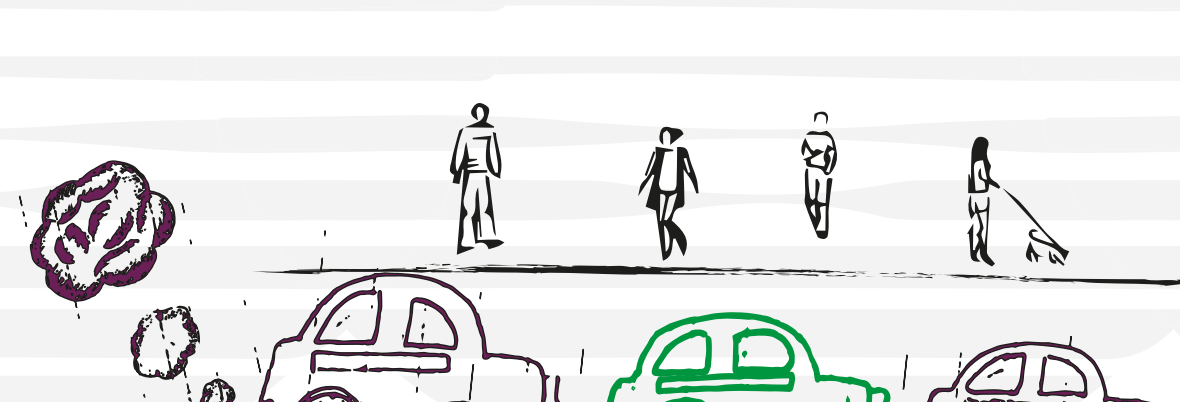


Introduction

Carrick-on-Shannon and Cortober have a Traffic Problem



Safety: Sections of the N4 within the study area have collision rates that are twice the national average



The Existing N4 national primary route through Carrick-on-Shannon is a barrier to pedestrian movement and mixes high vehicular volumes with non-motorised users



