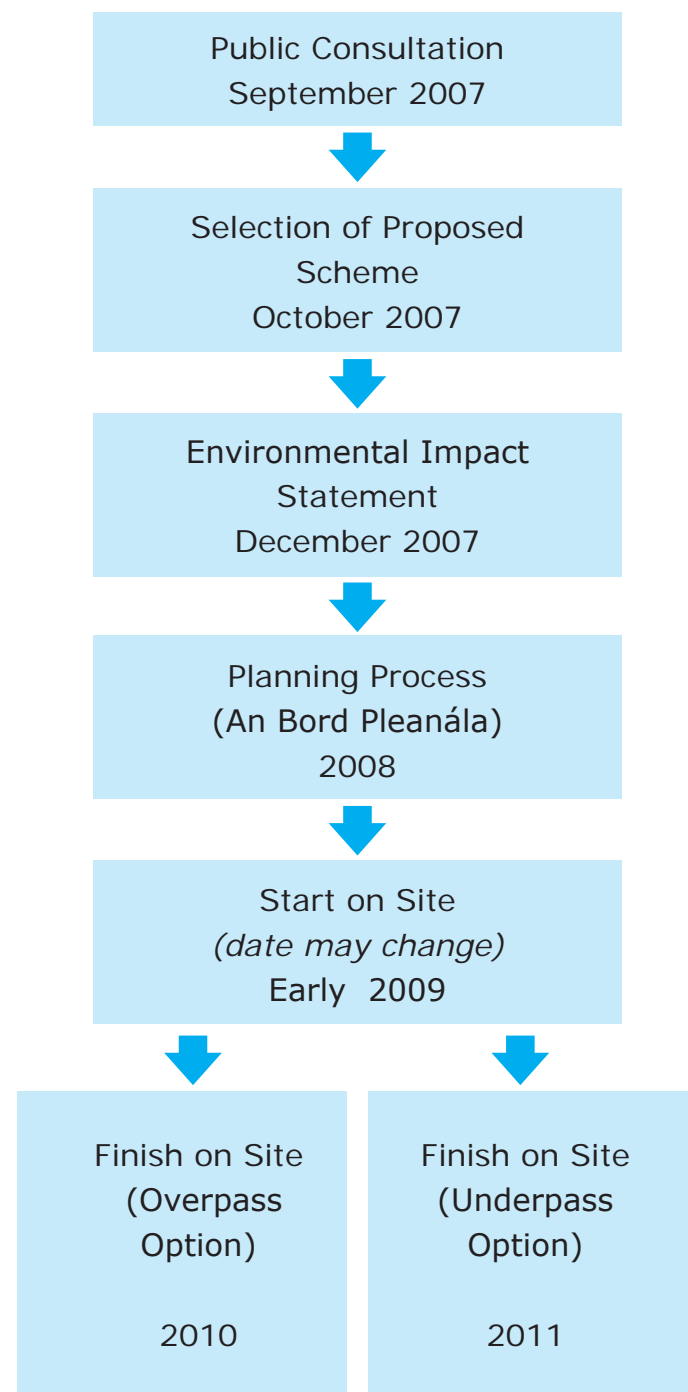


Possible Programme of Works

A possible time-line for the works is shown here but it must be understood that there are a number of timescales such as the duration of the planning process that are outside the control of the project team. This is a best estimate of the programme going forward.



What happens Next?

Significant work has been undertaken to develop the two options presented today. The design has also been developed in such a way that it can accommodate the Metro West passing through the upgraded junction without a need to significantly alter the junction.

Both of the options presented today will be examined under the headings of environmental impact, engineering and economics. A detailed traffic model has also been developed in consultation with the Dublin Transportation Office. These factors, as well as your views will be considered before a preferred option is identified. An Environmental Impact Assessment will then be undertaken of the proposed scheme with an Environmental Impact Statement (EIS) being completed. The EIS and Compulsory Purchase Order (CPO) will then be submitted to An Bord Pleanála for approval, at which point an Oral Hearing may be held.

South Dublin County Council wish to consider all views during the development of this scheme. Please submit any comments by Wednesday 10th October 2007 to the address below.

Contact Details

The Project Engineer,
Newlands Cross Upgrade,
South Dublin County Council,
Roads Department,
PO Box 4122,
Town Centre,
Tallaght,
Dublin 24

The public display material will be available for viewing for the next two weeks at the Council Offices in Tallaght and Clondalkin and this brochure is available on the council website www.sdcc.ie

N7 Newlands Cross Upgrade



Tell us what you think...

Public Consultation September 2007

N7 Newlands Cross Upgrade



What do **YOU** think of the Two Options?



