

Public Consultation No. 2

Alternatives and Options

May/June 2021

Introduction

Leitrim County Council and Roscommon County Council are progressing the N4 Carrick-on-Shannon to Dromod Project to deliver a sustainable transportation solution for transportation problems identified in Carrick-on-Shannon and the wider communities along the N4.

The national primary route N4, Dublin to Sligo is a strategic corridor from Dublin to the northwest and border counties. The N4 within the study area is a single carriageway and is approximately 21km in length.

The N4 is recognised as being particularly important in enhancing accessibility to the region. One of the key objectives of the project is to provide opportunities to

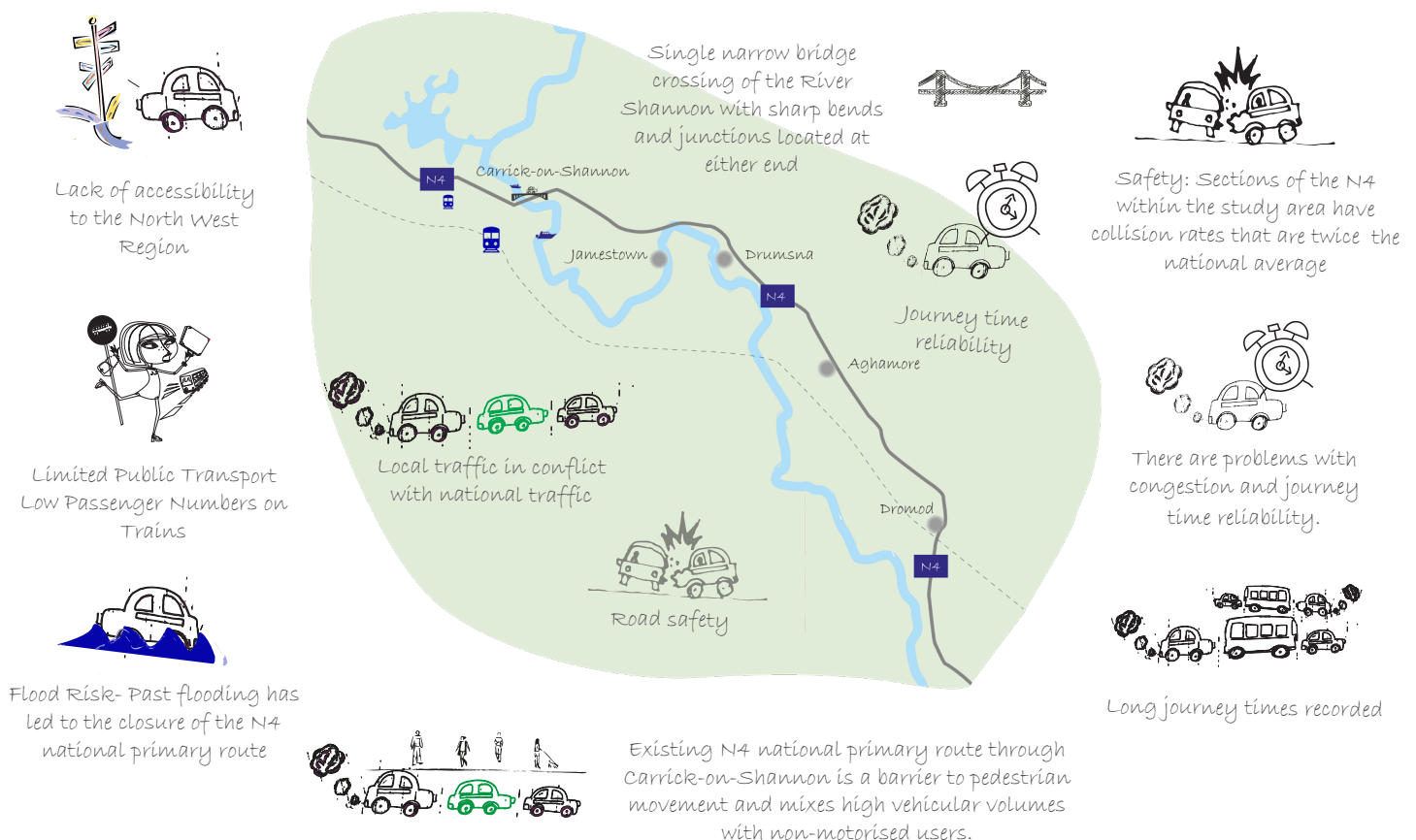
enhance the future tourism and the economic prospects of the region by providing more reliable and better connectivity between the northwest and the rest of the country.

