

M7/M8

**Portlaoise
to Cullahill /
Castletown**
PPP Motorway
Scheme



Officially opened on 28th May 2010 by An Taoiseach, Mr. Brian Cowen, T.D.

in the presence of

Mr. Peter Malone, Chairman, National Roads Authority and **Mr. James Daly**, MCC, Cathaoirleach, Laois County Council

This project has been funded by the Irish Government under the National Development Plan and Transport 21 and by the European Union from the Trans-European Transport (TEN-T) Networks budget. This project has also been delivered through the National Roads Authority's PPP mechanism.

Message from An Taoiseach, Mr. Brian Cowen, TD



The opening of the M7/M8 Portlaoise to Cullahill/Castletown (PPP) Motorway Scheme completes the major interurban route (MIU) from Dublin to the country's second biggest hub, Cork, and will be the third MIU completed. This will result in more reliable road transport and significantly reduced journey times by up to 45 minutes at peak times. This new section of motorway will also be a further step towards the completion of the M7 Dublin to Limerick major interurban corridor.

Improving road infrastructure between and within regions will contribute towards the competitiveness of the area and foster more balanced regional development. In particular, the resulting safer and improved journey times will have a very positive impact on the economy by making the Midlands, South West and Midwest more accessible and attractive for inward foreign investment.

I congratulate all those involved in designing, building and finishing this motorway.

I wish all those who use this motorway a safe journey and I ask them to drive carefully and with respect for other road users.



The M7/M8 Portlaoise to Cullahill / Castletown PPP Motorway Scheme is part of the National Roads Authority's Public Private Partnership (PPP) Programme. The delivery of this scheme marks a major milestone of the National Development Plan (NDP) 2000 – 2006 and 2007 – 2013.

Laois County Council commenced planning on the scheme in 2000 and the M7/M8 Environmental Impact Statement was published in December 2003. Following an Oral Hearing in April 2003, An Bord Pleanála approved the current scheme in October 2004.

The National Roads Authority, under their Public Private Partnership Programme, working with Laois County Council, granted the concession contract to Celtic Roads Group (CRG) Portlaoise Ltd to design, build, finance, operate and maintain the M7/M8 Portlaoise to Cullahill / Castletown PPP Motorway Scheme. CRG comprises BAM PPP, Iridium and NTR plc.

The capital investment is €491 million, comprising both private sector and Exchequer funding. The preliminary design was part funded by the European Union from Trans-European Transport (TEN-T) Networks budget.

M7/M8 Welcome



Peter Malone, *Chairman, National Roads Authority*

The completion of the M7/M8 Portlaoise to Cullahill/Castletown heralds another major achievement for Ireland. The NRA, the Irish Government, local authorities and the construction community have delivered another major national milestone by connecting Cork to Dublin via motorway. This opening removes historical bottlenecks and improves road safety on both the Dublin to Limerick route and Dublin to Cork route. Additionally, this completion links two significant centres of commerce and tourism together via motorway that will assist in fostering economic growth for small and large businesses looking to support employment into the future.



James Daly, *MCC, Cathaoirleach, Laois County Council*

It gives me great pleasure to welcome the opening of the M7/M8 Motorway. The opening of 41km of motorway is a vital link in the development of a high quality road network throughout Co Laois, connecting Co Laois to Dublin, the Midwest, the South and the North through a high quality reliable road transport corridor which will pave the way for increased economic growth and prosperity. The motorway will greatly benefit the local communities and in particular make Abbeyleix, Durrow, Cullahill, Mountrath, Castletown and Borris-in-Ossory less congested, more accessible and safer for pedestrians and motorists. It will also enhance the environment for these towns. I congratulate all those involved in providing this project, especially the many local people who contributed to the construction and completion.



Commissioner Siim Kallas, *EU Commissioner for Transport and Vice President of the European Commission*

I welcome the opening of the Portlaoise to Cullahill/Castletown scheme which completes the Dublin-Cork M8 motorway and achieves one more vital step towards completion of the Dublin to Limerick M7 motorway. This stretch of road will relieve some of the notorious congestion experienced in the past on both routes. Furthermore the scheme will improve safety and promote economic growth in the region as a whole. The European Commission is pleased to have part-financed the planning and design of this important project through the Trans-European Transport (TEN- T) Networks budget.



Peter Carey, *County Manager, Laois County Council*

The early completion of this essential motorway project will greatly benefit local communities and will provide a key element in the national road infrastructure. The strategic location of County Laois and the opening of this major motorway provides the basis for new economic opportunities. In addition to our close proximity to Dublin, the shorter journey times to Cork and Limerick will enhance business and tourism and will promote Laois as a location for industrial, manufacturing and technological business expansion. I congratulate all involved in the completion of the project and I thank the many local residents and landowners for their co-operation throughout the planning, design and construction stages.



