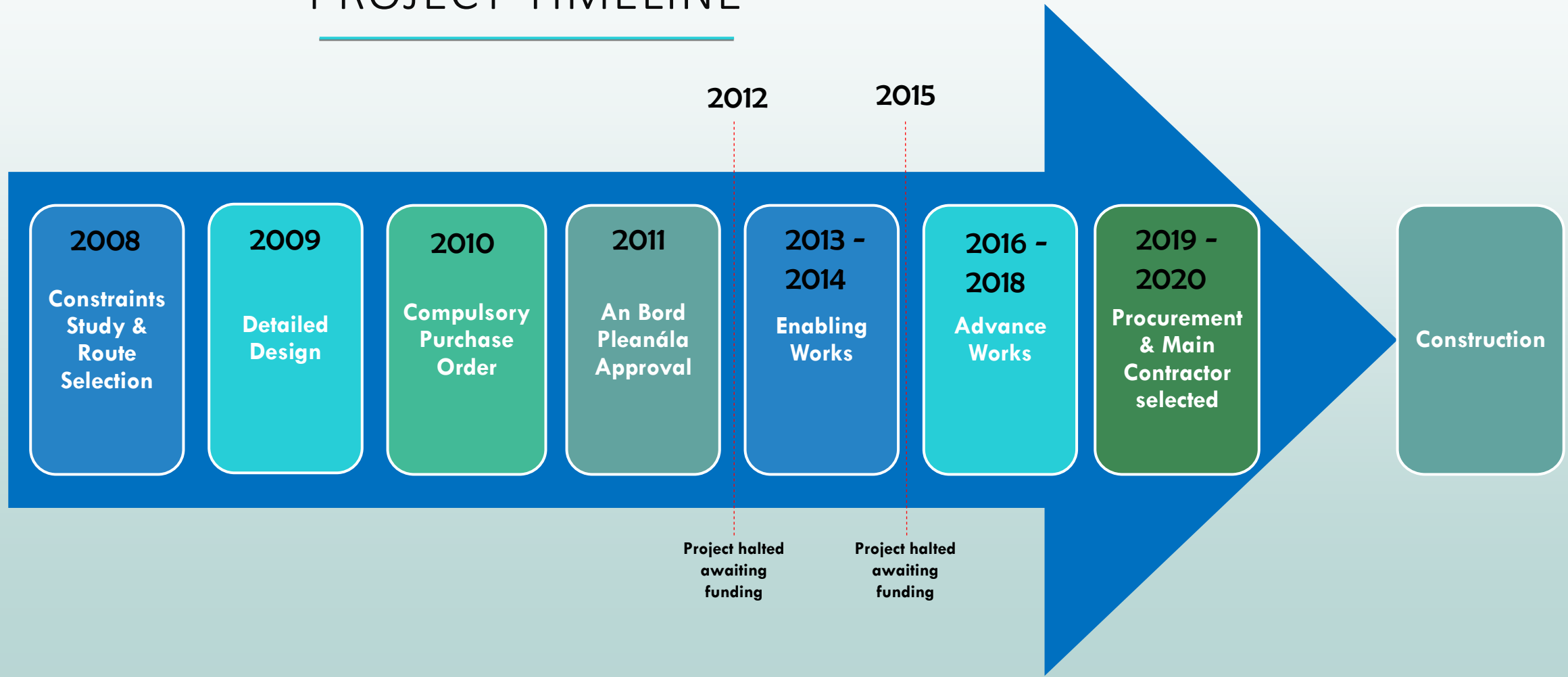
