

Kilkenny County Council

## N24 Waterford to Cahir Project

Public Consultation No. 2 - Alternatives and Options

Reference: 276774-ARUP-02-OS-RP-YE-000007

P02 | 06 June 2024



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Job number 276774

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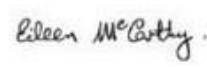
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# 1. Introduction

The N24 national primary road, is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The route also forms part of the strategic link between Shannon Foynes Port (via the M7, N18 and N69) and the Port of Waterford (via the N9, N25 and N29) and Rosslare Europort (via the N9 and N25). The N24 is recognised as being of importance in enhancing regional connectivity and increasing accessibility to key towns it passes through, including Tipperary Town, Cahir, Clonmel, Carrick-on-Suir, Mooncoin and other rural hinterland.

The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

The N24 Waterford to Cahir Project is currently at Phase 2, Options Selection. The purpose of this phase is to examine feasible Alternatives and Options that have the potential to address the transport problems identified during Phase 1, Concept and Feasibility. A systematic assessment of these potential solutions is being undertaken in line with the TII Project Appraisal Guidelines with a view to selecting a preferred transport solution for the project.

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

To develop the potential solutions currently under consideration, it was necessary to initially identify the transportation and safety issues along the N24, including within Cahir, Clonmel, Kilsheelan, Carrick-on-Suir and Mooncoin, and to identify the existing key constraints. The identification of existing key constraints within the study area was facilitated through desktop surveys, physical surveys and from feedback received during Public Consultation No. 1, Constraints, which took place between 4 May 2021 and 1 June 2021.

This report has been prepared to document the findings of the non-statutory Public Consultation No. 2 on Alternatives and Options for the project.

## 2. The Public Consultation Process

### 2.1 Extent of Public Consultation

Public Consultation No. 2 was undertaken to inform and engage with the public on the proposed Alternatives and Options, and to identify any further constraints within the study area of the N24 Waterford to Cahir Project. In-person events were held from 3 May 2022 to 6 May 2022, inclusive, from 1pm to 8pm each day and was followed up with virtual meetings that took place from the 9 May 2022 to 20 May 2022. The in-person events were held across four venues:

- Halla na Paroiste, Mooncoin, Co. Kilkenny (03 May 2022)
- Raheen House Hotel, Clonmel, Co. Tipperary (04 May 2022)
- Cahir House Hotel, Cahir, Co. Tipperary (05 May 2022)
- The Carraig Hotel, Carrick-on-Suir, Co. Tipperary (06 May 2022)

As well as holding in-person events and virtual meetings, there was also consultation by means of an on-line consultation room which allowed the public to pan around and view the project material as if they were walking around at an in-person event. The online consultation room was available through the project website at <https://n24waterford2cahir.ie/public-consultation-no-2/>.

For those who were unable to attend the in-person events or access the on-line consultation room, a copy of all consultation material was also available in pdf format to download from the project website, by collection at Tipperary County Council and Kilkenny County Council offices and for issue by post upon request.

Feedback forms were available at each of the in-person events. Members of the public could either fill these feedback forms out while at the event or return them by post to Kilkenny County Council or email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie). The option of submitting feedback via the public engagement feedback page on the project website was also available. The closing date for submissions was 20 May 2022 however, all submissions received beyond this date were accepted and processed to inform the assessment of the Alternatives and Options.

The public consultation material presented the key identified constraints, which included constraints related to infrastructure, biodiversity, archaeological, architectural and cultural heritage, community facilities, agriculture, utilities, hydrology, hydrogeology, soils and geology, and how they related to the potentially feasible Alternatives and Options identified. This data was presented by way of pdf drawings, which can be found at <https://n24waterford2cahir.ie/public-consultation-no-2/>. To further assist public access to the consultation materials an interactive map has been made available and can be accessed through the project website at <https://n24waterford2cahir.ie/interactive-map/>.

Hard copy maps were also available to view at Carrick-on-Suir Municipal Council Building and the Ferrybank library, Co. Kilkenny during the consultation.

## 2.2 Newspaper Advertisement

Newspaper advertisements notifying the public of the upcoming public consultation were placed in five local papers: Waterford News & Star, The Munster Express, The Kilkenny People, Tipperary Nationalist and Tipperary Star in advance of the public consultation.

The schedule of advertisements was as detailed in Table 1 below. A copy of these advertisements is included in Appendix A.

**Table 1 Newspaper Publications**

| Newspaper             | Date of Publication |
|-----------------------|---------------------|
| Waterford News & Star | 26 April 2022       |
| The Munster Express   | 26 April 2022       |
| The Kilkenny People   | 27 April 2022       |
| Tipperary Nationalist | 28 April 2022       |
| Tipperary Star        | 28 April 2022       |

## 2.3 Local Radio Advertisements

The public consultation was advertised on the local radio stations Tipp FM, KCLR 96fm, Community Radio Kilkenny City 88.7 FM, Beat and WLR FM. An initial advertisement was broadcast three times per day on the 28 April 2022 and 3 May 2022 informing the public of the in-person consultation events. A subsequent advertisement was aired three times per day on the 11 May 2022 and 18 May 2022, informing the public on how to make submissions and of the closing date for doing so. The advertisements were played during a morning, lunch time, and evening timeslot. The script of the radio advertisements is included in Appendix B.

## 2.4 Brochure and Feedback Form

A Brochure and Feedback Form were prepared in both Irish and English to aid with interaction with the public. The Brochure included details related to the background to the project and the issues identified related to the existing N24. Information regarding the process for the development of the Alternatives and Options and details of both were also included. A “What Happens Next” section and associated timeline

were also included. Finally, the brochure invited submissions from the public via the online feedback form, by email or post.

The Brochure and Feedback Form were available to the public at the in-person events, in pdf format to download from the project website, or by post on request from Kilkenny County Council. Copies of the Brochure and Feedback Form are included in Appendix C.

## 2.5 Social Media – Twitter Announcements

Twitter is a microblogging and social networking service on which users post and interact with messages known as "tweets". Registered users of the platform can post, like, and retweet tweets, but unregistered users can only read them. The following announcement was made on Twitter.com by the account of Kilkenny County Council. Please see Appendix A6 for screenshots of the following announcement.

**Table 2 Twitter Announcements**

| Day       | Date       | Notes             | Account          | Text Used  |
|-----------|------------|-------------------|------------------|--|
| Wednesday | 04/05/2022 | Original Deadline | @KilkennyNotices |  A non-statutory public consultation is now live. Information is available in an online consultation room on the project website <a href="http://n24waterford2cahir.ie">http://n24waterford2cahir.ie</a> or by attending one of the four in-person public consultation events.<br>@kclr96fm<br>@KilkennyLive<br>@CommunityRadioKilkennyCity |

## 2.6 Website Announcements

Notices informing the public of the public consultation were published on the following websites:

- N24 Waterford to Cahir Project website <https://n24waterford2cahir.ie/news/>
- Kilkenny County Council website <https://kilkennycoco.ie/eng/news>
- Tipperary County Council website <https://www.tipperarycoco.ie/news>

There were three separate News Bulletins posted to the project website. News Bulletin #6 was posted on the 28 April 2022, prior to the consultation commencing. News Bulletin #7 was posted on the morning of 3 May 2022, the day the public consultation commenced. News Bulletin #8 was issued on the 20 May 2022, announcing the public consultation had concluded. Screenshots of each bulletin are included in Appendix A7.

Kilkenny County Council published a press release regarding the public consultation on their website on the 4 May 2022. Tipperary County Council issued a statement regarding the public consultation on their website on the 25 April 2022 and the 3 May 2022.

## 2.7 Landowner/Stakeholder Notification

A letter was issued by post to all registered landowners, as per the Land and Properties Registry of Ireland's records, whose lands were intersected by an Option Corridor under consideration. There were 4,201 individual letters issued notifying these landowners of Public Consultation No.2. A copy of the template letter issued is included in Appendix E.1.

A further 199 stakeholder notification letters were also issued via email, if an email address was available, or by post to identified stakeholders within the project's study area. A copy of the template letter issued is included in Appendix E.2.

## 2.8 Elected Representatives Briefing

A virtual briefing of elected members was held at 11am on 3 May 2022. Invites were issued to the elected representatives of both Kilkenny County Council and Tipperary County Council, as well as local Oireachtas

members. Elected members were also given the opportunity to attend the in-person consultation events one hour in advance of the events opening to the general public at each of the locations listed in section 2.1.

## **2.9 Individual Meetings**

The option of having individual landowner/stakeholder meetings was also available throughout the consultation period. These were facilitated in separate rooms to the main public consultation room during the in-person events, and following the completion of the in-person events by means of online meetings. In-person meetings were also facilitated, if requested. Online meeting rooms were set up with the option of either booking a meeting using the online booking app on the project website or by calling Kilkenny County Council to arrange a meeting. These meetings were generally online video meetings, meetings over the phone or call back requests facilitated by the project team. In total, the following meetings were undertaken, over and above those facilitated at the in-person events:

- 72 individual online meetings were arranged
- 26 call back requests were facilitated
- 3 additional in-person meetings were held in the weeks after the in-person events

## **2.10 Public Consultation Material**

All material presented at the public consultation is still available on the project website at the following location <https://n24waterford2cahir.ie/public-consultation-no-2/>. As well as being presented in hard copy at the in-person events, the public consultation material was available within an on-line consultation room, which was live on the project website for the duration of the consultation between the 03 May 2022 and 20 May 2022. A sample photograph of the material as presented at the in-person events is included within Appendix F.1. Screenshots of the online consultation room are included in Appendix F.2.

The Alternatives and Options were presented, along with key constraints, on different types of background mapping namely aerial photography and discovery series, both colour and grey, at a scale of 1:20,000. The ‘.pdf’ (non-interactive) maps presented within the online room are still available to view on the project website at <https://n24waterford2cahir.ie/paper-map/>. The maps displayed included the following:

### **Map – Public Consultation No. 2, Alternatives and Options with Key Constraints Sheet 1 of 4 Drawing No. 276774-ARUP-02-OS-DR-YE-001001**

- Study Area Boundary
- Management (Green) Option Corridor
- Cyan Option Corridor
- Yellow Option Corridor
- Pink Option Corridor
- Switch Corridors
- Clonmel Road Link Corridors
- National Road Network
- Regional Road Network
- Railway Network
- Biodiversity Constraints
- Designated Sites
- Archaeological, Architectural and Cultural Heritage Constraints

**Map – Public Consultation No. 2, Alternatives and Options with Key Constraints Sheet 2 of 4  
Drawing No. 276774-ARUP-02-OS-DR-YE-001002**

- Study Area Boundary
- Management (Green) Option Corridor
- Cyan Option Corridor
- Yellow Option Corridor
- Pink Option Corridor
- Switch Corridors
- Clonmel Road Link Corridors
- Agriculture Constraints (Farms and Facilities)
- Community Facilities
- ESB Networks Infrastructure
- Gas Networks Ireland

**Map – Public Consultation No. 2, Alternatives and Options with Key Constraints Sheet 3 of 4  
Drawing No. 276774-ARUP-02-OS-DR-YE-001003**

- Study Area Boundary
- Management (Green) Option Corridor
- Cyan Option Corridor
- Yellow Option Corridor
- Pink Option Corridor
- Switch Corridors
- Clonmel Road Link Corridors
- Hydrology Constraints
- Hydrogeology Constraints
- Soils and Geology Constraints

**Map – Alternatives and Options Sheet 4 of 4  
Drawing No. 276774-ARUP-02-OS-DR-YE-001004**

- Study Area Boundary
- Management (Green) Option Corridor
- Cyan Option Corridor
- Yellow Option Corridor
- Pink Option Corridor
- Switch Corridors

- Clonmel Road Link Corridors
- National Road Network
- Regional Road Network
- Railway Network
- River Network

Two copies of four additional display maps were printed at a scale of 1:10,000 on aerial background mapping, one for each geographical area in which the in-person public consultation events took place. This enabled the public to view the Alternative and Option corridors at a reduced scale for each of the following geographical areas:

- Cahir consultation – map extending from west of Cahir to west of Clonmel
- Clonmel consultation – map extending from west of Clonmel to east of Kilsheelan
- Carrick-on-Suir consultation – map extending from east of Clonmel to east of Carrick-on-Suir
- Mooncoin consultation - map extending from east of Carrick-on-Suir to the Quarry Roundabout north of Waterford City

The two copies of the map that were relevant to the area in which the in-person public consultation event was held were put on display. A sample of the map displayed at the public consultation event in Cahir is included in Appendix F.3.

Printed booklets of A1 size drawings showing the Alternative and Option corridors on OSI background mapping at a scale of 1:10,000 were also available to view at Carrick-on-Suir Municipal Council Building and the Ferrybank library, Co. Kilkenny during the consultation period. A sample drawing is included within Appendix F.4.

An interactive map was also available within the online consultation room and remains available on the project website at <https://n24waterford2cahir.ie/interactive-map/>. The interactive maps show the corridors relative to the Alternatives and Options and all of the constraints data gathered to-date, separated into individual layers. This allows the user to switch layers on and off to show whichever corridors or constraints they wish to view. There is a facility available within the interactive map that allows the user to select from various background mapping types for example *streets, navigation, terrain, national geographic style and OpenStreetMap*. There is also the facility to search the map by townland or Eircode. This provides a useful function for members of the public to find their location and for the subsequent analysis of the feedback received from the public.

Ten information display boards were developed and on show at the public consultation events and within the on-line consultation room. The boards are available to view on the project website at the following link <https://n24waterford2cahir.ie/public-consultation-no-2/>.

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

- Board 1 – Project Background and Description & What are the Issues?
- Board 2 – Project Objectives
- Board 3 – Work Completed to Date
- Board 4 – Potential Transport Solutions – Alternatives and Options
- Board 5 – Proposed Alternatives
- Board 6 – Proposed Road based Option Corridors
- Board 7 – Option Corridors
- Board 8 – On-line Management Option

- Board 9 – Discounted Options
- Board 10 – Timeline

## 2.11 Website and Arup Online Consultation Room Analytics

The statistics for the <https://n24waterford2cahir.ie/> website are summarised in Figure 1 below. The statistics are provided in terms of visitors and views, a visitor is classified as an individual accessing the website, whereas views reflect each time a visitor has accessed the website. There were 6,397 views on the website on the first day of the public consultation, and high engagement while the in-person events were ongoing over the four days. The highest day of engagement for the website was on the 4 May 2022, when there were 7,379 views. The engagement tapered off towards the end of the consultation period with an average of 715 daily views while online landowner meetings were ongoing. Overall, there were 4,835 visitors to the website while the in-person consultation events occurred between the 3 May 2022 and the 6 May 2022. There were a further 2,466 visitors between the 7 May 2022 and the 20 May 2022.



Figure 1 <https://n24waterford2cahir.ie/> website views 3 May to 20 June 2022

Similarly, as shown in Figure 2, there was high engagement with the online consultation room during the initial weeks, with the engagement tapering off towards the end of the four-week period. The online consultation room had a total of 1,783 views during the consultation period.

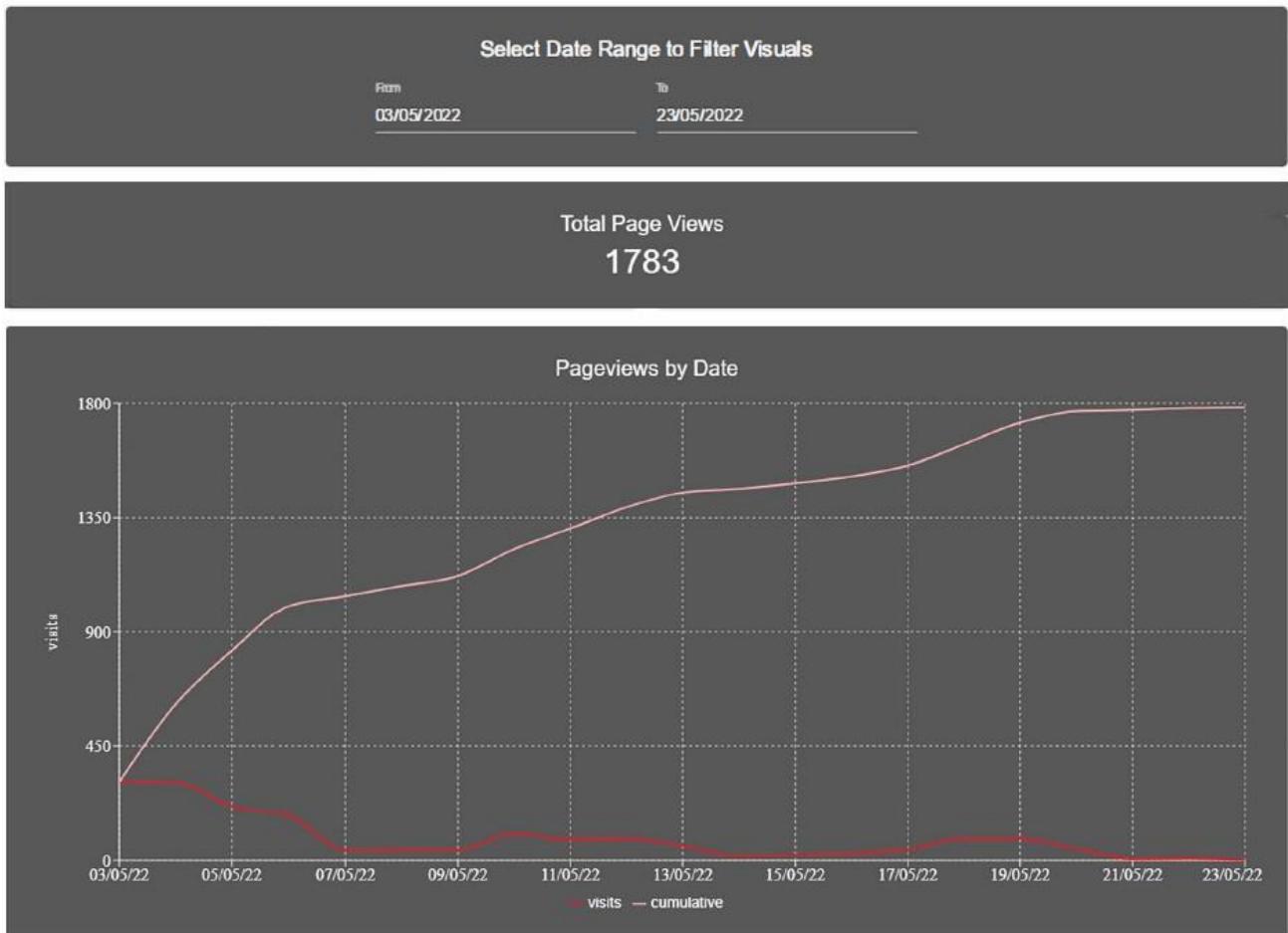


Figure 2 Arup Engage Online Consultation Room pageview 3 May to 20 May 2022

### 3. Feedback from Public Consultation

A total of 713 submissions were received as part of the public consultation process. These were received in numerous formats including, email responses, virtual engage feedback forms, hard copies received by post and hand delivered submissions. These submissions have been thematically summarised below, and further analysed in Section 3.1 Submission Analysis.

All Submissions were categorised based on their contents. Figure 3 below shows how the number of submissions assigned to each category that was identified. Submissions that highlighted multiple issues were tagged with multiple categories.

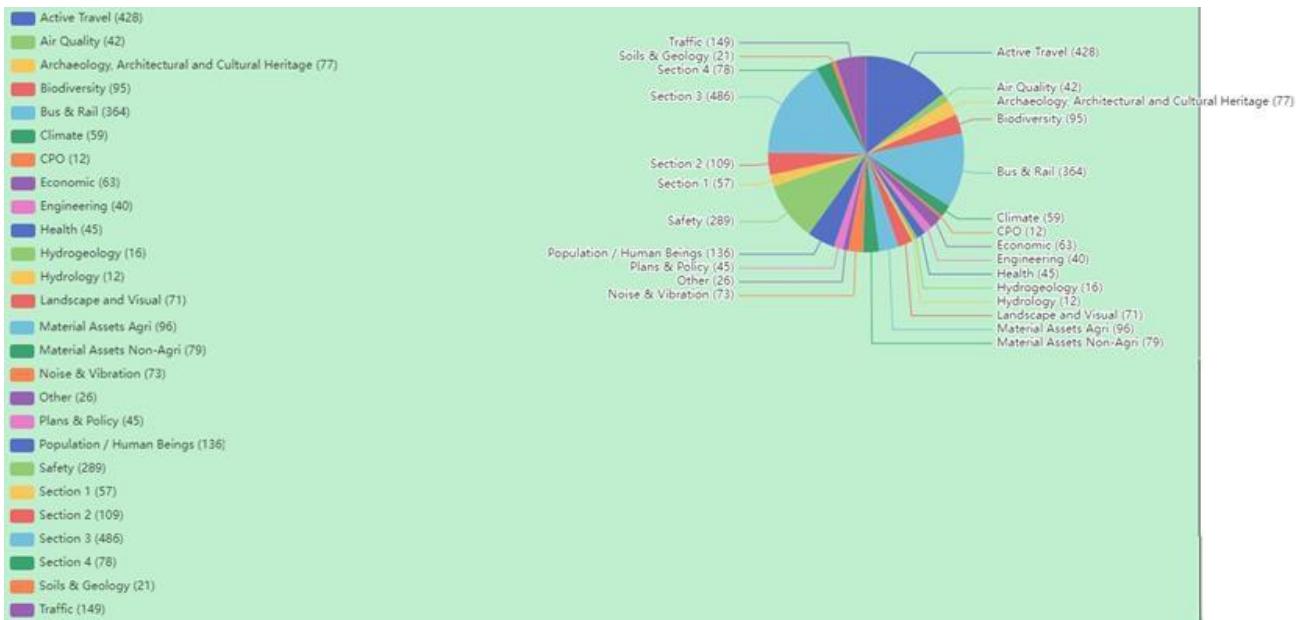


Figure 3 Thematic Categorisation of Received Submissions

#### 3.1 Submission Analysis

The following sub-sections provide a summary of key items raised during the public consultation. A summary of all submissions received is included in Appendix G.1. Due to the personal detail provided in some of these submissions, and to retain general data protection regulations, these submissions have been summarised and anonymised. This was undertaken to ensure the general topic of issues raised were highlighted whilst protecting the identity of those making the submissions.

##### 3.1.1 Grouped Submissions

Submissions were received from a number of groups on behalf of local communities. At a high level, these submissions expressed concerns regarding the potential impact of the proposed routes on the communities under the following headings:

- Community severance
- Potential noise, visual and air quality impacts
- Impacts on local walking routes regularly used for leisure purposes
- Potential for additional flood risks as a resultant of new road infrastructure
- Impacts on local wildlife
- Security risks for local residents

### 3.1.2 Individual Submissions

Submissions were received via the project website virtual engagement, project email and post. A large number of the submissions received were completed feedback forms. These feedback forms contained a commentary box allowing for relevant specific issues or concerns regarding the project to be raised. A copy of a blank feedback form can be seen in Appendix C.2.

The key issues raised within submissions received from those who live or have an interest in the area between Cahir and Clonmel, as well as interactions with the public at the in-person event held in Cahir House Hotel, Cahir, Co. Tipperary on the 5 of May 2022 are listed below. The below list is non-exhaustive; a summary of all submissions received is included in Appendix G.1.

- Reuse of the existing N24 needs to be fully considered
- The use of sustainable transport solutions such as rail as an alternative to new roads needs to be considered
- Concerns regarding noise and the proximity of traffic for any online improvements
- Lack of sustainable transport amenities e.g., bus stops, cycle paths etc.
- Road safety concerns along the existing route
- Concerns expressed regarding preferred Options from previous studies being reconsidered but they have been altered from their original alignment
- Impacts on dairy and tillage farms

The key issues raised within submissions received from those who live or have an interest in the Clonmel area , as well as interactions with the public at the in-person event held in Raheen House Hotel, Clonmel, Co. Tipperary on the 4 of May 2022 are listed below. The below list is non-exhaustive; a summary of all submissions received is included in Appendix G.1.

- The traffic congestion on the Clonmel Inner Relief Road makes local trips around the town environs difficult
- Accessing the regional roads connecting to the N24 from the north from local residential areas is particularly difficult during shift changeover times for large employers
- The use of sustainable transport solutions such as bus and active travel as an alternative to new roads needs to be considered
- There was concern regarding the impact of the online Green Option Corridor along the Clonmel Inner Relief Road on adjacent properties
- Concerns were raised regarding the Clonmel Road Links by local residents in housing estates such as Longfield Avenue, Ard Na Sidhe and Crann Ard as there are fears these road links could turn into ‘rat runs’, including for HCVs avoiding the N24, and there are already issues with accessing the regional road network from these developments
- Concerns were raised regarding the impact of Clonmel Road Link No. 4 on the national school and the church at Powerstown
- Potential impacts associated with the construction of new road infrastructure in rural areas introducing air, noise, visual and air quality impacts
- Potential impacts associated with the construction of new road infrastructure that impacts directly on or is in close proximity to equine facilities, large dairy farms and a pig farm to the north and east of Clonmel

The key issues raised within submissions received from those who live between Clonmel and the beginning of the Piltown Fiddown Bypass east of Carrick-on-Suir, as well as interactions with the public at the in-person event that occurred in Carraig Hotel, Carrick-on-Suir, Co. Tipperary on the 6 of May 2022 are listed below. The below list is non-exhaustive; a summary of all submissions received is included in Appendix G.1.

- Potential impacts associated with the construction of new road infrastructure that impacts directly on or is in close proximity to equine facilities and dairy farms in the area
- Potential impacts associated with the construction of new road infrastructure in rural areas introducing air, noise, visual and air quality impacts
- Issues related to community and family severance as a result of off-line option corridors
- The use of sustainable transport solutions such as rail as an alternative to new roads needs to be considered
- Road safety concerns on the existing N24
- Increased levels of HCVs using the existing N24 since Brexit
- Reuse of the existing N24 needs to be fully considered
- There was concern regarding the impact on adjacent properties of the online Green Option Corridor along the existing N24 through Carrick-on-Suir
- Reservations were raised regarding the effectiveness of an upgrade to the existing N24 within the Green Option Corridor through Carrick-on-Suir given the lack of space
- Safety concerns regarding the junction that is locally known as the Ormond Stores Junction where the N76 intersects the R706 (north of Kilsheelan)
- Suggestions were made to utilise the existing N76 as part of a bypass for the village of Kilsheelan
- Opposition to the impact of the offline options on walking routes in the area, including north of Kilsheelan and Carrick-on-Suir
- Concerns regarding the potential impacts on local heritage sites
- Concerns regarding the potential ecological impacts of the proposals on local wildlife
- Concerns regarding the potential impact of the proposals on the Lower River Suir SAC
- Concerns regarding the potential impact of the proposals on the River Suir Blueway
- Landowners who were impacted by the construction of the N24 Piltown Fiddown Bypass previously expressed frustration that they could also be impacted by the new proposals

The key issues raised within submissions received from those who live between Carrick-on-Suir and the Quarry Roundabout north of Waterford City, as well as interactions with the public at the in-person event that occurred in Parish Hall in Mooncoin, Co. Kilkenny on the 3 of May 2022 are shown as below. The below list is non-exhaustive; a summary of all submissions received is included in Appendix G.1

- There is concern regarding the impact on adjacent properties of the online Green Option Corridor along the existing Piltown Fiddown Bypass and within the village of Mooncoin
- Reuse of the existing N24 needs to be fully considered
- There were safety concerns raised regarding the existing 2+1 Piltown Fiddown Bypass
- Frustration in relation to the impacts of previous studies for a Mooncoin Bypass that did not proceed and impacted e.g., ability to gain planning permission
- Potential impacts associated with the construction of new road infrastructure in rural areas introducing air, noise, visual and air quality impacts
- Issues related to community severance as a result of off-line option corridors

- Potential impacts associated with the construction of new road infrastructure that impacts directly on dairy farms and other industry such as quarries in the area
- Concerns regarding flooding and increased flood risks as a result of new offline option corridors, particularly, in the region of Dungooley, north of New Aglish

### 3.1.3 Submission Responses

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

## 4. Report Summary

This report provides a summary of the N24 Waterford to Cahir Project Public Consultation No.2 on Alternatives and Options. There was a significant level of engagement with the public and stakeholders throughout the entire process. The in-person consultation events provided the project team with the opportunity to interact directly with the public and listen to concerns and suggestions in relation to the Alternatives and Options under consideration. It was also an opportunity to initiate contact between those who may be potentially impacted by the project or have an interest in the project.

Public consultation forms an important part of advancing the development of an appropriate solution for the project. The feedback received from the public during the public consultation enables a much more cognisant assessment of the Alternatives and Options. The feedback received will be fully considered as part of the systematic assessment of these potential solutions with a view to selecting a preferred transport solution for the project.

# Appendix A

## Newspaper and Social Media Advertisements

# A.1 Waterford News and Star Newspaper Advertisement

NEWS 23



**N24**  
**Waterford**  
**to Cahir**

**Public Consultation No. 2**

**Alternatives and Options**

Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M8 Dublin to Waterford motorway at the Quay Roundabout, north of Waterford City in Co. Kilkenny.

The project is being project managed by Tramore House Regional Design Office on behalf of Kilkenny County Council in partnership with Tipperary County Council. The project began in July 2020 and Arup are the appointed technical advisor progressing the planning and design for the project.

National Road projects are progressed through Phases 0 to 7 in line with TII's Project Management Guidelines. The need for intervention was identified in Phase 1 (Concept and Feasibility) and project specific objectives were established. The project is now at Phase 2 (Options Selection) where potential transport solutions to address the issues identified have been developed and are presented as part of this consultation. Potential solutions include alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.

The purpose of this non-statutory public consultation is to inform the public of the broad range of potential transport solutions developed that have the potential to solve the issues identified to date and deliver on the project objectives. Public consultation forms an important part of advancing the development of an appropriate solution for the project.

As part of this process, the project team are seeking feedback from the public on the potential transport solutions that have been developed.

The Alternatives and Options will be on display at in-person public consultation events at four venues across the study area on the below dates:

- Mooncoin Community Hall, Mooncoin, 3 May 2022, 2pm to 8pm
- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carriga Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

In addition, the information will be available through an online consultation room on the dedicated website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) throughout the consultation period from 3 May 2022 to 20 May 2022.

Hardcopies of brochures and feedback forms will be available at the four events or can be requested by phone. They will also be available to download on the project website.

In addition to meeting the project team at the in-person events, a telephone/online meeting will be bookable via the online booking facility on the project website or by calling Kilkenny County Council on 056-779 4380.

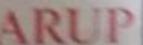
Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank Library (Ferrybank, via Waterford, X91 D211) from 9 May 2022 to 20 May 2022.

Submissions can be made using the on-line feedback form available on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie), or by email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A38T.

Submissions can be made up until close of business Friday 20 May 2022.

Kilkenny County Council in partnership with Tipperary County Council values the opinion of the community on this project and welcomes feedback from the public and interested parties.

For further information please log onto [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie). Alternatively, you can contact the project team by email at [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie) or by telephone on 056-779 4380.



## A.2 The Munster Express Newspaper Advertisement

ENT/NEWS

The Munster Express 13

# Hopping gees

Going on in terms of dealing with emergency accommodation with a view to then putting in place longer term plans. "At the moment it's very much an emergency response. We are trying to just deal with the challenges in front of us at the moment."

## N24 Waterford to Cahir

### Public Consultation No. 2 Alternatives and Options

Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

The project is being project managed by Tramore House Regional Design Office on behalf of Kilkenny County Council in partnership with Tipperary County Council. The project began in July 2020 and Arup are the appointed technical advisor progressing the planning and design for the project.

National Road projects are progressed through Phases 0 to 7 in line with TII's Project Management Guidelines. The need for intervention was identified in Phase 1 (Concept and Feasibility) and project specific objectives were established. The project is now at Phase 2 (Options Selection) where potential transport solutions to address the issues identified have been developed and are presented as part of this consultation. Potential solutions include alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.

The purpose of this non-statutory public consultation is to inform the public of the broad range of potential transport solutions developed that have the potential to solve the issues identified to date and deliver on the project objectives. Public consultation forms an important part of advancing the development of an appropriate solution for the project.

As part of this process, the project team are seeking feedback from the public on the potential transport solutions that have been developed.

The Alternatives and Options will be on display at in-person public consultation events at four venues across the study area on the below dates:

- Mooncoin Community Hall, Mooncoin, 3 May 2022, 2pm to 8pm
- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carriga Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

In addition, the information will be available through an online consultation room on the dedicated website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) throughout the consultation period from 3 May 2022 to 20 May 2022.

Hardcopies of brochures and feedback forms will be available at the four events or can be requested by phone. They will also be available to download on the project website. In addition to meeting the project team at the in-person events, a telephone/ online meeting will be bookable via the online booking facility on the project website or by calling Kilkenny County Council on 056-779 4380.

Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank library (Ferrybank, via Waterford, X91 D211) from 9 May 2022 to 20 May 2022.

Submissions can be made using the on-line feedback form available on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie), or by email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie) or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

Submissions can be made up until close of business **Friday 20 May 2022**.

