

Introduction

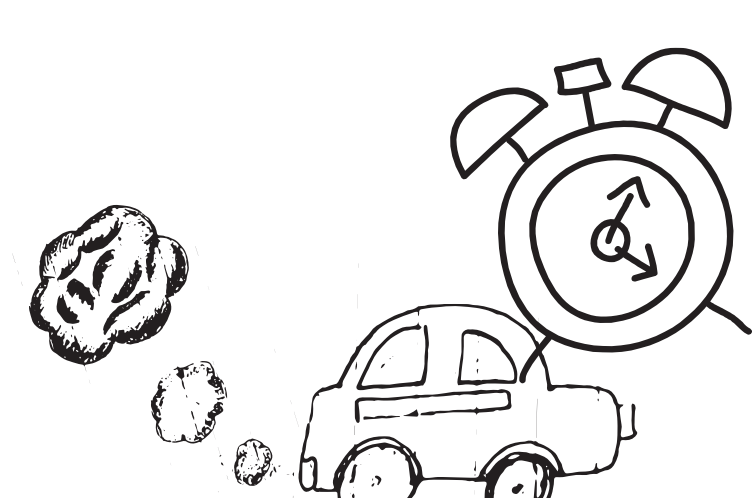
The existing N4 corridor from Dromod to Carrick-on-Shannon / Cortober has a transportation problem:



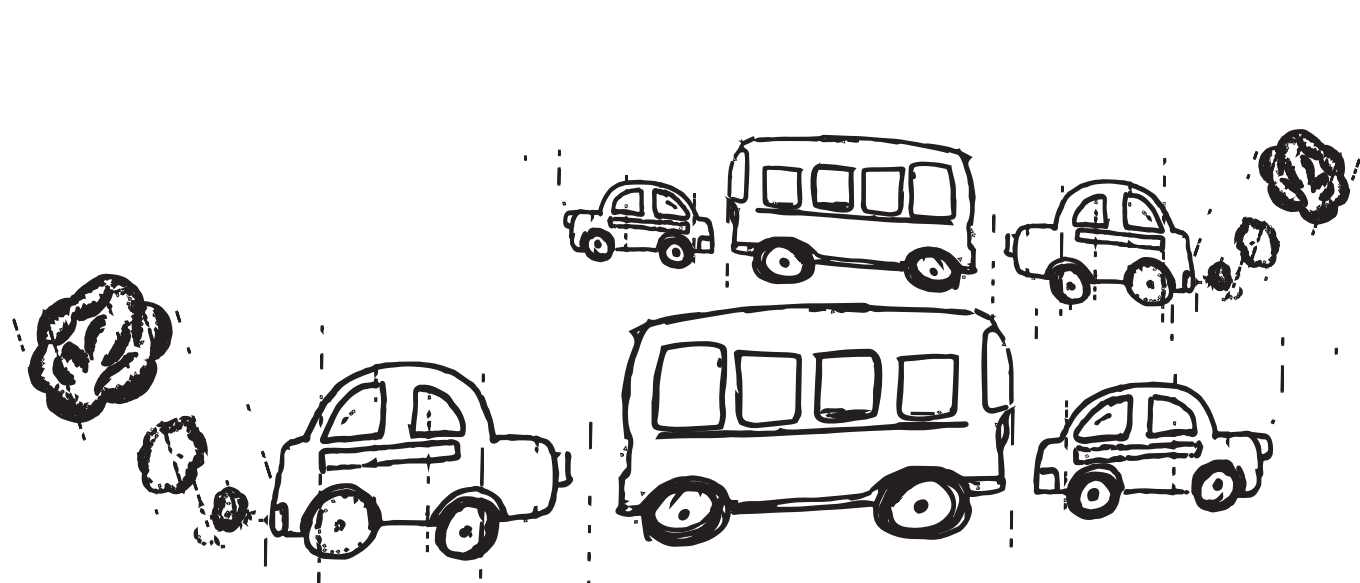
Safety: Sections of the N4 within the study area have collision rates that are twice the national average



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 the Project objectives?

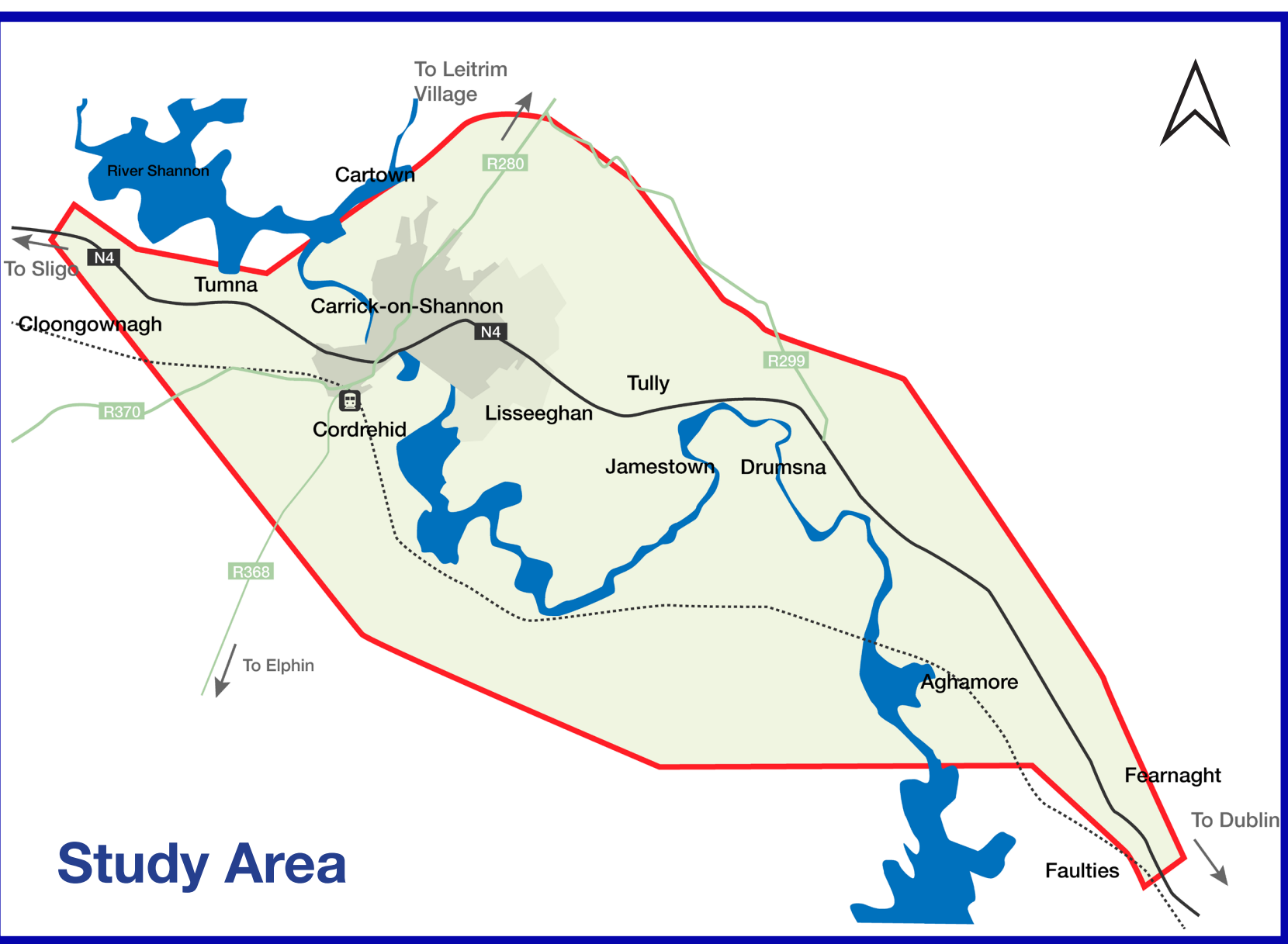


N4 Carrick-on-Shannon to Dromod Project

Public Consultation | May/June 2021

Alternatives and Options

Board 2



Phase 1 Concept and Feasibility
Completed July 2020

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

Phase 2 - Option Selection
August 2020-Present

Constraints Study
August - December 2020

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 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 constraints were documented and mapped and were used to inform the development of feasible Options for the Project.