There are problems with congestion and journey time reliability



Long journey times recorded



Limited Public Transport and low passenger numbers on trains

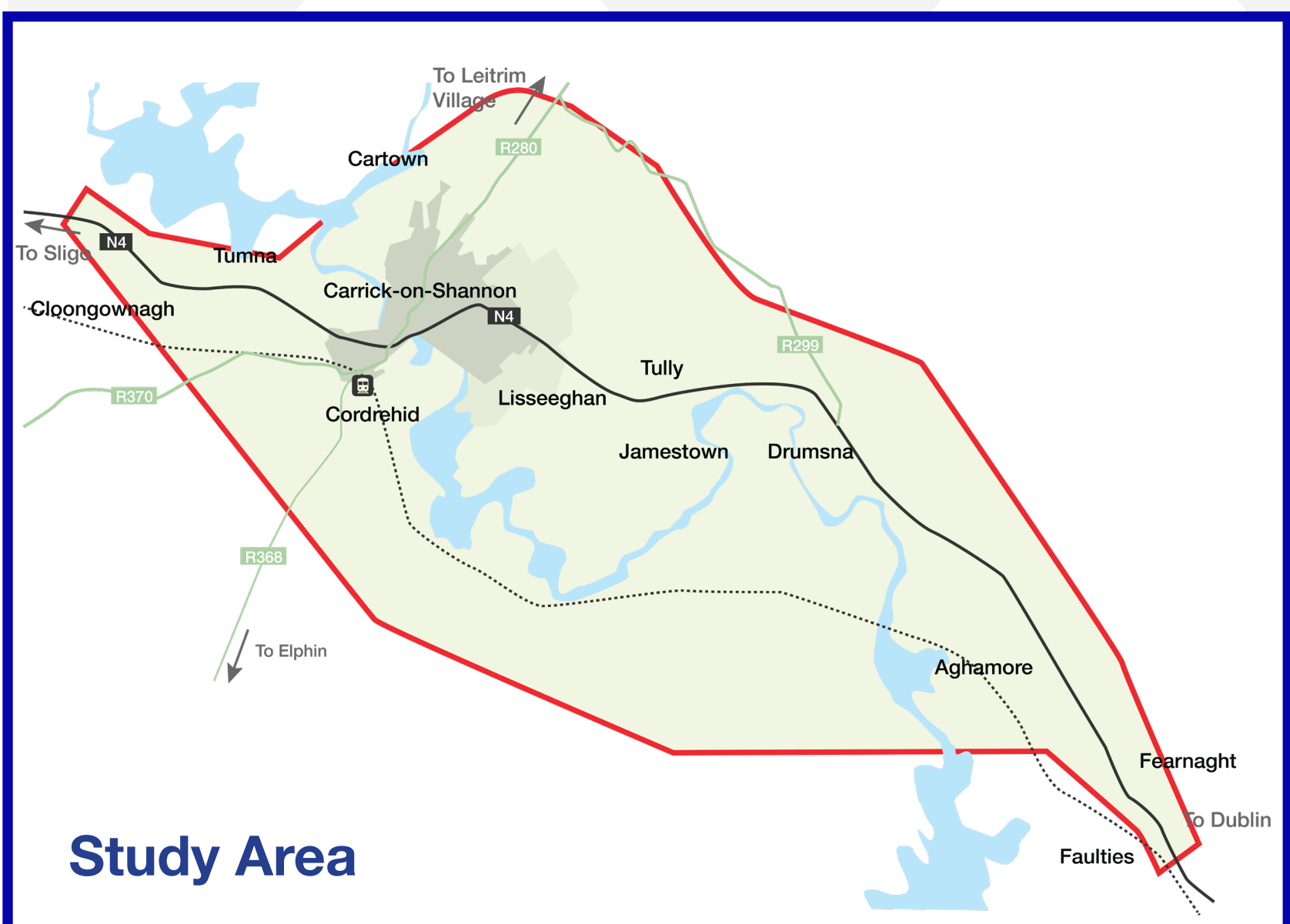


What are our objectives?





Carrick-on-Shannon to Dromod



Phase 1 Concept and Feasibility
Completed July 2020

- Identified the “Problem” (i.e. Need for the Scheme)
- Established the Project Objectives
- Defined a suitable project Study Area

Phase 2 – Option Development
August 2020 – Present
Constraints Study

