

M7 Naas to Newbridge Bypass Upgrade Scheme

Brief of Evidence to An Bord Pleanála

By Kildare County Council
National Roads Office
and
Roughan & O'Donovan – AECOM Alliance
Consulting Engineers

Introduction

Jim Thorpe

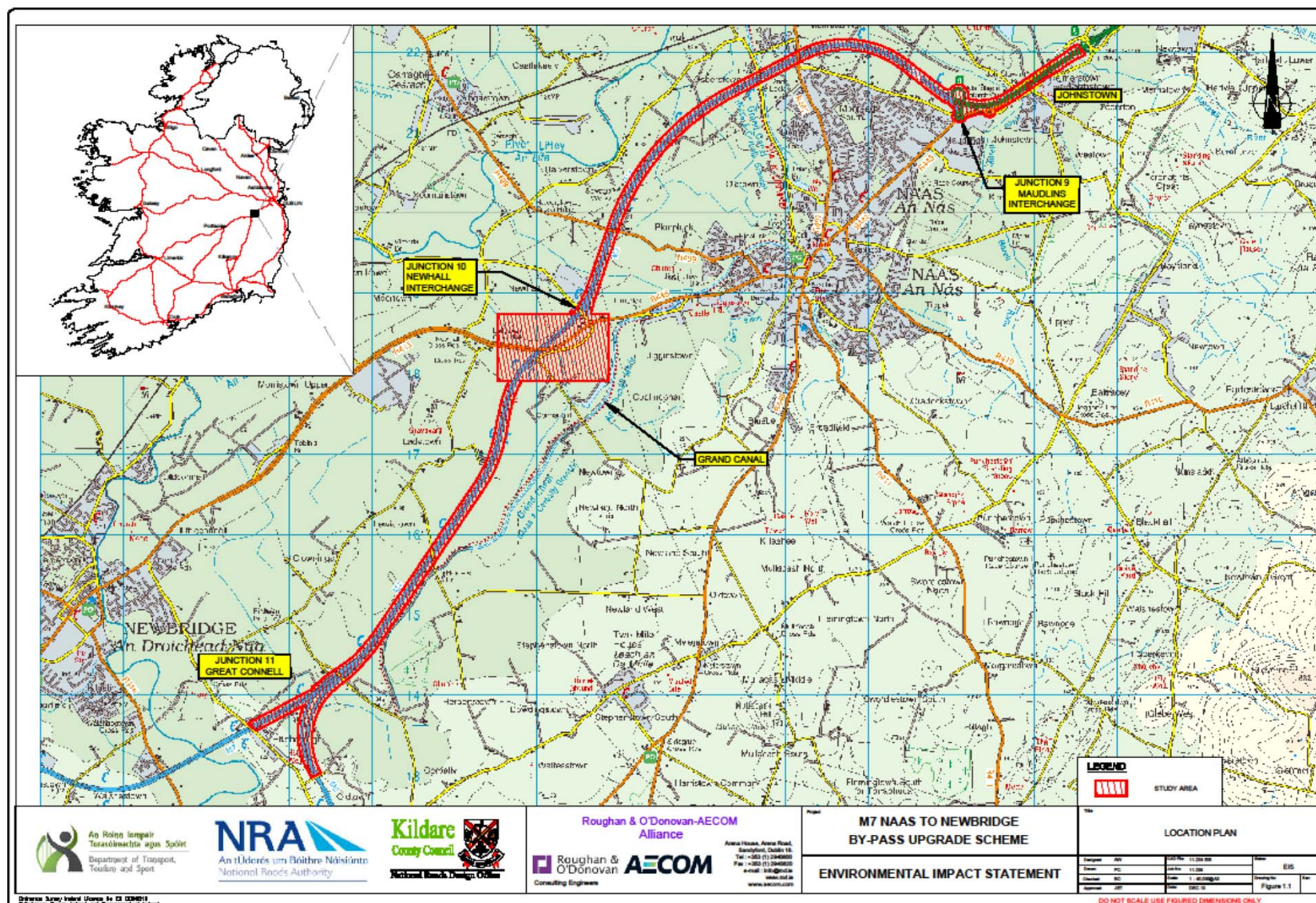
- **Position** Director, Roughan & O'Donovan
- **Qualifications** BSc (Hons) Dip Eng CEng MICE MIEI R.Cons.El
- **Experience** 27 years in design of roads, rail and bridges, including roles as Project Manager for :
 - Development and updating of NRA DMRB and MCDRW
 - N7 Naas Road Widening and Interchanges
 - Navan Rail Route studies
 - Portsmouth Harbour Millennium Bridge
 - Bukit Panjang LRT, Singapore
 - M4/M49 Severn Crossing Approaches
 - M7 Naas to Newbridge Upgrade Scheme Project Director since 2011