Kilkenny County Council in partnership with Tipperary County Council values the opinion of the community on this project and welcomes feedback from the public and interested parties.

For further information please log onto [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie). Alternatively, you can contact the project team by email at [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie) or by telephone on 056-779 4380.

Arup

Communities Chaitéar Chláir Chaitéar  
Kilkenny County Council

Transport Infrastructure Ireland  
Project forecast 2040

Tipperary County Council

## A.3 The Kilkenny People Newspaper Advertisement

**KILKENNY PEOPLE**

 **N24**  
**Waterford**  
**to Cahir**

### **Public Consultation No. 2**

### **Alternatives and Options**

Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny with a total length of approximately 116km. The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 junction 10 (Cahir North Roundabout, north of Cahir in Co. Tipperary) to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

The project is being project managed by Tammone House Regional Design Office on behalf of Kilkenny County Council in partnership with Tipperary County Council. The project began in July 2020 and Arup are the appointed technical advisor progressing the planning and design for the project.

National Road projects are progressed through Phases 0 to 7 in line with TII's Project Management Guidelines. The need for intervention was identified in Phase 1 (Concept and Feasibility) and project specific objectives were established. The project is now at Phase 2 (Options Selection) where potential transport solutions to address the issues identified have been developed and are presented as part of this consultation. Potential solutions include alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.

The purpose of this non-statutory public consultation is to inform the public of the broad range of potential transport solutions developed that have the potential to solve the issues identified to date and deliver on the project objectives. Public consultation forms an important part of advancing the development of an appropriate solution for the project.

As part of this process, the project team are seeking feedback from the public on the potential transport solutions that have been proposed.

The Alternatives and Options will be on display at in-person public consultation events at four venues across the study area on the below dates:

- Mooneolin Community Hall, Mooneolin, 3 May 2022, 2pm to 8pm
- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carrig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

In addition, the information will be available through an online consultation room on the dedicated website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) throughout the consultation period from **3 May 2022 to 20 May 2022**.

Hard copies of brochures and feedback forms will be available at the four events or can be requested by phone. They will also be available to download on the project website.

In addition to meeting the project team at the in-person events, a telephone/online meeting will be bookable via the online booking facility on the project website or by calling Kilkenny County Council on 056-779 4380.

Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank Library (Ferrybank, via Waterford, X91 W2T0) from 8 May 2022 to 20 May 2022.

Submissions can be made using the on-line feedback form available on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, P95 A28T.

Submissions can be made up until close of business **Friday 20 May 2022**.

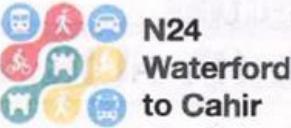
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 2040  


## A.4 The Tipperary Nationalist Newspaper Advertisement

THE NATIONALIST



**N24**  
**Waterford**  
**to Cahir**

**Public Consultation No. 2**  
**Alternatives and Options**

Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

The project is being project managed by Tramore House Regional Design Office on behalf of Kilkenny County Council in partnership with Tipperary County Council. The project began in July 2020 and Arup are the appointed technical advisor progressing the planning and design for the project.

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The Alternatives and Options will be on display at in-person public consultation events at four venues across the study area on the below dates:

**Mooncoin Community Hall, Mooncoin, 3 May 2022, 2pm to 8pm**  
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**Carraig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm**

In addition, the information will be available through an online consultation room on the dedicated website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) throughout the consultation period from **3 May 2022 to 20 May 2022**. Hardcopies of brochures and feedback forms will be available at the four events or can be requested by phone. They will also be available to download on the project website.

In addition to meeting the project team at the in-person events, a telephone/ online meeting will be bookable via the online booking facility on the project website or by calling Kilkenny County Council on **056-779 4380**.

Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank library (Ferrybank, via Waterford, X91 D211) from 9 May 2022 to 20 May 2022.

Submissions can be made using the on-line feedback form available on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie), or by email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

**Submissions can be made up until close of business Friday 20 May 2022.**

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## A.5 The Tipperary Star Newspaper Advertisement

**TIPPERARY STAR**

  **N24**  
**Waterford**  
**to Cahir**

**Public Consultation No. 2**  
**Alternatives and Options**

Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

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**Carraig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm**

In addition, the information will be available through an online consultation room on the dedicated website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) throughout the consultation period from **3 May 2022 to 20 May 2022**. Hardcopies of brochures and feedback forms will be available at the four events or can be requested by phone. They will also be available to download on the project website.

In addition to meeting the project team at the in-person events, a telephone/online meeting will be bookable via the online booking facility on the project website or by calling Kilkenny County Council on **056-779 4380**.

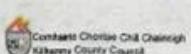
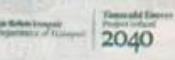
Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank library (Ferrybank, via Waterford, X91 D211) from **9 May 2022 to 20 May 2022**.

Submissions can be made using the on-line feedback form available on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie), or by email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

**Submissions can be made up until close of business Friday 20 May 2022.**

Kilkenny County Council in partnership with Tipperary County Council values the opinion of the community on this project and welcomes feedback from the public and interested parties.

For further information please log onto [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie). Alternatively, you can contact the project team by email at [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie) or by telephone on **056-779 4380**.

## A.6 Social Media – Twitter Announcements



Kilkenny County Council @KilkennyNotices · May 4

...

👉 A non-statutory public consultation is now live.

Information is available in an online consultation room on the project website [n24waterford2cahir.ie](http://n24waterford2cahir.ie) or by attending one of the four in-person public consultation events.

@kclr96fm @KilkennyLive @CommunityRadioKilkennyCity



n24waterford2cahir.ie

Home

N24



## A.7 Website Announcements

### ▼ News Bulletin #6 – Public Consultation No. 2 – Alternatives and Options

A non-statutory public consultation will be available on this project website from the **3 May 2022 to 20 May 2022**. Information will be available at four in-person public consultation events as well as in an online consultation room on the [project website](#). The purpose of this non-statutory public consultation is to inform the public of the broad range of potential transport solutions developed that have the potential to solve the issues identified to date and deliver on the project objectives. Potential solutions include alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.

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- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carraig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

In addition, the information will be available through an online consultation room on this dedicated [website](#) through the consultation period from 3 May 2022 to 20 May 2022.

Hardcopies of brochures and feedback forms will be available at the four events, on the project website or can be requested by phone. In addition to meeting the project team at the in-person events, a telephone/online meeting will be bookable via the online booking facility on the project website or by calling Kilkenny County Council on 056-779 4380.

Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank library (Ferrybank, via Waterford, X91 D211) from 9 May to 20 May 2022.

Submissions can be made using the online feedback form available on the [project website](#), or by email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

Submissions can be made up until close of business **Friday 20 May 2022**.

Kilkenny County Council in partnership with Tipperary County Council values the opinion of the community on this project and welcomes feedback from the public and interested parties.

## ▼ News Bulletin #7 – Public Consultation No. 2 – Alternatives and Options

A non-statutory public consultation has commenced and shall continue to **20 May 2022**. Information can be viewed by attending one of our four in-person public consultation events as detailed below and is also available on the online consultation room on the [project website](#).

The purpose of this non-statutory public consultation is to inform the public of the broad range of potential transport solutions developed that have the potential to solve the issues identified to date and deliver on the project objectives. Potential solutions include alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project. Public consultation forms an important part of advancing the development of an appropriate solution for the project. As part of this process, the project team are seeking feedback from the public on the potential transport solutions that have been developed.

The Alternatives and Options will be on display at in-person consultation events at four venues across the study area on the below dates:

- Mooncoin Community Hall, Mooncoin, 3 May 2022, 2pm to 8pm
- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carraig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

In addition, the information will be available through an online consultation room on this dedicated [website](#) through the consultation period from **3 May 2022 to 20 May 2022**.

Hardcopies of brochures and feedback forms will be available at the four events, on the project website or can be requested by phone. In addition to meeting the project team at the in-person events, a telephone/online meeting will be bookable via the online booking facility on the project website or by calling Kilkenny County Council on 056-779 4380.

Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank library (Ferrybank, via Waterford, X91 D211) from 9 May to 20 May 2022.

Submissions can be made using the online feedback form available on the [project website](#), or by email to [N24Waterford2Cahir@kilkenncoco.ie](mailto:N24Waterford2Cahir@kilkenncoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

Submissions can be made up until close of business **Friday 20 May 2022**. Kilkenny County Council in partnership with Tipperary County Council values the opinion of the community on this project and welcomes feedback from the public and interested parties.

## **News Bulletin #8 – Public Consultation No. 2 – Alternatives and Options**

The non-statutory Public Consultation on Alternatives and Options ended on 20 May 2022. All of the material that was on display at the public consultation is available [here](#). The purpose of this consultation was to present the potential solutions developed for the project to the public and to seek feedback to inform the further development and assessment of these potential solutions. Public consultation forms an important part of advancing the development of an appropriate transport solution for the project.

The project team will review the valued feedback received during the consultation which will inform the process of identifying the preferred transport solution to resolve the transport issues that have been identified. Appropriate solutions may include Alternatives such as bus, rail, and active travel modes, and different road based Options. The preferred transport solution for the project is currently scheduled to be put on Public Display in Q2 2023.

# Appendix B

## Radio Advertisement Transcript

## B.1 Radio Advertisement Transcript

### Aired 3 times per day on the 28 April and 3 May 2022

Kilkenny County Council in partnership with Tipperary County Council announces that Public Consultation No. 2 for the N24 Waterford to Cahir Project to inform the public of the broad range of potential transport solutions developed for the project will commence on 3 May 2022.

These solutions include alternative transport solutions such as bus, rail and active travel modes, and different road-based options. The project team is seeking feedback from the public on the solutions.

The Alternatives and Options will be on display at in-person public consultation events at four venues across the study area on the below dates:

- Mooncoin Community Hall, Mooncoin, 3 May 2022, 2pm to 8pm
- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carraig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

In addition, the information will be available through an online consultation room on the dedicated project website [www.n24waterford2cahir.ie/](http://www.n24waterford2cahir.ie/) throughout the consultation period from 3 May 2022 to 20 May 2022.

Submissions can be made using the online feedback form available on the project website [www.n24waterford2cahir.ie/](http://www.n24waterford2cahir.ie/), or by email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

Submissions can be made up until close of business Friday 20 May 2022.

Hard copy maps will also be available to view at Carrick-on-Suir Municipal Council Building and Ferrybank library, (Ferrybank, via Waterford) from 09 May to 20 May 2022.

### Aired 3 times per day on the 11 and 18 May 2022

Kilkenny County Council in partnership with Tipperary County Council announces that Public Consultation No. 2 for the N24 Waterford to Cahir Project commenced on 3 May 2022 to inform the public of the broad range of potential transport solutions developed for the project. These potential solutions include alternative transport solutions such as bus, rail and active travel modes, and different road based options. The project team are seeking feedback from the public on these solutions.

The Alternatives and Options are on display as part of Public Consultation No. 2 in an online consultation room on the project website [www.n24waterford2cahir.ie/](http://www.n24waterford2cahir.ie/) providing information and interactive mapping.

Submissions can be made using the online feedback form available on the project website [www.n24waterford2cahir.ie/](http://www.n24waterford2cahir.ie/), or by email to [N24Waterford2Cahir@kilkennycoco.ie](mailto:N24Waterford2Cahir@kilkennycoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

Submissions can be made up until close of business Friday 20 May 2022.

Hard copy maps are also available to view at Carrick-on-Suir Municipal Council Building and Ferrybank library, (Ferrybank, via Waterford) until 20 May 2022.

# Appendix C

## Brochure and Comment Sheet

## C.1 Brochure



**N24  
Waterford  
to Cahir**

**May 2022**

# **N24 Waterford to Cahir**

**Public Consultation No. 2  
Alternatives and Options**

**Mooncoin Community Hall**  
Mooncoin, 3 May 2022, 2pm to 8pm

**Raheen House Hotel**  
Clonmel, 4 May 2022, 2pm to 8pm

**Cahir House Hotel**  
Cahir, 5 May 2022, 2pm to 8pm

**Carraig Hotel**  
Carrick-on-Suir, 6 May 2022, 2pm to 8pm



An Roinn Iompair  
Department of Transport

Tionscadal Éireann  
Project Ireland  
**2040**

**TII**  
Bonneigear Iompair Éireann  
Transport Infrastructure Ireland

 Comhairle Chontae Chill Chainnigh  
Kilkenny County Council

 Comhairle Contae Thíobraid Árann  
Tipperary County Council



**ARUP**

## Project Background and Description

Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The route also forms part of the strategic link between Shannon Foynes Port (via the M7, N18 and N69) and the Port of Waterford (via the N9, N25 and N29) and Rosslare Europort (via the N9 and N25). The N24 is recognised as being of importance in enhancing regional connectivity and increasing accessibility to key towns it serves, including Tipperary Town, Cahir, Clonmel, Carrick-on-Suir, Mooncoin and other rural hinterland.

The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to

the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

National Road projects are progressed through Phases 0 to 7 in line with TII's Project Management Guidelines. In Phase 1 (Concept and Feasibility) the need for intervention was identified and project specific objectives were established.

The project is now at Phase 2 (Options Selection). Potential transport solutions to address the transportation issues identified along the existing N24 have been developed. The purpose of this consultation is to present these potential solutions to the public and to seek feedback to inform the design of the project.

All potential solutions will be subject to a two-stage comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.

## What are the Issues?

### Safety

There have been 372 recorded injury collisions resulting in 33 fatalities and 72 serious injuries in the period 1996 – 2016 along the section of the N24 under consideration. Despite a trend over the last decade of reducing number of road fatalities and serious injuries, the overall number of injury collisions on this section of the N24 has not reduced.



### Inconsistencies

The section of the existing N24 under consideration includes approximately 48km of single carriageway on which there are inadequacies and inconsistencies in the quality and standard of geometry.

### Overtaking

Overtaking opportunities are limited and irregularly spaced along the section of N24 under consideration.

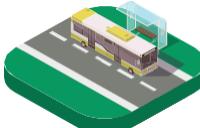


### Accesses

There are 681 direct accesses onto the national primary road and 86 junctions on the section of N24 under consideration.

### Public Transport

Journey times by bus between Limerick and Waterford can be in excess of 30 minutes longer than by car. Journey times by rail between Limerick and Waterford range from 2 hours and 40 minutes to 4hrs and 30 minutes and require a minimum of one interchange at Limerick Junction. Only two daily services actually service the towns of Cahir, Clonmel and Carrick-on-Suir with others via Dublin or Kildare. Travel by car between the two cities is more attractive in terms of journey time savings than travel by bus or rail.



### Existing Walking and Cycling Facilities

Existing facilities for non-motorised users within the towns along the N24 are limited to the provision of footpaths and mainly on-road cycle lanes with limited sections of segregated cycle track. There are no segregated facilities for cyclists outside of the urban areas with the exception of a short section of segregated cycle track at the Tower Road Junction on the Piltown Fiddown Bypass.



### Average Speed

There is a notable variation in average speeds and journey times at different locations along the section of the N24 under consideration and significant differences between peak and interpeak periods. Outside of the built up areas, the average journey speeds vary between 62 - 76km/h for weekday AM and PM peak periods. These journey speeds are significantly less than the National Planning Framework target of 90km/h for inter-urban roads.

### Traffic Volumes

The traffic volumes vary significantly along the N24 within the study area. There are sections of single carriageway that do not have sufficient capacity to cater for the volume of traffic. This is particularly true along the Clonmel Inner Relief Road.

### HCV's

Heavy Commercial Vehicles represent 6% to 11% of the total traffic volume on any given day which is particularly relevant given that the N24 passes through several urban areas mixing with other modes such as public transport and vulnerable road users.



## Phase 2: What's Happening Now?

Phase 2 (Options Selection) commenced in Q2 2021. The purpose of this phase was to firstly identify constraints to the development of the project. The development of potential solutions then followed and these are now being examined and compared in order to determine a preferred solution for the project. Subject to the approval of TII, the preferred solution will then be taken forward to Phase 3 in Q3 2023 where the detailed design and environmental evaluation will be completed.

This public consultation presents the broad range of potential solutions developed that have the potential to solve the issues identified to date and deliver on the project objectives. These include "Alternatives" and "Options" as described below.

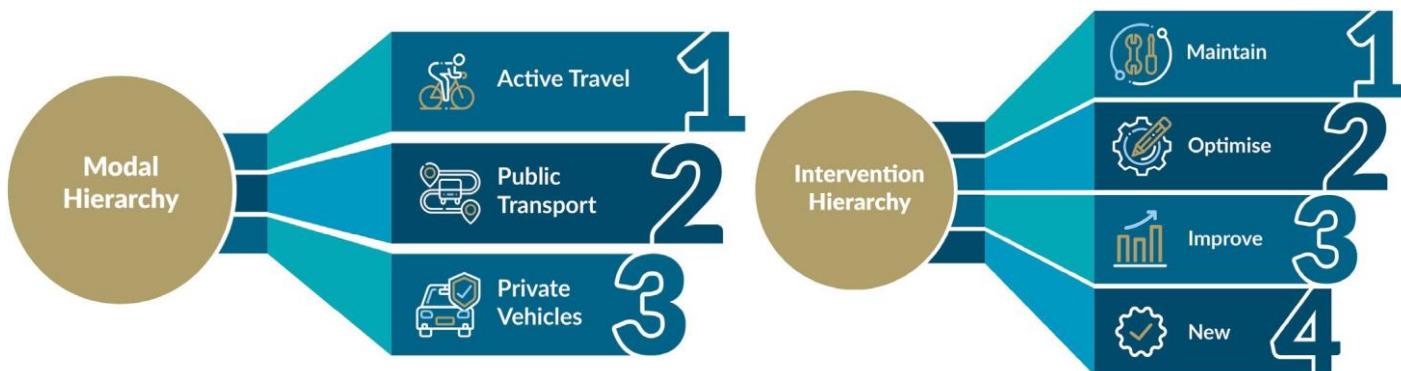
## Potential Transport Solutions

### Alternatives and Options

"Alternatives" refer to a specific transport mode (rail, bus, air etc.) or demand management proposal (fiscal control measures, Intelligent Transport System (ITS) measures etc.) which could address the need for an intervention; and "Options" refer to the specific road based options that may be developed.

### Development of Solutions

The potential transport solutions i.e. Alternatives and Options have been developed in line with the hierarchy of mode which seeks to prioritise Active Travel modes such as walking and cycling, followed by public transport over the use of private vehicles. The potential solutions have also been developed incrementally in line with the hierarchy of intervention which seeks to make the best use of the existing asset through maintenance, optimisation, improvement and lastly through the construction of new infrastructure.



Modal and Intervention hierarchy as per the Department of Transport National Investment Framework for Transport in Ireland (NIFTI)

### Options

#### Do-Nothing Option

This option assumes that there will be no other investment in the transport network other than regular maintenance during the appraisal period. However, TII has already committed to the implementation of a number of schemes (committed schemes) on this section of the N24. Consequently, the Do-Nothing scenario is not considered.

#### Do-Minimum Option

This option involves maintaining the existing infrastructure and constructing schemes that have already been committed, such as the N24 Tower Road Junction scheme.

#### Do-Something: Options

- Management Option (seeks to maximise the use of the existing infrastructure)
- Road based Options

#### Discounted Options

Some road based options have already been assessed and have been discounted because it was determined that they could not meet the project objectives

### Alternatives

#### Do-Something: Alternatives

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

## Alternatives

### What is Active Travel?

Active Travel means walking or cycling as part of a purposeful journey. Walking as part of a commute to work, cycling to the shop, or scooting to school are all considered Active Travel, whereas walking or cycling for recreational purposes are not. The provision of safe infrastructure to support Active Travel such as segregated cycling and walking facilities has the potential to reduce congestion and to contribute to meeting climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure. The benefits of Active Travel include health benefits as well as environmental and economic benefits.

#### Active Travel and Public Transport Alternatives

Analysis of traffic patterns in the study area has revealed a considerable number of short local trips are taking place by car within the main towns, contributing to existing congestion on the N24.

Improvements to the walking and cycling infrastructure within Cahir, Clonmel and Carrick-on-Suir, in addition to enhancements to local bus services, would support an increase in sustainable trip making, leading to a reduction in traffic levels and congestion in and around these towns.

Improvements to the provision of longer distance rail and bus services between Limerick and Waterford have the potential to complement other transport modes along the N24 corridor.

As part of the project appraisal process, all active travel and public transport alternatives will be assessed as potential stand-alone solutions or in combination rather than building new road infrastructure. These measures could also form part of a wider multi-modal transport solution for the towns and villages along this section of the N24. Should the appraisal demonstrate significant benefits in terms of solving the transport and road safety issues identified in Phase 1, the feasibility of their provision will be assessed in more detail, including consultation with relevant stakeholders such as the NTA, Irish Rail, TII and relevant local authorities.

The following measures shall be considered in the appraisal of Alternatives.

#### Cycling and Walking

- Provision of a comprehensive cycling network within the towns of Cahir, Clonmel and Carrick-on-Suir
- Improved facilities for cyclists (segregation from traffic, cycle parking, e-bike charging etc.)
- Improvements to pedestrian facilities (e.g. improved crossings, segregation and footpath provision)
- Provision of an additional river crossing within Carrick-on-Suir for pedestrians and cyclists only

#### Public Transport

- Improved frequency of inter-urban bus service serving key towns
- Improved frequency of local bus services within Clonmel and connecting settlements north of Clonmel to the town during peak periods
- Improved rail services between Waterford and Limerick without a need to change trains, stopping at all stations along the Limerick to Waterford Line, including Cahir, Clonmel and Carrick-on-Suir, which fall within the project study area
- Frequencies of one train per hour during peak periods
- Departure and arrival times linked to typical working patterns
- Average Speeds of 75mph (120 kph)
- End to End Journey Times of 1 hour 30 mins

#### Demand Management

- Parking rationalisation within the towns along the route
- Upgrade of existing and installation of new traffic signals along the N24 with priority given to vulnerable road users, such as cyclists and pedestrians, and strategic trips in order to remove more local trips from the N24





## Road Based Option Corridors

Option corridors which are 300m wide in rural settings and 150m wide in urban settings have been identified at this stage of the project. The corridor does not represent the actual width of potential road infrastructure or the lands required to facilitate such infrastructure endeavour. The corridor instead indicates the lands within which road infrastructure could be developed. As the study progresses, designs will be developed within these Option corridors and they will be reduced in width appropriately. The design team has endeavoured to contact all landowners potentially impacted by an Option corridor as part of this consultation.

In line with the Hierarchy of Intervention, all road based option corridors seek to reuse the existing road asset where feasible. Each option corridor runs the entire width of the study area; however all options seek to reuse the existing 2+1 Cloghabreedy Link road north of Cahir (nodes A to B) and also the existing N24 Piltown Fiddown Bypass (nodes AA to AB) through on-line upgrades as feasible.

## Switches

Switches provide an opportunity to switch between any two option corridors to form a new hybrid option corridor.

### Switch 1 – Green to Cyan/Yellow

Switch 1 provides a connection from the Green Management Option Corridor on the existing N24 to the Cyan Option Corridor at Belleville (nodes C to D).

### Switch 2 – Pink to Yellow

Switch 2 provides a connection from the existing N24 (Green Management Option Corridor) or the Pink Option Corridor at Barne (node F), to the Yellow Option Corridor (node G).

### Switch 3 – Yellow to Cyan

Switch 3 provides a connection between the Yellow Option Corridor (node G) and the Cyan Option Corridor in-between the R688 and R689 (node H), north of Clonmel.

### Switch 4 – Cyan to Yellow/ Pink

Switch 4 provides a connection between the Cyan Option Corridor (node H) and the Yellow or Pink Option Corridors in-between Ballyneale and Mullinarkin, north of Clonmel (node I).

### Switch 5 – Yellow/ Pink to Cyan

Switch 5 provides a connection between the Yellow or Pink Option Corridors (node I) and the Cyan Option Corridors at the River Anner (node L).

### Switch 6 – Pink/ Yellow to Green

Switch 6 provides a connection from either the Pink or Yellow Option Corridors (node J) to the existing N24 (Green Management Option Corridor), where the existing N24 meets the N76 (node K).

### Switch 7 – Pink to Yellow

Switch 7 provides a connection between the Pink and Yellow Option Corridors (nodes M to O) near Ballyglasheen Cross.

### Switch 8 – Yellow to Cyan

Switch 8 provides a connection between the Yellow Option (node V) and Cyan Option (node Y) north of Carrick-on-Suir.

### Switch 9 – Cyan/ Pink to Green

Switch 9 provides a connection between the Cyan and Pink Option (node Q) and the exiting N24 (Green Management Option) at Ballydine (node R).

### Switch 10 – Cyan to Yellow

Switch 10 provides a connection between the Cyan Option (node Y) and Yellow Option (node Z) at the River Lingaun.

### Switch 11 – Green to Cyan

Switch 11 provides a connection between the existing N24 (Green Management Option) (node S) and the Cyan Option north-west of Carrick-on-Suir (node W).

### Switch 12 – Green to Cyan/Pink

Switch 12 provides a connection between the existing N24 (Green Management Option) (node AE) and the Pink Option (node AI) east of Mooncoin.

### Switch 13 – Green to Yellow

Switch 13 provides a connection between the existing N24 (Green Management Option) (node AE) and the Yellow Option (node AF) east of Mooncoin.

### Switch 14 – Cyan/Yellow/Pink to Green

Switch 14 provides a connection between the Cyan and Yellow and Pink Options (node AD) and the existing N24 (Green Management Option) (node AG) east of Mooncoin.

### Switch 15 – Green to Pink

Switch 15 provides a connection between the existing N24 (Green Management Option) (node S) and the Pink Option north-west of Carrick-on-Suir (node X).

### Switch 16 – Cyan/ Yellow to Pink

Switch 16 provides a connection between the Cyan and Yellow Options (node E) and the Pink Option (node AJ) east of Barne.

### Switch 17 - Green to Pink

Switch 17 provides a connection between the existing N24 (Green Management Option) (node AK) and the Pink Option west of Kilsheelan (node AL)

### Switch 18 – Pink to Green

Switch 18 provides a connection between the Pink Option east of Kilsheelan (node AM) and the existing N24 (Green Management Option) (node AN)

## Road Links within Clonmel Urban Area

Four road links have been identified as part of a traffic management plan for Clonmel. These will be assessed, either in isolation or in combination with other solutions, in terms of their ability to reduce traffic volumes on the existing N24. They are aimed at providing connections for local trips to relieve existing congestion identified on the Clonmel Inner Relief Road. All corridors are 150m wide.

### Road Link 1

Road Link 1 connects Longfield Avenue to the R689 roundabout south of Glencarra, providing a link between the R688 and R689.

### Road Link 2

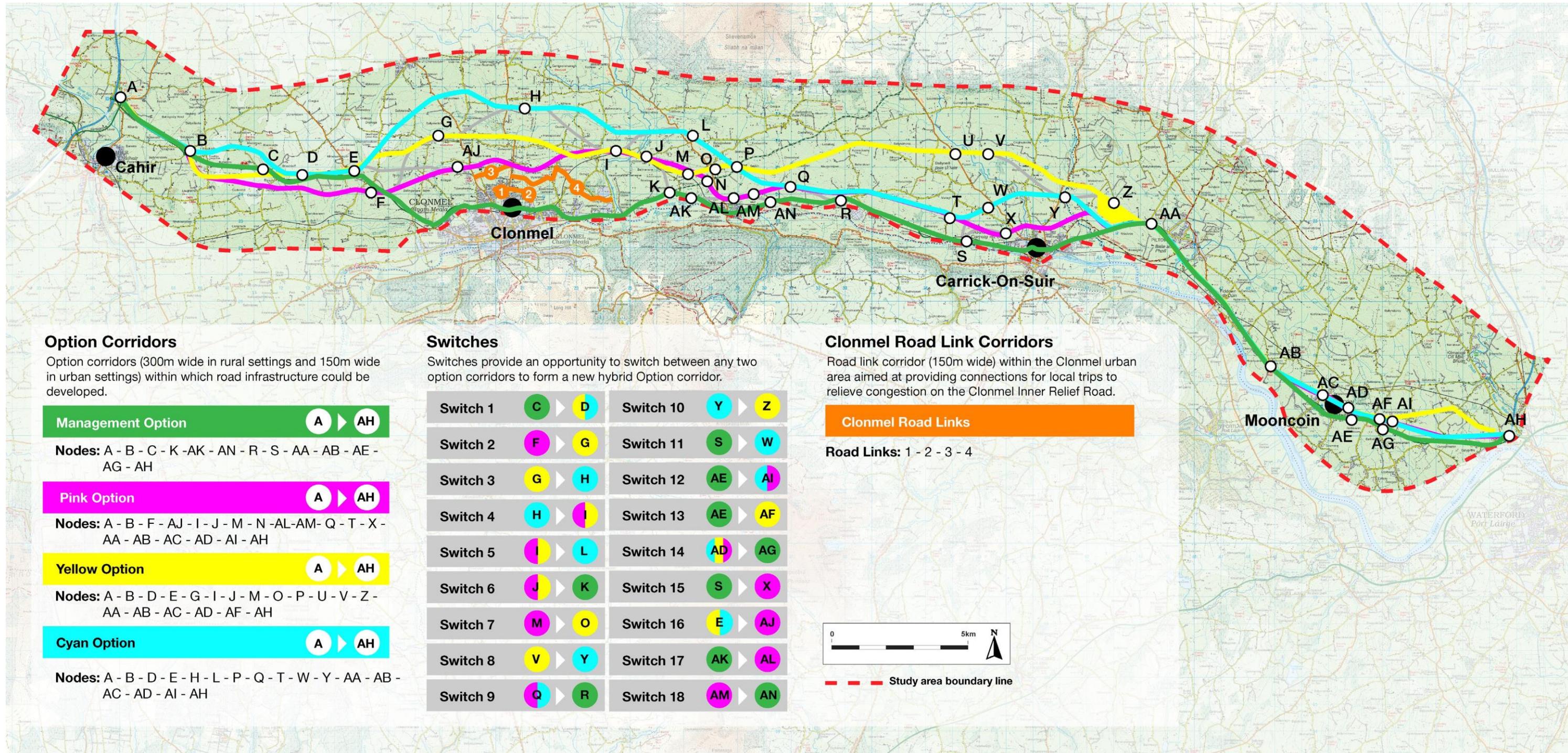
Road Link 2 connects the R689 roundabout south of Glencarra to the N24/ Carrigeen Roundabout in Clonmel, providing a link around the Carrigeen Business Park.

### Road Link 3

Road Link 3 connects the R688 Mile Tree roundabout to a new junction with the R689, north of Glencarra to provide a link between the R688 and R689.

### Road Link 4

Road Link 4 connects a new junction on the R689, north of Glencarra to a new junction on the L2506 between the Bulmers factory and Medite site, east of Clonmel, approximately 720m north of the N24.



## Management Option

This option corridor seeks to utilise the existing road asset where feasible through on-line improvements, minor realignments, traffic management measures or Intelligent Transport Systems (ITS).

## Yellow Option Corridor

The Yellow Option Corridor runs the entire length of the study area from node A to AH. It reuses the existing 2+1 dual carriageway Cloghabreedy Link road north of Cahir (nodes A to B) and also the existing N24 Piltown Fiddown Bypass (nodes AA to AB) through online upgrades. It follows the line of the Cyan north of Mooncoin from node AA to AF before passing north of the Kilmacow Roadstone Quarry and tying into the Quarry Roundabout at node AH.

## Pink Option Corridor

The Pink Option Corridor runs the entire length of the study area from node A to AH. It reuses the existing 2+1 dual carriageway Cloghabreedy Link road north of Cahir (nodes A to B) and also the existing N24 Piltown Fiddown Bypass (nodes AA to AB) through on-line upgrades. It follows the same line as the Cyan from node Q to T and again from node AA to AH.

## Cyan Option Corridor

The Cyan Option Corridor runs the entire length of the study area from node A to AH. It reuses the existing 2+1 dual carriageway Cloghabreedy Link road north of Cahir (nodes A to B) and also the existing N24 Piltown Fiddown Bypass (nodes AA to AB) through on-line upgrades.

## What Happens Next?

We are inviting feedback from the public in relation to the Alternatives and Options presented to assist in the further development of a sustainable transport solution for the N24 Waterford to Cahir Project.

In addition to in-person consultation events all consultation information is available on the dedicated project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie)

If you would like to discuss the consultation material with the project team and cannot attend the in-person events, you can book an online meeting either through the on-line booking facility on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) or alternatively please call 056 7794380.

The feedback and submissions received from the process will be considered by the Project Team and may inform updates to the potential solutions presented. These will then advance to Stage 2 of the Options Selection process which involves a more detailed appraisal of the Alternatives and Options using a multicriteria analysis under the headings of Safety, Economy, Environment, Accessibility and Social Inclusion, Integration and Physical Activity.

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

**It is envisaged that a public display of the Preferred Solution will take place in Q2 2023. Updates, news and details of future public displays will be published on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie).**

## Your Opinion Matters

The public consultation period will run from **3 May 2022 to 20 May 2022**.

The interactive mapping can be viewed on the project website: [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie). Alternatively, please call [056 7794380](tel:0567794380) and we will issue a brochure and feedback form to you by post.

