

# N2 Rath Roundabout to Kilmoon Cross

Public Consultation 01 – Post Consultation Report

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## Quality information

### Prepared by

Daniel Stewart  
Undergraduate Engineer

### Checked by

Daniel Yeates  
Graduate Engineer

### Approved by

Eoin Greene  
Technical Director

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## Distribution List

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Prepared for:

MEATH COUNTY COUNCIL



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meath county council

Prepared by:

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# Post Public Consultation Report

## 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 a technical Engineering consulting design team, ROD-AECOM, to progress the scheme development.

### 1.2 Public Consultation Overview

On 12<sup>th</sup> March 2020, a public consultation event on the N2 Rath Roundabout to Kilmoon Cross Scheme was held in the Pillo Hotel, Ashbourne. This was the first non-statutory public consultation held by the project team, this event was arranged with the purpose of seeking feedback on the study area, constraints and scheme options. Awareness for the consultation was generated using a range of different communication tools which promoted the consultation, ultimately leading to good public participation. Information received during the consultation is set out below.

Feedback from this non-statutory public consultation has been reviewed by ROD-AECOM and relevant feedback will inform the assessment of the Stage 1 options to determine which of these initial options will progress to the next stage of assessment. Once the Stage 2 options have been fully developed, 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 (January 2019), a Project Consultation Roadmap has been prepared which outlines each stage of non-statutory public consultation, as shown in Figure 1 below.

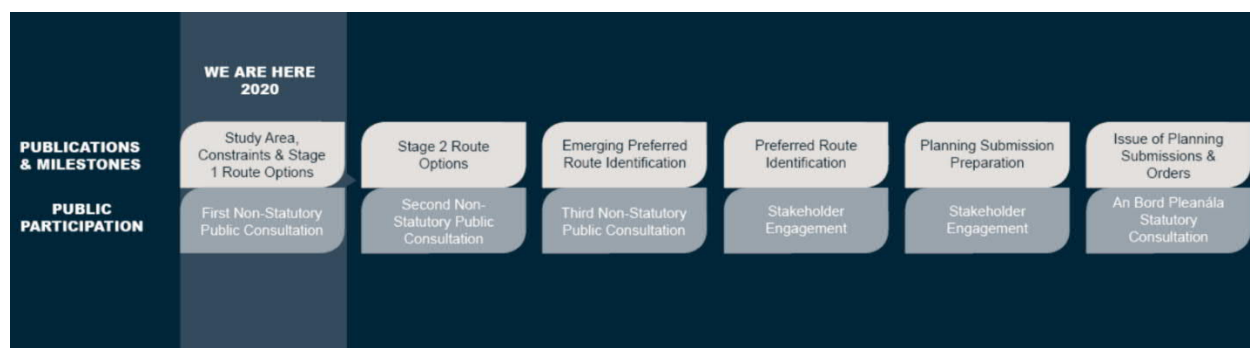


Figure 1 - Public Consultation Roadmap

The first non-statutory public consultation period ran from 12<sup>th</sup> March 2020 to 09<sup>th</sup> April 2020. The original closing date for submissions for the first period of non-statutory public consultation was the 27<sup>th</sup> March, however this was extended to the 9<sup>th</sup> April due to the COVID 19 restrictions which were implemented in March. This closing date was introduced to ensure that all submissions received before the 9<sup>th</sup> April were considered as part of the Stage 1 options section process. It was noted that any queries after this date could be sent on an ongoing basis and would be reviewed by the project team.

## **2. First Non-Statutory Public Consultation**

### **2.1 Pre-Consultation Preparation**

#### **2.1.1 Councillor Briefing**

Meath County Council and Fingal County Council issued an invite to their respective County Councillors for a pre-consultation briefing on the N2 Rath Roundabout to Kilmoon Cross Scheme, which took place in the weeks before the start of the public consultation period.

On March 10<sup>th</sup> March 2020, the Project Team made a presentation on the scheme to the Councillors for Meath County Council. The team made a similar presentation to councillors for Fingal County Council on 12<sup>th</sup> March 2020 in advance of the start of the public consultation. Information about the public consultation was presented, including the posters, information brochures and the questionnaires that would be provided to the public at the public consultation event that same week.

#### **2.1.2 Informing the Public**

The public were informed of the N2 Rath Roundabout to Kilmoon Cross Scheme through a variety of different media outlets, including the council websites, radio and newspaper adverts, social media, and finally the public consultation event. The publicity across different media outlets helped to promote the public consultation event, and to inform the public of the contact/inquiry methods available to them if they wished to contact either Meath County Council or the ROD-AECOM team.

#### **2.1.3 Project Website**

The N2 Rath Roundabout to Kilmoon Cross Scheme project website went live at 4pm on 12<sup>th</sup> March 2020, and can be accessed at [www.n2rath2kilmoon.ie](http://www.n2rath2kilmoon.ie).

The webpage provides background information for the scheme, detailing the need for the scheme and the parties involved. The Public Consultation Roadmap is displayed in this section which describes the current stage of ongoing public consultation.

The Publications section allows the public to download and view all the information which was provided at the public consultation event. It also includes drawings of the study area, the natural and artificial constraints and the Stage 1 options.

The questionnaire was provided on the website as a PDF file 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. This allowed members of the public who were unable to attend the public consultation to have their say on the project, thereby increasing the range of feedback obtained particularly given the COVID-19 restrictions which were announced on the day of the event, as this may have reduced the attendance at the event. The questionnaire can be viewed in Appendix A.

Information brochures were available to download on the project website and were also available to all in attendance at the Public Consultation event. The brochure explained the need for the scheme, the study area, scheme options and described the involvement of the public during the Public Consultation period. The brochure and insert can be viewed in Appendix B.

The contact section provided the public with contact details for Meath County Council and the ROD-AECOM team, including emails and postal addresses for both. There is an inquiries/feedback form which allows the public to submit queries alongside their name and email address. Queries submitted through the feedback form were directed to both the ROD-AECOM project team and Meath County Council. This feedback form continues to be live for informational queries post-consultation.

Sample images of the project website can be viewed in Appendix C.

#### 2.1.4 Radio Advertisement

The radio advertisement was played on LMFM from the 6<sup>th</sup> March through to the 12<sup>th</sup> of March, twice a day on the first 3 days and three times a day for the remainder. The advertisement provided information about the public consultation event that was taking place in the Pillo Hotel that week.

#### 2.1.5 Newspaper and Social Media Advertisements

The Public Consultation event was advertised in the local newspapers the *Meath Chronicle* and the *Fingal Independent*.

Event details were also shared on Facebook/Twitter by Meath County Council and Fingal County Council, with numerous councillors also sharing details about the event on their pages. The event was publicised on both Meath and Fingal County Council websites.

These advertisements can be viewed in Appendix D.

### 2.2 Public Consultation Event

The first non-statutory public consultation (PC1) took place at the Pillo Hotel, Ashbourne on 12th March from 4pm to 8pm. This was an overall successful event and the information provided was generally well received by those in attendance.

#### 2.2.1 Attendance

There was a sign in desk where attendees could sign in if they so wished, the attendance sheet had columns for attendee name, address, phone number and email address. Approximately 75 people attended the event excluding the Project Team members.

Those in attendance included landowners from within the study area, commuters from the wider area who use the route each day, councillors, TDs, and local business owners.

The event took place on the same day the Government had issued COVID 19 guidelines regarding indoor and outdoor gatherings which were due to be put in place at 5pm 12<sup>th</sup> March. These guidelines stated indoor events with over 100 people in attendance at one time should be cancelled due to the onset spread of Covid-19 in Ireland.

The ROD-AECOM and MCC team undertook a high level task hazard assessment prior to the public consultation to ensure appropriate measures were in place to mitigate against potential hazards posed by Covid-19.

These measures included providing hand sanitiser and displaying posters which advised against shaking hands. Plans were also set up to ensure that the number of attendees was kept comfortably below 100 at all times during the event.

The Covid-19 pandemic is likely to have had an effect on the number of attendees for the Public Consultation event and the subsequent measures put in place made it more difficult for many to submit feedback. This was addressed by extending the deadline for the submission of feedback by 2 weeks. This extension was announced via the project website as well as both the Meath County Council and Fingal County Council websites.

