Orbital Route for Cork

An orbital route is vital for the future success and growth of Cork as a counter balance to the unsustainable growth of Dublin.

The northside of Cork is currently an inaccessible island separated by the river Lee from the main commercial activities of Cork.

I used to have an office in Blackpool, but I had to abandon it as it often took up to an hour to travel the 5 miles from the Kinsale Rd roundabout to Blackpool.

This journey was mentally exhausting as meant nudging through traffic, negotiating the winding backroads from Kerry Pike or taking on the bottleneck that is the Dunkettle Roundabout.

It would have killed me if I had stayed there. The added pressure of that commute on top of running a business was too much for my body and mind to cope.

There are thousands more who are as I was, grinding their way daily to the north side. This is a huge waste of time and personal mental resources leading to lost productivity and lower quality of life and health.

It should also be considered that Apple is expanding. Being probably the biggest employer in Cork and a huge investor in the region, they should be shown a modicum of assistance to help expand their presence here.

The northside of Cork is very underdeveloped compared to the south side.

There are huge expansion opportunities to counterbalance Dublin's size if the area was opened up.

In short, this piece of infrastructure would provide huge returns to the state through the increased economic activity it would provide and would ensure the sustainable development of the country as a whole.

The M20 motorway development would have limited effect if the Cork Orbital Route was not built as traffic would have the same bottle neck to negotiate

Cork Flood Defences

 A totally mindless and authoritarian approach to Cork's flood defences are being taken presently. The proposal to turn Cork into a boat by raising walls and sealing off bridges is daft. Current cost projects are that it will cost €140m. This is laughable. I can evisage that this will cost up to €500m by the time it's finished, not including the economic loss caused by the 10 year construction programme to the businesses of the city.

What's more, anyone attempting to cross the city to get to the N20 or their place of work in the northside are in for a very rough time as streets and bridges will be closed to facilitate the work.

What would be more effective and cheaper is to build tidal defences at Mahon along the same lines as the Thames tidal defence barrier in London.

This will cost a quarter of the projected amount for flood defences and it will actually work.

N71

Have you ever driver the N71 from Cork to Skibbereen?

This is a National Primary Route, yet it is in worse condition than many regional roads.

It is lethal for cyclists as there is no hard shoulder in most of it, and much of the hard shoulder, where it does exist, has been over taken by the encroaching verge.

Just a little bit of maintenance will improve things drastically.

In and around Bandon, the road surface has nearly entirely eroded and the road is subsiding.

This is the only National Primary Route to West Cork, an area bigger than many other counties and a major tourist route

Summary

In our country's history, there has been little or no joined up or forward thinking in the development of infrastructure for Cork & the Munster region.

The development of the Jack Lynch tunnel and the Dunkettle roundabout was one of the most stupid decisions that was ever made. Who ever thought of putting roundabout with traffic lights at the end of a dual carriage way tunnel and then opening up development in Cobh and Carrigtwohill had no concept of planning or development.

All roads lead to Dublin and it has created the monster that it is today, creating unsustainable prices and demand.

We need the tools to balance development. We also need a joined up plan that works for the people that live here

Yours Sincerely,

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