

N22 Farranfore|Killarney

POST-CONSULTATION REPORT



PUBLIC CONSULTATION TWO

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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. This is an important project to enhance regional connectivity, to improve road safety and alleviate congestion through Farranfore village and Killarney town. The scheme aims to support active travel modes through the provision of safe walking and cycling facilities. 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 Preferred Transport Solution.

The public consultation took place over a four-week period from Monday 11th of November 2024 until Friday 6th of December 2024. A range of communication tools were used to publicise this period of public consultation, including advertisements in the press, engagement through social media, updates to the project website and a dedicated project email and postal address.

Two in-person public engagement events were held at the Great Southern Hotel, Killarney on 11th and 12th of November 2024. Over 600 people attended the events across the two days. One Elected Representatives Presentation was given to members from the elected members Kerry County Council. The project team facilitated 11 meetings with interested stakeholders during the consultation.

In total, 103 submissions were received via feedback form and email.

1. Introduction

The N22 National Primary Road extends from Cork 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, active travel and road-based solutions to improve connectivity between Killarney and Farranfore and its surrounds.

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. The first Public Consultation was held in 2021 on the short listed Transport Options, taking on board the views and observations of the Public and relevant Stakeholders.

In 2022, a Peer Review of the Option Selection was undertaken by an independent TII team. Kerry County Council commenced the development of a Local Transport Plan for Killarney Town which has further informed the N22 Project Assessment.

Kerry County Council has now identified the Preferred Transport Solution for Consultation in 2024.

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: [TII Publications](#)

Initial work undertaken included the development of the Study Area, where proposed upgrades to the existing N22 corridor will take place and identification of the constraints. These were determined under three principle 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 (active travel, 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 Project Team then undertook an appraisal of the Feasible Transport Options which were published in June 2021 and has considered feedback received through the first non-statutory public consultation to identify a 'Preferred Transport Solution' for Public Consultation 2.

The Preferred Transport Solution has been assessed as providing the optimal combination of benefits and impacts based on the criteria considered for transport projects.

1.2 Consultation objectives

The objectives for this second 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 Preferred Transport Solution.
- To provide information about the project and to explain the methodology and approach;
- 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 active travel 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 the 11th of November 2024 until a formal closing date of the 6th of December 2024.

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 finalised Preferred Transport Solution (the 'Preferred Option').

After finalising the Preferred Transport Solution, the next phase of the planning and design process will commence, subject to relevant approvals. This phase will include identifying the required land take, designing junctions and access points, and preparing an Environmental Impact Assessment Report. Further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.

2. Approach to Consultation

The Project Team sought feedback on the Preferred Transport Solution, including public transport, active travel, demand management, and road-based components. This Preferred Transport Solution was 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 Preferred Transport Solution and encouraged people to participate with the public consultation process, although stakeholders were welcome to submit comments and information in other formats of preferred. The feedback form can be viewed in Appendix F.

2.1 Public Consultation Roadmap

In line with the Aarhus Convention and TII’s Project Management Guidelines (May 2023), the Project Team prepared a Public Consultation Roadmap. The 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 1 below.



Figure 1: Public Consultation Roadmap

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.

A number of communication tools for stakeholders who require assistance in reading and interpreting online information were made available alongside the traditional published material during the public consultation.

These included an accessible virtual room compatible with screen reader software. Large scale maps, project brochure and consultation information made 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.

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 for the full four weeks of public consultation period, of the 11th of November to the 6th of December 2024.

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.

Two in-person consultation events were also held at the Great Southern Hotel, Killarney on the 11th of November from 14:00pm to 20:00pm and the 12th of November from 10:00am to 20:00pm. These events allowed stakeholders and members of the public access to view the consultation materials for the Preferred Transport Solution. Members of the Project Team attended both events, giving attendees the opportunity to ask questions about the Preferred Transport Solution, as well as organising one-to-one conversations.

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 website is available at <https://n22.kerrycoco.ie/> and was updated for the launch of the public consultation on the 11th of November 2024. The website includes information relating to the second non-statutory public consultation, the project background, the project need, Study Area and constraints, and all available publications.

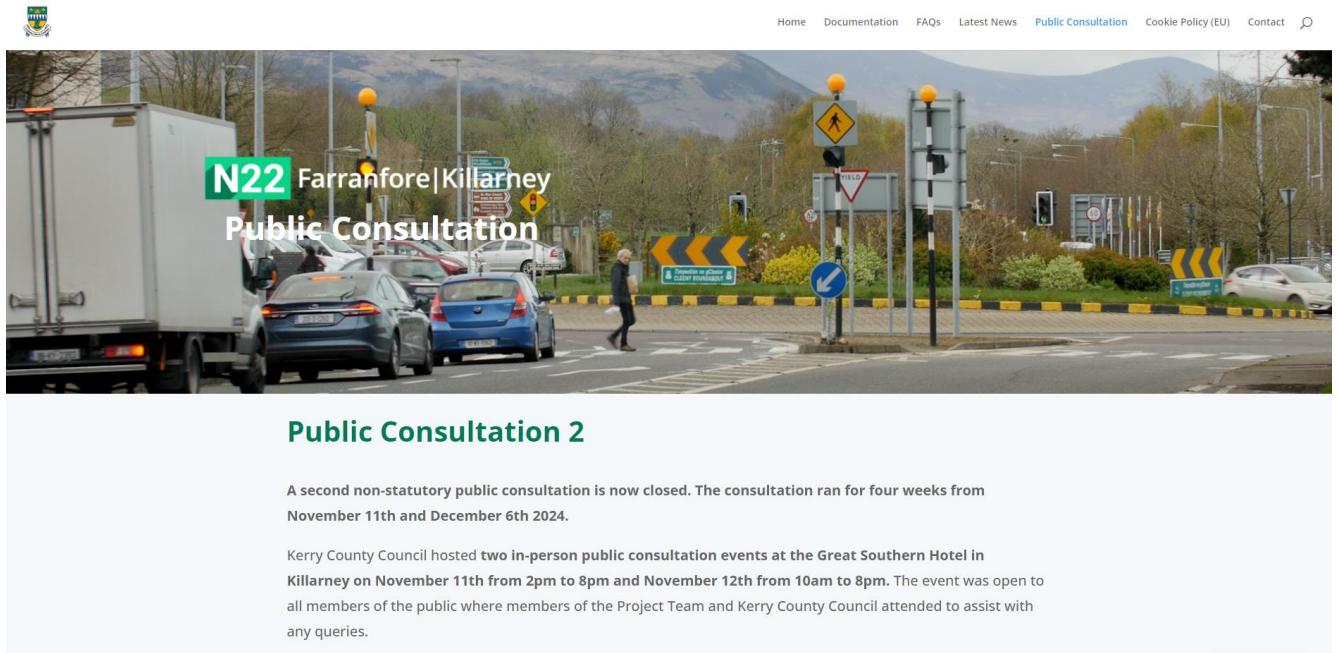


Figure 1 Project Consultation Website Page

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 feedback forms, English and Irish language information brochures and maps are all 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.

Website content can be viewed in Appendix E.

3.2 Project email

A dedicated N22 Farranfore to Killarney email address was made available at info@n22kerrycountycouncil.com. 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 events and included in the information brochures. The email address continues to be monitored and queries and comments received continue to be dealt with even following the conclusion of the consultation period. Overall, there were 37 email submissions during the consultation period.

3.3 Project phonenumber

The N22 Farranfore to Killarney Project phonenumber is available at 066 7183583. The phonenumber is manned during office hours and has a voicemail service for out-of-hours calls. The telephone number was advertised at the public

consultation events and included in the brochures. The phonenumber was used to answer queries during the public consultation period, arrange 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 brochure

The information brochures for the public consultation outlined the background information on the N22 Farranfore to Killarney Project, contained the Public Consultation Roadmap, and the Preferred Transport Solution. The same information was available to download from the project website as well as the Virtual Event Space. 500 hardcopies of the information brochure were made available at the public consultation event and 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 was available for download at the online public consultation virtual event space and the project website.

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

3.5 Virtual Event Space

The online public consultation event space was held during the consultation period from the 11th of November to the 6th of December 2024. This virtual event space could be accessed via the project website <https://n22.kerrycoco.ie/>.

The virtual room allowed stakeholders and members of the public to view the Study Area, Preferred Transport Solution and the outlined Preferred Route Corridor. Visitors also had the opportunity to make a submission using the online feedback form.

On arrival to the virtual event space, users were greeted with an introductory message welcoming them to the 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 were available and a link to submit an online feedback form were located throughout the room.

The Public Consultation Roadmap and maps of the Preferred Route Corridor were also on display. Users could also find their locations of interest within the Project area using the interactive map by inputting their Eircode.