**Tell us your views by completing the online feedback form by close of business 20 May 2022**

## How to Make a Submission

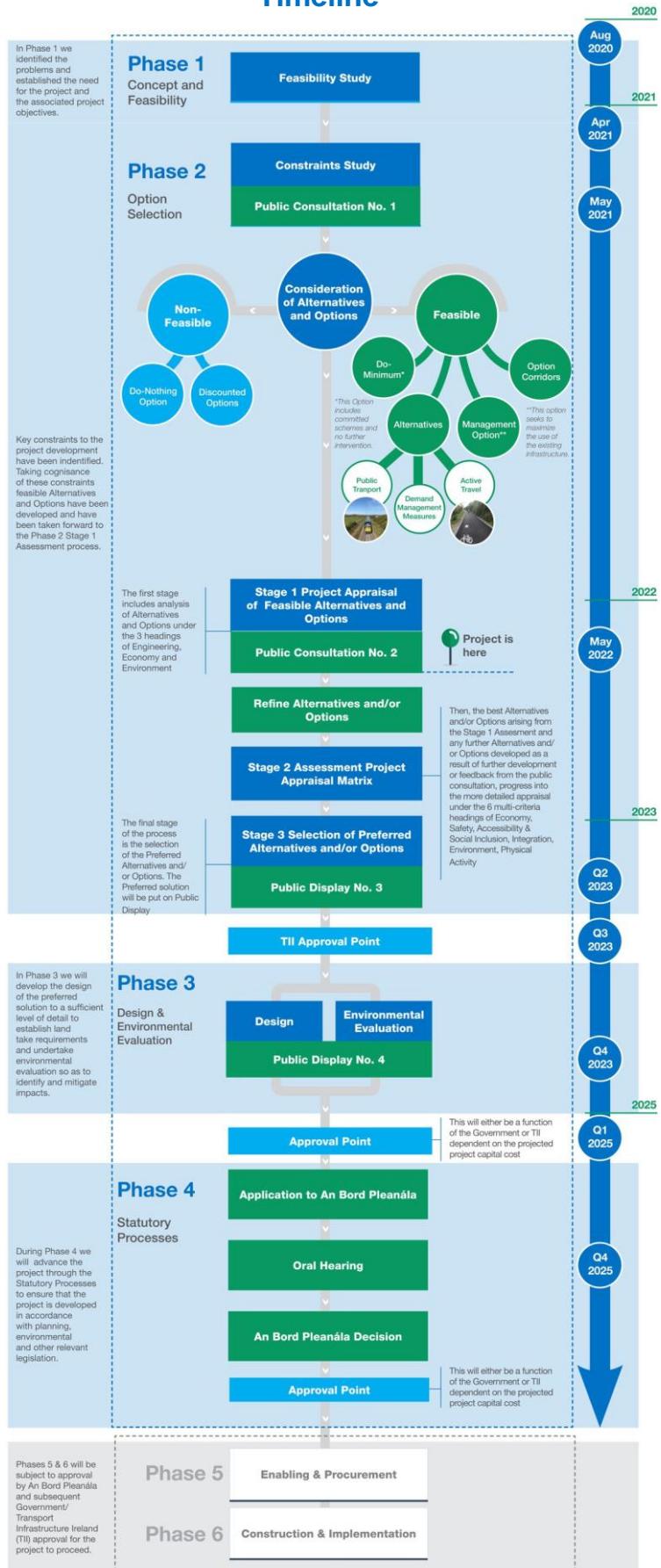
using the on-line feedback form available on the project website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie). Alternatively, completed feedback forms can be returned at the in-person events or by email or post as follows:

**Email:** N24Waterford2Cahir@kilkenncoco.ie

### Post

N24 Waterford to Cahir Project  
Kilkenny County Council  
County Hall  
John Street  
Kilkenny  
R95 A39T

## Timeline



## C.2 Feedback Form

## Feedback Form - Please tell us your views!

|  |          |   |  |
|--|----------|---|--|
| Name:  | Address: |   |  |
| Contact No.:   |          |   |  |
| Date:  |          |   |  |
| Email:   | Eircode: |   |  |
| <p>Do you live/own property in the Study Area?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No</p>  |          |   |  |
| <p>If you live/have property in the Study Area is it:</p> <p><input type="checkbox"/> Residential    <input type="checkbox"/> Farm    <input type="checkbox"/> Commercial<br/><input type="checkbox"/> Other</p>   |          | <p>Please provide the address of the property you own in the Study Area Study Area/Option Corridor/Switch if it differs from your postal address:</p> <hr/> <hr/> <hr/>                 |  |
| <p>Do you work in the Study Area?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No</p>   |          | <p>Eircode:</p> <hr/>   |  |
| <p>Do you live/own property within one of the Option Corridors/Switches?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No</p>  |          | <p>If yes, which one?</p> <hr/>   |  |
| <p>Additional Details:</p> <hr/> <hr/>   |          |   |  |
| <p>Do you/your family go to school in the Study Area?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No</p>   |          | <p>How often do you travel within the Study Area?</p> <p><input type="checkbox"/> Daily    <input type="checkbox"/> Weekly    <input type="checkbox"/> Monthly (or less frequently)</p> |  |
| <p>Do you use any of the following modes of transport within the study area?</p> <p><input type="checkbox"/> Walk    <input type="checkbox"/> Bicycle    <input type="checkbox"/> Bus    <input type="checkbox"/> Rail    <input type="checkbox"/> Car as a driver    <input type="checkbox"/> Car as a passenger<br/><input type="checkbox"/> Lorry/truck van</p> |          | <p>Which one do you use most? _____</p>   |  |
| <p>If more frequent rail services were available with reduced journey times would you use them?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No</p>   |          | <p>If more frequent bus services were available would you use them?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No</p>  |  |
| <p>If yes to the above two questions, which bus/rail routes?</p> <hr/>   |          | <p>If no, what prevents you from using public transport?</p> <hr/>  |  |



How often do you make a journey in the Study Area by walking?

Never  Around once a month  Around once a week  
 More than once a week  Daily

What is the main purpose of trips undertaken by foot? (Tick all that apply)

Commute  School Run  Leisure  
 Other \_\_\_\_\_

What are the main barriers to walking?

Safety  Traffic  HGV / Trucks  Suitable paths  Lack of connectivity  
 Other \_\_\_\_\_

How far/ long would you be willing to travel to your destination by walking?

<1km  1-5km  <5km  <15mins  15-30mins  30-60mins  60mins +

How often do you make a journey in the Study Area by cycling?

Never  Around once a month  Around once a week  
 More than once a week  Daily

What is the main purpose of trips undertaken by bicycle? (Tick all that apply)

Commute  School Run  Leisure  
 Other \_\_\_\_\_

What are the main barriers to cycling?

Safety  Traffic  HGV / Trucks  Suitable paths  Lack of connectivity  
 Other \_\_\_\_\_

How far/ long would you be willing to travel to your destination by cycling?

<5km  5-10km  10-20km  <15mins  15-30mins  30-60mins  60mins +

If you have any specific information or opinion relating to the Study Area or proposed Alternatives and Options that you want the project team to be aware of, please let us know: (please note which Alternative or Option affects you and use additional pages and include supporting documents / images / maps if you wish)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please complete this feedback form online at <https://n24waterford2cahir.ie/> or alternatively return by email or post by close of business 20 May 2022

Email: N24Waterford2Cahir@kilkennycoco.ie

**N24 Waterford to Cahir Project**

Kilkenny County Council

County Hall

John Street

Kilkenny

R95 A39T

**Data Protection:** By providing my details in this Feedback Form, I consent to the use of my personal data in accordance with Kilkenny County Council's Privacy Notice which is available at: [www.n24waterford2cahir.ie/privacy-statement/](https://www.n24waterford2cahir.ie/privacy-statement/)

**Thank you for your feedback**



An Roinn Iompair  
Department of Transport

Tionscadal Éireann  
Project Ireland  
2040  
Bonneigí Iompair Éireann  
Strategic Transport Ireland



Comhairle Chontae Chill Chainnigh  
Kilkenny County Council



Comhairle Contae Thiobraid Árann  
Tipperary County Council



ARUP

# Appendix D

## Display Boards

## D.1 Display Boards

## Project Background and Description

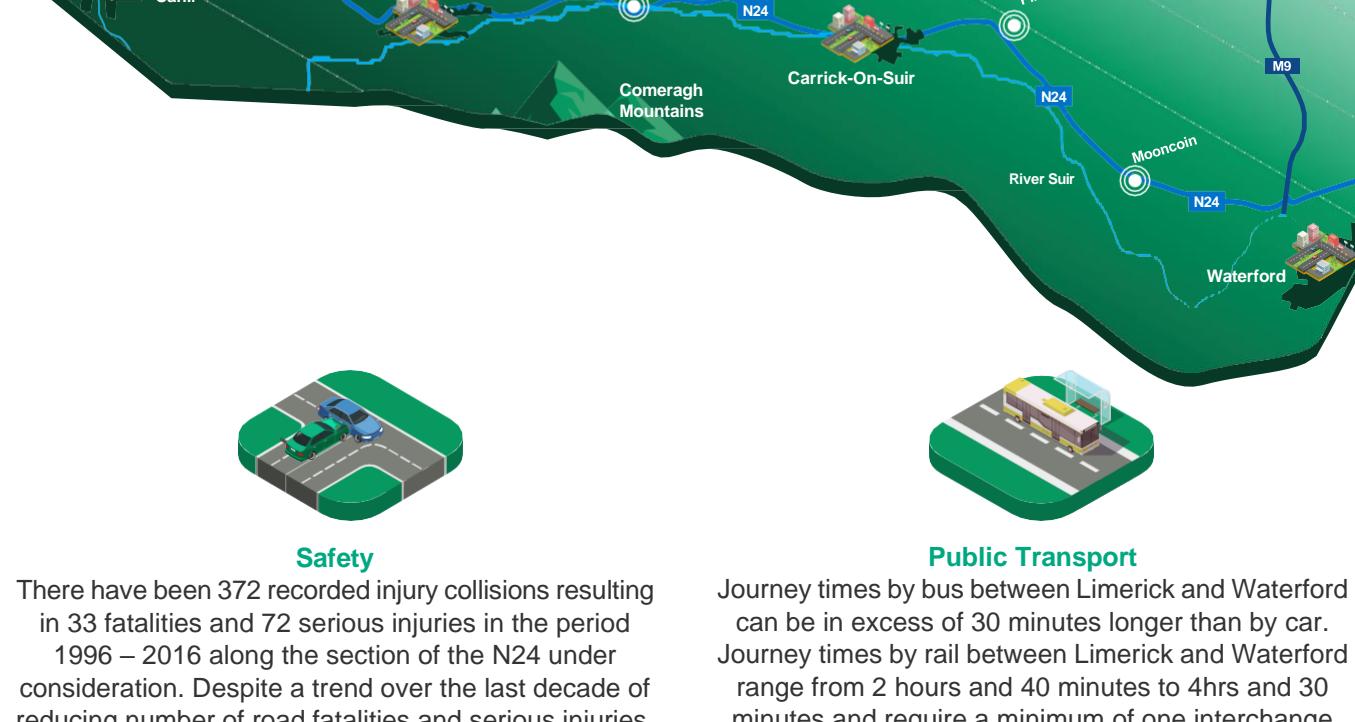
Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The route also forms part of the strategic link between Shannon Foynes Port (via the M7, N18 and N69) and the Port of Waterford (via the N9, N25 and N29) and Rosslare Europort (via the N9 and N25). The N24 is recognised as being of importance in enhancing regional connectivity and increasing accessibility to key towns it serves, including Tipperary Town, Cahir, Clonmel, Carrick-on-Suir, Mooncoin and other rural hinterland.

The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

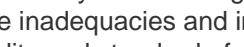
National Road projects are progressed through Phases 0 to 7 in line with TII's Project Management Guidelines. The need for intervention was identified in Phase 1 (Concept and Feasibility) and project specific objectives were established. The project is now at Phase 2 (Options Selection) where potential transport solutions to address the issues identified have been developed and are presented as part of this consultation. These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.

## What are the issues?



### Safety

There have been 372 recorded injury collisions resulting in 33 fatalities and 72 serious injuries in the period 1996 – 2016 along the section of the N24 under consideration. Despite a trend over the last decade of reducing number of road fatalities and serious injuries, the overall number of injury collisions on this section of the N24 has not reduced.



### Inconsistencies

The section of the existing N24 under consideration includes approximately 48km of single carriageway on which there are inadequacies and inconsistencies in the quality and standard of geometry.



### Overtaking

Overtaking opportunities are limited and irregularly spaced along the section of N24 under consideration.



### Accesses

There are 681 direct accesses onto the national primary road and 86 junctions on the section of N24 under consideration.



### Existing Walking and Cycling Facilities

Existing facilities for non-motorised users within the towns along the N24 are limited to the provision of footpaths and mainly on-road cycle lanes with limited sections of segregated cycle track. There are no segregated facilities for cyclists outside of the urban areas with the exception of a short section of segregated cycle track at the Tower Road Junction on the Piltown Fiddown Bypass.



### Public Transport

Journey times by bus between Limerick and Waterford can be in excess of 30 minutes longer than by car. Journey times by rail between Limerick and Waterford range from 2 hours and 40 minutes to 4hrs and 30 minutes and require a minimum of one interchange at Limerick Junction. Only two daily services actually service the towns of Cahir, Clonmel and Carrick-on-Suir with others via Dublin or Kildare. Travel by car between the two cities is therefore currently more attractive in terms of journey time savings.



### Average Speed

There is a notable large variation in average speeds and journey times at different locations along the section of the N24 under consideration and significant differences between peak and interpeak periods.

Outside of the built up areas, the average journey speeds vary between 62 - 76km/h for weekday AM

and PM peak periods. These journey speeds are significantly less than the National Planning Framework

target of 90km/h for inter-urban roads.



### Traffic Volumes

The traffic volumes vary significantly along the N24 within the study area. There are sections of single carriageway that do not have sufficient capacity to cater for the volume of traffic. This is particularly true

along the Clonmel Inner Relief Road.



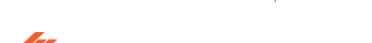
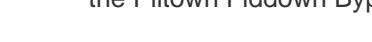
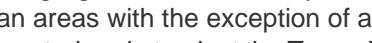
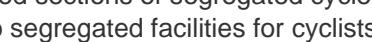
### HCV's

Heavy Commercial Vehicles represent 6% to 11%

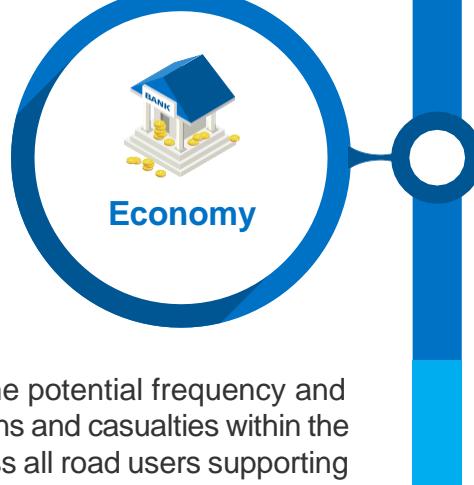
of the total traffic volume on any given day which is particularly relevant given that the N24 passes through

several urban areas mixing with other modes such as

public transport and vulnerable road users.



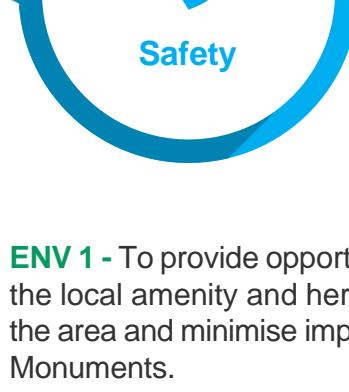
## Project Objectives



**E1** - To provide a reliable transport system over the N24 corridor under consideration and to contribute to efficient connectivity between Limerick and Waterford encouraging local, regional and national development.

**E2** - To provide opportunities for positive economic growth to the N24 corridor and reduce the cost of travel for all transport modes.

**E3** - To provide a solution that offers good value for money.



**ENV 1** - To provide opportunities to enhance the local amenity and heritage value of the area and minimise impact on National Monuments.

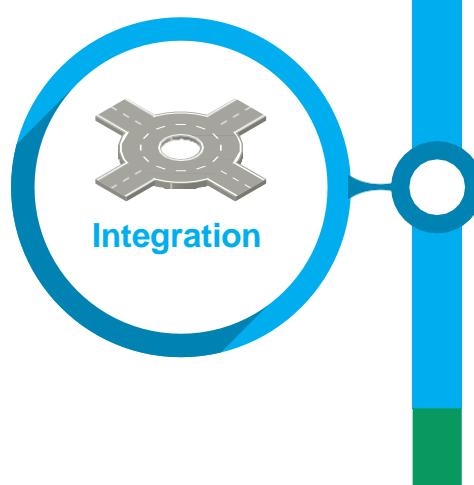
**ENV 2** - The Project will seek to avoid/minimise impacts on designated Natura 2000 sites.

**ENV 3** - To ensure consideration of sustainable development principles and measures to minimise effects on the environment to support the government's policy on climate action.

**ENV 4** - The proposed Project will seek to reduce noise and air impacts on sensitive receptors.

**ENV 5** - To minimise the impact to local watercourses, ground water and associated flood plains.

**ENV 6** - Seek to preserve existing connectivity in local rural communities along the N24 corridor.



**I1** - To support integration of all transport modes within the wider region, integrating with adjacent national road corridors, with regional public transport facilities, and improving access to the main ports and airports.

**I2** - To support adopted land use objectives.

**I3** - To support the integration objectives set out in European, National, Regional and Local Planning policy.



**PA 1** - To enable walking and cycling opportunities in a safer environment in the communities along the N24 corridor.

**PA 2** - To contribute to the creation of a healthier environment conducive to active travel.



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## Work Completed to Date



### Phase 1 Concept and Feasibility

Completed April 2021

- Identified the "Problem" (i.e. Need for the Project)
- Established the Project Objectives
- Defined a suitable project Study Area

### Phase 2 - Options Selection

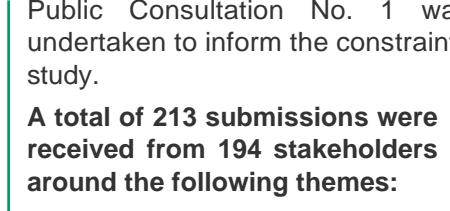
April 2021 – Present

The initial step in the Options Selection process is to undertake a detailed constraints study.

A comprehensive constraints study commenced in April 2021. This study, which was undertaken by Arup and their team of both in-house and external competent experts, considered climate, population and human health, archaeology, architectural and cultural heritage, material assets agriculture, landscape and visual, hydrology, hydrogeology, soils and geology, biodiversity, material assets non-agriculture, planning policy, noise and air.

The constraints were documented and mapped and were used to inform the development of possible solutions for the Project.

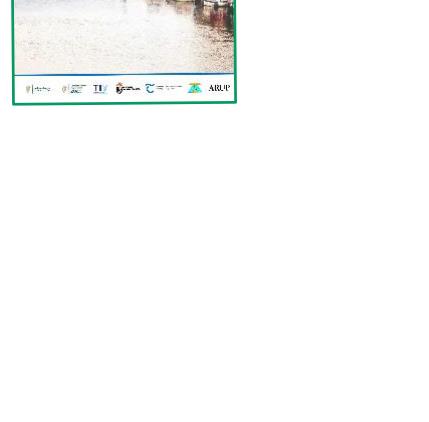
### Constraints Study



Public Consultation No. 1 was undertaken to inform the constraints study.

**A total of 213 submissions were received from 194 stakeholders around the following themes:**

1. Consideration of routes from previous studies along the N24
2. Government's current policy and targets on climate change
3. Existing safety, pollution and congestion issues and opportunities for enhancing the existing N24
4. The potential impact of Covid-19 on travel patterns
5. Rail and other public transport alternatives as an alternative solution to road options
6. Active Travel facility enhancements within urban areas as well as longer inter-urban leisure routes such as the Blueway
7. The N24 supports a diverse range of economic, agricultural and manufacturing activities
8. The risk of flooding along the River Suir and its tributaries
9. Severance of communities and assets
10. Identification of new constraints.



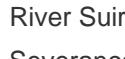
### Public Consultation No. 1 Constraints

4 May 2021 to 1 June 2021

### Long List of Potential Options developed including those from previous studies



### Potential Alternatives Developed



### Sifting Process

Environmental Site Surveys  
Traffic Surveys

### Identification of Feasible Alternatives and Options

### Road Based Options

### Active Travel



### Public Transport



### Demand Management



### Public Consultation No. 2

03 May to 06 May (in-person events)  
Submissions until 20 May

### Project is here

### Comhairle Chontae Chill Chainnigh Kilkenny County Council



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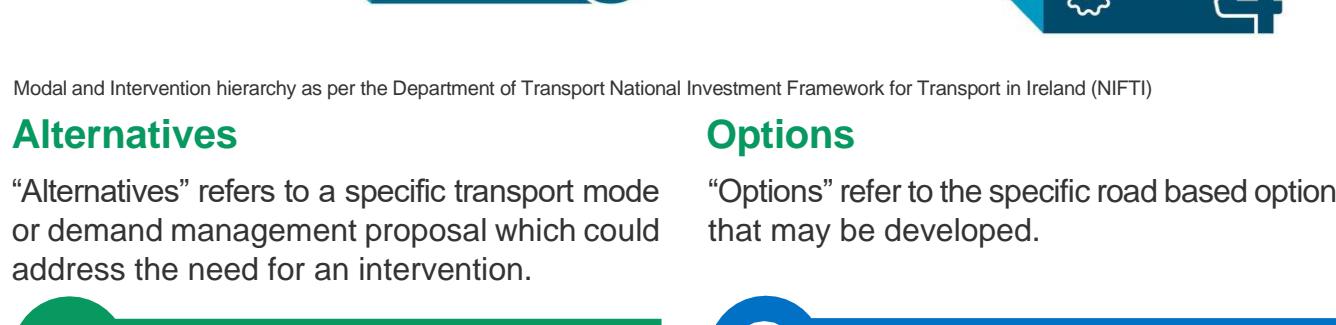
## Potential Transport Solutions

### Alternatives and Options

The potential transport solutions to address the issues identified include alternative transport solutions such as bus, rail and active travel modes, referred to as "Alternatives", and different road based options, referred to as "Options".

### Development of Solutions

The potential transport solutions i.e. Alternatives and Options have been developed in line with the hierarchy of mode which seeks to prioritise Active Travel modes such as walking and cycling, followed by public transport over the use of private vehicles. The potential solutions have also been developed incrementally in line with the hierarchy of intervention which seeks to make the best use of the existing asset through maintenance, optimisation, improvement and finally through the construction of new infrastructure.



Modal and Intervention hierarchy as per the Department of Transport National Investment Framework for Transport in Ireland (NIFTI)

### Alternatives

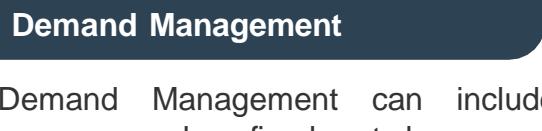
"Alternatives" refers to a specific transport mode or demand management proposal which could address the need for an intervention.

#### Active Travel

Active Travel means walking or cycling as part of a purposeful journey. Walking as part of a commute to work, cycling to the shop, or scooting to school are all considered Active Travel.



#### Public Transport



#### Demand Management



### Options

"Options" refer to the specific road based options that may be developed.

#### Do-Nothing Option

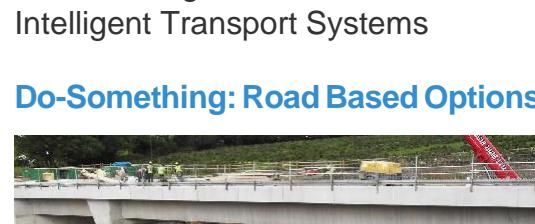
This option assumes that there will be no further investment in the transport network other than regular maintenance during the appraisal period. However, TII has already committed to the implementation of a number of schemes (committed schemes) on this section of the N24. Consequently, the Do-Nothing scenario is not considered.

#### Do-Minimum Option

This option involves maintaining the existing infrastructure and constructing schemes that have already been committed, such as the N24 Tower Road Junction scheme.

#### Do-Something: Options

##### Do-Something: Management Option



Seeks to utilise the existing road asset where feasible through on-line improvements, minor realignments, traffic management measures or Intelligent Transport Systems

##### Do-Something: Road Based Options



Involves the construction of new road infrastructure either fully off-line or significant on-line upgrades.



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## Proposed Alternatives



### Active Travel and Public Transport



Analysis of traffic patterns in the study area has revealed a considerable number of short local trips are taking place by car within the main towns, contributing to existing congestion on the N24.



Improvements to the walking and cycling infrastructure within Cahir, Clonmel and Carrick-on-Suir, in addition to enhancements to local bus services, would support an increase in sustainable trip making, leading to a reduction in traffic levels and congestion in and around these towns.



Improvements to the provision of longer distance rail and bus services between Limerick and Waterford have the potential to complement other transport modes along the N24 corridor.



As part of the project appraisal process, Active Travel and Public Transport Alternatives will be assessed as potential solutions rather than building new road infrastructure. These measures could also form part of a wider multi-modal transport solution for the towns and villages along this section of the N24. Should the appraisal demonstrate significant benefits in terms of solving the transport and road safety issues identified in Phase 1, the feasibility of their provision will be assessed in more detail, including consultation with relevant stakeholders such as the NTA, Irish Rail, TII and relevant local authorities.

The following measures shall be considered in the appraisal of Alternatives.



#### Cycling & Walking

- Provision of a comprehensive cycling network within the towns of Cahir, Clonmel and Carrick-on-Suir
- Improved facilities for cyclists (e.g. cycle parking, e-bike charging, etc.)
- Improvements to pedestrian facilities (e.g. improved crossings, segregation and footpath provision)
- Provision of an additional river crossing within Carrick-on-Suir for pedestrians and cyclists only



#### Public Transport

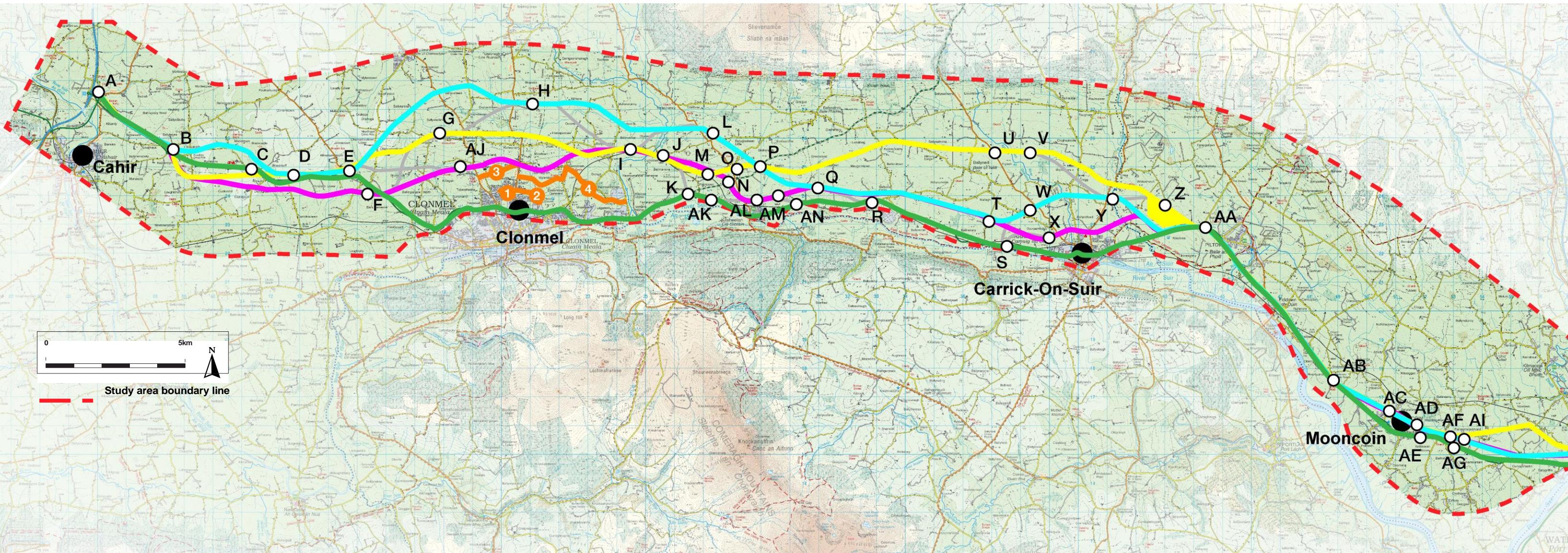
- Improved frequency of inter-urban bus service serving key towns
- Improved frequency of local bus services connecting settlements north of Clonmel to the town of Clonmel during peak periods
- Improved rail services between Waterford and Limerick without a need to change trains, stopping at all stations along the Limerick to Waterford Line, including Cahir, Clonmel and Carrick-on-Suir which fall within the project study area
- Frequencies of one train per hour during peak periods
- Departure and arrival times linked to typical working patterns
- Average Speeds of 75mph (120 kph)
- End to End Journey Times of 1 hour 30 mins



#### Demand Management

- Parking rationalisation within the towns along the route
- Upgrade of existing and installation of new traffic signals along the N24 with priority given to vulnerable road users, such as cyclists and pedestrians, and strategic trips in order to remove more local trips from the N24





**Option Corridors**

Option corridor (300m wide in rural settings and 150m wide in urban setting) within which road infrastructure could be developed.

**Management Option**

Nodes: A - B - C - K - A - K - N - R - S - A - A - B - A - E - A - G - A - H

**Pink Option**

Nodes: A - B - F - A - J - I - J - M - N - A - M - Q - T - X - A - A - B - A - C - A - D - A - H

**Yellow Option**

Nodes: A - B - D - E - G - I - J - M - O - P - U - V - Z - A - A - B - A - C - A - D - A - F - H

**Cyan Option**

Nodes: A - B - D - E - H - I - L - P - Q - T - W - Y - A - A - E - A - C - A - D - A - H

**Switches**

Switches provide an opportunity to switch between any two option corridors to form a new hybrid option corridor.

Switch 1 C → D      Switch 10 Y → Z

Switch 2 F → G      Switch 11 S → W

Switch 3 G → H      Switch 12 A → I

Switch 4 H → I      Switch 13 A → F

Switch 5 I → L      Switch 14 A → G

Switch 6 J → K      Switch 15 S → X

Switch 7 M → O      Switch 16 E → A

Switch 8 V → Y      Switch 17 K → A

Switch 9 Q → R      Switch 18 A → N

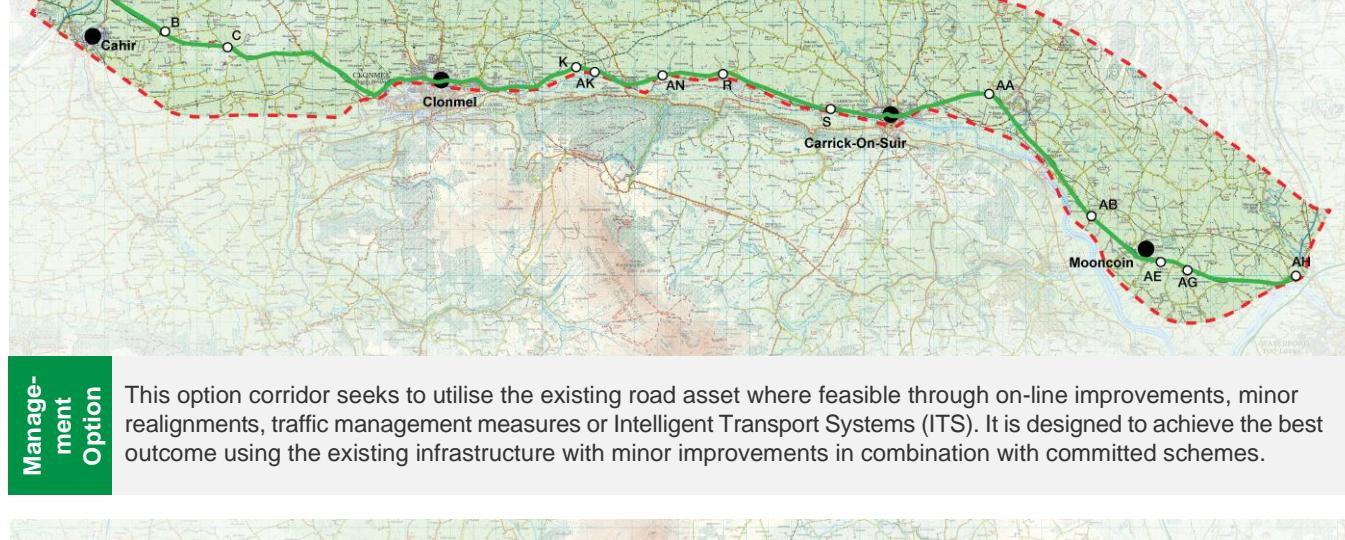
**Clonmel Road Link Corridors**

Road link corridor (150m wide) within the Clonmel urban area aimed at providing connections for local trips to relieve congestion on the Clonmel inner Relief Road.