The Constraints Study was carried out between August and December 2020 by Arup comprising both their team of in-house competent experts and external competent experts.

The initial step in the Option Selection process is to undertake a detailed Constraints Study. The aim of the Constraints Study is to identify the nature and extent, at an appropriate level of detail, of constraints within a defined study area. The constraints were documented and mapped and are being used to inform the development of feasible options for the Project.



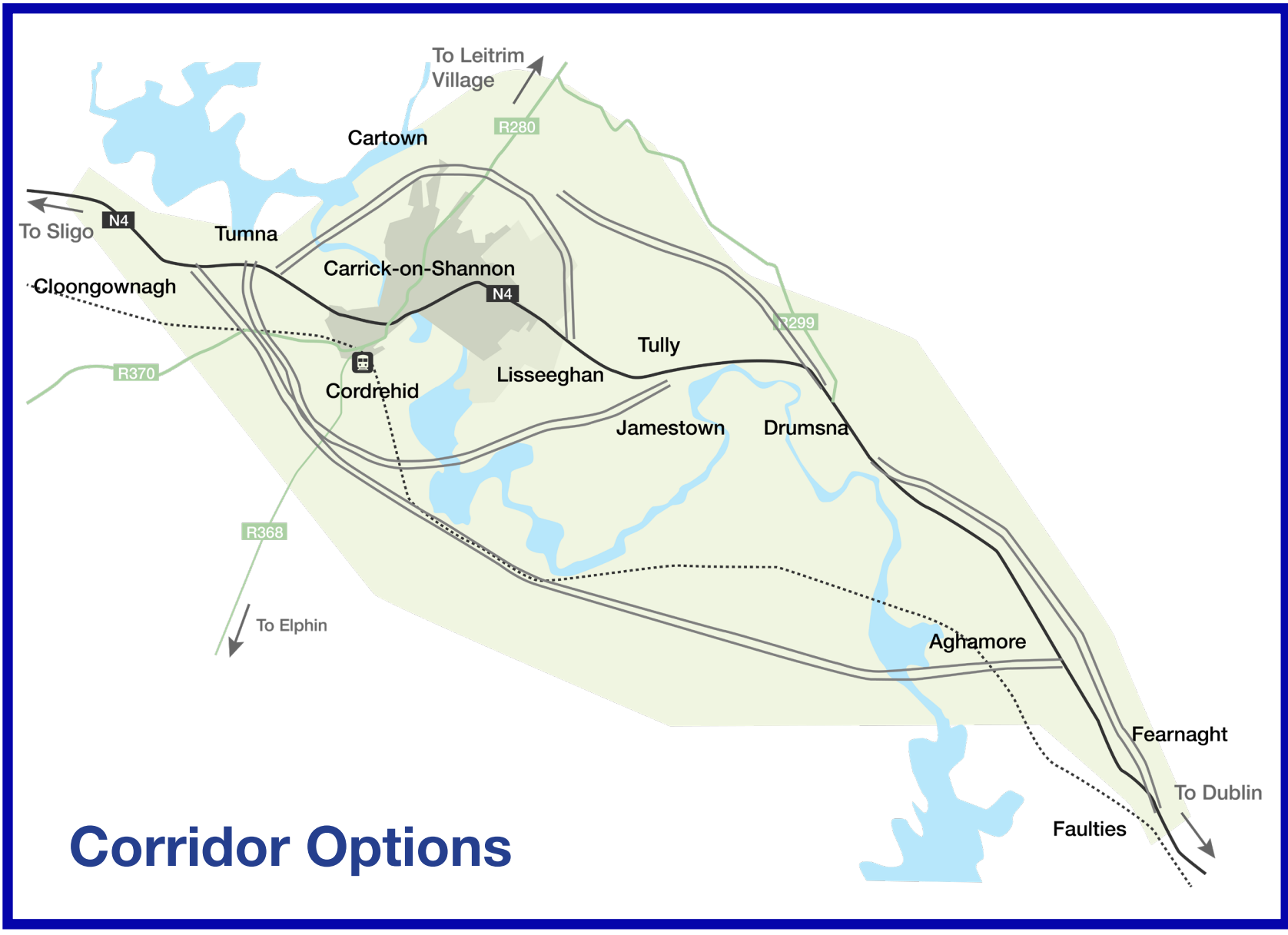
Public Consultation No.1 Constraints
5 – 23 October 2020