Key features of the Online Public Consultation Experience included:

- Access from any computer, smart phone, or tablet 24 hours a day. 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 Corridor

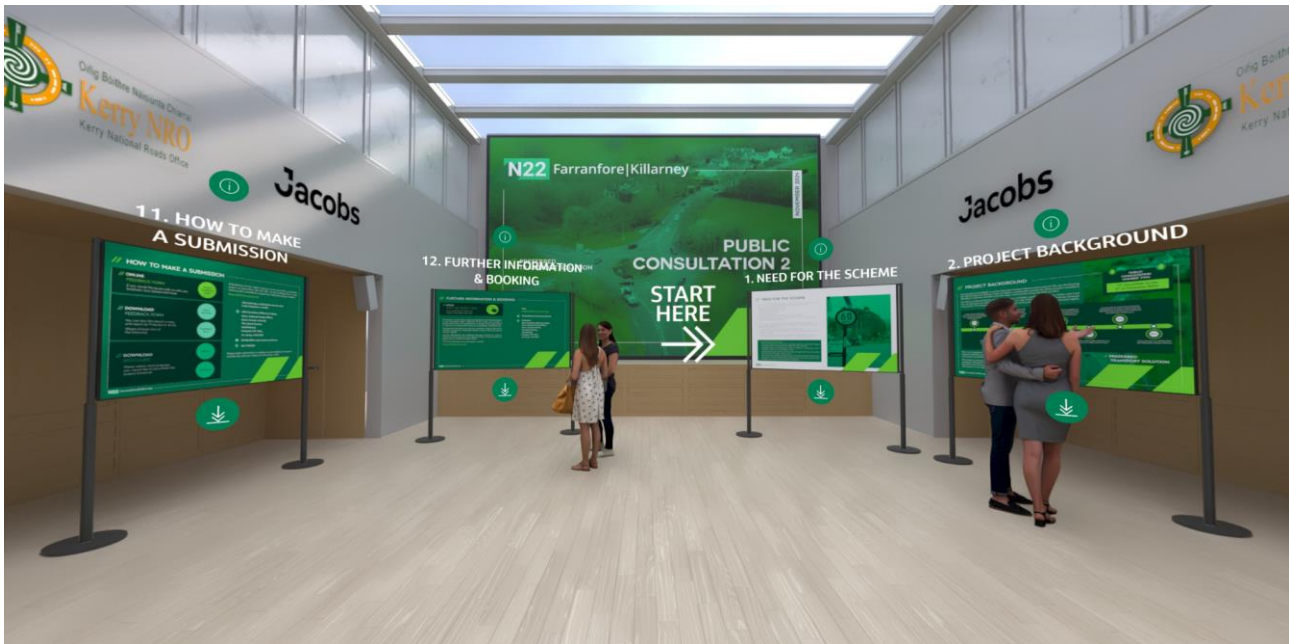


Figure 2 Still from the Virtual Event Space

3.5.1 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 the public to quickly locate their property, land or town with respect to the Preferred Route Corridor. 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 Preferred Route Corridor.

3.6 Consultation briefing for Elected Members

A briefing for elected members took place at the Great Southern Hotel on the 11th November at 11am before the in-person event opened to the public at 2pm. Ten representatives were in attendance. Six members of the Killarney Municipal District attended the briefing. One from Kenmare Municipal District, two from Castleisland Municipal District and one from Dingle Municipal District.

3.7 One-to-One Meetings with the Public

Stakeholders also had the option to meet members of the Project team 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.

In total 11 meetings were undertaken by the project team, seven telephone/video conferencing meetings and four in-person meetings were facilitated.

In addition, there were 63 phone calls with interested stakeholders.

3.8 In-Person Consultation Events

Two in-person public consultation events were held at the beginning of the consultation period. These took place at the Great Southern Hotel, Killarney between 14:00pm-20:00pm on the 11th of November, and 10:00am – 20:00pm on the 12th of November 2024. These events were open to members of the public and stakeholders in the Project area to view the consultation materials. Members of the Project Team also attended the events and were available to answer any queries attendees may have. In addition, attendees could also sit down one-to-one

with members of the Project Team to discuss queries or view affected areas closely. Over 600 people attended the events across the two days.



Figure 3 In-person Consultation Events



Figure 4 In-person Consultation Events

4. Publicising the Public Consultation

A mixture of online and traditional media was used to allow stakeholders to access information and provide information on the project. As well as the virtual room, the maps, brochures, and feedback forms were also available to view and download from the project website. Alternatively, the public could contact the project team directly and request a copy of the feedback form or brochure. In addition, the brochure and feedback form were also available as hard copies at both of the in-person events.

4.1 Newspaper adverts

Adverts publicising the public consultation period and public consultation events were published in The Kerryman on 7th November, Kerry's Eye in the 8th of November, and Killarney Outlook on the 7th November. The newspaper adverts contained a description of the project and details of the in-person consultation events. They also detailed the project website, the dates of the consultation period, and gave instructions on how to make a submission.

4.2 Press releases

A press release announcing the launch of the public consultation was issued to the local media on the launch of the consultation on the 11th of November. The press release was also added to the news section of the Project website at <https://n22.kerrycoco.ie/latest-news/>.

4.3 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 Killarney Today. Reminders of the consultation closing dates were posted on KCC social channels in the days leading up to the close of consultation. Sample online and social media content can be viewed in Appendix B.

5. Feedback from Public Consultation 2

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 Assessment Methodology

All submissions received either via email or through the online feedback form were analysed and recorded by the project team on a dedicated consultation database and managed in line with GDPR. Each individual submission was analysed to identify the theme(s) raised by the respondent and then classified accordingly.

All feedback provided was then anonymised before being analysed under each of the themes. A detailed summary of the feedback provided by stakeholders is presented below in Section 6 of this report. The online feedback forms posed specific questions in relation to the proposed project. The questions and associated responses are assessed in Section 5.4 below.

5.2 Overview of submissions received

In total, the project team received 103 unique submissions from stakeholders. A breakdown of the engagement by channel is provided in Table 3 below

Channel	No of submissions
Posted Feedback Forms	19
Online Feedback Forms	46
Emailed Submissions	38

5.3 General Themes Raised During Consultation Process

Feedback received during the consultation has been collated into seven themes in order to present the information in an accessible manner. Table 4 below provides an overview of the themes that arose in stakeholders' feedback, and the number of references to each theme.

The stakeholder feedback received under each theme is summarised in Section 6 of this report.

Feedback Theme	No of References in Feedback
Preferred Road Scheme	51
Accessibility and Integration	42
Property	76
Environmental Impacts	172
Project Need	49

Active Travel	49
Planning	4

5.4 Specific Responses from the Feedback Form

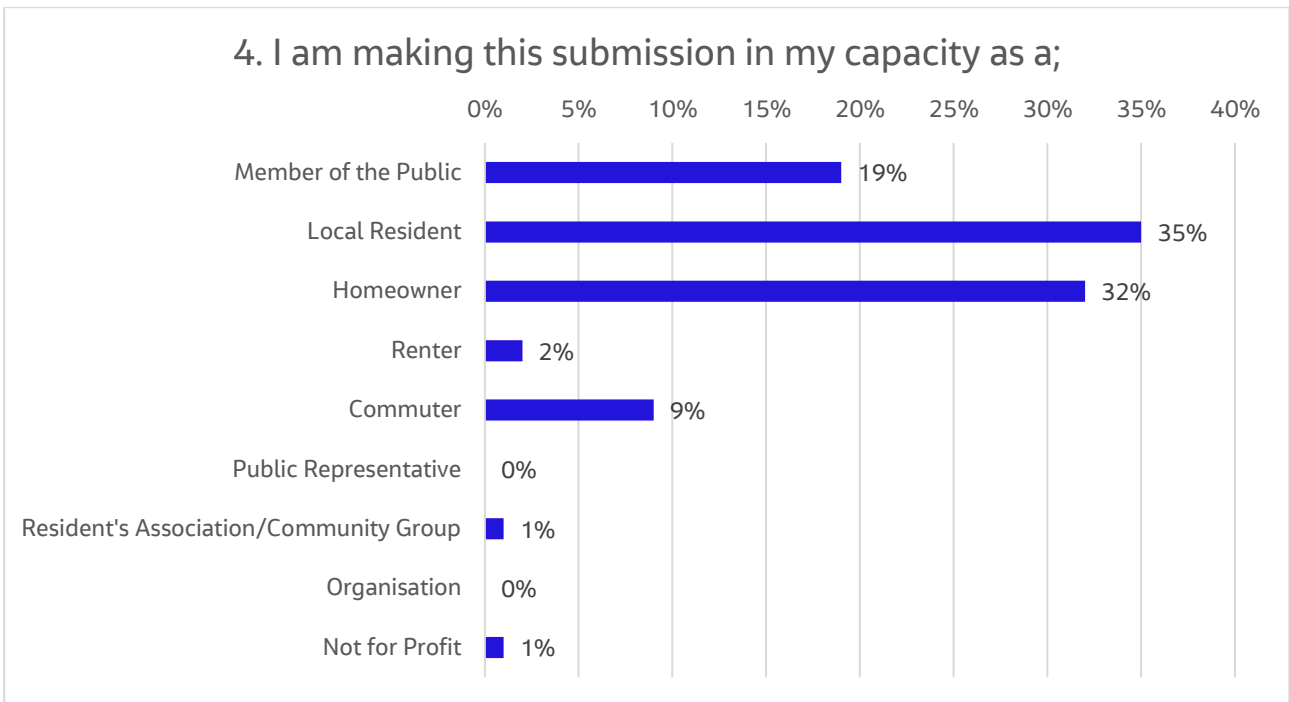
As part of Public Consultation No. 2, a feedback form was provided on the project website to encourage participation in the public consultation. The form sought feedback on three specific questions.

In addition, free space was available for stakeholders to provide additional views, and this was assessed by the project team and is included in the feedback summary at Section 6.