**Clonmel Road Links**

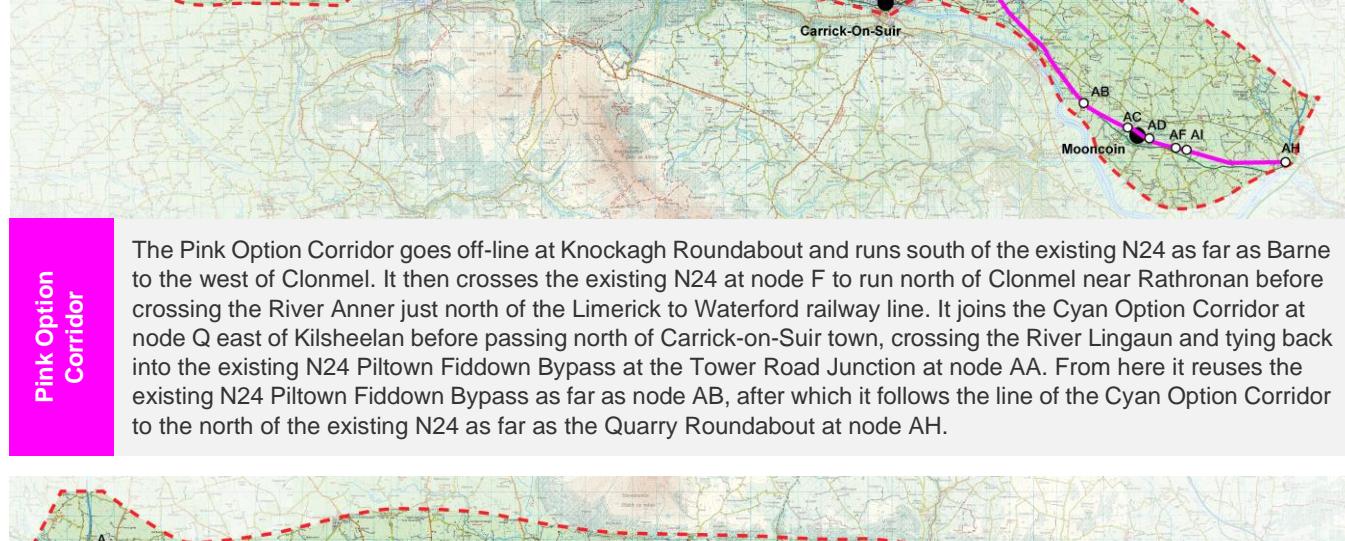
Road Links: 1 - 2 - 3 - 4

## Option Corridors



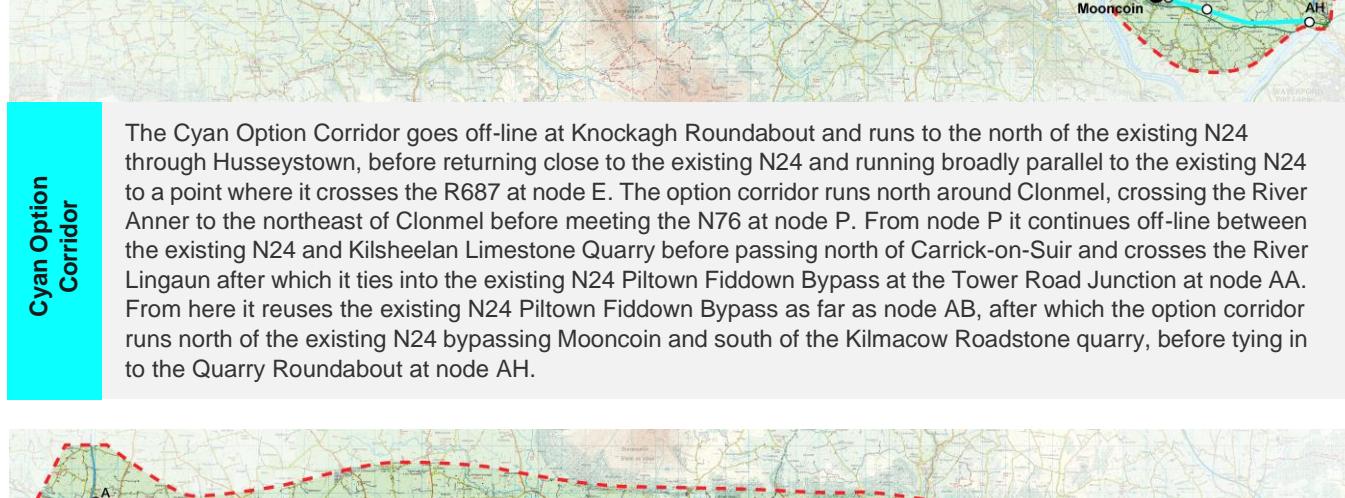
Management Option

This option corridor seeks to utilise the existing road asset where feasible through on-line improvements, minor realignments, traffic management measures or Intelligent Transport Systems (ITS). It is designed to achieve the best outcome using the existing infrastructure with minor improvements in combination with committed schemes.



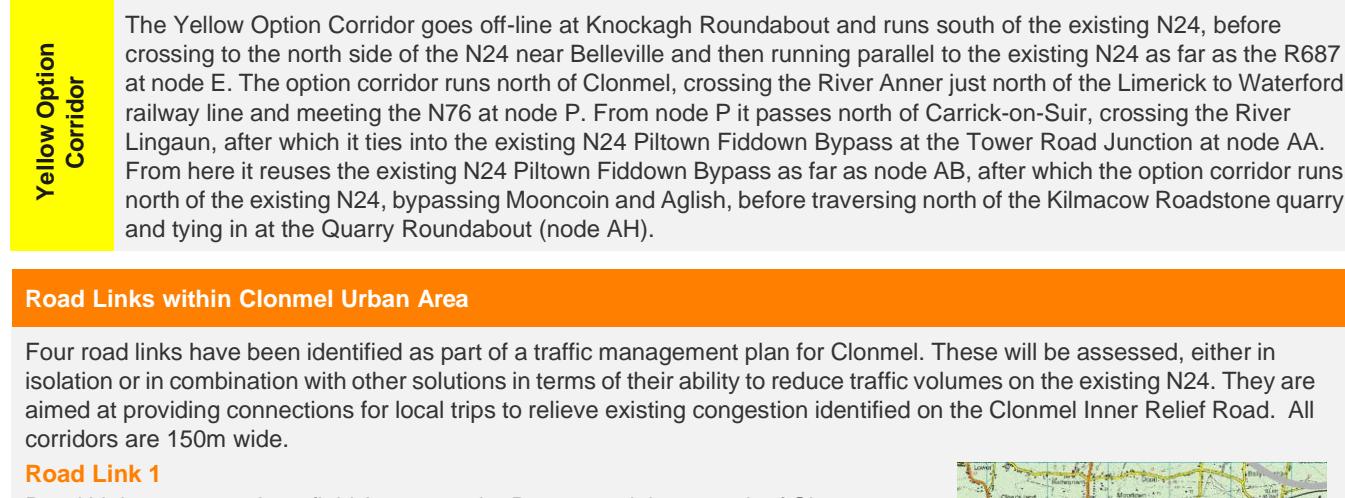
Pink Option Corridor

The Pink Option Corridor goes off-line at Knockagh Roundabout and runs south of the existing N24 as far as Barne to the west of Clonmel. It then crosses the existing N24 at node F to run north of Clonmel near Rathronan before crossing the River Anner just north of the Limerick to Waterford railway line. It joins the Cyan Option Corridor at node Q east of Kilsheelan before passing north of Carrick-on-Suir town, crossing the River Lingaun and tying back into the existing N24 Piltown Fiddown Bypass at the Tower Road Junction at node AA. From here it reuses the existing N24 Piltown Fiddown Bypass as far as node AB, after which it follows the line of the Cyan Option Corridor to the north of the existing N24 as far as the Quarry Roundabout at node AH.



Cyan Option Corridor

The Cyan Option Corridor goes off-line at Knockagh Roundabout and runs to the north of the existing N24 through Husseystown, before returning close to the existing N24 and running broadly parallel to the existing N24 to a point where it crosses the R687 at node E. The option corridor runs north around Clonmel, crossing the River Anner to the northeast of Clonmel before meeting the N76 at node P. From node P it continues off-line between the existing N24 and Kilsheelan Limestone Quarry before passing north of Carrick-on-Suir and crosses the River Lingaun after which it ties into the existing N24 Piltown Fiddown Bypass at the Tower Road Junction at node AA. From here it reuses the existing N24 Piltown Fiddown Bypass as far as node AB, after which the option corridor runs north of the existing N24 bypassing Mooncoin and south of the Kilmacow Roadstone quarry, before tying in to the Quarry Roundabout at node AH.



Yellow Option Corridor

The Yellow Option Corridor goes off-line at Knockagh Roundabout and runs south of the existing N24, before crossing to the north side of the N24 near Belleville and then running parallel to the existing N24 as far as the R687 at node E. The option corridor runs north of Clonmel, crossing the River Anner just north of the Limerick to Waterford railway line and meeting the N76 at node P. From node P it passes north of Carrick-on-Suir, crossing the River Lingaun, after which it ties into the existing N24 Piltown Fiddown Bypass at the Tower Road Junction at node AA. From here it reuses the existing N24 Piltown Fiddown Bypass as far as node AB, after which the option corridor runs north of the existing N24, bypassing Mooncoin and Aglish, before traversing north of the Kilmacow Roadstone quarry and tying in at the Quarry Roundabout (node AH).

### Road Links within Clonmel Urban Area

Four road links have been identified as part of a traffic management plan for Clonmel. These will be assessed, either in isolation or in combination with other solutions in terms of their ability to reduce traffic volumes on the existing N24. They are aimed at providing connections for local trips to relieve existing congestion identified on the Clonmel Inner Relief Road. All corridors are 150m wide.

#### Road Link 1

Road Link 1 connects Longfield Avenue to the R689 roundabout south of Glencarra, providing a link between the R688 and R689.

#### Road Link 2

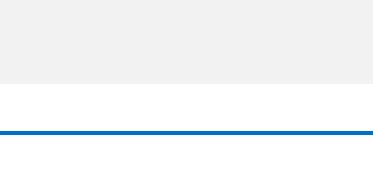
Road Link 2 connects the R689 roundabout south of Glencarra to the N24/ Carrigeen Roundabout in Clonmel, providing a link around the Carrigeen Business park.

#### Road Link 3

Road Link 3 connects the R688 Mile Tree roundabout to a new junction with the R689, north of Glencarra to provide a link between the R688 and R689.

#### Road Link 4

Road Link 4 connects a new junction on the R689, north of Glencarra to a new junction on the L2506 between the Bulmers factory and Medite site, east of Clonmel, approximately 720m north of the N24.



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## On-line Management Option

The On-line Management Option seeks to maximise the use of the existing infrastructure. It would entail on-line construction works to widen the existing road, improve the horizontal and vertical alignment in parts and rationalise existing junctions. Typical cross-sections of the existing and potential scenarios are presented here for illustrative purposes only.



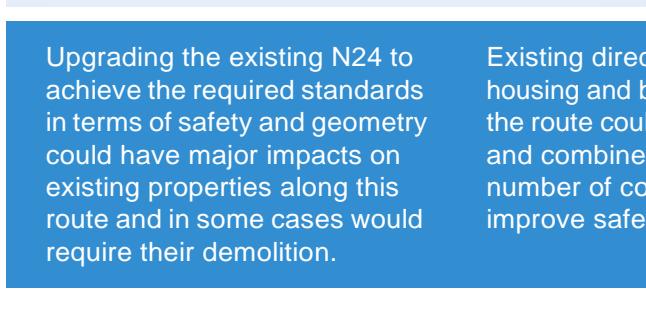
The route of the existing N24 is characterised by linear housing and business development patterns built in close proximity to the road.

Many properties have individual direct access to the road which impacts road safety.

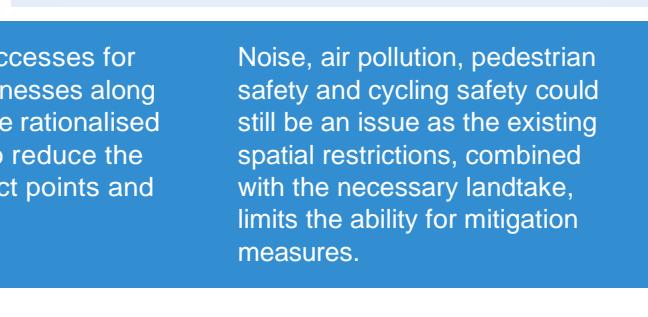
Noise and air pollution are ongoing issues for communities along this route as well as pedestrian and cyclist safety.

## Potential Impacts Arising From Implementation of Management Option

### 1. Local widening of the existing N24



Note: Schematic is for illustrative purposes only.



Note: Schematic is for illustrative purposes only.

Upgrading the existing N24 to achieve the required standards in terms of safety and geometry could have major impacts on existing properties along this route and in some cases would require their demolition.

Existing direct accesses for housing and businesses along the route could be rationalised and combined to reduce the number of conflict points and improve safety.

Noise, air pollution, pedestrian safety and cycling safety could still be an issue as the existing spatial restrictions, combined with the necessary landtake, limits the ability for mitigation measures.

### 2. Local realignment

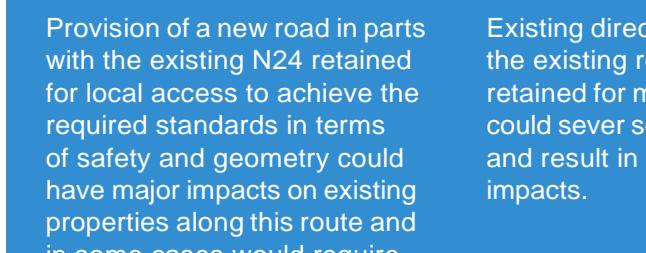


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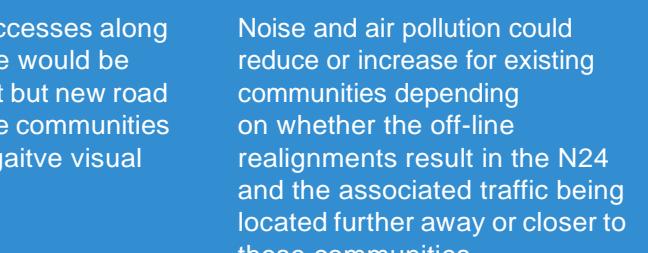


Note: Schematic is for illustrative purposes only.

### 3. Provision of Off-line Realignment



Note: Schematic is for illustrative purposes only.



Note: Schematic is for illustrative purposes only.

Provision of a new road in parts with the existing N24 retained for local access to achieve the required standards in terms of safety and geometry could have major impacts on existing properties along this route and in some cases would require their demolition.

Existing direct accesses along the existing route would be retained for most but new road could sever some communities and result in negative visual impacts.

Noise and air pollution could reduce or increase for existing communities depending on whether the off-line realignments result in the N24 and the associated traffic being located further away or closer to these communities.



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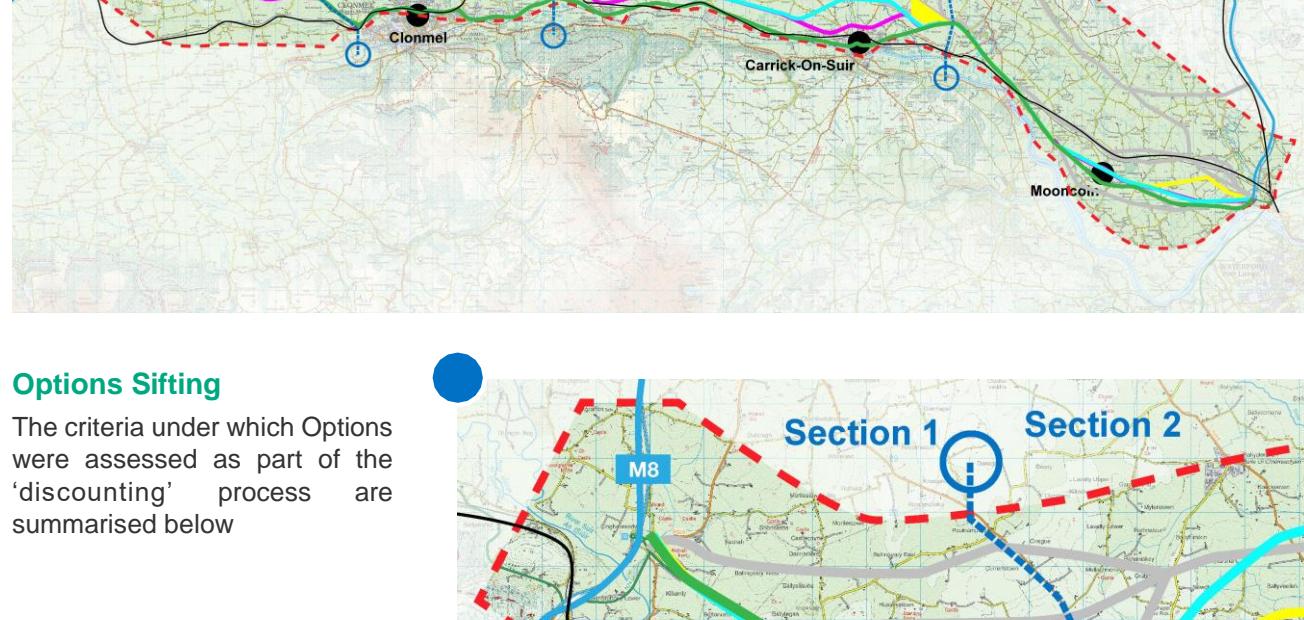


## Discounted Options

Following the constraints study and Public Consultation No. 1 – Constraints, an initial long list of potential road options was developed. This included options considered as part of previous studies which were reviewed for compliance with current standards, and additional new options developed within the study area where feasible taking cognisance of the key constraints identified. An initial assessment was carried out to ensure a wide range of connected and significantly different options existed across the study area. These options were rationalised where such options were not significantly different from each other to create the long list of options to be subject to a preliminary analysis referred to as 'Option Sifting'.

The process of option sifting involved assessing the long list of possible road options initially considered in terms of their ability to achieve the project objectives. Options that were deemed not capable of achieving the project objectives at this stage were discounted and are shown in grey in the figures below. The remaining potential options are those presented at this consultation i.e. the Management, Cyan, Yellow and Pink Option Corridors. These options, and the associated switches presented on Board 6, will now be subject to further detailed assessment.

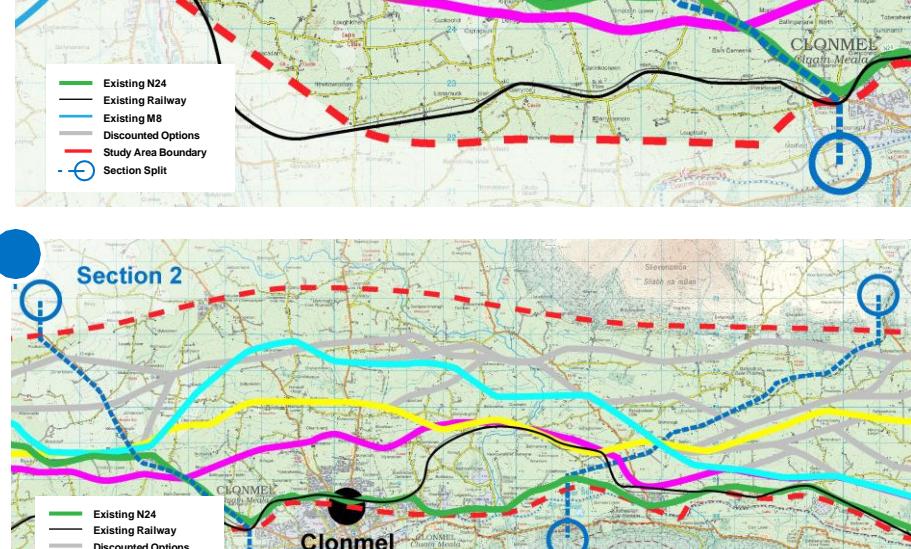
### Long List of Options



### Options Sifting

The criteria under which Options were assessed as part of the 'discounting' process are summarised below

Distance travelled/ Journey times



Length of new construction



Level of existing asset re-use



Level of modelled traffic attracted from existing N24 to new infrastructure



Ability to create opportunities for more sustainable modes on the existing N24



Ability to create opportunities for place making on the existing N24



Potential impacts on key constraints identified



Opportunities to connect to and connection lengths to urban centres



Opportunities to connect to and connection lengths to other public transport modes



Potential impact on clusters of residential properties



Option Corridors following similar corridors rationalised into one Option Corridor



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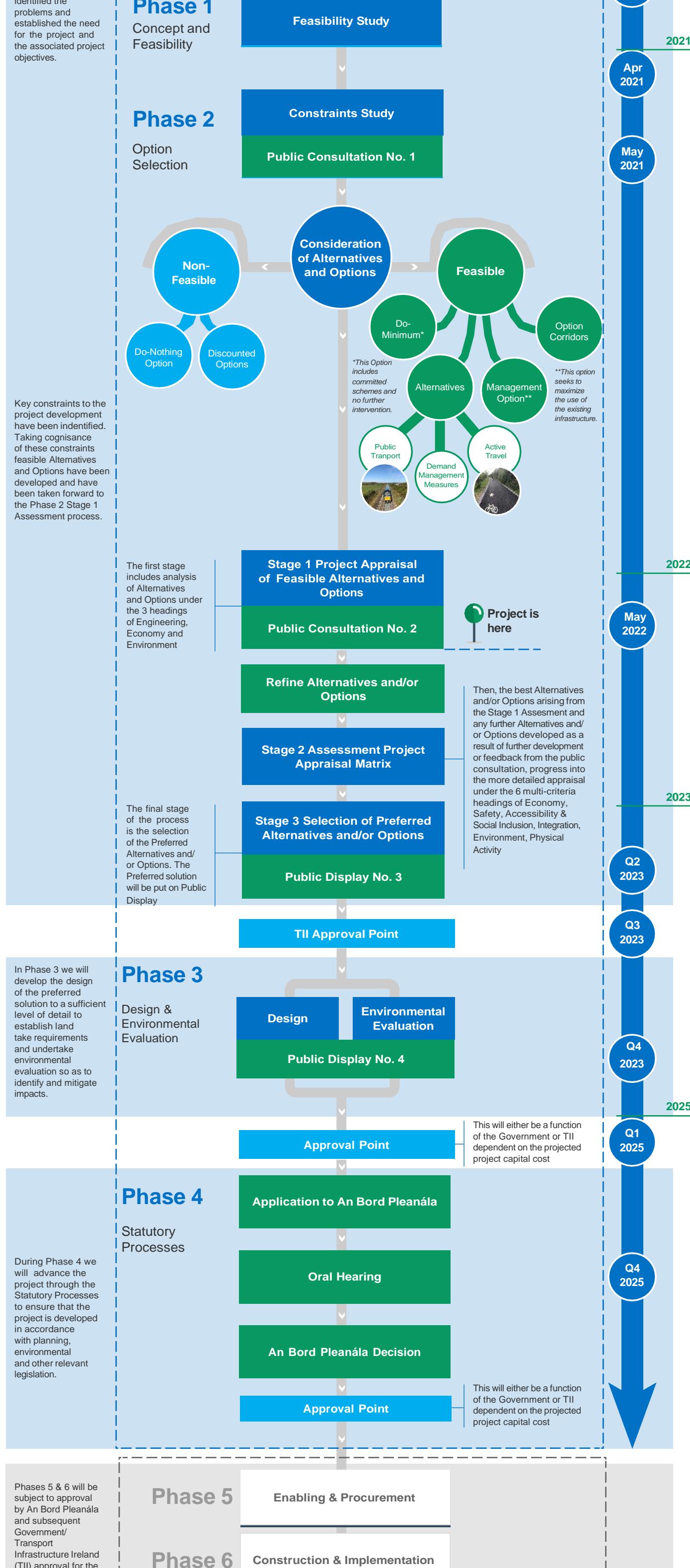


Tipperary County Council Árann



## Timeline

The current commission is to progress the project to the completion of TII Project Management Guidelines Phase 4 Statutory Processes. Phase 5, Enabling and Procurement and Phase 6, Construction and Implementation are not included in the current commission.



Comhairle Chontae Chill Chainnigh



An Roinn Iompair Tran

Tionscadal Éireann

Project Ireland

2040



Tipperary County Council/Bord Áann

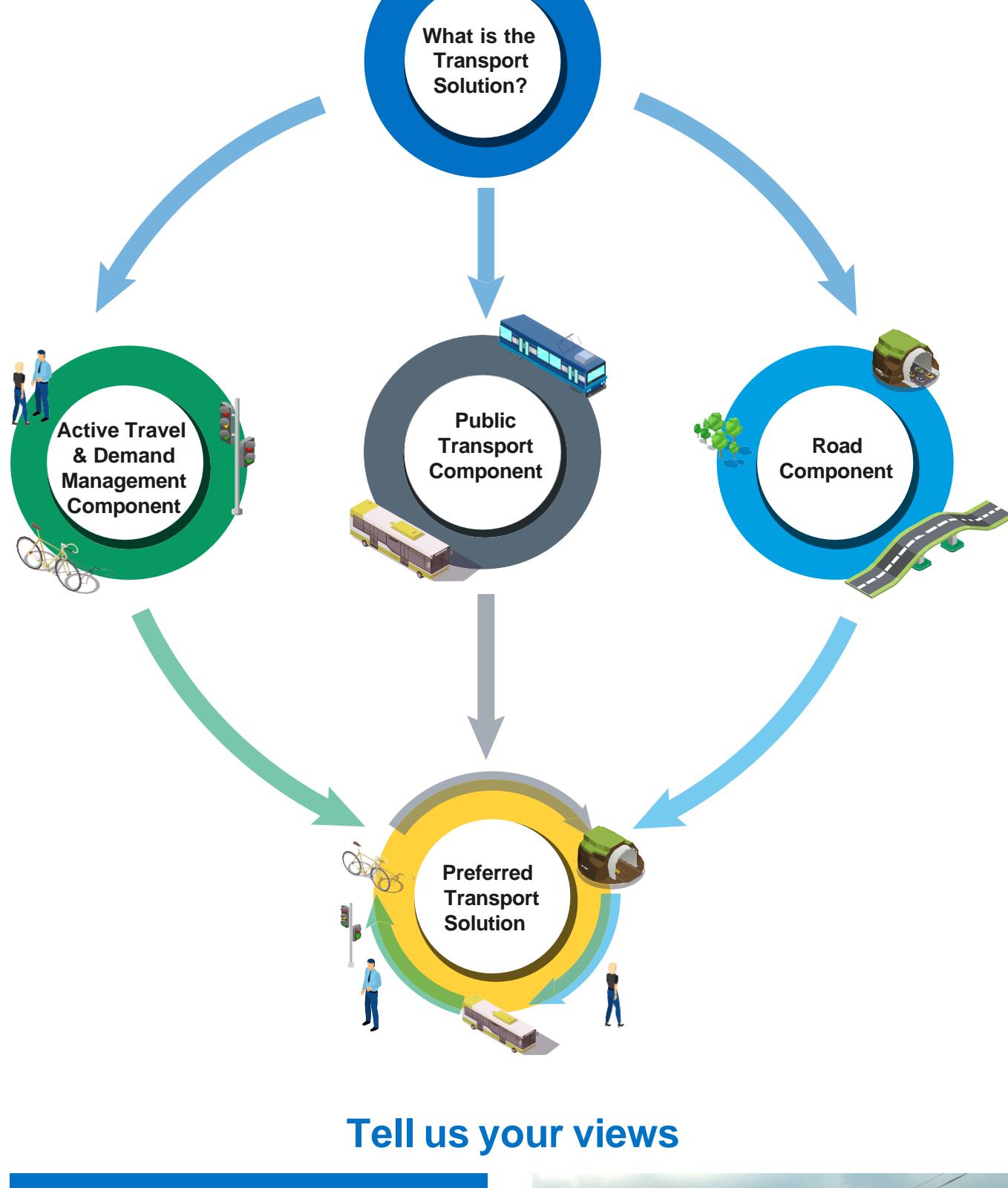
TII

Transport Infrastructure Ireland



ARUP

## Possible Components of the Transport Solution



### Tell us your views

Do you think you would be affected by a transport solution along the N24 Waterford to Cahir Corridor?



On-line meetings with a member of the project team can be booked using the on-line booking facility at [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) or by calling 056 7794380.

Your Opinion counts – Tell us what you think by completing the feedback form.



### What Happens Next

The feedback and submissions received from the consultation will be considered by the Project Team and may inform updates to the solutions presented. These solutions will then advance to the next stage of the Options Selection process which involves a more detailed appraisal of the Alternatives and Options with a view to identifying the preferred transport solution for the Project.

# Appendix E

## Landowner and Stakeholder Notification Letter

## E.1 Landowner Notification Letter



# N24 Waterford to Cahir

«display\_name»  
«address\_line\_1»  
«address\_line\_2»  
«address\_line\_3»  
«address\_line\_4»  
«county»

Doc Ref: 276774-ARUP-ZZ-LO-LT-PLO-000006

Our Reference: IP «interested\_party\_id» and «landplot\_id»

Date: 03 May 2022

Dear «display\_name»

## **Re: N24 Waterford to Cahir Project – Public Consultation No. 2 – Alternatives and Options**

We are writing to you in respect of the N24 Waterford to Cahir Project. Kilkenny County Council is progressing this project in partnership with Tipperary County Council, Transport Infrastructure Ireland and the Department of Transport. Arup are the Technical Advisors appointed to progress the planning and design phases of the project. The Project is currently at Phase 2: Options Selection. As part of this phase the project team have identified Alternatives (active travel, improved public transport and demand management measures) and Option Corridors (road based options). From land registry information, we have identified you as a property owner with lands which are located within one or more Option Corridor(s) being assessed as part of the project.

There are several potential Alternatives and Options at this time. These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project. The final selection of the Preferred Transport Solution will not be determined until Q2 2023.

A non-statutory public consultation on 'Alternatives and Options' for the project is taking place from **3 May 2022 to 20 May 2022**. The Alternatives and Options will be on display at in-person public consultation events at four venues across the study area on the below dates:

- Mooncoin Community Hall, Mooncoin, 3 May 2022, 2pm to 8pm
- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carraig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

In addition, the information will be available through an online consultation room on the dedicated website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) throughout the consultation period from **3 May 2022 to 20 May 2022**. Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank library (Ferrybank, via Waterford, X91 D211) from 9 May 2022 to 20 May 2022.

Comhairle Chontae Chill Chainnigh  
Halla an Chontae, Sráid Eoin, Cill Chainnigh R95A49T  
Pobail agus Áiteanna Inbhuanaithe a Chruthú

Kilkenny County Council  
County Hall, John Street, Kilkenny R95 A49T  
Creating Sustainable Communities and Places

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# N24 Waterford to Cahir

The consultation events will be an opportunity to view maps of alternatives and options identified to date, project information boards, ask queries, and submit comments. As a property owner identified as located within one or more Option Corridors being assessed we are writing to offer you the opportunity to attend these events for an in-person meeting.

Alternatively, you can book an online meeting/ telephone call for the two weeks following the in-person consultation events until Friday 20 May 2022. You can book an appointment or request a copy of the Project brochure by visiting the project website, contacting us on (056) 779 4380 during office hours, Monday to Friday or by emailing: [N24waterford2cahir@kilkennycoco.ie](mailto:N24waterford2cahir@kilkennycoco.ie). Please have this letter available if making contact by phone as some details may be requested.

Submissions can be made using the online feedback form available on the project website: [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie), by email to [N24waterford2cahir@kilkennycoco.ie](mailto:N24waterford2cahir@kilkennycoco.ie), or by post addressed to Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

Submissions can be made up until close of business **Friday 20 May 2022**.

Please note that information relating to the ownership of your property was obtained by Kilkenny County Council for use in connection with this Project under Special Protocol for Information Transfer with the Property Registration Authority (PRAI). This data includes names and addresses for the registered owner of the lands and no other information. Personal data provided to the project team is stored securely and in accordance with General Data Protection Regulation (GDPR) requirements. The data will only be used for the purposes of the N24 Waterford to Cahir Project. Data will not be retained for any longer than is necessary.

Our full Privacy Statement with regards to the collection and usage of personal data is available on the project website at the link <https://n24waterford2cahir.ie/privacy-statement/>.

We are aware that property owner details may have changed and we apologise should this letter cause any upset in the event of a family bereavement. We welcome any feedback you can provide concerning changes/updates to contact details for future communications.

Kind Regards,

Seamus Kavanagh (KCC, Senior Engineer)

Comhairle Chontae Chill Chainnigh  
Halla an Chontae, Sráid Eoin, Cill Chainnigh R95A49T  
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Kilkenny County Council  
County Hall, John Street, Kilkenny R95 A49T  
Creating Sustainable Communities and Places

## E.2 Stakeholder Notification Letter



# N24 Waterford to Cahir

Your ref -  
Our ref 276774/ED/OW  
File ref 276774-ARUP-ZZ-LO-PLO-000007

By email / post

«Contact\_Person»  
«Dept»  
«STAKEHOLDER»  
«Address\_1»

«Address\_4»

Date

Dear Sir/Madam

## N24 Waterford to Cahir Project – Public Consultation No. 2 ‘Alternatives and Options’

Further to our letter dated 26 April 2021 informing you of Public Consultation No.1 on Constraints; this letter has been prepared to inform you of Public Consultation No. 2 on Alternatives and Options, the current status of the project and to invite you to make a submission.