A key driver for the project is to ensure that all elements of transport (including public transport, walking, cycling) are working together to achieve a sustainable solution and to minimise the impact to the natural and built environment.

To date it has been identified that there are significant transportation issues within the key towns of Carrick-on-Shannon and Cortober.

A summary of the transportation issues identified for the project is provided on the graphic below.

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





Phase 2 - Option Selection: What's Happening Now?

The objective of this phase of the Project, Phase 2 Option Selection, is to develop Alternatives and Options that meet the Project Objectives and to carry out a systematic assessment of these Alternatives and Options leading to the selection of the preferred transportation solution, which will form the basis of the detailed design to follow in Phase 3.

This public consultation presents the broad range of potential solutions that will solve the problems identified and deliver on the Project Objectives.



Range of Alternatives and Options



Do-Nothing Option

This Option assumes there will be no other investment in the transport network (other than regular maintenance)



Do-Something Alternatives

- Active Travel Alternative
- Public Transport Alternative
- Demand Management Alternative



Do-Something Options

- Do-Minimum Option (This option involves maintaining the existing infrastructure and constructing committed and planned projects)
- Management Option (This option seeks to maximise the use of the existing infrastructure)
- Road Based Options



Discounted Options

These Options have been assessed, ruled out, and will no longer be considered as part of the Project



Active Travel Alternative

What is Active Travel?

Active Travel means walking or cycling as part of a purposeful journey. Walking as part of a commute to work, cycling to the shop, or scooting to school are all considered Active Travel, whereas walking or cycling for recreational purposes are not.

The provision of safe infrastructure to support Active Travel

Options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure.

The benefits of Active Travel include health benefits as well as environmental and economic benefits.



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.



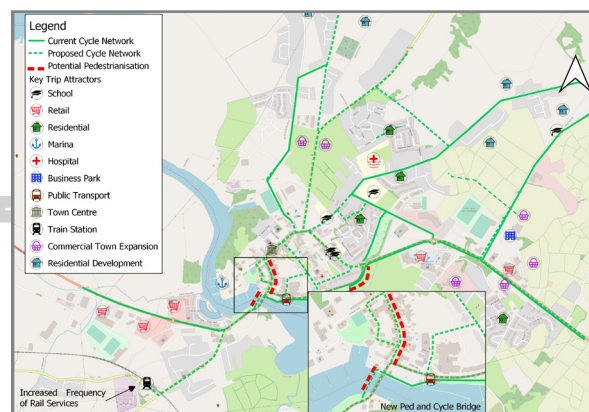
As part of the Project Appraisal process, these measures will be assessed as an alternative to building new road infrastructure. However, these measures could also form part of a wider multi-modal transport solution for Carrick-on-Shannon and its environs.



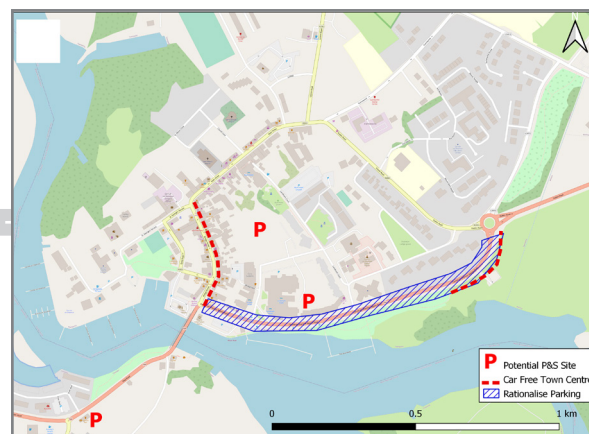
Analysis of traffic patterns in the study area has revealed a considerable number of short distance trips within the Carrick-on-Shannon and Cortober area are made by car, contributing to existing congestion on the N4.



