

# N2 Rath Roundabout to Kilmoon Cross

Public Consultation 02 – Post Consultation Report

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## Schedule of Revisions

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Prepared for:

MEATH COUNTY COUNCIL



comhairle chontae na mí  
meath county council

Prepared by:

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# 1. Introduction

## 1.1 Project Overview

The N2 Rath Roundabout to Kilmoon Cross Scheme is located immediately North of Ashbourne, County Meath and forms part of the N2 National Primary route which links Dublin to Derry. Meath County Council is working in partnership with Fingal County Council and in association with Transport Infrastructure Ireland to develop a scheme which will improve the N2 between Rath Roundabout and Kilmoon Cross. Meath County Council have commissioned ROD-AECOM, to progress the scheme.

## 1.2 Public Consultation Overview

Between 20<sup>th</sup> July and 12<sup>th</sup> August 2020, a second period of public consultation was held for the N2 Rath Roundabout to Kilmoon Cross Scheme.

This was the second non-statutory public consultation held by the project team and was a follow on from the first public consultation that was held in March 2020. The consultation period was arranged with the purpose of seeking feedback on the Stage 2 scheme options.

Due to the measures taken in light of the Covid-19 outbreak, it was not possible to arrange a formal event in the local area, instead all the information that would normally be displayed at such an event was published on the project website ([n2rath2kilmoon.ie](http://n2rath2kilmoon.ie)). This was complemented with the postal delivery of information to all those living within the study area. Awareness for the consultation was generated using a range of communication tools which ultimately lead to good public participation.

Feedback from this non-statutory public consultation has been reviewed by ROD-AECOM and relevant feedback has been considered as part of the assessment of the Stage 2 options to determine an emerging preferred option. Once the emerging preferred option has been identified, a further period of non-statutory public consultation will take place. The Project Team is committed to continuously engaging with people living and working or owning land in the study area and the consultation strategy has been set out to encourage feedback during the early stages of development of the N2 Rath to Kilmoon project.

## 1.3 Public Consultation Roadmap

Throughout the duration of the option selection and preliminary design process, a number of stages of non-statutory public consultation will be held. These consultations may be a combination of public information events and/or the publication of elements of the scheme electronically.

In line with Article 6(3) of the Aarhus Convention and TII's Project Management Guidelines (2019), a Project Consultation Roadmap has been prepared which outlines each stage of non-statutory public consultation, as shown in Figure 1-1 below.



Figure 1-1 - Public Consultation Roadmap

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## 2. Second Non-Statutory Public Consultation

### 2.1 Pre-Consultation Preparation

#### 2.1.1 Councillor Notification

Meath County Council and Fingal County Council notified their respective County Councillors and Teachtaí Dála (TD's) in advance of the public consultation period. During which the consultation materials including copies of the brochure and questionnaire were made available.

#### 2.1.2 Informing the Public

The public were informed of the second public consultation through a variety of different media outlets, including the council websites, radio and newspaper adverts, social media, and the postal delivery of consultation materials to those living within the study area.

The publicity across different media outlets helped to promote the public consultation event, and to inform the public of ways to contact either Meath County Council or the ROD-AECOM team if they so wished.

#### 2.1.3 Radio Advertisement

The radio advertisement provided information about the public consultation and was played on LMFM, this is an independent local radio station serving counties Louth, Meath and Dublin (including Fingal). The radio advertisement was played 42 times in total over the 3-week period from 21<sup>st</sup> July to 12<sup>th</sup> August (3 times a day, every second day).

#### 2.1.4 Newspaper and Social Media Advertisements

The public consultation was advertised in the local newspapers the *Meath Chronicle* and the *Fingal Independent*. Details were also shared on Facebook/Twitter by Meath County Council and Fingal County Council. The consultation was publicised on both Meath and Fingal County Council websites. The social media advertisements are shown in Appendix A, and the newspaper advertisements can be viewed in Appendix B.

#### 2.1.5 Roadside Notices

Supplementary roadside notices were placed along the existing N2 to generate additional awareness about the public consultation. The signs were laid out by the project team and contained basic information only, with the purpose of reaching commuters or business users of the N2 that would also be potentially affected by the scheme or have an interest the current stage of the scheme development.

These signs were placed on both the northbound and southbound verges at Rath Roundabout as well as at Kilmoon Cross. These notices were erected on 22<sup>nd</sup> July 2020 and were left in place for the full duration of the consultation period. These roadside notices are shown in Appendix C.

### 2.2 Public Consultation Period

The second non-statutory public consultation period commenced on the 20<sup>th</sup> July 2020 and ran until 12<sup>th</sup> August 2020. In light of the Covid-19 restrictions in place at the time, the duration of the consultation period was 3 weeks. This is longer than that which would normally be used in order to give the public more time to send feedback.

#### 2.2.1 Delivered Information

On the morning of the 20<sup>th</sup> July 2020, copies of the brochure and questionnaire were delivered to all residential and commercial properties in the study area. This enabled those without access to a computer, smartphone or internet connection to have their say on the proposals.

Stakeholder letters were also emailed directly to all those who had provided contact information previously, either through the first public consultation, through queries to the feedback form on the project website, or those who returned letters sent to registered landowners in the study area regarding site walkover surveys.

These letters provided an overview of the public consultation period as well as links to the project website and the online questionnaire.

Stakeholder letters were also emailed to prescribed bodies at a national and regional level as well as local businesses within the study area.

### 2.2.2 Project Website

The project website ([n2rath2kilmoon.ie](http://n2rath2kilmoon.ie)) was updated for the second public consultation, this contained all the materials for the public consultation that would normally have been displayed at an event in the local area. The updates to the website went live on the morning of 20<sup>th</sup> July 2020, the publications uploaded to the website can be viewed in Appendix D.

An information brochure was available to download from the project website which explained the progress made since the last public consultation and the options under consideration for the Stage 2 assessment, as well as describing the involvement of the public during the consultation period.

The brochure can be viewed in Appendix E.

The questionnaire was developed online and provided a streamlined way for the public to submit their feedback. A link to the survey was provided on the project website. The questionnaire was also available to download from the project website which allowed members of the public to download and either fill out their responses using a PDF editor tool and return by email or print at home or work and return via post or scan and email. The questionnaire can be viewed in Appendix F. The feedback form on the project website continues to be live for ongoing queries post-consultation.

Several drawings were also available to download on the project website, these included the following:

- 60602546-ACM-HGN-SW\_Z\_Z\_Z-DR-CH-0021 - Combined Constraints
- 60602546-ACM-HGN-SW\_Z\_Z\_Z-DR-CH-0022 - Route Corridors
- 60602546-ACM-HGN-SW\_Z\_Z\_Z-DR-CH-0023 - Combined Route Corridors
- 60602546-ACM-HGN-SW\_Z\_Z\_Z-DR-CH-0024 - Route D1
- 60602546-ACM-HGN-SW\_Z\_Z\_Z-DR-CH-0025 - Route E1
- 60602546-ACM-HGN-SW\_Z\_Z\_Z-DR-CH-0026 - Route E2
- 60602546-ACM-HGN-SW\_Z\_Z\_Z-DR-CH-0027 - Route F2

It was noted that the corridors shown in these drawings were indicative only for the purposes of the Stage 2 assessment in accordance with the TII Project Management Guidelines 2019, and that these corridors may be subject to further refinement and amendment as the design development progresses. The scheme drawings can be viewed in Appendix G.

An information poster was available to download which provided an overview of the four route options under consideration as well as the alternative options including the traffic management and public transport alternatives. The scheme information poster can be viewed in Appendix H.

The post-consultation report summarising the first period of public consultation was also available to download from the project website, this report summarised the event as well as the feedback received.

### 2.2.3 Land Liaison

A number of queries were received from land and business owners in the study area as well as public representatives over the course of the consultation period. These queries were directed to Meath County Council as well as to the dedicated project email address ([N2Rath2Kilmoon@aecom.com](mailto:N2Rath2Kilmoon@aecom.com)), which is monitored on an ongoing basis by the design consultants, ROD-AECOM.

These queries were generally responded to via email in the first instance, but for those that required further information a phone call with the project liaison officer was arranged.