The consultation was conducted in an online consultationspacewhichallowed the public to walk around virtually and view the project material.

42 Submissions around the themes;

There are significant traffic problems in Carrick-on-Shannon and on the bridge over the River Shannon in Carrick-on-Shannon

1. Does the existing N4 need an upgrade?
2. Strong desire for active travel infrastructure (e.g. pedestrian and cycling infrastructure)
3. How is the previous project considered
4. What is the impact on the River Shannon



Previous Studies and Options Considered

The Options from previous studies were tested against the Project Objectives and a number of route corridors discounted.

Site Surveys & Geotechnical Investigation Surveys
August 2020 - Present

Traffic Surveys
December 2020



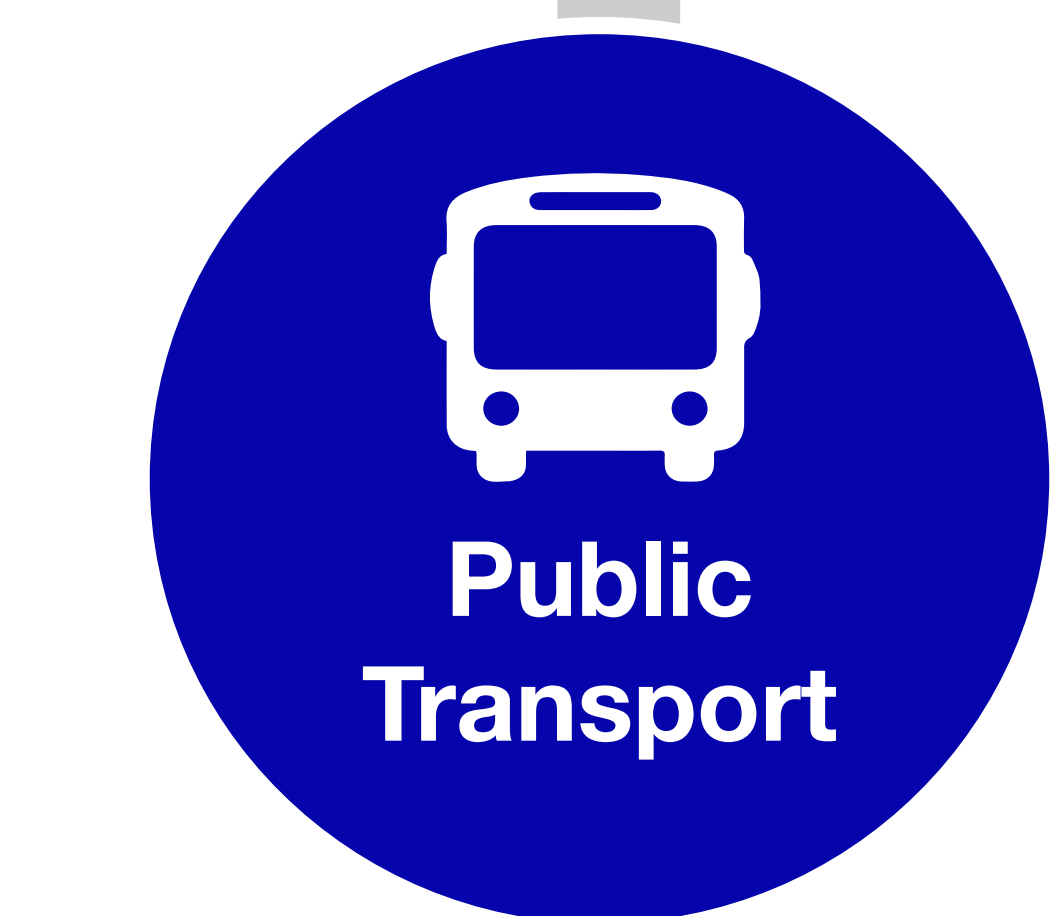
Public Consultation No 2 Option Selection
23 March 2021-
20 April 2021