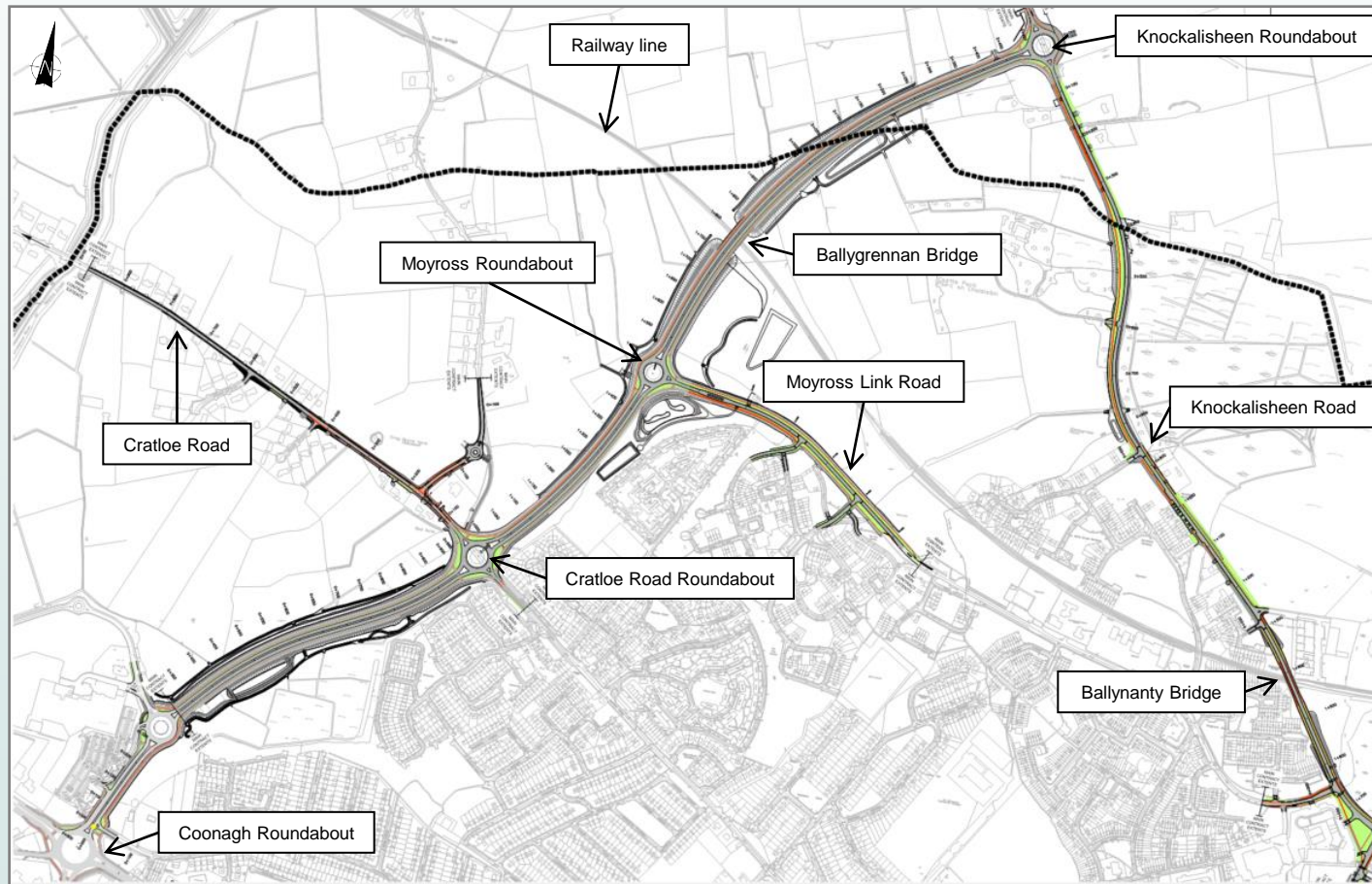


