



Tionscadal Éireann
Project Ireland
2040

N20
Cork to Limerick



N/M20 Cork to Limerick Improvement Scheme

PUBLIC CONSULTATION

INFORMATION BROCHURE

November 2020

Project Description

Limerick City and County Council, in partnership with Cork County Council, Cork City Council, Transport Infrastructure Ireland and the Department of Transport are developing the N/M20 Cork to Limerick project.

The 2040 National Planning Framework and the National Development Plan 2018-2027 establish a minimum target population growth of 50% by 2040 for Cork and Limerick, with these cities being the second and third largest in Ireland respectively, by population. Although these cities are only approximately 100km apart, there are limited economic links and little evidence of agglomeration (economic interaction) between the two. This is due, in part, to the shortcomings in transport links.

Good transport links are essential for economic sustainability and development. Improving connectivity by reducing journey times, improving journey time reliability and improving safety will support in the enhancement of economic growth. An improved transport network between Cork and Limerick has been identified in the 2018-2027 National Development Plan as a major enabler for balanced regional development.

The overarching project objective for the N/M20 Cork to Limerick project is:

To enable national and regional planning policies, particularly those supporting the National Strategic Outcomes of the National Planning Framework to promote balanced regional development, through enhanced population and economic growth.

This is to be achieved by improving connectivity between the cities of Cork and Limerick, and ultimately Galway, by:

- Reduced land transport journey times,
- Improved journey time reliability, and
- Facilitating the safe and efficient movement of people, goods and services on the transport network both now and in the future.

Project Background

The need for improvements to the N20 was originally identified in the 1998 National Road Needs Study. This was stated as a Government objective in the 2000-2006 National Development Plan and subsequently carried into the 2002 National Spatial Strategy. In 2008 a study was commissioned to identify a preferred route corridor for an upgraded carriageway between Cork and Limerick with proposals lodged with An Bord Pleanála in 2010. The project was withdrawn in 2011 from An Bord Pleanála due to the economic downturn.

Since the identification and appraisal of the preferred route for the M20 Cork Limerick Motorway Scheme in 2010, several changes to design standards, European/National policy and project appraisal guidelines have occurred.

These include the publication of the Department of Public Expenditure and Reform (DPER) Public Spending Code and an updated Department of Transport Common Appraisal Framework. Additionally, assessment methods for environmental impacts have been updated.

In 2019, Limerick City and County Council appointed Barry Transportation and its project partners Sweco and WSP (BSW) as Technical Advisor to progress the planning and design for the N/M20 Cork to Limerick project. BSW has been commissioned to deliver the planning and development of the scheme through Phases 1 to 4 of Transport Infrastructure Ireland's Project Management Guidelines encompassing Concept and Feasibility, Option Selection, Design and Environmental Evaluation, and Statutory Processes.

What's happening now?

The scheme development is currently at Phase 2 Option Selection. The recently completed Stage 1 of this phase has considered the identified constraints to develop a range of technically feasible road-based and rail-based improvement options within the study area.

In Stage 1, 18 road-based improvement options lying between the outskirts of Cork and Limerick have been initially assessed under three criteria; Engineering, Environment and Economy. The assessments enabled the best performing options to be identified, and also determined that a number of options will not be given further consideration. As a part of the consideration of alternatives for provisions of an improved transport link between Cork and Limerick, three rail-based options have been developed to improve rail service journey times between the cities.

During this public consultation we are inviting feedback on the options being proposed for further examination. Please note the options are being appraised on the basis of 500m wide corridors within which route alignments have the potential to be developed. Such design development will be undertaken for the preferred option in Phase 3 when the overall extent of the proposed works will be defined.

Please carefully consider the options and submit your comments by completing and returning the feedback form.

We are including an active travel strategy (walking and cycling) as part of this public consultation. The opportunity to provide your views is available in the active travel section of the feedback form.

Next steps

The feedback and submissions received through this public consultation will be considered by the project team in Stage 2 of the option selection phase. Stage 2 will involve further refinement of the options followed by appraisal under the following criteria:

- Safety,
- Economy,
- Environment,
- Accessibility and Social Inclusion,
- Integration, and
- Physical Activity.

The Stage 2 appraisal will also consider three options to improve rail service journey times between Cork and Limerick and the potential contribution these could make in achieving the project objectives.

Stage 2 will lead to identification of the best performing option, which will be taken forward as the preferred option. This will be displayed at a future public consultation, which is expected to take place in summer 2021.

Updates, news and details of future public consultations will be published on www.corklimerick.ie. Public consultations will also be advertised in the local press and on social media.