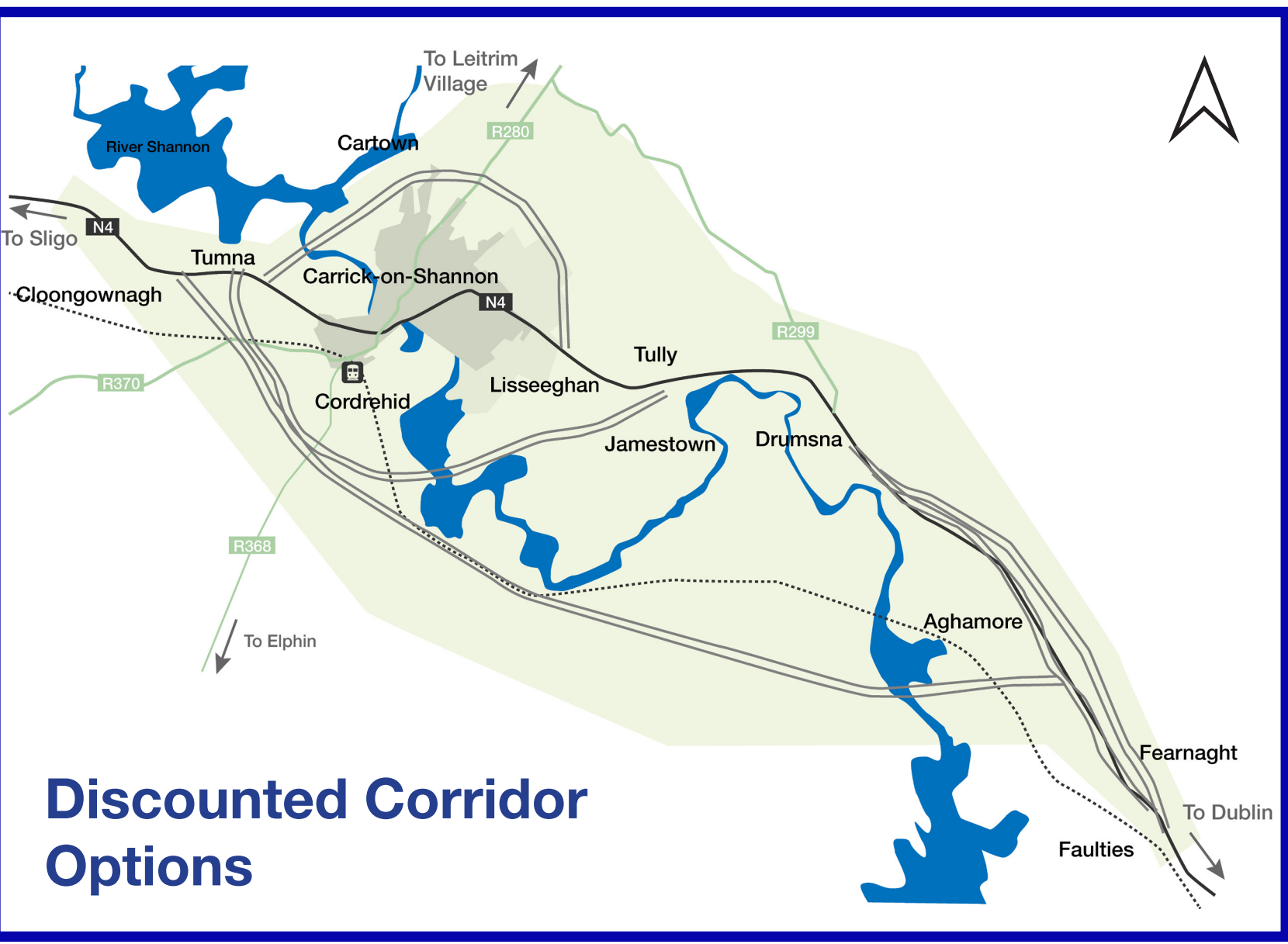


Public Consultation No.1 Constraints
5 – 23 October 2020

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

42 submissions were received around the following themes:

1. There are significant traffic problems in Carrick-on-Shannon and on the bridge over the River Shannon in Carrick-on-Shannon
2. Does the existing N4 need an upgrade?
3. Strong desire for active travel infrastructure (e.g. pedestrian and cycling infrastructure)
4. How is the previous project considered
5. What is the impact on the River Shannon



Previous Studies and Options Considered

Options from previous studies, as well as new Options were all considered and tested against the Project Objectives. A number of Option corridors were discounted

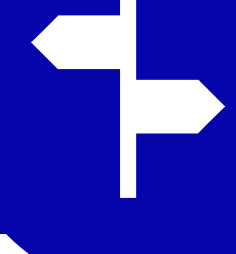
Environmental Site Surveys & Geotechnical Investigation Surveys
August 2020 - Present

Traffic Surveys
December 2020

Active Travel Component

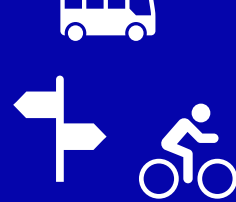
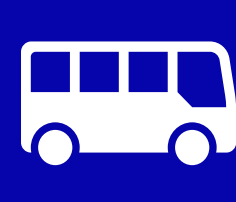


Identification of Feasible Transportation Alternatives and Options
Ongoing



Road Component

Public Transport Component



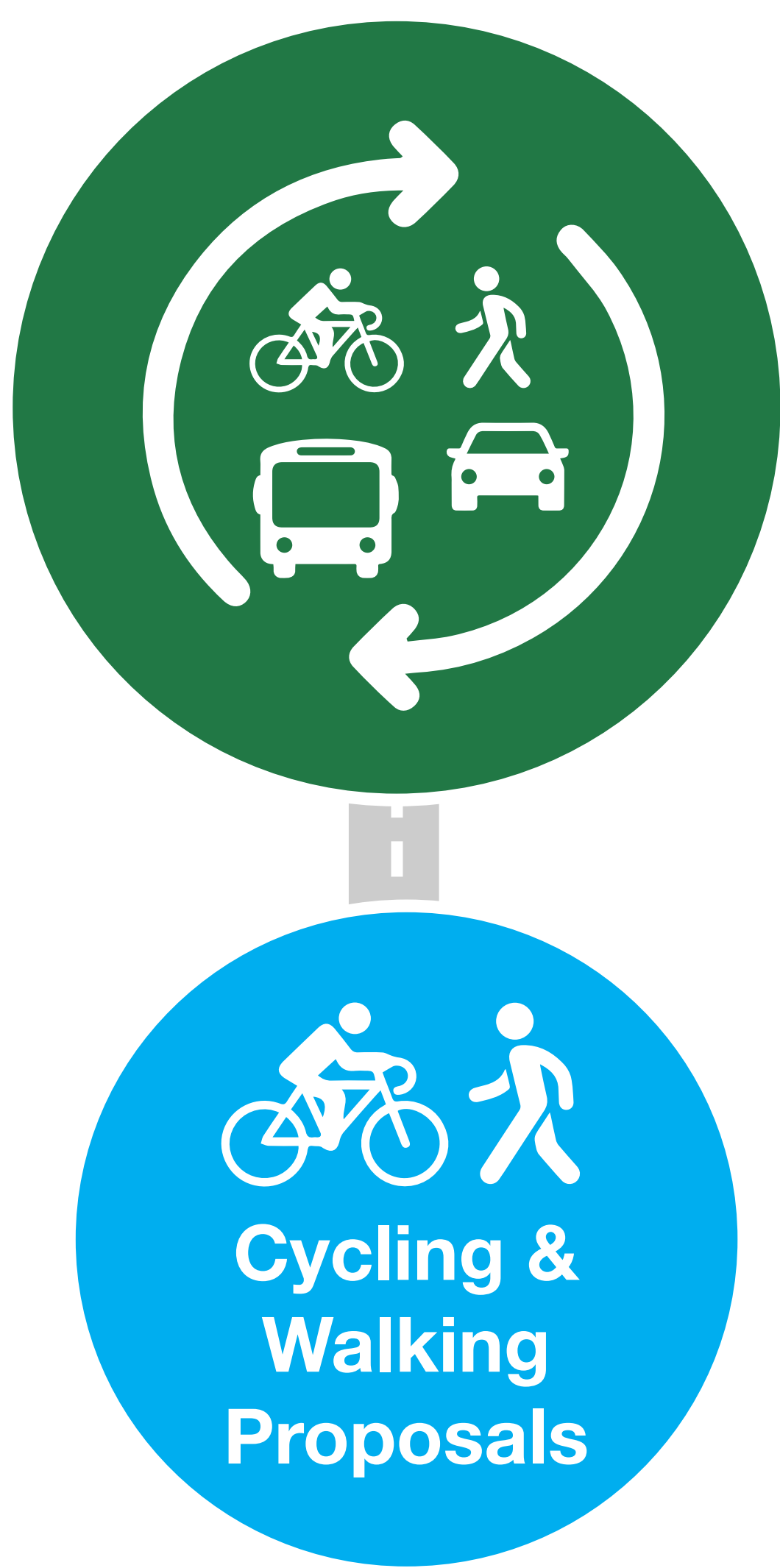
Multi-Component Solution



Public Consultation No 2 Options
19 May 2021 to 16 June 2021



Active Travel and Public Transport Alternatives



Cycling & Walking Proposals

- Provision of a comprehensive cycle network
- Improved facilities for cyclists (e.g. cycle parking, changing areas, e-bike charging, etc.)
- Construction of a new pedestrian and cycle bridge over the River Shannon (See adjacent sketch)
- Improvements to pedestrian facilities (e.g. improved crossings and footpath provision)
- Improve permeability within the town
- Potential pedestrianisation of key streets
- Increased rail service frequency
- Improved parking facilities at the railway station
- Increased frequency on the Railway
- Improved parking facility at Railway Station