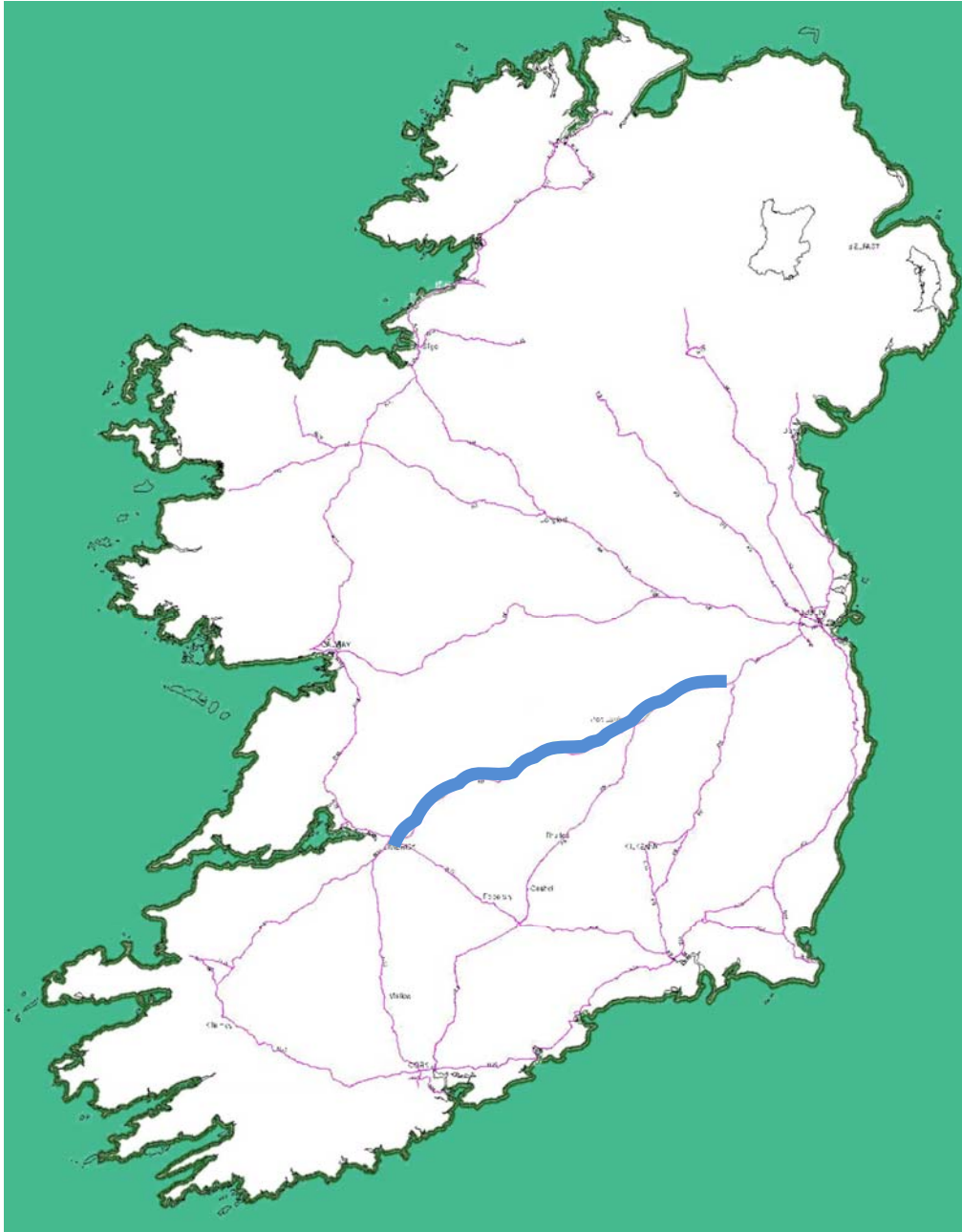
Introduction

Outline of Brief

- Background
- Alternatives
- Adjacent Scheme
- Traffic – Philip Shiels
- Need for the Proposed Development
- Description of the Proposed Scheme – Joe Kelly
- Conclusion
- Planning Context – Michael Kenny & Simon Clear
- Environmental Assessment – Andrew Warwick & Specialists