- 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



- 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



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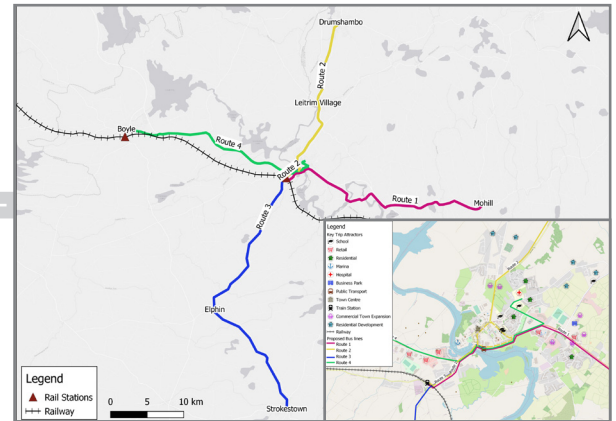
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Public Transport Alternative



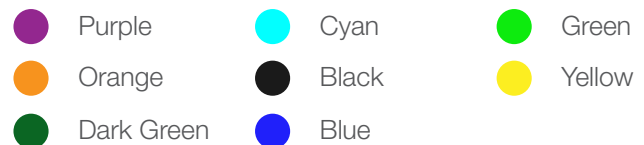
- Enhanced Public Transport Network linking nearby urban settlements with Carrick-on-Shannon and key trip attractors in the town.
- Increase in services: Up to every 20 minutes during peak periods
- Mobility hub in the town centre facilitating interchange with other modes.
- Demand Responsive mini-bus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