Lorcan Wood, *General Manager, Celtic Roads Group*

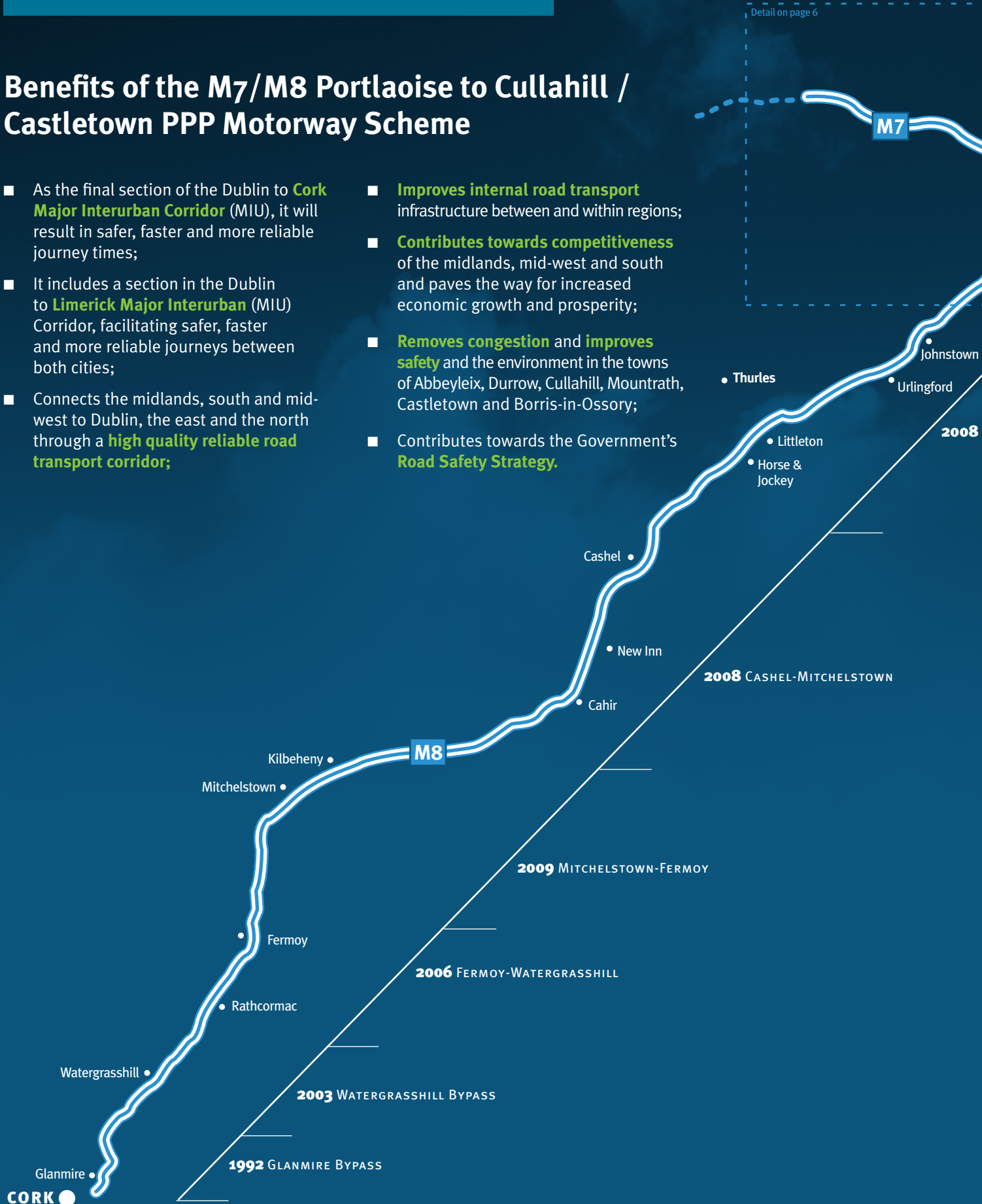
The M7/M8 Contract was awarded in June 2007 and is being opened four months ahead of schedule. CRG is very pleased to open the motorway early and I compliment all of the team that worked on the design, construction and finishing to ensure the early availability of this important piece of infrastructure. The funding of this project is supported by European Investment Bank and commercial banks including Bank of Ireland, Société Générale and ING bank.

It is anticipated that over 15,000 vehicles will use the M7/M8 motorway daily from opening. CRG will have up to 50 personnel engaged to manage the contract and maintain the motorway to the highest standards and we will do our utmost to ensure a safe and pleasant driving experience for all who use this motorway.

