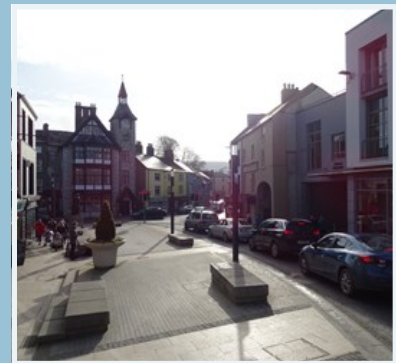




## N72/N73 Mallow Relief Road

### PUBLIC CONSULTATION No. 2 EMERGING PREFERRED OPTION

June 2021



An Roinn Iompair  
Department of Transport



Tionscadal Éireann  
Project Ireland  
**2040**

## Introduction

Project Ireland 2040 was announced by the Irish Government in February 2018. This policy initiative is underpinned by the National Planning Framework (NPF) and the National Development Plan (NDP) 2018 to 2027.

Project Ireland 2040 highlights the provision of N72/N73 Mallow Relief Road, in keeping with the second National Strategic Outcome, which is a core priority to enhance and upgrade accessibility between urban centres of populations and their regions, in parallel with the initiation of compact growth of urban centres.

The current commission is to bring the project through the Planning and Design Phases.

## Project Objectives

A number of objectives have been established for the project including:

- Improving regional accessibility,
- Reducing traffic congestion in Mallow Town
- Improving journey times; and
- Improving safety along the route.

## Option Selection Process

The Option Selection Process for the proposed Scheme is being undertaken in accordance with TII's Project Management Guidelines, in combination with TII's Project Appraisal Guidelines, and applicable regulations and guidance. The project is currently at Phase 2 (Options Selection) of the TII Project Management Guidelines.

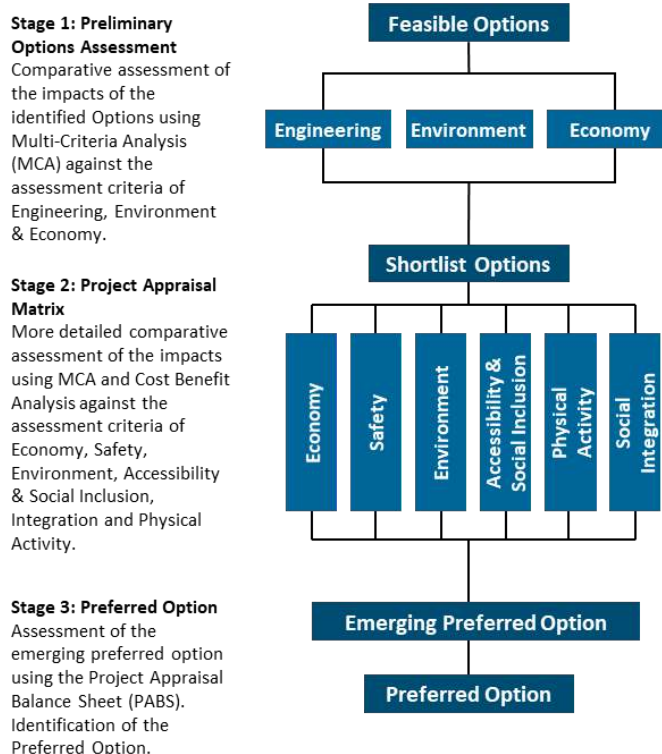
The Phase 2 Option Selection Process examines the alternatives/options against defined criteria and sub-criteria, and the scheme objectives through a systematic three Stage appraisal approach as shown in the Figure 1. The outcome of the Option Selection Process is to identify the optimum solution (or 'Preferred Option').

## Project Progress To Date

Following the first public consultation, the Phase 2 Stage 1 Preliminary Options Assessment was completed in December 2020 resulting in a short list of options. In addition, all realistic 'alternatives' as a way of achieving the project objectives were identified and examined critically.

An alternative can be classified as a specific mode (e.g. road, rail, bus, Active Travel) or a demand management proposal (fiscal, control, intelligent transport systems). These non-road based

alternatives were investigated to establish if investment in alternative modes or management solutions would address the existing and forecast issues in Mallow and meet the project objectives.



**Figure 1 Phase 2 Option Selection Process**

A Multi-Criteria Analysis assessment was conducted, from existing survey data, qualitative analysis as well as model tests to assess the suitability of a road, rail, bus, demand/traffic management or an active mode solution in achieving the project objectives on its own.

