

The option then follows a relatively straight line in a north-easterly direction through the townlands of Kileendaniel, Ballincroig, Ballynoe and crosses through the Upper Glanmire Valley, utilising a viaduct structure at point J. From point J the route corridor options skirt to the north and west of Sarsfield Court and connects to the Glanmire / Watergrasshill road scheme at Killydonoghoe terminating at point K.

The inner option, coloured blue, from point F in the Wyse's Bridge area follows the lower Killeens valley north of Hollyhill and Gurranbraher. This option would intersect with the N20 Mallow Road just north of Blackstone Bridge and the option proceeds through the townlands of Carhoo, Kilbarry and Ballincolly. From Ballincolly the option veers north-eastwards and crosses the R614 road just south of White's Cross heading in a north-easterly direction through the townlands of Garraneboy and Ballyphilip rejoining the outer option, via a viaduct, at point J.

Similar to the outer option the inner option terminates at point K on the Glanmire / Watergrasshill Killydonoghue junction.

An option connecting the outer option (coloured yellow) to the inner option coloured blue is shown (coloured orange) between points G and H.

Depending on the Route Corridor selected Link Roads from the northern environs of Cork City will be required. This will provide connectivity between strategic areas of the Northside of the city and the proposed Northern Ring Road.

Route Corridor Options coloured grey and 150m wide are also shown on the map for the proposed Link Roads. Firstly, the North West Link connects the north western area of the city, including Holly Hill and Knocknaheeny to the proposed Northern Ring Road. Secondly, the North East Link connects the north eastern area of the city, including Mayfield, Ballincolly and White's Cross to the proposed Northern Ring Road. Finally, a third link called the Monard Link Road is proposed to link the proposed development at Monard with the proposed Cork Northern Ring Road.

In addition, the location of proposed interchanges or junctions are shown as a diamond symbol and are shown on the map as preliminary locations in relation to the route corridor option proposed.



What happens next?

As stated above the route selection process is an interactive process between the public and the local authorities and careful consideration will be given to the comments and submissions received during this consultation process. Information gathered at this stage relating to the various route corridor options will be reviewed and a detailed route selection study will be carried out.

This process involves a detailed analysis of the proposed route options including but not limited to:

- Engineering analysis and traffic assessment of the route corridor options proposed.
- Assessment of environmental impacts of different route corridors proposed.
- Preparation of scheme budgets/cost estimates for each route corridor option being investigated.

The objective of this phase will be to select a preferred route.

Further Information

If you have any queries about the proposals please contact:

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Introduction

The necessity for a Northern Ring Road is seen as an important strategic infrastructural requirement to complete the existing road network around Cork city. It is hoped that the completion of the project will reduce traffic congestion, improve access and redress the development and infrastructural imbalance towards the northern part of the City. The Cork Area Strategic Plan (CASP) 2001-2020 also highlights the importance of the completion of the Northern Ring Road as part of the strategic and spatial development of the Greater Cork Area.

Cork City Council commissioned an initial feasibility study on the Northern Ring Road in 2000. This study outlined the splitting of the Northern Ring Road into three separate phases. Phase 1 – the immediate provision of a new link from the N22 (new Ballincollig Bypass) to the N20 (Mallow Road), Phase 2 – the provision of a link from the N20 to the existing Northern Ring Road and Phase 3 – the provision of a future link connecting the existing Northern Ring Road to the N8 (Dublin Road).

The development of the Northern Ring Road is being promoted by both Cork City Council and Cork County Council and is funded by the National Roads Authority (NRA).