The final link in the M8 Motorway from Dublin to Cork

Benefits of the M7/M8 Portlaoise to Cullahill / Castletown PPP Motorway Scheme

- As the final section of the Dublin to **Cork Major Interurban Corridor (MIU)**, it will result in safer, faster and more reliable journey times;
- It includes a section in the Dublin to **Limerick Major Interurban (MIU) Corridor**, facilitating safer, faster and more reliable journeys between both cities;
- Connects the midlands, south and mid-west to Dublin, the east and the north through a **high quality reliable road transport corridor**;
- **Improves internal road transport** infrastructure between and within regions;
- **Contributes towards competitiveness** of the midlands, mid-west and south and paves the way for increased economic growth and prosperity;
- **Removes congestion** and **improves safety** and the environment in the towns of Abbeyleix, Durrow, Cullahill, Mountrath, Castletown and Borris-in-Ossory;
- Contributes towards the Government's **Road Safety Strategy**.





CULLAHILL-CASHEL





The Route

The 41km M7/M8 Portlaoise to Cullahill / Castletown PPP Motorway Scheme completes the M8 motorway link from Dublin to Cork bypassing Abbeyleix, Durrow and Cullahill. Furthermore, it includes a significant section of the M7 motorway link between Dublin and Limerick, bypassing the towns of Mountrath, Castletown and Borris-in-Ossory. It is anticipated that the remaining two sections of the M7 towards Limerick will be completed by the end of this year.

The scheme runs from the western end of the existing Portlaoise Bypass and initially travels in a south-westerly direction. The scheme's toll plaza is located at Fatharnagh, Portlaoise approximately 4km along the route. After travelling for 17km along the scheme and crossing the environmentally sensitive River Nore, the M7/M8 motorway to motorway interchange at Aghaboe takes the road in two separate directions; the 10km M7 section continues to the west towards Borris-in-Ossory and ultimately Limerick, while the M8 proceeds 14km to the south to tie into the existing M8 to Cork, just south of Cullahill.

M7/M8 Portlaoise to Cullahill / Castletown PPP Motorway Scheme



PPP Project

The M7/M8 Portlaoise to Cullahill / Castletown Motorway Scheme is a PPP Project. Following a rigorous procurement process, the National Roads Authority appointed Celtic Roads Group (CRG) Portlaoise Ltd as the PPP company. The concession period is 30 years, ending 2037.

Up to 50 staff will be employed through CRG in the ongoing operation and maintenance of the M7/M8 project road and will be based at its premises at Fatharnagh, outside Portlaoise. Midlink Ltd will provide operations and maintenance support to CRG.

Design & Construction

CRG commissioned Roughan & O'Donovan and Faber Maunsell as consulting engineers to undertake detailed design for the motorway.

A joint venture construction company was formed by BAM Civil and Dragados SA. The Portlaoise Joint Venture employed approximately 500 people at the height of the construction works.

Arup Consulting Engineers are the NRA's technical advisors and headed up the NRA's representatives on site.

Features of the scheme

- 41 km of dual carriageway roads
- 3km of single carriageway link roads
- Approx 15km of side roads
- 41 road bridges
- 5 rail bridges
- 1 roundabout on existing N7 at Borris-in-Ossory
- 3 grade separated junctions on each leg of the scheme near Portlaoise (Clonkeen), Borris-in-Ossory (R435) and Rathdowney (R433)
- Motorway to Motorway Interchange at Aghaboe
- 8 River crossings across the Gully, Nore, Cappanacloghy, Goul, Mill and Erkina
- More than 120 culverts and mammal passes
- Total Length of Fencing 91km
- Earthworks Material Totals
 - Cut Areas 2.1 million m³
 - Fill Required 3.3 million m³
 - Fill Sourced on Site 1.8 million m³
 - Fill Imported 1.5 million m³
- Structural Concrete 60,000 m³
- Steel Reinforcement 7,290 tonnes
- Pavement
 - By Weight
 - Sub-Base & Base 480,000 tonnes
 - Surface Course 430,000 tonnes
 - By Area
 - M7/M8 Mainline 942,000 m²
 - Side Roads 122,000 m²
 - Farm Access Tracks 105,000 m²



Operation & Maintenance

Following opening, CRG's operating contractor will be Midlink Ltd. Midlink will employ 42 people in the operation and maintenance of the M7/M8 at its facility at Fatharnagh adjacent to the Toll Plaza outside Portlaoise. Typical O&M activities include grass cutting, public lighting & drainage inspections as well as structural & pavement maintenance together with gritting operations during the winter months.

Enclosure and cemetery uncovered at Parknahown



Archaeology

In advance of construction, archaeological excavations were carried out along the route from March 2005 to March 2007. These excavations revealed the presence of eighty eight archaeological sites adding to our current understanding of the past from Neolithic, Bronze Age, Iron Age, Medieval through to Modern periods.

Around 45% of the sites identified were from the Bronze Age landscape where cremation pits and house sites were identified at six locations.

Iron working sites accounted for 16% of the overall total of sites encountered and the most notable of these was at Derrinsallagh where numerous conjoined furnaces were evident from the Iron Age.

