



N17

ATLANTIC
ECONOMIC
CORRIDOR

KNOCK TO COLLOONEY

PUBLIC CONSULTATION NO. 01: Submissions

Public Consultation No. Submissions and Responses



[Sligo National Roads Project Office]



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1 Submissions Received

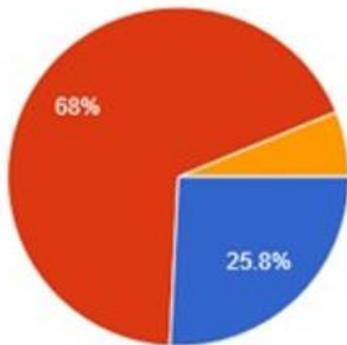
1.1 General

Public Consultation No. 01 which related to the Constraints Study Area commenced with a Public Display in Charlestown on the 24th of October and Tobercurry on the 25th of October. The website and consultation questionnaire went Live on the 18th of October; the closing date for submissions is the 12th of December 2019.

1.2 Statistical information

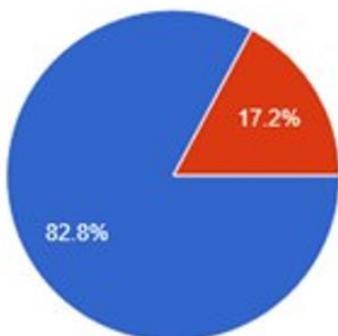
In total 128 submission were received. The responses to these submissions are tabulated in a general sense in the proceeding sections of this report in order to provide a general overview of the general public comments. Responses are also provided within section 2 to more specific issues raised, i.e. the additional comments section of the questionnaire.

Table 1-1: Respondents Areas



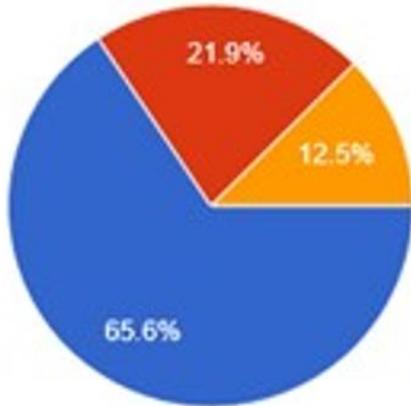
The majority of respondents were from County Sligo at 68%, while 25.8% were from County Wick

Table 1-2: Do you Live/Work in the Study Area



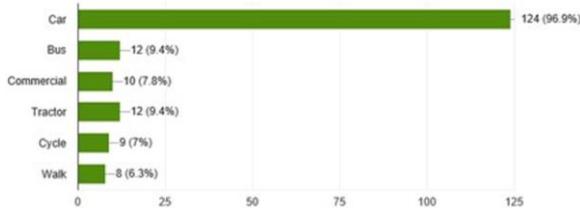
Over 82% of the responses were from people who live or work in the Study Area.

Table 1-3: How often do you use the N17?



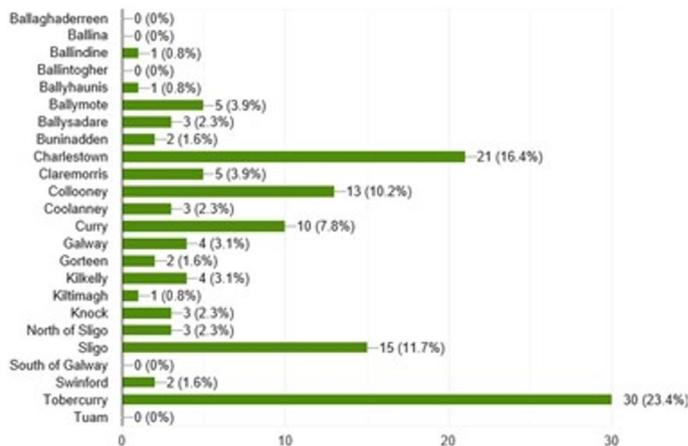
65.5% of those people who responded use the N17 on a daily basis, while 21.9% use it on a weekly basis.

Table 1-4: How do you mainly travel the N17?