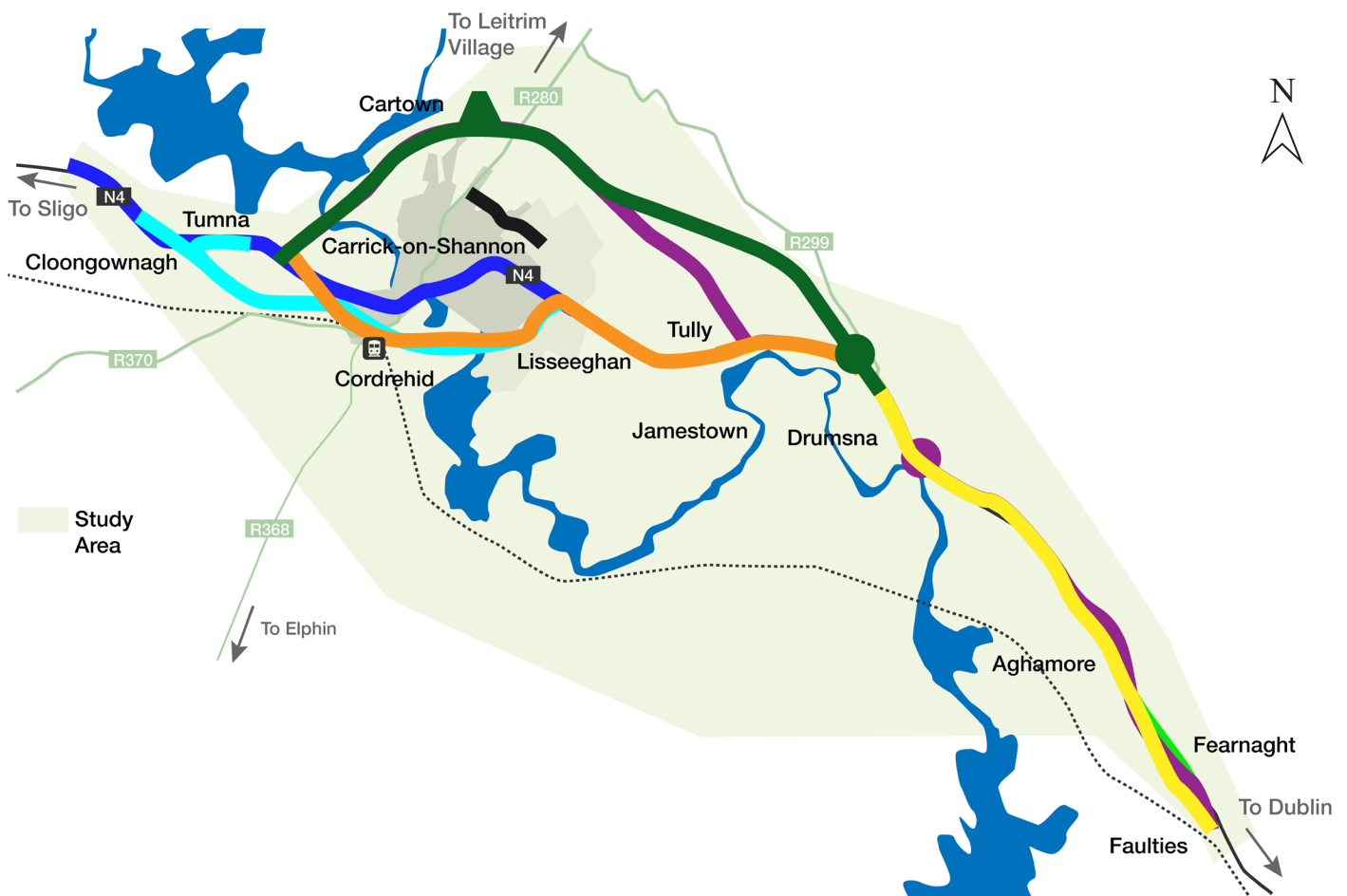
Road Based Option Corridors

The Stage 1 feasible road based Option Corridors within the study area are presented on the graphic below. These Options are assessed under the headings of Engineering, Environment and Economy.

There are eight potential Option Corridors, including the Management Option, in addition to the Active Travel, Demand Management and Public Transport Alternatives.



Some of the Options utilise sections of the existing N4. By re-utilising sections of the existing corridor, where possible, it ensures a sustainable solution.