### 2.2.2 PC1 Display Information

The ROD-AECOM team had produced multiple drawings including the Artificial and Natural Constraints, Study Area and the Scheme Options. There were drawings showing each of the lettered corridor options separately alongside a combined drawing showing all corridor options. These drawings were displayed in addition to a poster detailing the other Stage 1 options such as the Traffic Management Options and Public Transport Options. Information Brochures were made available to all in attendance. Members of the design team as well as representatives from both Meath County Council and Fingal County Council were present to answer questions and inform attendees about the scheme, emphasising the importance of public feedback for the scheme via the questionnaire. The scheme information poster can be viewed in Appendix E and the scheme drawings can be viewed in Appendix F.

### 2.2.3 PC1 Feedback & Questionnaires

Most people in attendance recognised the need for the scheme, highlighting issues including congestion at peak times on the N2 as well as rat-running along the local roads to the east and west of the existing N2 mainline. Some people in attendance were concerned with the proximity of the offline routes to their property, the effects on local business along the route who would essentially be bypassed by the offline routes, as well as the impact that the definition of the study area had on planning applications in the area.

Questionnaires were made available both at the event and online. These could be filled out at the event, mailed to the design team/County Councils or could be scanned/electronically completed and sent by email. The questionnaire can be viewed in Appendix A.

## 2.3 PC1 Public Consultation Feedback & Submissions

### 2.3.1 Questionnaire Submissions

The Public Consultation period in which feedback/submissions could be submitted ran from March 12<sup>th</sup> to April 9<sup>th</sup>. During this period 54 submissions were received. There were 40 Questionnaires submitted (1 of which was a blank submission), 9 letters/emails and 5 responses using the website queries option (general queries were excluded here, only counting submissions which had enough information/opinions included as feedback).

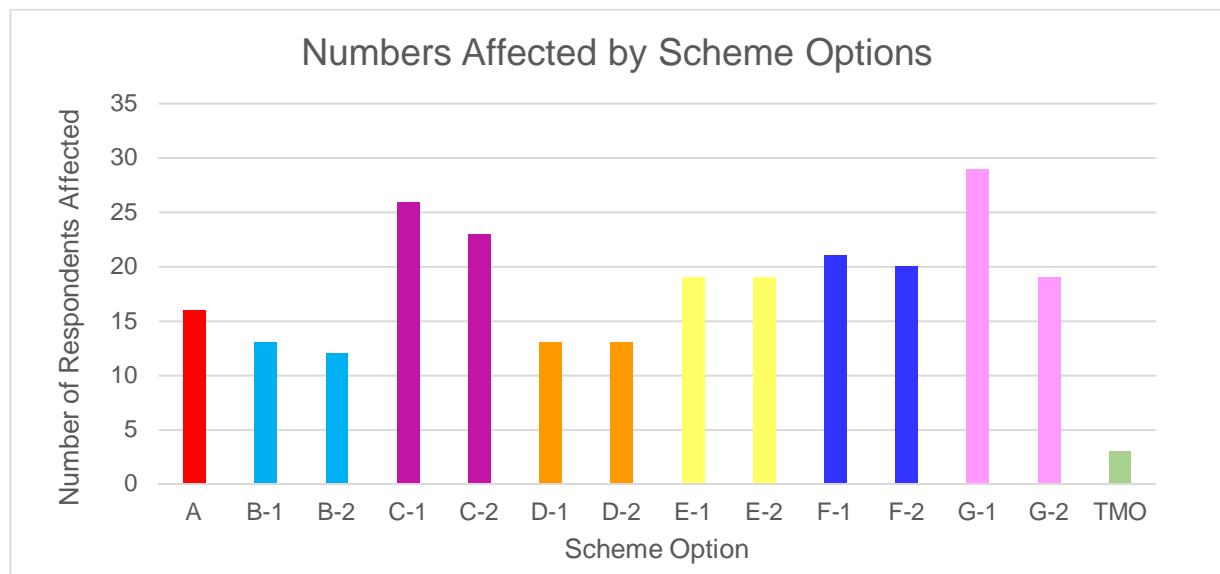
#### 2.3.1.1 Study Area Property Ownership

Of the 54 Respondents, 45 stated they lived/owned property within the study area. It is noted that two of these responses were completed by representatives acting on behalf of landowners in the area. Respondents who do not live/own property in the study area included Councillors, TDs, family members of landowners and commuters who use this section of road. The breakdown of property type is seen in Table 1 below:

**Table 1. Breakdown of Property Type**

Property Type	Number of Respondents
Residential	38
Farm	18
Commercial	13
Other	2





**Figure 2 - Respondents affected by each Scheme Option**

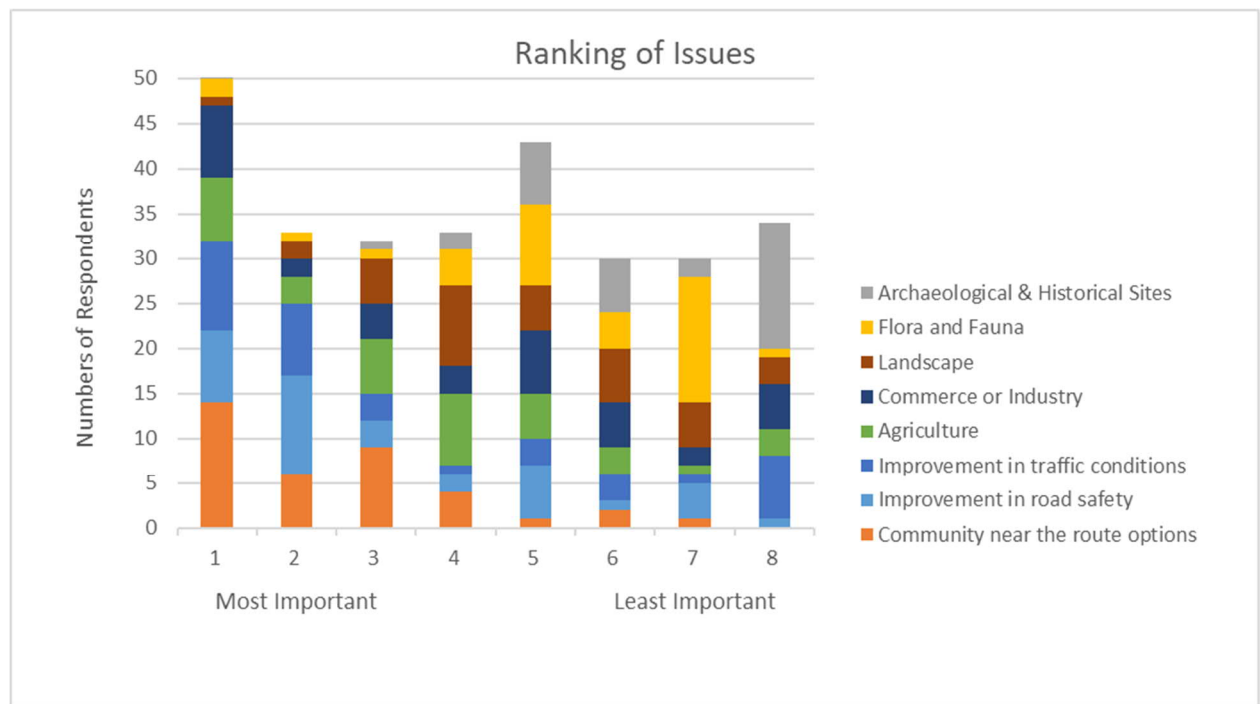
#### 2.3.1.3 Ranking the importance of Issues in relation to the Scheme

Respondents were given 8 issues and were asked to rank them in order of importance: 1 = most important; 8 = least important. The issues were:

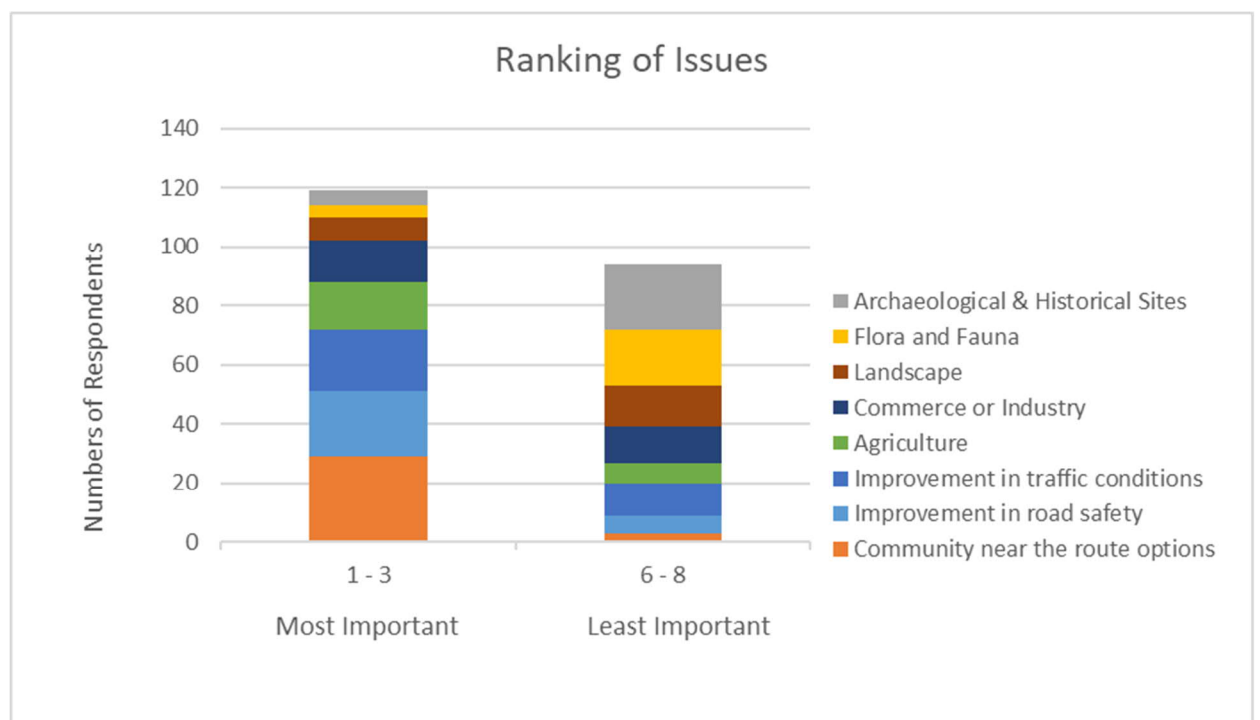
- Improvement in traffic conditions
- Community near the route options
- Archaeological & Historical Sites
- Flora & Fauna
- Improvement in road safety
- Agriculture
- Commerce or industry
- Landscape

Most respondents answered the question in the expected manner, ranking the issues 1-8. However, some respondents used the same number multiple times to imply equal importance, or only numbered the issues that affected them leaving some blank. This resulted in a higher number of issues getting ranked as most important, creating an uneven spread of results which is evident in the Figure 4 below.

To identify a clearer trend in the data, a graph was produced which showed a combined bar for issues ranked 1-3 and 6-8, shown in Figure 5. This identified which issues were ranked consistently high and low by respondents. The ranked order of most important issues was inverse to the rank of least important issues which justifies this method.



**Figure 3 - Ranking of Importance of Issues related to the Scheme**



**Figure 4 - Ranking of Importance of Issues related to the Scheme (High and Low ranking)**

### 2.3.2 Comments and other Feedback

There was a section at the end of the Questionnaire which allowed respondents to share feedback about the existing road and the implications of the scheme options. Nearly all respondents who completed the questionnaire completed this section resulting in a lot of feedback when combined with the feedback submitted via email / letter. Certain issues were repeatedly raised and will be discussed in more detail below:

#### 2.3.2.1 Traffic, Road Safety and the need for the Scheme

- Many 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 risky driving by those using these roads as a “rat run” and locals being unable to walk on these roads for fear of an accident.
- The increase in traffic due to Tayto Park is a recurring comment from many respondents, claiming that the volume of traffic during the Summer months and weekends due to Tayto Park in combination with the high speed of motorists using these roads has made them much more dangerous.
- The traffic lights at the Primatestown Junction are cited by several respondents as a main 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.

#### 2.3.2.2 Community Issues

- Many 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.
- Also highlighted by residents was the potential division of lands as a result of the scheme.

#### 2.3.2.3 Environmental & Noise Issues

- Many respondents commented on how some of the proposed routes go through a flood plain.
- The noise of cars on the new route was a major concern for many landowners in the area.
- Many respondents are concerned the scheme will damage the natural landscape of the area and the wildlife within the area.

#### 2.3.2.4 “Archaeological & Historical Issues

- Issues regarding Archaeological and Historical sites within the study area and surrounding area were raised by a large portion of respondents. One respondent gave an overview of the prehistoric sites in the wider Meath area which included three National Monuments at Windmill Hill, Fourknocks Passage Tomb at Stamullen, and finally the proximity of the site to Newgrange and the Hill of Tara.
- Multiple respondents explained the importance of the Crickstown Graveyard and Castle to the area.
- One respondent highlighted the commons area at Primatestown.

#### 2.3.2.5 Farm and Commercial Properties

- Approximately a third of the submissions were from those who owned a farm or agricultural lands within the study area, resulting in a lot of submissions from respondents who were worried about the future of their farm. Many respondents claimed the current traffic situation was not bad enough to justify the destruction of their lands.
- It was noted by several respondents associated with a large local family run business that the local businesses which relied on passing trade would be negatively affected by scheme.
- The lands zoned for employment use to the east of the existing N2 adjacent to the Rath Roundabout were mentioned by some respondents, highlighting the importance of these lands for the future development of the Ashbourne area.

#### 2.3.2.6 Other Comments

- The improvement of the public transport options in the study area was mentioned by several respondents as an alternative to an offline route option.
- One respondent gave a detailed recommendation of what they believed to be the best scheme option, paying particular attention to access to the industrial/employment lands at Rath Roundabout.
- A Meath County Councillor praised the scheme in their submission, emphasising the need for the scheme and its importance for connectivity to Dublin.
- A current TD and minister stated concerns for local businesses, farms and residents of the area in their submission.

### 3. Conclusion and Next Steps

The project team is thankful for all public engagement and feedback thus far, particularly those who attended the Public Consultation event, 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 second public consultation will take place later in 2020, during which the scheme options progressing to stage 2 of the options selection process 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 second public consultation. Instead this may be completed as publication of elements of the scheme electronically for comment.

Feedback from the second public consultation will then be considered by the Project Team as part of the options selection process before identifying an Emerging Preferred Route Corridor, at which point a third period of non-statutory public consultation will commence.

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

## Appendix A Questionnaire

### N2 Rath Roundabout to Kilmoon Cross Scheme Public Consultation 01 Study Area, Constraints & Scheme Options March 2020



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meath county council



Please complete the Questionnaire and hand it in at the Public Consultation Day or  
mail/email to:

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)

1. Name: \_\_\_\_\_
2. Address: \_\_\_\_\_
3. Telephone No: \_\_\_\_\_
4. Do you live or own property in the Study Area? Yes [ ] No [ ]
5. Description of Property: Residential [ ] Farm [ ]  
Commercial [ ] Other [ ]

Other/Additional Details: \_\_\_\_\_

6. Do you own, rent or occupy property on or adjacent to any or all of the Scheme Options?  
Yes [ ] No [ ]

7. If yes, which Scheme Option affects the property?

- |               |                               |               |
|---------------|-------------------------------|---------------|
| Route A [ ]   | Route B-1 [ ]                 | Route B-2 [ ] |
| Route C-1 [ ] | Route C-2 [ ]                 | Route D-1 [ ] |
| Route D-2 [ ] | Route E-1 [ ]                 | Route E-2 [ ] |
| Route F-1 [ ] | Route F-2 [ ]                 | Route G-1 [ ] |
| Route G-2 [ ] | Traffic Management Option [ ] |               |

Please turn over

8. In your opinion, how important in relation to this project are the following?

Rank 1-8 in order of importance: 1 = most important; 8 = least important

Improvement in traffic conditions [ ]

Improvement in road safety [ ]

Community near the route options [ ]

Agriculture [ ]

Archaeological & historical sites [ ]

Commerce or industry [ ]

Flora and fauna [ ]

Landscape [ ]

9. Please use the space below for any comments you may wish to make regarding the Study Area / Proposed Scheme Options:

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



Tionscadal Éireann  
Project Ireland  
2040



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Fingal County Council  
Comhairle Contae Fhine Gall



Thank you for your input

## Appendix B Information Brochure

### B.1 Brochure



### Public Consultation 01 Study Area, Constraints, & Scheme Options March 2020



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



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Project Ireland  
2040



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## The Need For The Scheme

Meath County Council is working in partnership with Fingal County Council and in association with Transport Infrastructure Ireland, to develop a scheme along a section of the N2 between Rath Roundabout and Kilmoon Cross. The scheme name is N2 Rath Roundabout to Kilmoon Cross.

This scheme is referenced in a number of policy documents including the National Planning Framework (Ireland 2040), the National Development Plan (2018-2027) and the National Transport Authority's Transport Strategy for the Greater Dublin Area. The scheme is located immediately north of Ashbourne and forms part of the N2 National Primary route which links Dublin to Derry. The proposed project Study Area traverses County Meath and County Dublin.