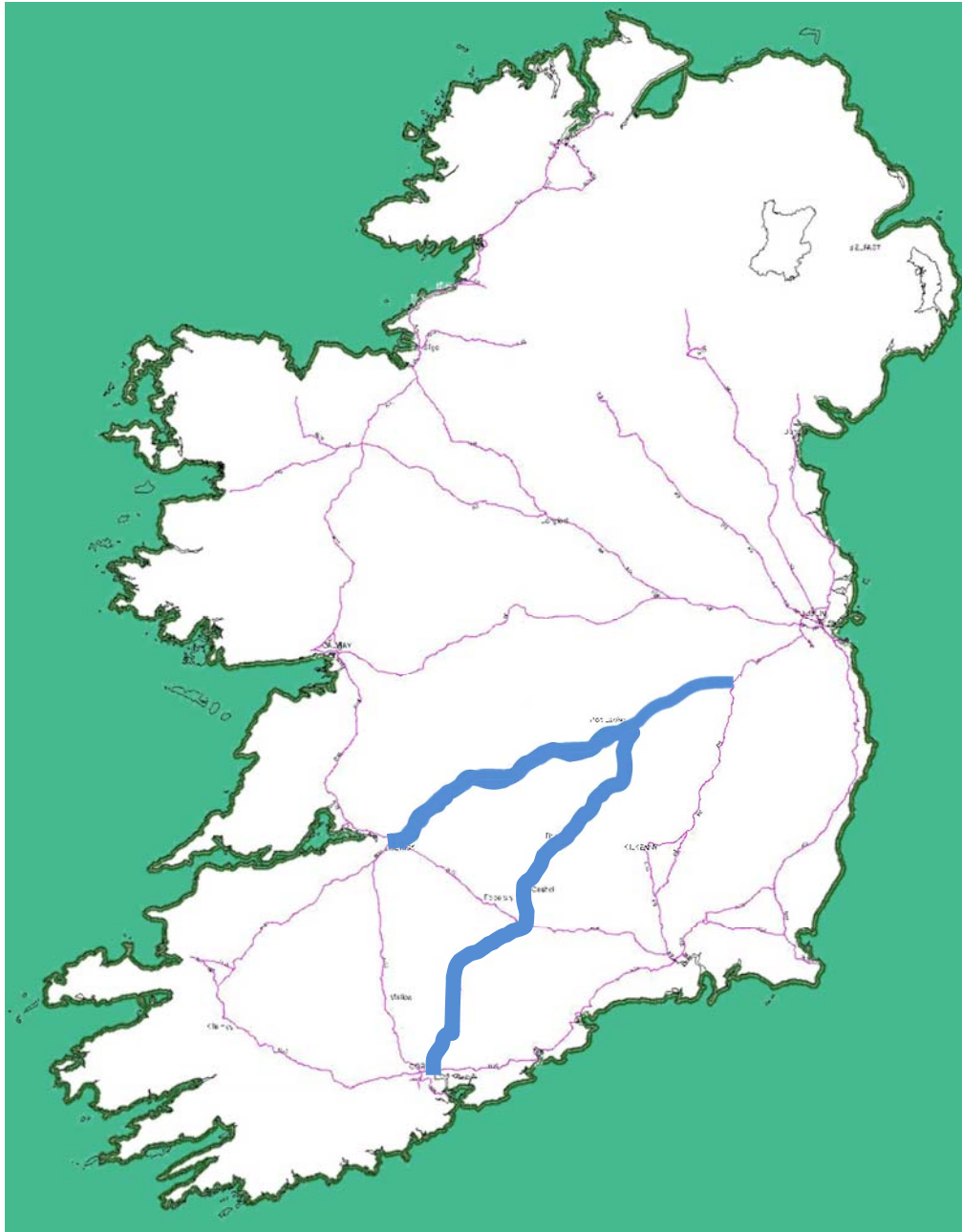
N7 Naas Newbridge By Pass Upgrade Scheme