Three specific queries were asked in the feedback form and the responses received are set out below:

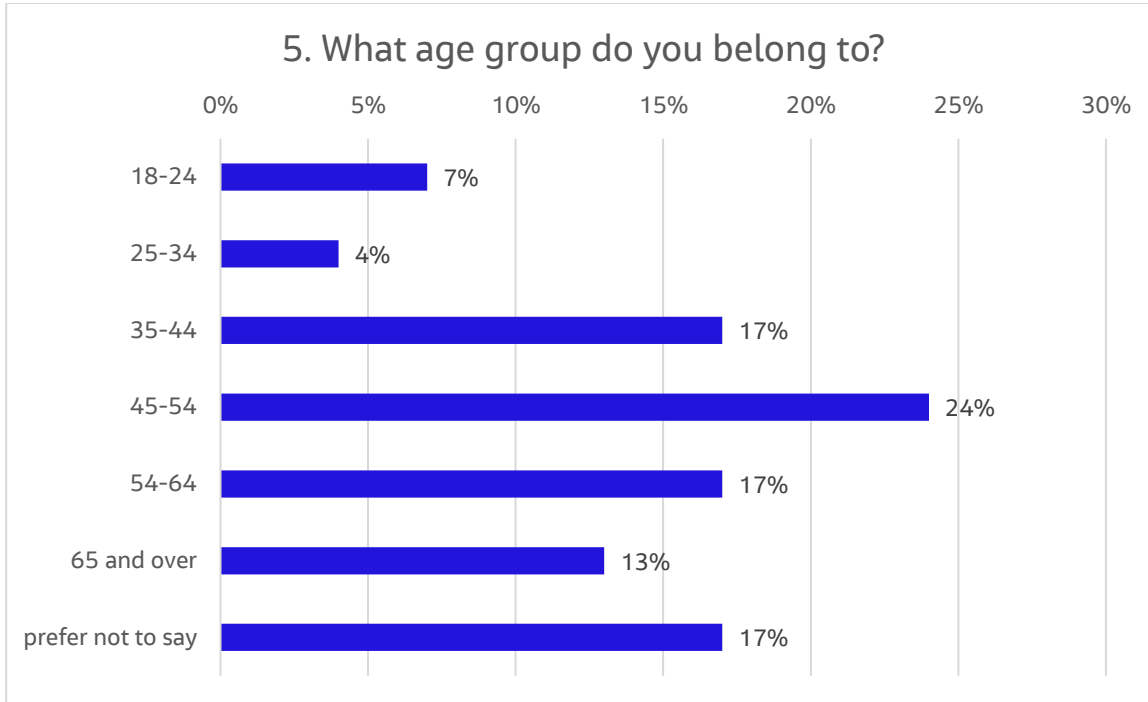
Q4. I am making this submission in my capacity as a;

35% of respondents were local residents, closely followed by 32% who identified themselves as homeowners.



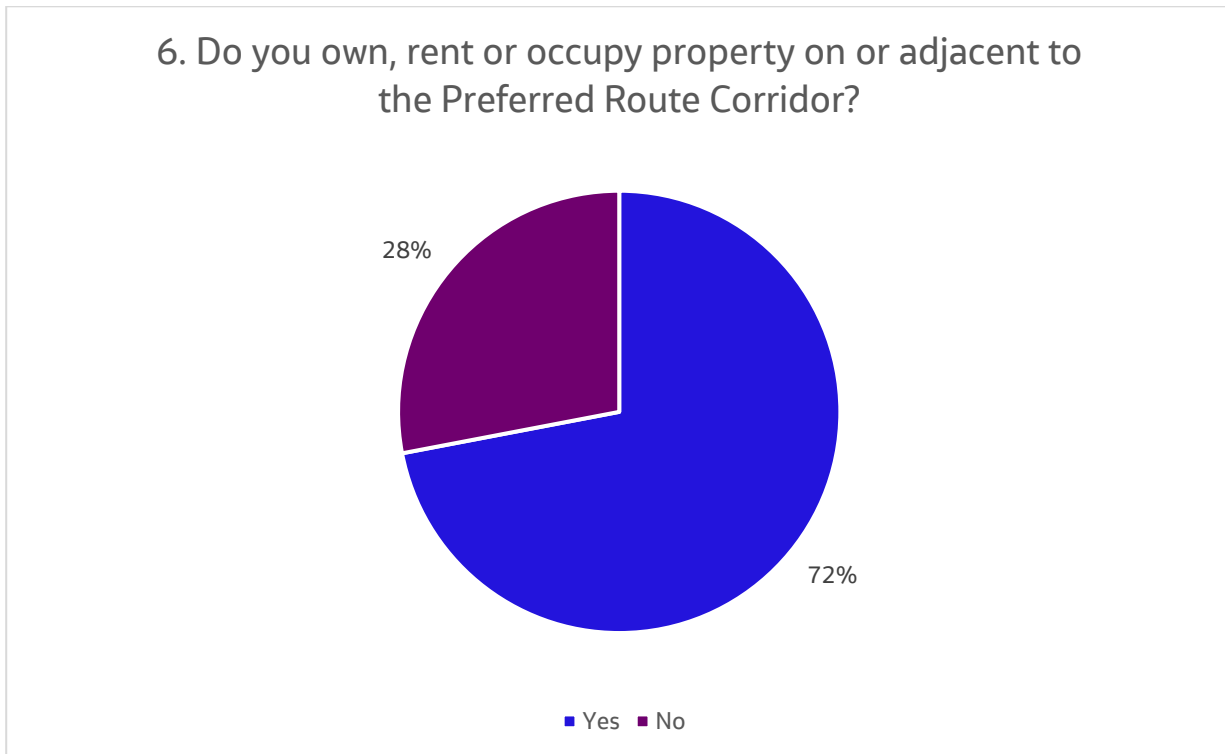
Q5. What age group do you belong to?

24% of respondents stated that they were in the 45-54 age category.



Q6. Do you own, rent or occupy property on or adjacent to the Preferred Route Corridor?

72% of respondents own, rent or occupy property on or adjacent to the Preferred Route Corridor, compared to the 28% of respondents who answered no.



6. Summary of Feedback from Public Consultation 2.

Feedback received during the consultation has been collated into the following seven themes and is summarised in this section of the report:

The feedback presented in Section 6 reflects the comments received by the project team and does not represent Kerry County Council's views on the particular issues. It is presented to show the broad nature of feedback provided and to ensure that the project has regard to the views presented during the consultation.

6.1 Preferred Road Scheme

6.1.1 Alternative Options

Submissions commented on why the original road is not being utilised more. Other submissions suggested that the bypass is needed for Killarney town and a new road from Lawlor's Cross to Farranfore is not needed.

One submission requested the roadway is moved to the most southerly area of the proposed corridor.

A respondent commented that there is no consideration of improving the train service between Tralee and Cork. They commented by improving the services it would make train journeys much more attractive than car or bus and would reduce traffic on the N22.

A stakeholder suggested an alternative design option as part of their submission: a standalone roundabout for the N22 further East along the proposed route. The alternative roundabout location, together with a Link Road joining the by-pass at a new roundabout located midway between the M.D. O'Shea Roundabout and the proposed N22 Lewis Road & Kilcummin Road roundabout. They suggested it would be a safer option for both vulnerable road users and for vehicles based on both the existing and the projected traffic figures.

A respondent commented that there is sufficient space along the existing road to successfully upgrade the road as required and that this is the most cost effective and environmentally friendly approach. They also cited rail infrastructure that should be upgraded and would negate the need for a road upgrade.

6.1.2 Previous Scheme

A number of submissions commented that the original design from 2003 for the N22 Killarney to Farranfore is the same as the preferred road scheme. One submission commented that the 2003 route is still viable by extending the road 900 meters further out by Carriglea House and rejoining it at the top of Loreto Road. They further added, this adjustment would potentially reduce traffic near residential areas, offering a less disruptive solution while also allowing for a wider road.

One submission noted the proposal is similar to the version shared publicly 25 years ago but queried why the corridor is 400m now in comparison to 50m previously.

6.1.3 Preferred Road Scheme

Several respondents were eager to see the scheme approved and implemented.

A landowner at Gortnatona, Lawlor's Cross commented that the preferred road scheme will divide their land holdings, reducing the farm size by 15 acres. The submission cited several issues with the scheme including noise, traffic, construction issues, security and safekeeping of their livestock. The landowner suggested to move the location of the road further north of their lands, construct a clay/land embankment to shield their land from construction and traffic noise, and a secure fence on the boundary.

Several submissions noted the negative effect the proximity of the road will have on their property including noise levels, safety, security and ambiance.

The Coolcaslagh Resident's Association cited the route they proposed at public consultation 1 in 2021. It was suggested the preferred road scheme should be as far east as possible and close to the boundary of the chosen corridor (i.e. B=orange) where it crosses the L3011.

A submission queried why the new take-off roundabout for the proposed Killarney bypass is not located further out the N22 Cork Road where impact on Lissivigeen residents would be minimised. A submission suggested there

is an opportunity to make an improvement in road safety by incorporating a junction for existing industry and businesses in the Coolcashlagh / Ballahacommane area to give access for HGV traffic and remove this traffic from the local road network thereby improving the residential amenity of the Coolcashlagh, Lissivigeen and Ballahacommane residents.

It was highlighted there are two quarries in the area (Mike Cronin Ready-mix in Coolcashlagh & Michael F Quirke & Sons in Ballahacommane) and the Coolcashlagh Industrial Estate which has various merchants including Paul Fitzgerald & Son. The area is also the headquarters for Thermohouse Ireland, Irish Crane & Lifting & CRL Oil in Coolcashlagh. The submission requested that all the industry and businesses in this area are consulted during the design process. They highlighted that ease of access for these industries to the proposed bypass would contribute to the development of these businesses which in effect will contribute to the economic development of the county including ease of access for these industries to the proposed bypass.

The submission further highlighted the high traffic volumes on Ballahacommane Road and Coolcashlagh Road L3011 and commented, given the traffic numbers on the N22 and the percentage of HGVs on the L3011 and Ballahacommane road a grade separated junction at this location would be appropriate to incorporate all the businesses. They commented that a grade separated junction at this location to capture the HGV traffic generated by the businesses mentioned above, improve the residential amenity of this locality and improve the road safety of the L3011 and Ballahacommane Road.

A submission commented that there is a strong case, supported by legislative and policy guidance, for the use of existing road infrastructure from Lawlor's Cross southwards. The submission highlighted there is scope for physical road and junction improvements at key junctions and this may negate the need for an additional link road between the N22 and N72, which will mean further disruption during consultation, impact upon climate change targets, carbon policy and sustainable transport measures.