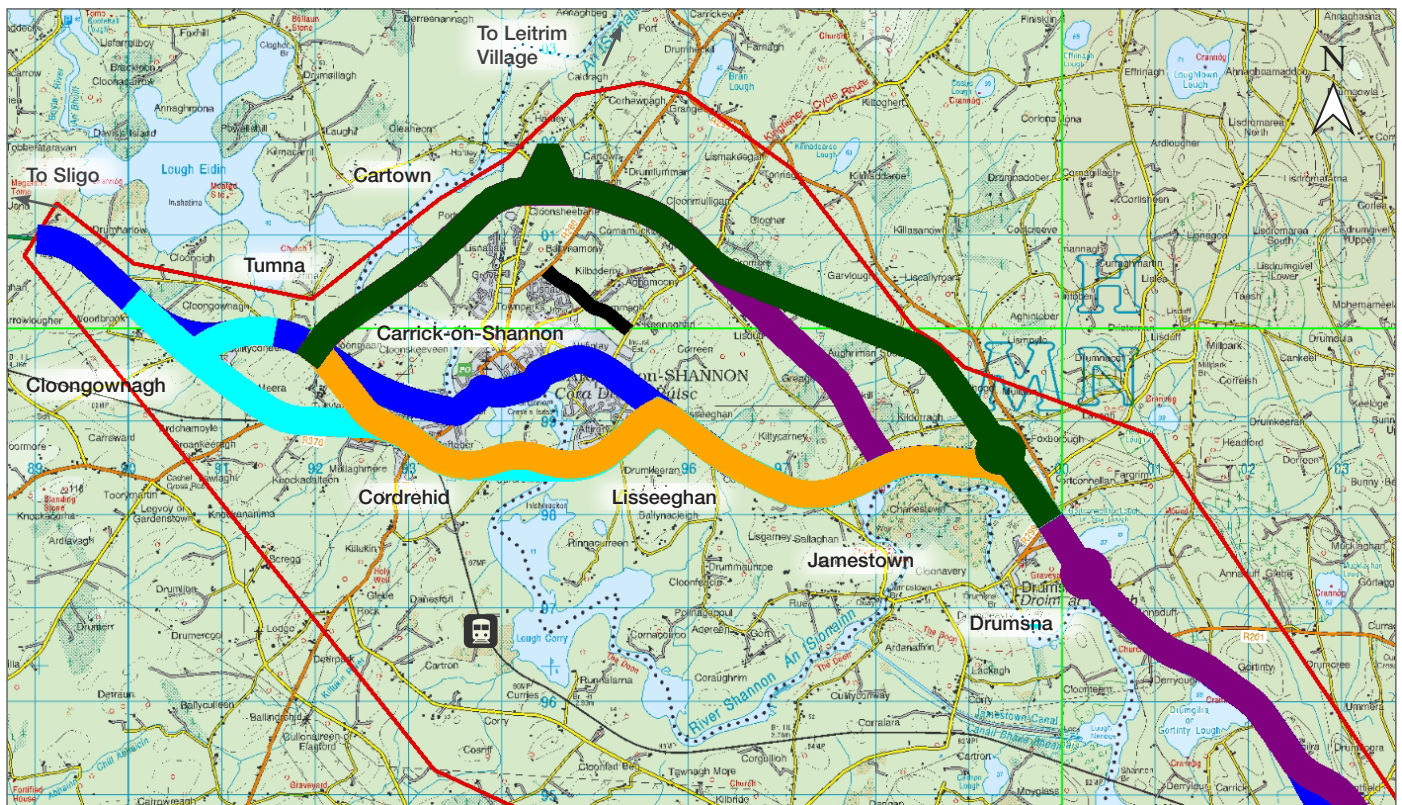
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West of Drumsna Junction



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.

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.

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.

Black Corridor

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

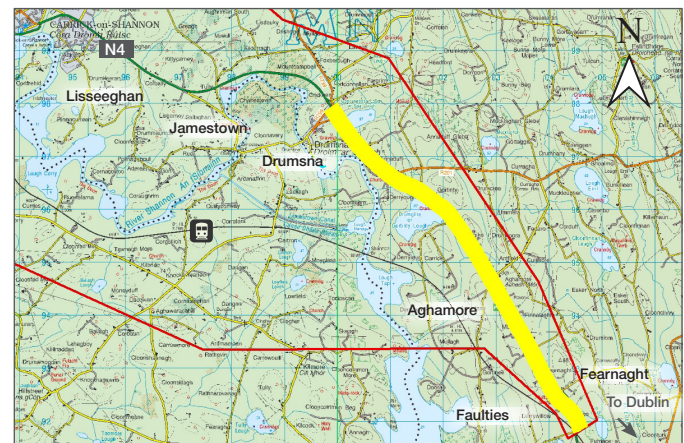
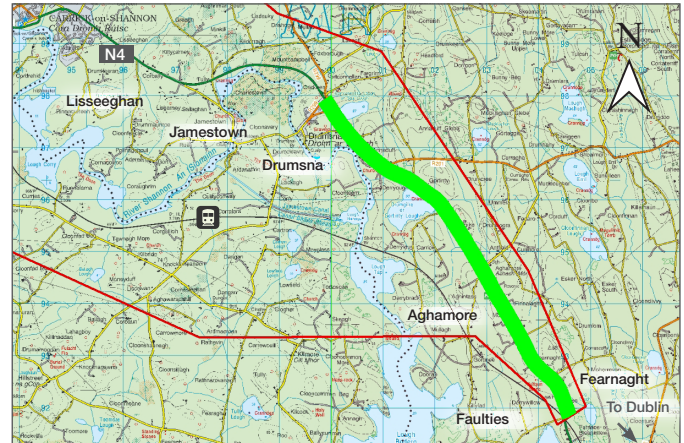
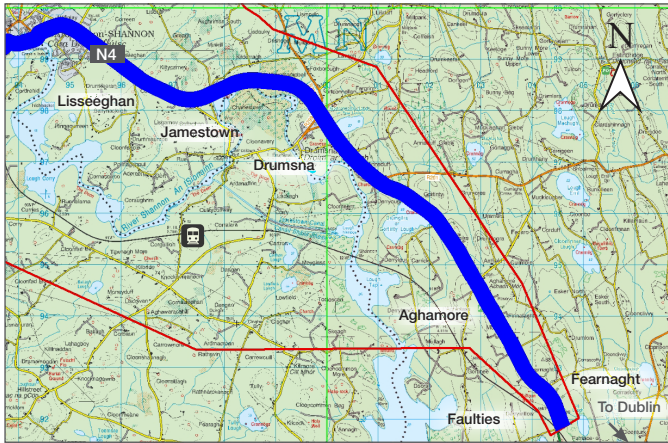
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East of Drumsna Junction