COONAGH TO KNOCKALISHEEN PROJECT TIMELINE



COONAGH TO KNOCKALISHEEN PROJECT OVERVIEW



Overview

- 2.2km new urban dual carriageway road with footways, cycleways, verges and embankment construction works.
- 0.6km of new urban single carriageway road with footways, cycleways and verges.
- 2.0km of major improvements to an existing urban single carriageway road with footways, cycleways and verges.
- 1.0km of minor improvements to existing rural single carriageway roads.
- 2 road over railway bridges.
- 3 new roundabouts.
- 2 Traffic Signal Controlled Junctions.

Objectives

- Facilitate the future commercial, residential and recreational development of north Limerick City.
- Improve pedestrian and cycle facilities, to reduce travel time for this sector, thereby encouraging this mode of travel.
- Aid in the implementation of the Limerick Regeneration Programme.
- Improve connectivity of the local and regional road network in the northern part of Limerick City.
- Promote balanced local and regional development.
- Reduce travel times for commuters in the north of the city.
- Facilitate the development of an effective public transport system to serve north west Limerick City.

ADVANCE WORKS

Works in advance of the main works contract comprise the following:

- Planning and Design
- Archaeological Assessment
- Land and Property Acquisition
- Geotechnical Investigations
- Topographical Surveys
- Utility Diversions
- Coonagh to Knockalisheen road (Phase One)

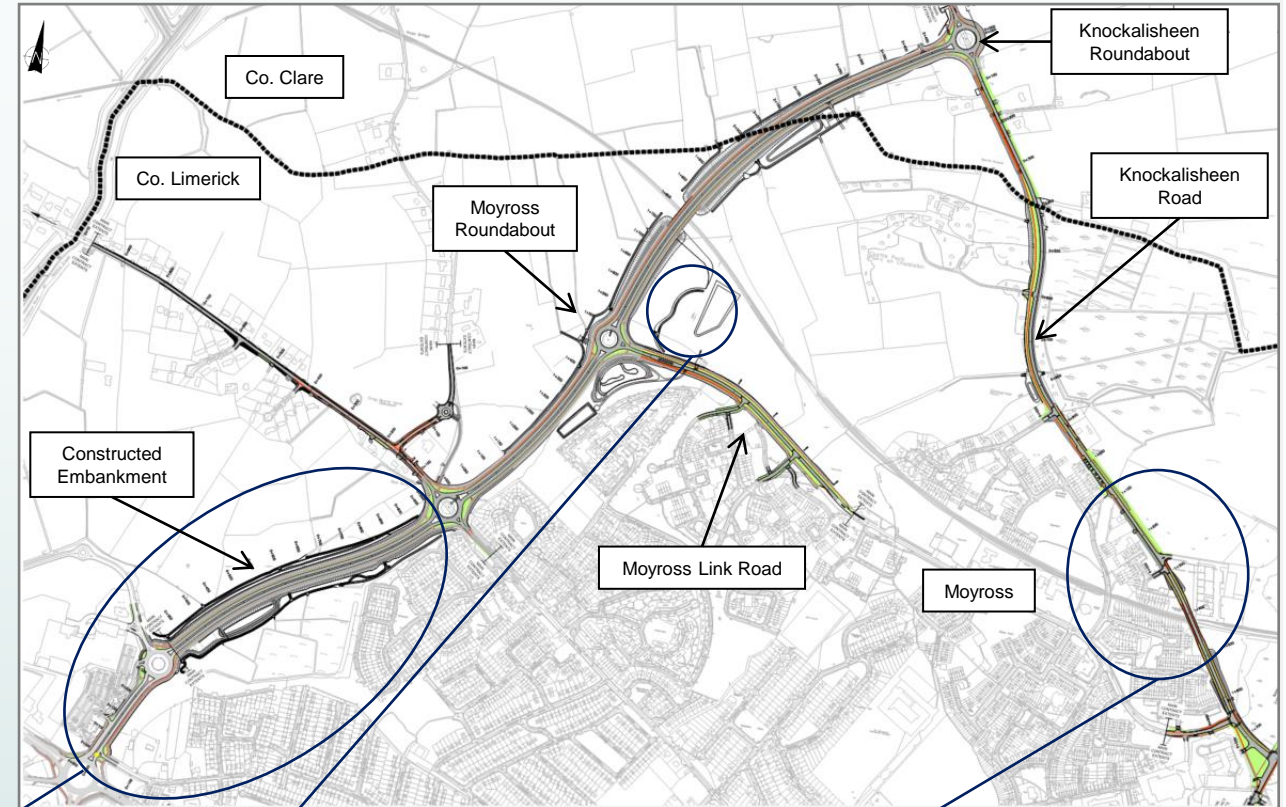
Complete

- Ballygrennan Landscape Fill Works
- Knockalisheen Road Preparatory Works

Ongoing

Total cost: €19 million

Coonagh to Knockalisheen road (Phase One) completed in 2018, comprised 300m urban dual carriageway, 650m of earthworks embankments and facilities for pedestrians and cyclists, to de-risk the main works contract.



Ballygrennan
Landscape Fill
Works



Knockalisheen
Road
Preparatory
Works

SUSTAINABLE TRANSPORT MODES



The proposed Coonagh to Knockalisheen Distributor Project provides sustainable transport benefits by:

Bus

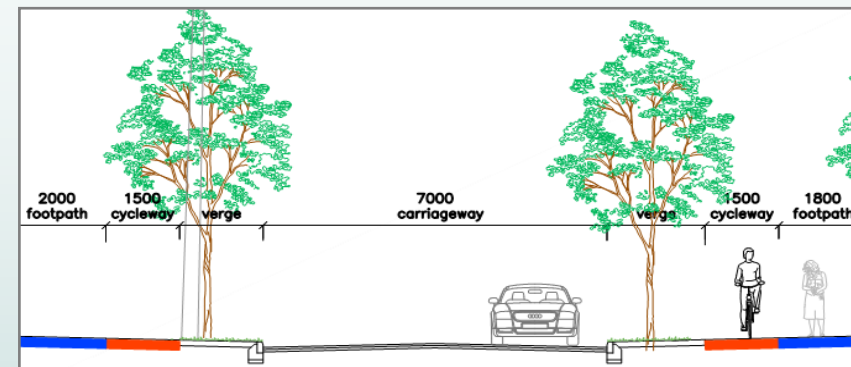
- Enhancing proposals for BusConnects within Limerick City as identified in the Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS).