Active Travel and Public Transport Alternatives



- Comprehensive Cycle Network
- Improvements to pedestrian facilities (e.g. improved crossings and footpath provision)
- Improved facilities for cyclists (cycle parking, changing areas, e-bike charging, etc)
- Improve permeability within the town
- Potential pedestrianisation of key streets
- New pedestrian and cycle bridge



- Enhanced Public Transport Network Linking nearby urban settlements with Carrick-on-Shannon and key trip attractors in the town.
- Increase in services: Up to every 20 minutes during peak periods
- Mobility hub in the town centre facilitating interchange with other modes.
- Demand Responsive mini-bus services connecting isolated areas.
- Improved Parking Facilities at Railway Station

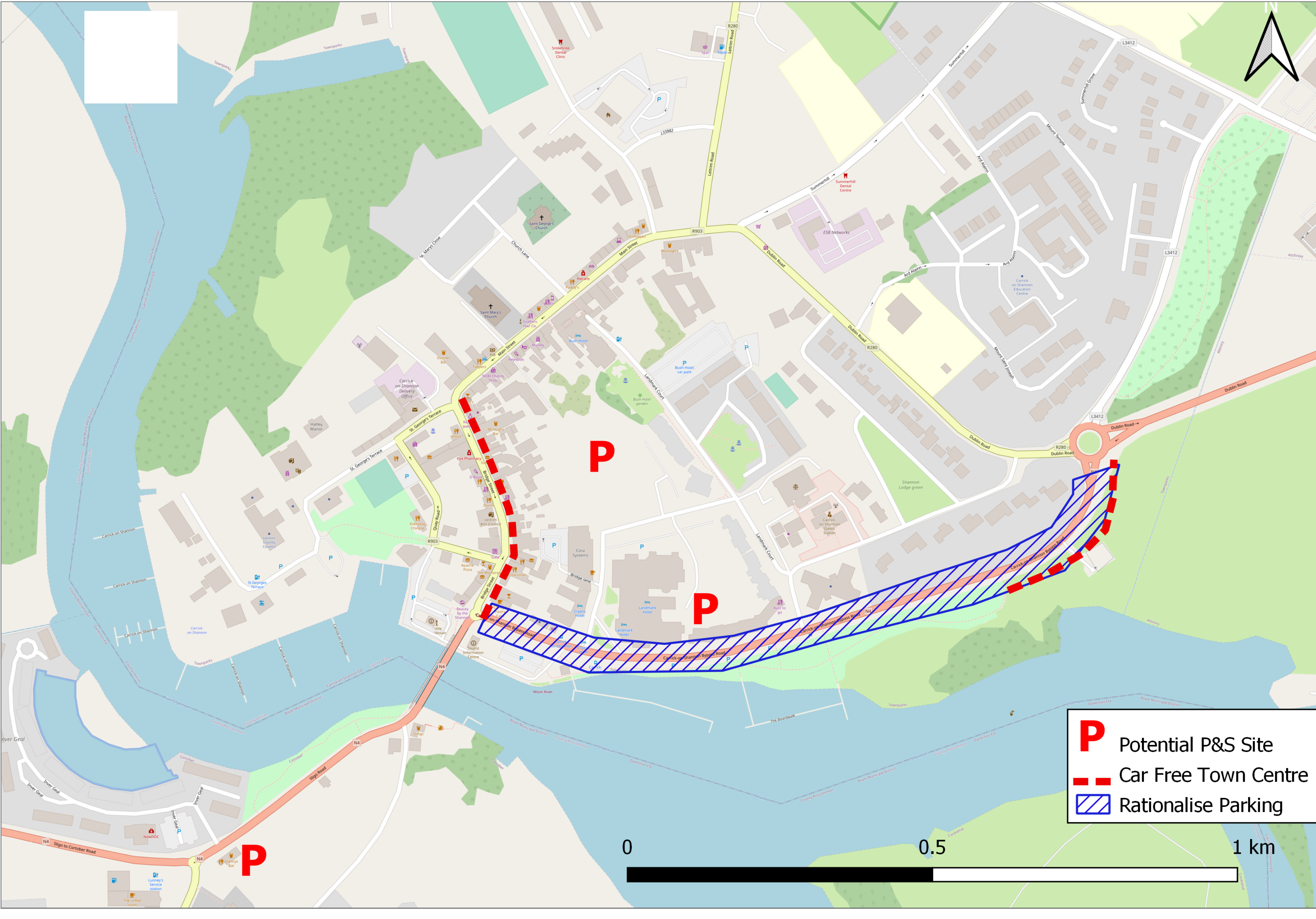
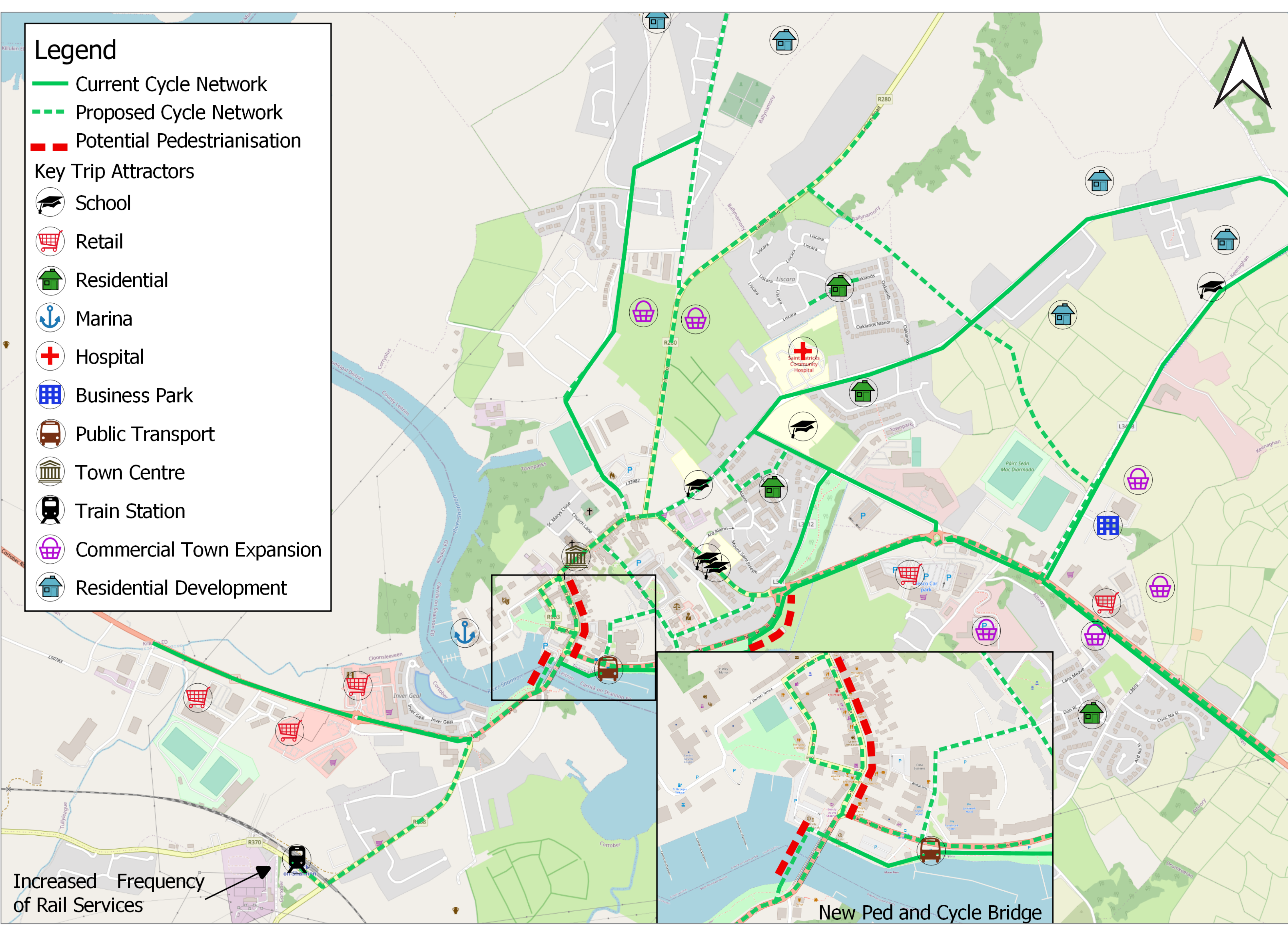


- Rationalise parking along the N4 corridor
- Park & Stride (P & S) sites on periphery of town centre
- Car free centre
- Remote working hubs
- Delivery of centrally located mixed use developments

Analysis of traffic patterns in the study area has revealed a considerable number of short distance trips within the Carrick-on-Shannon and Cortober area are made by car, contributing to existing congestion on the N4.