The overall aim of the project is to resolve the transport issues identified on the N24 within the study area and thereafter determine an appropriate sustainable solution which meets the project objectives. Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project has been identified for progression through pre-appraisal and early planning under the National Development Plan 2021-2030.

Arup is appointed to provide multi-disciplinary engineering consultancy services for delivery of Phases 1, 2, 3 and 4 of the TII Project Management Guidelines (TII PMG) for this project.

The project is currently at Phase 2 Options Selection. The objective of this phase is to identify key constraints within this study area, to develop feasible alternatives and options and to carry out a systematic assessment of these with a view to selecting a preferred transport solution which will form the basis for the detailed design. To date, the study area has been identified and the key constraints were displayed as part of Public Consultation No. 1. Since the conclusion of Public Consultation No. 1 on constraints, the design team have developed proposals for Alternatives (i.e. active travel, improved public transport and demand management measures) and Option Corridors (i.e. road based options). These solutions will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.

A non-statutory public consultation will be held on the N24 Waterford to Cahir project from **3 May 2022 to 20 May 2022**.

The Alternatives and Options will be on display at in-person public consultation events at four venues across the study area on the below dates:

- Mooncoin Community Hall, Mooncoin, 3 May 2022, 2pm to 8pm
- Raheen House Hotel, Clonmel, 4 May 2022, 2pm to 8pm
- Cahir House Hotel, Cahir, 5 May 2022, 2pm to 8pm
- Carraig Hotel, Carrick-on-Suir, 6 May 2022, 2pm to 8pm

Comhairle Chontae Chill Chainnigh  
Halla an Chontae, Sráid Eoin, Cill Chainnigh R95A49T  
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Kilkenny County Council  
County Hall, John Street, Kilkenny R95 A49T  
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# N24 Waterford to Cahir

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County Hall, John Street, Kilkenny R95 A49T  
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In addition, the information will be available through an online consultation room on the dedicated website [www.n24waterford2cahir.ie](http://www.n24waterford2cahir.ie) throughout the consultation period from **3 May 2022 to 20 May 2022**. Hard copy maps of the potential transport solutions will also be available to view at Carrick-on-Suir Municipal Council Building (Carrick-on-Suir) and Ferrybank library (Ferrybank, via Waterford, X91 D211) from 9 May 2022 to 20 May 2022.

The purpose of this non-statutory consultation is to inform the public and stakeholders of the results of the comprehensive constraints study and the various transport solutions under consideration. It also facilitates you, as well as the public an opportunity to input to this process.

Submissions can be made using the online feedback form available on the project website [www.n24waterford2cahir.ie/](http://www.n24waterford2cahir.ie/), or by email to [N24Waterford2Cahir@kilkenncoco.ie](mailto:N24Waterford2Cahir@kilkenncoco.ie), or by post addressed to N24 Waterford to Cahir Project, Kilkenny County Council, County Hall, John Street, Kilkenny, R95 A39T.

Submissions can be made up until close of business **Friday 20 May 2022**.

The current programme includes the following milestones that may be of particular interest to you:

- 3 May 2022 to 20 May 2022 – Public Consultation No. 2 Alternatives and Options
- Q2 2023 – Display of Emerging Preferred Transport Solution

Please note that the date for the Display of the Emerging Preferred Transport Solution is subject to change. It is our intention to consult with you again during the successive stages/phases as the project progresses. Please find enclosed a copy of our brochure and feedback form for Public Consultation No. 2.

Should you have any queries or concerns in relation to our work on the N24 Waterford to Cahir Project, please contact Kilkenny County Council on 056-779 4380 or email [N24waterford2cahir@kilkenncoco.ie](mailto:N24waterford2cahir@kilkenncoco.ie).

We thank you for taking the time to read this letter and facilitating our work to date.

Kind Regards,

Seamus Kavanagh (KCC, Senior Engineer)

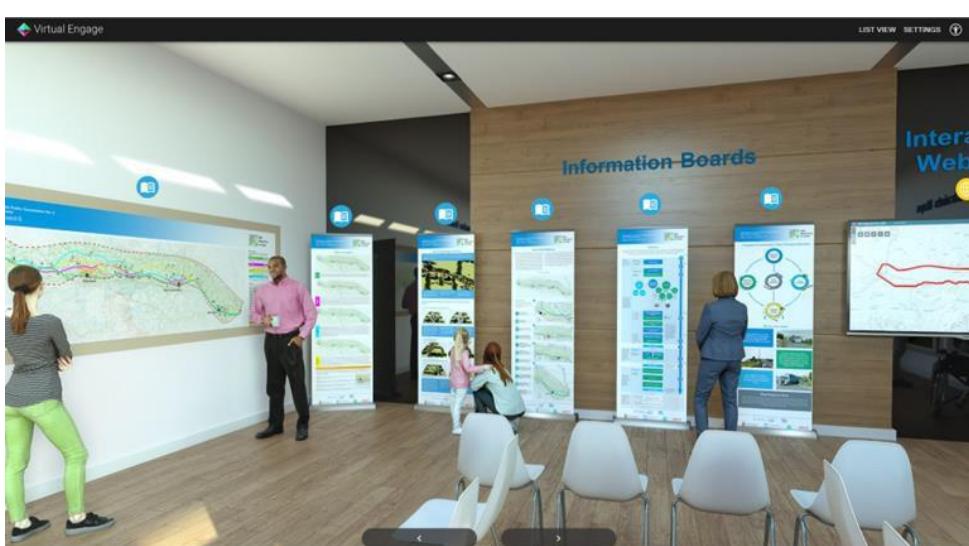
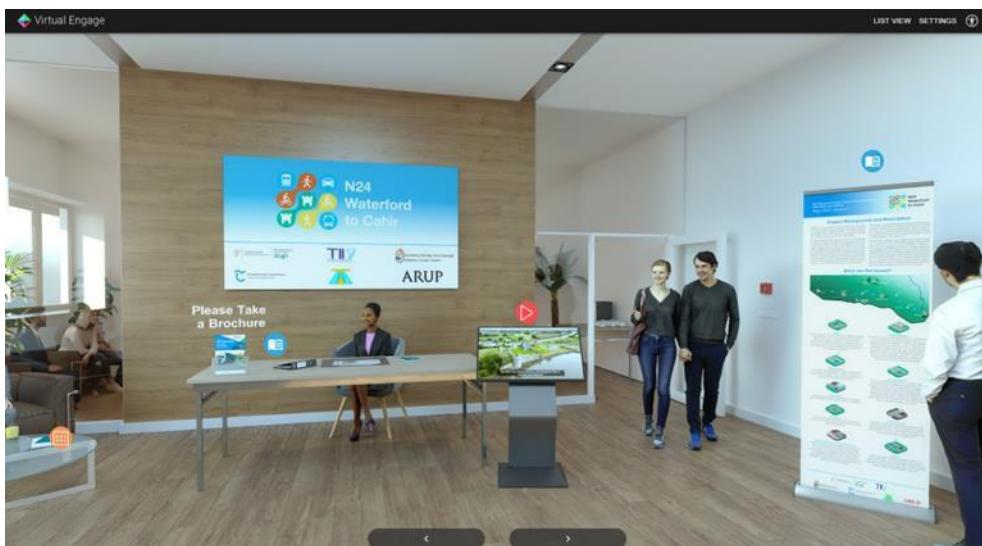
# Appendix F

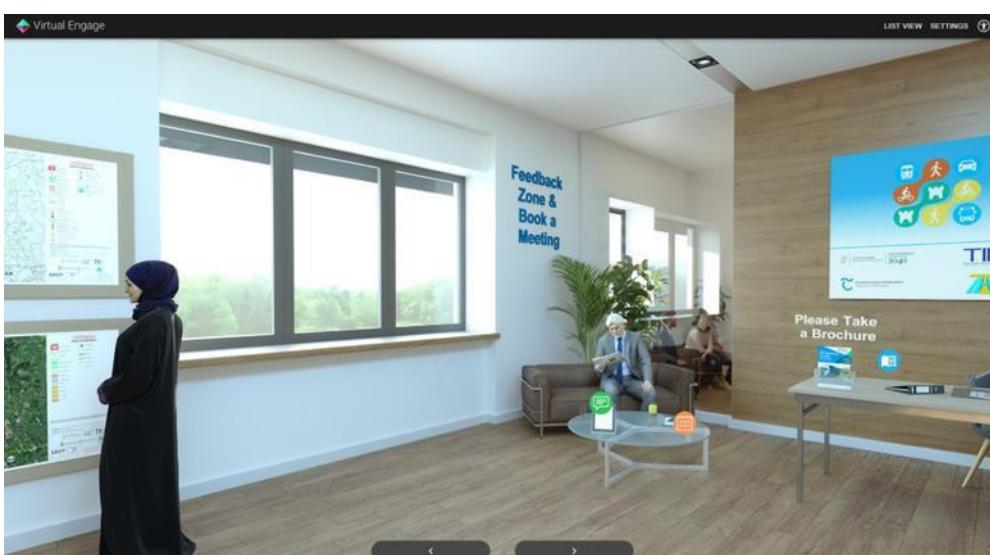
## Consultation Material

## F.1 Material Presented at In-person Events

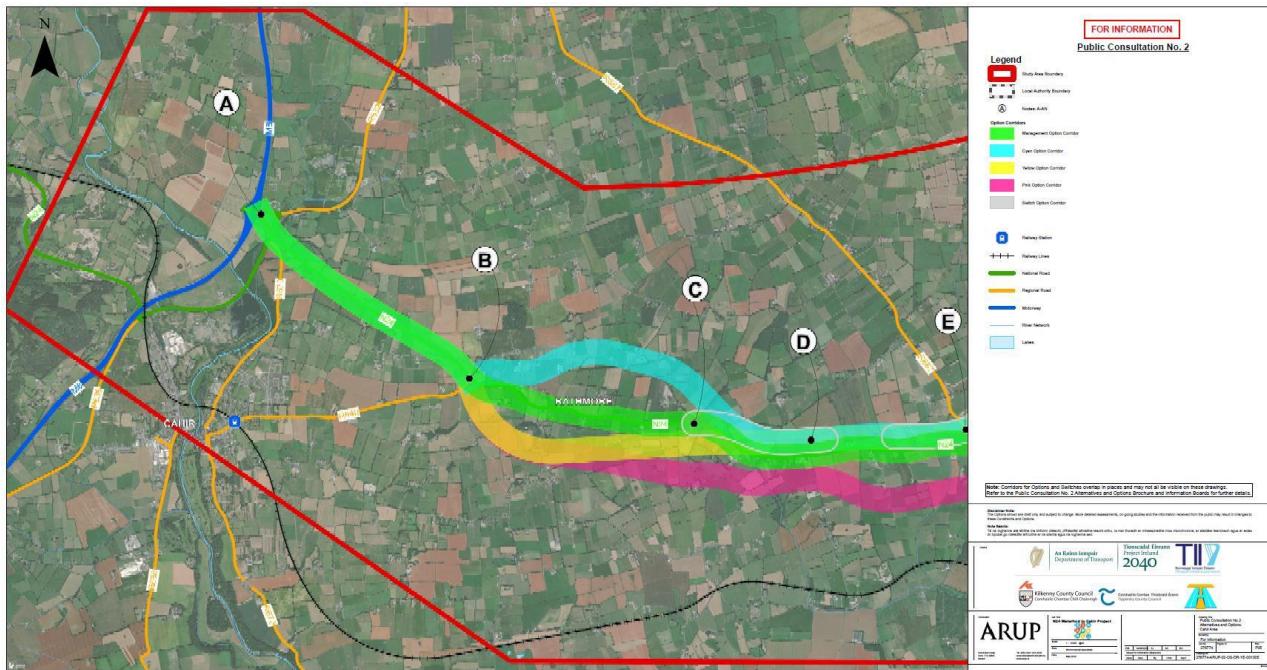


## F.2 Screenshots of Online Room

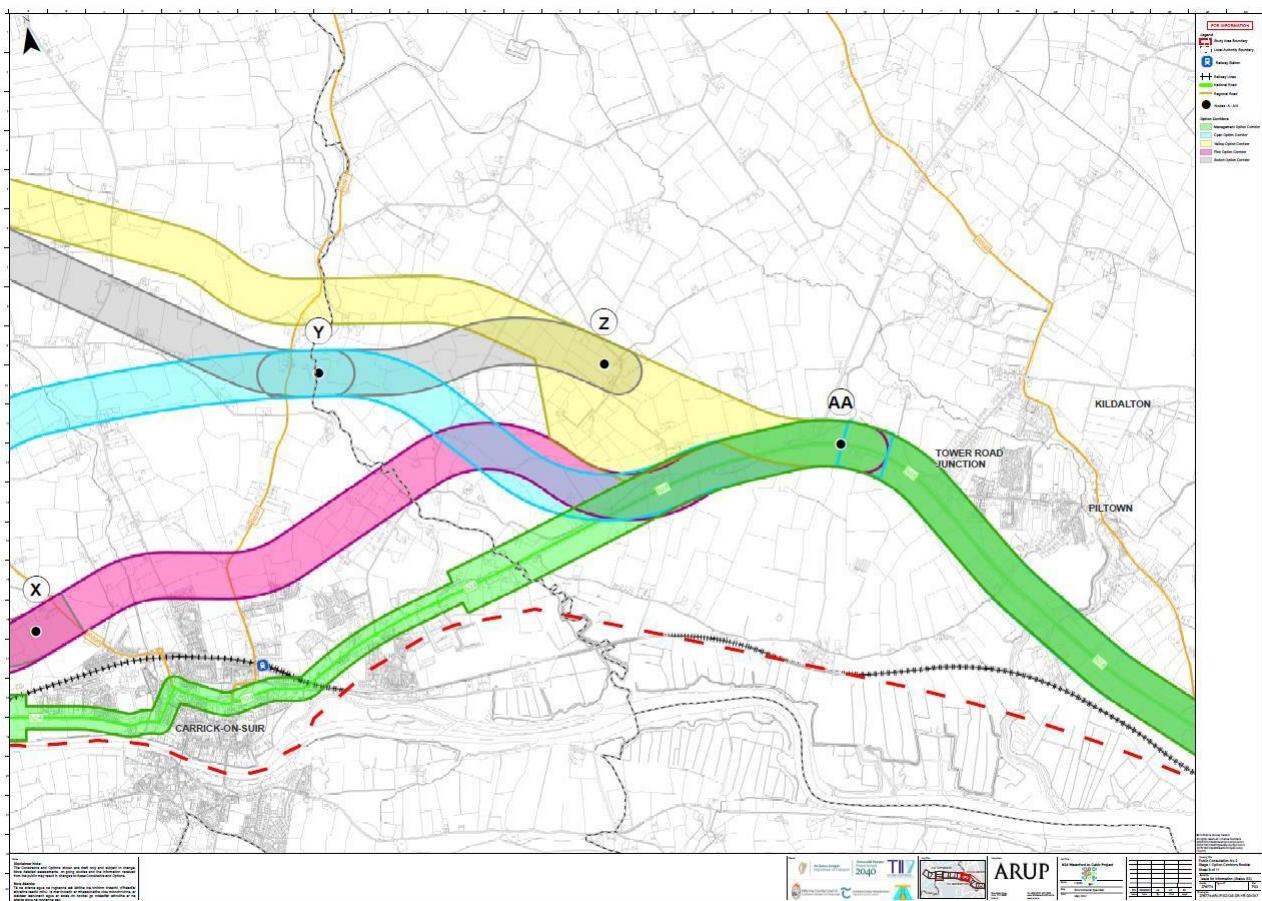




## F.3 Sample Display Map for Cahir



## F.4 Sample A1 Booklet Drawing



# Appendix G

## Summary of Submissions

## G.1 Summary of Submissions

| Ref No. | Summary  |
|---------|--|
| SB0003  | <p>This submission has a number of concerns in the following areas:</p> <p>Reuse of the existing N24 through Clonmel town (e.g. designated cycle way, better foot paths) but has outlined that it is not suitable for a dual carriageway; the need for a reduction of Heavy Goods Vehicle traffic through this section of N24 to increase the safety for vulnerable road users. The submissions also raises concerns over a specific traffic calming measure on the existing N24 near Heywood Road, where the road is narrowed &amp; there are bollards. The submission states that the existing traffic calming measure is dangerous for cyclists as it forces bicycles and vehicles to squeeze into the narrowed point and bicycles should go on the outside of the bollards. Speeding, vehicles driving too fast &amp; the wind from trucks passing causing cyclists to become unstable while cycling. Increased road maintenance, the need for the road surface to be relatively smooth and cleaned frequently (to be free from glass &amp; stones &amp; litter to make it suitable for cycling). Requests that a reduction of the speed limit is implemented to make it "Cycle Friendly". The submission agrees a Dual Carriage/Motorway is a good idea between Limerick - Clonmel - Waterford - Rosslare, and a loop around Clonmel town is the best solution. The submission has no preference on any option.</p> |
| SB0004  | <p>This submission has a number of concerns in the following areas:</p> <p>The consultation form has very limited scope and fails to allow room for meaningful feedback. Carbon emissions, this submission wishes to call into question the need for an alternative road, and the incompatibility of building roads with our national emissions targets. Sustainability, the submission states that it is clear that there has been abject failure by government to provide sustainable transport infrastructure, not because of any lack of funding (as can be seen by the budget for roads), but because of a clear distaste among those in power for public transport and non-car alternatives, coupled with an astonishing lack of vision and foresight.</p>   |
| SB0006  | <p>This submission has questioned if the project will require acquisition of homes forcing owners to relocate.</p>   |
| SB0007  | <p>This submission has a number of concerns in the following areas:</p> <p>The submission is in favour of an online development of the existing road along the Management (Green) Option Corridor. However, the submission states that it is against the development of new road based options requiring use of land not currently paved. Existing Infrastructure, the submission suggests that the development of segregated cycling infrastructure, along the alignment of the existing roadway, should be a pre-requisite to any roads development. Safety, the submission outlines that more people would be cycling everyday if it was safe to do so. However, they feel it is not possible, as there is no provision of safe infrastructure. Public transport, the person writing the submission feels the lack of public transport options as opposed to frequency would be the main issue.</p>   |
| SB0008  | <p>This submission has a number of concerns in the following areas:</p> <p>The submission is in favour of an online development of the existing road along the Management (Green) Option Corridor. However, the submission states that it is against the development of new road based options requiring use of land not currently paved. Existing Infrastructure, the submission suggests that the development of segregated cycling infrastructure, along the alignment of the existing roadway, should be a pre-requisite to any roads development. Safety, the submission outlines that more people would be cycling everyday if it was safe to do so. However, they feel it is not possible, as there is no provision of safe infrastructure. Public transport, the person writing the submission feels the lack of public transport options as opposed to frequency would be the main issue.</p>   |
| SB0009  | <p>This submission has a number of concerns in the following areas:</p> <p>Public Transport, there is no bus stop between Mooncoin and the Grannagh Roundabout, so it is quicker and more efficient to drive. The Public Consultation No.2 information on display did not go into detail regarding how the current road could possibly be widened. The submission states that the speed limit on the existing road in Section 4 is too fast and expresses concerns over damage to the structure of their home should the road be widened, and speed increased. The submission also highlights that there are concerns over gardens being displaced by the new road. The final point made in the submission is with regard to the late delivery of the letter informing impacted landowners to the in-person events.</p>  |
| SB0010  | <p>This submission has a number of concerns in the following areas:</p> <p>Existing Infrastructure, the submission states that it is difficult to cycle in winter as there are not any separated bicycle paths, and even on the small/regional roads the car traffic is very fast. Carbon Emissions, the submission also expresses concerns over the effect this project will have on climate change.</p>  |

| Ref No. | Summary  |
|---------|--|
| SB0011  | <p>This submission has a number of concerns in the following areas:</p> <p>The submission highlights the effect the project will have on planning permissions. Speeding, the submission suggests that the average speed along the existing N24 is incorrect as a speed survey was carried out on the N24, which found the average speed to be 86kmph and highlighted the average speed stated in the project's brochure was incorrect. The submission does not under any circumstances want a motorway of any description north of Clonmel, as it will ruin what is a beautiful village and is causing an awful lot of stress and worry for anyone on a proposed route over losing their home or stopping them from building.</p>  |
| SB0012  | This submission would ideally like the current roads infrastructure to be improved and increasing walking/cycling access.  |
| SB0013  | This submission states that journey times, cost, convenience of driving prevents people from using public transport.   |
| SB0014  | Completed online feedback form.  |
| SB0015  | This submission has requested information on noise reduction for houses in the area.   |
| SB0016  | <p>This submission has a number of concerns in the following areas:</p> <p>Agri. material assets, proposed Cyan Option Corridor will cause a lot of agricultural severance which will create a 'huge economic disaster'. Accessibility, proposed road infrastructure would cut off access for all lorries delivering agricultural supplies to farms. The proposed Cyan Option would cause great community severance in Section 1. It expressed concerns over adverse noise and light pollution. Biodiversity, the submission is concerned about numerous buzzards that fly within Section 1 and the impact new road infrastructure will have on watercourses especially ponds which typically have a lot of wildlife interaction.</p>  |
| SB0017  | <p>This submission has a number of concerns in the following areas:</p> <p>The submission was not expecting the focus of the feedback form to be on their personal experience of walking and cycling on this route. Agricultural. Material assets, submission in relation to the severe negative impact that a road development could have on the family farm, its production, and the full-time employees here. The stakeholder is very concerned, and vehemently opposed to development of new roadway on the N24 route, and in particular development off existing alignments.</p>  |
| SB0018  | <p>This submission has a number of concerns in the following areas:</p> <p>Non-agri. material assets, The road would have a huge personal impact on their family as the stakeholder's children would not now be able to build on the family farm. The stakeholder had a meeting in 2001 with Tipperary Co. Co. before they got planning for their house and they told them where the potential road was going so they then proceeded to build their house where it is now. Their house is now in the middle of a proposed route. Noise, visual, air and light pollution. Health; The stakeholder expresses concerns over their mental health as it completely changes their life and it will affect sleep, quality of life, family life and much more. Community division; this route would sever their family farm. Biodiversity; there are several ponds on the farm or adjoining land which are homes to ducks and swans for up to 6 months each year. They fly between these ponds and the route would bisect them and lead to massive disruption and probably their displacement. There is a flow of water for 6 months of the year through the farm which if obstructed by the road would result in severe flooding of all their lands. Also, there are a number of buzzards that fly in the valley through their farm daily. The stakeholder would urge the council to look at making the existing route between Cahir and Clonmel work as it has ample width to work with on this segment with minimal impact on any individual.</p> |
| SB0019  | This submission objects to the Pink Option and its Switches as it will interfere with life quality due to noise and proximity to house and property.   |
| SB0020  | This submission has a number of concerns in the following areas: Public Transport, improvements need to be provided along with road improvements. The existing Carrick-on-Suir train station is in a terrible location and should be relocated as part of this project. Existing Infrastructure, simply shadowing the existing N24 misses a huge opportunity to improve the entire road network, rather than just the N24 in isolation.  |

| Ref No. | Summary   |
|---------|---|
| SB0021  | This submission was made by an interested company and has a number of concerns in the following areas: Non-agri. material assets, The Yellow and Cyan Options would affect the company's land folios. The stakeholder has outlined that the loss of these lands would be detrimental to the future of their company. The land in which the company operates has to be protected as these would be very difficult to replicate given the geology/planning restrictions. The company is the principal supplier of their product in the region. The company would be in favour of the Management (Green) Option for this section of the proposed N24 Waterford to Cahir. Sustainability, the supply of the company's product is essential to the sustainable development of Irish communities. Carbon Emissions, the demand for the company's product could only be met by transporting large volumes of heavy product over longer distances with the obvious negative economic and environmental affects i.e., an increased burning of fossil fuel. |
| SB0022  | Stakeholder completed online form.  |
| SB0023  | The stakeholder feels someone would be killed on the road if they walked as there is too much traffic.  |
| SB0025  | The stakeholder has lived in their family home all their life, they work from home and built their own home on the family land. They find all this very upsetting the thought of their home being affected.   |
| SB0026  | The stakeholder feels it is absolutely disgraceful that anyone could think it is a sensible plan to destroy the Blueway by putting a major road beside it.  |
| SB0027  | This submission has a number of concerns in the following areas: Agri. material assets, as the size of their farm is so small, , the loss of land will be disproportionately severe. Biodiversity, interference with Gleann an Phuca Wood should be avoided at all costs.   |
| SB0028  | Completed feedback form.  |
| SB0029  | Completed feedback form.  |
| SB0030  | Completed feedback form.  |
| SB0031  | Completed feedback form.  |
| SB0032  | Completed feedback form.  |
| SB0033  | The submission has raised concerns over the volume of traffic on the road/noise pollution. The stakeholder has questioned whether there would be planting going to take place to help with this.  |
| SB0034  | This submission has a number of concerns in the following areas: Non-agricultural material assets, the stakeholder has a sentimental attachment to their back garden. The submission has questioned what type of road will be built. Feedback, deadline for submissions to be made was too short.   |
| SB0035  | Completed feedback form.  |
| SB0036  | Completed feedback form.  |

| Ref No. | Summary   |
|---------|---|
| SB0037  | This submission made the following points. The traffic flow on the existing N24 would greatly improve after the widening of the south quay road across the old bridge. This expansion and road widening brought about through the provision of a future Gaelscoil in the area will remove a significant amount of traffic of the existing N24. They feel an upgrade of the rail system with more appropriate travel times would remove a lot of vehicles. They would prefer the 5K route through the Ballyrichard road across the L2607 (Deadman's Boreen) be maintained in its existing form. The submission would consider the Pink Option corridor to be the most favourable & preferable option. Existing Infrastructure, they feel that the existing N24 needs only slight modifications to run in conjunction with a further new route. The North Quay relief road located adjacent also alleviates excess traffic at the Blueway junction which travels down the North Quay and across the old bridge. |
| SB0038  | This submission states there is no need to have it near the town and constrain growth.  |
| SB0039  | Completed the online form.  |
| SB0040  | This submission has a number of concerns in the following areas:<br>Public Transport, the stakeholder feels it should be upgraded and made more frequent. Existing infrastructure, the stakeholder feels it must be prioritised to upgrade the walking and cycling infrastructure as it is unsafe at present. This submission's preferred option is the Pink Option, as it avoids a frequent walking route of the stakeholder.  |
| SB0041  | Completed the online form.  |
| SB0042  | Completed the online form.  |
| SB0043  | Completed the online form.  |
| SB0044  | This submission has a number of concerns in the following areas:<br>Non-agri. material assets, this submission highlights concerns over the Pink Option Corridor as their residence is in the Pink Option Corridor. The stakeholder objects to their protected house and property being demolished. Agri. material assets, this submission highlights concern over Options travelling through prime agricultural land.  |
| SB0045  | This submission has a number of concerns in the following areas:<br>Accessibility/community division, this submission is in relation to concerns over residential access and communities being severed by two of the proposed options. Privacy, this submission is in relation to concerns over the loss of frequent walking routes and potentially bringing unwanted visitors to their area. Noise and pollution, this submission is in relation to concerns over noise and pollution and the impact they will have on quality of life. This submission supports the upgrading of the N24 and favours using existing road infrastructure as much as possible.  |
| SB0046  | This submission has a number of concerns in the following areas: Non-agri. material assets, this submission states their home will be uninhabitable if these corridors or switch roads go ahead. Biodiversity, this submission raises concern over protected trees being demolished and the environmental affects to the agricultural land in the area.   |
| SB0047  | This submission raises concerns over the Cyan Option Corridor, which will completely cut the stakeholder, their family and their neighbours off. The submission has questioned how St. Declan's way will be preserved.  |

| Ref No. | Summary  |
|---------|--|
| SB0048  | <p>This submission has a number of concerns in the following areas:</p> <p>Material assets, this submission raises concerns over the loss of property and agricultural land to the Cyan and Pink Options. Pollution, this submission raises concerns about noise and dust pollution, loss of scenic views, loss of sunlight if trees were to be planted, loss of frequent walking routes, loss of shooting areas and disruption during construction. Biodiversity, this submission raises concerns environmentally: the submission raises concern about the potential impact the project will have on birds and animals in the area. The submission noted multiple instances of where they have witnessed wildlife in close proximity to their land parcel.</p>  |
| SB0049  | <p>This submission has a number of concerns in the following areas:</p> <p>Existing infrastructure, there is sufficient space on sections of the N24 from Cahir to Clonmel to enable road widening for traffic management. Safety, the road at Rathkeevin/New Inn Junction, Rathkeevin National School and at Barne Lodge should be widened as it is very dangerous when waiting to cross the road. The traffic is flying by and it's a constant worry that someone will plough into the back/front of your vehicle. Also, the submission asks if something can be done regarding overtaking in Section 1.</p>   |
| SB0050  | <p>This submission has a number of concerns in the following areas:</p> <p>Non-agri. material assets, if the corridor will be built according to the plans it will be located just beside their house or on their land which is not acceptable. Pollution, construction work will severely disrupt their living and all the families on their street, by constant noise pollution and traffic disruption. Congestion, when built it will bring lots more traffic within few meters from the residential area. Safety, the safety of their children will drop dramatically which is their main concern. They won't be able to walk to school anymore and car journey will take longer because of all extra cars and HGV/Trucks passing through. Public transport, a better solution to the corridors will be frequent bus connections from ABBOT/BOSTON/BULLMERS and other business parks to the main residential area in Clonmel, which significantly reduce traffic on N24 especially in rush hours. Existing Infrastructure, they feel adding additional lane on existing N24 will allow better connection between Clonmel town centre and residential area.</p>   |
| SB0051  | <p>This submission is from a group who represents 2,800 members across the southeast and wish for better rail connectivity. The submission questions why the rail option is not being looked at.</p>   |
| SB0052  | <p>This submission has a number of concerns, with regards to the Pink and Yellow Options, in the following areas:</p> <p>Community division; their neighbourhood is mostly very mature and are very close, therefore it is vitally important that their community is not divided. Natural beauty, this submission is concerned over the loss of their rural and very scenic area. Noise pollution; the area recently had hedgerows removed and now they are left very exposed, the stakeholder cannot imagine how any extra road noise could be tolerated. Biodiversity; Their boreen and neighbourhood is a haven for wildlife and they are very concerned how this proposed roadway would affect all of these creatures who make up such a cherished part of their boreen life. Cultural heritage; from a historical point of view, they are very proud to say that part of Charles Bianconi's route was along their boreen and it would be such a shame to lose this very unique and important part of our history and culture. Accessibility, This submission has concerns as should the new road go ahead it would mean that they could only turn left along the end of the boreen and would have to cross the railway lines. Presently the gates at this crossing are permanently locked and they can only cross when there is someone there with keys to open them. Social Isolation, they would feel completely disconnected from our life on the boreen, from their neighbours, from their friends, from their local pub, a place to gather socially. Health, should this road be constructed through their community it will have a long lasting and very detrimental effect on the mental health of the boreen's residents.</p> |
| SB0053  | <p>This submission has the same concerns as above mention in section SB0052.</p>   |

| Ref No. | Summary   |
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| SB0054  | <p>This submission has a number of concerns in the following areas:</p> <p>This submission has a range of concerns over Switch 7 which will divide the Ballyglasheen Boreen. Community Division; this will be a major disruption and divide a close-knit community in two. Several houses will be sandwiched between the existing rail-line and the proposed roadway, isolating them from their neighbours and restricting their access to the surrounding area. Noise pollution, the proximity of a major roadway will have a negative impact on the quality of life in the area due to raised sound levels. Property values, these will be negatively impacted as the peaceful nature of life in the area will be completely compromised. Privacy, the area will suddenly become much more accessible to people otherwise unfamiliar with the area and will open the area up as a target for burglary. CPO's, there is the very real prospect of some CPOs and the trauma of family homes requiring acquisition. Walking Routes, the Boreen is a part of a popular walking route from Kilsheelan, the proposed roadway will have a major impact on this resource. Environmental, there is a former dump located on the site near the Dog Control Unit. Health and Safety, there are serious health and safety issues to be addressed if this area is being disrupted. Biodiversity, there is an abundance of wildlife in the area and there are wetland areas (missing from the study maps) that flourish in winter. Public Transport, the proposed roadway is likely to increase traffic when we should be looking instead to public transport. Cultural heritage, the Ballyglasheen boreen known as 'Piccadilly' is on the old Bianconi Clonmel/Dublin route, this is a historical feature that should be preserved and promoted rather than being destroyed.</p> |
| SB0055  | This submission has suggested to continue to use the management route with better sustainable transport options such as bike routes and more bus routes.  |
| SB0056  | This submission has suggested to continue to use the management route with better sustainable transport options such as bike routes and more bus routes.  |
| SB0057  | The purpose of this submission is to object to all the proposed corridors in this project with the possible exception of the option to upgrade the existing N24. These new options carry with them negative impacts that are totally unacceptable, namely impact on the environment, impact on economic wellbeing of farmers and other businesses and on householders, impact on the mental wellbeing of all those working and living within the study area. The apparent lack of consideration of alternatives such as rail transport is a glaring omission especially in the current climate. In addition, from an agricultural point of view the removal of vast amounts of highly productive land in such a fertile part of the country is hugely questionable given the governments stated objectives to increase food production.   |
| SB0058  | Completed feedback form.  |
| SB0059  | Completed feedback form.  |
| SB0060  | Completed feedback form.  |
| SB0061  | Completed feedback form.  |
| SB0062  | Completed feedback form.  |
| SB0063  | Completed feedback form.  |
| SB0064  | This submission has raised concerns as their house is extremely close to the N24. The stakeholder is very nervous about the road being widened into their home.   |
| SB0065  | Completed feedback form.  |
| SB0066  | This submission has highlighted a historic place of interest - IRA and Free State in July/August 1922.  |