The sifting of alternatives recommended that the project should proceed as a roads based solution, in order to achieve the project objectives and support the development of Mallow.

Phase 2 Stage 2 of the Option Selection Process commenced in January 2021 and the 'Emerging Preferred Option' has now been identified from the short list of options under the 6 criteria of Economy, Environment, Safety, Accessibility and Social Inclusion, Integration, Physical Activity.

## What Happens Next

Following on from this Public Consultation, the feedback received will be considered by the Project Team and amendments may be made to the Corridor before a Preferred Option is finalised at Phase 2 Stage 3 and the preferred option will then be displayed for information. This stage will also include the Publication of the Option Selection Report.

## Emerging Preferred Option

The Emerging Preferred Option, which has been identified through the Option Selection Process, is Corridor Option C (Magenta). This option was one of the preliminary corridor options presented at Public Consultation 1 in July/August 2020, and one of the corridors in the shortlist of options published in January 2021. The Emerging Preferred Option will include pedestrian / cycle facility along its full length.

In addition to the relief road, an Active Travel Corridor has also been identified along the disused railway line that may provide an opportunity for a new pedestrian / cycle facility with links between a proposed relief road at Ballyvinter Lower and Mallow Railway Station. A footway link from the new scheme to the GAA sports complex will also be provided.

## General Option Description

Corridor Option C is approximately 5.1km in length (Including Link Roads). It commences from proposed junction with the N20 close to the Mallow General Hospital and north of the Beecher Street Roundabout. It continues in an easterly direction crossing Ironmines and Spaglen and joins the N72 at a proposed junction east of Oliver's Cross. The proposed junction will also link the N73 at Ballyvorisheen. The new junction will replace the existing N72/N73 junction at Oliver's Cross.

Indicative details of the Emerging Preferred Option C and associated junctions are presented on the drawing overleaf. The corridor shown is typically 200m wide. The 200m corridor does not represent the actual width of the road scheme nor the lands to be acquired. The corridor indicates the lands within which the Mallow Relief Road scheme could be developed. The exact details of the land take, earthworks, junction and side road design and property impacts will be developed during the next Phase (Phase 3 Design and Environmental Evaluation') of the planning and design process.

## Why is the Improvement Necessary?

The Mallow town area experiences a level of both local and through traffic that is contributing to congestion within the town centre. From a local traffic perspective, this problem is compounded by the relatively large number of HGVs which has been increasing as a result of development throughout the town and other strategic heavy commercial trips to other parts of Cork. As a

direct result of the latter, the road safety and environment for non-motorised, in particular vulnerable road users, has and continues to deteriorate within Mallow town centre and its environs.

## Why is Corridor Option C the 'Emerging Preferred Option'?

Each option was critically reviewed and concluded that Option C had the most preferred ranking having regard to the overall benefits and impacts based on the six criteria to be considered for road transport projects for the following reasons:

**Economy:** Option C has a positive Benefit Cost Ratio (BCR) of greater than 1, where the benefits are expected to outweigh the costs.

**Safety:** Overall, all options except Option A performed similarly in terms of road safety aspects with each option constituting an improvement for vulnerable road users through the town.

**Environment:** Option C has the lowest overall environmental impact when compared to all other options.

**Accessibility & Social Inclusion:** Overall, all options except Option A performed similarly against this criterion, providing a positive impact in terms of Deprived Geographical Areas and Vulnerable Groups as the scheme has the potential to allow for more efficient and safer accessibility for these areas and groups.

**Integration:** Option C is the equal best performing along with some of the other options, with the project having a positive impact in terms of the sub-criteria assessed.