A stakeholder raised concerns that the Preferred Route Corridor now includes a previously unidentified proposed link through their lands, between the proposed N22 route and the Killarney Bypass. They cited further concerns in relation to road design and safety implications of the proposed Link Road and provided a full outline of the engineering and traffic relating constraints pertaining to their lands and the surrounding area in their submission. They commented that their submission demonstrates that the proposed Deerpark Link Road route should not be further considered as part of this project given the extent of its impact on a range of sensitive environmental and other constraints.

SPA GAA Club opposed any part of the club grounds being used for the proposed road scheme. The club have invested extensively on the grounds and facilities and see it as counterproductive.

Several landowners were concerned about the proximity of the proposed road scheme in relation to their lands. They cited agricultural, archaeological, environmental constraints, as well as access and permanent impacts on their land. A landowner suggested that the route options in the Ballydrisheen area should be revisited.

Another submission commented that the southern link option is unsustainable and would egregiously impact their business and livelihood, and their residential home. They highlighted that the overall goal of the Project is to improve connectivity between Farranfore and Killarney and commented that the proposed road scheme would result in significant social economic and environmental impacts. They cited that 3nr. link roads is extreme and the N22 to the N71 link at Castlough should be dropped from the proposal to avoid significant adverse environmental and socio-economic impacts on local business and residential properties.

A submission commented that a single carriageway road should be provided for the N22 Preferred Road Scheme. They believed a larger road type would be more expensive, include negative environmental impacts and issues relating to climate goals. They further commented that a higher percentage of traffic would remain on the existing N22 around Killarney, which is where additional road capacity would be needed, and stated that a dual carriageway capacity on a new outer bypass is not needed.

A respondent queried the 400m width associated with the proposed route from Lissivigeen and Dooneen believing it too broad and impactful. The respondent listed several constraints in opposition to the proposed route:

- Several industries including Coolcashlagh Industrial Estate, and MC Products and Quarry will form a physical barrier to any route.

- Spa GAA sport ground should not be impacted by the proposed route.
- Pike Wood as a designated SPA (Special Protection Area).
- Tullig Hill and woodland as an important ecological benefit.
- Deenagh River/Dark Wood SAC.(Special Area of Conservation)

6.2 Accessibility and Integration

6.2.1 Road Access and Local Roads

One submission requested that access to and from the N72 over the New Road via Ardaneanig continue to be allowed to those living on the Old Road, upper Lissivigeen. While another submission requested that access to Killarney Town down Tiernaboul Botharín, joining the Killarney Gneeveguilla Road at the park continue to be allowed with access by an underpass or overpass.

Several submissions mentioned their concern over access to the L11037 road. A number of these submissions highlighted that access must be maintained on both sides to the L11037 road due to several concerns outlined. One stakeholder asked if an under/overpass will also be made available from the current N22 to the L11037 road, where there are many residents, active agricultural land uses, and vulnerable persons located.

Two stakeholders outlined that as landowners with agricultural land off the current N22 and on the L11037 roads, access to both must be maintained with an under/overpass built for access. Additionally, another stakeholder highlighted that to continue to live independently with the visit of medical support, access must be maintained for them.

A submission expressed that due consideration should be given to the local indigenous businesses to provide ease of access to the proposed bypass, as they have been key providers for many years to the local economy and community in terms of revenue and employment.

Feedback from submissions highlighted that relying solely on the L11037 from the L7002 side would not be feasible, as the narrow road currently forces vehicles to reverse when they meet oncoming traffic. Furthermore, one submission outlined that if access to and from the future N22 is not adequately addressed, congestion on the existing N22, between Lissivigeen and the Park Road roundabout, will likely persist.

It was also highlighted by a landowner that the proposed route corridor will intersect the road, likely converting the minor road into a cul-de-sac on both sides. The stakeholder mentioned that they have family living on both sides of the intersection, and this cul-de-sac would prevent their mother from visiting her grandchildren, as the detour would be too long for her to walk."

Another stakeholder expressed that the local road adjoining their property may be used for construction traffic and that an effective traffic management plan be put in place, to ensure the safety of all road users, particularly the residents.

A respondent addressed the lack of clarity around the local road access, highlighting that there are huge concerns around the details of access of local roads.

6.2.2 Social Impact

Quite a few stakeholders outlined how the selected route corridor will significantly affect the communities along its path. The townlands of Leamnaguilla, Kilcrene, Cloonydonigan, Caherdean and Ballyhar were all listed as areas that will experience disruption and create a physical barrier dividing these communities. It was expressed by a number of submissions that the social connectivity may be severely impacted, hindering elderly people's ability to visit neighbours and possibly the integration of future generations within the community.

One submission explained how the preferred route intersects the road by their house near Lissivigeen, Killarney, and this is a popular access route used by many, the stakeholder asked if there could be an access route, so as not to divide the community. While another submission outlined that they access Pike Wood below the bridge on Tiernaboul Botharín and access needs to be maintained as it is a popular walk.

One stakeholder outlined how the Killarney Bypass has great potential to negatively impact the wellbeing of the local community, alongside increasing traffic congestion entering Killarney, which will impact air quality and lead to health and safety issues and possible anti-social behaviour from the proposed slip road.

Another submission raised concerns about their family's future in agriculture because of the proposed road scheme.

Access to Pike Wood as a popular walk needs to be maintained. A respondent commented that the proposed road would sever existing communities, farms and land holdings. It will lead to the demolition of homes and displacement of families that have resided in the area for generations.

A submission on behalf of Spa GAA Sports Complex outlined that the club and grounds are a vital and important community facility and should not be impacted or access removed by the proposed road scheme as it would have a disastrously negative impact on the whole community. The submission noted the location of the new proposed junction and highlighted access to the sports complex would be impeded. They noted there is no direct access from the proposed roadway. Concerns were raised for the safety of juvenile club members using the new road in the absence of Active travel infrastructure.

6.2.3 Access to Land and Property

Several landowners expressed their concerns regarding access to their land and property.

One landowner highlighted their concern regarding the increase in flooding because of the new road. The submission outlined how current flooding restricts access to their property and has caused problems in the past with emergency services reaching their property.

Several submissions outlined their concern with access to their land and the disruption to their farm and farming operations due to the proximity of the road, junctions and traffic.

One landowner expressed their concern with the published corridor, as it will pass through a significant portion of their farm and sterilise a portion of the land. It was stated that an underpass will be required to link severed land holdings, if the new road is cut at this location.

A stakeholder raised concerns over the division of their land and the effect it will likely have on their farm enterprise going forward. The stakeholder stated that, "Land will be divided into four different lots requiring a number of underpasses".

A submission expressed their concern for the safe movement of cattle on their farm, which outlined that it will be substantially disrupted by the proposed roadway.

Another landowner outlined that the proposed route would cut them off completely from their land, which will no longer allow them access with regards to getting cattle, tractors and machinery to and from their land.

A submission on behalf of SPA GAA outlined that there is concern over access to the club grounds through the junction/roundabout access from the proposed N22 road. It was highlighted that the only access appears to be through roundabouts, some distance from the club grounds.

Another submission outlined that the new road will be situated at the South side of their house, which will cause issues with access to the rear of their house for services like home deliveries.

A submission stated that in providing a junction for quarries and the industrial estate, Kerry County Council would be facilitating the supply of necessary construction materials and services, and in-turn reduce the impact of these industries on the local community. It was outlined that by providing linkage to the N22 Killarney to Farranfore Bypass it would allow greater connectivity for these businesses to their customers throughout the country which can contribute to the economic development of the country. They further commented that due consideration should be given to an additional junction for the existing industry and businesses in the Coolcaslagh area to allow access for HGV and local traffic on to the bypass and thereby removing this traffic from the local road network (mainly the L3011) and thereby improving the residential amenity of the Coolcaslagh, Lissivigeen and Ballahacommane residents.

One respondent highlighted that the proposed road would cut off access to their property and access to their family's home close by.

6.3 Property

6.3.1 Property Impacts (residential)

Several submissions outlined their concerns regarding property impacts. One stakeholder commented that their property will be difficult to sell due to the preferred road scheme

Another stakeholder expressed concerns for their family home and business and how the proposed route will affect them. The stakeholder expressed "My biggest concern is my family home, business and other family members living in the area that is highlighted in the map and how it is going to affect us". One submission went on to comment that the existing residential area, and its rural character should be protected.

A submission highlighted their concerns about the impact the proposed road will have on their home and land. They stated they would face significant disruption and emphasised the peaceful life they currently enjoy will be disturbed by the construction of the roadway.

One homeowner sought clarification on the proximity of the proposed route to their home and requested if the road requires elevation, a shadow analysis be conducted to ensure it does not obstruct the natural light entering their home.

Another resident commented that the local road L-11072 adjoining their property should not be used to facilitate the transfer of aggregate or concrete to and from the site of the proposed new road, as this would damage the gable of their house and 'Stone Gyll' crossing the L-11072.

One submission highlighted that any refined route within the 400m corridor will have an impact on their residence. The stakeholder explained their family has farmed in this area for four generations and any road coming through their land would cause significant economic impact and their quality of life.

A stakeholder commented that the Preferred Road Corridor could impact their home near the N22/N72 roundabout at Lissivigeen. They expressed concerns that their home would be significantly affected, being situated between two closely placed roundabouts.

A respondent expressed concerns on the impact the proposed works on the N22 will have on their home as it is currently on the edge of the proposed corridor in Doneen, Kilcummin. The respondent also expressed concerns regarding access to their home during construction and the height of the roadway when works are completed.

Another homeowner outlined the new road would affect their property where it will cross the existing N22 North of Lawlor's Cross.

Two stakeholders expressed concerns in terms of future planning permission applications on their home, with one stakeholder stating that the road has already affected them with previous applications. They also emphasised their desire for privacy and expressed concerns about having the new road near their house, with vehicles passing daily.