## 2.3 Feedback & Submissions

### 2.3.1 Questionnaire Submissions

The public consultation period ran until 12<sup>th</sup> August 2020, during this period 111 submissions were received. Of these, 77 were submitted using the online questionnaire on Survey Monkey, and a further 34 submissions were sent via email or post. A couple of submissions were received a few days after the deadline, but these were still reviewed by the project team along with the rest of the submissions

#### 2.3.1.1 Participation in Public Consultation 01

To compare the two public consultations that have been held to date, twice as many submissions were received this time around compared to the first public consultation. This demonstrates that the methods used to generate awareness of the second public consultation were successful in allowing many new people to participate in the consultation, despite not being able to hold an event in the local area.

The delivery of the brochure and questionnaire to residential and commercial properties in the study area was particularly effective in generating awareness of the project to those in the local area who may not have been aware of it previously.

The roadside notices were also effective in generating awareness of the project to passing drivers, some of which were not local to the area.

#### 2.3.1.2 Study Area Property Ownership

Of the respondents, 89% stated they lived/owned property within the study area. Respondents who do not live/own property in the study area included representatives acting on behalf of landowners, commuters who use this section of road, as well as other individuals interested in the project.

Of those who lived/owned property in the study area, the majority of this property was residential with some agricultural and commercial property as well.

Other property types included horse training facilities, GAA facilities as well as combinations of the residential / agricultural / commercial categories.

The breakdown of property type owned by respondents in the study area is shown in Table 2-1 below.

**Table 2-1 - Type of Property Owned by Respondents in Study Area**

<b>Property Type</b>	<b>Number of Respondents</b>
Residential	71
Agricultural	12
Commercial	4
Other	9



### 2.3.1.3 Respondents Affected by Scheme Options

The questionnaire asked whether the respondent owned/rented/occupied a property on/adjacent to any of the scheme options, which included the public transport and traffic management options as well as the route options. The route options can be viewed below in Figure 2-1 and the numbers of respondents affected by each scheme option is shown in Figure 2-2. **It should be noted that this question in the online survey was amended to allow respondents to select more than one option.**

Initially this question on the online survey incorrectly restricted respondents to select one option only, the project team were made aware of this error by comments in a couple of submissions. This error was rectified on the 21<sup>st</sup> July, the day after the public consultation went live. Those who were unable to select more than one option initially left comments stating the other option(s) that they had wished to select, this was accounted for in the analysis of the results.

Of the submissions received, route option E1 affected 50 respondents which was the highest number of any option, followed closely by route options D1 and E2 which affected 48 respondents. Route option F2 affected 41 respondents which was the least out of the route options. Meanwhile the Public Transport and Traffic Management options affected a much lower number of respondents. A breakdown by property type can be seen below in Table 2-2 This shows that route options E1 and E2 affects the highest number of residential properties, route option D1 affects the highest number of agricultural properties, and route option E1 affects the highest number of commercial properties.

**It is important to note that these figures relate to the number of submissions received and do not necessarily reflect the actual number of properties affected by each route option.**

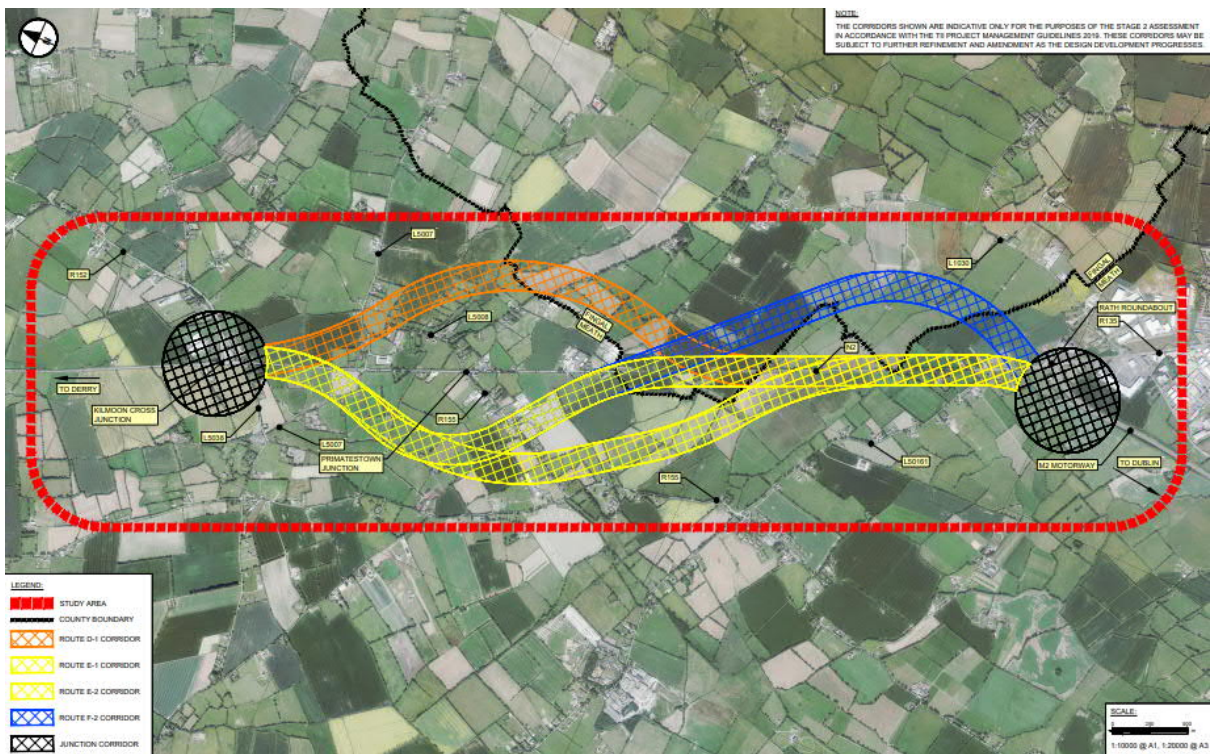
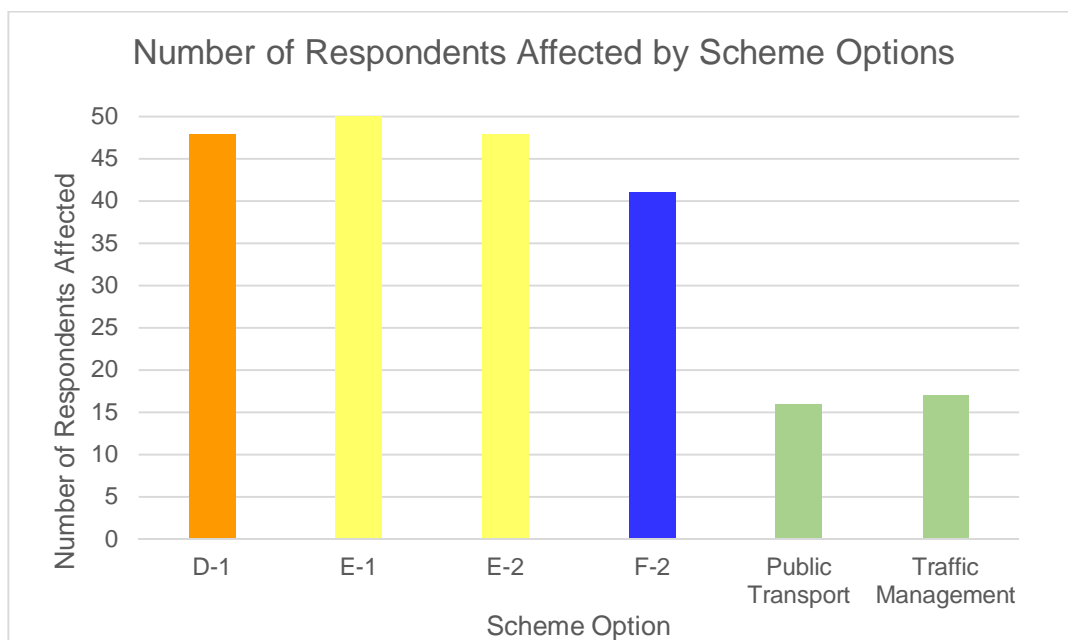