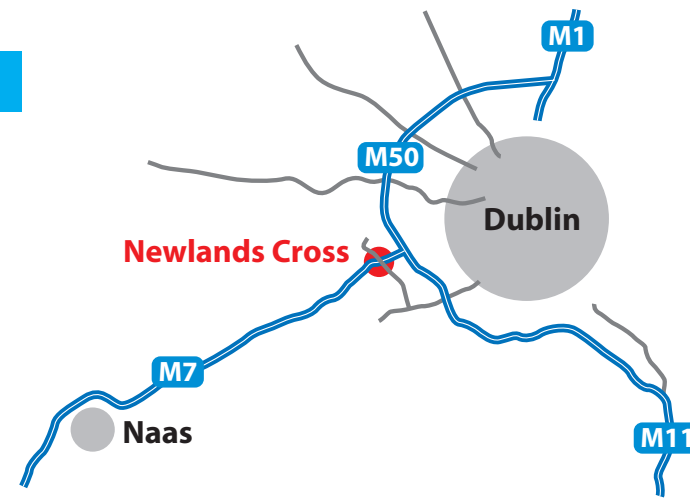
National Roads Design Office.

ARUP

South Dublin County Council, in partnership with the National Roads Authority (NRA) and the Kildare National Road Design Office, are proposing a scheme to grade separate the junction of the N7 Naas Road, Fonthill Road South and Belgard Road – the Newlands Cross junction. To assist them in this process they have appointed Arup Consulting Engineers.

Why the Upgrade is Necessary

The N7 is a major artery for commuters into and out of Dublin every day. There are major traffic delays on the N7 progressing through the Newlands Cross junction. This is having an impact on local traffic in the Tallaght and Clondalkin areas. By eliminating the need for traffic travelling straight through this junction along the N7 to stop at traffic lights, the situation would be improved for traffic on the Fonthill Road, Belgard Road and for traffic on the N7 wishing to turn right or left.



Alternative Options

The NRA have undertaken considerable upgrading of the N7 over recent years. This has included the following road schemes which are either complete and operational or have successfully come through the planning stage:

- The N7 Naas Road Widening
- N7 Monasterevin Bypass
- M7 Kildare Bypass
- M7/M8 Portlaoise to Cullahill and Portlaoise to Castletown Scheme

As part of the M50 Upgrade the Red Cow Interchange is being upgraded. As a result the existing traffic lights at Newlands Cross would pose a significant constraint on what is a major national road upgraded to a high quality. With this in mind South Dublin County Council and the NRA propose to eliminate traffic lights for traffic travelling straight through the junction along the N7.

In developing alternative options for upgrading Newlands Cross every effort has been made to minimise

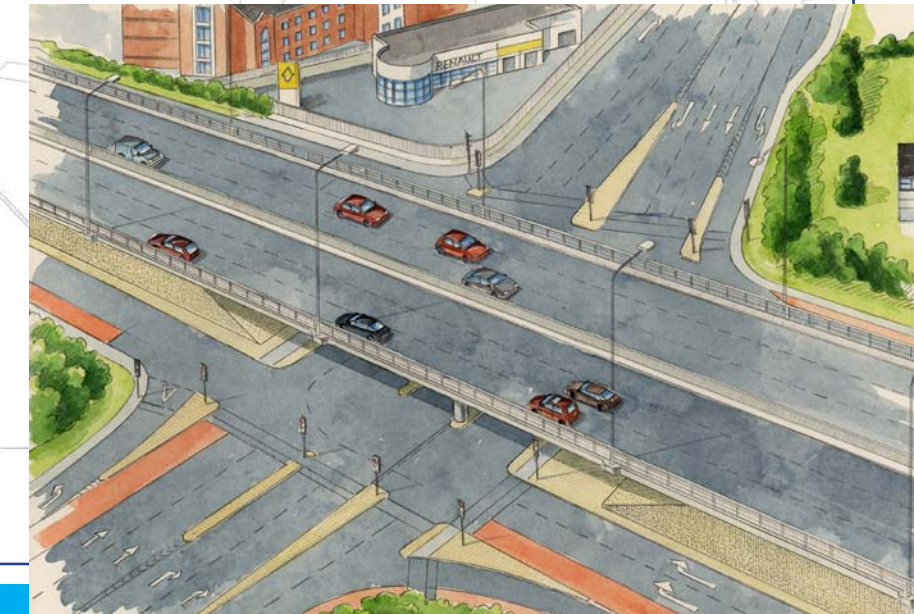
- the amount of land that would be acquired from local residences, businesses and other landowners
- the disruption to the road network during construction of the scheme and
- the environmental impact of the scheme both during construction and during operation.

A number of different options have been examined as part of the work underway on this project. Two options for the scheme are now being considered and are proposed here for public comment. They are

- An Overpass Option
- An Underpass Option



The Overpass Option



What do **YOU** think of the Two Options?

The **Overpass Option** would result in the mainline (N7) being raised up over the existing level of the road. The Belgard Road and Fonthill Road South (R113) would remain at the level at which they are presently. This would result in the N7 creating a bridge over the R113. This option could take up to **two years** to construct and would involve constructing embankments for the N7 to travel over the R113. At its highest the N7 would be approximately **9m** over the R113.



The Underpass Option



The **Underpass Option** would result in the mainline (N7) being dropped below the existing level of the road into a trench of approximately **9m** depth. The Belgard Road and Fonthill Road South (R113) would remain at the level that they are presently at, which would result in a bridge over the N7. This option could take up to **three years** to construct. The underpass option would take considerably longer than the overpass option to construct as it would involve removing a significant quantity of rock to allow the N7 to be placed under the R113.