The N2 between Rath Roundabout and Kilmoon Cross currently has a substandard alignment and safety is compromised due to a number of at-grade junctions and private accesses along the existing road. This section of the N2 experiences a number of existing traffic problems including major delays and long tailbacks from the signalised junction at Primatestown in the morning and evening peak periods. This scheme intends to improve journey times, journey time reliability and to reduce stop-start traffic on the N2 corridor. The scheme also intends to address the environmental and safety impacts associated with these traffic problems.

## What's Happening Now?

Meath County Council have recently commissioned a technical engineering consulting design team, ROD-AECOM, to progress the scheme development. The project team is currently working through the Options Selection phase. This is the first non-statutory public consultation and we are seeking your feedback on the study area, constraints and scheme options.

## Study Area

ROD-AECOM has defined a study area and is in the process of identifying artificial and natural constraints within the study area. These include local Economic, Engineering and Environmental constraints. The study area is shown on Drawing 1.

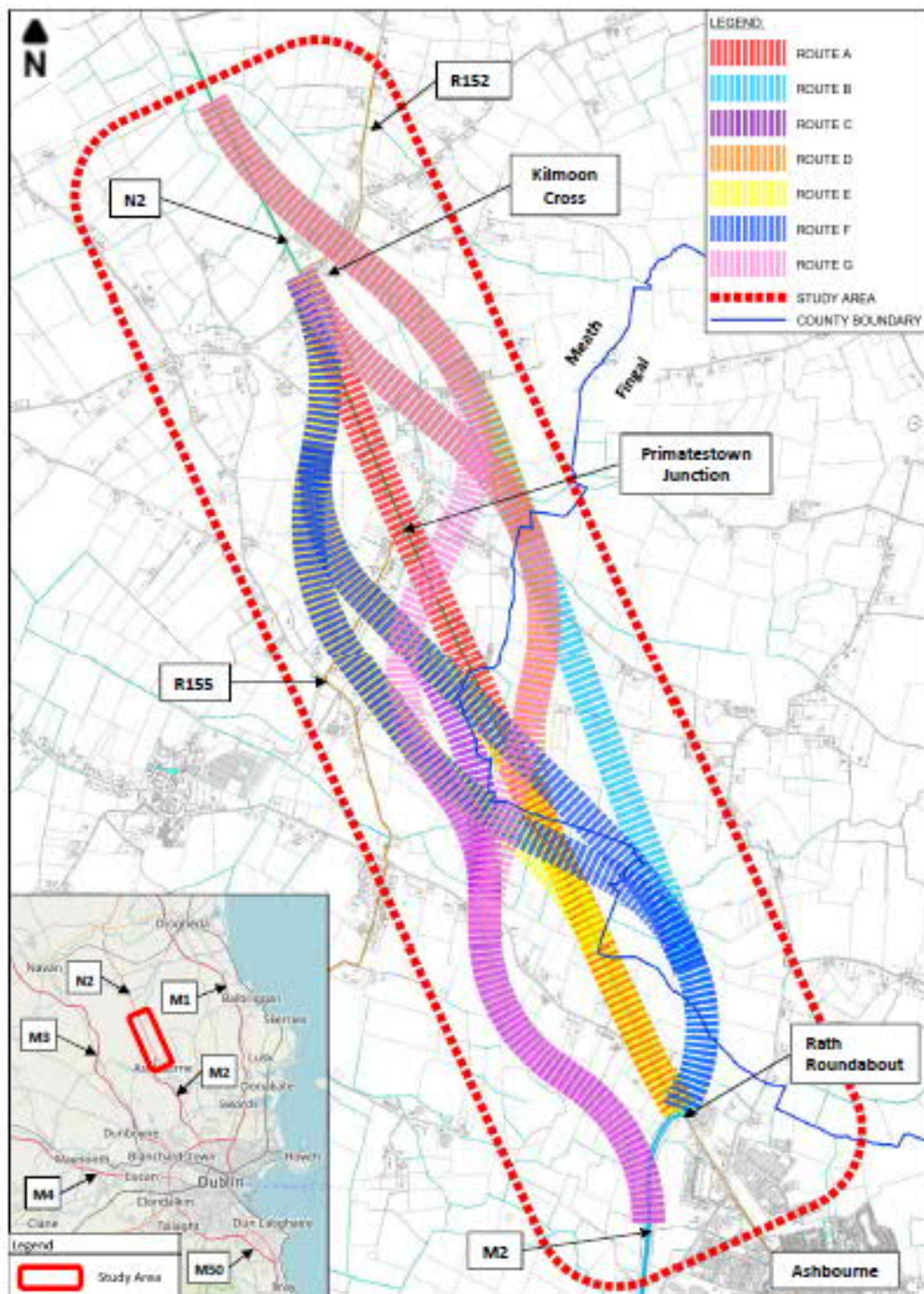
## Scheme Options

Following definition of the study area, a range of feasible scheme options have been identified within the study area, these are outlined below.

- **Traffic Management Option** – utilising existing junctions and improvements with the existing road boundary, and management of demand and access control
- **Public Transport Options** – consideration and assessment of any feasible public transport solution which meet the project objectives
- **Online Widening Option** – Route Corridor A on Drawing 1 involves online widening of the existing N2 mainline
- **Offline Route Corridor Options** – Route Corridors B, C, D, E, F and G on Drawing 1 are the offline route corridor options which have been developed. Within each of these route options are sub-options giving a total of 12 offline route options to be assessed. These offline route corridor options are shown in more detail in the brochure insert.

N2 – Public Consultation 01 – Brochure – March 2020

Drawing 1 – Feasible Route Corridor Options & Scheme Study Area



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N2 – Public Consultation 01 – Brochure – March 2020

## What Happens Next?

Following the presentation and consideration of the information gathered from the consultation and questionnaires, the project team will refine the feasible route options, public transport options and traffic management options.

**Public Consultation  
12<sup>th</sup> March 2020**

**Finalise Option Selection**

**Preliminary Design +  
Environmental Evaluation**

**Statutory Process**

**Detailed Design, Procurement  
& Construction**

\*all subject to funding and approvals

## Your Involvement

Please examine the study area, constraints and scheme options, and let your comments be known by completing the questionnaire.

Completed questionnaires may be handed in at the consultation or mailed / emailed to the adjacent address preferably by Friday 27<sup>th</sup> March.

Any ongoing scheme queries that you may have after this date can be mailed / emailed to the adjacent address on an ongoing basis and 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)

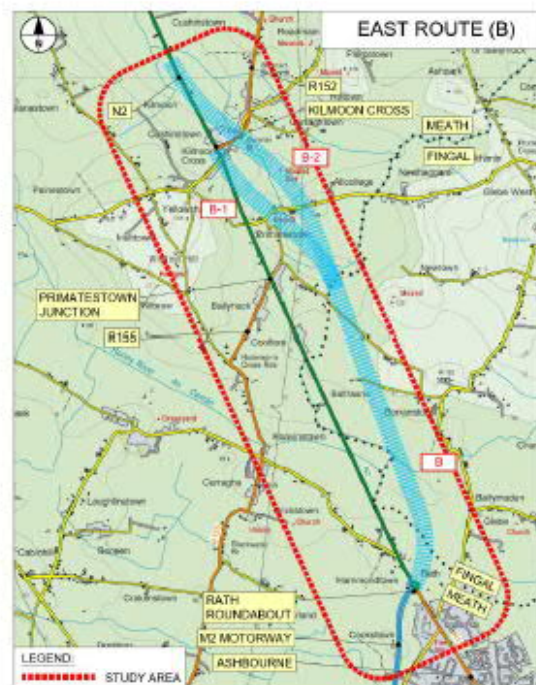
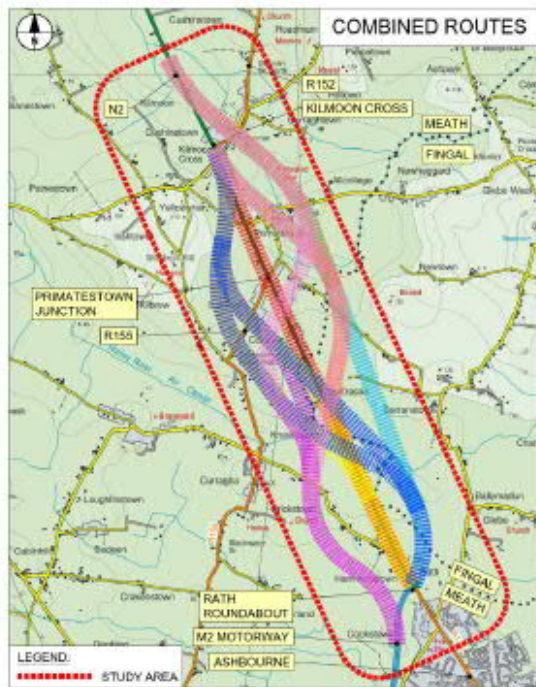