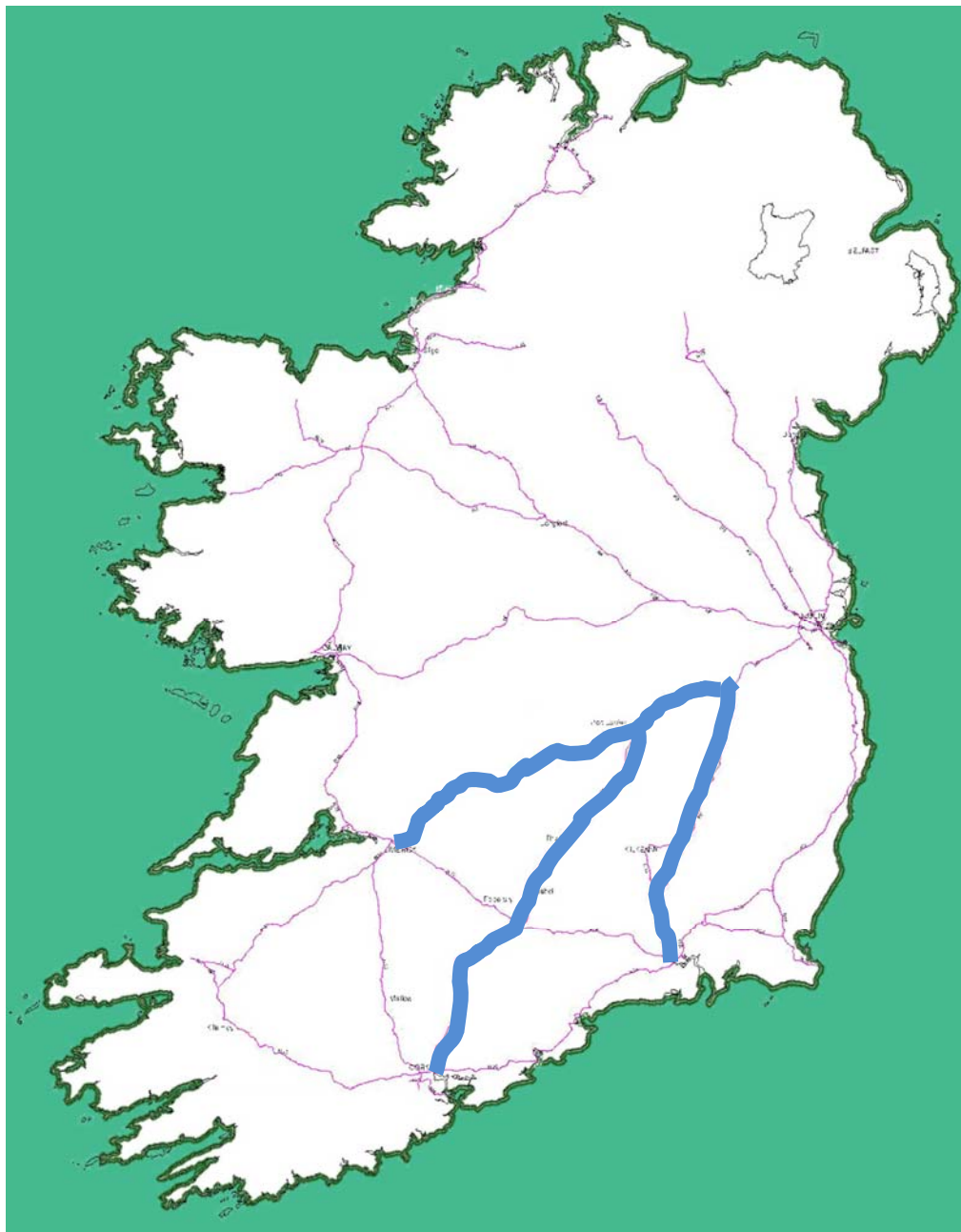
**M7 Limerick
to Naas**

**Dual 2 Lane
Motorway**



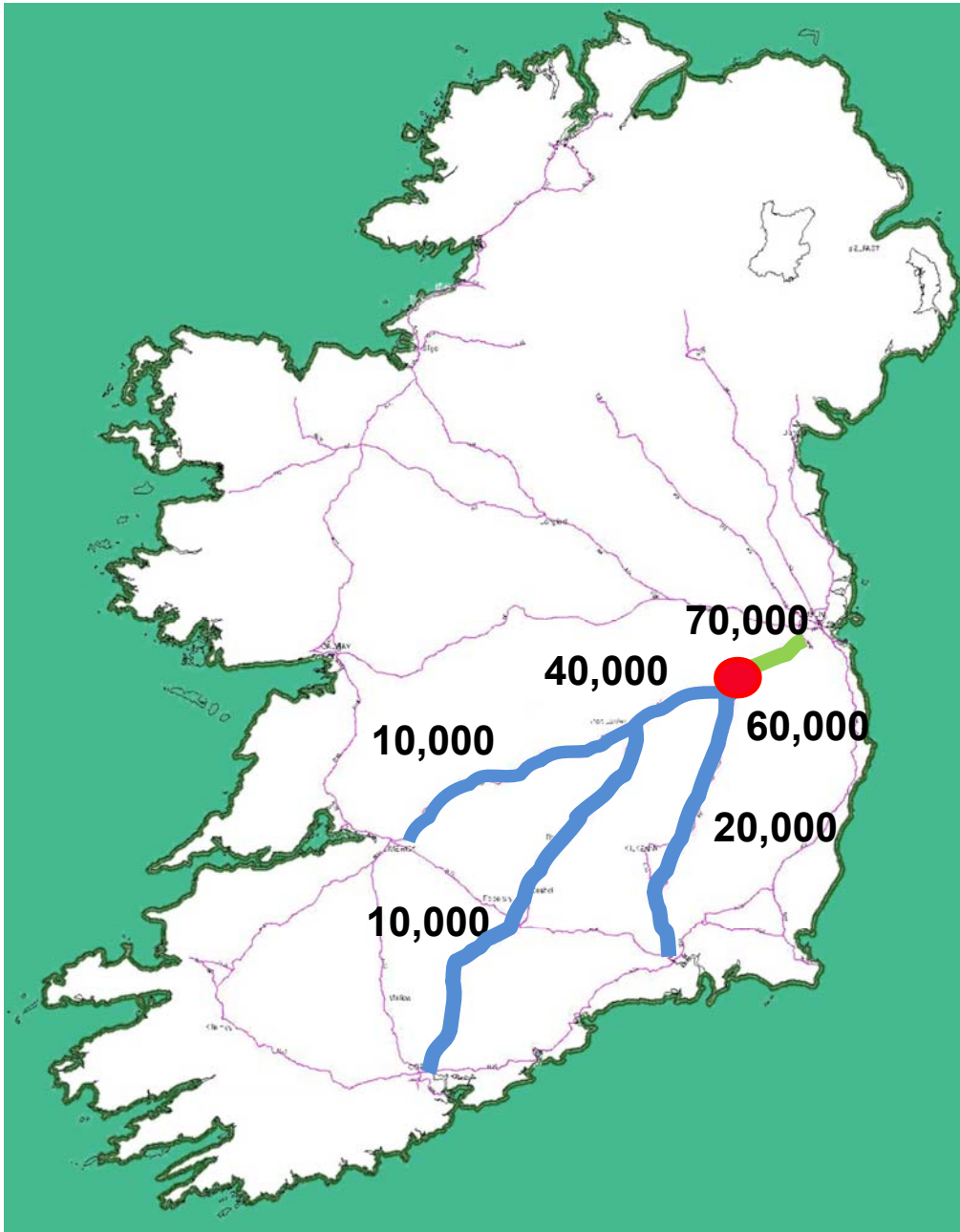
**M8 Cork to
Portlaoise**

**Dual 2
Lane
Motorway**



**M9 Waterford
to
Newbridge**

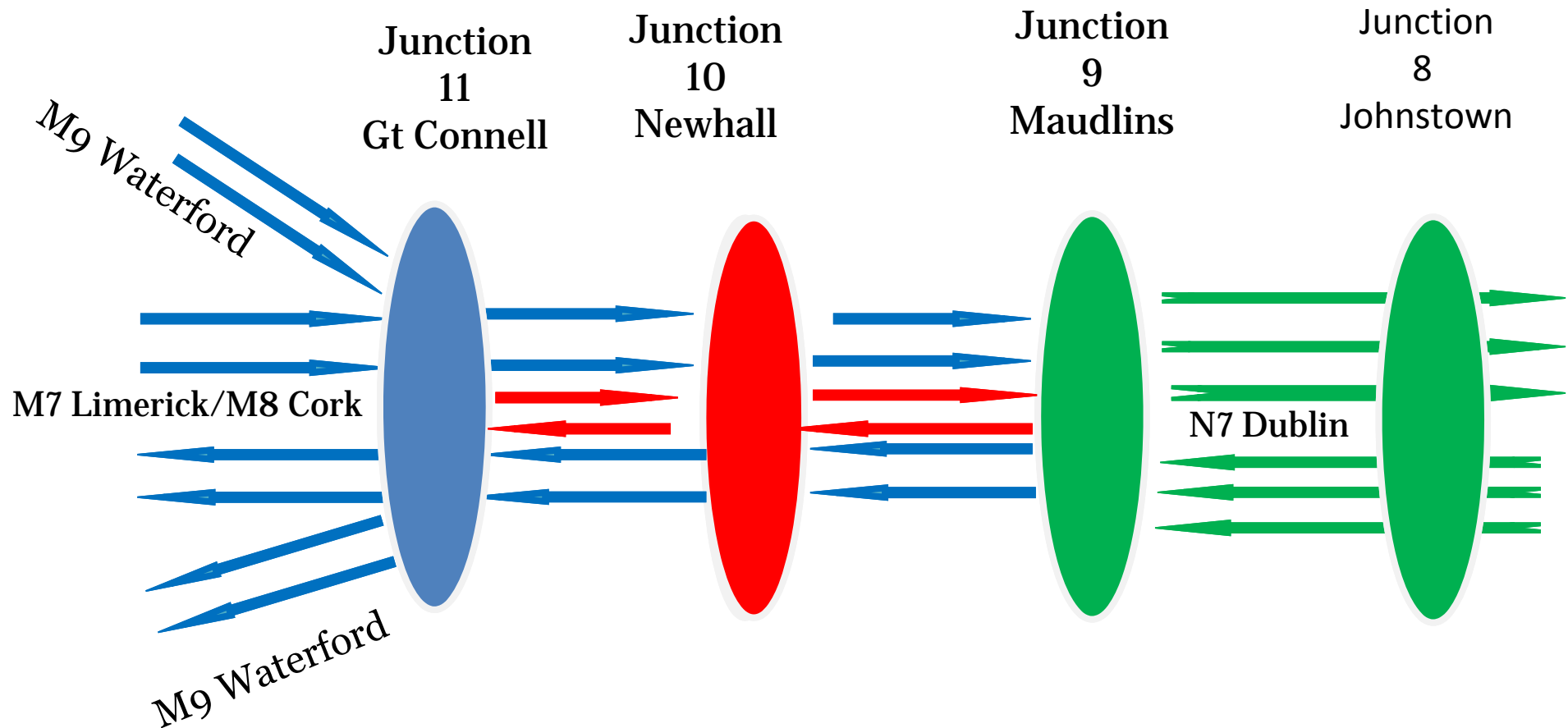
**Dual 2 Lane
Motorway**



**N7 Maudlins
to M50**

**Dual 3 Lane
All Purpose
Road**

Background



Alternatives

- **Alternative Modes**
- **Do Nothing**
- **Demand Management**
- **Hard Shoulder Running**
- **Additional Traffic Lanes**

Alternatives

- **Alternative Modes**
 - Walking and Cycling
 - Rail
 - Bus

Alternatives

- **Economy**
- **Safety**
- **Environment**
- **Accessibility and Social Inclusion**
- **Integration**

- **National Roads Authority**
 - Project Appraisal Guidelines