The Ballyhar Community Group expressed their concern regarding the effects that the road may have on the value of property, particularly for those invested in or purchased homes due to potential decline in property value in the years ahead. These residents also raised concerns about those engaged in agricultural activities and the uncertainty regarding the future implications for their land.

A stakeholder also expressed concern for increase in noise. While another requested that an access route be provided where the preferred route intersects, so as not to divide the community and access to family members living close by.

A submission requested more clarity on the proposed route to understand how much the bypass and construction will affect homeowners.

6.3.2 Land Acquisition

Several stakeholders had queries in relation to land acquisition. One Stakeholder expressed concern with regards to the noise pollution and safety of their horses. The stakeholder commented that any proposed CPO should encompass their entire property, including the yard and sheds, to facilitate their relocation to a quieter area.

Another homeowner requested if their home becomes unliveable due to air and noise pollution; compensation should be provided to facilitate relocation within the Lissivigeen area. Additionally, one homeowner asked that their home be purchased well in advance of road construction to allow sufficient time to find suitable alternative accommodation.

A submission acknowledged awareness of financial compensation but expressed uncertainty about the specific amount or details.

A resident highlighted that if a dual carriageway is proposed, it will fragment the communities through which it runs, stating, "all efforts should be made to compensate the communities affected".

A homeowner stated that the north outline of the corridor runs through part of their garden, stating that it would leave their house landlocked. The stakeholder asked why the proposed route curves up to the houses when the south part of the outline, in their opinion, should be dropped down as there are no houses.

6.3.3 Impact on Land

Several submissions commented on the impact on land and farms. One stakeholder mentioned Little Black Hill Farm, and how the environmental benefits of this farm cannot be over-emphasised. The submission outlined how the decision needs to reflect and support championing sustainability, food security, biodiversity and climate change mitigation.

One landowner expressed that the route will divide their property into two parts which will in-turn reduce the farm size. The landowner also explained how the proposed road would affect his equine farm due to traffic noise and security.

Another stakeholder outlined how the proposed route will negatively affect their economic livelihood as their farmland will be either eliminated or split into smaller options with no access. The house on their land is currently rented to tourists whose experience will be negatively affected.

A submission highlighted that the corridor crosses their farm in three of their fields. The stakeholder noted that at the boundary, between the farm and the adjacent lands, there is a watercourse which feeds into the river Gweestin via a complex of wetland habitat.

One landowner expressed how the loss of access to a well within the Dark Woods which provides water for his livestock, would be detrimental to the working of his farm.

Several submissions from Ballyhar Community Campaign commented when designing the preferred route corridor, it is important to engage with the local community to ensure the design is sensitive to the landscape. "The project should aim to conserve and enhance the natural and cultural environment, avoiding the detrimental effects observed in other major road projects throughout the country".

Several submissions outlined the agricultural effect the corridor will have on their land including land take, farm access and impact on farm production and movement and safety of livestock.

A landowner commented "this is a rural, farming community for the most part, and the route is decimating agricultural land. The route will have a devastating effect on local farming community".

A submission raised concerns about the acquisition of property, highlighting that the landowners have previously lost land. The landowners emphasised the necessity of retaining their current holdings to ensure their livelihood and survival.

6.3.4 Impact on Business

Several submissions expressed their concern with regards to the effect the proposed road will have on Spa GAA Club Grounds. A submission outlined that "the grounds are restricted from growth by the topography and existing roadways in other directions, leaving the space near the proposed bypass as the only viable area for expansion". They highlighted that parking is already an issue and will be exacerbated if the proposed road scheme goes forward.

Spa GAA club outlined that the club plays a vital role within the community and any interference by this development would have a negative impact on the club and GAA activities within the community.

Cllr. John O'Donoghue stated that "I am completely opposed to any part of the club grounds being used for this proposed bypass. Spa Gaa Club is a thriving organisation which caters for hundreds of club members". Cllr. O'Donoghue also highlighted that public money was used to fund the club's development over the last 20 years.

Another stakeholder emphasised the importance of accommodating existing businesses in Coolcashlagh and Ballahacommane near the preferred route. They highlighted key businesses in the area, including Michael F Quirke & Sons, Mike Cronin Ready-mix, Thermohouse Ireland, Paul Fitzgerald & Son, CRL Oil, and Irish Crane & Lifting.

The stakeholder pointed out that the proposed route passes through lands owned by Michael F Quirke & Sons, which include a conservation-designated wet heath habitat. They stressed that the area hosts two quarries and various merchants, making it essential to consider these industries in the design process.

Furthermore, the stakeholder noted that these businesses are major employers in Killarney and significantly contribute to Kerry's construction sector. They argued that providing a junction for these industries would facilitate the supply of construction materials, reduce traffic impact on local roads, and support the county's economic development.

Several stakeholders with land raised concerns that any proposal to construct the roadway through their landholdings would have a detrimental effect on their farm's productivity.

A stakeholder asked how the road alterations will impact the sign they have up for their business on the Gillian O'Sullivan roundabout on the N22.

6.4 Environmental Impacts

6.4.1 Biodiversity

Several respondents provided feedback on queries regarding the environmental impacts of the project. A number of submissions commented on the need to protect the biodiversity in the area, in particular watercourses such as the Woodford River, and Dark Wood, Deenagh, Tullig Hill, Killarney National Park, McGillicuddy's Reeks, Caragh River Catchment SAC and Pike Wood SEA area. A submission commented that the proposed route would be devastating to the Environment and Ecology of the area. The submission highlighted the bat and badger habitats of the Pike Wood SAC, and Deenagh/Dark Road SEA as areas of concern. for a number of submissions. It was noted as a vital local amenity of mixed native woodland, whose sensitive ecosystem of birds (including barn owls), mammals (red squirrels and badgers), plants, and fungi will be drastically affected by the proposed road scheme.

One submission voiced concern about the conservation of Sheheree Bog and the potential that natural down-hill drainage would be disturbed by the development. Another submission also commented that Tullig Hill is a significant habitat of native red deer, and that pollution and local disruption would need to be mitigated to minimize negative impacts on this habitat.

Several respondents raised concerns around the impacts to biodiversity in Ballyhar. In particular, the impact to the habitats of red squirrel, pine marten, otter, badger, deer, and birds of prey. Respondents also highlighted the concern for impacts to habitats surrounding the Dark Wood, in particular the sensitive ecosystem of birds, mammals, plants, and fungi.

Concerns were also raised by a landowner in Knockanoulort, Ballyhar in regard to a watercourse which feeds into the River Gweestin via a complex area of wetland habitat. This watercourse has been the subject of a number of conservation and enhancement programmes and is now home to a wide range of Red List species.

One respondent queried what measures were being taken to limit the impact on the environment in the construction and operational phases. In addition, one respondent also raised concerns in relation to the River Flesk, whether the biodiversity of the River Flesk will be impacted, and how the road will be drained after construction.

Another submission raised concerns about the River Snamh and the impact to the water ecosystem.

A submission highlighted that during both construction and operational phases, there will be substantial negative impacts on the local flora and fauna, which could take generations to recover. The Ballyhar Community Campaign cited the Castlemaine Harbour SAC(Special Area of Conservation) is defined in the European Union's Habitats Directive (92/43/EEC). The group cited significant concerns that the proposed road routes of the Preferred Route Corridor will have a detrimental impact, potentially reversing the progress made over the past 25 years to enhance the local wildlife and plant life. They also noted significant effect on several species including the red squirrel Pine Marten, Otter, Badger, Deer, and several Birds of Prey. Noise & Vibration

Several respondents provided feedback with concerns regarding the impact of noise and vibration to residential properties during the construction and operational phase. In particular, one respondent raised a query regarding the impact noise and vibrations would have on their livestock.

Several respondents also requested noise barriers to be erected along the road to mitigate the potential noise and vibration during the operational stage of the road. Several respondents also requested a thorough examination of both construction noise and operational noise associated with the new road to see whether there would be increased traffic noise levels affecting nearby residences. One respondent queried whether precautions would be put in place to reduce the sound that would be generated on this route.

One respondent raised concerns over the impact of noise coming from vehicles as they climb up from Lissivigen hill.

One respondent highlighted that noise levels are already poor with vehicles braking and accelerating, and were concerned the new route would increase this further.

6.4.2 Air Quality

Several respondents highlighted the issue of air pollution as a concern with the new route. In particular, where the road component may be close to amenities and residential areas. One respondent highlighted a concern for the

construction of the bypass in close proximity to Spa GAA grounds, and the negative impact this could have on the health of community members as well as dense vegetation which could absorb airborne pollutants.

One respondent raised a concern of the already high air and noise pollution from the existing quarry, stating that they wanted any further pollution to be minimized. Another respondent also highlighted concerns over a second bypass and how this would impact the 2030 targets on carbon emissions and the ambition to hit net zero by 2050.

Several respondents highlighted that air quality should not change during the construction phase of the project, this included dust potentially impacting nearby homes.

One respondent was concerned about having a main route corridor within close proximity of houses which could impact the health of the occupants. They asked what measures will be taken to keep air pollution to a minimum during the construction phase and when the project is completed.

One respondent commented that the project would relieve traffic in Killarney town and cut down on travel times for many which would result in less emissions.

6.4.3 Geology

Several respondents in the Ballyhar area were concerned due to the geological composition of a pencil/shale layer situated in this area near the surface and noted that past construction efforts along the Preferred Route Corridor have encountered difficulties due to this geological condition. There were concerns that the route corridor for the Preferred Transport Solution will result in significant costs for the project, due to the excavation of this pencil layer which will contribute to increased expenses and delays.

One respondent advised that a comprehensive geological study should be undertaken to assess the risks of subsidence. While another respondent raised a concern regarding the potential destruction of limited fertile farmland in the greater Killarney area.