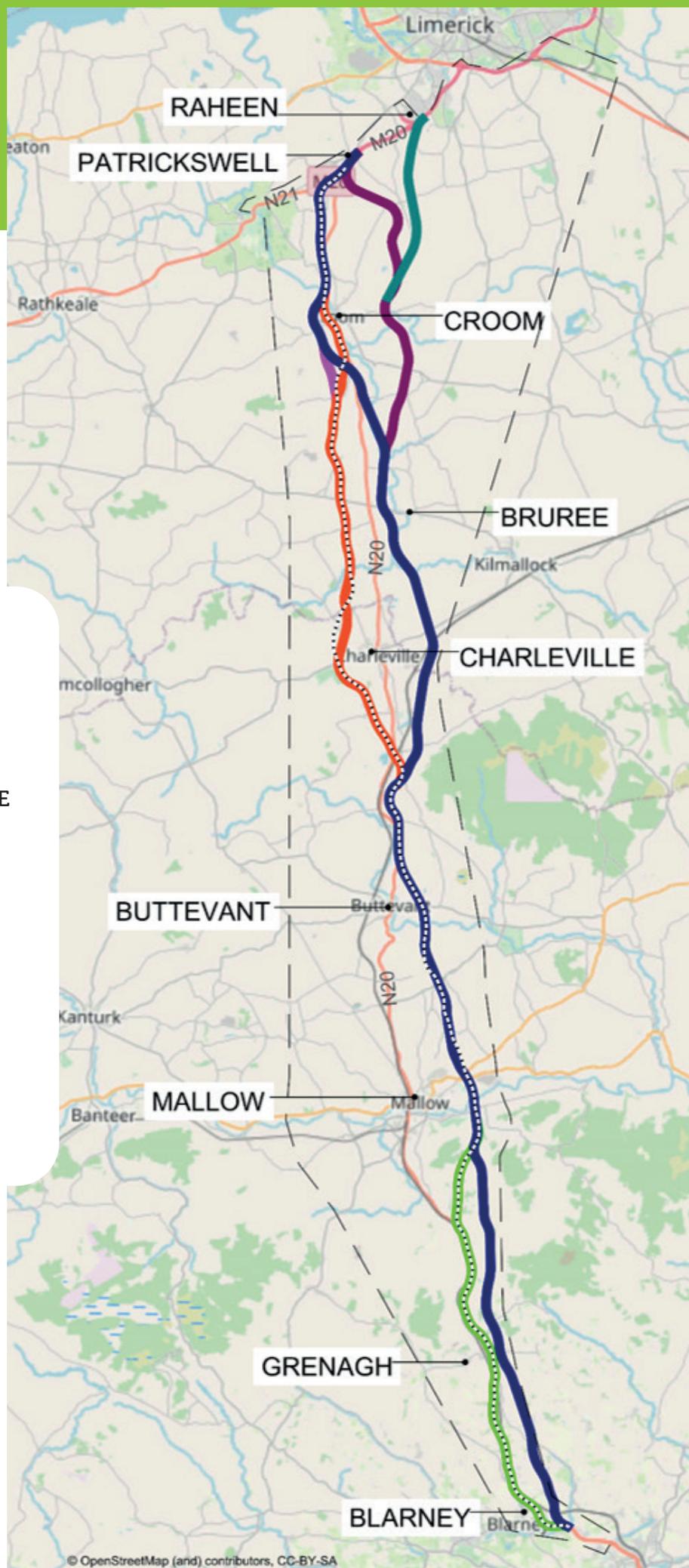
Road-based options - Part 1

Legend

-  2010 M20 SCHEME
-  STUDY AREA
-  TOWN/VILLAGE CENTRE

Road-Based Options

-  NAVY
-  GREEN
-  AMBER
-  PINK
-  PLUM
-  TEAL



Road-based options - Part 2



Legend

- — — — STUDY AREA
- TOWN/
VILLAGE
CENTRE
- 1996
BUTTEVANT
BYPASS

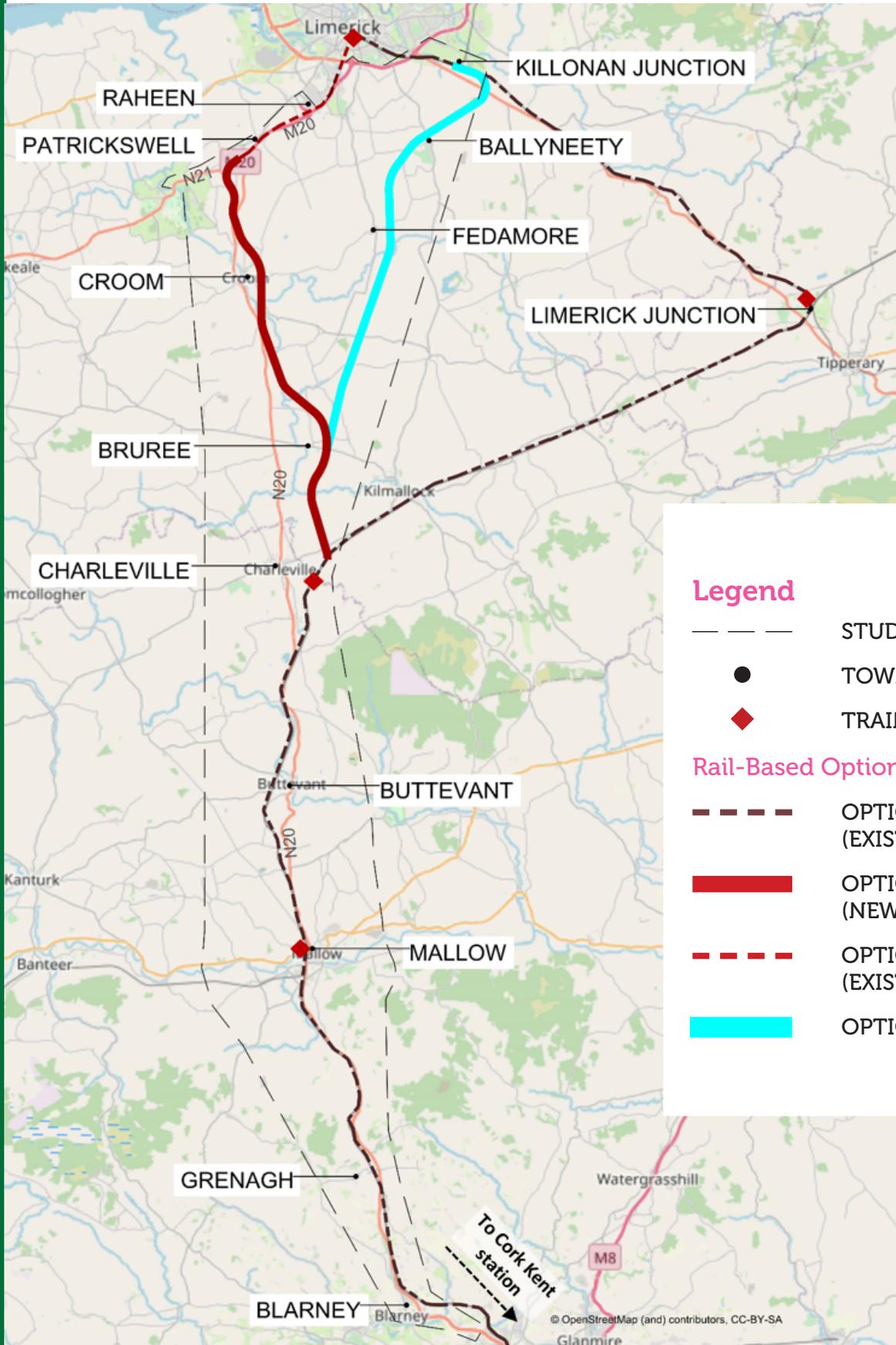
Road-Based Options

- TARGETED
REMEDIAL
MEASURES
TO BE
DEVELOPED
- T2
SOUTHERN
ELEMENT
- LOCALISED
BYPASSES

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Rail-based options



Legend

- — — STUDY AREA
 - TOWN/VILLAGE CENTRE
 - ◆ TRAIN STATION
- Rail-Based Options**
- — — OPTION RS1 (EXISTING RAIL LINE)
 - █ OPTION RS2a (NEW RAIL LINE)
 - - - OPTION RS2a (EXISTING RAIL LINE)
 - █ OPTION RS2b



Active Travel

Active Travel can help:

- Support local businesses,
- Boost tourism,
- Improve our health,
- Improve air quality,
- Reduce congestion,
- Save people money.

Objectives

Active Travel can help:

- To maintain and improve connectivity between communities along the corridor,
- To maintain connectivity between communities separated by the corridor, and
- To facilitate improved accessibility, connectivity and permeability within communities along the corridor.

Opportunities

The Scheme offers:

- Opportunities to integrate with the wider active travel networks, outlined in the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), the Cork Metropolitan Area Transport Strategy (CMATS), the cycle hub town of Kilmallock and public transport hubs for multi-modal interchange,
- Opportunities to use the proposed transport corridor (road or rail) or the existing road network, where possible, to provide safe, segregated urban and inter-urban active travel routes,
- Liaison with local groups and the public to ensure proposed infrastructure maximises active travel preferences and addresses existing issues. Opportunity to provide views is available in the active travel section of the feedback form.



Comhairle Cathrach
& Contae **Luimnigh**
Limerick City
& County Council



Cork
County Council
Comhairle Contae Chorcaí



Comhairle Cathrach Chorcaí
Cork City Council



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N20
Cork to Limerick

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