



**Shannon
Chamber**
Advancing business together



N19 SHANNON AIRPORT ACCESS ROAD IMPROVEMENT SCHEME

Inputs to Phase 2 – Option Selection

Public Consultation

2 December 2020

Background and Context to N19 Road Improvement

More than just a road

As Clare County Council is aware, Shannon Chamber has already actively engaged during 2020 with the Council and stakeholders on the drafting of the Shannon Town Masterplan, the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) and the County Development plan.

The Chamber has also contributed to the development of Ireland 2040 and the Regional Spatial Economic Strategies which recognise Shannon's role as a key engine of economic growth at the centre of the Atlantic Economic Corridor (AEC).

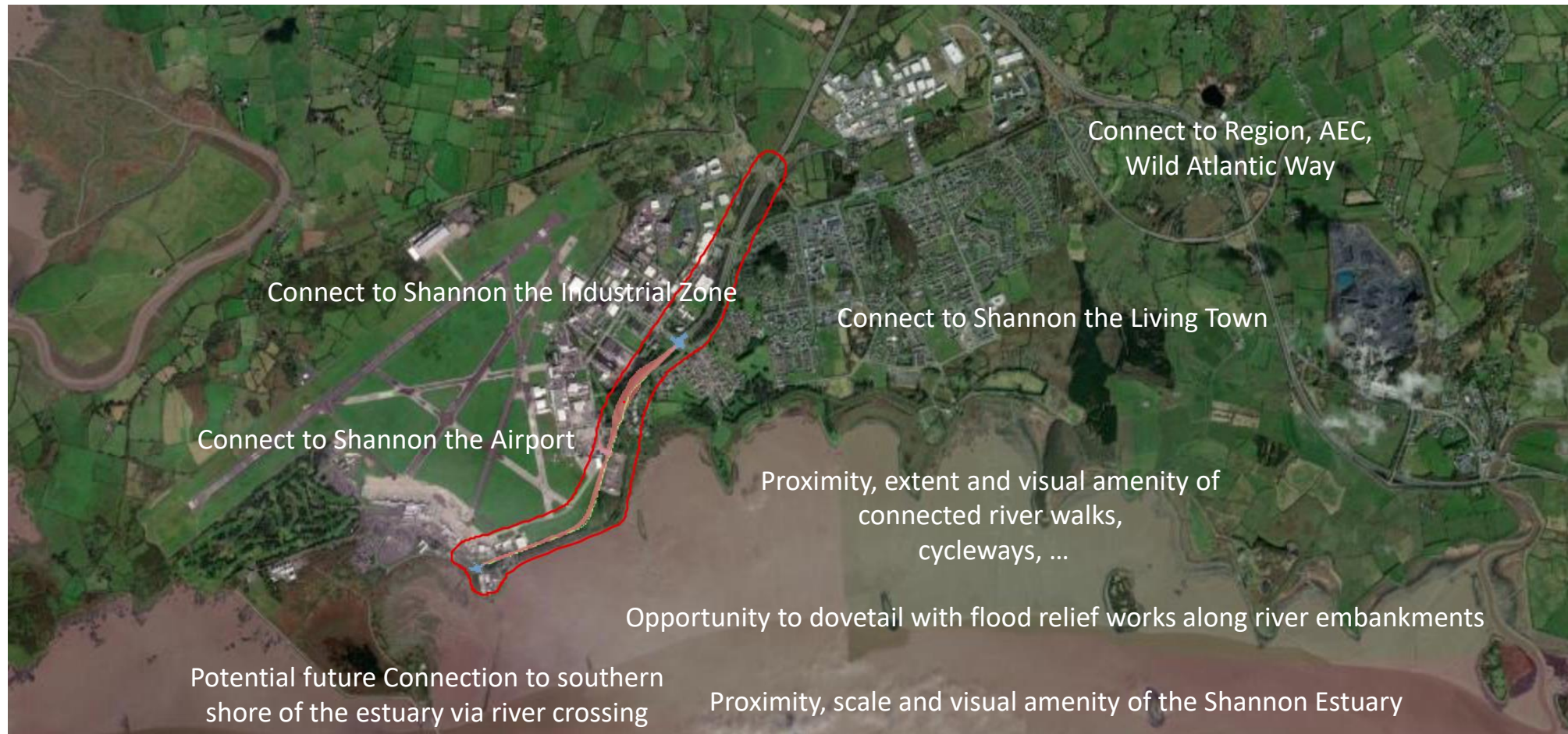
Central to this body of work is the principle that Shannon is based on three key components: Shannon, the Airport; Shannon, the Industrial Zone; and Shannon, the Living Town.

The contributions of the Chamber and other stakeholders to previous planning policies and processes must be linked to and taken into account in decision making on the N19 Road Improvement Scheme.