6.4.4 Cultural Heritage

Several respondents raised concerns regarding the impact that the Scheme may have on cultural heritage areas around Killarney. Respondents were significantly concerned how the proposed road scheme will be in an area that has significant archaeological heritage. A Ringfort in the Ballyhar area was cited where there are concerns that any construction in the vicinity could impact this significant archaeological site.

A respondent noted several Recorded National Monuments located on, or adjacent, to their lands that will be directly impacted by the proposed road scheme. They cited their lands were formerly part of the historic demesne of Killarney House and retain many of its important woodland features.

One respondent provided a query regarding the Dark Wood and its landscape protection zoning, raising a concern that this would be damaged in the construction and operation of the preferred transport solution.

Another respondent also raised the point that there is little room for alteration to the 400m corridor of the Preferred Transport Solution due to two Ringforts present and the historic graveyard of Old Kilcummin.

6.4.5 Visual Impacts

Several Respondents raised concerns about the impact that the proposed road scheme may have on the visual landscape and scenic views of the surrounding areas. Respondents from the Ballyhar Community Campaign area commented "the views they cherish reflect their cultural values and shared heritage" The respondents request that local communities are engaged to ensure the design is sensitive to the landscape it traverses.

One respondent queried the height of the road so that it would not impact the visual landscape for residents in the area.

Some submissions noted the intrusive effect of light pollution to habitats and communities that the proposed road scheme would bring. Another respondent raised concerns about the lights of vehicles travelling in the northerly direction of the transport route after dark, the respondent queried what mitigations would be put in place to avoid the disturbance from sound and lights. This was then reflected in feedback from another respondent that the lighting would be intrusive to the night sky.

6.4.6 Land and Soils

Several respondents mentioned the potential for current flooding issues to be exacerbated, especially agricultural land and residential properties affected by the proposed road scheme.

Several respondents highlighted the Gweestin River and implications for exacerbating existing flooding issues along the river. Water runoff from the preferred route scheme could substantially increase the volume of water entering the river, thereby elevating water levels and endangering land and properties. They further commented that it could also impact Special Areas of Conservation and water quality in this area.

One respondent wished to raise a note of "major drainage issues ongoing which may impact the location of the proposed slip road/exit and again an alternative route should be sought".

6.4.7 Construction Impacts

Several respondents gave feedback on the potential disruption to travel and access during construction. Respondents outlined that the construction phase of the roadway would bring significant disruption, including dust, emissions, noise, access, safety and privacy.

Several respondents were concerned that the development of a new road could exacerbate the issue of flooding in the area. In particular one respondent queried that "relocating water mains and sewer lines beneath Loreto Road would likely cause significant disruption for residents and may lead to long-term infrastructure challenges".

One respondent highlighted that the significant changes in the ground or water table levels could undermine the stability of their property.

Another respondent was concerned that the construction phase of the proposed route will result in significant traffic disruption in the area, creating considerable congestion for people of the locality and greatly increasing the risk of road traffic accidents.

One respondent queried whether any issues or concerns that may arise during the construction phase or following completion, will be addressed. A submission requested clarity on the environmental trade-offs of "improving traffic flow" vs the environmental impact of construction.

6.5 Project Need

6.5.1 General

One respondent emphasised that it would be good to see the project moving ahead in the near future in the interest of business, tourism and the public.

Another respondent queried where the project was in the national list of road improvements funding, asking for any indication on the commencement of the project and why a solution has not been found nearer to Farranfore and Killarney with the present road being used more.

One respondent highlighted that the upgrade of the N22 does not necessitate a link to the N71 as no issues were identified on the map in respect of the N71. In addition, there is no justification for the need for the proposed southern link road. In particular, the cost benefit analysis regarding building a southern link within a constricted area close to the town of Killarney.

In another response, one stakeholder emphasised that they believed the South Link is a priority and development should commence at the earliest possible moment.

One respondent queried why there were no maps available to take away from the consultation.

One stakeholder outlined that “the public information meeting I attended at the Great Southern Hotel was largely uninformative and appeared to serve merely as a procedural formality”.

6.5.2 Safety

One respondent requested that the speed limit would be reduced on the old existing road, while also removing dangerous turns on the existing road near the proposed new route.

Coolclogher Drive Residents Association raised concerns about introducing a busy road through the area, disrupting children in the area who frequently play and travel on foot or by bicycle. There were also concerns regarding the safety of pedestrians, cyclists, and senior residents who may feel unsafe walking to local amenities. In addition, the limited sightlines on Loreto Hill create challenges for vehicles exiting Coolclogher Drive.

One respondent requested that well-lit footpaths are included to connect the Spa GAA grounds to nearby infrastructure to provide safe pedestrian access to Killarney and nearby housing estates.

One respondent had safety concerns regarding the proposed road component in close proximity to their land, and also in close proximity to the main road through Coolcaslagh (L3011). The respondent was strongly opposed to any access to the bypass from the L3011 which would exacerbate an already dangerous situation due to the general flow of traffic combined with the quarry and crane related vehicles.

Several respondents were concerned about the safety implications of junctions and traffic near their properties. One respondent raised concerns about whether there would be a major junction in close proximity to their property. In particular, if their property is close to the edge of one side of the road, they fear that there won't be safe crossing opportunities. The respondent requested that the road be at a lower level with a natural barrier of trees and hedgerows to ensure safety.

One respondent stated that the alternative roundabout location, together with a Link Road joining the bypass at a new roundabout located midway between the M.D. O'Shea Roundabout and the proposed N22 Lewis Road & Kilcummin Road roundabout would eliminate unsafe traffic movements.

Another respondent commented that the current exit routes along the N71 are eastward, which are hazardous and inadequate.

One respondent raised safety concerns regarding the current road from Killarney to Farranfore in proximity to residential houses, for fears that drivers may find pedestrians difficult to see with no high vis.

One respondent commented that the proposal of the preferred transport solution cites safety as a key motivation for pursuing the project, but “does not outline any clear mechanisms for improving safety relative to the current road layout”.

Several respondents raised concerns regarding the safety of road users on the L11037 as it is “too narrow and two cars cannot pass”, as well as having a number of hair pin bends with steep hills. Therefore, they ask the road is not cut off with access only from the L7002 side.

One respondent raised concerns around the increase of traffic on the N23 and several accidents and numerous near misses close to Kerry Airport. The respondent mentions safety issues due to the volume and speed of traffic in proximity to their property when they are exiting. In particular, their concern for the proposed project is that the traffic exiting the new roundabout will accelerate quickly once on the N23, increasing the danger of access to and from their property.

6.5.3 Connectivity

One respondent was concerned that the road coming through their land has the potential to cut them off from relations and make access more difficult due to family living adjacent to their land.

One stakeholder from the Lissivigeen community shared concerns that they will be cut off from neighbours and end up as part of a cul de sac. The stakeholder states that the Lissivigeen Community Alert would expect a flyover across the N22 to ensure they are not cut off from land, houses, neighbours and amenities including the Spa GAA Club.

One respondent reiterated that the southern link is not necessary to achieve the goal of improved connectivity between Farranfore and Killarney and would only result in significant social economic and environmental impacts. The respondent was also concerned that the next steps of considering the consultation feedback as part of the options selection process would be unbalanced and skewed toward the reliance on car road transport options. The respondent raises concerns that potential investment in public transport and active travel is undermined by the road component.

One respondent stated that they “loved the possibility of connecting Muckcross road with the N22.” While another emphasised that “access to the new N22 bypass is critical”.

6.5.4 Economic & Socio-economic

One respondent stated that for the short journey from Killarney to Farranfore, this new road will be a complete waste of taxpayers' money when all that's required is a bypass for Killarney further out than the existing one. Another respondent queried the specifics on the estimated cost of the project versus the economic benefits, not just for the initial construction, but ongoing maintenance and upkeep.

A submission requested a direct link to the bypass from the L3011 in order to facilitate the supply of necessary construction materials and services, while reducing the impact of these industries on the local community.

One respondent stated that the socio-economic costs to the property and businesses need to be factored in at the outset of the project. In addition, the proposed southern link would undermine demand management of traffic to the National Park and would undermine the economy of Killarney town centre as a sustainable access hub for the National Park.

One respondent raised concerns that the road component would not improve the economy of the county, and therefore alternative essential projects must be considered as possibilities such as the upgrade of 20 sewage treatment plants, advanced factories to be built to attract industry, and proper public drinking water treatment plants. The respondent did not see a cost benefit analysis or economic benefit analysis for the project. The respondent stated that “constructing a new 27 Km Road replacing an existing asset is not the appropriate answer to the lack of other types of assets urgently needed in priority throughout the county.” The respondent believed that following a cost benefit analysis, “this project would be curtailed to a bypass for Farranfore, a proper ring road

for Killarney and proper investment in public transport, particularly train and other infrastructure needs as outlined."

Another respondent stated that the Killarney Bypass will have the potential to stimulate economic and possible tourist growth in the region if an alternative slip road/exit is located close to Killarney whereby overall economic vitality of the town can be uplifted.

6.5.5 Government Policy

Michael F. Quirke & Sons outlined the importance of the necessity of a continual supply of aggregates to continue the economic growth of the quarries, which is an integral requirement of the current Kerry County Development plan, National Development Plan, Transport 21, and private sector development. The stakeholder emphasised that the proposed N22 Killarney Bypass will be a major milestone in the development of the country, and the location of a junction on the L3011 at Coolcashlagh for these industries would be in accordance with national and county policy.

Another respondent also highlighted that it will be critical to understand how the proposed road component can be constructed while meeting the requirements of Directive 2002/49/EC.

6.5.6 Traffic Management

The Coolclogher Drive Residents Association raised concerns that the traffic data collected for this project may not fully account for vehicles rerouted via Loughitane from the Cork Road. They highlighted that many drivers use this route to reach the Lake Hotel and beyond, and that this increased traffic volume would elevate the risk of road traffic accidents.

One respondent recommended traffic calming measures at Lawlor's Cross to reduce speed.