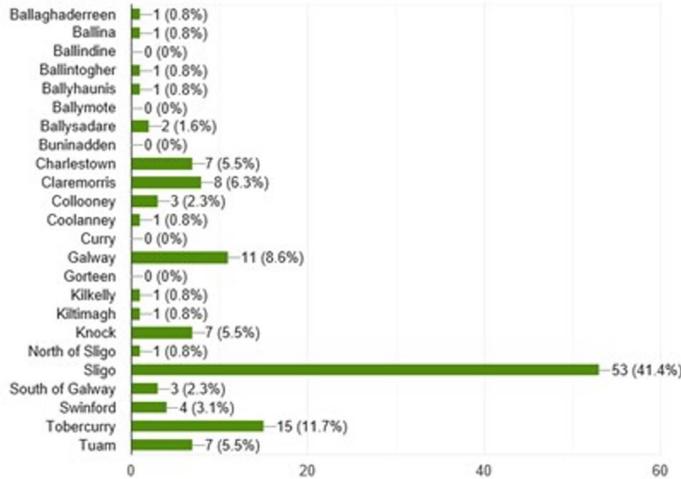
The majority of respondents travel the N17 by car (96.7%). Some of those using the car also use other forms including: Bus, Commercial, Tractor, Cycle and Walking – Approximately 6.3% to 9% use these modes.

Table 1-5: Which of the following is the closest to your point of origin of your trip on the N17?



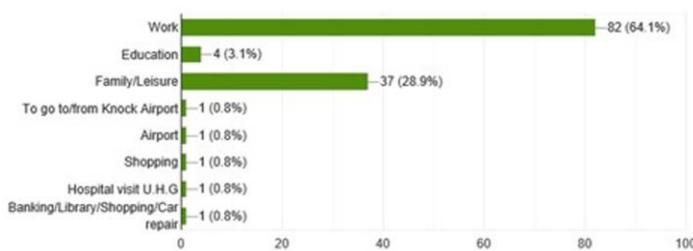
The majority of respondents start their trip's in Tobercurry (23.4%), followed by Charlestown (16.4%) and Sligo (11.7%).

Table 1-6: Which of the following is the closest to the destination of your trip on the N17?



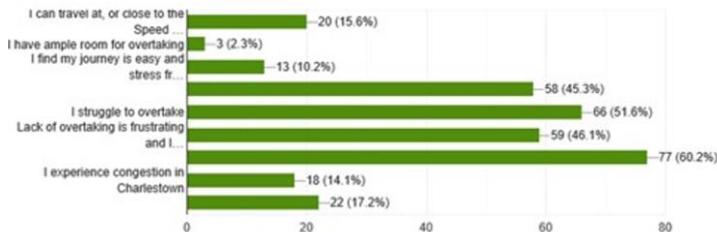
The majority of respondents travel to Sligo (41.4%), followed by Tobercurry (11.7%), Galway (8.6%), Claremorris (6.3%), Charlestown (5.5%) and Tuam (5.5%).

Table 1-7: What is the main purpose of your trip on the N17?



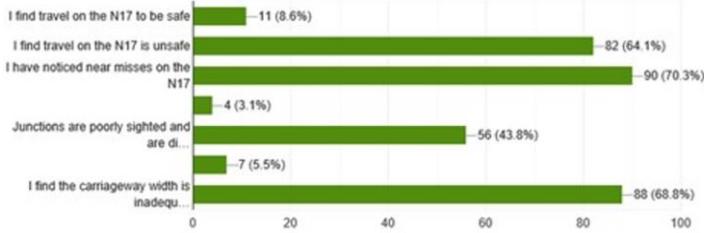
The main purposes of respondents trips on the N17 relates to Work (64.1%), followed by Family/Leisure (28.9%) and Education (3.1%).

Table 1-8: Can you indicate which if the following best indicates your journey on the N17?

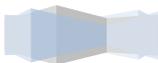


The majority of respondents (60.2%) indicate that they spend most of their time in traffic convoys, similarly 51.6% of the respondents stated that they struggle to overtake, while 46.1% indicate that the lack of overtaking is frustrating and sometimes consider taking overtaking risks. 45.3% indicate that they find the journey to be difficult and stressful

Table 1-9: Can you indicate which if the following best indicates your journey on the N17?



70.3% of respondents indicate that they noticed near misses while travelling on the N17, 64.1% indicate that they find travel on the N17 to be unsafe, 68.8% find the carriageway width is inadequate, while 43.8% indicate that they find junctions to be poorly sighted and difficult to get into/out of.