The Blue Corridor

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

Green Corridor

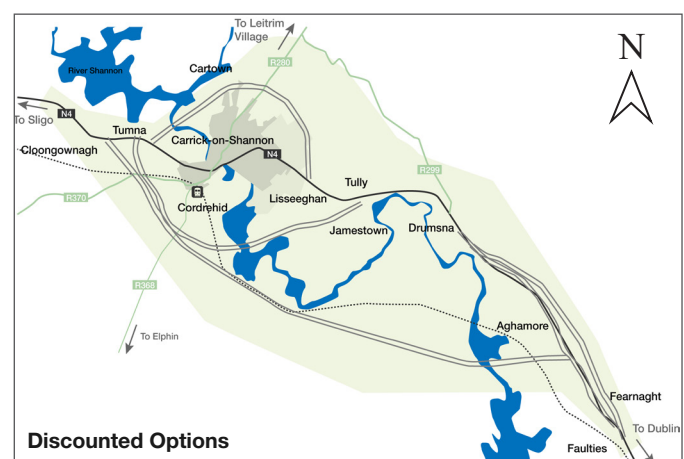
From Drumsna the Green Corridor follows the existing N4 through Aghamore and a short offline deviation to the west is proposed in the townland of Fearnaght.

Purple Corridor

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

Yellow Corridor

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



Discounted Options

A number of other Corridor Options were considered as part of the option development process however have been discounted for further consideration in the Stage 1 process. These are presented in Grey on the Discounted Options graphic.

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What Happens Next?

We are inviting feedback from the public in relation to all of the Corridor Options and alternatives presented to assist in the further development of a sustainable transport solution for the N4 Carrick-on-Shannon to Dromod Project

The public consultation format has been adapted to ensure compliance with the COVID-19 guidelines and restrictions. We have developed a dedicated website www.carrickdromod.ie which contains all of the information that would normally be displayed at an in-person public consultation.

The feedback and submissions received from the process will be considered by the Project Team in Stage 2 of the Option Selection process. Stage 2 involves a more detailed appraisal of the Alternatives and Options using a multicriteria analysis under the headings of Safety, Economy, Environment, Accessibility and Social Inclusion, Integration and Physical Activity.

The Stage 2 assessment will determine the best performing Alternative or Option or combination of Alternative(s) and/or Options to be taken forward as the Preferred Option.

It is envisaged that a public display of the Preferred Option will take place in Q4 2021.