- 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

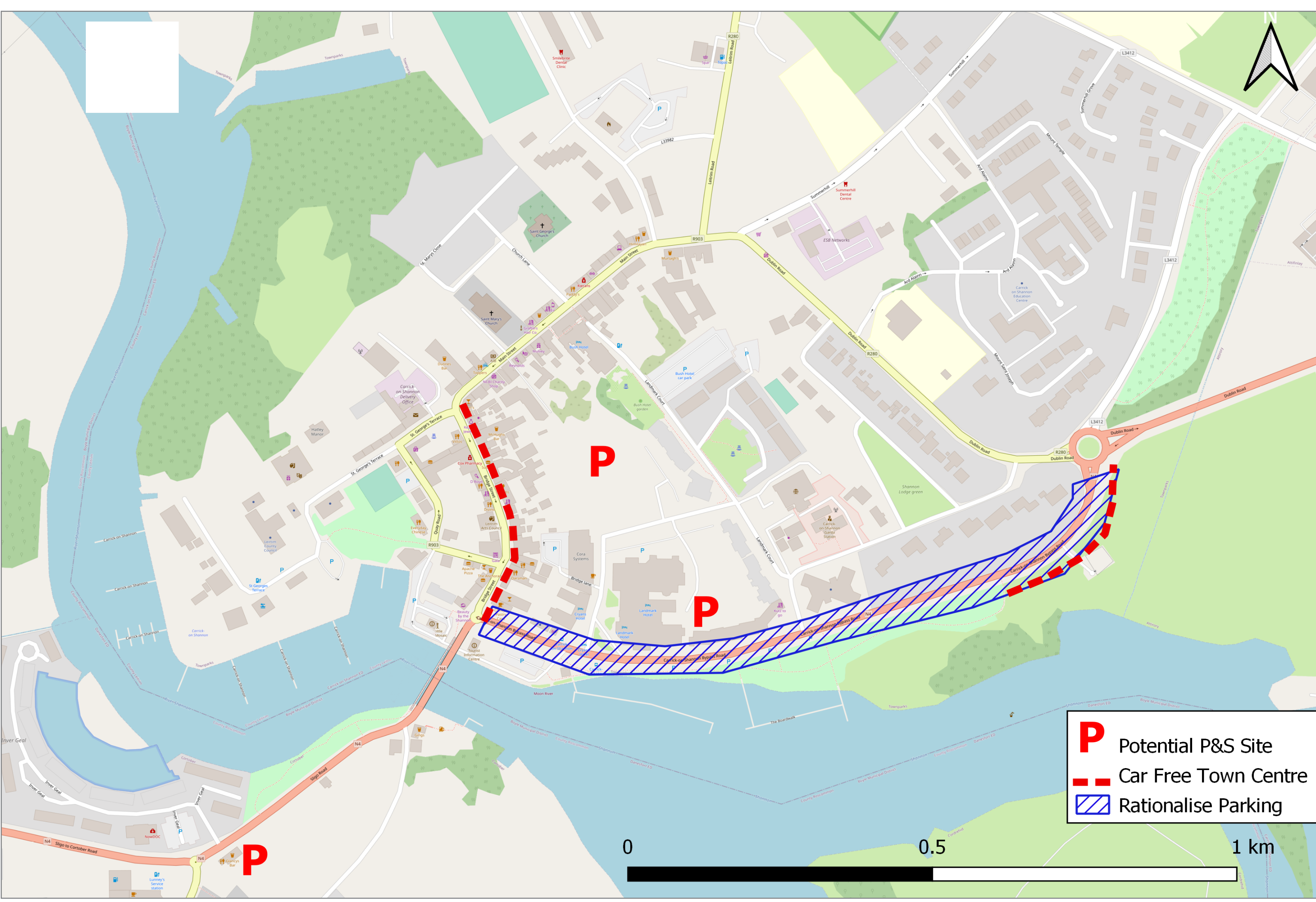
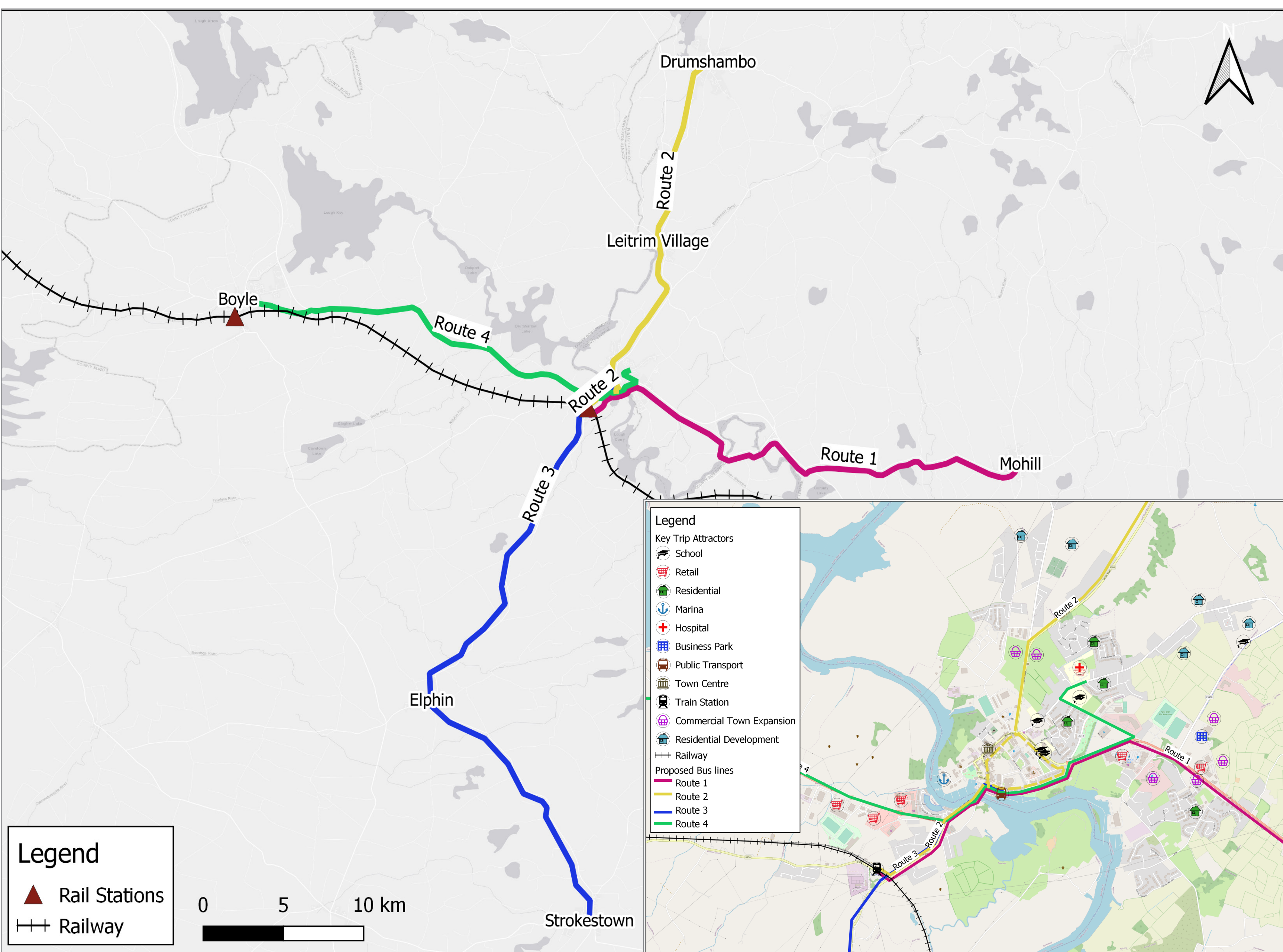
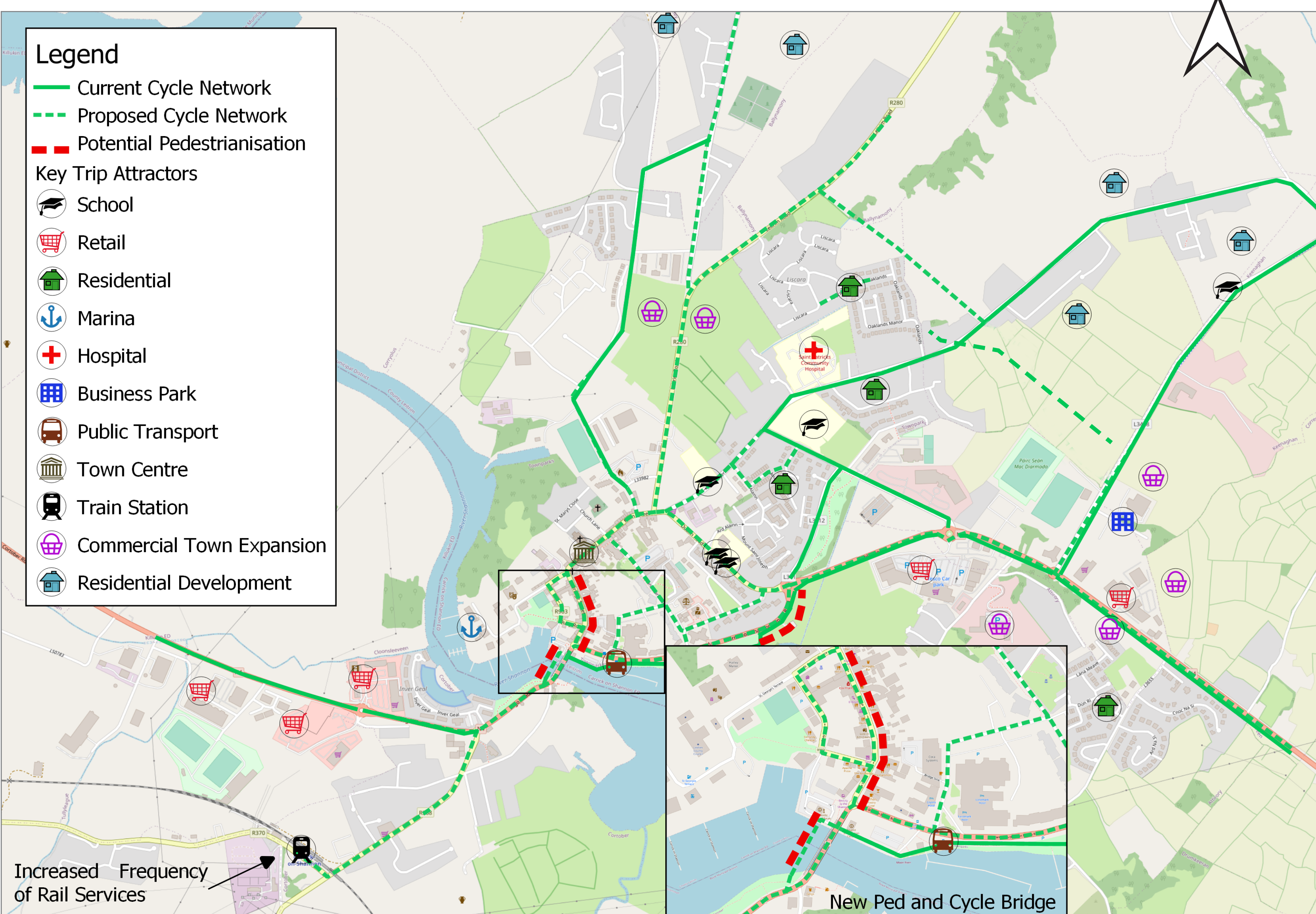