Figure 2-1 - Scheme Options





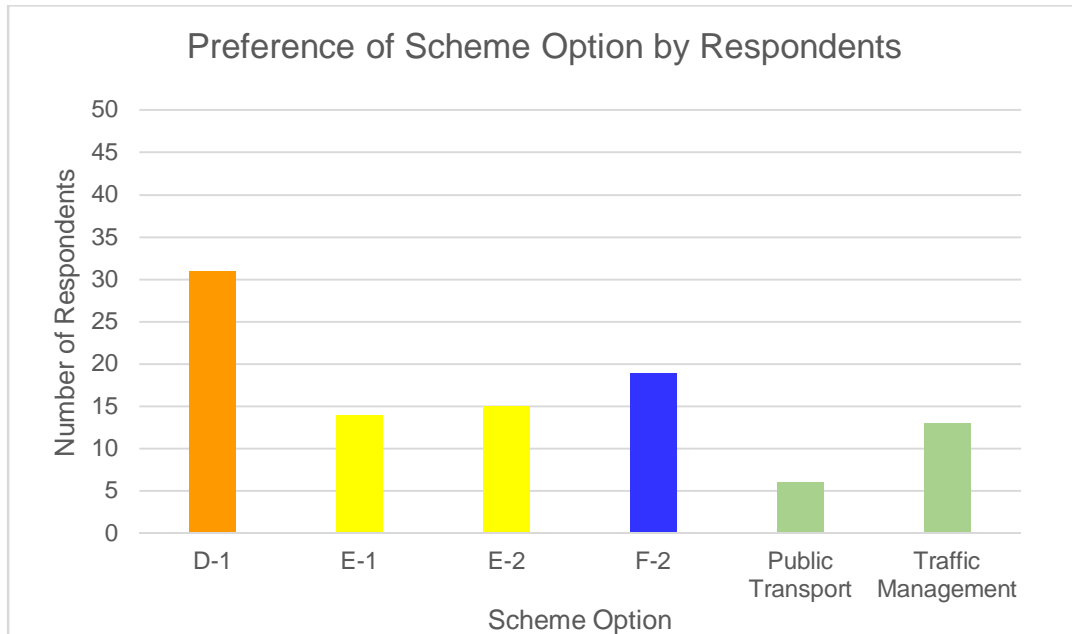
**Figure 2-2 – Number of Respondents Affected by Scheme Options (from PC2 Submissions)**

**Table 2-2. Property Types affected by each Scheme Option (from PC2 Submissions)**

Property Type	D-1	E-1	E-2	F-2	PTO	TMO
Residential	26	32	33	26	12	11
Agricultural	12	9	8	8	2	3
Commercial	1	3	1	1	0	0

### 2.3.1.4 Preferred Scheme Option

The questionnaire also asked the respondents which of the options was their preferred scheme option. **It should be noted that this question in the online survey restricted respondents to select one option only as their preferred option.** As shown in Figure 2-3 below, Route D-1 was the most popular option, having been selected by 31 respondents, followed by Route F-2 on 19, Route E-2 on 15, Route E-1 on 14, Traffic Management on 13 and finally Public Transport on 6.



**Figure 2-3 - Preferred Scheme Option by Respondents (from PC2 Submissions)**

Whilst Route D-1 appears to be indicated as the preference based on this figure, it is first necessary to consider the probable reasoning behind this based on broader understanding of the study area. Generally, respondents living in the study area selected the route option which had the least potential impact on their property as their preferred option, usually this was the option located the furthest distance away.

Of the four route options, Route D-1 is the only one to bypass the existing Primarestown junction on the eastern side of the N2, with Routes E1, E2, and F2 all bypassing the existing Primarestown junction on the western side of the N2. As such the majority of those who live or own property on the western side of the existing N2 would generally select Route D-1 as their preference due to it passing a further distance away. The western side of the study area also has generally more residential properties.

Whereas for those who live or own property on the eastern side of the existing N2, their selection of a preference would generally be split between Routes E1, E2, and F2 as the online survey restricted respondents to select one option only to indicate their preference, hence the lower overall preference of these three options as the voting was distributed across a number of options.

It should be noted that with regard to Route D-1 a number of submissions expressed concerns with this option relating to existing flooding issues along the Riverstown river, "The Commons" at Primatestown, and two protected archaeological mounds.

Route F2 appears to be the second preference based on this despite being the longest offline route option, this could be because it largely avoids existing built up areas instead crossing largely greenfield agricultural land. However, a small number of submissions received expressed concern that this option would compromise the development of the lands zoned as a strategic employment site to the north of Ashbourne.

Routes E1 and E2 ranked slightly lower than F2 and a number of submissions expressed concern over the disruption that would be caused along the existing N2 and surrounding local roads during the construction phase of the online widening section. Several submissions from respondents with existing direct accesses onto this section of the N2 highlighted concerns over what would happen to their access if the existing road was to be widened.

The Traffic Management option and Public Transport option ranked as the least preference. It could be suggested that this is due to the recognition amongst respondents of the inherent issues with this section of the N2 and that a higher level of intervention is required to address the existing issues relating to congestion, journey times and safety.

It should be noted that a number of respondents highlighted existing traffic management aspects that contribute to these issues such as the tolls on the M1 and M3 motorways potentially resulting in traffic using the N2, as well as the traffic signals at the existing Primatestown junction.

Several respondents were very supportive of elements of the Public Transport option including improved bus services in the area as well as a potential Park & Ride.

## 2.3.2 Comments and other Feedback

The final section of the questionnaire allowed respondents to share feedback about the existing road and the implications of the scheme options. The issues raised have been summarised below.

### 2.3.2.1 Traffic and Road Safety

- Respondents highlighted the dangers and safety risks associated with the current situation and concurred with the need for the scheme.
- The traffic lights at the Primatestown Junction are cited by respondents as a significant factor contributing to the existing traffic problems. The tolls on the M1 and M3 are also seen as a core reason for the traffic problems on this stretch of the N2.
- Residents from adjacent roads find it very difficult to access the N2 even with the traffic lights at the Primatestown Junction.
- Respondents discussed the current traffic problems and the resultant use of the minor roads as a way of avoiding congestion on the N2. The safety issues that result from this include high speeds of vehicles using these roads as a “rat run” and locals being unable to walk on these roads for fear of an accident. It was also stated that the pavement quality along these minor roads has deteriorated due to the volume of HGV traffic.
- The increase in traffic due to Tayto Park is a recurring comment from respondents, with considerable volumes of traffic during the Summer months and weekends
- Respondents expressed concern over the potential diversion of HGVs onto local roads during the construction phase.

### 2.3.2.2 Community Issues

- Residents of the study area are concerned about the effect the scheme will have on the rural nature of the area and the communities within.
- Respondents highlighted potential issues to the surrounding community including road noise, air pollution and a reduction in property values.
- A local GAA club expressed concerns over the potential impact the proposed routes would have on the future of the club and the impacts they would have on the community.
- Respondents expressed concern over potential severance issues caused by Routes E1, E2 and F2 at the intersection with the R155.
- One respondent expressed concern over potential disruption to the existing N2 and the village of Curragha and its residents during construction, particularly for options D1, E1 and E2.
- One respondent expressed concerns over illegal activity if the existing N2 is to become a cul-de-sac as part of options D1, E1 and E2

### 2.3.2.3 Environmental Issues

- Respondents expressed concerns over how the natural landscape would be negatively impacted by the proposed route options.
- It was highlighted by respondents that Route D1 passes through areas prone to flooding around Primatestown. In some instances, heavy rain has raised the level of the Riverstown river and caused water to flow over the bridge at the bottom of Money Hill and onto the road.
- Respondents highlighted concern over flooding issues which may arise from the route options traversing over flood plains at the Hurley River
- Respondents expressed concerns over potential impacts on natural wildlife flora and fauna. Owners of one agricultural property highlighted that there are a variety of species including buzzards, bats and red kites on their land.

#### 2.3.2.4 Archaeological & Heritage Issues

- It was highlighted that within the corridor for Route D1 are two archaeological mounds as well as an area known as “The Commons” at Primatestown.
- Respondents highlighted the significance of Windmill Hill, which contains several national monuments including archaeological henges. Routes E1, E2 and F2 pass close to this area.
- One respondent expressed concern over potential impacts the route options would have on Baltrasna House which is a historic house built in 1817, as well as potential impacts on the woods to the front of the house which contain many mature trees of various species.