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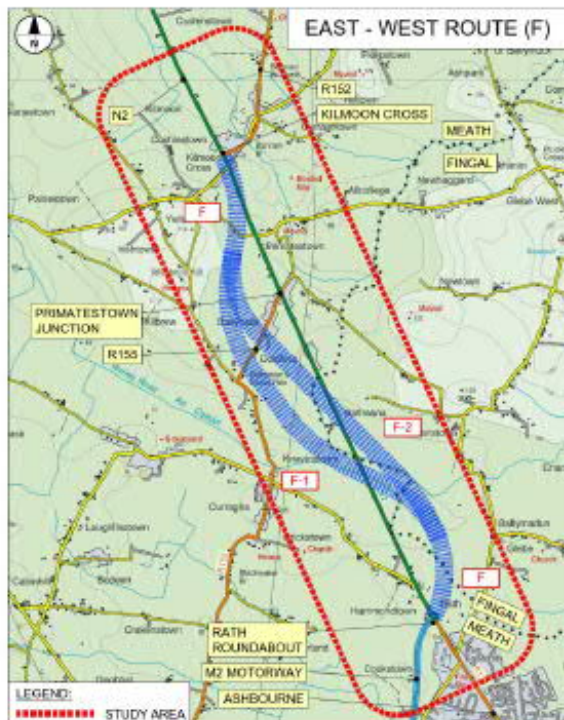


## B.2 Brochure Insert

### N2 – Public Consultation 01 – Brochure – March 2020



N2 – Public Consultation 01 – Brochure – March 2020



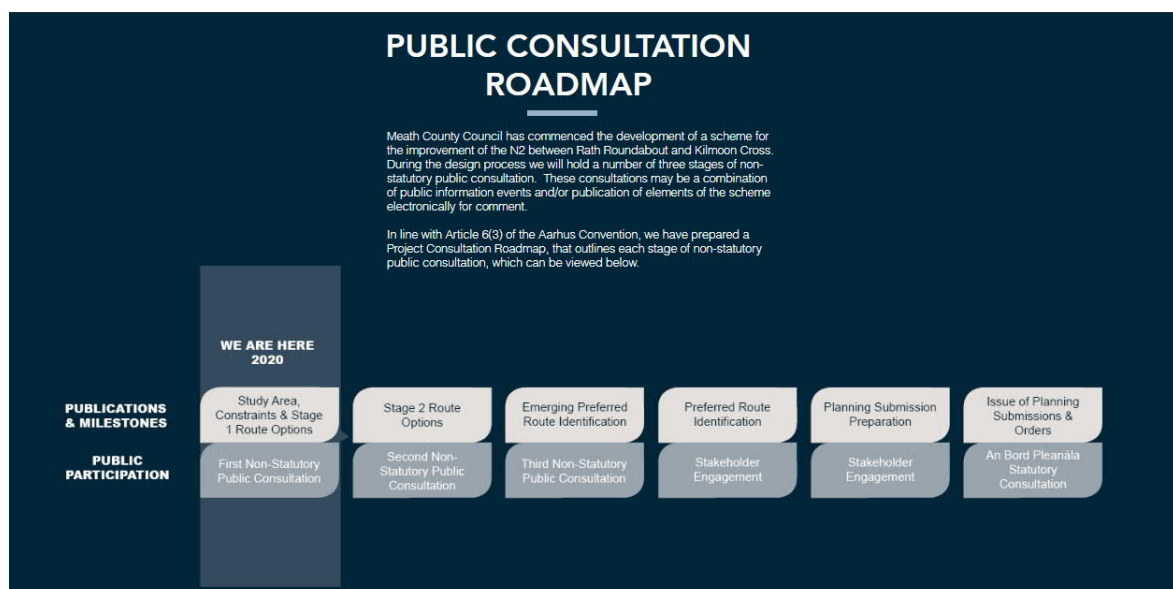
## Appendix C Project Website

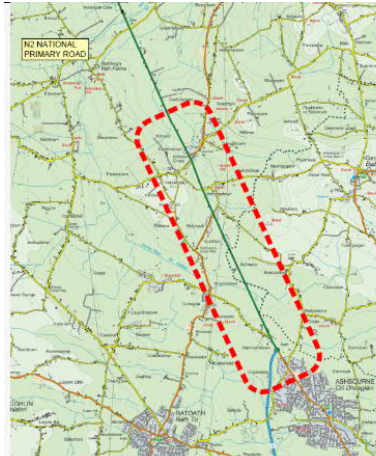


### FIRST PUBLIC CONSULTATION DAY – Study Area, Constraints and Scheme Options

Meath County Council in conjunction with Fingal County Council held a Public Consultation on the 12th March in relation to the N2 Rath Roundabout to Kilmoon Cross Scheme. Due to the Covid-19 outbreak the deadline for return of feedback in relation to this scheme has been extended to the 9th April 2020.

*Disclaimer: Options remain a work in progress and are subject to further change / refinement as the Route Selection process advances.*



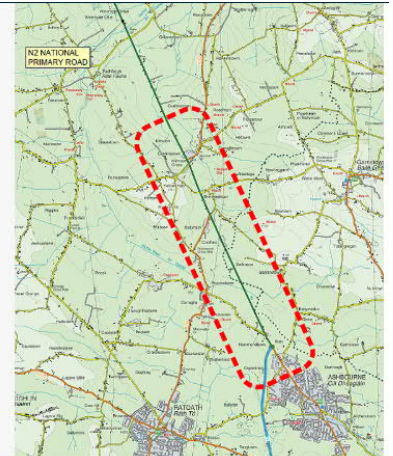


## ABOUT THE SCHEME

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## PUBLICATIONS

First Public Consultation Day –  
Study Area, Constraints and Scheme Options 12th March 2020

### Study Area


 [Study Area HERE](#)

### Constraints

 [Artificial Constraints HERE](#)

 [Natural Constraints HERE](#)

### Brochure & Questionnaire

 [Questionnaire HERE](#)

 [Brochure HERE](#)

 [Poster HERE](#)

### Scheme Options

 [Stage 1 Route Corridors Combined HERE](#)

 [Stage 1 Route Corridors Individual \(1 of 2\) HERE](#)

 [Stage 1 Route Corridors Individual \(2 of 2\) HERE](#)

# CONTACT

AECOM – Roughan O'Donovan have been appointed by Meath County Council to provide engineering, traffic modelling and environmental consultancy services in relation to the proposed N2 Rath Roundabout to Kilmoon Cross Scheme.

## Inquiries

All queries and comments in relation to this project can be submitted below.

## Contact Us

Enter Your Name

Enter Your Email

Enter Your Subject

Enter your message

## Postal Submissions

Meath County Council

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

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

## Engineering Design Consultants

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

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



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## Appendix D Advertisements

### D.1 Text for Newspaper Advertisement

**Meath Chronicle Notice (two weeks) & Fingal Independent**  
for Edition dated Sat 7<sup>th</sup> March 2020 – available on Wed 4<sup>th</sup> March 2020 &  
for Edition dated Sat 29<sup>th</sup> Feb 2020 – available Wed 26<sup>th</sup> Feb 2020

#### Public Consultation on

#### N2 Rath Roundabout to Kilmoon Cross

Meath County Council in conjunction with Fingal County Council has commenced 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 a public consultation. To facilitate participation in the consultation, Meath County Council and the Design Consultants ROD/AECOM are holding a public information event in The Pillo Hotel, Rath, Ashbourne on Thursday 12<sup>th</sup> March 2020 between 4pm and 8pm.

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

### D.2 Published Newspaper Advertisement – Meath Chronicle

**€500k for Navan Kingscourt greenway**

**ANN KASEY**

THE first phase of the Navan Kingscourt Greenway has been given the green light with funding of €500,000 announced last week by Minister Michael Ring.

The funding will allow the construction of the Greenway from Navan to Kingscourt in the first phase of what will eventually be a Greenway along the length of the old rail

way line to Kingscourt.

Work is due to start in the next few weeks on the Navan Kingscourt Greenway which will take in part of the Greenway and there are also proposals and funding for a looped walk from Castlepark to the Greenway.