| Ref No. | Summary  |
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| SB0067  | Completed feedback form.   |
| SB0068  | Completed feedback form.   |
| SB0069  | Completed feedback form.   |
| SB0070  | Completed feedback form.   |
| SB0071  | Completed feedback form.   |
| SB0072  | Completed feedback form.   |
| SB0073  | Completed feedback form.   |
| SB0074  | This submission states the project is badly needed.  |
| SB0075  | Completed feedback form.   |
| SB0076  | This submission has stated that they are living in a very built-up area and they don't want the extra fumes, it is bad enough as is.   |
| SB0077  | This submission noted a listed building of historic significance in a highly biodiverse demesne of great value & amenity locally. Pink & Cyan Options affect this listed building, its biodiversity, animal life, bird life & aspect in the ancient river valley.  |
| SB0078  | This submission states they live in a community cluster of houses, residential and business, with families of 3rd generation, dating back 100 years. There is also overhead power lines and a level crossing. The residential houses are over 100 years old. Back in 1800 this route "Ballyglasheen Rd." was the main road on the "Bianconi Stagecoach" from Hearn's Hotel in Clonmel to Dublin - it's of historical importance so needs to be preserved. Option of choice Management (Green) Option Corridor N24 otherwise Management (Green) Option Corridor switch node AN to AK & bypass Kilsheelan Village.   |
| SB0079  | This submission states that the Pink & Yellow Options affect houses, businesses, agricultural land in daily use, in their area. Some of the houses are 3rd generation families living here, dating back over 100 years. There is a huge community spirit here on this boreen, longstanding relationships. One home is more than 120 years old (Foundations of concern) overhead powerlines and quarry present. The stakeholder uses the agricultural land for grazing. Their boreen is of historical importance and must be maintained - Piccadilly Road used by Bianconi. They would prefer their landscape to remain untouched. The submission is in favour of the Management (Green) Option Corridor N24 with improved Public Transport and with Switch Node AN to AK to bypass Kilsheelan Village. |
| SB0080  | This submission states that there is a significant bat population at their home, colony flight path at their home. There is a main Bord Gáis gas line crossing their road. The proposed works will cause an obstruction of view of Slievenamon and have environmental impacts on wildlife and flora.   |
| SB0081  | This submission states they are dairy farmers near Deadman's Boreen and they object to the project.  |
| SB0082  | Completed feedback form.   |

| Ref No. | Summary   |
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| SB0083  | This submission states they live in a community cluster of houses, residential and business, with families of 3rd generation, dating back 100 years. There is also overhead power lines and a level crossing. The residential houses are over 100 years old. Back in 1800 this route "Ballyglasheen Rd" was the main road on the "Bianconi Stagecoach" from Hearn's Hotel in Clonmel to Dublin - it's of historical importance so needs to be preserved. Option of choice Management (Green) Option Corridor N24 otherwise Management (Green) Option Switch node AN to AK & bypass Kilsheelan Village.  |
| SB0084  | Completed feedback form.  |
| SB0085  | This submission has stated that they are living in a very built-up area and they don't want the extra fumes, it is bad enough as is.  |
| SB0086  | This submission states that there is a large bat colony running along the Cyan Option up towards Ballypatrick. Main gas pipeline also in this area. Proposed route blocking views of Slievenamon.   |
| SB0087  | This submission states that they have a new build house which is already close to the existing road and their house would be destroyed if the existing road was widened.  |
| SB0088  | Completed feedback form.  |
| SB0089  | The landowner's property is located between two Option Corridors. The potential impact of these proposals on their home and farm is greatly concerning to them. This submission wishes to inform the project design planners of the following aspects in relation to the potential design of the Option corridors going forward. Their property consists of residential houses and a working farm business. Their farm was affected by the current N24 road being developed leaving them with the farmland divided, the loss of land area, the front garden of a house being minimised and the visual aspect of the entrance to property was demolished. Even though their separated fields are only across the road, due to the current road layout the landowner has to detour to access these fields by road which is neither environmentally friendly nor economical. The road also brought the traffic closer to the main house inducing noise and vibration impacts. Privacy is also of major concern to the landowner at the front of the house and the landowner does not wish to lose what peace and privacy they retain at the rear of their house as the Yellow Option Corridor proposal suggests. This would possibly make the home an island among roads in the process. The submission noted that local residents reported concerns regarding interactions with those involved in the previous N24 project. This landowner hopes for a better experience in all communication on this occasion with people who are affected. Fundamentally, they feel they have already given enough of their property to previous infrastructure developments and they are immensely disappointed that they might be impacted yet again by these new proposals. Another concern of the landowner is the viability of their farm. If additional infrastructure is developed in the area the submission states that the value of the land would decrease. The farmlands require HGV access to allow for business operations. The segregation of lands do not just impact the farming operations according to the submission but will also disrupt the family's connectivity. |
| SB0090  | Completed feedback form.  |
| SB0091  | This submission states that their boundary wall is not their actual boundary. The boundary to their land is approx. 1-2 meters to the right of that wall. This is mapped out in the deeds of their house with an engineer's report. The stakeholder has requested the project team to speak to them personally regarding Clonmel road Links 1.  |

| Ref No. | Summary   |
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| SB0092  | Completed feedback form. The submission also highlights “black spots” along the existing 2+1 between Piltown and Mooncoin and questions if cows will still cross the N24 outside of Mooncoin twice a day.               |
| SB0093  | Completed feedback form. This submission states that they live beside the railway track and thought they would never have to worry about CPO etc. The stakeholder is very disappointed and would like some reassurance. |
| SB0094  | This submission states that the Cyan Option would be on top of their home and cut off access to town.   |
| SB0095  | Completed feedback form.  |
| SB0096  | Completed feedback form.  |
| SB0097  | Completed feedback form.  |
| SB0098  | Completed feedback form.  |
| SB0099  | Completed feedback form.  |
| SB0100  | Completed feedback form.  |
| SB0101  | Completed feedback form.  |
| SB0102  | Completed feedback form.  |
| SB0103  | Completed feedback form.  |
| SB0104  | Completed feedback form.  |
| SB0105  | Completed feedback form.  |
| SB0106  | Completed feedback form.  |
| SB0107  | Completed feedback form.  |
| SB0108  | Completed feedback form.  |
| SB0109  | Completed feedback form.  |
| SB0110  | Completed feedback form.  |

| Ref No. | Summary                  |
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| SB0111  | Completed feedback form. |
| SB0112  | Completed feedback form. |
| SB0113  | Completed feedback form. |
| SB0114  | Completed feedback form. |
| SB0115  | Completed feedback form. |
| SB0116  | Completed feedback form. |
| SB0117  | Completed feedback form. |
| SB0118  | Completed feedback form. |
| SB0119  | Completed feedback form. |
| SB0120  | Completed feedback form. |
| SB0121  | Completed feedback form. |
| SB0122  | Completed feedback form. |
| SB0123  | Completed feedback form. |
| SB0124  | Completed feedback form. |
| SB0125  | Completed feedback form. |
| SB0126  | Completed feedback form. |
| SB0127  | Completed feedback form. |
| SB0128  | Completed feedback form. |
| SB0129  | Completed feedback form. |
| SB0130  | Completed feedback form. |

| Ref No. | Summary                  |
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| SB0131  | Completed feedback form. |
| SB0132  | Completed feedback form. |
| SB0133  | Completed feedback form. |
| SB0134  | Completed feedback form. |
| SB0135  | Completed feedback form. |
| SB0136  | Completed feedback form. |
| SB0137  | Completed feedback form. |
| SB0138  | Completed feedback form. |
| SB0139  | Completed feedback form. |
| SB0140  | Completed feedback form. |
| SB0141  | Completed feedback form. |
| SB0142  | Completed feedback form. |
| SB0143  | Completed feedback form. |
| SB0144  | Completed feedback form. |
| SB0145  | Completed feedback form. |
| SB0146  | Completed feedback form. |
| SB0147  | Completed feedback form. |
| SB0148  | Completed feedback form. |
| SB0149  | Completed feedback form. |
| SB0150  | Completed feedback form. |

| Ref No. | Summary                  |
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| SB0151  | Completed feedback form. |
| SB0152  | Completed feedback form. |
| SB0153  | Completed feedback form. |
| SB0154  | Completed feedback form. |
| SB0155  | Completed feedback form. |
| SB0156  | Completed feedback form. |
| SB0157  | Completed feedback form. |
| SB0158  | Completed feedback form. |
| SB0159  | Completed feedback form. |
| SB0160  | Completed feedback form. |
| SB0161  | Completed feedback form. |
| SB0162  | Completed feedback form. |
| SB0163  | Completed feedback form. |
| SB0164  | Completed feedback form. |
| SB0165  | Completed feedback form. |
| SB0166  | Completed feedback form. |
| SB0167  | Completed feedback form. |

| Ref No. | Summary   |
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| SB0168  | This submission expresses concern in relation to Clonmel link Road 1. The submission highlights a major reason that they purchased their home was the safety that they would have. If a through road is implemented into their estate, it would drastically change the environment that children currently have. The submission informs that there has been a history of “anti-social” behaviour in their estate and the adjacent fields, and states that the addition of a link road, as proposed, would enable this to happen more frequently. Increased levels of noise, pollution, light and vibrations, both during construction and upon completion is also of concern to this submission. Mitigation measures would be unwelcomed to overcome these issues as it would impact the aesthetics of the housing estate also. The topic of design speed and speed limits then comes into question with specifics questioning the ability to monitor if speed limits are adhered to as to ensure safety. The submission is also concerned that if Clonmel Link corridor 1 were to be implemented that it would develop into an “rat run” for HGVs and other vehicles to use as quick access to the Carrigeen Business Park. The submission concludes that not everyone in the housing estate received a letter informing them about Public Consultation No.2 and that those who did received one a day prior to the in-person events taking place. |
| SB0169  | Completed feedback form.  |
| SB0170  | Completed feedback form.  |
| SB0171  | Completed feedback form.  |
| SB0172  | Completed feedback form.  |
| SB0173  | Completed feedback form.  |
| SB0174  | Completed feedback form.  |
| SB0175  | Completed feedback form.  |
| SB0176  | Completed feedback form.  |
| SB0177  | Completed feedback form.  |
| SB0178  | Completed feedback form.  |
| SB0179  | Completed feedback form.  |
| SB0180  | Completed feedback form.  |
| SB0181  | Completed feedback form.  |
| SB0182  | Completed feedback form.  |
| SB0183  | Completed feedback form.  |

| Ref No. | Summary                  |
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| SB0184  | Completed feedback form. |
| SB0185  | Completed feedback form. |
| SB0186  | Completed feedback form. |
| SB0187  | Completed feedback form. |
| SB0188  | Completed feedback form. |
| SB0189  | Completed feedback form. |
| SB0190  | Completed feedback form. |
| SB0191  | Completed feedback form. |
| SB0192  | Completed feedback form. |
| SB0193  | Completed feedback form. |
| SB0194  | Completed feedback form. |
| SB0195  | Completed feedback form. |
| SB0196  | Completed feedback form. |
| SB0197  | Completed feedback form. |
| SB0198  | Completed feedback form. |

| Ref No. | Summary  |
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| SB0199  | <p>The following submission was made on behalf of a residents' association within Carrick-on-Suir. The submission addresses the fact that a motion was passed by Carrick-on-Suir Town Council on 13th December 2010 as follows: That "the elected members of Carrick-on-Suir Town Council calls on South Tipperary County Council and The National Roads Authority to disband the current process of replacing the existing preferred Carrick-on-Suir N24 Bypass route. The Association is disappointed to see that the Cyan Option Corridor is still being considered as a potential transport solution for the town of Carrick-on-Suir. The residents' association who issued this submission previously campaigned to reinstate what was the Pink Option from previous projects. The major concern that the residents' association has is with regards to the impact that the project potentially has on the people of Carrick-on-Suir. The submission also states that the majority of the residents were not contacted directly regarding the Public Consultation No.2and that they are aware that numerous letters were not delivered due to an administrative error. The submission states that the allocated time for public consultation was not long enough and that the maps displayed were confusing to most people and residents effected and in particular the switching system was complicated. The residents' association state in their submission that they are in possession of correspondence sent by Kilkenny County Council clearly stating that this "walk over" would take place on route corridors under consideration before the second consultation, yet state "for your staff to access private property the land must first be subject to a CPO or permission granted from the landowner. We are not aware of this taking place". The submission follows on expressing its concern regarding the impact that specific Options would have on the economic viability of Carrick-on-Suir, highlighting the Carrick-on-Suir Regeneration scheme. The submission raises the need for a more sustainable solution including provisions for Active Travel and public transport. The issues relating to the sustainable transport solutions then transitions to the discussions pertaining to the impact of new road infrastructure will have on the climate.</p> |
| SB0200  | Completed feedback form.   |
| SB0201  | Completed feedback form.   |
| SB0202  | Completed feedback form.   |
| SB0203  | Completed feedback form.   |
| SB0204  | Completed feedback form.   |
| SB0205  | Completed feedback form.   |
| SB0206  | Completed feedback form  |
| SB0207  | Completed feedback form.   |
| SB0208  | Completed feedback form.   |
| SB0209  | Completed feedback form.   |
| SB0210  | Completed feedback form.   |
| SB0211  | Completed feedback form.   |

| Ref No. | Summary                  |
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| SB0212  | Completed feedback form. |
| SB0213  | Completed feedback form. |
| SB0214  | Completed feedback form. |
| SB0215  | Completed feedback form. |
| SB0216  | Completed feedback form. |
| SB0217  | Completed feedback form. |
| SB0218  | Completed feedback form. |
| SB0219  | Completed feedback form. |
| SB0220  | Completed feedback form. |
| SB0221  | Completed feedback form. |
| SB0222  | Completed feedback form. |
| SB0223  | Completed feedback form. |
| SB0224  | Completed feedback form. |
| SB0225  | Completed feedback form. |
| SB0226  | Completed feedback form. |
| SB0227  | Completed feedback form. |
| SB0228  | Completed feedback form. |
| SB0229  | Completed feedback form. |
| SB0230  | Completed feedback form. |
| SB0231  | Completed feedback form. |

| Ref No. | Summary   |
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| SB0232  | Completed feedback form.  |
| SB0233  | Completed feedback form.  |
| SB0234  | Completed feedback form.  |
| SB0235  | Completed feedback form.  |
| SB0236  | Completed feedback form.  |
| SB0237  | Completed feedback form.  |
| SB0238  | Completed feedback form.  |
| SB0239  | Completed feedback form.  |
| SB0240  | Completed feedback form.  |
| SB0241  | Completed feedback form.  |
| SB0242  | Completed feedback form.  |
| SB0243  | Completed feedback form.  |
| SB0244  | This submission relates to the expansion of Carrick-on-Suir , that a bypass road so close to the town would prevent expansion in the future so the Yellow Option Corridor seems to facilitate future town plans better, especially the other options are so close to the existing N24, journey to Kilkenny wouldn't be changed.   |
| SB0245  | This submission has a number of concerns in the following areas:<br>Agri. material assets; they are dairy farmers and have recently invested to increase their holding, their land is along the Cyan Option and they need every acre to continue. Walking routes, the area is widely used by residents as a walking and cycling recreation route. Public transport, there is a huge demand for and need to upgrade both the train and bus services from Carrick-on-Suir to Clonmel and Waterford. Upgrade of the existing N24 to include passing lanes, is the most sensible, cost effective way forward. |
| SB0246  | Completed feedback form.  |
| SB0247  | This submission states, “from having siblings in the study area, a new route further north of the existing N24 would make a lot more areas accessible and links to Kilkenny would be easier”.   |

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| SB0248  | <p>This submission states that the stakeholder has strong opposition to the proposed project with concerns in the following areas; Non Agri material assets, the thought of losing their family home. Biodiversity; that both habitats and species will be greatly impacted. the construction process will have a negative impact on the river Lingaun (which is a part of the lower River Suir SAC), and there could be knock on affects to the Freshwater Pearl Mussel, Opposite Leaved Pondweed, Salmon fry, Bats, Grey Herons, Mute swans, Hares, Pheasants, stoats, buzzards, Mink, badgers, Foxes, Frogs, Common Lizard and Kestrels.</p>   |
| SB0249  | <p>This submission has a number of concerns in the following areas:</p> <p>Agri. material assets; the landowner has an intensive dairy farm which he and his son run along with a number of employees,. Some of the route options sever the farm which they say would result in the decimation of their farming for them and future generations. Cultural heritage; there are historical monuments in the area .. Biodiversity; they live in a very scenic biodiverse area with an abundance of wildlife and waterways.</p>   |
| SB0250  | <p>This submission has a number of concerns in the following areas:</p> <p>Agri. material assets, the Pink and Yellow Options pass directly through their family landholding and home. They are in favour of improvements to transport infrastructure in South Tipperary and between Waterford and Limerick cities. Community division, route is potentially creating a physical barrier for a long established and integrated community. The residents in this area consider themselves an integrated community, with long standing and daily interactions. Walking Route the road serving their home is part of a popular walking amenity for the people of the wider area. The road creates a loop walk in the area. Environment, this section of the route potentially impacts seasonal wetlands. This section of the route potentially disturbs a former municipal dump site. Noise pollution, the potential proximity of this section of the route to a residential area with a relatively high density of homes would appear incompatible due to noise arising from the proposed route. Cultural heritage, this proposed section of the route may impact what they believe to be an historical roadway dating back to and utilised by Charles Bianconi. It would be their intention to object to the proposed Pink and Yellow Options should they emerge as the preferred route. They would seek to engage the services of planning, environmental, ecology and any other relevant consultancy to explore some of the points noted above and any other relevant points to ensure all relevant issues are highlighted and all regulations are followed as required e.g. EU Environmental and Habitat Directives and Regulations, and Irish Planning laws and processes etc.</p> |
| SB0251  | <p>This submission has a number of concerns in the following areas:</p> <p>Agri. material assets; their farm is a Tillage/Beef farm. Stresses that the government are trying to get farmers to grow grain to support the country but yet they will build a road through prime cereal growing land. They are dependent on the land for their income.. This will have a negative effect on them and quite possibly cause loss of business. Non-agricultural material assets, their dwelling house and outbuildings are old and do not have foundations, the submission questions how are these buildings going to withstand the construction of a road beside/behind it. Planning Permission; planning application is on hold. Carbon Emissions, the cost of building a new road will be well in excess of one billion euros, and while we will have more roads, we will have increasing traffic and therefore increasing greenhouse gas emissions. Alternative transport options should be prioritised and funded accordingly. If not, improving the existing N24 would be the least invasive to all concerned. If this road is built it will have a detrimental effect on communities, families and friends. Our society, amenities, scenery and everyday routes will no longer exist. Accessibility, If the road goes through their farm, there are questions as to how they will access their lands and water source.</p>   |
| SB0252  | <p>This submission strongly objects to the proposed route going through their land, as the corridors are passing through the site (that they have planning permission on) where they are building one family home, base unit for one farming business.</p>  |
| SB0253  | <p>This submission wishes to object on to the proposed new road corridor, colour code pink. Non-agri, material assets, the proposed route goes through their family home and farmyard. The house has been home to five generations of their family and is of significant importance. Agri. material assets, the proposed route is dividing and diminishing a working dairy farm, not only will the dairy be separated from lands north of the proposed route but the extent of the proposed route would subtract a considerable amount of the farm which could leave it as an unviable entity unable to support the stakeholder and their family. Biodiversity, a portion of the proposed route is going through an area of wet land (predominantly in Forestry) which may have environmental significance regarding certain flora</p>  |

| Ref No. | Summary  |
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|         | and fauna native to the locality. In summary, the destructive path of this proposed route would be devastating for them and destroy their farm and way of life, as well as other negative environmental impacts.   |
| SB0254  | Email from Kilkenny County Council informing the project team to a phone call received relating to the project.  |
| SB0255  | This submission would like to suggest that the Management (Green) Option Corridor is the option that should be chosen for the N24 Waterford to Cahir. As according to the submission, the majority of the existing roads could be widened and upgraded taking safety of car users and cyclists' needs into account. Better use of our public services should also be looked at our trains and bus timetables need to be increased to accommodate more people and our railway lines could carry more containers which would take a lot of our lorries off the existing road. Their land would be affected if the Cyan Option is chosen. They personally feel it is shameful that a new road would cut through them as farming is hard enough without extra time being added to their daily lives to care for their stock. Surely it must be economically and environmentally better to just upgrade what we currently have.         |
| SB0256  | This submission expresses concerns regarding the Offline Option Corridors surrounding Ballyglasheen. The issues highlighted in this submission pertain mainly to the safety issues concerning the Ormand Store's Junction adjoining of the N76 and the R706. As any additional road infrastructure that does not address the safety issues at the junction in the eyes of the submission fails to address the project's goal S1 (the project to reduce the potential frequency and severity of accidents). Along with the over-arching concerns of safety the submission questions environmental aspects such as noise and air pollution from induced traffic in the area. There are also concerns regarding accessibility and social inclusion highlighted within the submission that discuss the impact to the amenity of the boreen which is used for leisure purposes and benefits the mental health of the community.         |
| SB0257  | This submission is on behalf of a club re the N24 route corridor route. They are one of the largest sporting organisations in the area with top class facilities benefited by different ages both male and female. The clubs supports existing walkways, cycle tracks and running areas benefited by the community and its residents. The club has numerous representations from parent and children of the impact of the proposed Cyan Option Corridor dissecting the Deadman's Boreen, a very popular and safe 5 kilometre of natural beauty walk/route through Ballyrichard road along the Deadman's boreen and into the Cregg Road and into town. Many of the club members are regular users of this 5km loop and are concerned this wonderful walking amenity will be lost to them. Carrick-on-Suir is a socially disadvantaged town and needs all its amenities and more to safe guard the areas physical and mental health. |
| SB0258  | Submission from a consultant engineer representing the owner of a demesne landscape. That highlights the strategic context of the demesne whilst discussing the demesne in relation to the Option Corridors of the N24 Waterford to Cahir Project. The submission then points out all relevant National Monuments and Archaeological Considerations that are within close proximity to the option corridors and the demesne's outline. There is then a section in the submission dedicated to architectural heritage considerations which discusses protected structures and a wider cultural aspect. The final aspect discussed in the submission was the biodiversity in the area.   |
| SB0259  | This submission states that options Cyan and Yellow Option Corridor would materially and adversely affect their land and home as it is located close to the centerline of both options. The development will cause a significant deterioration and loss of quality of life should a roundabout or interchange be built in the vicinity. There will be significant negative environmental impacts especially with respect to noise, air, light, drainage and the loss of habitat in what is a wildlife rich area. The northern boundary of both corridors is encroaching on their land. The avenue to their house consists of an electric gate system and recently laid tarmac which will all be affected by the Works.   |
| SB0260  | This submission has requested more information on this matter, their property is right next to one of the proposed corridors.  |

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| SB0261  | This submission states their house is directly affected and in particular by the Cyan and Pink Option Corridor.   |
| SB0262  | This submission refers to the proposed routes for the 'Clonmel Links Corridors' and particularly, proposed 'Route 3' identified between Cashel Road and Fethard Road (N24 Waterford to Cahir). It is noted that this route would ultimately provide a link with the 'Pink Option Corridor' proposed N24 corridor and connect with the existing roundabout on the Cashel Road. The stakeholder requests that this proposed alternative link route replace the existing proposed link route between the Fethard Road, and Cashel Road as outlined in the current Clonmel and Environs Development Plan 2013, as this would no longer be needed.   |
| SB0263  | This submission is opposed to both the Cyan and Pink Option Corridor presented as part of the Alternatives and Options presented during the Public Consultation No.2. The comments within the submission are regarding alternative modes of transport that could be utilised as part of a preferred transport solution. The submitter's family has a strong historical link to the area that is of concern to them. There is frustration expressed in the submission regarding the duration that the consultation was undertaken in. The submission concludes highlighting a preference for an upgrade of alternative modes of transport or an upgrade of the existing N24.   |
| SB0264  | This submission is opposed to a Switch corridor, as their home is on the proposed link. They think it's 'an absolute disgrace' to even propose to knock down family homes to build a road.  |
| SB0265  | This submission states the following: The stake holder does see the reason for the new N24 but sees it as a pity that good land is used for the project when other less extensive corridors are available. On the environment, if the project does go ahead that public transport like the bus and rail networks would have to be upgraded to suit commuters travelling to Waterford and in the opposite direction.   |
| SB0266  | This submission does not support the Cyan or the Pink Option Corridor, as these Options traverse through this person's lands. There are also multiple different transport alternatives in close proximity to these proposed options. As stated in the submission there is a road, a rail line and a greenway all in close proximity to each other in Section 3.   |
| SB0267  | The submission has several concerns in the following areas: safety issues around the Ormond Stores junction, it is known for a number of serious accidents and in relation to how the community will be able to cross the N24 safely. Health hazards are posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the impact to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the community/ village. Population, the community is close knit with a significant elderly population. The long term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime. |
| SB0268  | The submission has concerns with the Yellow Option regarding the impact on people's property and the impact to the visual landscape. The project to date has caused a lot of stress on the mental health of the submitter. The submission has a preference for the Management (Green) Option.   |
| SB0269  | The submission has several concerns in the following areas: safety issues around the Ormond Stores Junction, it is known for a number of serious accidents and in relation to how the community will be able to cross the N24 safely. Health hazards are posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the impact to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the community/village. Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime.  |
| SB0270  | The submission has concerns around, property ownership.   |

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| SB0271  | This submission objects to the Clonmel Road Link no.4 that was on display as part of Public Consultation No. 2.   |
| SB0272  | The submission expresses concern regarding the construction of a dual carriageway in Section 4 and has issues regarding one of the local businesses in Section 4. The Submission also highlights that the proposed Option Corridors have caused great anxiety for the submitter's family.   |
| SB0273  | The submission has concerns around the impact on commercial and residential property as their family has an historical presence in the area. The submission requests that alternative modes of transport are reviewed as to not impact the existing visual landscape. The submission also comments on how on the short notice landowners had been given in relation to the Public Consultation. |
| SB0274  | The submission has concerns around noise pollution, the severance of the community in Section 4 and induced noise in the area and finally the impact to wildlife in their area. This submission prefers the Management (Green) Option.  |
| SB0275  | The submission made by an NGO has concerns around car centric projects. The submission details issues pertaining to the impact that the Ukrainian Conflict is having on energy prices and the impact that transport systems have on the environment and climate.  |
| SB0276  | This submission, made by an organisation with an interest in rail infrastructure is requesting information regarding the consideration of viable transport alternatives other than road based solutions.  |
| SB0277  | The submission is requesting a landowner drawing of lands in relation to Option Corridors.  |
| SB0278  | The submission has concerns with the Pink and Cyan Options around the impact to ground water courses, issues with a global food crisis, the impact on agricultural production, loss of lands and the impact on the aesthetics of the landscape. This submission also has preference for upgrading the existing N24.   |
| SB0280  | The submission has concerns with the Cyan Option regarding the impact on lives of the community in Section 1. The submission has a preference for the Management (Green) Option, as according to the submission it's more sustainable and it will cause the least amount of disruption to the community.  |
| SB0281  | The submission by a consultant engineering firm representing a business expressing its support for all Option Corridors north of the River Suir.  |
| SB0282  | The submission has concerns regarding investment into Active Travel and public transport.   |
| SB0283  | The submission is enquiring if any of the Options that are on display as part of Public Consultation No.2 the have been discounted.   |
| SB0284  | The submission has concerns around community severance, the impact on their property, alternative modes of transport such as rail and bus services in the locality and the increased amount of air and noise pollution as a resultant of additional road infrastructure.  |
| SB0285  | The submission has concerns around; alternative modes of transport, rail network, property, road engineering, transport investment and cost of the project.   |
| SB0286  | The submission has concerns around indirect impacts to property such as increased noise.  |
| SB0287  | The submission has concerns surrounding the impact on farmlands.  |

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| SB0288  | <p>This submission is a detailed report made on behalf of a landowner representative regarding engineering – the number of road crossings and the potential impact that could be the resultant of said crossings. The number of Watercourse crossings that each Option corridor has. The possible impact to residential properties within each Corridor. The interaction between each Option Corridor and the rail network. The conflict between the Option Corridors and services and utilities in the study area. There are also detailed reports regarding the impact to geology, hydrogeology, biodiversity and existing constraints that the Option Corridors impact. The overarching point of the submission is highlighting the impacts that the Yellow and Pink Options as they would likely have a significant impact from a biodiversity aspect in terms of habitat loss and fragmentation. According to the submission the habitat value and wildlife within the Yellow and Pink Option Corridors are more valuable in terms of habitats and ecosystems, as evidenced from bat landscape suitability, highlighted in the ecology report appended to the submission. A greater level of detail would be required for ecological features potentially affected by the Yellow and Pink Options, taking account that, in future Environmental Impact Assessment scoping will inevitably be proportionate to the scale of the development and complexity of its potential impacts on ecological features according to the submission. Higher level of ecological assessment detail would therefore be required for the Yellow and Pink Options than for the other Options. Additionally, the submission notes that the Yellow and Pink Options could be challenged more easily going forward. The submission notes that in the CIEEM (2019) that the first principle in the ecological impact assessment process is 'Avoidance' - Seek options that avoid harm to ecological features (for example, by locating on an alternative site). To support implementation of our national biodiversity strategy and national planning policies for safeguarding biodiversity, avoiding the Yellow and Pink Options is obviously the best option for delivery of the project in the most ecologically sustainable manner.</p> |
| SB0289  | <p>The submission by a club has concerns with the Cyan Option around, The maintenance of Active Travel facilities in the Boreen.</p>  |
| SB0290  | <p>The submission requests clarification regarding the impact to their property.</p>  |
| SB0291  | <p>The submission has concerns with the Cyan Option around, Active Travel, impact on walking routes. Submission also has a preference for the Pink Option, due to a number of benefits from passing trade, accessibility.</p>   |
| SB0292  | <p>The submission was made by a sports club has a number of concerns over the impact of the Cyan Option Corridor, the maintenance of all green community facilities in particular those relating to Active Travel as well as an increase in alternative travel infrastructure investment to decrease localised traffic. Finally, there is a preference for a route closest to town as it would improve access and safety.</p>   |
| SB0293  | <p>The submission has concerns around, commercial, impact on property, farm operations.</p>   |
| SB0294  | <p>The submission is enquiring for further information regarding specific design criteria that will not be available until Phase 3 of the project.</p>  |
| SB0295  | <p>The submission has concerns around policy, population, the route divides the community, the environment and flooding.</p>  |
| SB0296  | <p>Email regarding a request for a call back in relation to the project.</p>  |
| SB0297  | <p>The submission has a number of concerns around to two potential options Pink and Yellow at nodes O-M including: Non-agri. material assets, loss of land, accessibility, access onto the N76/the new route, Cultural heritage, the regions connection to Bianconi. The submission also includes a number of suggestions for tackling the aforementioned concerns: The Pink Option from N-J, is rerouted at N and redirected to K instead. The Yellow Option from P-J, is rerouted at P redirected to K also, i.e. P-N-K Q-N-K-J-I N-J with slip road onto K. With regards to the new N-K, and P-K, use the N76 as is, or with widening. This section of the N76 is very safe and does not experience congestion. This section of the N76 also has a bridge over the Waterford —Limerick rail line, which can be advantageous. This avoids the new "Project" road N24 passing through wetlands, and affecting over 20 residents, as mentioned above.</p>   |