- Rationalise parking along the existing N4 corridor
- Provision of Park & Stride (P & S) sites on periphery of town centre
- Car free centre
- Remote working hubs
- Delivery of centrally located mixed use developments

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 it's environs.



Visualisations of Active Travel Improvements



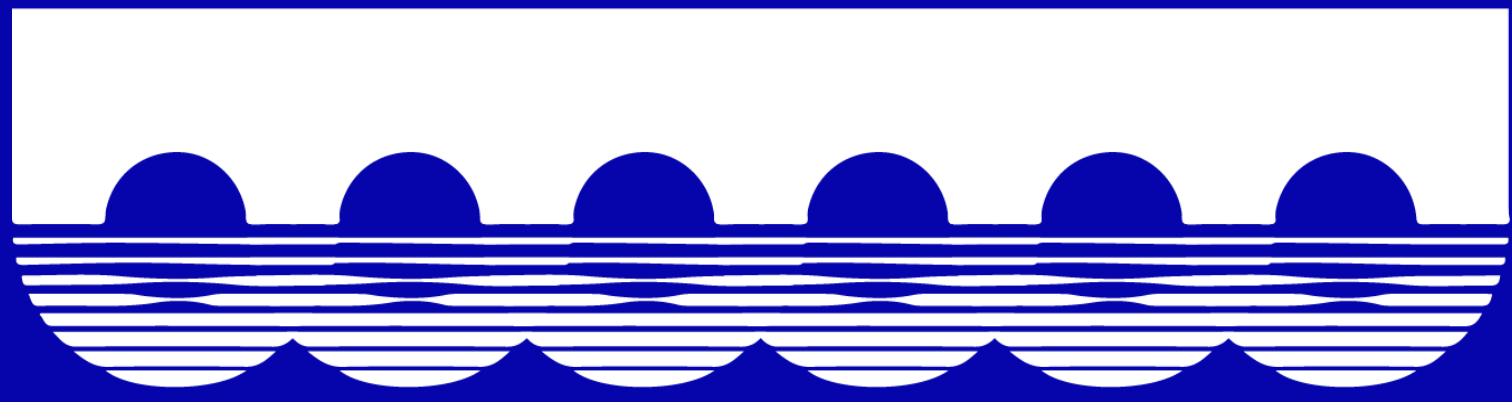
The N4 approach to the Shannon bridge from Carrick-on-Shannon



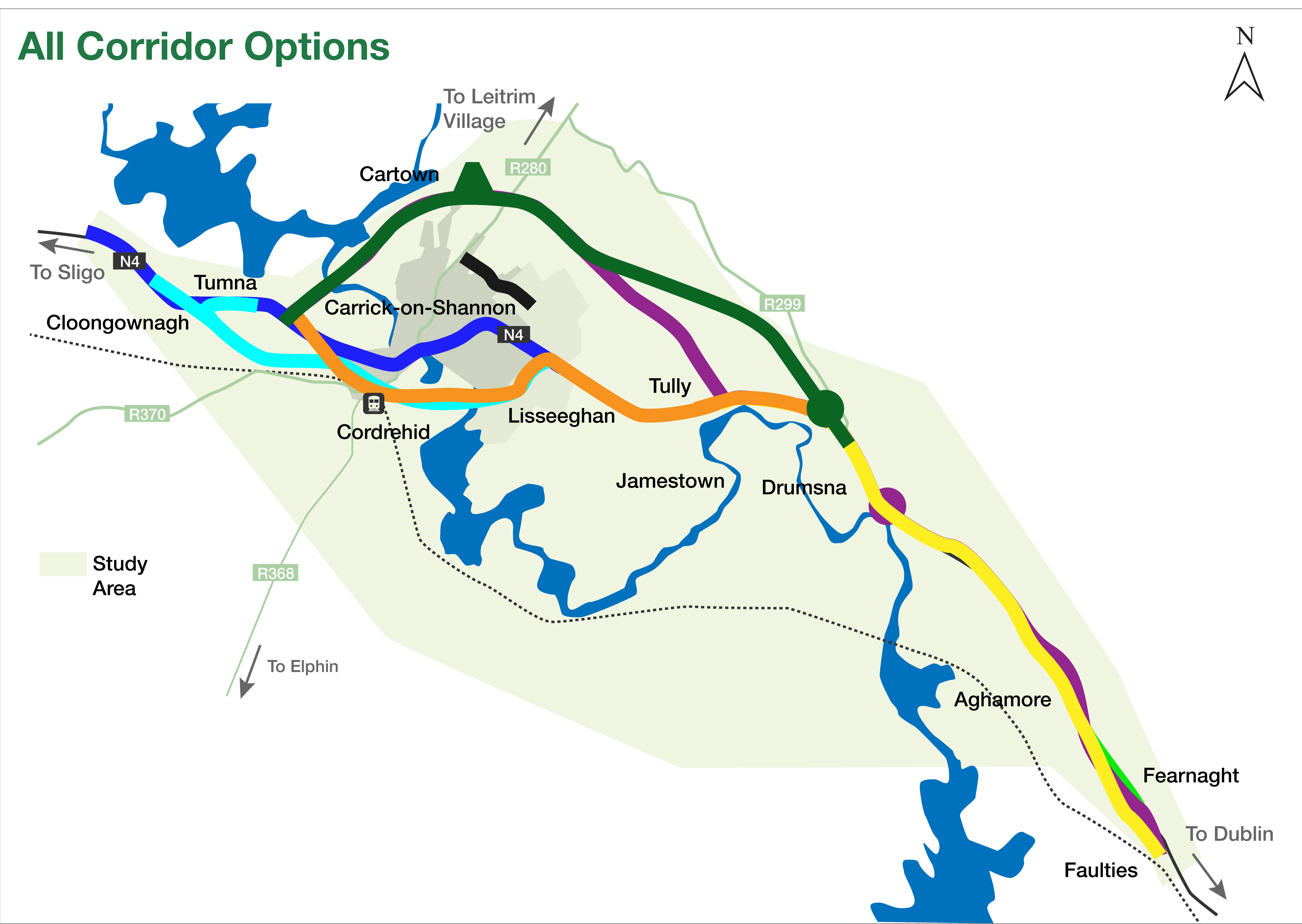
R368 approach to the junction with the N4 at Cortober