2 General Comments/Submissions

2.1 General Comments

Table 2-1: Public Consultation No. 02 – Comments and Responses

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>This road is totally inadequate for the amount of traffic that is using it. This road is so dangerous and needs updating urgently.</i></p>	<p>Accessibility/ Connectivity</p>	<p>Safety</p>		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p>
<p><i>I come on to the N17 at Clarke's Bridge traveling from Ballymote to Sligo Daily - how I or others are not killed is a miracle. Its a like human pinball machine trying to get a car out onto that road - cars travelling at crazy speeds and 20 or more cars behind me trying to get on to the N17 - being put under pressure to get onto the N17 leads to drivers making bad decisions how the results have not been fatal are a miracle - I even leave for work early not to face the trauma but from 8-8.30 its is so dangerous - there should be a slow down from before Ballinacarrow village to past this junction - not an overtake lane encouraging speed before Clarkes Bridge junction - as cars are travelling beyond the speed limit -therefore if a driver goes out onto the N17 and collides its only a matter of time before these near misses and small crashes become fatalities- Please come observe any morning from 08:00-08:30</i></p>	<p>Safety</p>			<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p>

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>The proximity of the N17 to residential buildings makes it rather unsafe (high number of entries/exits, and no alternative for walking and cycling), and it is creating a noisy environment.</i>	Safety	Environment		Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment. Aspects relating to Environment will also be considered in the assessment.
<i>I use the N17 when I travel home from the UK and arrive at Knock Airport. The N17 journey for me is Knock Airport to Riverstown (which wasn't given as an option!). This road is in desperate need of being upgraded/widened to make it a safer road for all users. There are some dangerous junctions, bends and I feel no real space for safe over-taking. Good luck with this project and I hope to see an improved N17 in my lifetime!</i>	Safety			Improvement of Safety is an objective of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>Needs a Green way for pedestrians and Cyclists</i>	Accessibility/ Connectivity			All forms of modal transport will be examined in line with current policy.
<i>I feel like vehicles turning right/ left off the n17 project section into local roads or dwelling houses are sitting ducks. I can't understand how there aren't more people killed. People try anything on this road. I upgraded to a jeep as I feel safer for when I do get a bang which I presume I will get. I also installed a dash cam which caught an oncoming car overtaking on a double white line and forced me into the grass verge. I was very lucky that day. This section of the road can't be upgraded quick enough.</i>	Safety			Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>Some of the knock to Collooney road isn't that bad. It's wide and quite straight. It's the sections between Curry and the approach to Collooney that need a lot of work.</i>	Accessibility/ Connectivity	Safety		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>Straighten roads, widen them would be great. Provide LONG sections of overtaking section. Bypassing Ballynacarrow, Tubbercurry and Charlestown would be the best especially since the west of Ireland does need a modern north south road network. It would be so Beneficial for the western economy of the island and improving road safety.</i>	Accessibility/ Connectivity	Economy		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment. Design aspects mentioned will be considered in the design of feasible options.
<i>Review of white link markings in Townland Carrowreilly Lavagh heading South on N17 needing urgent attention due to safety concerns ..(traffic allowed to overtake going south not aware there is traffic merging on to n17/ exiting off n17 to a residential dwelling on the right hand side).</i>	Safety			Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment. Local issued is noted and will be relayed to the Local Area.

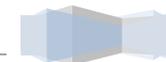
Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>Journey time has increased by approx. 10-20 mins over the last 18 months. Volume of traffic is heavy.. Experience of 630am, 8am departure from knock and leaving Sligo 5pm 630pm journey can take 1 hour 15 mins.. Same journey 2years ago was 50 or 60 minutes</i>	Accessibility/ Connectivity	Economy		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>It's always a stressful journey as you can't make headway on it, and frustrated drivers take risks.</i>	Accessibility/ Connectivity	Safety		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>Travelling this road for years it's bad when you have to go through the town of Tubbercurry and hopefully pass a number of lorries or agriculture vehicles. Surfacing works don't cut it anymore.</i>	Accessibility/ Connectivity	Safety		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>By pass all villages towns on route with minimal hard shoulder and preferably have a number of passing lanes if possible</i>	Accessibility/ Connectivity			Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment. Design aspects mentioned will be considered in the design of feasible options.



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>Thanks for the survey. The sooner the new N17 is built, the better.</i>	Accessibility/ Connectivity	Safety		Opinion Noted
<i>Between Knock and Collooney is the difficult part for me mostly</i>	Accessibility/ Connectivity	Safety		Opinion Noted
<i>I do think with a road as busy as the n17 and with the current growth in the tourism and if we want to increase the population in these smaller towns and villages and ease the housing crisis in larger towns and cities we need a dual carriage way along the proposed route.</i>	Accessibility/ Connectivity	Question/ General Opinion		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment. The road type will be established based on an objective incremental analysis approach. Further opinions are noted.
<i>By cutting the drive time from knock to Sligo I'm sure that local towns would benefit and Ireland west Airport would be a more appealing option for people to travel from.</i>	Accessibility/ Connectivity			
<i>Proper roads will increase jobs and spends in these areas. I think a prime example of bypasses working is Claremorris.</i>	Accessibility/ Connectivity			
<i>The N17 in Sligo is substandard with many sections not even having a hard shoulder, road links between major cities need a minimum dual carriageway standard and many from Sligo and Donegal travel to Galway and Knock Airport frequently, the improvement of this road would open up access to the West immensely and have considerable benefits to road safety, a really crucial infrastructure project</i>	Accessibility/ Connectivity	Safety		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment. The road type will be established based on an objective incremental analysis approach.