The Early Medieval period was represented by a ringfort at Derrinsallagh near Borris-in-Ossory where corn drying kilns provided evidence for agricultural practices.

The most notable discovery from the scheme comprised three large enclosures with cemeteries from an Early Medieval date including one at Parknahown near Cullahill. These sites contained evidence for occupation and agricultural practices. Parknahown was a multi-period site with a large enclosed burial ground. Finds from the site included bronze ring pins, bone needles, glass beads, knife blades, a decorated bone comb and a 7th century penannular bronze brooch with a zoomorphic design of bird heads of Northumbrian origin.

Protecting our Environment

Measures were put in place throughout construction to protect the local environment and wildlife. The project team worked closely with the Southern Regional Fisheries Board with regard to any work affecting rivers and streams, including diverting a number of local streams and providing a sensitive crossing of the River Nore.

Otter ledges were installed beneath the motorway to allow small mammals such as badgers and foxes to cross it safely and keep them off the motorway, making the M7/M8 safer for both road users and the local wildlife.

All water is discharged into over 40 attenuation or collecting ponds that incorporate silt traps and petrol / diesel interceptors which ensure that run-off water from the motorway is fit for discharge into local watercourses in a controlled manner.

There was regular consultation with ecologists whose advice was invaluable when work was being undertaken in or close to sensitive areas, such as the Kilnaseer Fen.

Extensive landscaping was undertaken including planting of trees and shrubs.



A selection of artefacts recovered at Parknahown

Bone necklace recovered from Killeany





Ag Cosaint ár gComhshaol

Cuireadh bearta i bhfeidhm le linn na tógála chun an comhshaol agus an fhadúlra áitiúil a chosaint. D'oibrigh an fhoireann go dlúth le Bord Iascaigh Réigiúnach an Deiscirt maidir le haon obair bainteach le haibhneacha agus sruthanna, lena n-áirítear roinnt sruthanna áitiúla a atreorú agus trasbhealach fogair a sholáthar thar Abhainn na Feoire.

Suitealadh leaca dobhraín faoin mótarbhealach chun ceaddó mhamáigh bheaga cosúil le broic agus sionnaigh é a thrasnú go sábháilte agus iad a choimeád ón mótarbhealach, rud a dhéanann an M7/M8 níos sábháilte d'úsáideoirí bóithre agus don fhíadhlúra áitiúil araon.

Scaoiltear an t-uisce go léir isteach i níos mó ná 40 linnite maolúcháin nó bailiúcháin a chorpáronn baic síolta agus idircheapóirí peitíl / díosal a chinntíonn go bhfuil uisce a ritheann chun srutha ón mótarbhealach oiriúnach le scaoilteach isteach i sruthchúrsal áitiúla ar bhealach rialaithe.

Bhí comhairliúcháin rialta ar bun le héiceolaíthe a thug comhairle fhorluachmhar nuair a bhí obair á dhéanamh i nó cóngarach do limistéir fogaire, cosúil le Moing Chill na Saor.

Rinneadh tírdhreachaú fairsing lena n-áirítear crainn agus toir a chur.



Imfháil agus reilig aimsithe i bPáirc na hAbhainn

Seandálaíocht

Sular cuireadh tús le tógáil, rinneadh tochtailt Seandálaíochta le hais an bhealaigh ó Mhárta 2005 go Márta 2007. Léirigh na tochtailt seo go raibh ceithre scór agus ocht láithreáin seandálaíochta i láthair ann, a chuireann lenár dtuiscint ar an am atá cáite ón Aois Neoiliteach, an Chré-umhaois, an Iarannaois, an Mheánaois chomh fada leis na tréimhsí Nua-aoise.

Tháinig thart ar 45% de na láithreáin a aithníodh ó thírdhreach na Cré-umhaoise áit inar aithníodh claiseanna créamtha agus láithreáin titheochta ag sé láthair ar leith. Láithreáin oibre tarainn ba ea 16% de líon iomlán na láithreán a fuarthas agus bhí an ceann is suntasaí dá gcuid i nDoirín Salach [Derrinsallagh] áit ina raibh móran foirneáistí comhcheangailte le feiceáil ón Iarannaois. Léiríodh an Mheánaois luath le líos ag Doirín Salach in aice le Buirros Mór Osraí, áit inar sholáthair áitheanna arbhair fianaise de chleachtas talmhaíochta.

Chuimsigh an Fhionnachtain is tábhachtaí ón scéim trí imfháil mór le reiligí na Meánaois Luaithe lena n-áirítear ceann i bPáirc na hAbhainn in aice leis an gCúlchoill. Cuimsíodh roinnt fianaise sna láithreáin seo ar chleachtas ghairme agus talmhaíochta. Láithreán litrímhseach le reilig íata mór ba ea Páirc na hAbhainn. I measc na bhfríotha a fuarthas ar an láithreán bhí bioráin fáiníní cré-umha, snáthaidí cnáimhe, coirníní gloine, lanna scíne, cior chnámha mhasithe agus dealg chré-umha neasfháinneach ón 7ú aois le deardadh míochrúthach de chinn éanlaithe de bhunús Northumbria.