Cycling

- Providing segregated footway/cycleways linking the retail/education centres at Coonagh to the residential areas at Cratloe Road, Moyross and Knockalisheen Rd.

Walking

- Improving facilities for pedestrians by creating a fully accessible, safe, and attractive environment suitable for all ages and abilities.
- Enhancing connectivity between LIT campuses at Moylish and Coonagh.



▲ Knockalisheen Road - Typical Cross Section

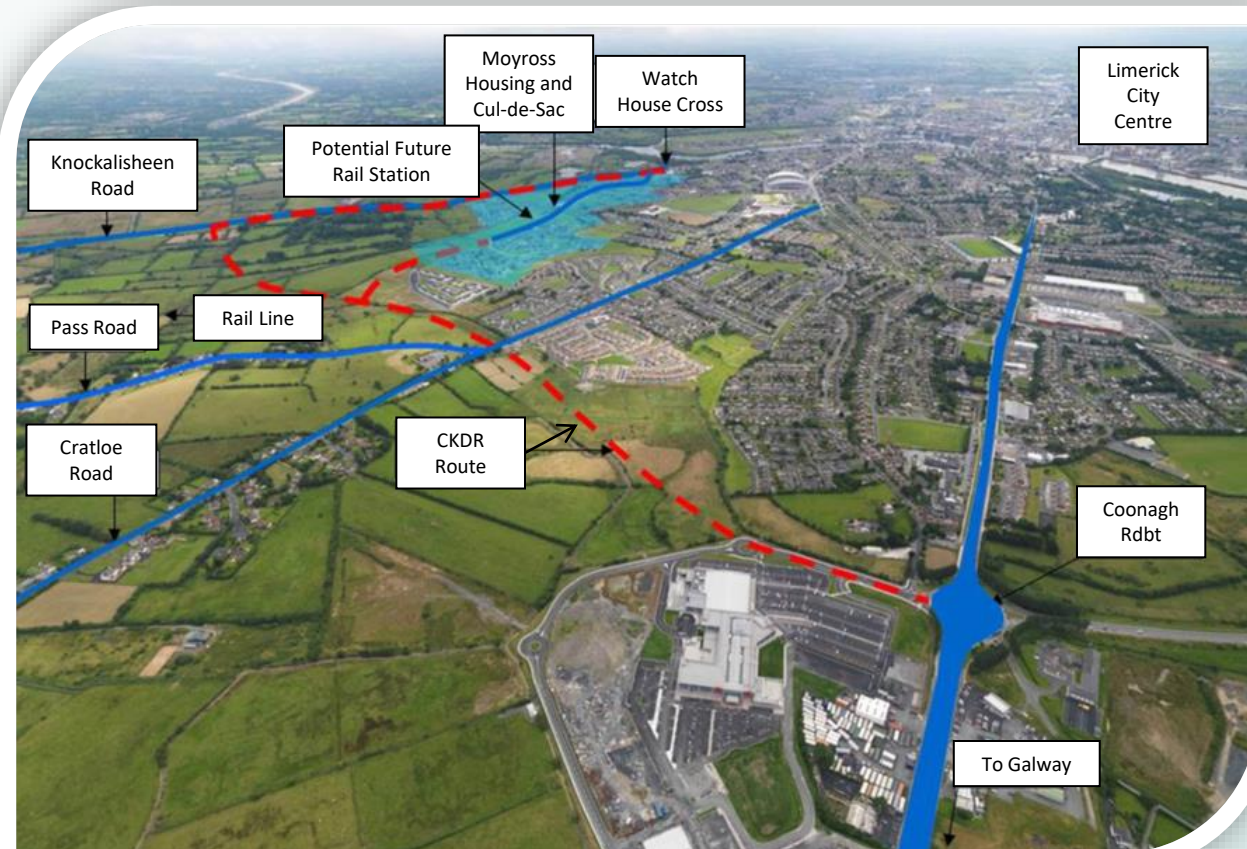


▲ Coonagh to Knockalisheen road (Phase One)



▲ Coonagh to Knockalisheen road (Phase One)

SOCIO-ECONOMIC IMPROVEMENTS



▲ Coonagh to Knockalisheen – Proposed Route

The proposed Coonagh to Knockalisheen Distributor Project will strengthen the socio-economic vision for Limerick City by:

- Regeneration - Aiding the regeneration of Moyross by providing a direct connection to the strategic road network to increase accessibility to retail, educational and employment services.
- Mixed-use development - Increasing the viability of the established uses in the district centre at Jetland and Watch House Cross, and the mixed-use centre at Coonagh (Tesco).
- Sustainability – Supporting the creation of a sustainable community by providing a direct linkage with walking, cycling and enhanced public transport usage.