One respondent requested that an effective traffic management plan is put in place to ensure the safety of all road users, especially residents, if the local road L-11072 is used for construction traffic.

Michael F. Quirke & Sons emphasised that by providing a linkage to the N22 Killarney to Farranfore Bypass, greater connectivity would be allowed for these businesses to their customers throughout the county. The companies also have traffic generated by staff which commute to these locations in the morning and evening that must also be taken into consideration for the traffic generated by businesses. This stakeholder suggested a grade separated junction on the L3011 and Ballahaccommane road due to traffic numbers and the percentage of HGV's. The stakeholder believed that a grade separated junction would improve residential amenity and the road safety of the L3011 and Ballahaccommane Road.

One respondent highlighted that the TII guidance provides strong support for this approach and that "on-line improvements, bottleneck removals, road safety works, traffic management measures or Intelligent Transport Systems, must be seriously considered." In addition, this stakeholder emphasised that traffic management improvements, the provision of enhanced public transport services and facilities and the improvement of cycling and pedestrian facilities, all tie in with national policy set out in the National Planning Framework, the construction of an entirely new road bypass around Killarney appears to conflict with these objectives as it would be a distance from the urban area.

Another respondent raised concerns that the proposed southern link would draw traffic into Muckcross, a high amenity area and tourist attraction, rather than alleviate the traffic impact.

One respondent agreed that the proposed route is needed to alleviate the congestion in Farranfore and beyond.

One respondent raised concerns that the use of heavy machinery driven in the area, would be made considerably more difficult and dangerous with the flow of a greater capacity of traffic.

One respondent stated that road expansion does not solve traffic congestion. Another stated that the traffic flow currently going through Killarney will not be eased by this new road because the current inflow comes from 4 routes: Muckross, Fossa, Tralee, and Cork.

Several respondents stated that the traffic congestion will remain on the current N22 around Killarney even if a bypass is provided. This is due to traffic issues in the Killarney urban area.

6.6 Active Travel

6.6.1 General

A number of submissions referred to public transport and active travel. Two stakeholders expressed, "We believe the introduction of a park-and-ride system could help alleviate some of these concerns". While another stated that a new public transport system was badly needed.

A number of stakeholders expressed that more consideration needs to be given to alternative solutions, such as better public transport and the provision of active travel. One stakeholder advocated for improvements in the rail connection to Tralee and Cork. Another stakeholder suggested, "more serious consideration should again be given to the use of existing road and rail infrastructure, particularly in the environs of the urban area of Killarney Town, including the existing bypass, which could be modified at key locations. The stakeholder went on to articulate that this approach would tie in positively with the consideration of active travel, demand management and public transport solutions cited for consideration in Phase 3 of the Project.

"One submission commented on the behaviour and attitude towards walking and cycling, suggesting that much could be done to encourage more of this in the town. Another stakeholder stated, 'There are no junctions to facilitate active travel by way of cycle and pedestrian movements along the proposed route.'"

A submission on behalf of residents in Killarney outlined that there is no integration of transport, which would undermine attempts to initiate active travel and public transport strategies within Killarney. It was also added that an integrated parking strategy is needed to allow people to access Killarney using sustainable transport, cycling and walking, public transport, or private buses to access the National Park.

A submission from the Irish Cycling Campaign acknowledged that the chosen route for developing active travel links between Farranfore and Killarney, might not necessarily align with the selected road corridor. They highlighted that the development of an alternative N22 road route presents an opportunity to transform parts of the existing N22, into safe travel corridors. They emphasised the importance of ensuring clear and safe connections for active travellers at any crossings and connections of busy roads, which will be addressed at the detailed design stage. "Adhering to these high standards will foster community support and encourage greater usage by people of all ages."

One stakeholder stated that the proposal does not outline how it will interface with existing active travel routes in Killarney and there is no acknowledgement to the inefficiencies in existing active travel.

One resident put forward that the old railway line from Farranfore would be an attractive greenway option between the villages of Firies and Farranfore, "It would encourage better engagement between the villages and travelling back and forth by bike for people participating in sports at the GAA field and basketball hall in Farranfore for the parish's main population centre in Firies".

Another stakeholder expressed that the facilities planned for buses, pedestrians and cyclists have always contributed towards congestion and pollution in cities.

One submission expressed support for the scheme, but only if the final design incorporates shared active travel pathways and cycle tracks connecting Farranfore to Killarney, with branches from these pathways to allow cyclists and walkers to access local network roads and to encourage cycling and walking.

Several residents welcomed a better reliable public transport service. One resident highlighted that students in Killarney need an increased service to and from MTU North Campus, due to their new STEM building opening. While another expressed that there is not presently sufficient or adequate public transport in rural areas to address the needs. One resident stated that "there are no public transport options available to me in this rural part of the county". Another submission expressed that, "we would be delighted with any active travel or public transport that could be provided in our area, we would definitely make use of any safe cycle/walking routes that could be provided, to get around our local area without the use of cars".

One stakeholder shared that active travel, public transport and demand management will impact how people access and travel around Killarney and this new proposed N22 would have a remarkable change in how they access transport links, as opposed to relying on a private vehicle.

Another stakeholder requested that public transport from Spa to Killarney Town centre, provide EV charging points in the car park to encourage rural drivers to use public transport.

One homeowner outlined that, the government have done very little to reduce car usage and the new road will only move bottle neck traffic to another place.

6.6.2 Rail

Very few submissions brought up the topic of rail travel. One submission outlined that there is already a train track between Killarney and Tralee which could be utilised much more beneficially. The stakeholder stated that, "more regular trains between the two towns with a supporting bus link, would dramatically reduce the traffic demands on the existing road".

Another commuter expressed that although the Farranfore rail line is great if travelling to Dublin, there is no direct line to Cork and is not practical when travelling within the country, as there are no corresponding accessible routes on arrival.

One stakeholder stated that Irish Rail should operate a better system of gate closures.

6.6.3 Bus

Under the theme of active travel, several stakeholders commented on bus travel. One stakeholder stated that, a bus service should be provided from Lissivigeen to Killarney from 7am until 7pm every day and extended until 1am of Friday and Saturday evenings.

Two stakeholders requested that covered bus shelters should be provided at all bus stops and pull in areas for buses to prevent traffic holdups.

Another submission stated that a local bus system is badly needed and that all public transport options will be welcomed greatly in Killarney. It was also highlighted that a local bus would greatly reduce emissions and provide accessibility to those with no car access.

It was then requested that a formal bus stop be provided at Lissivigeen, Spa Road and Ballydribeen junctions.

6.6.4 Walking and Cycling

A number of submissions fell under the theme of walking and cycling. One stakeholder suggested that a walkway and cycleway should be considered along the proposed extension from Lissivigeen to Muckcross. Two submissions recommended that the segregated cycling and walking route should link with the N71 route for easier and safer access to Killarney National Park, as well as connect with the proposed cycling routes for Killarney town, particularly along Park Road.

One submission questioned the safety of the proposed cycle lane on the northern side of the Park Road carriageway, between Aldi and the SuperValu roundabouts. "There are 43 access/exits/entrances along this 650m stretch of the northern side of the carriageway. 19 of these access points are businesses which obviously have more frequent use than residential. The southern side has only 6 access points along the same 650m with none of the houses in Park Drive having vehicular access onto Park Road. The safety aspect of this is being ignored and the proposal is ripe for a serious accident".

Several stakeholders welcomed more active travel, with one stakeholder commenting, "It's important to include footpaths and cycle lanes on all new roads, as has been done on the improved sections of the N86 Dingle Road".

Another stakeholder requested that cycle paths and footpaths be provided on either side of the proposed N22 road, as well as on Spa Road from Park Road to Spa GAA Club, to allow children to return safely from the sports club.

One Stakeholder remarked, "The work on cycle lanes will all be in vain unless there is a real commitment to making cycling a real alternative, spending vast sums of money on this new road will not help this".

6.7 Planning

6.7.1 General

One submission detailed the planning policies and context for the development of the N22 project. The submission outlined how the project aligns with national planning goals, particularly those aimed at improving accessibility and transport links. The submission also outlined that this project is not currently listed as a priority in the National Planning Framework or the National Development Plan, stating it requires further approval before moving forward.

Another landowner stated that the preferred route corridor will be passing through their lands as well as nearby sites held in the name of the landowner and siblings. The stakeholder expressed that they would like to be kept informed during the next phase of development, as they would like to build on one of their sites in the future.

6.7.2 Future Planning Permissions

A submission on behalf of two stakeholders stated that if the plans are submitted to An Bord Pleanála without the flooding situation being sorted, they will arrange to meet them.

A submission highlighted that the National Development Plan (NDP) identifies the N22 upgrade between Farranfore and Killarney as one of several proposed national road projects that require further approval. Additionally, the Regional Spatial and Economic Strategy (RSES) for the Southern Region states that national road projects, including the N22 Farranfore-Killarney Realignment Bypass, are subject to required appraisal, planning, and environmental assessment processes. It was further outlined that, the Kerry County Council Development Plan lists the N22 Farranfore/Killarney Bypasses as a project and supports further improvements and realignments of the N22 corridor, subject to planning and environmental assessments.

6.8 Next Steps

Feedback and submissions will be considered by the Project Team as part of the appraisal process before finalising a Preferred Route Corridor. Once the Phase 2 Option Selection process is complete, the 'Option Selection Report' and 'Preferred Transport Solution' will be published in 2025.

After finalising the Preferred Transport solution, the next phase of the planning and design process will commence in 2025, subject to relevant approvals. This phase will include identifying the required land take, designing junctions and access points, and preparing an Environmental Impact Assessment Report. Further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.

