can be accessed through the project website at:

<https://n22.kerrycoco.ie/>

During the consultation the public have the option to request a meeting with a member of the project team by completing a booking form on the project website. This service will be open for the full public consultation period, **14th May to the 11th of June 2021**.

KCC understands that not everyone has access to online information. If you wish to speak to a member of the project team directly, you can do so by calling 01822 411111 or by completing the feedback form or brochure, they can do so by calling 01822 411111.

#### // FURTHER INFORMATION

For further information on The N22 Farranfore to Killarney Project

**Address:**

The N22 Farranfore to Killarney Project  
Kerry National Roads Office  
Kerry County Council  
The Island Centre  
Castleisland  
Freepost FKY 7494  
County Kerry  
V92 T0CP

**Website:** <https://n22.kerrycoco.ie/>

**Call:** 066 7183583

**Email:** [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com)

### N22 Farranfore|Killarney

#### // N22 FARRANFORE TO KILLARNEY PROJECT PUBLIC CONSULTATION

Kerry County Council (KCC) is working in partnership with Transport Infrastructure Ireland and the Department of Transport to develop the N22 Farranfore to Killarney Project. The project involves the examination of feasible transport solutions including public transport and road-based solutions to improve connectivity between Farranfore and Killarney.

An online public consultation period will run for six weeks from **14th May to the 25th of June 2021** and KCC are seeking your feedback on the Study Area where the proposed upgrades to the existing N22 corridor will take place, the shortlisted road-based Route Corridor Options, Public Transport, and Active Travel provisions.

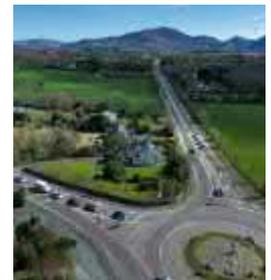
Submissions can be made using the feedback form in the online public consultation experience or alternatively sent in by Freepost or email.

As part of the road-based options a Southern Link Road between the N22 and the N71 Muckcross Road is also being developed.

If a road-based solution is determined as the best performing option, this will form the Emerging Preferred Route Corridor. Once an Emerging Preferred Route Corridor has been selected, a Link to Killarney town and a N23 Link at Farranfore will also be progressed.

This is an important project for the County of Kerry. The main objectives of the scheme are to improve reliability, reduce journey times, improve safety, enhance connectivity and improve traffic capacity, particularly at Farranfore and Killarney.

KCC have appointed Jacobs Engineering Ireland Limited as Technical Advisors to progress to the planning and design phases of the scheme.





**CONTACT US:**

t: 066 7183583

e: [info@n22kerrycountycouncil.com](mailto:info@n22kerrycountycouncil.com)

p: N22 Farranfore to Killarney Project,  
Kerry National Roads Office, Kerry County Council,  
The Island Centre, Castleisland, Freepost FKY 7494,  
Co. Kerry, V92 T0CP