The proposed scheme supports policies set out in the following:

- Moyross Regeneration Programme
- Limerick City Development Plan 2010 – 2016
- Limerick County Development Plan 2010 – 2016
- Mid-West Regional Authority Planning Guidelines 2010-2022
- Limerick Regeneration Framework Implementation Plan – 2013
- Limerick Metropolitan Cycle Network Study - 2015
- 'Fitzgerald Report' – 2007

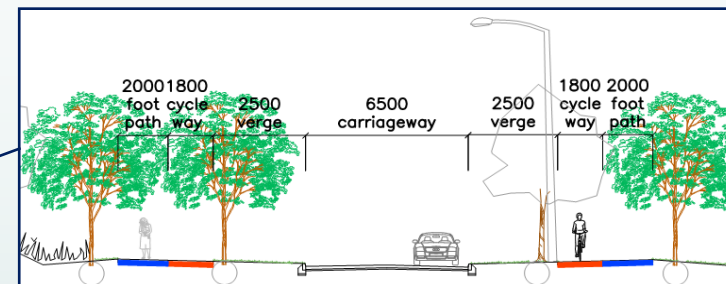
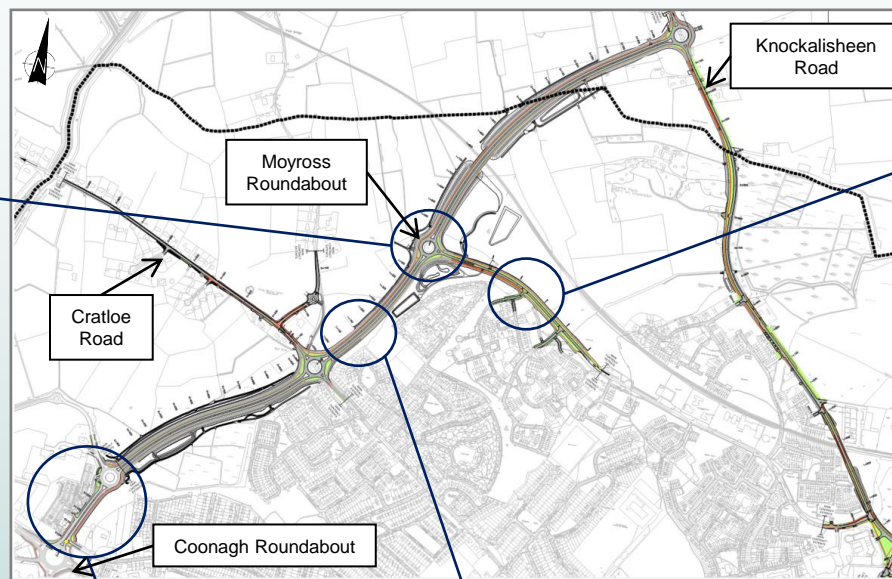
The proposed CKDR underpins 4 of the 7 guiding principles in the Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS):

PRINCIPLE 01	To meet the demand generated by the existing and planned development.
PRINCIPLE 02	To support the future growth of the LSMA through the provision of an efficient transport network.
PRINCIPLE 04	To provide a high level of public transport connectivity to key destinations within high demand corridors.
PRINCIPLE 07	To increase transport capacity where needed to achieve the strategy outcomes.

VISUALISING THE SCHEME



▲ Proposed Landscape Planting at Moyross Roundabout



▲ Moyross Link Road - Typical Cross Section

In development of the adopted cross section, the design process was influenced by traffic volumes, safety, costs and future proofing.

During the detailed design stage in 2008, a kerbed urban style dual carriageway with segregated two-way cycle tracks and footpaths was chosen as the optimal design for the mainline carriageway. The proposed cross section provides safety benefits and can cater for estimated future economic and population growth.



▼ Coonagh to Knockalisheen Road (Phase One)

▲ Coonagh to Knockalisheen Mainline - Typical Cross Section