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>what happened to the 1990s proposals for this road?</i>	Question/ General Opinion			The previous option selection process are now dated with regard to <i>inter-alia</i> legislation, Policy and Standards. Consideration will be/has been had in the development of options to those which were previously considered.
<i>The N17 from Curry to Collooney is very dangerous . What type of tragedy does it take to move this project forward</i>	Safety			Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.
<i>Please avoid planning the new route through village centers. PLAN AROUND BUILDUP AREAS</i>	Accessibility/ Connectivity	Environment		All options considered feasible will be assessed. This will include some options which are close to towns and villages and others which are more removed.
<i>A new road needs to constructed between Sligo and Charlestown totally unsafe between Sligo and Tubbercurry it's unbelievable 2020 this stretch of road still has not being done. Council spends probably millions on resurfacing when surely this money could spend on a total upgrade or new road as a road user on this on road this is a total disgrace.</i>	Accessibility/ Connectivity	Safety		Opinion Noted.

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>It is imperative in considering any upgrade to the N17, to look at its potential to be an economic driver for the West / North west region. This road has to be built to Motorway standard north of Tuam, Co Galway to Collooney, Co Sligo and onto Derry.</i></p>	<p>Accessibility/ Connectivity</p>	<p>Safety</p>	<p>Economy</p>	<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p> <p>The road type will be established based on an objective incremental analysis approach.</p>
<p><i>In order to grow our economy in the west / north west we need infrastructure as developed in every region of Europe. This will bring inward investment allowing our region to develop it's economic potential.</i></p>				
<p><i>I have attended so many meetings over the years with IDA and the one observation that comes up over and over, is when the maps of Ireland are shown to companies that want to come into Ireland they look to the Eastern (Greater Dublin area) and Southern (Cork city) areas as the paths of least resistance because they have strong infrastructure (Motorways, Rail, Fibre optic, Gas and Power transmission).</i></p>				
<p><i>We have moved to an All Island economy and we need a spine of infrastructure on the entire Western seaboard (Atlantic economic corridor) similar to the spine on the Eastern seaboard that has allowed strong economic development particularly in recent decades.</i></p>				



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>We need the TII, Mayo & Sligo County Councils and our Politicians to be ambitious and step up and ask for this road to be built to Motorway standard.</i>				
<i>I believe an improvement on this section of the n17 would greatly reduce risk of fatalities/accidents but would also promote better transport to the north west which would be good for businesses and tourism</i>				
<i>The road from Curry to Ballinacarrow in particular is very poor. too narrow, poor sight and overall unsafe. the lack of hard shoulder and some drivers will attempt overtaking when it is not safe to do so as one vehicle doing 70km/h or even less sometimes can hold up many people</i>	Accessibility/ Connectivity			Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>Should improve access and travel times between Sligo and Ireland West Airport</i>	Accessibility/ Connectivity			Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>Please upgrade this road soon</i>	Question/ General Opinion	Safety		Opinion Noted

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>The Road is totally inadequate for the level of traffic and safe journeys and should be upgraded to a type 2 DC at minimum as soon as possible to save lives and reduce stress while driving between the major economic centres in the West/North West.</i></p>	<p>Accessibility/ Connectivity</p>			<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p> <p>The road type will be established based on an objective incremental analysis approach.</p>
<p><i>Please include a study on future energy supply. We will shortly not be doing as much driving so all these new roads are a total waste of money. As far as I have seen no council has considered this aspect and just assumes we will drive for ever. We will not and EV's will not save us. Please you are supposed to be engineers. Regards</i></p>	<p>Policy</p>	<p>Modal</p>		<p>Policy Observation. All forms of modal transport will be examined in line with current policy.</p>
<p><i>The road needs to be improved for safety and economic benefits</i></p>	<p>Safety</p>	<p>Economy</p>		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p>
<p><i>I have seen the volume of traffic increase dramatically over the years & drivers are taking more & more risk in frustration. This road needs to be updated ASAP.</i></p>	<p>Safety</p>			<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p>



