



# Appendix I: New Transportation Objectives

## 1.1 Public Transportation:

- The M11 corridor (eastern side) Potential Luas Line B2 Alignment;
- The M11 corridor (western side) Potential Luas Line B2 Alignment;
- Extension of the Old Harcourt Street Luas Line B2 alignment from terminus at Woodbrook (as shown on 2004 – 2010 County Development Plan) southwards along Railway line and westwards to Wilford Interchange via lands located to the north of Corke Abbey and via Wilford Roundabout.

## 1.2 Roads Proposals:

- Upgrade Wilford Interchange on the M11 to a full movement junction such that access between the M11 and areas to the west can be facilitated;
- Reconstruct Wilford Roundabout and signalise with full pedestrian and cycle facilities.
- Measures to reduce speed on Crinken Lane: - reduce speed limit, traffic calming measures, create localised pinch points, ramps and restrictions on HGV's.

## 1.3 Cycle/Walkway Proposals:

- Cycle / Walkway Route(s) along the 'emerging preferred route' (to be identified) for Luas Line B2; such a route, for example, is shown on the Neighbourhood Framework Plan (Scale 1:4000) along the eastern side of the M11 from Cherrywood to Old Connaught and Fassaroe through the Plan area;
- Cycle / Walkway Route connecting Woodbrook and Shanganagh Castle via Shanganagh Park and Shanganagh Cemetery;
- Cycle / Walkway Route along Crinken Lane to Rathmichael and Cherrywood; i.e. linking the Plan area to a network of proposed cycle routes in the Rathmichael area;

- Cycle / Walkway Route along Allies River Road to western side of the M11; (this proposal did not form part of the North Bray & Environs LUTS);
- East Coast Cycle Route: – from railway crossing at Shanganagh Park along eastern side of the DART line, crossing existing railway bridge to south of Shanganagh Cemetery, travelling south through development lands at Woodbrook and south following alignment of Bray Main Transfer Pipeline into Woodbrook Glen, via The Fairways.