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| SB0298  | This submission has been made by a group that has concerns around previous preferred solutions for the N24. The submission states that they are in favour of bypasses to ease congestion in towns and villages. However, the group expresses its unease that a major road development is the optimal solution. According to the submission they believe this decision has been made because of the information available to date regarding the project. Overall, the group would ideally like to see the implementation of more efficient sustainable modes of transport to reduce greenhouse gas emissions.   |
| SB0299  | The submission made by a community group has concerns with the Pink, Yellow and Cyan Options around environmental and ecological impacts, the global food shortage and food vision 2030, the reduction and fragmentation of agricultural holdings. There are also concerns regarding the impact on landowners and the impact on rural communities. The submission also has a preference for alternative transport investment and the upgrading the existing roadway.   |
| SB0300  | This submission expresses concerns around the Cyan Option: The effect of the route on the Deadman's boreen, Active Travel amenity. The impacts of development in the Boreen, by reducing outdoor environments and wildlife. The Submission has a preference for the Pink Option.   |
| SB0301  | The submission has several concerns in the following areas: safety issues around the Ormond Stores Junction, it is known for a number of serious accidents and in relation to how the community will be able to cross the N24 safely. Health hazards are posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the impact to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the community/village. Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime. |
| SB0302  | The submission has a number of concerns over the Yellow Option. The previous N24 scheme resulted in them loosing lands, further loss of land and the effect development may have on planning permission. There is also concerns regarding access to fields, noise pollution, and loss of privacy.  |
| SB0303  | The submission has concerns with the Yellow Option around, agricultural material assets, impacts on the property and the viability of farming operations, the impact on flora and fauna, climate change, human health, impact on mental health. The submission prefers upgrading the existing N24.   |
| SB0304  | The submission has a preference for the Pink Option as, it is close to Carrick-on-Suir and will encourage economic growth in the town. The submission is also concerned with the Cyan and Yellow Options as they are further from town and is likely to be more expensive.   |
| SB0305  | Completed feedback form outlining that their property is within the Management (Green) Option Corridor and the Cyan Option Corridor and that the public transport is not efficient enough to use.  |
| SB0306  | This submission outlines that they received the letter notifying them that their lands are within one or more of the Option Corridors on the evening of the last day of the in-person Public Consultation event.   |
| SB0307  | The submission has concerns regarding alternative transport modes, the Boreen walk and cycle route, public transport, increased carbon emissions and the cost of the project to date. The submission has a preference for the Pink Option, due to the lower impact on both the natural and urban environments, positive impact on traffic, better value.   |
| SB0308  | The submission requests a copy of the project brochure.  |
| SB0309  | Completed feedback for. The submission expresses a preference for the Yellow Option.   |

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| SB0310  | The submission expresses concerns with the Yellow Option around, impacts to national monuments, environmental impacts, ecological, biodiversity, landscape, economic. Submission also has a preference for the Management (Green) Option. |
| SB0311  | The submission has concerns with the Cyan and Yellow Options around, environmental issues, Active Travel, cultural heritage, human health. The submission expresses a preference for Management (Green) Option Corridor.                  |
| SB0312  | The submission objects to the project, with concerns surrounding agricultural land, increased emissions, traffic and public transport.  |
| SB0313  | The submission has concerns with the Yellow Option around, Ecological impact, flora, fauna, geologically sensitive features, flooding, the impact on local business, agricultural lands and agricultural operations.                      |
| SB0314  | Request for a further meeting face to face as not satisfied with responses received at Mooncoin Public Consultation.  |
| SB0315  | This submission has concerns with the Cyan Option around, biodiversity, impact on the ecological value of the area. Noise and air pollution, the impact on property value and the impact on the rural tranquil area.                      |
| SB0316  | The submission supports the project and states “it is urgently needed”.   |
| SB0317  | The submission is requesting a landowner drawing of lands in relation to Option Corridors.  |
| SB0318  | Email from Kilkenny County Council regarding a request for a call back.   |
| SB0319  | The submission has a preference for investing in the rail network, with the aim of electrifying rail to lower its carbon impact.  |
| SB0320  | This submission has concerns with the Yellow and Cyan Options around commercial viability, geology, access to infrastructure, ownership and planning permission.  |
| SB0321  | Email from Kilkenny County Council regarding a request for a call back from a landowner representative.   |
| SB0322  | The submission has concerns with the Yellow Option around, impact on property and quality of life.  |
| SB0323  | This submission has concerns around, non-agricultural material assets, the potential increase noise, increased risk of traffic incidents.   |
| SB0324  | Clarification regarding registered landowner.   |
| SB0325  | This submission is from a landowner whose lands are within one or more of the Option Corridors. They are requesting for clarification as to what lands are impacted.  |
| SB0326  | Completed feedback form and the submission has expresses concerns around their impact on property and business.   |

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| SB0327  | The submission objects to the project.  |
| SB0328  | The submission has concerns around, alternative proposals to the Option Corridors that were presented as part of the Public Consultation No.2. There are also concerns regarding the rail network impacts to property, suggestions regarding road engineering, opinions regarding investment with regards transport infrastructure and cost of the project.   |
| SB0329  | Completed feedback form with a request for a call from the project team regarding impact to lands.  |
| SB0330  | This submission has concerns with the Yellow Option around, the impact on their property specifically noise pollution, the impact on road safety, population, impact on the community. Submission has a preference for the Management (Green), Pink and Cyan Options.   |
| SB0331  | The submission has concerns about the impact on their farm and their lands and the impact to the landscape and air pollution.   |
| SB0332  | The submission has concerns regarding the impact of any potential development on trees surrounding their property. According to the submission if the trees are removed the farm will be unable to continue its current operations.   |
| SB0333  | Completed feedback form.  |
| SB0334  | The submission has concerns with the Yellow Option around carbon dioxide emissions as a result of new road development. The impact of the reduction of oxygen generation and carbon absorbing flora, Cultural heritage impacts on historical artefacts and sites in the area. Environmental impacts on the environment and climate change. Impact of the Suir on the development. Economic, impact on livelihoods and properties, agricultural material assets, impact on farmland in the area. Submission also expresses a preference for upgrading the existing N24.            |
| SB0335  | The submission has concerns around safety and 'blind bend accesses' onto the N24.   |
| SB0336  | This submission was made by a landowner representative and has concerns around the Cyan Option including cultural heritage, non-agricultural material assets. There are also concerns expressed regarding flooding.   |
| SB0337  | The submission has a preference for the Cyan Option Corridor, as according to the submission it has the least number of impacts.  |
| SB0338  | The submission was made by a landowner representative stating that the duration of Public Consultation No.2 is insufficient to make a meaningful submission.  |
| SB0339  | The submission objects to the project and has concerns around, economic, impact on livelihood and property. Environment, impact on the landscape.   |
| SB0340  | Completed feedback form expressing that all the proposed Options are too close to homes.  |
| SB0341  | The submission has concerns around the Yellow and Pink Option Corridors due to the impact on animal welfare and issues regarding operations. The proposals would dissect their business impacting the viability of operation: Field access, reduction of crop yields, the viability of primary farming operations. An impact on the performance of animals would also impact their value. There are also concerns regarding the impact on high quality lands, business and heritage, impact on sustainability of the area and the conservation of the region's cultural heritage. |

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| SB0342  | The submission has concerns with the Cyan Option surrounding the distance from the town of Carrick-on-Suir due to impact on business, impact on popular walking and cycling routes. The submission prefers the Pink Option due its close proximity to the town which means its impact on trade in town will be reduced.  |
| SB0343  | This submission highlights the potential impact the project would have on the submitters home and questions if the project's preferred transport solution will be out in Q2 of 2023.   |
| SB0344  | The submission has concerns around, Non-agri. material assets, impact on property, Environment, impact on peaceful and rural area, landscape, the area is popular among cyclists and runners, population, the road will have a negative impact on the community. Submission also expresses a preference for enhancing the existing N24.  |
| SB0345  | The submission has several concerns in the following areas: safety issues around the Ormond Stores Junction, it is known for a number of serious accidents and in relation to how the community will be able to cross the N24 safely. Health hazards are posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the impact to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the community/village. Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime. |
| SB0346  | Email from landowner requesting a call back from the Project Team.   |
| SB0347  | The submission has concerns with the Pink and Yellow Options around, agricultural material assets, impact on the property as well as the viability and operation of the farm.  |
| SB0348  | The submission has concerns with the Management (Green) Option around, Active Travel, footpaths and cycle paths, public transport specifically the rail line. Safety, history of traffic accidents, Traffic, inter-city traffic is comprised of tourist, agricultural and HGVs, high traffic flow and volume.  |
| SB0349  | The submission has concerns with the Yellow Option around, agricultural material assets and the impact on property.  |
| SB0350  | The submission has concerns with the Pink and Cyan Options around the impact on the Linguan Valley, which is a popular walking route amongst the community. Environmental impact on the special conservation areas and natural heritage amenities. Flooding and the impact on biodiversity. Pollution, air, noise and light. Impact on water supply, Traffic, speed and HGVs. Submission has a preference for the Management (Green) Option, investment in Active Travel, public transport and demand management.  |
| SB0351  | The submission is confirming a landowner meeting occurred between the landowner and the Project Team.  |
| SB0352  | The submission has a preference for upgrading the existing N24 and investing it the rail network.  |
| SB0353  | The submission has concerns around, Traffic increasing, property values decreasing, safety, the increase in traffic will pose a greater risk to children playing in the area, noise pollution.   |
| SB0354  | The submission has concerns with the Yellow Option Corridor. The submission also expresses a preference for the Management (Green) Option.   |

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| SB0355  | This submission has concerns with the Cyan and Pink Options around, non-agriculture material assets, impact on housing in Carrick-on-Suir and the surrounding landscape. Economic, high cost of the project, impact on businesses in Carrick if the town is bypassed redirecting footfall. Traffic, specifically relating to HGVs. Alternative travel, investment in cycleways and the rail network, impact on walks in the area. Environment, impact on wildlife and the eco-system, impact on climate change. Agri. material assets, impact on agricultural land, which should be protected particularly with the effects on the global food chain as a result of the war. Health, impact on mental health in the community. |
| SB0356  | The submission has concerns around, non-agricultural material assets, impact on property, human health and noise pollution.  |
| SB0357  | The submission has concerns with the Cyan Option around, Environment, impact on the untouched beautiful tranquillity of the area. Noise and air pollution. Impact on wildlife. Submission also expresses a preference for investment in public transport.  |
| SB0358  | The submission by a landowner representative on behalf of a landowner has concerns with the Yellow, Cyan and Pink Options around, Non-Agri. Material assets, impact on property. Agri. material assets, impact on high quality farmland, viability of farm/company operations, impact on value of property, impact on animal welfare, impact on farm access for machinery. Environment, pollution noise, light and air, impact on the landscape. Hydrological impacts, flood risks, drainage.  |
| SB0359  | This submission contains two completed feedback forms.   |
| SB0360  | The submission has concerns around, traffic, speed and high proportion of HGVs. Environmental, impact on flora and fauna in the area, SAC. Noise pollution. Submission also expresses a preference for traffic calming measures and investment in the rail network.  |
| SB0361  | The submission has concerns around the Management (Green) Option possibly being a motorway.  |
| SB0362  | The submission has concerns around access. Active Travel and the lack of pedestrian crossings. Also expresses a preference for a new road as opposed to upgrading the current road.  |
| SB0363  | This submission has information pertaining to a traffic survey between Clonmel and Kilsheelan. It also expresses concerns with regard to the SAC along the bank of the River Suir.   |
| SB0364  | The submission has concerns around, safety, the risk of the road passing by schools. Traffic, impact of traffic on school, at certain time of the day the road is densely packed. Active Travel, impact on families cycling and walking to/from school along a busy road. Population, impact on families in the community.   |
| SB0365  | The submission has concerns around, safety, the risks posed by the road's proximity to a primary school, increasing the risk of an accident. Also expresses a preference for a different road as it would be much more effective.  |
| SB0366  | The submission has concerns with the Yellow and Pink Options around, commercial, effect on property/land holdings, impact on the viability of the farm and on the quality of produce as a result of pollutants. Pollution, air. Impact on produce. Policy, National/Local level to encourage sustainable transport e.g. rail and local to protect the agricultural industry. The submission also expresses a preference for the Cyan and Management (Green) Options.   |
| SB0367  | The submission has concerns with the Cyan Option around, Impact on property.   |

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| SB0368  | The submission has concerns with the Management (Green) Option about traffic, in that the route will not solve traffic loading at peak hours on the inner relief road. Also expresses a preference for an outer relief road or ne N24 as it will deal with the problem.  |
| SB0369  | The submission has concerns with the Pink Option about several issues. Environment, impact on family and animals. Health, impact of the disruption on stress and mental wellbeing. Agri. material assets, farm would unviable. Pollution, noise and air.   |
| SB0370  | This submission was made with concerns in the following areas: Active Travel, increased number of walking and cycling. Cultural heritage, Environmental and Climate impacts; Suggests that opportunities to enhance local amenities and minimise impact on national monuments should be taken; Minimise impact on Natura 2000 sites; sustainable development; highlights impacts on ground water and floodplains; requests that the project preserves connectivity in communities along the N24; suggests that the impact the Option Corridors will have on Carrick-on-Suir; Discusses connection to the wider network, opportunities for growth, value; outlines the impact the project will have on the population, increase social inclusion, facilitate sustainable travel, improve connectivity between Limerick and Waterford, opportunities for place making; The submission also requests that efforts are made to reduce frequency and severity of collisions, reduce conflict with vulnerable road users and integration of the greater road network. These concerns where focused on the Cyan and Yellow Option Corridor. |
| SB0371  | The submission has concerns with the Yellow and Cyan Options around, the impact to the environment if hundreds of acres are 'bulldozed'. The submission also expresses a preference for Removing traffic from the N24, Investing in the rail network. The Management (Green) Option is this submission's preferred Option.   |
| SB0372  | The submission is seeking further information regarding specific design criteria or constraints to date.   |
| SB0373  | The submission has concerns with the Yellow and Cyan Options about access, on and off the 'motorway'. Non-agri. material assets, impact on property and its value. Pollution, noise, air, and light.   |
| SB0374  | The submission advises that the stakeholder found the maps on display as part of Public Consultation No. 2 difficult to read.  |
| SB0375  | The submission has concerns with, noise, traffic, safety, access and light pollution.  |
| SB0376  | The submission has concerns with Section 3, public transport investment, climate, overall impact of the project. Reducing the carbon footprint and greenhouse gas emissions. Population. Traffic. Agri. material assets, impact of the Yellow Option on farmland.  |
| SB0377  | Email from Kilkenny County Council informing the project team regarding landowners who are requesting a call back.   |
| SB0378  | The submission was made by a landowner representative who expressed their preference of the Pink Option Corridor, as this route best aligns with the Carrick-On-Suir regeneration plan where their business is located.  |
| SB0379  | This submission has concerns about the following, Alternative transport investment. Agri. material assets, the maintenance of the land to maintain existing cow to milk production ratios are essential for farm viabilities, there has been significant investment in dairy infrastructure. Plans, consistency with the town regeneration plan. The submission would also prefer the Pink Option Corridor.  |
| SB0380  | The submission has several concerns in the following areas: safety issues around the Ormond Stores Junction, it is known for a number of serious accidents, how will the community be able to cross the N24 safely. Health hazards posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the disruption to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the   |

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|         | community/village. Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime.   |
| SB0381  | The submission has concerns with the Pink and Yellow Option Corridor around; Population, impact on the community, which is close very knit, the routes will split the community in two; Active Travel, on safe and quite roads; Environment, impact on the landscape, flora and fauna, pollution, noise, cultural heritage, regions connection with Bianconi, access and the unmanned rail gates prevent crossing, health, impact on mental health.   |
| SB0382  | The submission has concerns around, traffic issues, safety and the previous designs of the existing N24.  |
| SB0383  | The submission has a preference for the Pink Option as, it is close to Carrick-on-Suir and will encourage economic growth in the town. The submission is also concerned with the Cyan and Yellow Options as they are further from town and more expensive.  |
| SB0384  | The submission has concerns around; Non-agri material assets, impact on property; Health, pollution, noise, landscape.  |
| SB0385  | The submission has concerns with the Cyan and Pink Options around; Environment, impact on wildlife in the area, the landscape, climate, agricultural material assets, impact on prime agricultural land, non-agricultural material assets, impact on property; Active Travel, popular walking trails in the area; Cultural heritage, impact on historic structures in the area. Also expresses a preference for a new bridge over the Suir, to improve traffic flow, make cycling and walking safer, as well as encourage business. |
| SB0386  | The submission by a sports club has concerns over the impact the Cyan Option will have on natural and Active Travel amenities and how this will affect the health of the community.   |
| SB0387  | The submission has concerns with the Pink Option Corridor around; Agri material assets, the impact on the farm, Noise pollution; Landscape, the route will disrupt the view; Active Travel, the route will make takeaway from walks in the area; Health, the impact of reduced physical activity and noise on mental health; Cultural heritage, protection of local historical structures. Also expresses a preference for improving public transport.  |
| SB0388  | The submission has concerns around; Non-agri material assets, impact on property; Health.   |
| SB0389  | The submission by a government body has concerns around; Geological heritage, impact on natural heritage areas and county geological sites, natural resources, minerals/aggregates, geochemistry of soils, surfaces waters and sediments.   |
| SB0390  | The submission by a law enforcement body has concerns with the Ormond Stores Junction around safety, there have been multiple road traffic incidents at the junction, traffic, due to the high incident rate HGVs and public transport vehicles must use alternative routes in order to avoid the junction.   |
| SB0391  | The submission was made by a club has a number of concerns over the impact of the Cyan Option as well as the maintenance of Active Travel amenities around the Deadman's Boreen.  |
| SB0392  | Submission from a landowner whose lands are within an Option corridor but wants confirmation that the Option stays north of the River Suir.   |
| SB0393  | The submission has concerns with the Clonmel Links Corridors around Safety.   |

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| SB0394  | The submission has concerns around Health, Noise and Air Pollution, Non-Agri material assets.   |
| SB0395  | The submission has concerns around Agri. and Non-agri. material assets concerning its impact on property and future developments.   |
| SB0396  | The submission has concerns with the Cyan and Yellow Option Corridors around; Agri. material assets, impact on properties, the economic viability of the farm; Environment, pollution, noise, air and light, drainage as well as impacts on wildlife and wildlife habitats in the area.   |
| SB0397  | The submission has a preference for the Management (Green) Option Corridor. Active Travel, the addition of cycle lanes would make the road much safer and more economical than adding more lanes to the road. Traffic, building roads will increase traffic while we are trying to reduce carbon emissions from road traffic. Public transport, investment in the rail link between Waterford and Limerick. Agri. material assets, the route will do the least amount of damage to prime agricultural lands.  |
| SB0398  | The submission has concerns around; Agri. material assets, impact on the viability of the farm, loss of land, property value and environmental sustainability. Environmental, impact on sustainability, biodiversity and landscape. Participation in REPS and GLAS. Impact on Climate Change. The submission also expresses a preference for the upgrading the existing N24, as it will do the least amount of damage to the surrounding area, farmland and community.  |
| SB0399  | The submission has concerns around; Population, the route will severely impact on the community; Non-agri. material assets, the bypass will harm local businesses by diverting footfall, properties will also be affected; Biodiversity, many species will suffer and die as a result of the constructions, Pollution, noise and light.   |
| SB0400  | This submission has concerns with the Cyan Option Corridor around; Biodiversity, impact on the ecological value of the area; Pollution, noise and air; Non-agri. material assets, impact on property value; Landscape, impact on the beautiful rural tranquil area.   |
| SB0401  | The submission has concerns around; Agricultural material assets, impact on the viability of the farm and property value; Cultural heritage, impact on heritage structures in the area; Biodiversity, impact on special habitats in the area.   |
| SB0402  | The submission has concerns with the Yellow Option Corridor around; Agri material assets, impact on the viability of the farm through impact on property; Noise and Pollution; Population, the route will split the community in two.   |
| SB0403  | The submission has concerns around; Non-agri. material assets, impact on access to/from the business from the route; Traffic, impact on traffic volume; Population, the business works with many families in the community; Active Travel, many in the community use the area to walk and cycle. Also expresses a preference for the link road at the Mile Tree, pedestrianisation of the Longfield link to the Fethard Road. Otherwise, the installation of a pedestrian crossing facilities, traffic calming measures and restrictions on vehicle weight.           |
| SB0404  | The submission has concerns with the Yellow and Pink Option Corridors around, commercial, significant issues/impacts include, compromised permeability, isolated facilities, animal welfare, brand identity. Impacts on future growth, residential development, farm infrastructure, landscaping, and renovations. Environment, impact on agriculture, biodiversity, conservation areas, habitats, and landscaping. Cultural heritage, impact on conservation, architecture, policies. Submission has a preference for the Cyan Option and Management (Green) Option. |
| SB0405  | The submission has several concerns in the following areas: Safety issues around the Ormond Stores Junction, it is known for a number of serious accidents and how will the community be able to cross the N24 safely. Health hazards posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the disruption to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the   |

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|         | community/village. Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime.   |
| SB0406  | The submission has concerns around; Active Travel, the area is popular among the community for fitness, recreational and wellness activities, noise, from construction due to increased traffic; Population, routes will split the community.   |
| SB0407  | The submission has concerns around; Environment, impact on the unspoilt countryside, impact on wildlife flora and fauna, policy Wildlife Act 1975, Local impacts, the disruption to the community, impact on travel by decreasing Active Travel while increase car journeys. Severely impacts agriculture and farmland, loss of land/property by members of the community. Impacts on flood plains on the Yellow Option Corridor; Construction impacts, the development will lead to further emission, this will be made worse as trees along the route are cut down reducing carbon capture and storage. The submission expresses a preference for improving the existing N24. |
| SB0408  | The submission has concerns with the Yellow and Pink Options around; Cultural heritage, connection to Bianconi; Environmental, impact on wetlands north of the Boreen; Non-agricultural material assets, impact on property/homes in the community; Noise pollution; Population; Safety, the Ormond Stores junction road traffic incidents, ensuring the community can continue to safely walk and cycle.   |
| SB0409  | Completed feedback form contained with outlines of landowners lands which Option Corridor intersect.  |
| SB0410  | The submission made by a sports club has concerns around; Traffic, Active Travel, Blueway, cycleways around the area, maintenance of cycle and walkways in the Boreen; Safety, Public transport, investment/upgrade of rail network. Also expresses a preference for the Pink Option.   |
| SB0411  | The submission has a preference for the Cyan Option, due to its distance from the town making it safer, faster.   |
| SB0412  | This submission has concerns around; Non-agri. material assets, impact on property; Safety, access to/from the route; Traffic, Noise pollution.   |
| SB0413  | This submission written by a local community group who has a number of concerns around the Cyan Option Corridor. Population, the proposed route will increase the distance and therefore travel time/cost needed to operate. The added strain on operations of the group would have a negative impact on client's who rely on essential services provided. Active Travel, the route cuts through the Deadman's Boreen, which is a popular walkway and cycleway. Health, the loss of the Deadman's Boreen would have a negative impact on health.  |
| SB0414  | The submission has concerns around the Management (Green) Option Corridor; The impact on properties of the Yellow Option with increased pollutants (air, light and noise); Pink and Cyan Options impacts on access and safety.  |
| SB0415  | The submission has concerns around; Safety, impact of increased traffic volume, speed limits; Pollution, noise, light and vibrations; Landscape, impact of the natural topography of access.  |
| SB0416  | Completed feedback form.  |
| SB0417  | Email from Kilkenny County Council informing the project team regarding landowner who is requesting a call back.  |
| SB0418  | The submission has concerns around; Agri material assets, impact on the viability of the farm. Also expresses a preference for upgrading the existing road.   |

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| SB0419  | The submission made by a sports club has a number of concerns over the impact of the Cyan Option as well as the maintenance of Active Travel amenities around the Deadman's Boreen.  |
| SB0420  | The submission has concerns around, Impact on the quality of life of the community.  |
| SB0421  | The submission has concerns around; Environment, impact of a buried waste dump and landscape; Cultural heritage, the regions connection to Bianconi and the old Cahir/Clonmel to Dublin Road; Population, the local community will be divided into two distinct areas; Safety, road traffic incidents in the area; Health, impact on mental health.  |
| SB0422  | Completed feedback form.   |
| SB0423  | Completed feedback form.   |
| SB0424  | The submission has concerns with the Pink and Cyan Options concerning the impact on the immediate area round Carrick-on-Suir, a popular community and natural amenity, population, economic, biodiversity, protected species. Pollution, air, noise and light.   |
| SB0425  | This submission has concerns with the Pink and Cyan Options around; Non-agri. material assets, impact on property and property value; Noise, impact on tranquillity of the area, biodiversity; Active Travel, the area is popular with walkers; Safety; Economics, business in Carrick-on-Suir will be hurt as footfall is redirected; Cultural heritage; Pollution, noise, light and air.   |
| SB0426  | The submission was made by a landowner representative stating that the duration of Public Consultation No.2 is insufficient to make a meaningful submission.   |
| SB0427  | The submission has concerns around, agricultural material assets, impact on the sustainability of the farm.  |
| SB0428  | The submission was made with concerns around; Non-agri. material assets, impact on the business and property.  |
| SB0429  | The submission has a number of concerns over the impact of the Cyan Option as well as the maintenance of Active Travel amenities around the Deadman's Boreen, due to its benefits towards physical activity and mental health.   |
| SB0430  | The submission made a number of observations in relation to the stated project objectives. Economically, the submission outlines that a comprehensive and expertly carried out economic cost benefit analysis is required, with cognisance of smaller urban centres and larger economic growth. There is also disappointment expressed within the submission that no Environmental Impact Assessment was presented during the Public Consultation No.2. The submission outlines the lack of detailed design and assessment information and highlights, especially within Clonmel that cognisance needs to be taken to ensure that an efficient design is undertaken and gives examples of solutions bypassing other large towns. |
| SB0431  | This submission has concerns with the Yellow Option around the impact on property value and potential development value.   |
| SB0432  | The submission has concerns around the placement of the Management (Green) Option.   |
| SB0433  | This submission has concerns around the impact on farm operations and access. Also expresses a preference for upgrading the existing route.  |

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| SB0434  | The submission states that the interactive map on the website will not load.  |
| SB0435  | The submission requesting additional information about Clonmel Link Roads.  |
| SB0436  | The submission has concerns with the Pink Option around; Noise pollution, the route will disrupt the tranquillity of the countryside, population, the route will disrupt the community; Health, stress over the development, impact on mental health; Traffic, impact of construction vehicles in the area, damage the road surface; Engineering, the route of the road; Economic, the route will divert footfall from towns in the area, decreasing there viability and leading to increased unemployment; Pollution, impact of development on climate change.   |
| SB0437  | The submission is seeking further information regarding data files of the Option Corridors.   |
| SB0438  | The submission is seeking further information regarding the constraints mapping displayed at the in person Public Consultation events.  |
| SB0439  | This submission has concerns around; Agri material assets; Biodiversity, the impact on the region's unique geography/eco-system containing a variety of flora and fauna; Air quality, the impact on health.   |
| SB0440  | This submission has concerns around; Agri. material assets, impact on farm operations; Planning permission, policy; Climate, to reduce greenhouse emissions; Economic, high cost of development.  |
| SB0441  | This submission has concerns with the Pink Option around, Agri. material assets, viability of the farm and loss of land.  |
| SB0442  | Completed feedback form.  |
| SB0443  | This submission proposes to convert the existing rail line from Waterford to Limerick Junction into a single carriageway for bus, HGVs, taxi's and vans.  |
| SB0444  | This submission was made with concerns around the Cyan Option Corridor regarding the effect of the options will have on the Deadman's boreen amenity; Reducing outdoor environments and wildlife and requests that the project invest in rail. The Submission has a preference for the Pink Option Corridor.  |
| SB0445  | This submission has concerns with the Cyan and Pink Option Corridors regarding, the impact on business' operations, the impact on the climate due to new road infrastructure construction, the impact on local ecology and increased traffic.   |
| SB0446  | The submission has concerns with the Pink and Cyan Option Corridor surrounding the following; The Options would severely affect the viability of farm; the care/operation of animals on the farm would also be impacted, the route would impact their welfare through noise, restricted movement and pollution. The route would impact the farms water supply and access. Impact on property value, new road construction is stated to impact on wildlife habitats in the vicinity of this particular landowners land, the submission also highlights concerns regarding deforestation and the cutting down of trees, the submission concludes with observations regarding additional construction costs of offline options and the impact that road construction could have on archaeological sites. |
| SB0447  | This submission expresses concerns regarding the Cyan Option stating the impact that the route will have on farms would be devastating. It is concerned about the economic impact on small villages and towns; Government policy, the impact new road infrastructure will have on the climate. Also expresses a preference for the Management (Green) Option.   |

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| SB0448  | The submission has a preference for the Management (Green) Option as it will prevent wasted land take  |
| SB0449  | This submission is opposed to the Cyan Option due to the impact on property, suggests that the Pink Option is the more preferable one.   |
| SB0450  | This submission is opposed to the Cyan Option due to the impact on property, suggests that the Pink Option is the more preferable one.   |
|         |  |
| SB0451  | The submission raises concerns around the Yellow and Pink Option Corridors including; Safety, the safety of the Ormond Stores Junction especially the sight lines and speed of traffic; Environment, the construction of new road infrastructure in the vicinity of the Boreen as there is a buried municipal waste dump and wetlands, the new road construction could have significant impacts on wildlife attracted to wetlands. There may be risks to the environment as a result of the excavation of the municipal dump, e.g. chemical waste; Landscape, the impact to the area's landscape and especially particular noise barriers which will take away from the aesthetics of the area; Cultural Heritage, the region's connection to Bianconi and the old Cahir/Clonmel to Dublin postal route; Accessibility, the proposed development will split the community in two, lack of amenities to the west meaning those to the west will have no safe way of accessing them, as they'll have to cross the road; Health, the reduction in walk ways and cycleways will harm mental health, the project should invest in rail. |
| SB0452  | This submission opposes the development of any new road infrastructure.  |
| SB0453  | This submission is in favour of the Pink Option, however, expresses concerns regarding the integration of the N24 Waterford to Cahir Project and the Carrick-on-Suir regeneration scheme.  |
| SB0454  | This submission has issues with the Yellow Option Corridor concerning, the impact on the region's historic sites, the impact on farms viability, the impact on the flora & fauna maintained on the farm. Also, the submission expresses a preference for the existing road to be upgraded and for further investment in alternative transport modes.   |
| SB0455  | This submission has issues with the Yellow Option Corridor concerning, the impact on the region's historic sites, the impact on farms viability, the impact on the flora & fauna maintained on the farm. Also, the submission expresses a preference for the existing road to be upgraded and for further investment in alternative transport modes.   |
| SB0456  | The submission has issues with the Cyan Option Corridor concerning the impact on wildlife in the area; noise, air and light pollution from new road infrastructure; the impact on property value, the submission also states that the Cyan Option will ruin the beautiful rural tranquil area.   |
| SB0457  | The submission has concerns around the environment and the impact the project will have on the climate.  |
| SB0458  | The submission has a preference for the Yellow Option, as according to the submission it opens up the countryside making the main thoroughfares more accessible.   |
| SB0459  | The submission has concerns about the Cyan Option Corridor, namely the impact to people's homes and the severance of communities. Also expresses a preference for a route closer to Carrick-on-Suir.   |
| SB0460  | The submission has concerns with the Yellow Option surrounding the impact to residential properties. Also expresses a preference for the Pink Option.  |

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| SB0461  | The submission has a preference for investing in the rail network as the submission states it is more environmentally friendly.   |
| SB0462  | This submission has concerns with the Cyan Option Corridor including impact on residential properties, there will be severance of the Boreen, and the community will lose the 5km walkway. The submission also expresses a preference for a bypass closer to Carrick-on-Suir.   |
| SB0463  | The submission has concerns with the Pink Option surrounding the impact on property value and Active Travel facilities.   |
| SB0464  | The submission has concerns around the environment and impact on the climate.   |
| SB0465  | The submission is against any new road infrastructure being built and has concerns around, biodiversity, impact on the environment, government plans and policy, climate change. Also expresses a preference for upgrading the N24.   |
| SB0466  | Completed feedback form.  |
| SB0467  | The submission has concerns around; Agri. material assets, the impact on the dairy farm industry in the area and the loss of agricultural land; It states that there will be increased seasonal flooding in the area, expresses concerns with regards climate change and carbon emissions. This submission also has a preference for upgrading the existing N24.  |
| SB0468  | The submission raises concerns around, the cost of the development, particularly with the war in Europe; the alterations to people's behaviour after the pandemic; the healthcare system; the cost of living and climate change. This submission also expresses a preference for upgrading the existing N24.  |
| SB0469  | The submission has concerns around, visual impact on the landscape, the impact on the lives and livelihoods of the community, reassessing the impact of the pandemic. Submission also expresses a preference for the Management (Green) Option Corridor as it will reduce further environmental damage.   |
| SB0470  | The submission has concerns around the Pink Option Corridor regarding, loss of land, the impact on the farm's viability, impact to historic archaeology and cultural heritage, impact on ecology and biodiversity.  |
| SB0471  | Completed feedback form stating concerns regarding the impact to houses and property.   |
| SB0472  | The submission raises concerns around the Yellow and Pink Option Corridors including; Safety, the safety of the Ormond Stores Junction especially the sight lines and speed of traffic; Environment, the construction of new road infrastructure in the vicinity of the Boreen as there is a buried municipal waste dump and wetlands, the new road construction could have significant impacts on wildlife attracted to wetlands. There may be risks to the environment as a result of the excavation of the municipal dump, e.g. chemical waste; Landscape, the impact to the area's landscape and especially particular noise barriers which will take away from the aesthetics of the area; Cultural Heritage, the region's connection to Bianconi and the old Cahir/Clonmel to Dublin postal route; Accessibility, the proposed development will split the community in two, lack of amenities to the west meaning those in to the west will have no safe way of accessing them, as they'll have to cross the road; Health, the reduction in walk ways and cycleways will harm mental health, the project should invest in rail. |
| SB0473  | The submission has concerns around, the physical health of someone, implication of noise pollution, increased air pollution, the impact to people's homes.  |
| SB0474  | Completed feedback form that has a preference for the Yellow Option.  |