- **Department of Transport**
 - Guidelines on a Common Appraisal Framework for Transport Projects and Programmes
- **Department of Finance**
 - Guidelines on the Appraisal and Management of Capital Expenditure Proposals in the Public Sector

Alternatives

- **Do-Nothing**
 - Congestion
 - Increased Accidents
 - Diversion onto Local Network
 - Poor journey time reliability
 - Increase water, air and noise impacts
 - Negative under all five assessment criteria



Alternatives

- **Demand Management**
 - **Non-fiscal**
 - Diversion onto preferable corridor
 - Absence of alternative accelerates negative impacts of do-nothing scenario
 - **Fiscal**
 - National Policy
 - Environmental and Safety Benefits
 - Economic, Accessibility & Social Inclusion dis-benefits for South & South West as a whole
 - Inconsistent with integration of existing infrastructure

Alternatives



Hard shoulder running

Alternatives

- **Provision of Additional Lanes**
 - **Median**
 - Provided for in original design
 - **Verges**
 - Requires new hard shoulders
 - Extend earthworks
 - **Alternative Relief Road**
 - Dublin Outer Orbital
 - Beyond scope of current considerations
 - Fails to address immediate needs

Alternatives

Provision of additional lanes

Comparison of Options

	Widening In Median	Widening In Verge	Hard Shoulder Running
Environment	1	3	2
Economy	1	2	3
Safety	1st equal	1st equal	3
Accessibility and Social Inclusion	1st equal	1st equal	3
Integration	1st equal	1st equal	3
Overall	1	2	3

