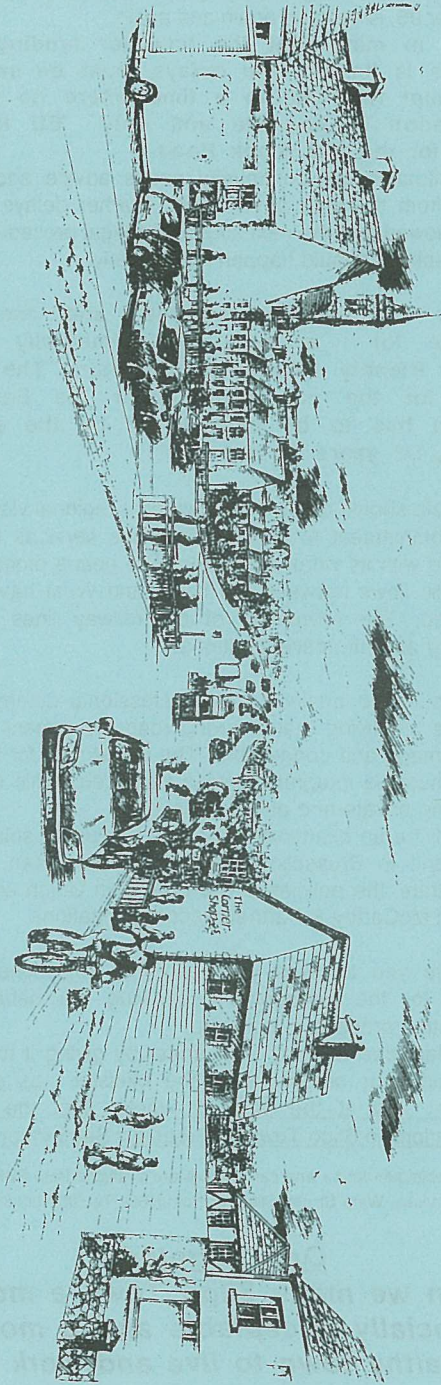


A Human Environment - to be protected and enhanced, and not to be **demolished.**

The Dream of a Road Engineer -

is probably the Nightmare of the Citizen of Sligo



(View towards Upper John Street and Summerhill)

SLIGO CITIZENS ARE DEMANDING **A Balanced Traffic Solution**



**A Healthy City needs
A Healthy Transport System**

Prepared and Sponsored by the
Healthy Buildings Company and
concerned business people in Sligo

Dear Citizen of Sligo, Dear Visitor to Sligo

For years Sligo Town has suffered from traffic congestion. The old harbour town and its small, lovely shopping and residential streets are not made for today's increase in car traffic. Other Irish towns and cities have achieved a relief with bypasses, allowing more time and flexibility to find environmentally and socially friendly in town solutions, e.g. bus systems pedestrianisation.

The Dept. of the Environment 1995:

"The Transport Operational Program 1994-99 reflects a significant shift from previous policy, which was largely centred on national roads. It contains an increased emphasis on rail transport, urban public transport and local road networks, and devotes significant greater proportion of resources to these modes (...) Most significantly, urban transport's share of funding is increased from 2 to 14 % of the total available."

For 25 years the community of Sligo has experienced pressure from Road Engineers, who have tried to guide the town development into even more dependency on car traffic. Their proposal, the "**Mid Block Road**", is a four lane National Road, specified for 60 km/h, and will appear in a town environment made for 30 km/h. 59 town houses need to be demolished.

It will take a community centre beside the Sligo Cathedral away from half of its community.

It will take the Railway Station away from the town centre and investments already carried out by the EU to secure and enhance the Railway Line to Dublin, will be devalued.

It will create severe limitations to plan and invest in public transport, because the Railway and Bus Station is the most natural point for changing mode of transport.

The Minister for the Environment stopped the procedure in 1993. A new Sligo Transportation Study, including an Environmental Impact Study, was ordered. Town Planning consultants tendering for this study were responsibly integrating the enormous role which the Railway and Bus Station should have. But the appointed road engineers McCarthy and Partners again suggested the Mid Block Road as best solution. No examination of Bus Services took place.

Sligo Corporation decided in September 1995 in favour of the Mid Block Road (7 to 5), with two local politicians reneging on their election promises.

Since then the Sligo public is trying to get access to the

road engineers findings, and a public display, promised for December 95, is delayed again and again.

Bearing in mind that the time for funding from Brussels is limited, the delays must be seen as an attempt to come to a time where no further consultation is possible and only EU funding will be for the Mid Block Road.

In this situation the community needs advice and lawful support from the Irish government. Further delays should not be allowed and the next step of the legal procedure - the public display - should happen immediately.

A new concept is required, and the time available for a more environmentally and socially friendly solution is still there. The "Main Work" for the new road under the European program has to be carried out by the end of 2001, 5 1/2 years from now.

The debate should be opened towards a regional view. Sligo has a commitment to plan efficient bus services for the hinterland with its weak structures. The peace process and new traffic flows between the North and West have to be addressed. The reopening of old railway lines creates surprising and attractive solutions.

Members of the business and professional community in Sligo are realising that a wrong road investment creates more damage and congestion. The investment for National Roads must be integrated into a balanced traffic solution, supporting private and public transport.

There will be an examination of road engineers solutions in Dublin and in Brussels, before funds are given. As we demonstrate, the policies of the European Union are not in favour of McCarthy & Partners recommendations.

We invite you to write your personal objections to the Minister for the Environment, allowing the debate and consultation process to continue.

Please feel free to copy this sheet by giving it to friends etc. Send your objections to the Minister as soon as possible, but at the latest 2 weeks after the end of presentations in Sligo Town Hall (earliest September 1996).

(More objection forms and car stickers are available from PBB Office Services, Wine Street, Sligo, or from HBC, Tel. 087-563865)

**Only together
can we make Sligo Town a more
socially acceptable and a more
healthy town to live and work in.**

To the Minister for the Environment
Mr. Brendan Howlin, Department of the
Environment, Custom House, Dublin 1

Objections to Mid Block Road / National Road N4 through Sligo

Dear Minister Howlin,

The findings of the Environmental Assessment carried out by road engineers have resulted in a decision by Sligo Corporation, in favour of the Inner City - W 5 Route. The suggested National Road alignment runs through the heart of the city separating the Railway- and Bus Station from the centre of our city.

Following the Guidelines of the European Union we trust in a Healthy City concept which supports private and public transport, cars, cyclists and pedestrians in a fair way. Our Railway Station should never be separated from the middle of our city. Don't allow one E.U. supported project devalue another E.U. supported project.

Dear Minister, please help us to solve our traffic problems by encouraging our whole community to form a prosperous and healthy town environment which every body can access quickly and safely.

Please open the current debate towards a regional view. With increased traffic between Northern Ireland and the West a new strategic corridor should be defined. Sligo will suffer, if only car traffic is promoted. Sligo will be strengthened, if public transport - Rail, Light Rail and Buses - is planned properly and supported by the government.

Minister Howlin,

**We urge you to sanction a Ring Road as the only solution to our traffic congestion.
We urge you to advise Sligo Corporation and Sligo Co.Co. to include modern Public Transport into their development concepts.**

Name and Address