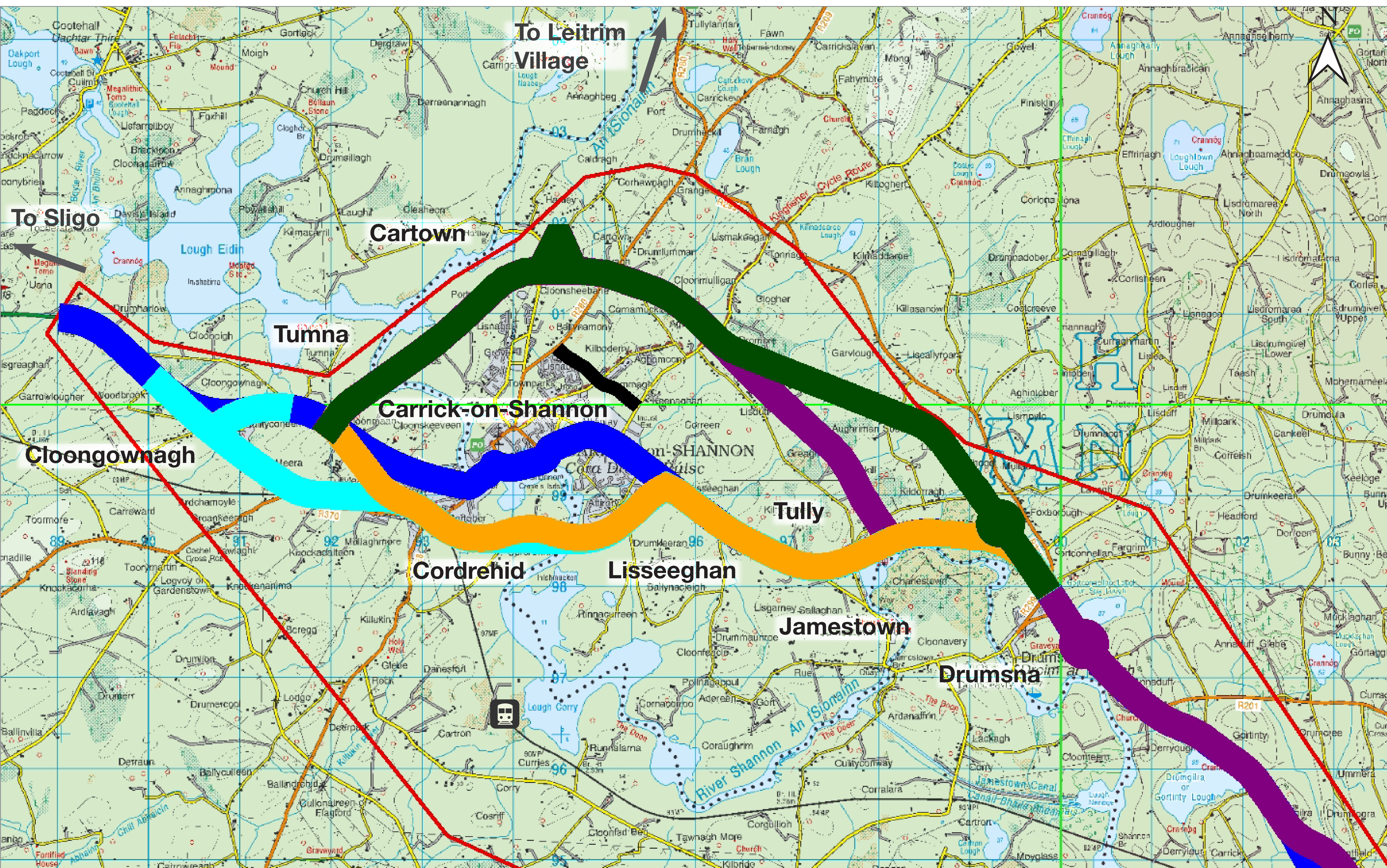
Main Street



Road Based Alternatives and Option Corridors



West of Drumsna Junction



The Blue Corridor

The Blue Corridor comprises the Management Option which considers interventions on the existing infrastructure to address the identified transport problems.

Purple Corridor

The Purple Corridor aligns closely to the previous emerging preferred corridor that was identified in 2011. The corridor deviates from the existing N4 at Tumna. It continues north-eastwards, crossing the River Shannon at Corryolus, and meets the R280 at Cartown. It continues south-eastwards and rejoins the existing N4 at Tully.

Dark Green Corridor

The Dark Green Corridor deviates from the existing N4 at Tumna. It continues north-eastwards, crossing the River Shannon at Corryolus, and meets the R280 at Cartown. It continues south-eastwards and rejoins the existing N4 at Mountcampbell.

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.

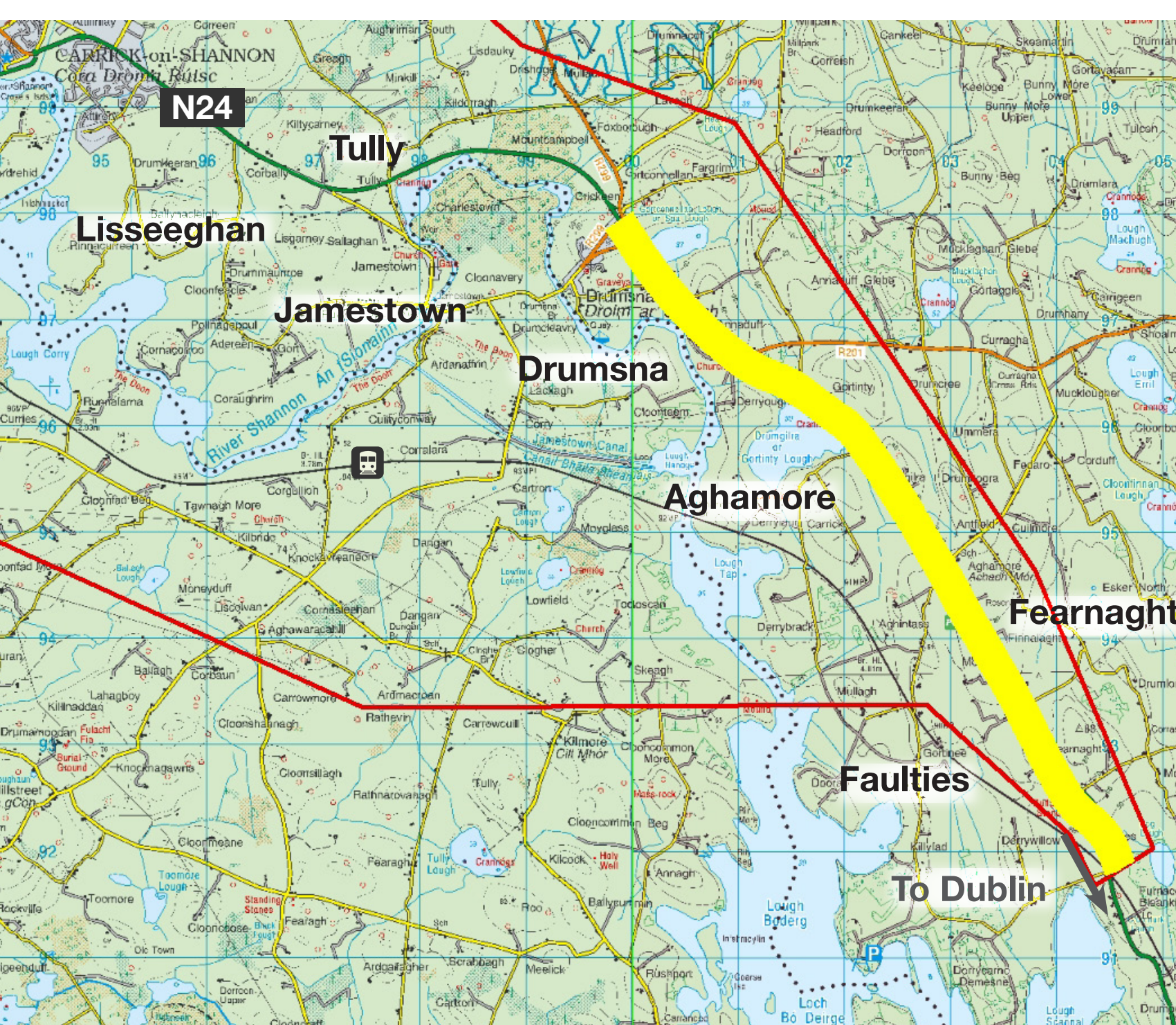
Orange Corridor

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.