Improvements to the walking and cycling infrastructure within the town, in addition to enhancements to local bus services, would support an increase in sustainable trip making. This in turn could lead to a reduction in traffic levels and congestion in the town.

As part of the project appraisal process, these measures will be assessed as an alternative to building new road infrastructure. However, these measures could also form part of a wider multi-modal transport solution for Carrick-on-Shannon and its environs.

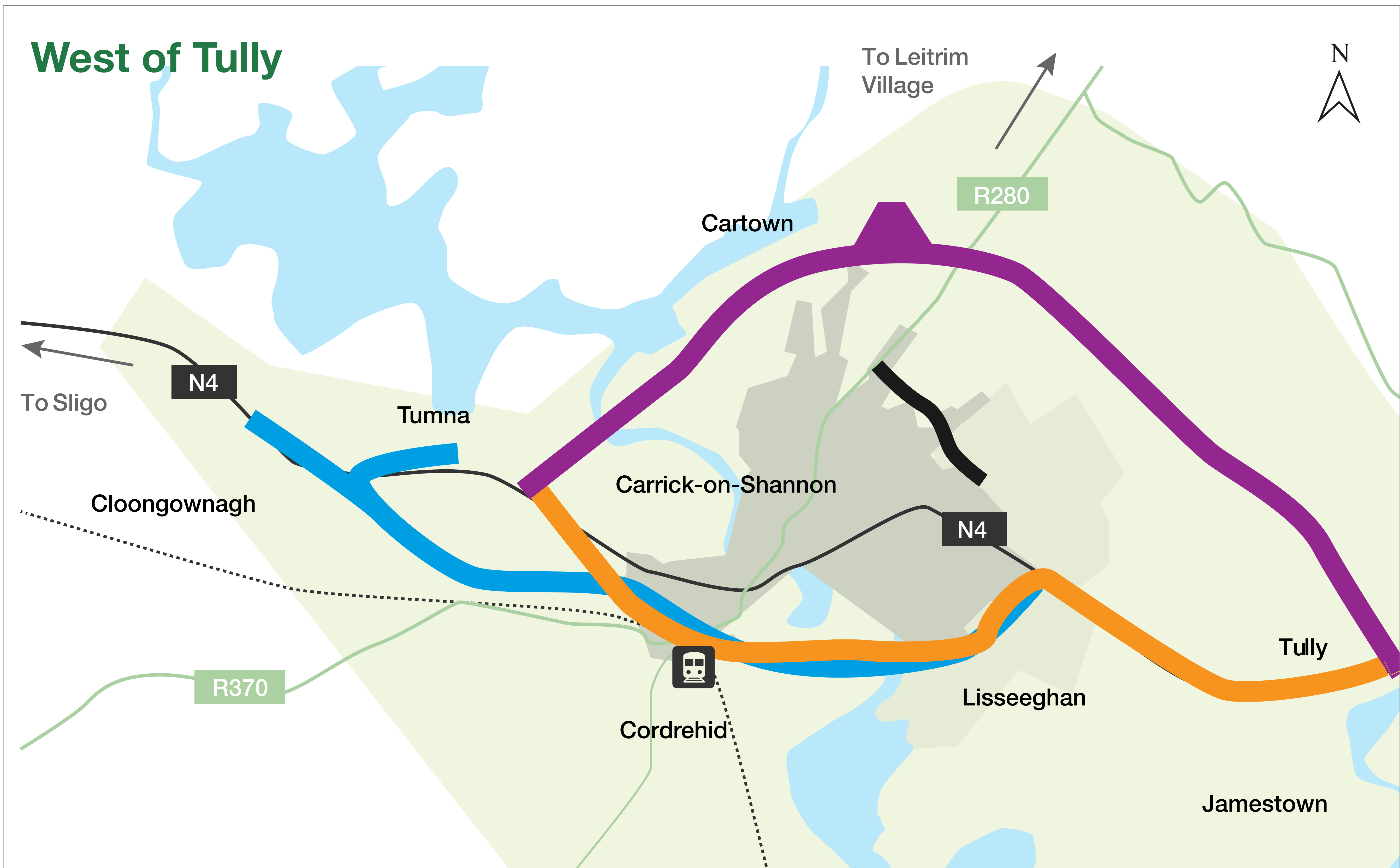
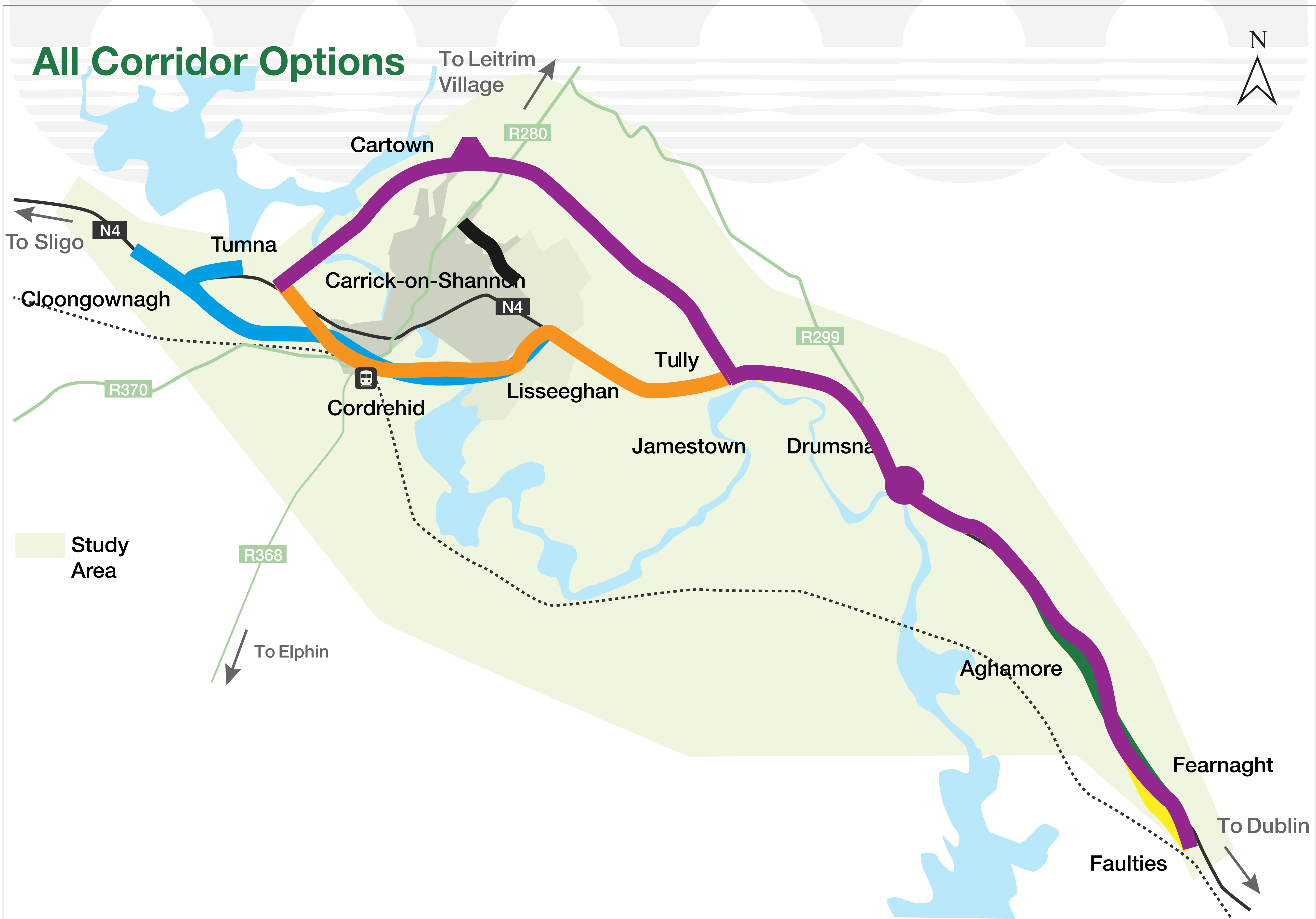