Slabhra cnámha faighte ó Chill Eimne



Roinnt saorán faighte i bPáirc na hAbhainn



Tionscadal CPP

Is Tionscadal CPP é Scéim Mótarbhealaigh an M7/M8 Port Laoise go dtí An Chúlchoill / Baile an Chaisleáin. I ndiaidh dianphróiseas soláthair, cheap an tUdarás um Bóithre Náisiúnta Celtic Roads Group (CRG) Portlaoise Ltd. mar an chuideachta CPP. Maireann an Conradh lamháltais ar feadh tréimhse go bliain, ag críochnú sa bhliain 2037.

Beidh suas le 50 ball foirne fostaithe trí CRG i bhfeidhmiú agus i gcothabháil leannach de thionscadal an M7/M8 agus iad ionaithe san áitreabh atá acu i ndúiche Fatharnagh, Iasmuigh de Phort Laoise. Soláthroidh Midlink Ltd tacaíocht oibrúcháin agus cothabhála do CRG.

Dearadh & Tógáil

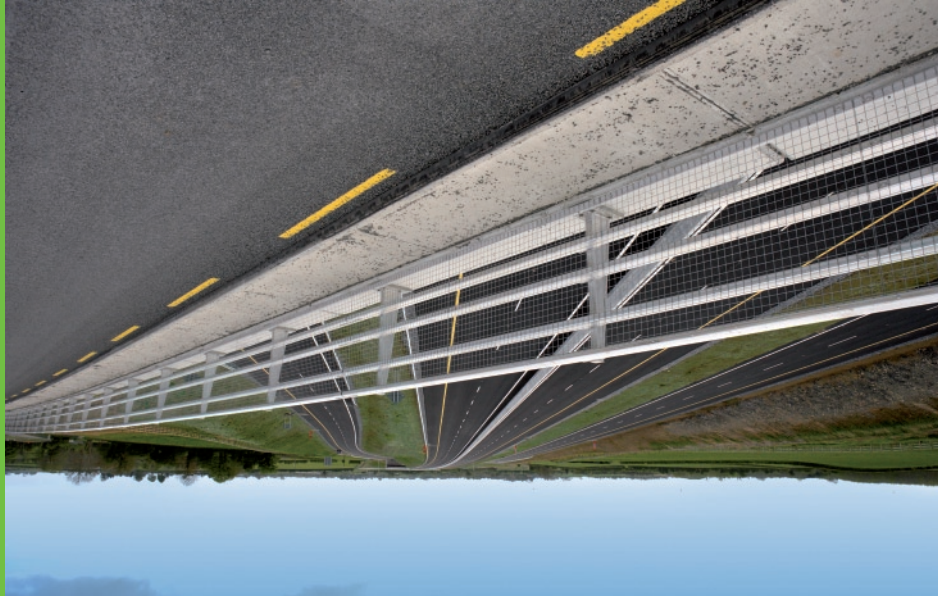
Chomisiúnaigh CRG Roughan & O'Donovan agus Faber Maunsell mar innealtóirí comhairleacha chun tabhairt faoi dhearadh mionsonraithe don mótarbhealach. Bhunaigh BAM Civil agus Dragados SA cuidreachta tógála chomhfhiontair. D'fhostaigh Comhfhiontar Phort Laoise thart ar 500 duine ag uascheim na n-obreacha tógála. Is iad Arup Consulting Engineers comhairleoirí teicnula an UBN agus chuir stad siúd comhairle ar ionadaithe an UBN ar an láthair.

Gnéithe na scéime

- 41km de bhóithre débhealaigh
- 3km de nascbhóithre carrbhealaigh aonair
- Thart ar 15km de thaobh-bhóithre
- 41 droichead bóthair
- 5 droichead iarnróid
- 1 timpeallán amháin ar an N7 eiseach i mBuiríos Mór Osraí
- 3 aomhal grádscartha ar gach céim den scéim in aice le Port Laoise (Cluain Caoin), Buiríos Mór Osraí (R435) agus Ráth Dornhnaigh (R433)
- Aomhal Mótarbhealach go Mótarbhealach in Achadh Bhó
- 8 Trasbhealach thar an Ghabhláigh, an Fheoir, Cappanacloghy, an Ghabhal, an Múileann agus an Uiricín
- Níos mó ná 120 linteár agus pas marmach Fad Iomlán den Fháilú 91km
- Iomláin Abhair na gCúirt
- Limistéir Ghearrtha 2.1 milliún m³
- Lónadh Riachtanach 3.3 milliún m³
- Lónadh Foinsithe ar an Láthair 1.8 milliún m³
- Lónadh Iompórtáilte 1.5 milliún m³
- Coincréit Struchtúrtha 60,000 m³
- Neartú Cruach 7,290 tona
- Cosán
- De réir Meáchain Fo-Bhonn & Bonn 480,000 tona
- Cúrsa Dromchla 430,000 tona
- De réir Achair Príomhlíne an M7/M8 942,000 m²
- Taobh-bhóithre 122,000 m²
- Rianta Rochtana Feirme 105,000 m²