Black Corridor

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

Tully to Drumsna



Blue Corridor

The Blue Corridor comprises the Management Option which considers interventions on the existing infrastructure to address the identified transport problems.

Purple Corridor

From Drumsna, the Purple Corridor follows the existing N4 corridor to Drumgildra, where a short offline deviation to the east of Aghamore is proposed. The corridor then follows the existing N4 to Faulties.

Green Corridor

From Drumsna, the Green Corridor follows the existing N4 through Aghamore and a short offline deviation to the west is proposed in the townland of Fearnaght.

Yellow Corridor

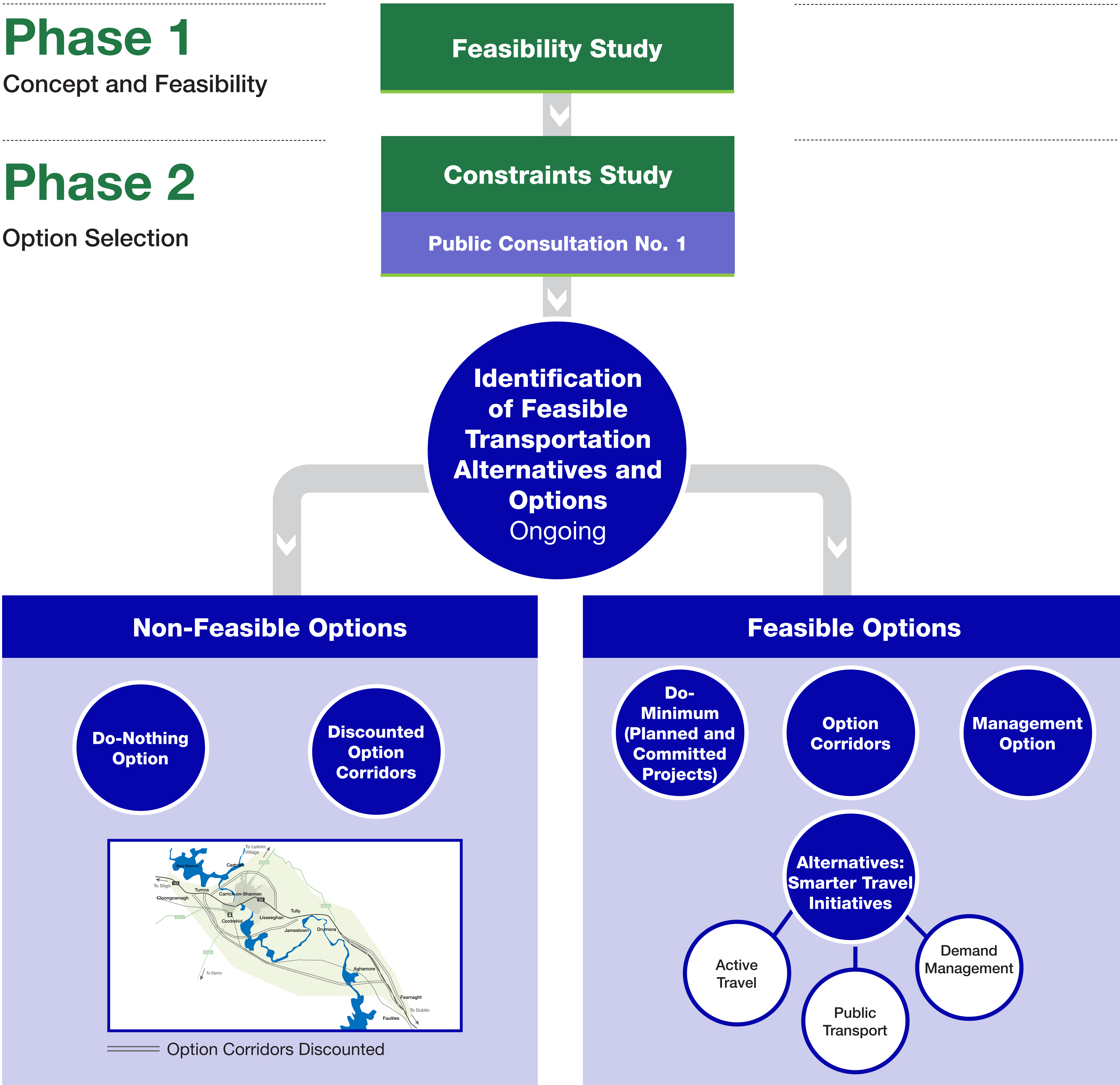
From Drumsna, the Yellow Corridor follows the existing N4 through Aghamore and on to Faulties.