Visualisations of Active Travel Improvements





Corridor Options



Purple Corridor

The Purple Corridor aligns closely to the previous preferred corridor that was identified in 2011. The corridor deviates from the existing N4 at Tumna. It continues north-westwards, crossing the River Shannon at Corryolus, and meets the R280 at Cartown. It continues south-eastwards and rejoins the existing N4 at Tully. There are two potential design options shown within the Purple Corridor; one for a single carriageway and one for a dual carriageway.

Cyan Corridor

The Cyan Corridor deviates from the existing N4 at Cloongownagh. It continues eastwards hugging the railway line, crossing the R368 to the east of the railway station. It crosses the River Shannon at Cordrehid and rejoins back to the existing N4 at Lisseeghan before following the existing N4 to the townland of Tully. There are two potential design options shown within the Cyan Corridor one for a dual carriageway and one for a single carriageway.

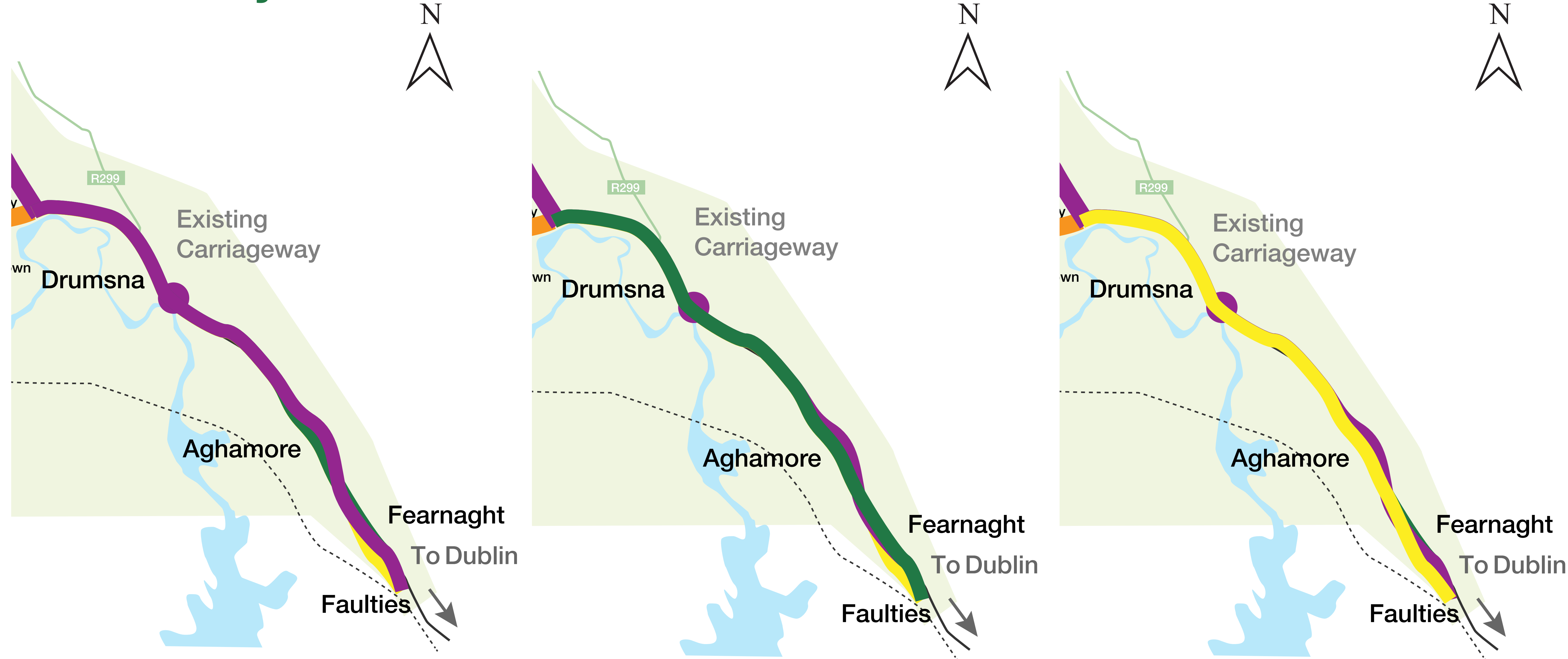
Orange Corridor

The Orange Corridor deviates from the existing N4 at Meera. It continues to the rear of the West Gate Business Park, crossing the R368 to the east of the railway station. It crosses the River Shannon at Cordrehid and rejoins the existing N4 at Lisseeghan before following the existing N4 to the townland of Tully. There are two potential design options shown within the Orange Corridor one for a dual carriageway and one for a single carriageway.

Black Corridor

The Black Corridor connects the R280 to the Summerhill Road and on to the Castlecara Road

East of Tully



Purple Corridor

From Tully, the Purple Corridor follows the existing corridor to Drumgildra, where a short offline deviation to the East of Aghamore is proposed. The corridor then follows the existing N4 to Faulties. A dual carriageway design is proposed for this corridor.

Green Corridor

From Tully, the Green Corridor follows the existing N4 through Aghamore and a short offline deviation to the West is proposed in the townland of Fearnaght. A single carriageway design is proposed for this corridor.

Yellow Corridor

From Tully, the Yellow Corridor follows the existing N4 through Aghamore and on to Faulties. A single carriageway design is proposed for this corridor.