How to Make a Submission

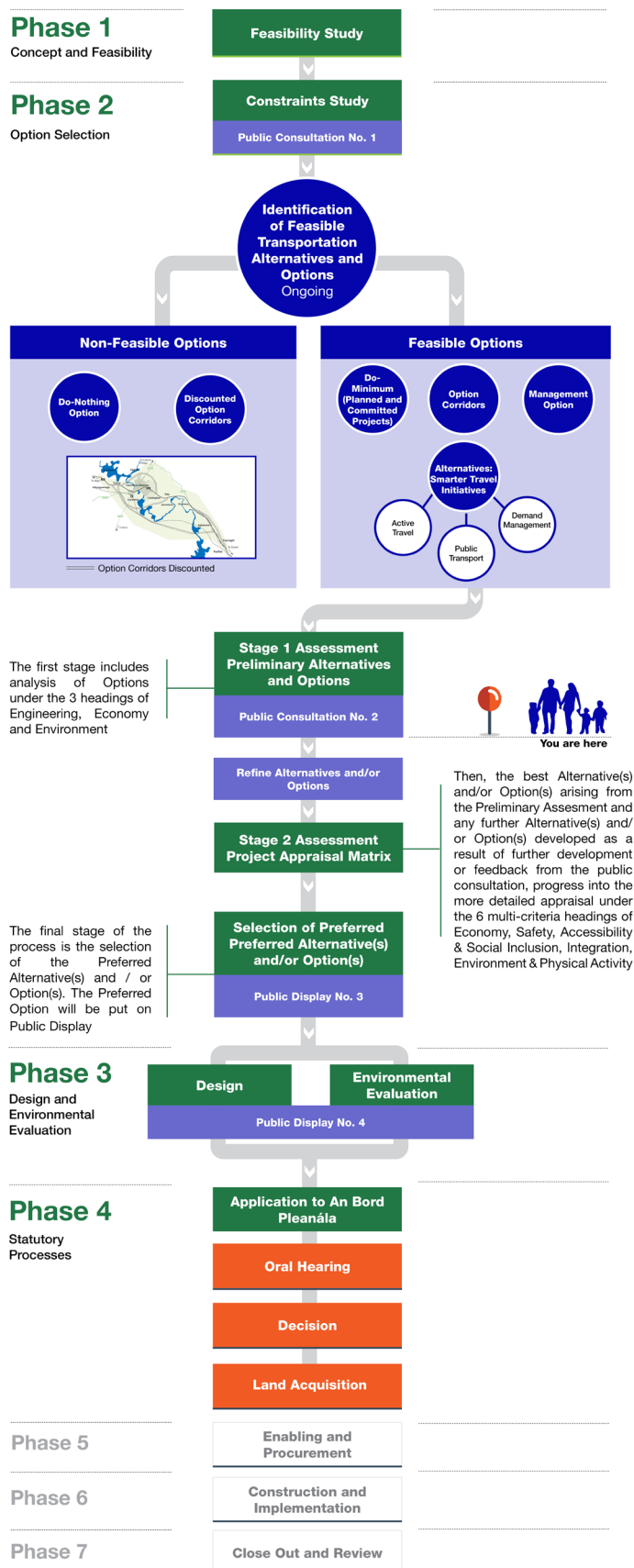
Please visit the Virtual Consultation Room on the Project website and tell us your views via the online feedback facility

<https://carrickdromod.ie/public-consultation/>

If you would like to talk to someone about the Project, you can also book a virtual meeting with one of the Design Team members within the Virtual Consultation Room on the Project website

<https://carrickdromod.ie/public-consultation/>

If you are unable to access the virtual consultation room and require hardcopies of the public consultation material please call us on 071 9620005 and we will forward a copy by post.



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The closing date for
submissions is

16 June 2021



An Roinn Iompair
Department of Transport



Tionscadal Éireann
Project Ireland
2040



Comhairle Chontae Liatroma
Leitrim County Council



Comhairle Contae
Ros Comáin
Roscommon
County Council



Bonnwager Iompair Éireann
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