Phase 1

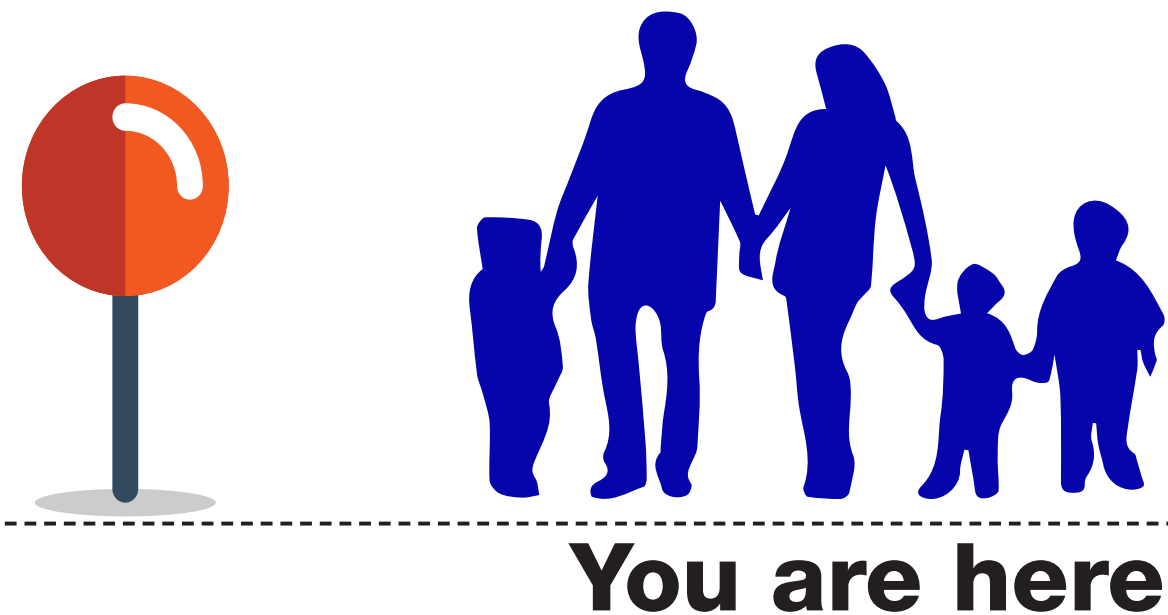
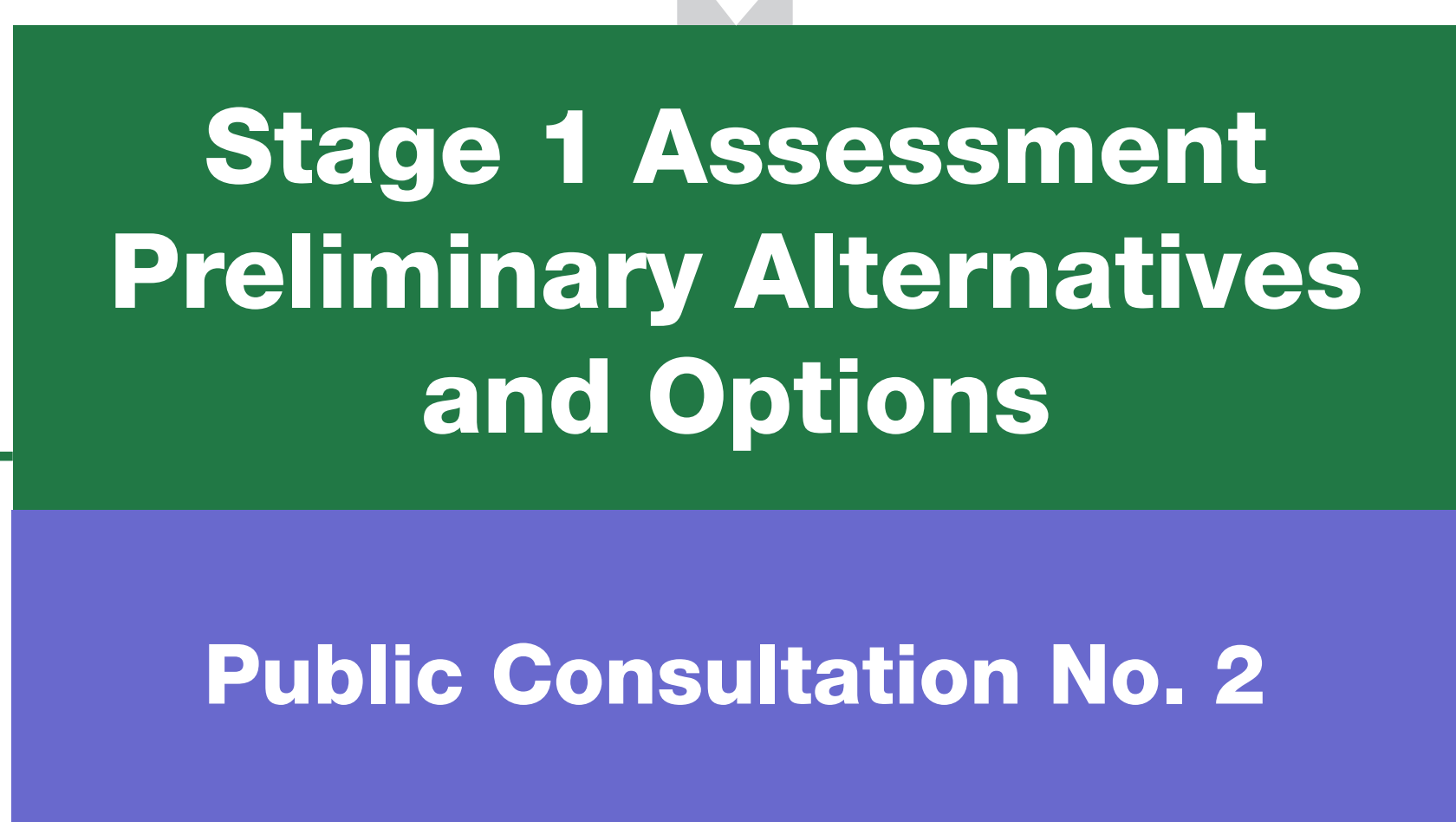
Concept and Feasibility

Phase 2

Option Selection

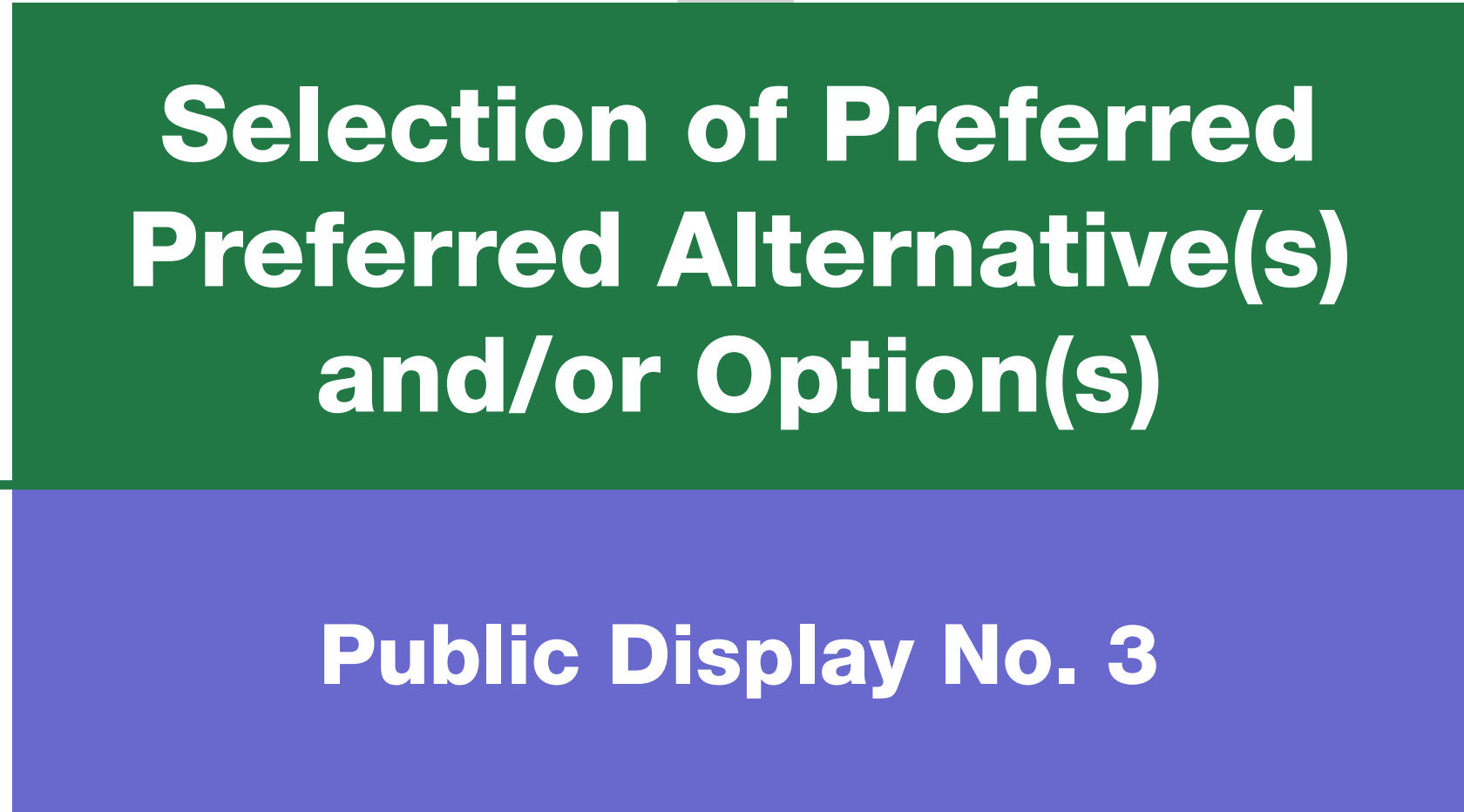


The first stage includes analysis of Options under the 3 headings of Engineering, Economy and Environment



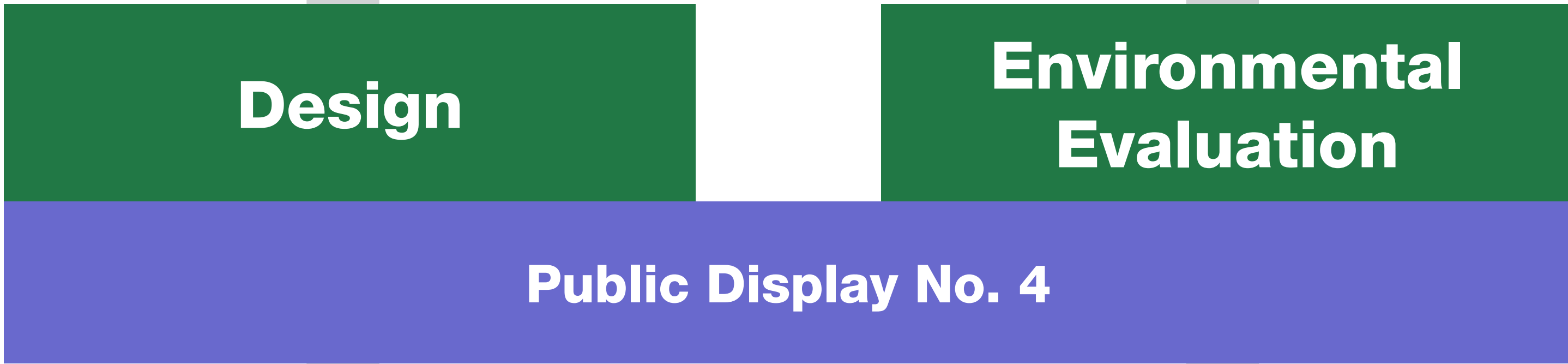
Then, the best Alternative(s) and/or Option(s) arising from the Preliminary Assessment and any further Alternative(s) and/or Option(s) developed as a result of further development or feedback from the public consultation, progress into the more detailed appraisal under the 6 multi-criteria headings of Economy, Safety, Accessibility & Social Inclusion, Integration, Environment & Physical Activity