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>This piece of infrastructure is badly needed. On occasion when travelling back from Galway I would have cause to travel through Charlestown and Tubbercurry while heading for Sligo. Traffic is always heavy. While incremental improvements to the road (in particular between Tubbercurry and Ballinacarrow) have made a difference, a dual carriageway is justified on this route. To be fair the road from Charlestown to Claremorris isn't bad. Focus should be from Collooney to Charlestown. One final note. Please use the opportunity to include aspects of green tourism. Surely this project presents a massive opportunity to develop the talked about cycle greenway from Collooney/Coolaney to Tubbercurry/Charlestown! It is just as important to develop this in terms of health promotion as well as a no-brainer for local tourism. Thanks,</i></p>	<p>Accessibility/ Connectivity</p>	<p>Safety</p>	<p>Modal</p>	<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p> <p>Different forms of modal transport will be considered in the assessment process.</p> <p>The road type will be established based on an objective incremental analysis approach.</p>
<p><i>Often have witnessed near misses on the N17 and I, myself has made unwise decisions on this stretch of road. There have been times I have met met wide loads and due to inadequate road width, I - as well as other road users have had to break suddenly. A friend has also been involved in a serious accident on this stretch of road. So I believe this road is well overdue a serious upgrade!</i></p>	<p>Safety</p>			<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p>



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>Ballinacarrow should be on the list of towns</i>				Opinion Noted.
<i>I travel by Car, Bike, Tractor, and would like to walk but it is unsafe to do so</i>	Safety	Modal		Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment. Different forms of modal transport will be considered in the assessment process.
<i>This upgrade is badly needed, the existing road is not for purpose.</i>	Accessibility/ Connectivity			Opinion Noted
<i>Difficult and dangerous to exit the road in the Kilkelly, Aghamore area. I find myself out on the road indicating to get off the road with long lines of traffic in front and behind. Getting hit from behind is my biggest fear. Lines of traffic travelling at speed having to swerve around any cars stood out on the road turning off at junctions.</i>	Safety			Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.
<i>The present N17 between Curry and Collooney is unfit for purpose and is a Health & Safety hazard.</i>	Safety	Accessibility/ Connectivity	Economy	Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>I commute daily up and down the N17 for work and find it extremely frustrating due to narrow road, limited places to overtake, slow vehicles, etc.</i>				considered accordingly in the Options Assessment.
<i>You should proceed without delay to plan the new N17 route.</i>				
<i>The poor quality of this road is hindering the economic development of South Sligo.</i>				
<i>It is at 5.30pm that I am on the N17 route for hospital visits at U.H.G. I find the route busy but a lot of poor drivers and not knowing what speed they should be at. Driving at 80km/h and less on and in a 100km/h limited is very annoying when busy. Passing out in unsafe conditions because as you are passing they speed up to what they should be travelling at, and when you pull back in behind them they slow down again. Sometimes older drivers, but a lot of the time its young enough drivers.</i>	Accessibility/ Connectivity	Safety		Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.
<i>Note: good luck with the project and I hope it goes all the way for you.</i>				

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response	
<p><i>We live off the Achonry Junction and have seen many cars overtaking at that spot when they shouldn't (double white lines) - many accidents and near misses have occurred at this junction. Many drivers overtaking here have had little opportunity from both directions to do so before and therefore frustration leads some to take big risks. The 'staggered junction' between Achonry and Lavagh acts as a through road for school traffic, agricultural traffic etc and poses a significant risk for cars trying to get across. Any improvements around this stretch of road would be very welcome.</i></p>	Safety	Accessibility/ Connectivity		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p>	
<p><i>N17 very dangerous Charlestown to Sligo</i></p>	Safety			<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p>	
<p><i>I find my journey is easy and stress free during off peak times.</i></p>	Safety	Accessibility/ Connectivity		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p>	
<p><i>This stretch of the N17 can be enhanced for safety and access.</i></p>					<p>Design aspects mentioned will be considered in the design of feasible</p>
<p><i>Priority should be given to upgrading bypasses and access to local towns in the interests of enhancing this regions to become sustainable.</i></p>					



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>Of lesser importance is speeding up through traffic from Derry to Kerry relative to the importance of better regional and local links and better bypasses and safer single carriageway width.</i>				<p>options.</p> <p>All options considered feasible will be assessed. This will include some options which are close to towns and villages and others which are more removed.</p>
<i>The N17 is extremely poor from knock airport to Collooney. Very few places to overtake. Large volumes of traffic into Charlestown. Poor junction layouts at Iurga. Dangerous bend at Iurga crossroads have led to many deaths at this junction/bend..</i>	Accessibility/ Connectivity	Safety		<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p> <p>Local issued is noted and will be relayed to the Local Area.</p>
<i>Welcome the new stretch of road, should definitely be dual carriageway for safety and reducing journey times</i>	Accessibility/ Connectivity	Safety		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p> <p>The road type will be established based on an objective incremental analysis approach.</p>