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

Appendix A. Press Release

N22 Farranfore to Killarney Project

COUNCIL COMMENCES PUBLIC CONSULTATION ON N22 PREFERRED TRANSPORT OPTIONS

Kerry County Council, in partnership with Transport Infrastructure Ireland (TII), is developing the N22 Farranfore to Killarney Project to deliver a sustainable solution for transportation problems identified in Killarney, Farranfore and the wider communities along the N22 corridor.

This project involves the examination of feasible transport solutions including active travel, public transport, and road-based options. A key driver for the project is to ensure that all forms of transport are working together to achieve a sustainable solution and to minimise the impact to the natural and built environment.

A public consultation will run for four weeks from 11th November to the 6th December and Kerry County Council is seeking submissions on the preferred transport solutions.

The Project Team has undertaken an appraisal of the Feasible Transport Options which were published in June 2021 and has considered feedback received through the first non-statutory public consultation to identify a Preferred Transport Solution for this second round of consultation.

Feedback and submissions received through this second non-statutory public consultation will be considered by the Project Team before a Preferred Route Transport Solution (or a 'Preferred Option') is finalised.

Kerry County Council will host two in-person public consultation evenings at the Great Southern Hotel in Killarney on November 11th from 2pm to 8pm and November 12th from 10am to 8pm. The open evenings are open to all members of the public and members of the Project Team and Kerry County Council will be in attendance to assist with any queries.

More information will be published on the project website <https://n22.kerrycoco.ie/> This online public consultation experience allows stakeholders and members of the public to view maps, project information and to express their opinions on what is proposed.

Submissions should be made by 4:00pm on Friday, 6th December 2024.

Appendix B. Social Media and online.



Consultation on vital N22 Farranfore-Killarney road plan

Posted on November 4, 2024 by John O'Mahony • 0 Comments



Kerry County Council, in partnership with Transport Infrastructure Ireland, is developing the N22 Farranfore to Killarney project to deliver a sustainable solution for transportation problems identified in Killarney, Farranfore and the wider communities along the N22 corridor.

The project involves the examination of feasible transport solutions including active travel, public transport and road-based options.

A key driver for the project is to ensure that all forms of transport are working



O'MAHONY MEDIA
• PRESS • PUBLISHING • PUBLIC RELATIONS

CLICK HERE TO MAKE AN IMPRESSION...



 **Kerry County Council - Comhairle Contae Chiarraí**
@countykerry

It is estimated that over 600 people attended the in-person event on the N22 Preferred Transport Solution but there are more ways to engage before the consultation phase closes on Dec 6th. Find out more on the project website n22.kerrycoco.ie or consult.kerrycoco.ie/en/consultatio...




 TII

10:49 AM · Nov 13, 2024 · 2,849 Views

...  **Kerry County Council - Comhairle Contae Chiarraí**
@countykerry

!! Consultation phase closes TODAY, Friday 6th December.

 **Kerry County Council - Comhairle Contae Chiarraí** @countykerry · Nov 13
It is estimated that over 600 people attended the in-person event on the N22 Preferred Transport Solution but there are more ways to engage before the consultation phase closes on Dec 6th. Find out more on the project website n22.kerrycoco.ie or consult.kerrycoco.ie/en/consultatio...



8:56 AM · Dec 6, 2024 · 1,842 Views

Appendix C. Newspaper Advert



N22 Farranfore|Killarney

**// PUBLIC CONSULTATION
PREFERRED TRANSPORT SOLUTION**

NOV 2024

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

Following on from our previous Public Consultation held between May and June 2021, we have progressed the Option Selection process and have now identified the 'Preferred Transport Solution'.

A second public consultation period will run for four weeks from 11th November to the 6th of December 2024 and Kerry County Council are seeking feedback from the public on the 'Preferred Transport Solution'.

The public consultation will be hybrid with a web-based virtual consultation experience and two in-person hotel events in Killarney.

An online public consultation experience has been developed on the Project Website <https://n22.kerrycoco.ie> where you can view project details and make a submission via the online feedback form.

Alternatively, submissions will be accepted via Freepost or email to the addresses outlined below.

// The hotel-based events will take place in the Great Southern Hotel, Killarney on the 11th of November from 2pm to 8 pm and 12th of November from 10am to 8pm.

The Preferred Transport Solution will be displayed, and members of the Project Team will be available to assist with queries.

Visitors to the online consultation experience can request a call back or arrange a one-to-one meeting virtually or in-person by completing a booking form. In-person meetings will be facilitated at the Kerry National Roads Office located in Castleisland.

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

// HOW TO MAKE A SUBMISSION

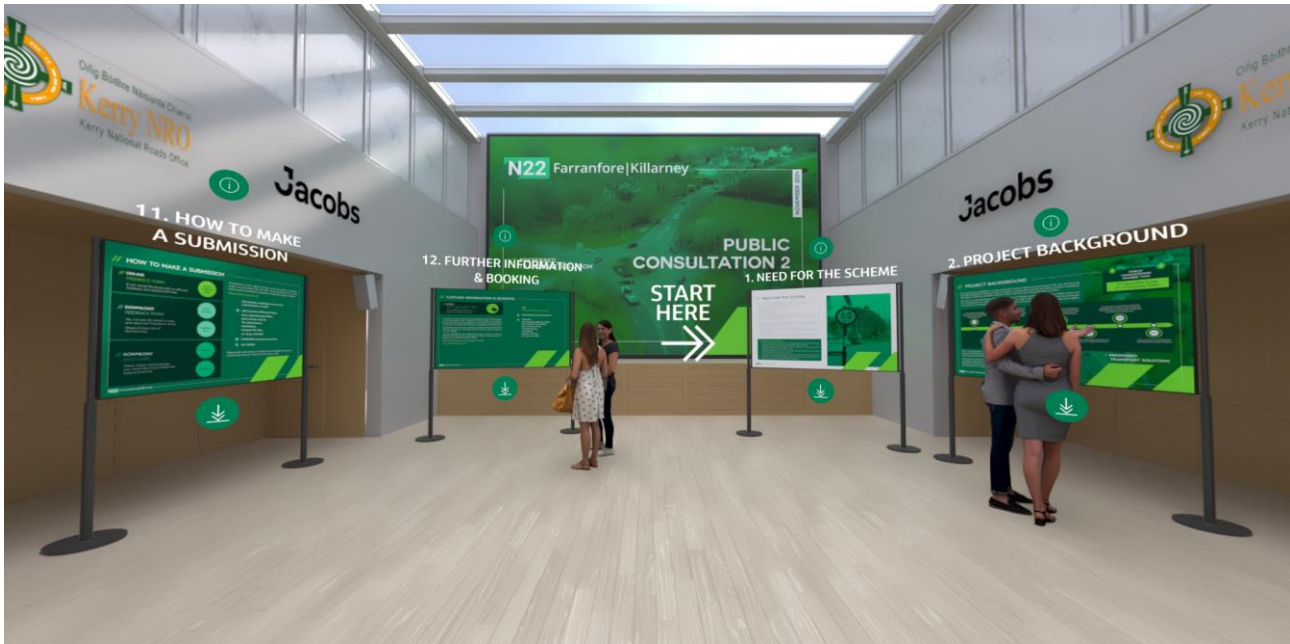
Submissions can be made electronically via the project website <https://n22.kerrycoco.ie/>, using the feedback form on the online public consultation experience, by completing a feedback form and returning it to the Freepost address, by email outlined below or alternatively in-person at the consultation event. Please make submissions in relation to the Preferred Transport Solution by **Friday 6th December 2024**.

Alternatively, a submission can be sent in by Freepost or email;

- Freepost: N22 Farranfore to Killarney Project, Kerry National Roads Office, Kerry County Council, The Island Centre, Castleisland, Freepost FKY 7494, Co. Kerry, V92 TOCP
- info@n22kerrycountycouncil.com
- 066 71 83583



Appendix D. Virtual Event Space



Appendix E. Website



Documents & Publications

Public Consultation 2

Download the project brochure, maps and consultation material from the options below.

N22 Overall Drawing

[Click Here](#)

Download a copy of the Project Brochure

[Click Here](#)

Cóip de bhróisiúr an tionscadail a íoslódáil

[Click Here](#)

Ordnance Survey Maps

Appendix F. Feedback Form

N22 Farranfore|Killarney



FEEDBACK FORM // PUBLIC CONSULTATION 2
PREFERRED TRANSPORT SOLUTION



// INTRODUCTION

A Preferred Transport Solution has now been identified, and through this second Public Consultation Process we are seeking feedback in relation to all aspects of the Preferred Transport Solution.

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/>.

// CONTACT DETAILS

1. Your Name

2. Contact Number

3. Email Address

4. I am making this submission in my capacity as a;

- | | |
|---|---|
| <input type="checkbox"/> Member of the Public | <input type="checkbox"/> Public Representative |
| <input type="checkbox"/> Local Resident | <input type="checkbox"/> Resident's Association/
Community Group |
| <input type="checkbox"/> Homeowner | <input type="checkbox"/> Organisation |
| <input type="checkbox"/> Renter | <input type="checkbox"/> Not for Profit |
| <input type="checkbox"/> Commuter | |

5. What age group do you belong to?

- | | |
|--------------------------------|--|
| <input type="checkbox"/> 18-24 | <input type="checkbox"/> 54-64 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65 and over |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> prefer not to say |
| <input type="checkbox"/> 45-54 | |

6. Do you own, rent or occupy property on or adjacent to the Preferred Route Corridor?

- Yes
 No

7. If yes, what is your address (include Eircode)

- 8. If you have specific information or opinion relating to the Preferred Transport Solution – Road, or if you would like to make any other comments about the proposed scheme, please let us know:

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9. We would appreciate any feedback on the proposals for Active Travel Public Transport and Demand Management presented:

10. Would you like to be kept informed about the project's progress?
(If you do not wish to receive any updates on the Project's progress you will not need to provide an email address)

- Yes
- No

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





CONTACT US:

t: 066 7183583

e: 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