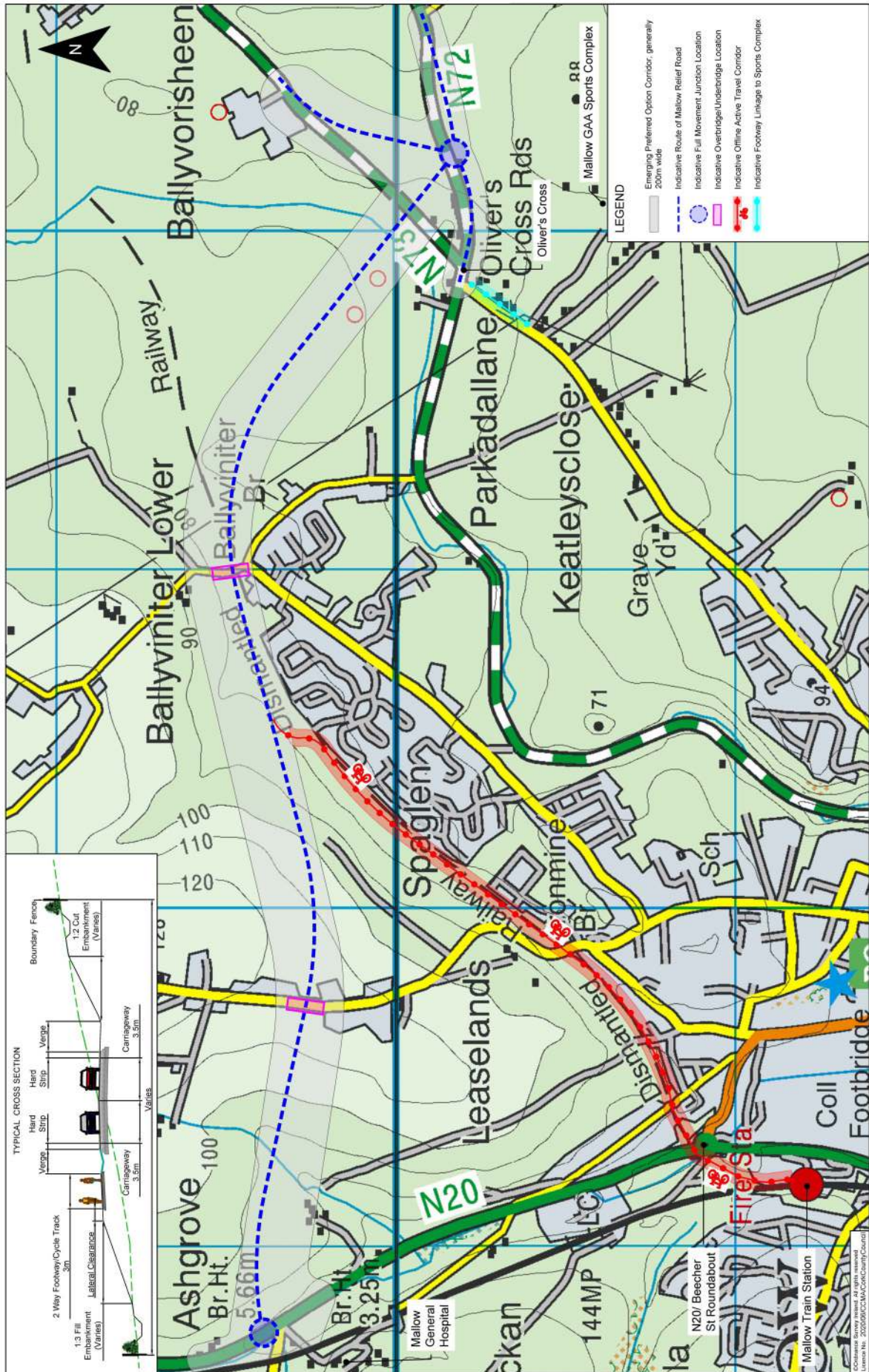
**Physical Activity:** Option C is the equal best performing along with other options, providing a positive impact for Vulnerable Road Users, as the proposed scheme will make provision for dedicated pedestrian and cycle facilities.

## Feedback

You can provide feedback to the team by:

- Viewing the Public Consultation information on the project website on [www.corkrdo.ie/major-schemes/n72-n73-mallow-relief-road/](http://www.corkrdo.ie/major-schemes/n72-n73-mallow-relief-road/) and completing the online feedback form;
- Emailing the project team using the email address [mallowrr@corkrdo.ie](mailto:mallowrr@corkrdo.ie). Preferably with completed feedback form attached.

# EMERGING PREFERRED OPTION



# PROGRAMME

Phase 0 – Scope & Pre-Appraisal		Completed 2018
Phase 1 – Concept & Feasibility		Completed May 2020
Phase 2 – Options Selection		<b>We Are Here</b>
	Constraints Identification	Completed August 2020
	Stage 1 – Preliminary Options Assessment	Completed December 2020
	Stage 2 – Project Appraisal Matrix	Completion envisaged July 2021
	Stage 3 – Preferred Option	Completion envisaged Q4 2021
Phase 3 Design and Environmental Evaluation		Commencement envisaged Q4 2021*
Phase 4 Statutory Processes		Publish Planning /CPO Completion envisaged Q1 2023*

\* subject to approval to proceed.

## N72 / N73 Mallow Relief Road - Public Consultation Roadmap