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>Its such a missed opportunity if the N17 from knock to Collooney is not upgraded to a dual carriageway. This would link Sligo to Galway and Limerick and make the Wild Atlantic Way far more accessible. There is lots of employment in Sligo and the only major deterrent for me is the commute. At the moment the road simply is not good enough. Charlestown and Tubbercurry prove significantly problematic and can cause major traffic delays. The ongoing work to repair the road surface does not fix the problem. Progress while driving is the major problem with no safe places to overtake. I really hope its upgraded to a dual carriageway.</i></p>	<p>Accessibility/ Connectivity</p>	<p>Economy</p>		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p> <p>The road type will be established based on an objective incremental analysis approach.</p>
<p><i>New road should be kept close to main populated areas</i></p>	<p>Environment</p>			<p>All options considered feasible will be assessed. This will include some options which are close to towns and villages and others which are more removed.</p>
<p><i>The road has improved a bit, but a dual carriage way IS the way</i></p>	<p>Accessibility/ Connectivity</p>	<p>Safety</p>		<p>The road type will be established based on an objective incremental analysis approach.</p>



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>The future of cars are short lived killing some of the best views scenery to reach the coast when we have every thing here in the area hills valleys lakes rivers the sea archaeology the best views of land scape any were in the county of Sligo unspoilt to many roads a railway would be organic local people working cheaper in terms of pollution linking towns and factory's for goods to limerick to Sligo and again a united Ireland Belfast with out ripping and dividing the landscape farming Agriculture is the life blood of south Sligo with enhanced tourism not motorways that divide separate communities [*Text removed due to language used*] with this enables you to get nowhere faster madness pure madness this is not Ireland that we want not the future we want STOP IT NOW!</i></p>	Modal			<p>Policy Observation. All forms of modal transport will be examined in line with current policy.</p>
<p><i>Heavy Sligo bound traffic on main street Charlestown makes it difficult & hazardous to cross from the Bank to the Post office.</i></p>	Accessibility/ Connectivity	Safety		<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p>
<p><i>Traffic through Charlestown is a nightmare. Often takes 5 mins to cross the road between the Bank on one side of Main St and the Post office on the other.</i></p>				<p>Improvement of Safety is one of the project objectives. These factors will be</p>



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>There is a great deal of speeding on the N17 with many cars way over the speed limit on a daily basis.</i>				considered accordingly in the Options Assessment.
<i>We find it very difficult to drive safely from a by road or house to access main road.</i>	Safety			Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.
<i>The urgency of this project being completed cannot be underestimated as commuters are travelling very dangerously on a daily basis.</i>	Safety	Accessibility/ Connectivity		Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.
<i>Tubbercurry Chamber of Commerce welcome with urgency this project. However, in the interest of not having our town and community left isolated we request the new route would be as close as possible to our town and as close as possible to the original route selected 20 years ago.</i>	Accessibility/ Connectivity	Economy		All options considered feasible will be assessed. This will include some options which are close to towns and villages and others which are more removed.
<i>There is an urgency in getting this sorted out and hope the route can be located as close to Tubbercurry as possible.</i>	Accessibility/ Connectivity	Economy		All options considered feasible will be assessed. This will include some options which are close to towns and villages and others which are more removed.

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>As a resident of Curry, along the N17, I feel the speed limit is still too high & unsafe with school, hotel, community centre, playground & a number of roads off the N17. Due to the upgraded N17 a number of years ago means that I now live roughly 20 metres from the road. Noise & air pollution has greatly increased to our detriment. From that upgrade, we were left with no safe right turn into our house when coming from Sligo direction. Any improvements made to N17 will have to benefit & enhance our access & make living along N17 in Curry a better experience than it has in the past & currently. As a landowner, the Council have my lands on hold with about 20 years. At this stage we should be & deserve to be let know what is happening so we can do what we want with our lands. I think 20 years is a fair time to be given to make any decision. I know I wouldn't be given the same leniency by the council.</i></p>	Safety	Accessibility/ Connectivity	Environment	<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p> <p>Local issued is noted and will be relayed to the Local Area.</p>
<p><i>Living in Curry on the N17, which is like a race track at different times of the day. Having to cross the road can be a nightmare. The main road is about 20 metres from our front door, so any heavy lorries can actually vibrate our house.</i></p>	Safety	Environment		<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment. Aspects relating to</p>