#### 2.3.2.5 Agricultural and Commercial Properties

- Farm owners highlighted that if one of the route options was to pass through their land it may result in their business becoming unviable.
- One farm owner expressed concern that the route options may cut off the vital water supply from the Hurley River from livestock and will devalue the remaining of the farmland.
- A small number of respondents highlighted the potential impacts of the proposed route options to their equine stud breeding business.
- One business owner highlighted the need to increase capacity along this section of the N2 to accommodate the future growth of their business, increase in visitor numbers and associated traffic volumes.
- One local business owner expressed concerns for potential light pollution which would impact the growth of certain plants and crops that require very specific hours of daylight and darkness.
- Another local business expressed concern over how their access arrangements from the existing N2 would be impacted by the proposed route options.

#### 2.3.2.6 Suggestions for the Scheme

- One respondent highlighted that a holistic view was required to predict future traffic volumes, to account for an increase in remote working due to Covid-19 as well as the impact of other proposals in the wider area such as the Dunboyne-Navan rail line and the DART expansion.
- Respondents suggested localised improvements to the existing road and junctions as an alternative to the route options.
- One respondent expressed concern that improving the road as far as Kilmoon Cross junction will simply move the congestion issues further north along the existing N2.
- Respondents highlighted the need for improvements to the existing junction at Kilmoon Cross as part of the scheme, as there are currently difficulties accessing the N2 for traffic coming from Duleek/Drogheda along the R152.
- Respondents stated that the introduction of a roundabout junction at Primatestown would reduce the congestion issues along this section of the N2.
- One respondent highlighted that a park and ride facility would be greatly welcomed.
- Respondents highlighted the need for an intermediate junction to serve Tayto Park to take this traffic away from local roads.
- One respondent strongly opposed the provision of an intermediate junction between Rath and Kilmoon to serve Tayto Park.
- One respondent suggested that the Rath Roundabout should be bypassed with a new route built beside it leading to the creation of a grade separated junction.
- One respondent suggested that the scheme should utilise the Ballybin Road to form the basis of an upgraded route between Ashbourne and Ratoath which could act as a western distributor road for Ashbourne. This submission noted that their envisaged additional junction on the M2 at this location could provide simple motorway access for traffic from Ashbourne and Ratoath.
- A small number of respondents expressed concern that Route F2 would compromise the development of the lands zoned as a strategic employment site to the north of Ashbourne. One respondent suggested that an additional roundabout should be located on the N2 at the northern end of the zoned lands to provide access to the strategic employment site.
- One respondent suggested that a contraflow lane should be introduced along the N2 to deal with the alternating congestion in the morning and evening peaks.



### 3. Conclusion and Next Steps

The project team is thankful for all public engagement and feedback thus far, particularly those who submitted questionnaires and provided feedback.

All feedback has been reviewed by the project team and will be taken into account as part of the options selection process.

It is anticipated that a third public consultation will take place in late 2020 / early 2021, during which the emerging preferred option will be published and put on public display.

Due to the ongoing measures taken in light of the Covid-19 outbreak, it may not be possible to arrange a formal event in the local area for the. Instead this may be completed as publication of elements of the scheme electronically for comment or via other innovative virtual consultation approach.

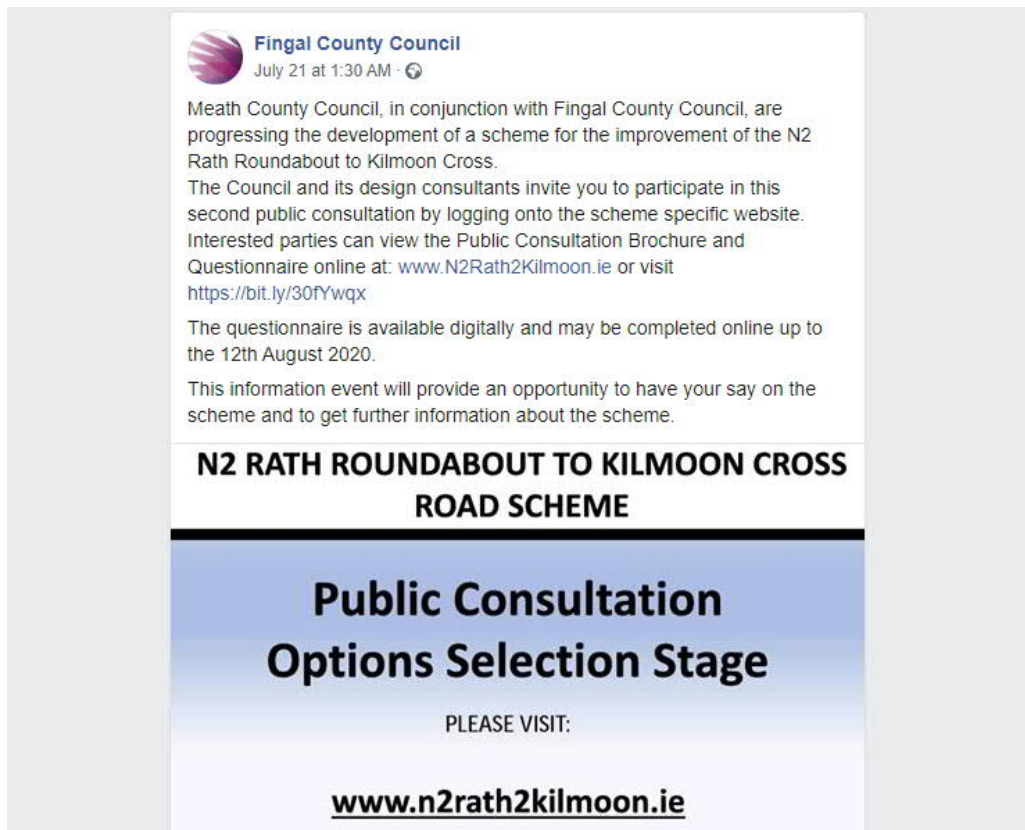
All information and updates will be posted to the project website at [www.n2rath2kilmoon.ie](http://www.n2rath2kilmoon.ie).

## Appendix A Social Media Advertisements

### A.1 Meath County Council Twitter Notice



### A.2 Fingal County Council Facebook Notice



## Appendix B Newspaper Advertisements

### B.1 Meath Chronicle Notice

**comhairle chontae na mí**  
*meath county council*

Road Traffic Acts, 1961 – 2016  
Public Transport Regulation Act, 2009 as amended

**NAVAN TOWN SCHEME  
NAVAN TOWN BUS ROUTES N1 AND N2 AND BUS STOPS  
INFRASTRUCTURE**

Meath County Council, in exercise of the powers conferred on it under Section 38 of the Road Traffic Act 1994 and Section 46 of the Public Transport Regulation Act, 2009, as amended, hereby gives notice that it has prepared a scheme for the provision of bus stop infrastructure to facilitate the implementation of two proposed new bus services in Navan Town, the N1 and N2 bus routes. These bus routes, upon operation, shall replace the existing 110A, 110B and 110C routes.

The Scheme provides for:

- Provision of new bus stop facility infrastructure at 49 locations including, but not limited to, new kerbing, pedestrian facilities, bus stop poles, flags and carousel display units.
- Provision of a bus turnabout facility and a bus stop including, but not limited to, new kerbing, pedestrian facilities, bus stop poles with flag and carousel display unit, located in the Townland of Gainstown.

The plans and particulars of the proposed scheme will be available for inspection during office hours at the offices of **Meath County Council, Planning Department, Buvinda House, Dublin Road, Navan, Co Meath, C15 Y291** from **Monday, 27th July, 2020 to Friday, 14th August, 2020** and will be available for purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of **Meath County Council, Planning Department, Buvinda House, Dublin Road, Navan, Co Meath, C15 Y291** from **Monday, 27th July, 2020 to Friday, 14th August, 2020**.

Representations in relation to the proposed works, may be made in writing to the road authority as follows: **The Director of Services, Meath County Council, Planning Department, Buvinda House, Dublin Road, Navan, Co. Meath C15 Y291** or emailed to [planning@meathcoco.ie](mailto:planning@meathcoco.ie) on or before **5:00p.m. on Wednesday, 19th August, 2020**.

Roads Act, 1993  
Road Regulations, 1994

**PROPOSED TEMPORARY CLOSURE OF L-34107-0 PROUDSTOWN, NAVAN, CO MEATH**

Meath County Council intends to temporarily close the L-34107-0 at Proudstown, Navan, Co. Meath to facilitate the installation of a new Trunk Watermain from 8:00a.m., Monday, 10th August until 6:00p.m., Sunday, 30th August, 2020.