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| SB0475  | This submission has concerns around the impacts of the Pink and Yellow Option Corridors, including: Cultural Heritage, the region's connection with Bianconi and the original Dublin road; it states that the community will be divided and access to facilities restricted; The submission highlights that the Boreen is used by many for walking, running and cycling, It also states that the development in the Boreen will make it harder to walk, will have a negative effect on mental health. The submission finishes with concerns regarding the impact to the landscape, environment and noise pollution. |
| SB0476  | Completed feedback form.  |
| SB0477  | The submission has concerns around the Cyan Option relating to the impact on Agri Material assets, the submission states that it will make dairy farm enterprise unviable.  |
| SB0478  | This submission has concerns around Active Travel, the safety of vulnerable road users and impact on the landscape.   |
| SB0479  | The submission has concerns around the impact on the Deadman's Boreen. These concerns include the loss of the leisure facility to the community, the area has connections with historical strife possibly in relation to the famine, the area to the direct east of the Boreen is prone to flooding. The submission also suggests an additional bridge is constructed across the Suir, to allow traffic to bypass Carrick-on-Suir.  |
| SB0480  | This submission by a Local Charity Group which has concerns around the impact on the Deadman's Boreen which is used by many for walking, running and cycling, and the link between outside exercise in nature and mental wellbeing.   |
| SB0481  | The submission has concerns around the impact the Pink Option will have on agricultural assets and the viability of farming as a business.  |
| SB0482  | The submission has concerns around the Pink and Yellow Option Corridors including: Cultural Heritage, the regional connection with Bianconi and the original Dublin Road; Environment, the impact on wildlife in the area, wetlands and wetland habitats in the area.   |
| SB0483  | The submission has concerns surrounding the impact that the development of any road infrastructure may have on the farmland and residential properties in the study area.   |
| SB0484  | Completed feedback form.  |
| SB0485  | The submission has concerns with the Cyan and Management (Green) Option Corridors around the impacts on agricultural material assets.   |
| SB0486  | Completed feedback form that has concerns around the impact of the Cyan Option.   |
| SB0487  | This submission has concerns around the Yellow, Cyan and Pink Options including: Landscape, the offline options go through scenic areas; Physical Activity areas used for leisure activities such as walking and cycling will be impacted; Economic the results on aforementioned impacts will have a negative effect on tourism in the area.   |
| SB0488  | Completed feedback form. The submission expressed dissatisfaction at the failure of staff to communicate and answer questions at the Public Consultation. It was also noted that letters had been sent to unaffected households while affected households did not receive a letter.   |
| SB0489  | This submission has concerns around air pollution and noise pollution.  |

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| SB0490  | Completed feedback form.  |
| SB0491  | Completed feedback form.  |
| SB0492  | Completed feedback form stating that 3 options are going through property.  |
| SB0493  | This submission by a local community group has concerns around: Alternative travel infrastructure, public transport and Active Travel in order to decrease traffic and travel time. It also requests the maintenance of the Deadman's Boreen as a cycle and walkway. The submission also has a preference for the Pink Option, due to its close proximity to Carrick-on-Suir.           |
| SB0494  | Completed feedback form. That has concerns around the projects timeframe and the effects it is having on families looking for planning permission.  |
| SB0495  | Acknowledgement of receipt by government body.  |
| SB0496  | Completed feedback form.  |
| SB0497  | Completed feedback form that states a new road is needed as soon as possible for the village of Mooncoin as the existing road is dangerous.   |
| SB0498  | Completed feedback form with specific concern regarding the speed of vehicles.  |
| SB0499  | Completed feedback form.  |
| SB0500  | Completed feedback form. Which contains a complaint regarding the lack of public transport facilities.  |
| SB0501  | This submission has concerns in the following areas: Accessibility, pedestrian access to the Boreen; Cultural Heritage, highlighting the old Cahir to Dublin postal route and the connection to Bianconi; Public transport improvements; Population, impact on the local community; Landscape; Environment, wetlands form throughout the year in the area, and finally Noise pollution. |
| SB0502  | The submission has concerns around; Public transport including the rail network; Active Travel, cycleways.  |
| SB0503  | The submission has concerns around; Environment, climate change; Population; Agri Material assets, impacts to agricultural lands.   |
| SB0504  | This submission has concerns around; Agri material assets, impacts to agricultural lands; Public transport, additional investment. The submission has a preference for the Pink Option.   |
| SB0505  | This submission has concerns around the Management (Green) Option, including traffic safety. The submission also expresses a preference for both the Cyan and Yellow Option Corridors.  |
| SB0506  | Completed feedback form.  |

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| SB0507  | This submission has concerns around the Yellow and Pink Options in the following areas: The impact of development on community, cultural heritage, regional connection with Bianconi. The submission has a preference for the Management (Green) Option Corridor.   |
| SB0508  | This submission was made by a landowner representative and has concerns around the Cyan Option Corridor including cultural heritage, impacts to residential properties and flooding and flood risks.  |
| SB0509  | The submission has a concern with the Yellow Option Corridor around: Cultural heritage, regional connection with Bianconi. The submission has a preference for the Management (Green) Option.   |
| SB0510  | This submission has concerns around, the impact on planning permission.   |
| SB0511  | This submission has concerns around the Yellow Option Corridor and impacts to properties.   |
| SB0512  | This submission has concerns around, accessibility.   |
| SB0513  | This submission has concerns surrounding air pollution, noise pollution and additional HGVs.  |
| SB0514  | This submission has concerns surrounding both the Yellow and Pink Option Corridors, including impact on property value, noise pollution.  |
| SB0515  | This submission has concerns around the following: impact to agricultural land, poor visibility as a result of foggy, economic impacts such as cost of the road network upgrades.   |
| SB0516  | Completed feedback form.  |
| SB0518  | Completed feedback form stating that additional road infrastructure in remote areas would benefit rural connectivity and development.   |
| SB0519  | Completed feedback form. This submission is concerned with safety.  |
| SB0520  | This submission has a number of concerns around both the Management (Green) and Cyan Option Corridors, in the following areas: Maintenance of pedestrianised right of way, walk along Clais na mBan and investment in cycleways; Archaeology and Cultural Heritage; Biodiversity - the variety of wildlife habitats that could be impacted by any of the proposed Option Corridors; Public Transport, specifically, Bus Eireann bus to school scheme access to/from bus stops and overall investment in public transport; Climate, effect of increased travel time on climate change as a result of increases in fuel consumption and carbon dioxide emissions; Landscape and Visual; Noise Pollution; Planning Permission; Access to/from the area to/from Clonmel, Cahir and the new route. |
| SB0521  | This submission raises concerns around the Cyan Option Corridor in a number of areas including: The Deadman's Boreen as it has become an important natural amenity for walking, jogging and cycling. Heath & Wellbeing, the loss of the Boreen as an amenity would reduce physical activity and harm those who use it. The Option Corridor will also divide the community and lead to social isolation/loneliness this will be harmful to mental health. Population and community severance. The submission also questions how the Cyan Option Corridor be accessible to Carrick-on-Suir.   |
| SB0522  | Completed feedback form.  |

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| SB0523  | Completed feedback form.   |
| SB0524  | The submission has concerns and mentions the following: Requests that investments are made in public transport facilities; Climate, overall impact of the project; Climate, questions how the project objectives align with policy to reduce the carbon footprint and greenhouse gas emissions, finally the submission discusses how noise.  |
| SB0525  | This submission was made with concerns in the following areas: Active Travel, increased number of walking and cycling;; Cultural Heritage; Environmental impacts and requests that opportunities to enhance local amenities and minimise impact on national monuments are taken; Environment, minimise impact on Natura 2000 sites; Sustainable development; highlights impacts on ground water and floodplains; Community, requests that the project preserves connectivity in communities along the N24; Climate; Economics, the Option Corridors will have impacts on Carrick-on-Suir; Accessibility, connection to the wider network, opportunities for growth, value; Population, outlines the impact the project will have on the population, increase social inclusion, facilitate sustainable travel, improve connectivity between Limerick and Waterford, opportunities for place making; Safety, requests that efforts are made to reduce frequency and severity of collisions, reduce conflict with vulnerable road users and integration of the greater road network. These concerns where focused on the Cyan and Yellow Option Corridor. |
| SB0526  | The submission has concerns with Section 3, requests that investments are made to public transport facilities; Climate, questions how the project objectives align with policy to reduce the carbon footprint and greenhouse gas emissions; Agri Material assets, the submission discusses how the Yellow Option Corridor will impact farmland.  |
| SB0527  | Completed feedback form. The submission has concerns around safety and the increased risk of traffic accidents and exposure to criminals due to ease of access   |
| SB0528  | Completed feedback form.   |
| SB0529  | Completed feedback form.   |
| SB0530  | Completed feedback form.   |
| SB0531  | Completed feedback form.   |
| SB0532  | Completed feedback form.   |
| SB0533  | Completed feedback form.   |
| SB0534  | Completed feedback form.   |
| SB0535  | Completed feedback form.   |
| SB0536  | Completed feedback form.   |
| SB0537  | The submission noted that the area is very safe, for learning to cycle, drive and for children to play.  |

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| SB0538  | Completed feedback form.   |
| SB0539  | This submission was made with concerns around the Cyan Option Corridor: The effect of the route on the Deadman's Boreen, Active Travel amenity; The impact to people's mental health, impacts of development in the Boreen, by reducing outdoor environments and wildlife. The Submission has a preference for the Pink Option.  |
| SB0540  | This submission has concerns around the Cyan Option Corridor: The effect of the route on the Deadman's Boreen, Active Travel amenity; The impact to peoples' mental health, impacts of development in the Boreen, by reducing outdoor environments and wildlife. The submission has a preference for the Pink Option.  |
| SB0541  | Completed feedback form.   |
| SB0542  | Completed feedback form with a letter attached those expresses concerns regarding the Cyan Option Corridor in relation to Carrick-on-Suir.   |
| SB0543  | Completed feedback form.   |
| SB0544  | Completed feedback form.   |
| SB0545  | Completed feedback form.   |
| SB0546  | The submission has a number of concerns around to two potential options Pink and Yellow Options at points O-M including: loss of land, accessibility, access onto the N76 from the new route; Cultural Heritage, the regions connection to Bianconi. The submission also includes a number of suggestions for tackling the aforementioned concerns including the Pink Option from N-J, is rerouted at N and redirected to K instead. The Yellow Option from P-J, is rerouted at P redirected to K also, i.e. P-N-K Q-N-K-J-I N-J with slip road onto K. With regards to the new N-K, and P -K, use the N76 as is, or with widening. This section of the N76 is very safe and does not experience congestion. This section of the N76 also has a bridge over the Waterford —Limerick rail line, which can be advantageous. This avoids the need for a new road, going through wetlands, and affecting over 20 residents, according to the submission. |
| SB0547  | Completed feedback form.   |
| SB0548  | Completed feedback form with a letter attached expressing concerns regarding the Cyan Option Corridor in relation to Carrick-on-Suir.  |
| SB0549  | Completed feedback form.   |
| SB0550  | Completed feedback form. The submission has a preference for expanding the existing route.   |
| SB0551  | Completed feedback form.   |
| SB0552  | Completed feedback form.   |
| SB0553  | Completed feedback form.   |
| SB0554  | Completed feedback form.   |

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| SB0555  | Completed feedback form.   |
| SB0556  | Completed feedback form.   |
| SB0557  | The submission has a number of concerns around the Yellow and Pink Option Corridors including the impact to the local community. It states that the proposed routes will cut through a buried municipal dump which operated from the late 1960's until it was closed in the early 1980's. This buried dump exists to the east of the railway and existed along the N76 Route, subsequent developments that were proposed were officially halted due to the dangers of disturbing chemical substances in the area. There are concerns surrounding noise pollution, newer noise issues are currently affecting residents of the Boreen and our community is working together to overcome these problems. The proposed route will cut through the Boreen and cause greater levels of noise in the area, that can't be overcome due to the close proximity of the new road; Cultural Heritage, the Pink and Yellow Option Corridors between nodes M to O cuts through the Boreen Road known historically as Piccadilly at Ballyglasheen Lower/Cloughcarrigeen. This is the old Charles Bianconi Postal Route from Cahir/Clonmel to Dublin. The Piccadilly Section can be seen on Historical Maps and is one of the last remaining sections of that route that exists, and which has been publicly accessible for 200 years; Landscape and Environment, based on local knowledge that the area to the north of the Boreen through which the Pink and Yellow Option Corridors will pass are wetlands that form lakes during periods of wetter weather and winter, on the maps these wetlands are considered soft ground. |
| SB0558  | Completed feedback form.   |
| SB0559  | Completed feedback form.   |
| SB0560  | Completed feedback form.   |
| SB0561  | Completed feedback form.   |
| SB0562  | Completed feedback form.   |
| SB0563  | This submission written by a local community group has a number of concerns around the Cyan Option Corridor: Connectivity, the submission states that the proposed Option Corridor will increase the distance required to travel and therefore travel time/cost needed to operate. The added strain on operations of the group would have a negative impact on clients who rely on essential services provided. There are concerns regarding Active Travel, as the route cuts through the Deadman's Boreen, which is a popular walkway and cycleway this would also have a negative impact on physical health  |
| SB0564  | This submission has a number of concerns around the Management Option including: Agri Material Assets, impacts to farmland; Cultural Heritage, the site where 2 All-Ireland finals were played will be impacted; Noise Pollution. The submission also prefers either the Yellow or Cyan Options.   |
| SB0565  | This submission has a number of concerns including: Environment, the impact additional road construction will have on wildlife; Community, division of community, which will in turn affect the social development of vulnerable teen and adults.  |
| SB0566  | Completed feedback form.   |
| SB0567  | This submission had concerns with the Yellow Option Corridor and the impact it will have on their rental income/sole income.   |
| SB0568  | Completed feedback form.   |

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| SB0569  | This submission has concerns about the Cyan and Yellow Option Corridors as the Cyan Option Corridor will result in the loss of farmland, the Yellow Option will result in the loss of property.   |
| SB0570  | This submission has concerns including; Alternative transport modes; Agri Material Assets, impact to the land that homes cows for milk production and the ratios are essential for farm viability, there has been significant investment in dairy infrastructure; Local Policy requests that there is consistency with the Carrick-on-Suir town regeneration plan. The submission would also prefer the Pink Option Corridor.   |
| SB0571  | Completed feedback form.  |
| SB0572  | Completed feedback form.  |
| SB0573  | Completed feedback form.  |
| SB0574  | Completed feedback form.  |
| SB0575  | Completed feedback form.  |
| SB0576  | This submission has a number of concerns including; Non-Agri Material Assets, property devaluation and direct impacts; Environment, impacts on biodiversity; Physical Activity, cycle and walk-ways around the area; Population and Human Health; Archaeology and Cultural Heritage; Noise Pollution.   |
| SB0577  | The submission is by a local resident's association. It expresses a number of concerns including: N24 upgrade to the Management (Green) Option Corridor, Environment, the maintenance of the area to the 'high green standard' and the Blueway in area around the residences; Local Policy, the submission highlights that the N24 Waterford to Cahir Project should be aligned with the Carrick-on-Suir town regeneration plan; Physical Activity, maintenance of the cycle and walk ways around the Deadman's Boreen should be prioritised. The submission also has a preference for the Pink Option Corridor.  |
| SB0578  | Completed feedback form with concerns regarding public transport and safety.  |
| SB0579  | Completed feedback form.  |
| SB0580  | The submission discusses issues regarding the Pink and Yellow Option Corridors around; Non- Agri Material Assets , the impact on properties; Cultural Heritage, connection to Bianconi. The submission expresses a preference for, "The Pink Option Corridor from nodes N-J, is rerouted + likewise ""Yellow P-J also be cancelled out" These two Yellow/Pink Option Corridors should be realigned. With regards to the Pink Option N-K via N76, the Yellow Option at P should continue to K via the N76. There are concerns over access to the N76 at node N and suggests rerouting the N76 between nodes P-N should be diverted West to node K. The submission suggest that this stretch of N76 is very safe and does not experience congestion and already has a bridge over the rail line i.e., Waterford/ Limerick line. |
| SB0581  | Completed feedback form with letter appended to it. The letter expresses concerns surrounding the impact the project will have on the viability of farming.   |
| SB0582  | Completed feedback form.  |
| SB0583  | Completed feedback form. The submission suggests utilizing the rail network for freight and passenger transport.  |

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| SB0584  | Completed feedback form.   |
| SB0585  | The submission was made by a sports club and has a number of concerns over the impact of the Cyan Option Corridor as well as the maintenance of Active Travel amenities around the Deadman's Boreen.   |
| SB0586  | The submission has several concerns in the following areas: Safety, safety issues around the Ormond Stores Junction, it is known for a number of serious accidents, how will the community be able to cross the N24 safely; Health hazards posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the impact to the walking routes in the area; Cultural heritage, the regions connection to Bianconi, and the 130year history of the community/village; Population, the community is close knit with a significant elderly population. Accessibility, the long-term effects of dividing the community, reducing accessibility to amenities as well as people. Community, there is also a fear that development could lead to an increase in crime. |
| SB0587  | Phone call received by KCC discussing a wildlife sanctuary.  |
| SB0588  | Completed feedback form. Appended with the feedback form is a letter with concerns surrounding; Agri material assets; the impact on a dairy and cattle farm; Noise Pollution; Air Pollution; Environmental protection.   |
| SB0589  | Completed feedback form.   |
| SB0590  | Completed feedback form.   |
| SB0591  | Completed feedback form.   |
| SB0592  | Completed feedback form.   |
| SB0593  | Completed feedback form expressing concerns regarding Biodiversity.  |
| SB0594  | Completed feedback form.   |
| SB0595  | The submission has concerns around the following; Environment; Economy; Social Exclusion; Safety regarding the high number of accidents around the Gammonsfield cross road; Flooding, Noise and Vibrations.  |
| SB0596  | This submission prefacing the fact that any of the offline Options will have a severe impact on prime agricultural farmland. The submission also states that during times of uncertain food security all efforts should be made to maintain commercial agricultural land. The submission suggests the project implements a speed limit of 80kph as is undertaken in the likes of France.   |
| SB0597  | Completed feedback form.   |
| SB0598  | Completed feedback form.   |
| SB0599  | Completed feedback form with preference towards the Management (Green) Option Corridor.  |

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| SB0600  | Completed feedback form.   |
| SB0601  | Completed feedback form.   |
| SB0602  | Completed feedback form.   |
| SB0603  | Completed feedback form.   |
| SB0604  | Completed feedback form.   |
| SB0605  | Completed feedback form.   |
| SB0606  | Completed feedback form.   |
| SB0607  | Completed feedback form.   |
| SB0608  | Completed feedback form.   |
| SB0609  | Completed feedback form.   |
| SB0610  | Completed feedback form.   |
| SB0611  | Completed feedback form.   |
| SB0612  | Completed feedback form.   |
| SB0613  | Completed feedback form.   |
| SB0614  | Completed feedback form.   |
| SB0615  | Completed feedback form with a preference for upgrading the existing road otherwise the Yellow Option.   |
| SB0616  | The submission has a number of concerns around the N24 Waterford to Cahir project including; Agri Material Assets, the projects impact on the accessibility of farmland for active farming; Planning Permissions for a domestic dwellings.   |
| SB0617  | Completed feedback form.   |
| SB0618  | The submission has a number of concerns around to two potential options Pink and Yellow Options between nodes O-M including; Agri Material Assets, loss of land; Accessibility, access onto the N76 from a new offline option; Cultural Heritage, the regional connection to Bianconi. The submission also includes a number |

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|         | of suggestions for tackling the aforementioned concerns including re-routing the Pink Option between nodes N-J, re-routing the Yellow Option Corridor between nodes P-J, and re-using the N76 as is, or with widening. The submission suggests that this section of the N76 is very safe and does not experience congestion.  |
| SB0619  | Completed feedback form.  |
| SB0620  | The submission has a number of concerns around cycling infrastructure around Clonmel, stating that the area is served by the Blueway for leisure but is poorly served in terms of Active Travel.  |
| SB0621  | Completed feedback form with concerns regarding climate.  |
| SB0622  | This submission prefacing the fact that any of the offline Options will have a severe impact on prime agricultural farmland. The submission also states that during times of uncertain food security all efforts should be made to maintain commercial agricultural land. The submission suggests the project implements a speed limit of 80kph as is undertaken in the likes of France.  |
| SB0623  | The submission has a number of concerns over the impact of the Cyan Option Corridor as well as the maintenance of Active Travel amenities around the Deadman's Boreen.  |
| SB0624  | The submission was made by a sports club has a number of concerns over the impact of the Cyan Option Corridor as well as the maintenance of Active Travel amenities around the Deadman's Boreen.  |
| SB0625  | This submission was made by a charity with concerns around the Cyan Option Corridor. The effect of the route on the Deadman's Boreen, an Active Travel amenity, which they would prefer to be maintained. The submission suggests investment in Active Travel - rail network, while also expressing a preference for a route closer to town.  |
| SB0626  | This submission with concerns around the Cyan Option Corridor. The effect of the route on the Deadman's Boreen, an Active Travel amenity, which they would prefer to be maintained. The submission suggests investment in Active Travel - rail network, while also expressing a preference for a route closer to town.  |
| SB0627  | Completed feedback form.  |
| SB0628  | Completed feedback form.  |
| SB0629  | Completed feedback form.  |
| SB0630  | Completed feedback form.  |
| SB0631  | Completed feedback form   |
| SB0632  | Completed feedback form.  |
| SB0633  | The submission has a number of concerns in the following areas; Safety, especially concerns regarding the Ormond Stores Junction as a number of serious accidents have occurred around there and how the community will be able to cross the N24; Health, hazards posed by a decommissioned dump site including chemical compounds as well as possible mental health affects; Noise pollution; Cultural heritage, the regional connection to Bianconi, and the 130year history of |

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|         | the community/village; Biodiversity; Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime.                                    |
| SB0634  | This submission highlights concerns surrounding the severance of communities, impacts to local Active Travel amenities and strongly objects to the Cyan Option Corridor.   |
| SB0635  | Completed feedback form. This submission has a preference for the Management (Green) Option Corridor to minimise green fields development  |
| SB0636  | Completed feedback form. This submission expresses a number of concerns relating to social isolation, reduction in wild life, noise pollution, community severance   |
| SB0637  | This submission has concerns surrounding the Yellow Option Corridor and how it will make farming an unviable business. It objects to the Cyan Option as it will make it harder to graze cattle. Finally, the submission suggests upgrading current road and rail infrastructure as it wouldn't disrupt livelihoods or rural communities. |
| SB0638  | Completed feedback form.   |
| SB0639  | Completed feedback form.   |
| SB0640  | Completed feedback form.   |
| SB0641  | Completed feedback form.   |
| SB0642  | Completed feedback form.   |
| SB0643  | Completed feedback form.   |
| SB0644  | Completed feedback form which states objection to the Cyan Option Corridor.  |
| SB0645  | Completed feedback form.   |
| SB0646  | Completed feedback form.   |
| SB0647  | This submission was made with concerns around the Cyan Option Corridor and the effect of the Cyan Option Corridor the Deadman's boreen, an Active Travel amenity. It highlights issues pertaining to mental health and the impacts of the development in the Boreen. The Submission has a preference for the Pink Option Corridor.       |
| SB0648  | Completed feedback form with a preference of the Management (Green) Option Corridor.   |

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| SB0649  | Completed feedback form.   |
| SB0650  | The submission has concerns surrounding the effects of the Management (Green) and Yellow Option Corridors around Active Travel, Non-agri. Material Assets, Noise Pollution and Safety.   |
| SB0651  | Completed feedback form with additional attached letter raising concerns about the Cyan Option Corridor in a number of areas including; Active Travel and the Deadman's Boreen as it has become an important natural amenity for walking, jogging and cycling. Heath & wellbeing, as the loss of the Boreen as an amenity will reduce physical activity and harm those who use it. The route will also divide the community and lead to social isolation/ loneliness this will be harmful to mental health. Accessibility and how will the Cyan Option Corridor be accessible to Carrick-on-Suir.  |
| SB0652  | Completed feedback form with additional concerns regarding the Cyan Option Corridor and its path through a critical water supply, endangered wildlife habitats and points out that it could cause severance of communities. The submission states that the Pink Option would be the most suitable for Section 3 of the project.  |
| SB0653  | Completed feedback form.   |
| SB0654  | Completed feedback form.   |
| SB0655  | Completed feedback form.   |
| SB0656  | The submission has several concerns in the following areas: Safety, issues around the Ormond Stores Junction, it is known for a number of serious accidents and how will the community be able to cross the N24 safely. Health hazards posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the impact to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the community/village. Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime. |
| SB0657  | Completed feedback form.   |
| SB0658  | The submission highlights concerns regarding the Cyan Option Corridor including; Agri Material Assets, movement of machinery and loss of land and access; the movement of HGVs around the property which would require a 5.2m bridge to allow unhindered access to private lands; Environment, SAC in the region and the policy around development in the area; Flooding the region/property is prone to flooding throughout the year; Safety and the close proximity of the Ballyboe airstrip to the route may pose a risk.   |
| SB0659  | Completed feedback form.   |
| SB0660  | Completed feedback form.   |
| SB0661  | The submission has several concerns in the following areas: Safety issues around the Ormond Stores Junction, it is known for a number of serious accidents and how will the community be able to cross the N24 safely. Health hazards posed by a decommissioned dump site including chemical compounds as well as possible mental health effects from the impact to the walking routes in the area. Cultural heritage, the regions connection to Bianconi, and the 130year history of the  |

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|         | community/village. Population, the community is close knit with a significant elderly population. The long-term effects of dividing the community, reducing accessibility to amenities as well as people. There is also a fear that development could lead to an increase in crime.  |
| SB0662  | Completed feedback form.   |
| SB0663  | Completed feedback form.   |
| SB0664  | Completed feedback form.   |
| SB0665  | The submission was made by a sports club has a number of concerns over the impact of the Cyan Option Corridor as well as the maintenance of Active Travel amenities around the Deadman's Boreen.   |
| SB0666  | Completed feedback form.   |
| SB0667  | The submission has a number of concerns around two potential Options Pink and Yellow between node O-M including: Agri Material Assets, loss of land accessibility, access onto the N76 from the new route; Cultural Heritage, the regions connection to Bianconi. The submission also includes a number of suggestions for rerouting the Pink Option between nodes N-J, the Yellow Option between nodes P-J, and the re-use of the N76 as is, or with widening. The submission suggest that this section of the N76 is very safe and does not experience congestion. This section of the N76 also has a bridge over the Waterford — Limerick rail line, which can be advantageous. This suggests that there is no need for the addition of road infrastructure though the sensitive areas highlighted in the submission. |
| SB0668  | The submission has a number of concerns over the Yellow Option Corridor including additional loss of land and the effect development may have on planning permission, access to fields. It is concerned about impact to property value because of the development, noise pollution, privacy. The submission also prefers the Cyan Option Corridor.   |
| SB0669  | Completed feedback form expresses concerns to the impact of wildlife in the locality.  |
| SB0670  | Completed feedback form expresses concerns to the impact of wildlife in the locality.  |
| SB0671  | Completed feedback form with added commentary about cost implications of the Yellow Option Corridor.   |
| SB0672  | Completed feedback form.   |
| SB0673  | The submission expresses a number of concerns over the impact of the Cyan Option Corridor, the maintenance of all green community facilities in particular those relating to Active Travel as well as an increase in alternative travel infrastructure investment to decrease localised traffic. Finally, there is a preference for a route closest to town as it would improve access and safety.   |
| SB0674  | Completed feedback form.   |
| SB0675  | Completed feedback form.   |

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| SB0676  | Completed feedback form.   |
| SB0677  | Completed feedback form.   |
| SB0678  | Completed feedback form.   |
| SB0679  | The submission by a local community group that has concerns over the impact the Cyan Option Corridor will have on natural and Active Travel amenities. As well as how this will affect the health of the community.  |
| SB0680  | Completed feedback form expressing preference for the Management (Green) Option.   |
| SB0681  | Completed feedback form.   |
| SB0682  | Completed feedback form.   |
| SB0683  | Completed feedback form.   |
| SB0684  | Completed feedback form.   |
| SB0685  | This submission has a number of concerns over the impacts the Pink Option will have in the following areas (1) The impact on a dairy farm, which requires a single block to operate efficiently and remain viable (2) Cultural heritage, as well as a number of ringforts in the area the 1904 All-Ireland Hurling final was played in the area, and any widening of the existing N24 would impact the site of the final.  |
| SB0686  | This submission has concerns over the impact the Cyan Option Corridor will have on the operation of their dairy farm, also wants upgrades to cycle paths and rail travel. Finally, the submission prefers the Pink Option Corridor.  |
| SB0687  | Completed feedback form.   |
| SB0688  | Completed feedback form.   |
| SB0689  | This submission has concerns over the impact the Pink Option will have on their farm and would prefer that the existing road is upgraded   |
| SB0690  | This Submission has concerns in the following areas: Cultural heritage, the Suir Valley region and Boreen have a close connection to Bianconi and the old Dublin Road. Active Travel, the Blueway goes through the region, which is popular amongst cyclists, though this popularity has led to walkers walking on the road as they feel more comfortable due to the number of bikes on the Blueway. Otherwise, the Boreen road is popular with families for walking and cycling due to the low volume of traffic. Hydrology, areas marked as soft ground, becomes very large ponds/wetlands throughout the winter. Biodiversity, the region has an abundance of flora and fauna, fluctuating over the course of the year, due to seasonal changes. Population, the region is made up of long-standing close-knit communities, there is a concern these will be lost as a result of a road passing through the area. Finally, this submission has a number of suggestions for tackling aforementioned concerns including upgrading cycle infrastructure on the roads, proper hard shoulders and town bypasses as well as public transport solutions - shuttle buses and improvements to rail to encourage use. |

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| SB0691  | Completed feedback form.  |
| SB0692  | Completed feedback form.  |
| SB0693  | Completed feedback form.  |
| SB0694  | Completed feedback form.  |
| SB0695  | The submission was made on behalf of a landowner by a representative. The landowners in question objects to and will resist any proposed compulsory purchase of any part of their property that may be affected by the proposed N24 Waterford to Cahir project.   |
| SB0696  | The landowners object to and will resist any proposed compulsory purchase of any part of their property that may be affected by the proposed N24 Waterford to Cahir project.  |
| SB0697  | The submission expresses concerns over the impact the Cyan Option Corridor will have on natural and Active Travel amenities, as well as how this will affect the health of the community.   |
| SB0698  | This submission has concerns over the impact the Pink Option will have on their farm and would prefer that the existing road is upgraded.   |
| SB0699  | This submission raises concerns regarding upgrades to the existing N24 as access to properties which reside alongside the edge of the roadside will have dangerous accesses. After consultation with the design team no clarity was given regarding the cross-section. There is also frustration regarding the lack of clarity with location of possible road infrastructure. The submission is in favour of the Pink Option corridor as it is the only one that does not impact the submitters property. |
| SB0700  | Completed feedback form.  |
| SB0701  | Completed feedback form.  |
| SB0702  | Completed feedback form expressing concerns of routes going through people's homeland.  |
| SB0703  | Section 3. Feedback form submitted. They live, work and commute within the study area on a daily basis. Some members of the family go to school nearby. In case of an increased offer of bus services they would use them and would take the route to Waterford. The main mean of transport for them is the car. They never make journeys by cycling and they do so by walking more than once a week.   |
| SB0704  | Submission made on behalf of a local residence association. The submission raises concerns regarding a local walking route above Carrick-on-Suir. The submission highlights sensitive constraints such as local wildlife, historical and archaeological sites.  |
| SB0705  | Section 2. Previously objected to the proposed route through their family farm since circa 1980. The new proposal is 100% worse and would basically completely destroy this farm. Desire of building a new house on the proposed route in the future as it is the only suitable space within the land. The farm is in active use.   |

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| SB0706  | Submission made on behalf of a local resident's association. The submission raises concerns regarding a local walking route and community situated along nodes MNO. The submission highlights sensitive constraints such as local wildlife, historical and archaeological sites. |
| SB0707  | Submission made on behalf of a local resident's association. The submission raises concerns regarding a local walking route and community situated along nodes MNO. The submission highlights sensitive constraints such as local wildlife, historical and archaeological sites. |
| SB0708  | Submission made on behalf of a local resident's association. The submission raises concerns regarding a local walking route and community situated along nodes MNO. The submission highlights sensitive constraints such as local wildlife, historical and archaeological sites. |
| SB0709  | The submission is from a government body requesting specific design information for review in relation to plans and policy   |
| SB0710  | This submission expresses concerns regarding the impact to their agricultural operation  |
| SB0711  | Completed feedback form expressing concern regarding access to lands and access to the River Suir from their property.   |
| SB0712  | This submission expresses concerns regarding the impact to their dwelling and agricultural operation.  |
| SB0713  | Submission regarding opposition of multiple option corridors that traverse lands. The submission has an issue with regards to increased noise in close proximity to their lands and the severance of their overall land holdings.  |