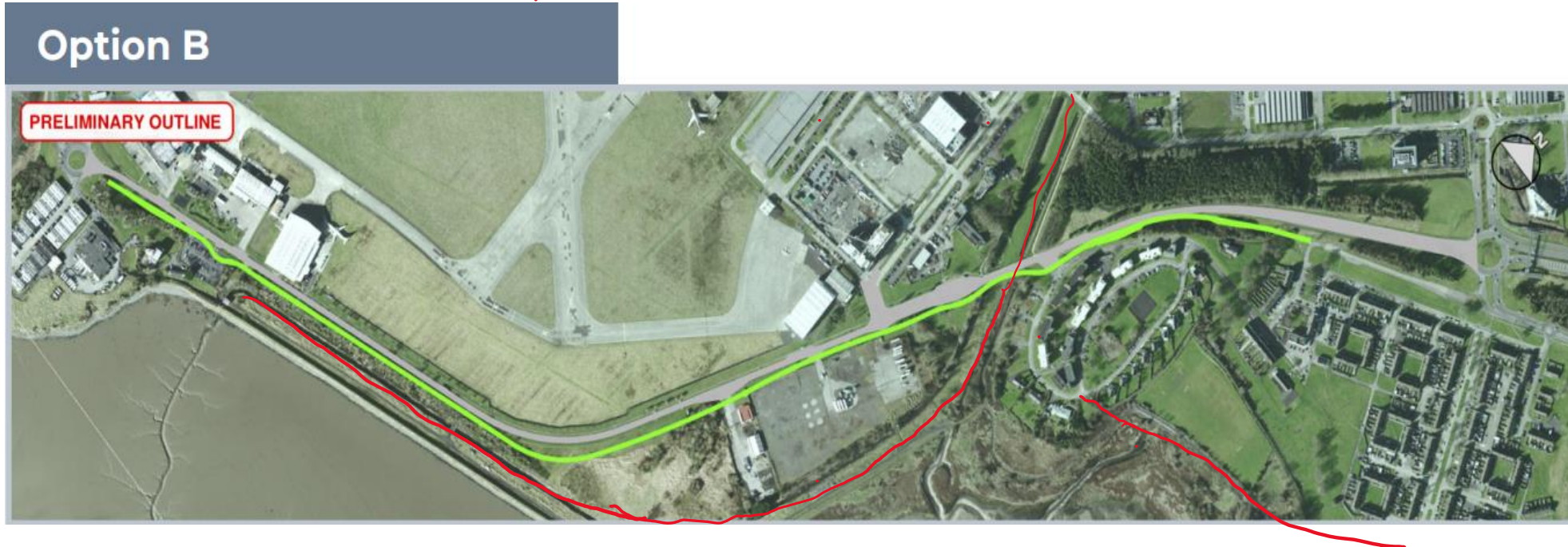
Comments made on the options presented in the public consultation document are informed by this wider context. They are based on a strongly held belief that solution to the N19 road improvement must be delivered by thinking not just of the road but of the opportunity to connect and reinforce Shannon's three key components and its linkage with and influence on the wider region and corridor.

Shannon Chamber would also suggest that the analysis of options takes account of the land and planning reservation that has been made in the County Development Plan for a rail link to Shannon, given that planning reservation follows the route of the N19. The concept of developing a North/South Limerick to Ennis/Shannon Airport Suburban Network, as referenced by Irish Rail in its submission to the pre-draft consultation to the preparation of a new County Development Plan 2022 – 2028, and shared with Shannon Chamber, would suggest that any changes that might impact on such a potential rail link be taken into consideration.

The Options Paper and Maps Clearly Highlight Constraints on the N19 Development But there are also opportunities to consider in selecting the best possible solution



Observations on Route Option B



There is an opportunity, illustrated by **red line on map**, to use existing pathways and the river embankments to create the welcome proposal of a combined pedestrian and cycleway close to the N19. This will link the living, industrial and airport components of Shannon. It would also make use of existing river walks, Shannon Free Zone pedestrian and running tracks and the existing river embankments which follow the line of the N19. It also provides an opportunity to start a greenway from the airport doors and to turn the eyes of those arriving/departing Shannon to the river amenity by making it accessible and visible.

Observations on Route Option C



Our comments on Option B also apply to Option C – namely transfer the red line pedestrian/cycle route to the Option C map using the existing networks and embankments. But add to this by considering a pedestrian/cycle bridge at one of the points marked with **double red lines** on the map. This would enhance sustainability, connectivity and amenity. Access could also be provided to e-scooters. This would build on the existing green friendly routes in the zone, town and river area. It would also provide a connection to and build on the Future Mobility Campus Ireland (FMCI) project which is already located at this part of the zone.

The option of closing the junction at Drumgeely to vehicular traffic needs to be carefully considered against impact on and of diverted traffic on the proposed longer connection to the airport and zone via the Drumgeely roundabout.

Observations on Route Option E



Our comments on Option B & C also apply to Option E – namely transfer the red line pedestrian/cycle route to the Option E map using the existing networks and embankments and add an overhead bridge to provide for pedestrian/cycle/e-scooter access to and from zone/town. These additions would complement any proposal to add signalled crossings and enhance safety while maintaining sustainable connectivity and transport.