Minister James McDermott says:

"The Greenway will be a focus to towns and villages along the route. It will help to create jobs and boost the local services sector as well as being a fantastic amenity for the local communities. We have seen the success of Greenways across Ireland over the last number of years. I am very excited to see funding now in place, so that we can develop our own Greenway here in Meath."

"I want to pay particular tribute to Cllr Eugene Cassidy who has worked so diligently on this project for many years. I will continue to work with Eugene, Meath Co Council and all other stakeholders to ensure that this project is delivered for Meath."

Cllr Cassidy said the Navan to Kingscourt phase is only the start. "When complete, it will be every step as beautiful as the Great Western to Mayo and the Waterford Greenway. It will be a fabulous amenity not just to North Meath but the whole of the county. It will be of great benefit to the towns and villages along the route and a flood-relief study already completed shows it will generate €5.9 million annually to the local economy."

He pointed out that funding was allocated last year for the looped walkways at Castlepark and Kingscourt which will add to the attraction of the Greenway.

"All going well the Navan/Kingscourt work should begin this summer," he said.

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

**Roads Act, 1993**  
**Road Regulations, 1994**  
**PROPOSED TEMPORARY CLOSURE OF ROADS IN CONNECTION WITH ST. PATRICK'S DAY PARADES ON TUESDAY, 17TH MARCH, IN NAVAN & ASHBOURNE**

Meath County Council intends to temporarily close the following roads/roads to facilitate the holding of St. Patrick's Day parades:

**NAVAN**  
Kingscourt Street & Kennedy Plaza car-park from 8.00am to 8.30pm

**ASHBOURNE**  
Deane Street from 1.00pm to 4.30pm  
Village Road from 2.00pm to 4.30pm  
Frederick Street from 2.00pm to 4.30pm  
Remonstrance Street from 9.00am to 4.30pm

Parking Restrictions on Castle Street to allow access around village

Alternative Routes: (Division signs will be in place)

Local Access: Residents and property holders will be facilitated throughout the closure period

Submissions and observations to the proposed temporary road closures may be made in writing to the Transportation Department, Meath County Council, Bessie House, Dublin Road, Navan, Co. Meath, C15 1Y91 or by email: [transport@meathcoco.ie](mailto:transport@meathcoco.ie) or alternatively from our website: [www.meathcoco.ie/roads](http://www.meathcoco.ie/roads) on or before **Monday, 2nd March, 2020**

**COMMUNITY AMENITY PROJECT SCHEME 2020**

Applications are invited from individuals within the County and registered with the Public Participation Network (PPN) for the development of sporting, recreational, environmental, amenity, heritage and cultural facilities.

The Community Amenity Project Scheme is a grant scheme which is administered by Meath County Council subject to availability of funding. The scheme provides financial support to Community Amenity Projects and registered with the Public Participation Network (PPN) for the development of sporting, recreational, environmental, amenity, heritage and cultural facilities.

The maximum project application is €20,000 with a maximum project expenditure of €100,000 per Municipal District per annum.

Further details and application forms can be obtained from the Community Amenity Project Scheme, Bessie House, Navan, Co. Meath, C15 1Y91 or by email: [community@meathcoco.ie](mailto:community@meathcoco.ie) or alternatively from our website: [www.meathcoco.ie/amenity](http://www.meathcoco.ie/amenity) on or before **Monday, 2nd March, 2020**

**HOUSING (MISCELLANEOUS PROVISIONS) ACT 2014 SECTION 15 (1)**

To: Owners of Reg. of 18 or Other's Park, Tabbart, County Meath

Meath County Council has reason to believe that the dwelling situated at 18 or Other's Park, Tabbart, County Meath, which, sit. no. 10, is under section 15 of the Housing Act 2004, is in a state of disrepair and is unfit for human habitation and that the owner is not taking any steps to remedy the disrepair and is not taking any steps to remedy the disrepair and is not taking any steps to remedy the disrepair.

It is hereby required to inform Meath County Council in writing within a period of 14 days of the date of service of this notice if you intend to carry out any works to the dwelling or to the land on which the dwelling is situated.

You are advised that if at the end of the 14 days period from the date of service of this notice you do not inform Meath County Council in writing of any intention to carry out any works to the dwelling or to the land on which the dwelling is situated, then Meath County Council will carry out the works to the dwelling or to the land on which the dwelling is situated and the cost of the works will be recovered from you.

Meath County Council will carry out the works to the dwelling or to the land on which the dwelling is situated and the cost of the works will be recovered from you.

Signed 10<sup>th</sup> of February 2020  
Signed on behalf of the Council: Anne Heffernan, Administrative Officer

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

Meath County Council, in conjunction with Fingal County Council, has commenced 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 to participate in a public consultation.

To facilitate participation in the consultation, Meath County Council and the Design Consultants ROD/AECOM are holding a public information event in The Pillo Hotel, Rath, Ashbourne on Thursday 12<sup>th</sup> March 2020 between 4pm and 8pm.

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

**www.meath.ie**

**Roads Act, 1993**  
**Road Regulations, 1994**  
**TEMPORARY CLOSURE OF ROAD REGIONAL ROAD R-163 AT CASTLEPARKS BRIDGE, CASTLEPARKS, SLANE**

Meath County Council intends to temporarily close the following road/road to facilitate the holding of St. Patrick's Day parades:

Regional Road R-163 at Castle Parks Bridge, Castle Parks, Slane

The closure is required to facilitate the holding of St. Patrick's Day parades.

The closure will commence at 9.00am on Monday, 9<sup>th</sup> March, 2020 and continue to 4.30pm on Tuesday, 10<sup>th</sup> March, 2020.

Alternative Routes:

Castledaree to the R-163

Take the R-163 eastbound towards Rathfriland for a distance of 1.2km to the junction with the R-163. At the junction with the R-163, turn left and travel for a distance of 0.8km to the junction with the R-163. At the junction with the R-163, turn right and continue for a distance of 1.2km to the junction with the R-163. At the junction with the R-163, turn right and travel for a distance of 1.2km to the junction with the R-163. At the junction with the R-163, turn right and travel for a distance of 1.2km to the junction with the R-163.

Overnight signs will be in place. Local Access will be facilitated.

**Roads Act, 1993**  
**Road Regulations, 1994**  
**PROPOSED TEMPORARY CLOSURE OF NS1 SLANE ROAD, NAVAN, CO. MEATH**

Meath County Council intends to temporarily close the following road/road to facilitate the holding of St. Patrick's Day parades:

NS1 Slane Road, Navan, Co. Meath

The closure is required to facilitate the holding of St. Patrick's Day parades.

The closure will commence at 9.00am on Monday, 9<sup>th</sup> March, 2020 and continue to 4.30pm on Tuesday, 10<sup>th</sup> March, 2020.

Alternative Routes:

Slane to the R-163

Take the R-163 eastbound towards Rathfriland for a distance of 1.2km to the junction with the R-163. At the junction with the R-163, turn left and travel for a distance of 0.8km to the junction with the R-163. At the junction with the R-163, turn right and continue for a distance of 1.2km to the junction with the R-163. At the junction with the R-163, turn right and travel for a distance of 1.2km to the junction with the R-163.

Overnight signs will be in place. Local Access will be facilitated.

**www.meath.ie**

Fingal Independent Digital Edition - Fingal Independent - 25 Feb 2020 - Page #4

FINGAL INDEPENDENT | Tuesday, February 25, 2020



Baldrygan Chamber CEO, Maurice O'Halloran

"You get the occasional low level of theft but nothing of huge significance that I'm aware of anyway, and I'll be in contact with gardai regularly and they're not telling me otherwise."

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## Appendix E Information Poster

### E.1 Scheme Options Poster

N2 – Public Consultation 01 – March 2020

#### Scheme Options

##### Route Corridor Options

The feasible route options are set out in the table below. These route options consist of 200m wide corridors from within which a road alignment will be developed if the option is to be carried forward to the next stage of the options selection process.

Route Option	Route Colour	Route Description (From South to North)
A	Red	Online route that will involve widening of the existing N2 mainline between Rath Roundabout and Kilmoon Cross.
B-1	Light Blue	Offline route to the east of the existing N2 mainline. Southern tie-in location at Rath Roundabout, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
B-2	Light Blue	Offline route to the east of the existing N2 mainline. Southern tie-in location at Rath Roundabout, northern tie-in location with the existing N2 mainline to the north of Kilmoon Cross.
C-1	Purple	Offline route to the west of the existing N2 mainline. Southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
C-2	Purple	Offline route to the west of the existing N2 mainline. Southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
D-1	Orange	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
D-2	Orange	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline to the north of Kilmoon Cross.
E-1	Yellow	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
E-2	Yellow	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
F-1	Dark Blue	Offline route to the east of the existing N2 mainline, southern tie-in location at Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
F-2	Dark Blue	Offline route to the east of the existing N2 mainline, southern tie-in location at Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
G-1	Pink	Offline route to the west of the existing N2 mainline, southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline to the north of Kilmoon Cross.
G-2	Pink	Offline route to the west of the existing N2 mainline, southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.