Feidhmiú & Cothabháil

Tar éis oscailte, beidh Midlink Ltd. mar chonraitheoir oibríocháin ag CRG. Fostóidh Midlink 42 duine ag feidhmiú agus ag cothabháil an M7/M8 ag a shaoráid i ndúiche Fatharnagh cóngarach don Dola-Phlás Iasmuigh de Phort Laoise. Is gnáth-ghníomhaíochtaí um Feidhmiú & Cothabháil iad gearradh feir, iniúchtáil solisithe agus draenála poiblí chomh maith le cothabháil struchtúrtha & cosáin in éineacht le hoibríocháin ina leagtar grean i gcaitheamh mionna an gheimhridh.



An Bealach



Crochnaíonn Scéim Mótárhealaigh CPP an M7/M8 Port Laoise go dtí An Chúlchoill / Baile an Chaisleáin nasc mótárhealaigh an M7 i dtír Baile Atha Cliath agus Luimneach, ag seachtreord bailte Mhaighnean Rátha, Baile an Chaisleáin agus Bhuiríos Mór Osráil. Táthar ag súil leis go gcríochnófar an dá chuid atá fágtha den M7 i dtreo Luimneach faoi dheireadh na bliana.

Ritheann an scéim ón taobh iartharach de Sheachbhóthar Phort Laoise atá ann anois agus táistéalonn sí siar ó dheas. Tá dola-phláis na scéime lonnaithe i bhfatharnagh, Port Laoise thart ar 4km feadh an bhealaigh. Tar éis táistil ar feadh 17km le hais na scéime agus dul thar Abhainn na Feoire atá fogair ar bhonn comhshaoil, tógann acomhal cuid suntasach de nasc mótárhealaigh an M7 i dtír Baile Atha Cliath agus Luimneach, ag seachtreord bailte Mhaighnean Rátha, Baile an Chaisleáin agus Bhuiríos Mór Osráil. Táthar ag súil leis go gcríochnófar an dá chuid atá fágtha den M7 i dtreo Luimneach faoi dheireadh na bliana.



Scéim Mótárhealaigh CPP an M7/M8 Port Laoise go dtí An Chúlchoill / Baile an Chaisleáin



AN CHULCHOILL – CAISEAL



● BAILE ATHA CLIATH



An nasc deiridh! Mótarbhealach an M8 ó Bhaile Atha Cliath go Corcaigh

Buntáistí atá le Scéim Mótarbhealaigh CPP an M7/M8 Port Laoise go dtí An Chúlchoill / Baile an Chaisleáin

- Toisc gurb í seo an chuid deireanach de Mhórchonair Idirbhealach (MIU) Bhaile Atha Cliath go Corcaigh, beidh amanna turais níos sábháilte, níos tapa agus níos iontaoifa mar thoradh;
- Airtítear ann cuid de Mhórchonair Idirbhealach (MIU) Bhaile Atha Cliath go Luimneach, ag éascú turas níos sábháilte, níos tapa agus níos iontaoifa idir an dá chathair;
- Ceangláitear an réigiún Iár tíre, an deisceart agus an Iarthar le Baile Átha Cliath, an oirthear agus an tuaisceart trí chonair iompair bhóthair iontaoifa ardhchaidéin;
- Feabhsaítear bonneagar iompair bóthair imhéanach idir na réigiúin agus laistigh díobh;

- Cuirtear le **Straitéis um Shabháilteacht ar Bhóithre** de chuid an Rialtais. Cuirtear le **Feabhsaítear sábháilteacht agus an comhsaol i mbaile Mhainistir Laoise, Baile Darú, An Chúlchoill, Maighéan Rátha, Baile an Chaisleáin agus Buiríos Mór Osrá;**
- Durlas



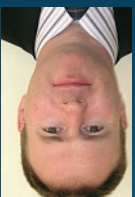
¹ Leagan mionsonrach ar leathnach 6

Fáilte an M7/M8



Peter Malone, Cathaoiríoch an Udarás um Bóithre Náisiúnta

go dtí An Chluichóill / Baile an Chaisleáin éacht ollmhór eile d'Éire. Tá garspríoc náisiúnta ollmhór eile bainte amach ag an UBN, Rialtas na hÉireann, na húdaráis áitúla agus an pobal fóirgníochta trí Chorcaigh a cheangal le Baile Átha Cliath le mótarbhealach. Fuaigean an oscarlú seo caolas tráchta stairiúil agus feabhsaíonn sí sábháilteacht bhóithre ar bhealach Bhaile Átha Cliath go Luimneach agus ar bhealach Bhaile Átha Cliath go araon. Ina theannta sin, ceanglaíonn an comhlánú seo dhá ionad tráchtála agus turasóireachtá suntasach le chéile trí mhótarbhealach a chabhrúidh chun fás geilleagrach a chomhú do ghnóthaí beaga agus móra atá ag iarraidh tacú le fostalocht amach anseo.