Alternatives

Junction 10 Newhall Interchange Options

Plate 5.3



Plate 5.6

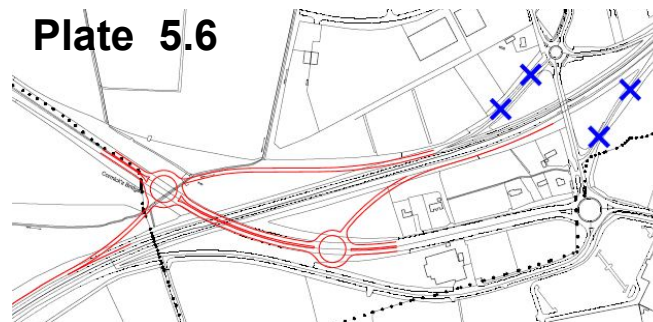


Plate 5.4

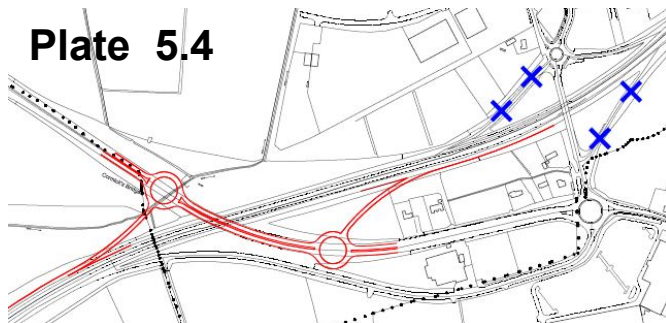


Plate 5.7

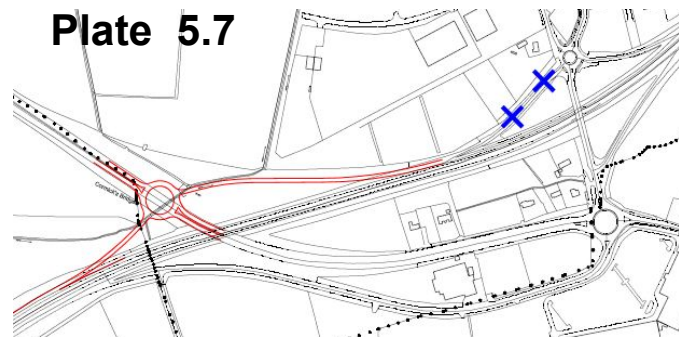


Plate 5.5

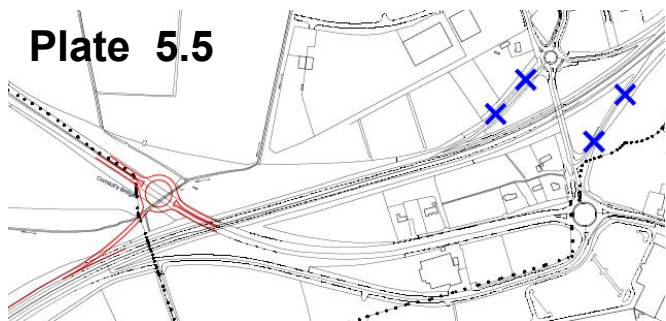
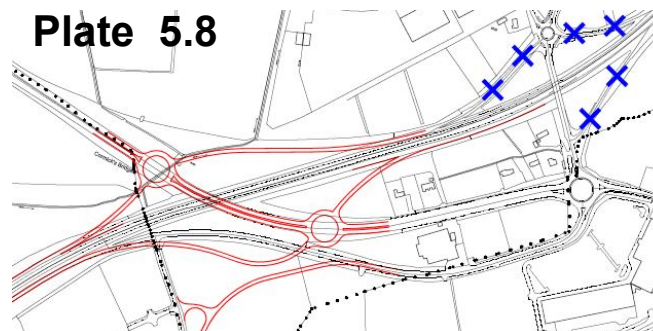
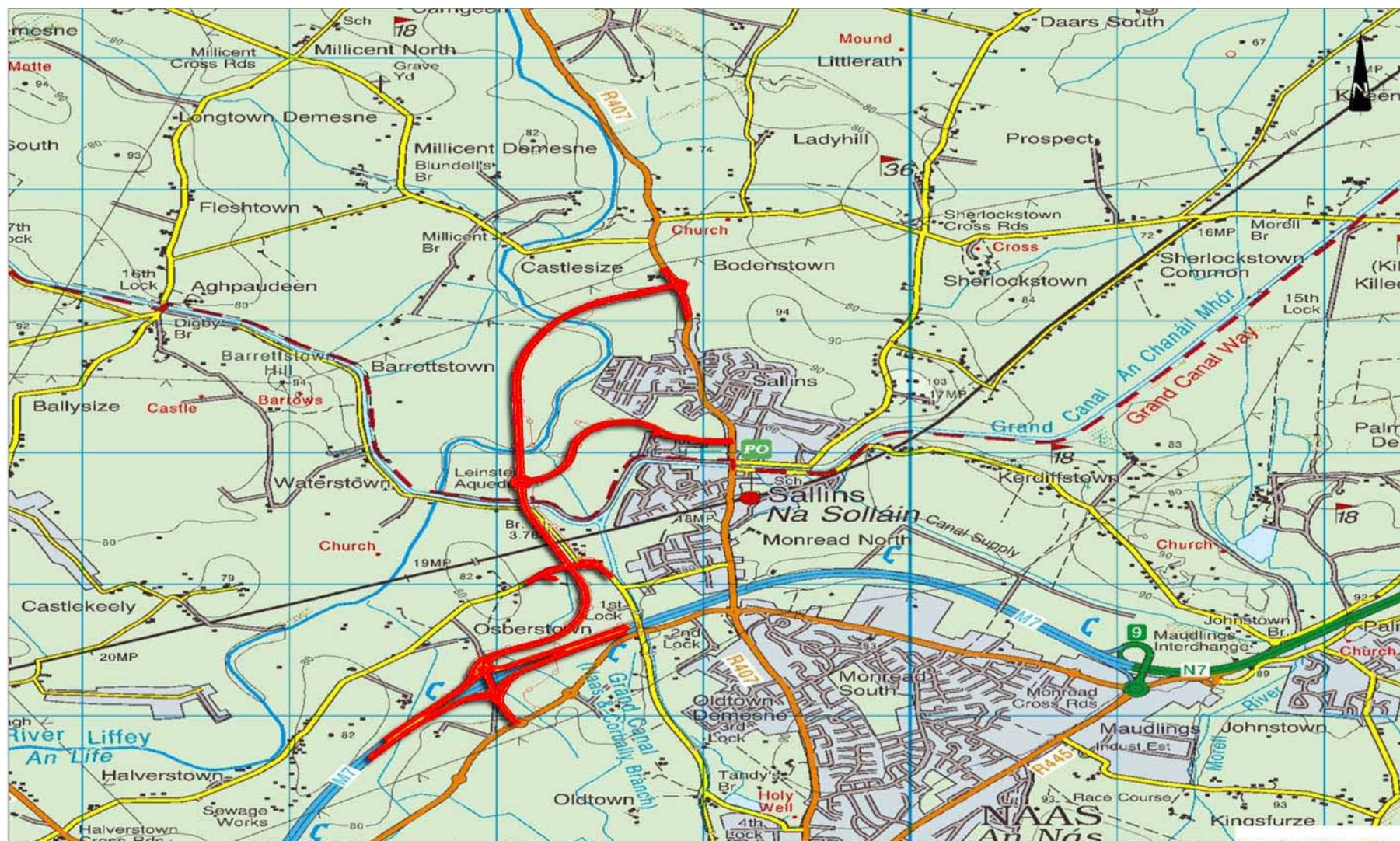


Plate 5.8



Adjacent Scheme



Need for the Proposed Development



TRANS-EUROPEAN TRANSPORT NETWORK
Comprehensive & Core Network
Roads, ports, rail-road terminals and airports

BE BG CZ DK DE EE IE EL ES FR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

2



Need for the Proposed Development

Comments from Gardaí

"The N7 between Kill and Junction 10 Newhall Naas on the M7 motorway is now the most collision prone zone in County Kildare by a considerable margin"

"39 traffic collisions" in 3 months.... "resulting in 8 people requiring hospital treatment," ...

"the vast majority were rear end collisions"

"these collisions cause huge tailback resulting in people being late for work and appointments and will act as an extra strain on Garda Resources and other Emergency Services. It is the view of An Garda Síochána that this project is long over due and it should be progressed as soon as possible."

"The creation of a new Junction 10 is necessary as the current junction cannot cope with the volume of traffic at peak times, resulting in long tailbacks on the slip roads"



Need for the Proposed Development

Safety

30 year appraisal period

11 Fatalities,	0.4 per annum
23 Serious Injuries,	0.8 per annum
395 Minor Injuries,	13 per annum

Local Garda information suggests this is a significant under estimate.



Need for the Proposed Development

Ecomony

30 year appraisal period

Saving of **11,000,000 vehicle hours** of delay

Equivalent to **42 vehicles** sitting in traffic
24/7 for **30 years**, and the 42 engines
running

Approximates to employing **168 people** full
time to sit in traffic congestion for the next
30 years