The final stage of the process is the selection of the Preferred Alternative(s) and/or Option(s). The Preferred Option will be put on Public Display



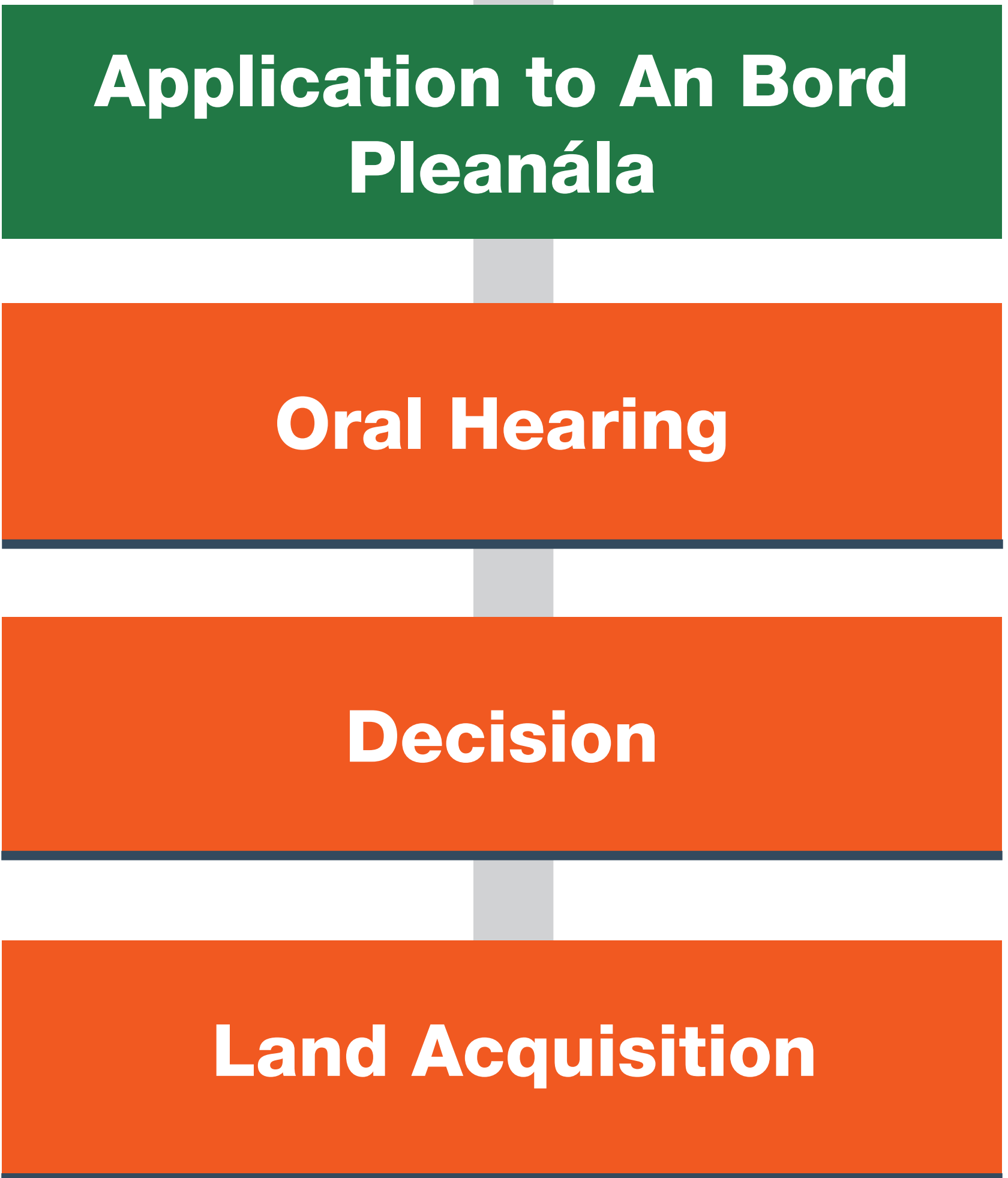
Phase 3

Design and Environmental Evaluation

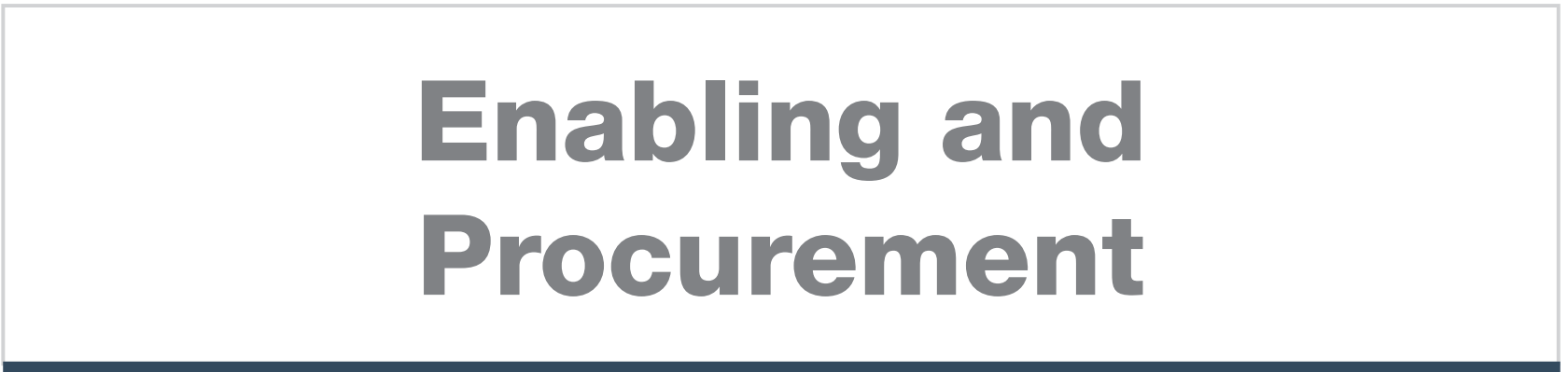


Phase 4

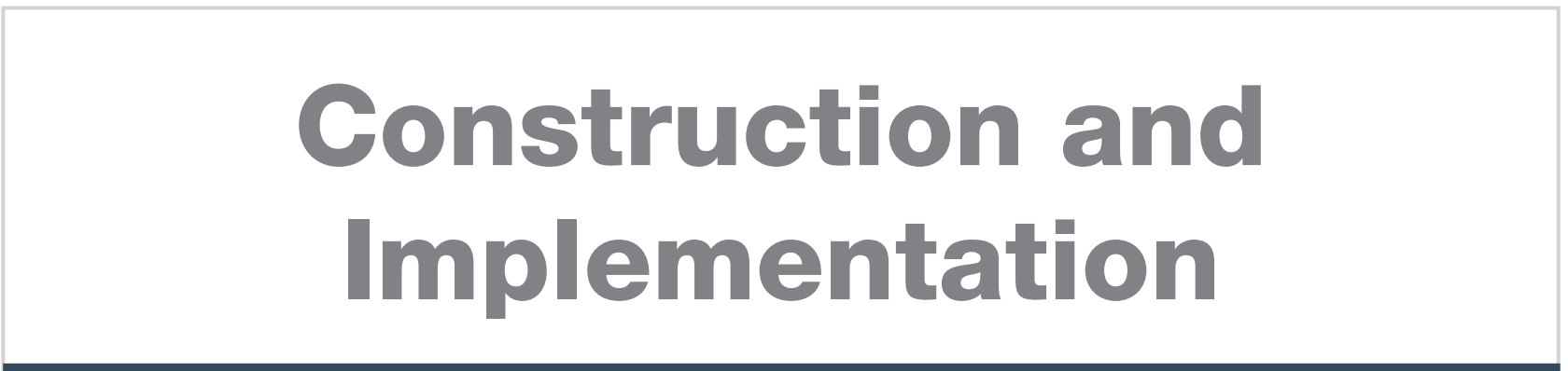
Statutory Processes



Phase 5



Phase 6



Phase 7