#### Traffic Management and Public Transport Alternatives

In addition to the feasible route options that have been developed for the preliminary options assessment, the project team have looked into other potential alternatives which include a number of incremental traffic management components as well as public transport alternatives.

##### Traffic Management Alternatives

The project team have been looking at a range of alternative components that were both feasible and helped address the project objectives. Each component was evaluated on both feasibility and whether the component could fulfil all or part of the project objectives. Following the evaluation, the final components were combined to form a 'Managed' option that will be assessed as part of the preliminary options assessment. This option included:

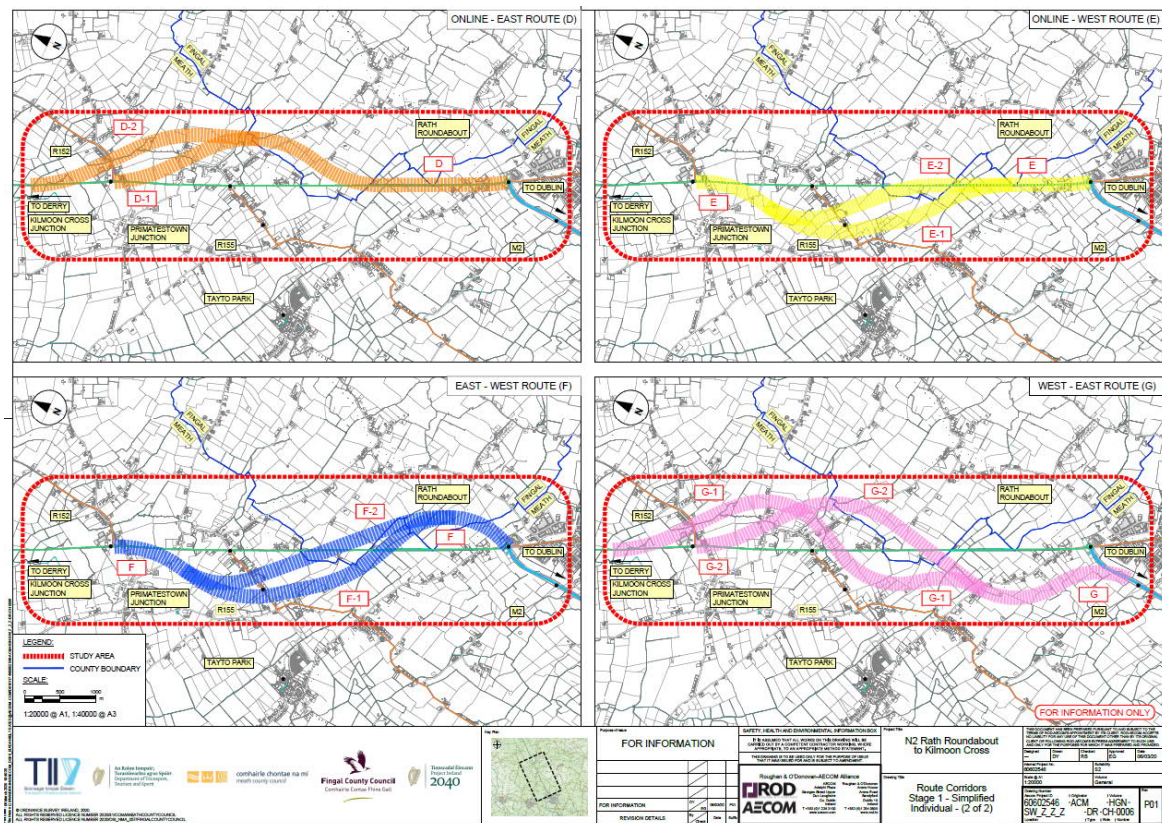
- Increased Capacity at junctions through the provision of extra lanes where there is available space and improvement of those junctions;
- Access control at junctions;
- Provision of further bus services along this corridor to encourage a modal shift to public transport; and
- Demand management measures to help reduce the traffic numbers.

##### Public Transport Alternatives

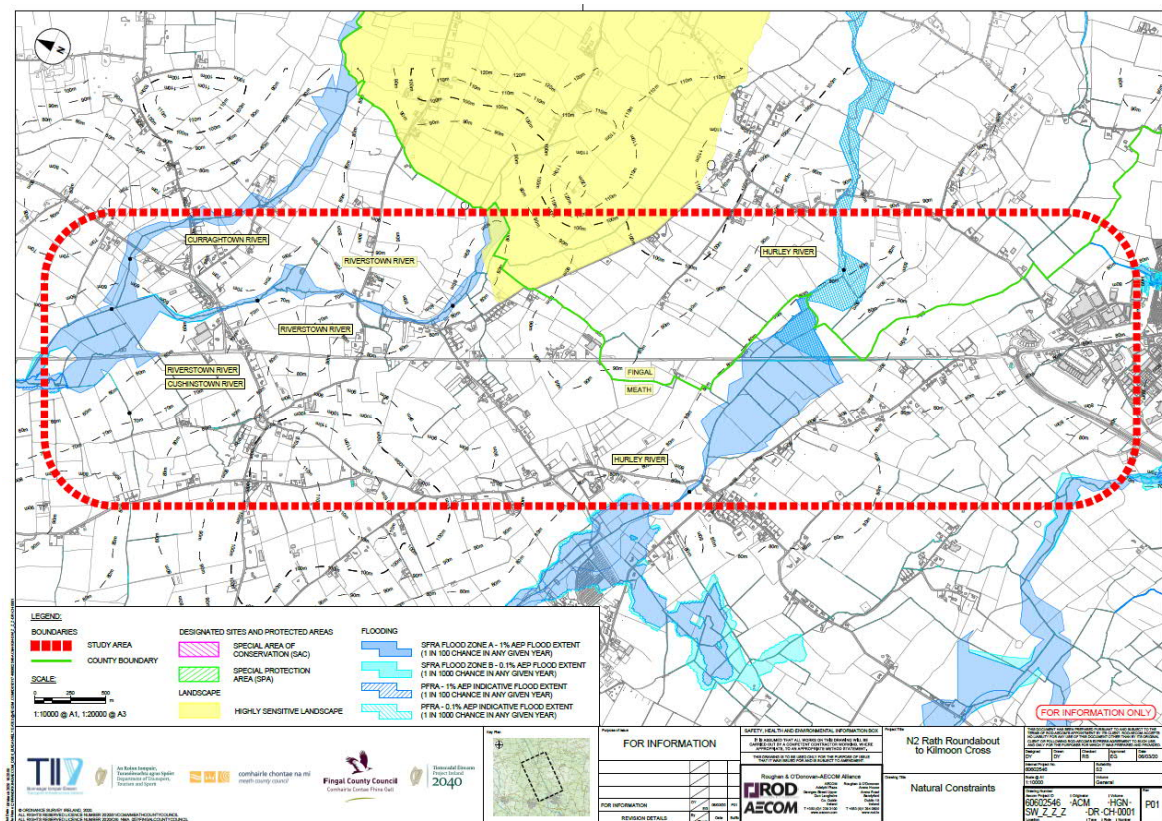
The implementation of public transport alternatives has also been considered as an alternative option for meeting the scheme objectives. This included the consideration of public transport alternatives such as rail as well as a light rail extension of the proposed Finglas LUAS line. These rail/light rail options were not brought forward to the preliminary options assessment as they were assessed to be economically unfeasible at this time and do not meet the project objectives. The provision of bus lanes and a park & ride facility adjacent to the N2 were also evaluated as part of the preliminary options assessment and are likely to also be considered further in the later assessment phases as complimentary elements of a number of the route corridor options.