James Daly, MLC, Cathaoiríoch, Comhairle Chontae Laoise

Is cúis mhór é fáilte roimh oscarlú Mhótarbhealach an M7/M8. Is nasc rithbhachtaíoch í oscarlú 41km de mhótarbhealach sa bhforbairt ar ghreasaí bóithre ardcéimighdeáin ar fud Chontae Láríarthar, an Deisceart agus an Tuaisceart trí chonair iompar bhóithre iontaoite ardcéimighdeáin a chuirfidh le fás agus rathúnas geilleagrach méadaithe. Is bunláiste ollmhór a bheid sa mhótarbhealach do na pobail áitúla agus go háirithe laghdófar an brú tráchta i Mainistir Laoise, Darú, An Chluichóill, Maignean Rátha agus Buiríos Mór Osráil, agus beidh na háiteanna siad níos inrochtana agus níos sábháilte do choisithe agus do thiománaíthe araon. Feabhsófar timpeallacht na mbáilte seo chomh maith. Déanaim comhghairdeas leo síd uile a bhí bainteach le soláthar an tionscadail seo, go háirithe na daíne áitúla go léir a chuidigh lena thógáil agus lena chomhlánú.



An Coimisinéir Sliam Kallas, Coimisinéir Iompar an AE agus Leasachtarán an Choimisiúin Eorpáigh

Cuirim fáilte croíúil roimh oscarlú na scéime ó Phort Laoise go dtí An Chluichóill / Baile an Chaisleáin a chomhlánáil mótorbhealach an M8 Baile Átha Cliath-Corcaigh agus a bhailneann amach céim rithbhachtaíoch amháin eile i leith comhlánú mótarbhealach an M7 Baile Átha Cliath go Luimneach. Tabharfaidh an chuid seo den bhóthar roinnt faoisimh do bhrú tráchta coiteann a braitheadh roimhe seo ar an dá bhealach. Sa bhréis air sin feabhsóidh an scéim sábháilteacht agus spreagfaidh sí fás eacnamaíoch sa réigiún ar an iomlán. Tá éthas ar an gCoimisiún Eorpach maoiniú i bparlaimint a dheanamh ar phleanáil agus dearadh an tionscadail tábhachtach seo trí bhuiséad an Ghreasaí Iompar Thras-Eorpáigh (TEN-T).



Peter Carey, Bainisteoir an Chontae, Comhairle Chontae Laoise

Rachaidh comhlánú luath an tionscadail mótarbhealach rithbhachtaíoch seo go mór chun leasa na pobail áitúla agus soláthróidh sé príomhghné den bhonneagar bóithre náisiúnta. Le láthair straitéisíoch Chontae Laoise agus oscarlú an mhótarbhealach suntasach seo soláthraítear an bonn le haghaidh deiseanna geilleagracha nua. Sa bhréis ar ár gcóngarach do Bhaile Átha Cliath cinnéidh na hamanna taistil níos giorra go Corcaigh agus Luimneach go bhfeabhsaítear gnó agus turasóireacht agus spreagfar Laois mar láthair le haghaidh leathnú gnó tionsclaíochta, déantúsaíochta agus teicneolaíochta. Déanaim comhghairdeas leo síd uile páirteach i gcomhlánú an tionscadail agus gabhaim buíochas leis an iomair chonaitheoir agus úinéirí talún áitúla as ucht a gcuid comhoibríthe i gcathracha na géimeanna pleanála, dearaidh agus tógála.



Lorcan Wood, Bainisteoir Ginearálta, Celtic Roads Group

Bronnadh Conradh an M7/M8 i mí an Mheithimh 2007 agus téthar á oscarlú ceithre mhí roimh scéidil. Tá CRG an-sásta an Mótorbhealach a oscarlú go luath agus treáslaim leis an bhfoireann uile a d'oirbhig ar an dearadh, tógáil agus comhlánú chun a chinntiú go gcuirfí an piosa bonneagar tábhachtach seo ar fáil go luath. Tacáil an Banc Eorpach Infheistíochta agus bainc thráchtála lena n-áirítear Banc na hÉireann, Société Générale agus banc ING le maoiniú an tionscadail seo.