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<i>There is a hotel across the road from our house which is a danger when you are entering or exiting the hotel with the speed car and lorries are travelling on the N17.</i>				Environment will also be considered in the assessment.
<i>Broken White Line a serious concern in the Townland of Carrowreilly Heading south on N17 where a continuous white line changes to a broken white line, allowing motorists to overtake just before a right hand turn \exit off N17 to a dwelling house. The same broken white line is hazardous when traffic is merging on to the N17 at the same dwelling house, heading North bound, Motorists are allowed to overtake due to broken white line which should be continuous until the entrance for this dwelling is passed.</i>	Safety			<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p> <p>Local issued is noted and will be relayed to the Local Area.</p>
<i>A) Worst bit is from north of Curry to north of Ballynacarrow. Get stuck in Tubbercurry & cannot overtake. Could N17 be on route of disused rail track? From outside Curry where road narrows go up towards Lavagh then in again to join N17 above Ballynacarrow. Not many houses near track. Need to bypass Tobercurry and Ballynacarrow.</i>	Accessibility/ Connectivity			<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p>

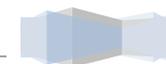
Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>B) Never know how long journey will take as can get stuck for long time behind traffic. Also Council (Sligo) always digging up road so traffic lights.</i></p>				<p>Design aspects mentioned will be considered in the design of feasible options.</p> <p>All options considered feasible will be assessed. This will include some options which are close to towns and villages and others which are more removed.</p>
<p><i>The main issues to travelling on N17 are:</i></p>	<p>Accessibility/ Connectivity</p>	<p>Safety</p>		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p> <p>Design aspects mentioned will be considered in the design of feasible options.</p> <p>All options considered feasible will be assessed. This will include some options which are close to towns and villages and others which are more removed.</p>
<p><i>1) Congestion in Charlestown for traffic going north for Knock, and</i></p>				
<p><i>2) The narrowness of the road in certain places which impairs travel & causes congestion.</i></p>				
<p><i>My suggestion would be the following:</i></p>				
<p><i>i) To avoid delays for traffic (especially at junction of N17 to the road for Carracastle & Swinford in middle of Charlestown) change route of N17 from around Knock airport? If N17 ran west of existing road near airport (also west of Charlestown) this would allow traffic move freely. Access from airport would be easier & route would run to west of Curry, east of Toorlestraun & partially follow old railway line west of Tobercurry. Land is not heavily populated, is flat & could rejoin existing N17 just north of Ballynacarrow after junction with road from Coolaney. This route would bypass Charlestown & Tobercurry & avoid the sharp bends along the road.**</i></p>				



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p>ii) If above idea is not feasible then width of road between Curry and Ballynacarrow needs widening. If you get behind a tractor on this part of N17, people take risks to try & overtake.</p>				
<p>**The suggested route to the WEST of Charlestown & Tobercurry is flatter than option to the EAST. Eastwards are more properties, Kesh hills & lakes. Also commercial businesses e.g. Grady Joinery. I have marked my route on map on front of this questionnaire.</p>				
<p>Attempting to Join the N17 at "Clarke's Bridge"-North of Ballinacarrow every morning is a Nightmare and Dangerous</p>	Safety			<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p> <p>Local issued is noted and will be relayed to the Local Area.</p>
<p>When the N17 is being built I would strongly suggest that it be upgraded to a 2 lane dual carriageway (Type 1) from Collooney in Co. Sligo to Knock in Co. Mayo.</p>	Accessibility/ Connectivity	Economy		<p>Improvement of Accessibility, Safety and Economy form some of the objective's of the proposal. These factors will be considered accordingly in the Options Assessment.</p> <p>The road type will be established based</p>
<p>It is so important as the Atlantic Economic Corridor passing close to IWAK (Knock Airport) and linking the 2 major cities in the West of Ireland - Sligo & Galway.</p>				