**Alternative Routes**  
Access for residents and property holders will be facilitated throughout the closure period.  
Diversion and information signage will be in place.

**Submissions and observations to the proposed temporary road closure may be made in writing to the Transportation Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath C15 Y291 or by email to [transport@meathcoco.ie](mailto:transport@meathcoco.ie) on or before 27th July, 2020.**

**SECOND PUBLIC CONSULTATION ON  
N2 RATH ROUNDABOUT TO KILMOON CROSS**

Meath County Council, in conjunction with Fingal County Council, are progressing the development of a scheme for the improvement of the N2 Rath Roundabout to Kilmoon Cross which traverses the boundary of County Meath and County Fingal and invites members of the public and interested parties to participate in its second public consultation. Meath County Council and the Design Consultants ROD/AECOM are facilitating the public's participation in this consultation through the scheme specific website.

Interested parties can view the Public Consultation Brochure and Questionnaire online at: [www.N2Rath2Kilmoon.ie](http://www.N2Rath2Kilmoon.ie). The questionnaire is available digitally and may be completed online up to the 12th August, 2020.

This online public consultation will provide an opportunity to have your say on the scheme and to get further information about the scheme.

[www.meath.ie](http://www.meath.ie)



## B.2 Fingal Independent Notice

6 NEWS

FINGAL INDEPENDENT | Tuesday, July 20, 2020

comhairle chontae na mí  
meath county council

### SECOND PUBLIC CONSULTATION ON N2 RAIN ROUNDABOUT TO KILNOON CROSS

Meath County Council, in conjunction with Fingal County Council, are progressing the development of a scheme for the improvement of the N2 Rain Roundabout to Kilnoon Cross which traverses the boundary of County Meath and County Fingal and invites members of the public and interested parties to participate in its second public consultation.

Meath County Council and the Design Consultants RDS/VE/COM are facilitating the public's participation in this consultation through the scheme's specific website.

Interested parties can view the Public Consultation Brochure and Questionnaire online at [www.n2rainroundabout.ie](http://www.n2rainroundabout.ie). The questionnaire is available digitally and may be completed online up to the 15th August, 2020.

This online public consultation will provide an opportunity to have your say on the scheme and to get further information about the scheme.

[www.meath.ie](http://www.meath.ie)

## JOE NEWMAN Independent Local Councillor

Supporting Local Businesses  
to overcome Covid-19 problems  
as they re-open to the public.



Representing  
Swords  
Electoral  
Area  
in Fingal  
Working to  
improve  
People's Lives

Email: [Joe.Newman@clrs.fingal.ie](mailto:Joe.Newman@clrs.fingal.ie)  
Telephone: 0872457729

# SEARCH FOR SITE FOR PUBLIC TOILET

## DISUSED COACH HOUSE COULD PROVIDE PLACE FOR PUBLIC TOILETS

by JUDITH MURPHY

A Swords councillor is continuing his campaign to return public toilet facilities to Swords village and says a disused coach house near Swords Castle may provide the ideal location for the project.

Independent councillor Joe Newman said: 'I raised the issue of the lack of public toilets in Swords with CEO of Fingal County Council, last week and I am happy that the need for toilets in Swords is recognised.' Cllr Newman has now identified what he considers to be the ideal location for the public toilets on the north side of the town, close to County Hall.

He believes that the unused coach house at the entrance to the park beside Swords Castle should be given strong consideration by the council as a practical use would also help to preserve the building.

Councillor Newman said: 'It is such a pity to have the small building sitting here for year running into disrepair and being susceptible to antisocial behaviour in the



Joe Newman said the site in Swords has a suggestion for new public toilets.

form of delinquency graffiti as that does not serve any reasonable function.

'This building is a piece of Swords built heritage and it would be wonderful to see the building being used for a practical purpose.'

'It is sitting just off North Street which would allow convenient connection to the public sewer network.'

'It is inside the park boundary and would be protected from night-time vandalism by virtue of the park being closed each evening.'

According to Cllr Newman, there are a number of positive factors to the proposal so that the building appears to be in sight of the park's CCTV system, which would offer secure surveillance of the building and also there are no steps so the location would be convenient to wheelchair users and the elderly.

Cllr Newman concluded: 'I am convinced that the total cost of converting this building and bringing back to a practical use would be far less than acquiring a site and constructing a new building. Also, it would take a much

shorter timeframe.'

'I am now calling on the local authority to start the process as soon as is possible, but in the meantime, we need to see temporary solutions try on the roads provide much away I am currently seeking an appropriate location for permanent public toilets on the south side of the town.'

### FUN AT FLORVILLE IN SKERRIES



## Appendix C Roadside Notices

### C.1 Roadside Notices at Rath Roundabout



### C.2 Roadside Notice at Kilmoon Cross





## Appendix D Website Updates



# PUBLICATIONS

## Second Public Consultation, July/August 2020 Scheme Options

### Brochure & Questionnaire

 [Brochure HERE](#)

 [Questionnaire HERE](#)

### Constraints

 [Combined Constraints HERE](#)

### Scheme Options

 [Stage 2 - Scheme Options HERE](#)

 [Stage 2 - Route Corridors HERE](#)

 [Stage 2 - Route Corridors Combined HERE](#)

 [Stage 2 - Route D1 HERE](#)

 [Stage 2 - Route E1 HERE](#)

 [Stage 2 - Route E2 HERE](#)

 [Stage 2 - Route F2 HERE](#)

## Appendix E Brochure



### Public Consultation 02 Scheme Options July 2020



An Roinn Iompair,  
Turasóireachta agus Spóirt  
Department of Transport,  
Tourism and Sport



Tionscadal Éireann  
Project Ireland  
2040



comhairle chontae na mí  
meath county council



Fingal County Council  
Comhairle Contae Fhine Gail



N2 – Public Consultation 02 – Brochure – July 2020

## Scheme Overview

Meath County Council (MCC) has been working in collaboration with Fingal County Council (FCC) and Transport Infrastructure Ireland (TII), to develop a scheme along a section of the N2 between Rath Roundabout and Kilmoon Cross. The existing road currently has a number of issues including high levels of congestion during peak periods.

## What's Happening Now?

The Project team invite the residents of the local area, members of the public and interested parties to participate in a second round of public consultation on the Scheme Options. In accordance with TII's Project Management Guidelines this consultation forms part of the Stage 2 Options Selection Process and is a follow on from the first public consultation that was held in March 2020. At the first public consultation, feedback was gathered on the study area, constraints and the initial feasible scheme options. This feedback was considered during the Stage 1 assessment, during which the options were assessed under three criteria; Engineering, Environment and Economy. Following the Stage 1 assessment, some of these options were selected to proceed to Stage 2 of the Options Selection Process for a more detailed appraisal. Due to the measures taken in light of the Covid-19 outbreak, it is not possible to arrange a formal event with you in the local area at this time. Instead a project website has been developed ([N2Rath2Kilmoon.ie](http://N2Rath2Kilmoon.ie)) containing all the information that would normally be displayed at such an event.