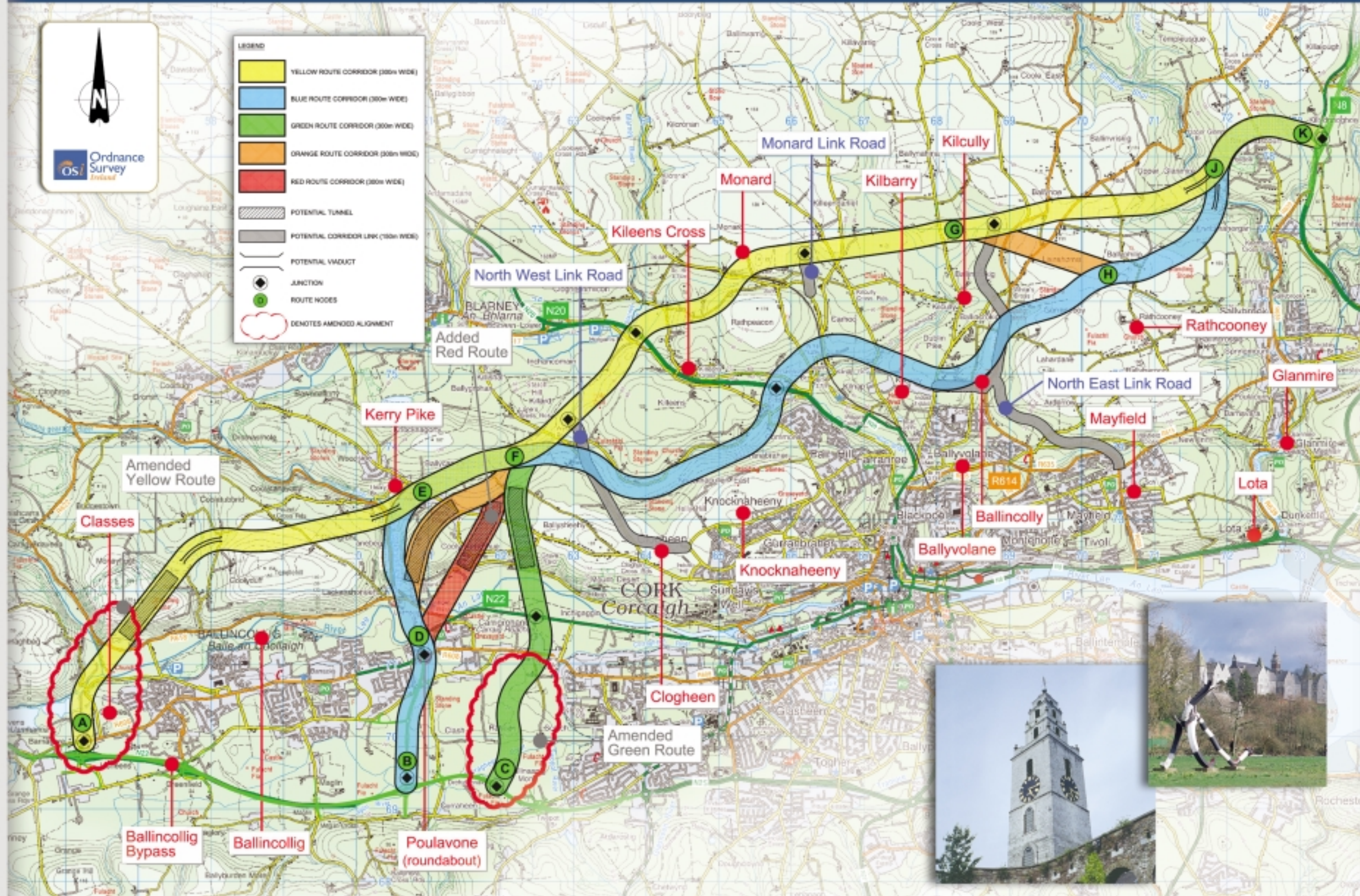
Route Corridor Options Supplementary Public Consultation Nr 2:

Following the first Supplementary Public Consultation for Route Corridor Options in December 2004 and the submissions received, this public consultation outlines amendments to those options including; amendments to two Route Corridor Options (yellow and green options), the inclusion of an additional Route Corridor (red option) towards the west of the city and further details of the proposed Link Roads.

This Second Route Selection Public Consultation is part of an ongoing interactive process between the public and both Cork County Council and Cork City Council.

Please consider the Route Corridor Options shown on the brochure along with the information displayed at the public exhibition and let your views be known. Either complete the enclosed questionnaire or write to the address shown on the Free Post envelope giving your comments, to arrive no later than 31st March, 2006.

CORK Northern Ring Road SCHEME



Route Corridor Options

It is proposed to construct a dual carriageway linking the N22, the new Ballincollig Bypass to the west of the city to the N8, Glanmire / Watergrasshill Bypass to the north-east of the city. All main Route Corridor Options are 300m wide and the proposed Link Road Corridors are 150m wide.

Three route corridors have been identified commencing from the Ballincollig Bypass on the west of the city.

Firstly, an outer option coloured yellow, commencing at point A at the Ovens Interchange heading in a north-easterly direction, passing over the Inniscarra Road and travelling under the Garravagh peak via a tunnel. The option then proceeds to skirt around the peak of Temple Hill through the town land of Carrigrohanebeg. This route corridor then crosses over the Shournagh River just south of Healy's Bridge and is proposed to bridge under the Kerrypike road.

The next option, coloured blue, commences from the Poulavone Interchange at point B on the Ballincollig Bypass and utilises the newly constructed Poulavone Link Road as far as the Poulavone Roundabout on the eastern side of Ballincollig Village. This route corridor veers north-westerly and crosses over Leemount Cross and from this point, point D, three sub-options have been identified; firstly, an option (coloured blue) which runs parallel to the R579 road at Carrigrohanebeg and then proceeds north-easterly to bridge under the Kerrypike road, secondly, a tunnel option (coloured orange) which would commence after crossing the Shournagh River and tunnel under Coolymurraghue peak. The tunnel would terminate north-east of Kerrypike Village.

Thirdly, another tunnel option (coloured red) which traverses the River Lee floodplain east of Leemount Cross and Bannow Bridge and tunnels under Coolymurraghue further east of the orange option.

An inner option, coloured green, commences from the Curraheen Interchange at point C on the Ballincollig Bypass. The route corridor crosses over the Carrigrohane Road at Inchgaggin and travels under Mackey's Cross via a tunnel. The tunnel would terminate north of Mackey's Cross east of Kerrypike Village.

All these options would converge at point F which is south-west of Wyse's Bridge.

From point F two route corridors have been identified, firstly, the outer option, coloured yellow continues north of Killeens Cross and crosses the N20 Mallow Road, northwest of Killeens Cross. The option continues and crosses the railway line at Monard.