Mearstear go mbainfidh níos mó ná 15,000 féithníc úsáid as mótarbhealach an M7/M8 go laethúil ón uair a oscarlúar é. Beidh suas le 50 pearsonra gafa ag CRG chun an conradh a bhaintiú agus an mótarbhealach a chlothaibhail de feir na gcaighdeán is airde agus deánfaimid ár ndícheall taithe a tomhána sábháilte agus sáidil a chinntiú dóibh síd uile a úsáideann an mótarbhealach seo.

Teachtairíocht ón Taoiseach, An tUas. Brian Cowen, TD



Chomhlánáíonn oscailt Scéim Mótarbhealaigh (CPP) an M7/M8 Port Laoise – An Chúlchoill / Baile an Chaisleáin an mórhealach idiruiribeach (MIU) ó Bhaile Atha Cliath go dtí an dara mol is mó sa tír, Corcaigh, agus beidh sé ar an tríú MIU oscailte. Mar thoradh air seo beidh iompar bóthair níos iontaoifa agus amanna tairistil laghdaithe go suntasach, faoi suas le 45 nóiméad ag buaic-ama. Sa bhreis air sin beidh an chuid nua mótarbhealaigh seo mar chéim bhreise i dtreo comhlánú mórchonair idiruiribeach an M7 Baile Atha Cliath go Luimneach.

Cuirfidh feabhsú bonnagar na mbóithre idir agus laistigh de na réigiúin le hiomatochas an cheantair agus cothófar forbairt réigiúnach níos cothrom. Go háirithe, beidh tionchar an-dearfach ag na hamanna tairistil níos sábháilte agus feabhsáithe a thagann as seo ar an ngeilleagar toisc go ndéanfaí an réigiún Láir Tíre, an Iardheisceart agus an Láir-Iarthar níos inrochtana agus níos tairringtí le haghaidh infheistíochta eachtrai isteach.

Déanaim comhghairdeas leo siúd uile a bhí bainteach le deiradh, tógáil agus críochnú an mhótarbhealaigh seo.

Guim turas sábháilte orthu siúd uile a bhaineann úsáid as an mótarbhealach seo agus iarraim orthu tiomáint go cúramach agus a bheith acu ar úsáideoirí bóithre eile.

Bhonn an tUdarás um Bóithre Náisiúnta, faoi bPlean Forbartha Náisiúnta, i gcomhar le Comhairle Chontae Laoise, an Conradh Iamháitais ar Celtic Roads Group (CRG) Portlaoise Limited chun Scéim Mótarbhealaigh CPP an M7/M8 Port Laoise go dtí An Chúlchoill / Baile an Chaisleáin a dhearadh, a thógáil, a mhaoiniú, a fheidhmiú agus a thógáil. Tá CRG déanta suas de BAM PPP, Iridium agus NTR plc. Is ionann an infheistíocht chaipitil agus €491 milliún, ag ciumsiú maoiniú na hearnála príobháidí agus an Stáitíste araon. Rinne an tAontas Eorpach maoiniú i bpáirt ar an réamh-dhearadh ó bhuiséad an Ghréasáin Iompair Thras-Eorpaigh (TEN-T).

Tá Scéim Mótarbhealaigh CPP an M7/M8 Port Laoise go dtí An Chúlchoill / Baile an Chaisleáin mar chuid de Chlár Compháirtíochta Príobháidí Poiblí (CPP) an Udarás um Bóithre Náisiúnta. Is garsprioc ollmhór de chuid an Plean Forbartha Náisiúnta (PFN), 2000–2006 agus 2007–2013, é seachadadh na scéime seo. Thosaigh Comhairle Chontae Laoise i mbunpleanála ar an scéim seo sa bhliain 2000 agus foilsíodh Ráiteas Tionchair Timpeallachta an M7/M8 i mí na Nollag 2003. I ndiaidh Eisteacht Bhéil i mí Aibreáin 2003, d'fhormhéas An Bord Pleanála an scéim reatha i mí Dheireadh Fómhair na bliana 2004.



M7/M8

Scéim Mótarbhealaigh CP an M7/M8
Port Laoise go dtí An Chúlchoill / Baile an Chaisleáin



Oscaite go hoifigiúil ar an 28ú Bealtaine 2010 ag An Taoiseach, An tUas. Brian Cowen, T.D. i láithreach
An tUas. Peter Malone, Cathaoirleach, an tUdards um Bóithre Náisiúnta agus An tUas. James Daly, MCC, Cathaoirleach, Comhairle Chontae Laoise

Tá an tionscadal seo maoinithe ag Rialtas na hÉireann faoin bPlean Forbartha Náisiúnta agus Iompar 21 agus ag an Aontas Eorpach ó bhuiséad an Ghreasaín Iompair Thras-Eorpigh (TEN-T). Sa bhreis air sin táthar tar éis an tionscadal seo a sheachadadh trí mheicníocht CPP an Udarais um Bóithre Náisiúnta.