## Scheme Options

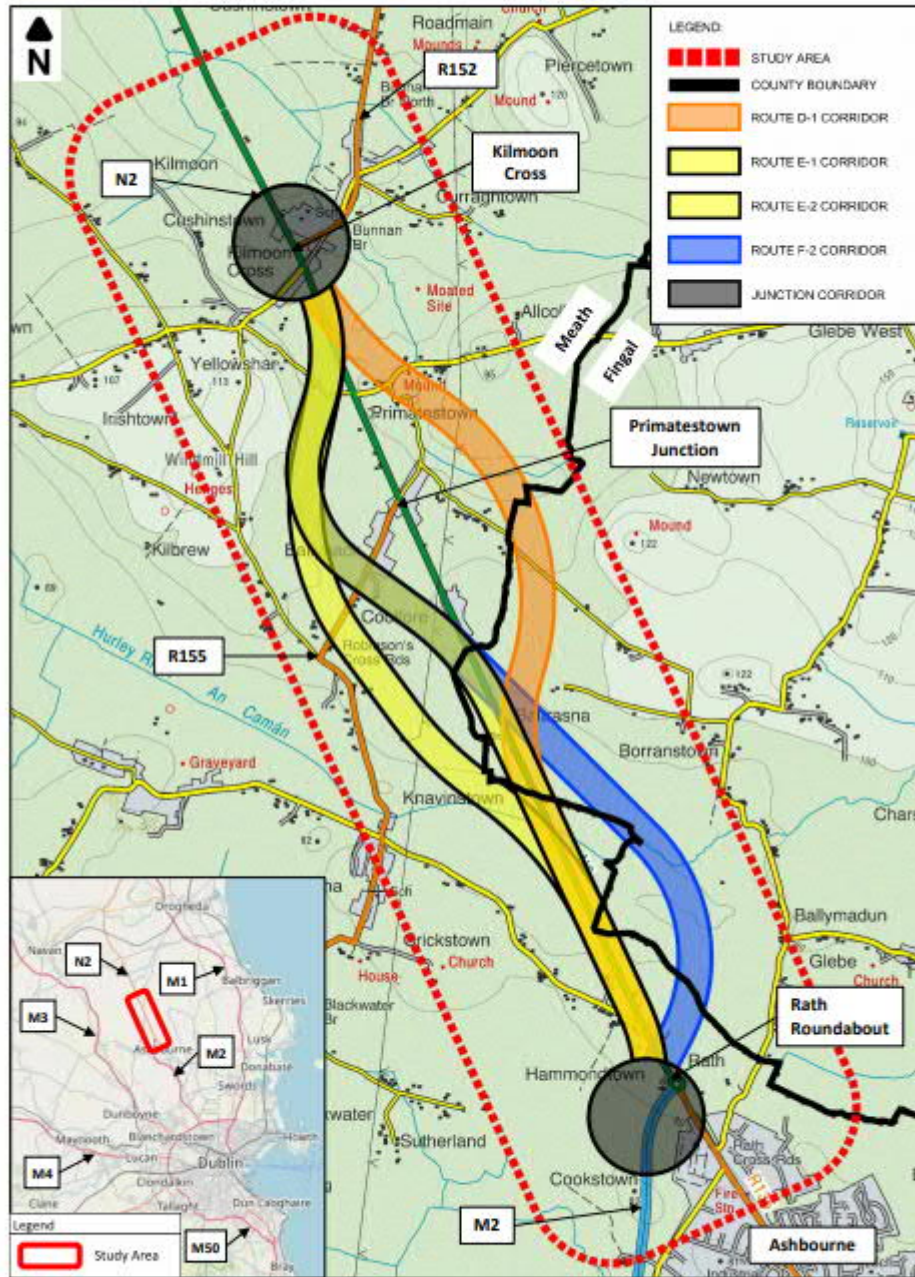
The proposed options that are undergoing a more detailed appraisal are outlined below and shown in more detail on the next page. There are four 200m wide route corridor options, and two alternatives; a traffic management and a public transport option, as well as the Do Nothing option which acts as a baseline for the assessment. The 200m corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which the a potential road alignment could be developed. It should be noted that the boundary of the route corridor may be subject to change as the project develops to address any new or previously unidentified constraints emerging during the design process. These options will be assessed with the aim of developing an emerging preferred option by the end of the assessment.

<b>Route D-1</b>	Online improvements from Rath Roundabout initially, then an offline section to the east of the existing N2 before tying back into the existing N2 at Kilmoon Cross.
<b>Route E-1</b>	Online improvements from Rath Roundabout initially, then an offline section to the west of the existing N2 before tying back into the existing N2 at Kilmoon Cross.
<b>Route E-2</b>	Online improvements from Rath Roundabout initially, then an offline section to the west of the existing N2 (different to Option E-1 listed above) before tying back into the existing N2 at Kilmoon Cross.
<b>Route F-2</b>	Offline option from Rath Roundabout to the east of the existing N2 before crossing the existing N2 and continuing to the west and tying back into the existing N2 at Kilmoon Cross.
<b>Traffic Management</b>	Utilising existing junctions and improvements with the existing road boundary, and demand management and access control.
<b>Public Transport</b>	The provision of bus lanes and a park & ride facility adjacent to the N2 are to be considered as standalone options and as complimentary elements of the route corridor options.



N2 – Public Consultation 02 – Brochure – July 2020

Drawing 1 – Proposed Scheme Options



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N2 – Public Consultation 02 – Brochure – July 2020

### What Happens Next?

Following the consultation period the project team will review all the information gathered. This information will then form part of the ongoing project appraisal of the proposed options with the aim of finalising the option selection as set out below.

Public Consultation  
July 2020

Emerging Preferred Option  
Identification

Preliminary Design +  
Environmental Evaluation

Statutory Process

Detailed Design, Procurement  
& Construction

\*all subject to funding and approvals

### Your Involvement

**Please examine the proposed options, and let your comments be known by completing the questionnaire.**

The questionnaire is available digitally and can be completed online at: [N2Rath2Kilmoon.ie](http://N2Rath2Kilmoon.ie). Alternatively fill out the enclosed questionnaire and respond by post or scan and email.

The closing date for returning completed questionnaires is **12<sup>th</sup> August 2020**.

Any ongoing scheme queries that you may have after this date can be mailed / emailed to the adjacent address on an ongoing basis. These will be reviewed by the project team.

### Further Information

For further information please contact:

#### Meath County Council:

Senior Engineer,  
Transportation Department,  
Meath County Council,  
Buvinda House,  
Dublin Road,  
Navan, C15 Y291,  
County Meath

**Email:** [transport@meathcoco.ie](mailto:transport@meathcoco.ie)

**Web:** [N2Rath2Kilmoon.ie](http://N2Rath2Kilmoon.ie)

#### Engineering Design Consultants (ROD-AECOM):

N2 Rath to Kilmoon  
Project Team,  
AECOM  
4th Floor, Adelphi Plaza,  
George's Street Upper,  
Dun Laoghaire, A96 T927,  
County Dublin

**Email:** [N2Rath2Kilmoon@aecom.com](mailto:N2Rath2Kilmoon@aecom.com)

**Web:** [N2Rath2Kilmoon.ie](http://N2Rath2Kilmoon.ie)







12. Please use the space below for any comments you may wish to make regarding the Proposed Scheme Options:

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Please complete the questionnaire online or as above return by email or post.

Address: Senior Engineer, Transportation Department, Meath County Council, Buvinda House,  
Dublin Road, Navan, County Meath C15 Y291.

Email: [transport@meathcoco.ie](mailto:transport@meathcoco.ie)

The closing date for returning completed questionnaires is **12<sup>th</sup> August 2020**.

Any further queries that you may have after this date can be mailed / emailed on an ongoing basis.

By providing my details in this feedback form, I consent to the use of my personal data in accordance with Meath County Council's Privacy Notice which is available at:

<https://www.meath.ie/council/your-council/your-data-and-access-to-information/data-protection/privacy-notices/transport-department>

#### THANK YOU FOR YOUR FEEDBACK



An Roinn Iompair,  
Turasóireachta agus Spóirt  
Department of Transport,  
Tourism and Sport