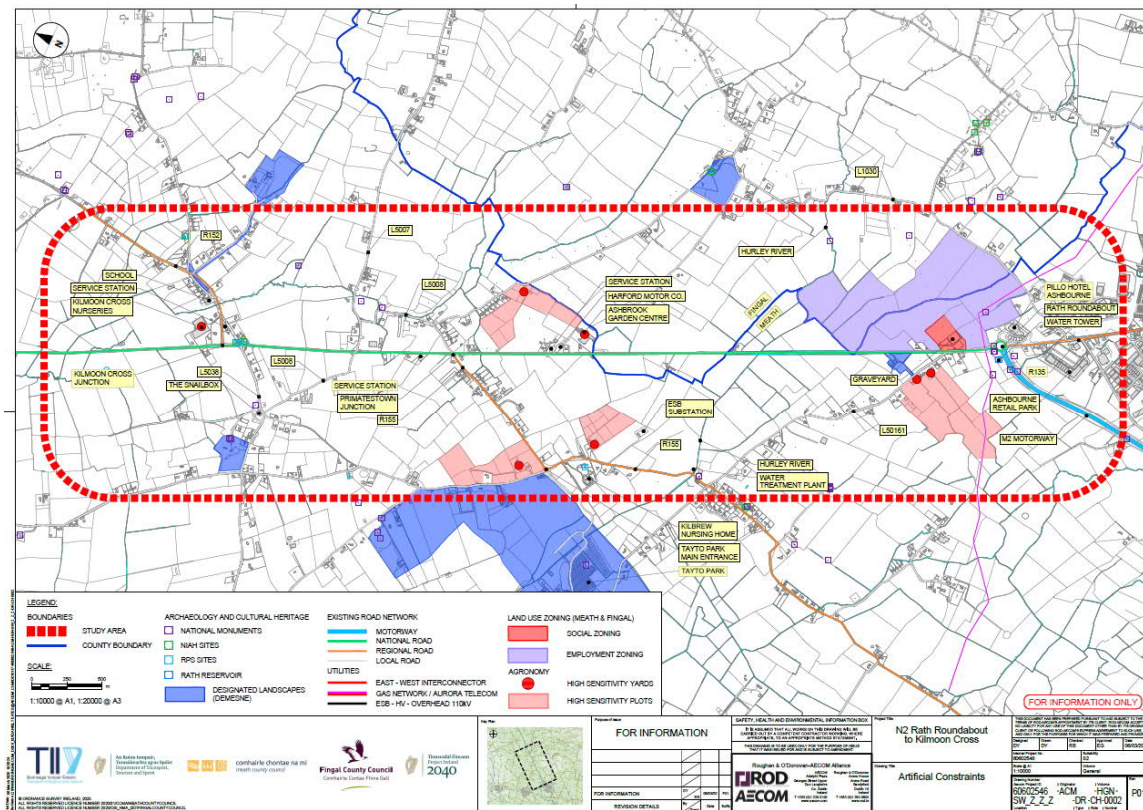
## F.3 Simplified Route Corridors Individual (2 of 2)



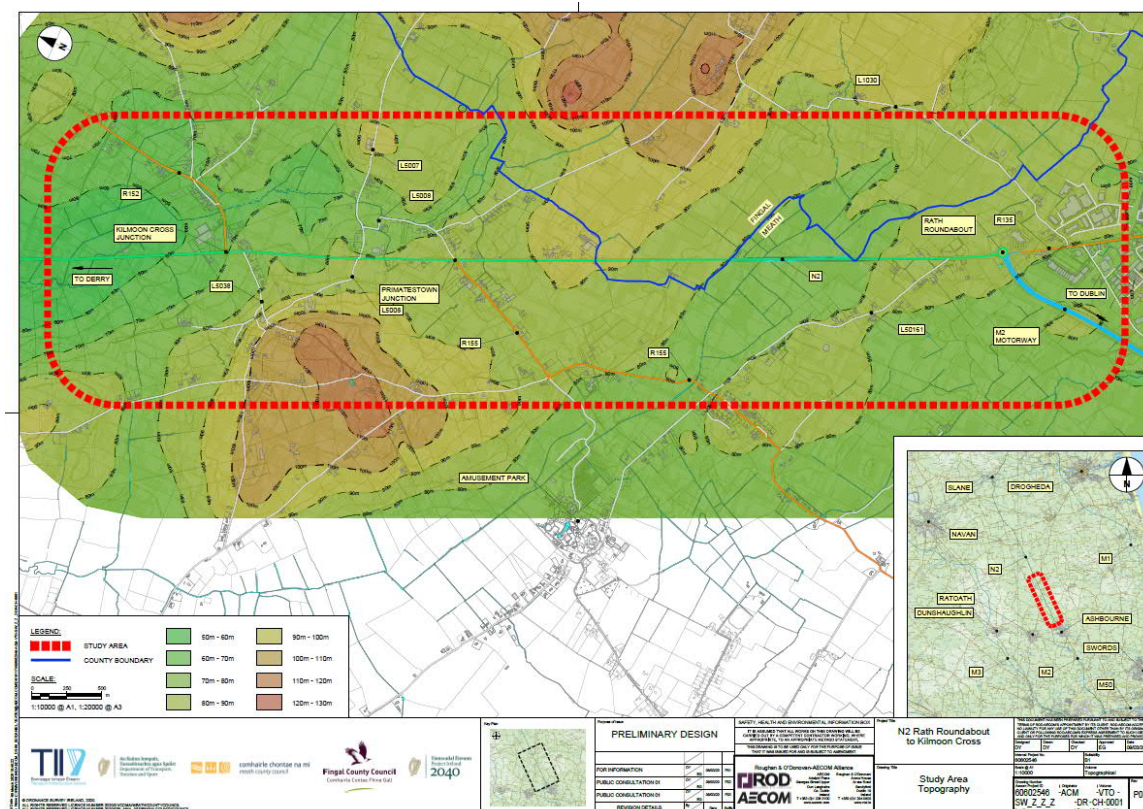
## F.4 Natural Constraints



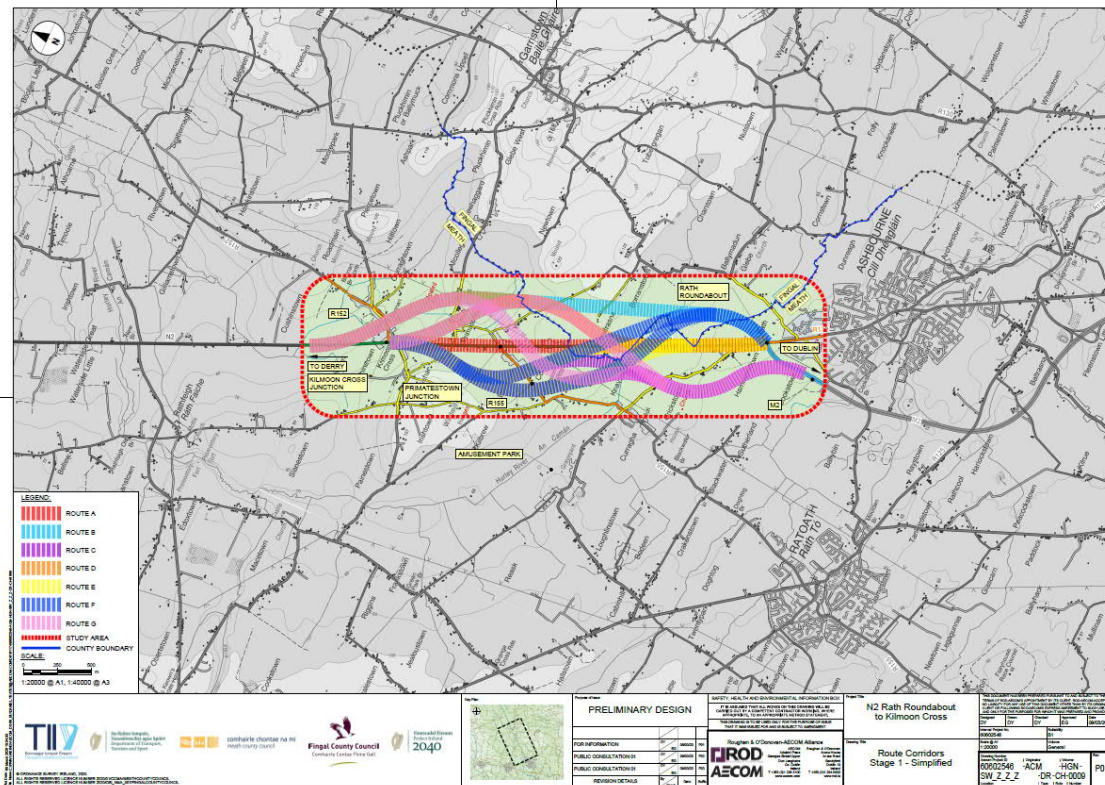
## F.5 Artificial Constraints



## F.6 Study Area Topography



## F.7 Route Corridors Simplified 1



## F.8 Route Corridors Simplified 2