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p><i>I live 'on the N17' at Rhue, Tubbercurry, Co. Sligo and have witnessed a major increase in Traffic Volume over the years. As a former elected Co. Councillor for 15 years I have called for the upgrade of the N17 every single year at council and Regional Assembly meetings.</i></p> <p><i>P.S. we need progress now, not in 10 years time. Toll this road if necessary but build it now!</i></p> <p><i>P.S we look forward to the 're-opening' of the railway linking the 2 main cities in the West - Sligo & Galway.</i></p>				<p>on an objective incremental analysis approach.</p>
<p><i>The road is a mix of decent road and poorer bits. A number of right turns are potentially dangerous.</i></p>	Safety			<p>Improvement of Safety is one of the project objectives. These factors will be considered accordingly in the Options Assessment.</p>
<p><i>1) In respect of the evaluation of the constraints relating to Improvements to the existing N17 Knock to Collooney National Primary Route, any evaluation should seek to use the existing N17 from Knock to the N5 south of Charlestown, and thereafter to use the existing N17 road from Bellahy to Curry utilizing structural improvements to the existing route to Tubbercurry from surplus unused land adjacent to the Railway-line.</i></p> <p><i>2) The integration of the Western Rail Corridor into transport planning to reduce Road Traffic and enhance road-life in order to minimize road congestion at Provincial Hubs.</i></p>	Policy	Environment	Modal	<p>Design aspects mentioned will be considered in the design of feasible options.</p> <p>All forms of modal transport will be examined in line with current policy.</p> <p>Impacts on agriculture will be assessed under Environmental Criteria.</p>



Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p>3) <i>The negative impact on farming practice, should a new route be proposed in the area projected on the constraints map, in deference to “improvements to the existing Knock to Collooney”.</i></p>				<p>All geographical areas will be given the same attention.</p> <p>Opinion Noted regarding Questionnaire. The questionnaire is used principally for the purposes of data gathering and to inform the establishment of potential options.</p>
<p>4) <i>In respect of the negative effects should a new route be pursued would severely impact on the livelihood of 60 to 80 small farmers creating land fragmentation and segregation of farm holdings which under previous Government Policy pursued by the Irish Land Commission implemented land restructuring to eliminate land fragmentation.</i></p>				
<p>5) <i>The negative effect on rural communities and rural townlands in limiting access to the proposed route should an be selected.</i></p>				
<p>6) <i>In previous studies an over emphasis was stressed on the Northern preferred route at the Templehouse Demesne which contains in the region of 1,100 acres; however little or no emphasis or consideration was given to the landholding fragmentation between Bellahy and Ballinacarrow.</i></p>				

Public Consultation No. 01 - Additional Comments to Questionnaire	Comment generally relating to:			Sligo PO Response
<p>7) <i>In respect of the Questionnaire, this current format should be abandoned as its methodology is unscientific and to rely on its random response would give rise to spurious results.</i></p>				
<p><i>We welcome the opportunity to comment on the N17 Knock to Collooney [AEC] Physical Constraints Study Area, Options Selection Phase 2.</i></p>	<p>Policy</p>			<p>Policy related Information/Observation. All aspects of the submission are noted. Any changes to policy, where relevant to the project, will be considered and complied with where necessary. Interaction with the disused Claremorris to Collooney Railway will be subject to consultation and engagement with key stakeholders. This may, where required, include the provision of road over/under bridge(s).</p>
<p><i>The Department of Transport Tourism and Sport are currently subjecting Iarnród Éireann’s recently completed public and stake holder consultation by EY-DKM Economic Advisory, into the re-opening of Phases 2 and 3 of the Western Rail Corridor (Athenry-Tuam-Claremorris) to peer review.</i></p>				
<p><i>Government has said that if the peer review justifies extension of the WRC it would be considered as “priority infrastructure” for short to mid-term delivery.</i></p>				
<p><i>The implications of a positive result from the peer review process on land transport policy along the Atlantic Economic Corridor would merit re-evaluation of a bimodal road and rail strategy.</i></p>				
<p><i>The AEC is not on the TEN-T CORE network north of Limerick at present.</i></p>				



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<p><i>Limerick to Galway rail and Limerick to Donegal road are on the TEN-T COMPREHENSIVE network.</i></p>				
<p><i>Ireland's Programme for a Partnership Government contained a commitment to apply to the European Union for a revision of the TEN-T CORE Network, including in relation to Ireland's "Western Arc" (AEC) region.</i></p>				
<p><i>Minister Shane Ross wrote to Commissioner Violeta Bulc, of the Directorate-General for Mobility and Transport (DG MOVE) last August requesting this revision.</i></p>				
<p><i>If CORE TEN-T status is granted, it will automatically include rail.</i></p>				
<p><i>In light of the above, West-on-Track request that planning for the Knock-Collooney upgrade of the N17 will not in any way, adversely affect the prospect of re-opening the closed but not abandoned Claremorris-Collooney railway line.</i></p>				
<p><i>We would also request that any crossing of that railway line by the new road alignment, would be grade separated.</i></p>				