Tionscadal Éireann  
Project Ireland  
2040



comhairle chontae na mí  
meath county council



Fingal County Council  
Comhairle Contae Fhine Gail

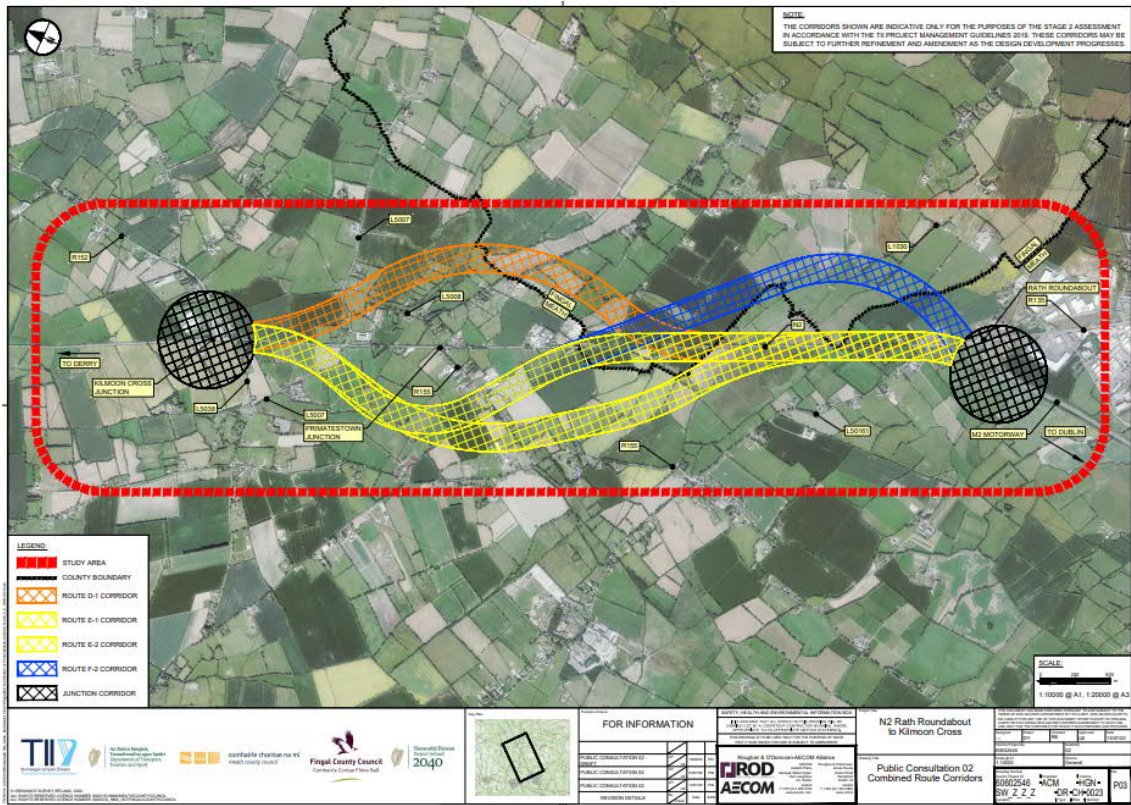




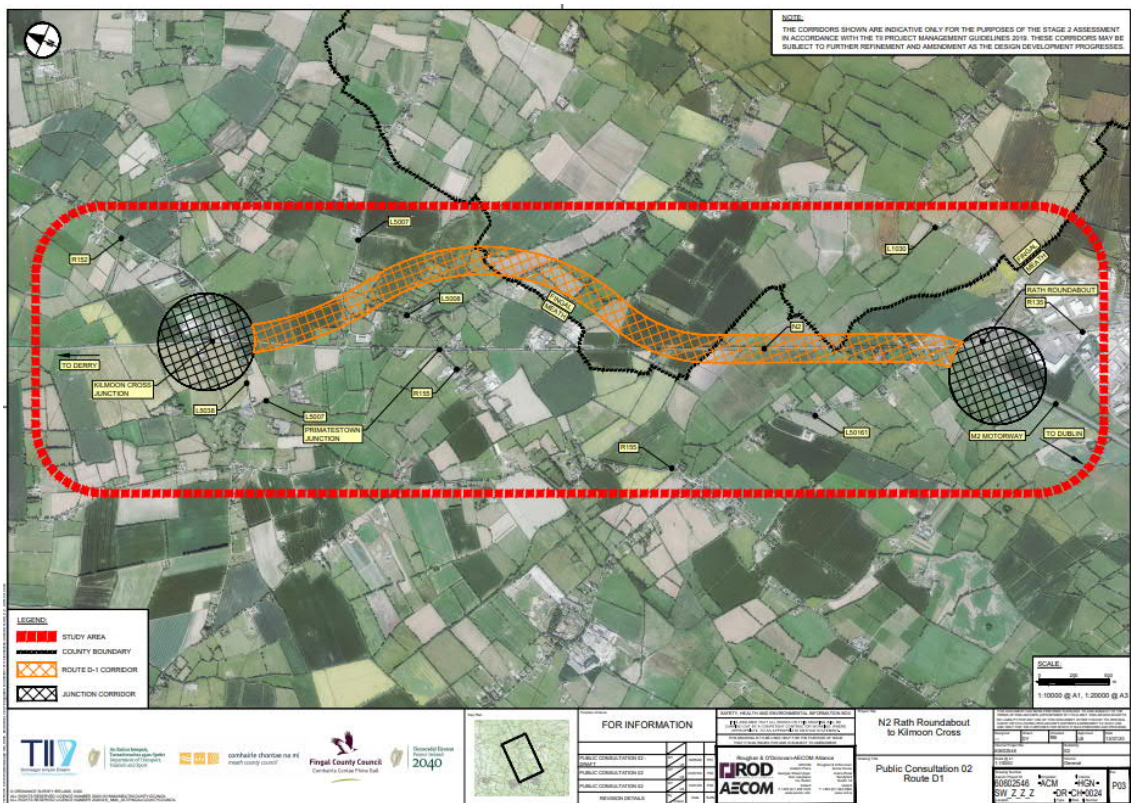




### G.3 Stage 2 - Route Corridors Combined

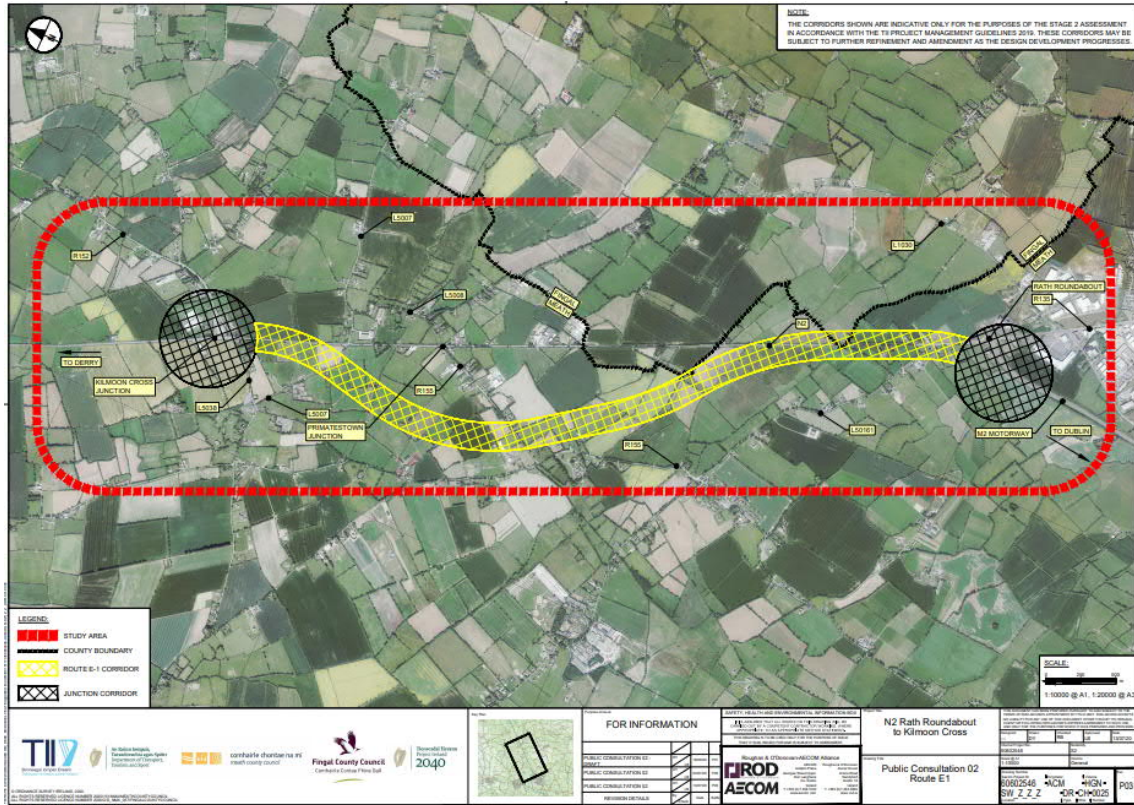


### G.4 Stage 2 – Route D1

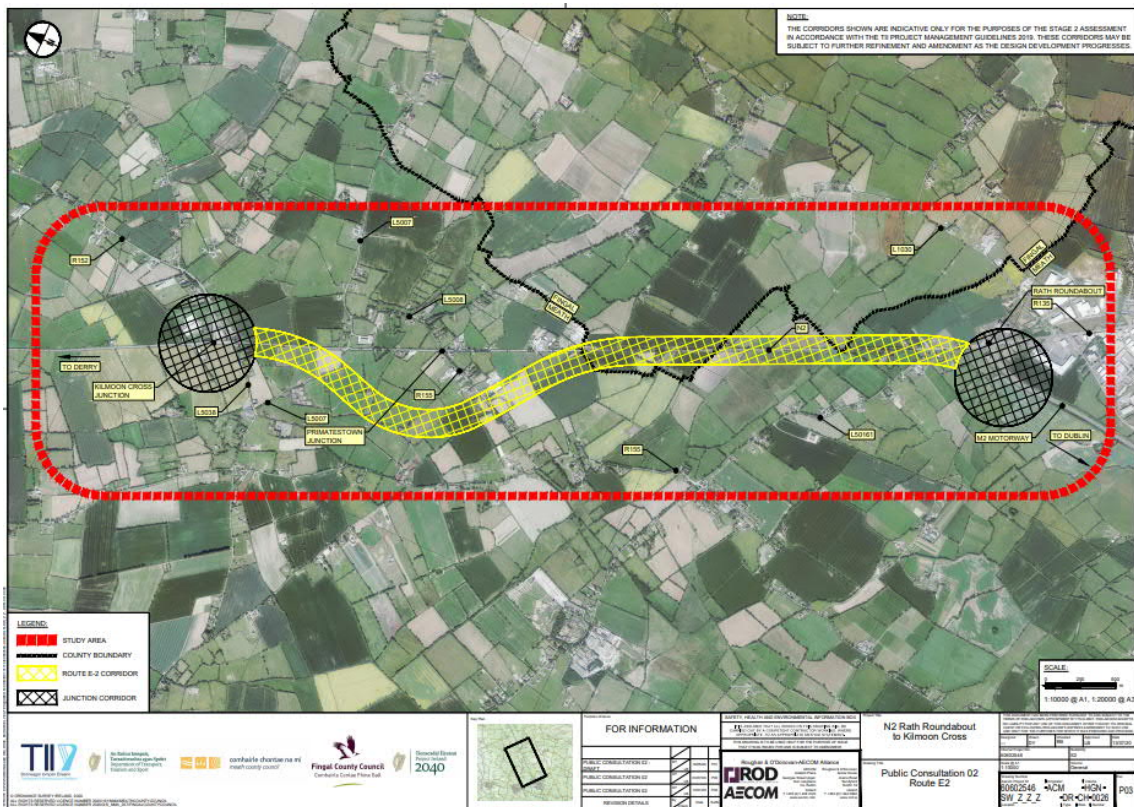




### G.5 Stage 2 – Route E1

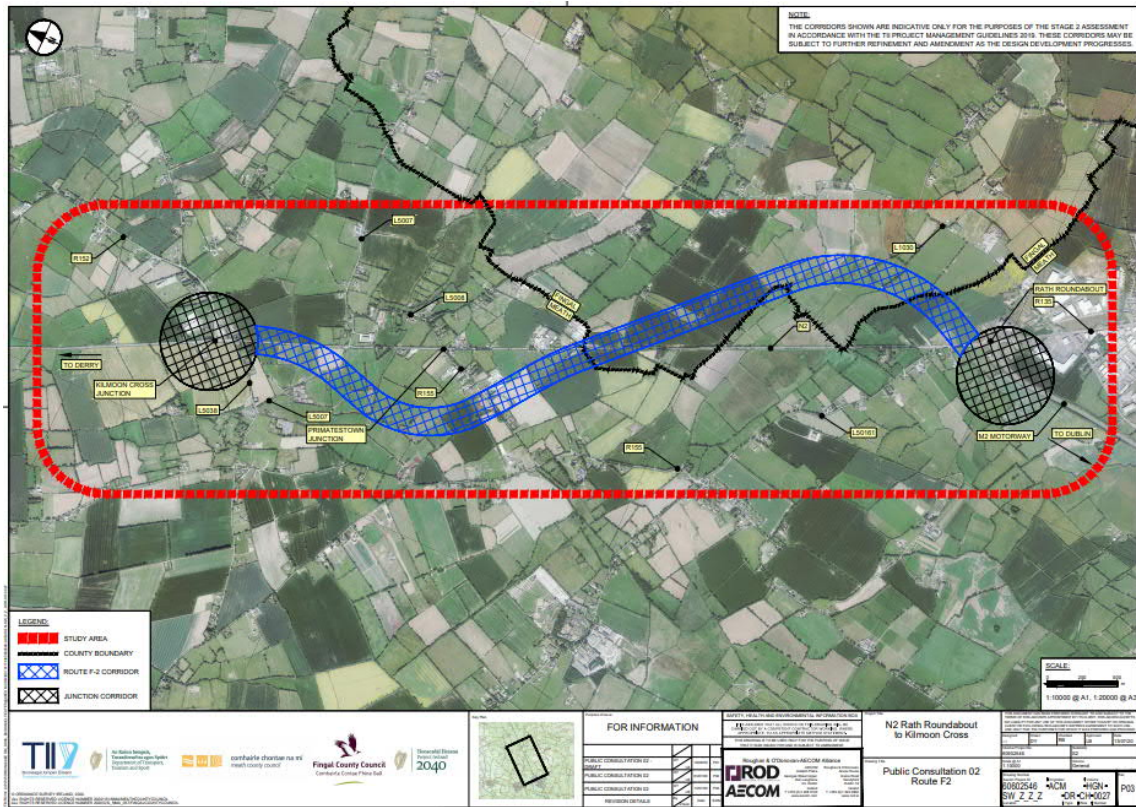


### G.6 Stage 2 – Route E2





G.7 Stage 2 – Route F2



# Appendix H Information Poster

## H.1 Scheme Options Poster

N2 – Public Consultation 02 – July 2020

### Scheme Options – Public Consultation 02

#### Route Corridor Options

There are four 200m wide route corridor options as set out in the table below. The 200m corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a potential road alignment could be developed. It should be noted that the boundary of the route corridor may be subject to change as the project develops to address any new or previously unidentified constraints emerging during the design process. These options will be assessed with the aim of developing an emerging preferred option by the end of the assessment.

Option	Description
Route D-1	Online improvements from Rath Roundabout initially, then an offline section to the east of the existing mainline before tying back into the existing N2 at Kilmoon Cross.
Route E-1	Online improvements from Rath Roundabout initially, then an offline section to the west of the existing mainline before tying back into the existing N2 at Kilmoon Cross.
Route E-2	Online improvements from Rath Roundabout initially, then an offline section to the west of the existing mainline (different to Option E-1 listed above) before tying back into the existing N2 at Kilmoon Cross.
Route F-2	Offline option from Rath Roundabout to the east of the existing N2 before crossing the existing N2 and continuing to the west and tying back into the existing N2 at Kilmoon Cross.



#### Traffic Management Alternatives

The **Do Managed option** consists of several different components which are both feasible and support the project objectives, including the following:

- Increased capacity at junctions through the provision of extra lanes where there is available space & improvement of those junctions.
- Bus Priority and Access control at junctions.
- Enabling the provision of further bus services along this corridor to encourage a modal shift to public transport .
- Demand management of some form to help reduce general traffic volumes .

#### Public Transport Alternatives

The **Public Transport Alternative option** again consists of several components which are both feasible and support the project objectives, including the following:

- Bus Lanes along the existing N2.
- Bus Priority improvements at Rath junction to reduce delays at peak times.
- Park & Ride facility along the existing N2.

The consideration of options for this scheme has indicated that there is scope to increase bus patronage on the N2, to maintain the current bus share in line with growth and potentially increase the bus share. However, investment to increase the number of bus services alone will not fully address the N2 Rath to Kilmoon project objectives as outlined below.

- Buses need high quality roads to deliver an attractive service. The existing N2 is causing significant reliability issues for bus services and additional operational costs due to congestion related delays. This is reducing the attractiveness of bus for existing car users.
- High numbers of HGV's and buses travelling at lower speeds impacts all N2 users. The existing single carriageway offers limited safe overtaking opportunities which compounds this issue for bus services.
- Buses will be unlikely to reduce car demand sufficiently to resolve the existing congestion issues, therefore sole investment in bus services would likely lead to continued congestion with associated safety issues for all road users.

Overall, it is recognised that investment in public transport is needed, as such this option is being considered in detail as part of the options selection process. However, due to the issues listed above, it is anticipated that improvements to bus services and frequency will be as an important complimentary measure, rather than as a direct replacement for investment in the safety and quality of the road along this section of the N2 for all users.

