

Emerging Preferred Option - Benefits

 Economy	The provision of a more efficient transport network will assist in greater operational efficiencies as the regional population increases, thereby facilitating the sustainable development of the region. Improvements to the journey times and reliability of the N2 corridor will encourage an increased mode share for buses along the corridor.
 Safety	The provision of a Dual Carriageway cross-section and the removal of direct accesses and sub-standard junctions will reduce the frequency and severity of collisions. This will improve safety for all road users.
 Environment	Improvements to air quality and a reduction in the level of noise in the various settlements along the corridor are anticipated. The online section will reduce landscape and visual effects, limit the area of direct habitat loss, and minimise impacts on groundwater by confining these impacts to the existing N2 corridor.
 Accessibility & Social Inclusion	Accessibility to employment, education, healthcare in Ashbourne and the wider Dublin region as well as Dublin Airport will be improved for all social groups, in particular vulnerable groups.
 Integration	Alignment with the following National Strategic Outcomes (NSO) from the National Planning Framework (NPF): NSO 2 - Enhanced Regional Accessibility / NSO 3 - Strengthened Rural Economies and Communities / NSO 4 - Sustainable Mobility / NSO 6 - High-Quality International Connectivity / NSO 7 - Enhanced Amenities and Heritage.
 Physical Activity	The provision of a shared pedestrian & cycle facility on the existing N2 will facilitate an uptake in active travel. This provides an opportunity to connect the local communities of Curragha, Primatestown, and Cushinstown with Ashbourne and enhance the amenity along the existing N2 corridor.



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.

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 third round of public consultation on the Emerging Preferred Option. In accordance with TII's Project Management Guidelines this consultation forms part of the Stage 3 Option Selection Process and is a follow on from the second public consultation, held in August 2020.

At the second public consultation, feedback was gathered on a number of Route Options (D-1, E-1, E-2, F-2) as well as alternatives (Do Nothing, Do Managed, Public Transport). This feedback was considered during the Stage 2 assessment, during which the options and alternatives were assessed under the Common Appraisal Framework (CAF) criteria of Environment, Economy, Safety, Accessibility & Social Inclusion, Integration and Physical Activity. Following on from the Stage 2 assessment, Route Option E-2 was identified as the emerging preferred option for the scheme. This is shown in the drawing overleaf.

Due to the current Covid-19 restrictions, it is not possible to arrange a formal event with you in the local area at this time. Instead a virtual consultation room has been developed which can be accessed via the project website (www.n2rath2kilmoon.ie) containing all the information that would normally be displayed at such an event.

Emerging Preferred Option Summary

The emerging preferred option (Route Option E-2) corridor shown is 250m wide, with large junction corridors shown at the southern tie-in at Rath and the northern tie-in at Kilmoon. The corridors shown do not represent the actual width of the road scheme or the lands to be acquired – the corridors indicate the lands within which the proposed scheme could be developed. The exact details of the land take, earthworks, junction and side road design and property impacts will be developed during the next phase of the planning and design process.

A dual carriageway road cross-section has been initially selected for the proposed mainline as part of the Emerging Preferred Option. The existing N2 is shown to be retained to provide local access, with a reduced single carriageway road cross-section. The provision of cycle & pedestrian improvements is proposed along the existing N2 between Ashbourne & Cushinstown. This will encourage the uptake of sustainable active travel modes and improve the amenity value of the local area.

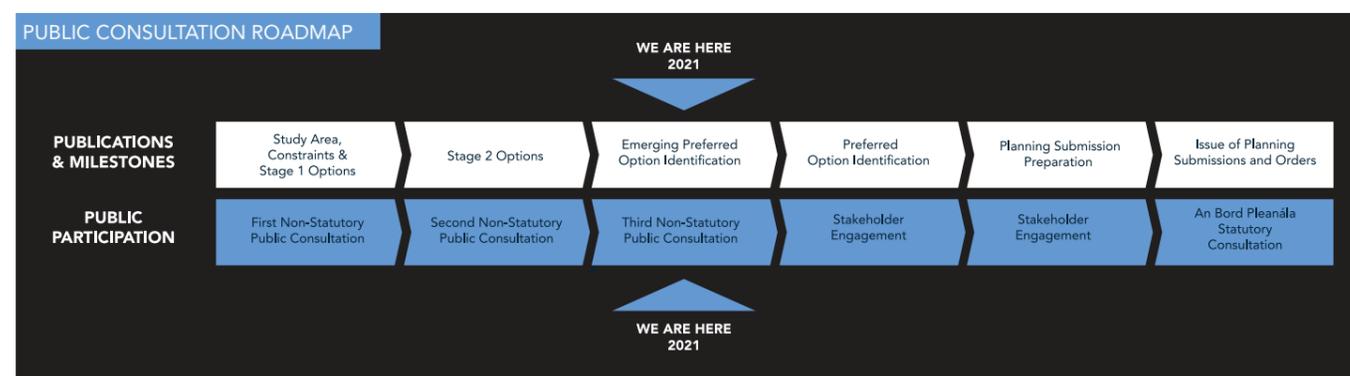
Your Involvement

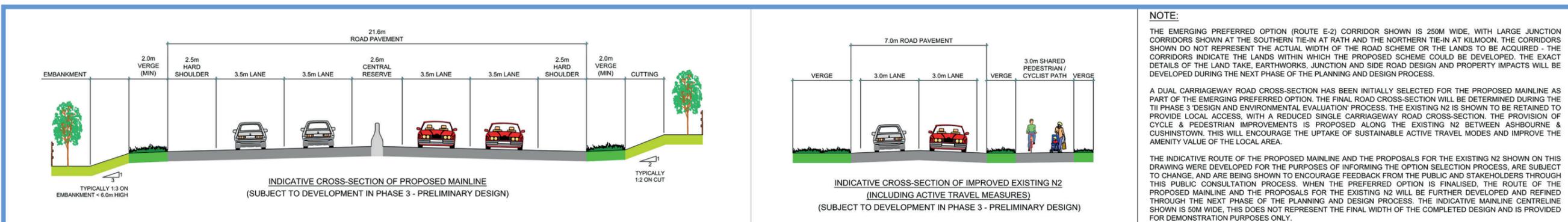
This Emerging Preferred Option public consultation period will run between 4th March and 25th March 2021. Virtual meetings can be arranged with the project team via the virtual consultation room which can be accessed on the project website (www.n2rath2kilmoon.ie).

During this public consultation we are inviting feedback on the Emerging Preferred Option. Submissions can be made electronically via the virtual consultation room which can be accessed on project website (www.n2rath2kilmoon.ie), or by completing the enclosed feedback form. Any ongoing project queries can be sent to the project email address (N2Rath2Kilmoon@aecom.com).

What Happens Next?

The Project Team will review and consider all submissions received in response to the Emerging Preferred Option and will then finalise the Stage 3 - Preferred Option process. Following confirmation of the Preferred Option, the Project Team will then further develop the Design, undertaking additional environmental and technical surveys and assessments.



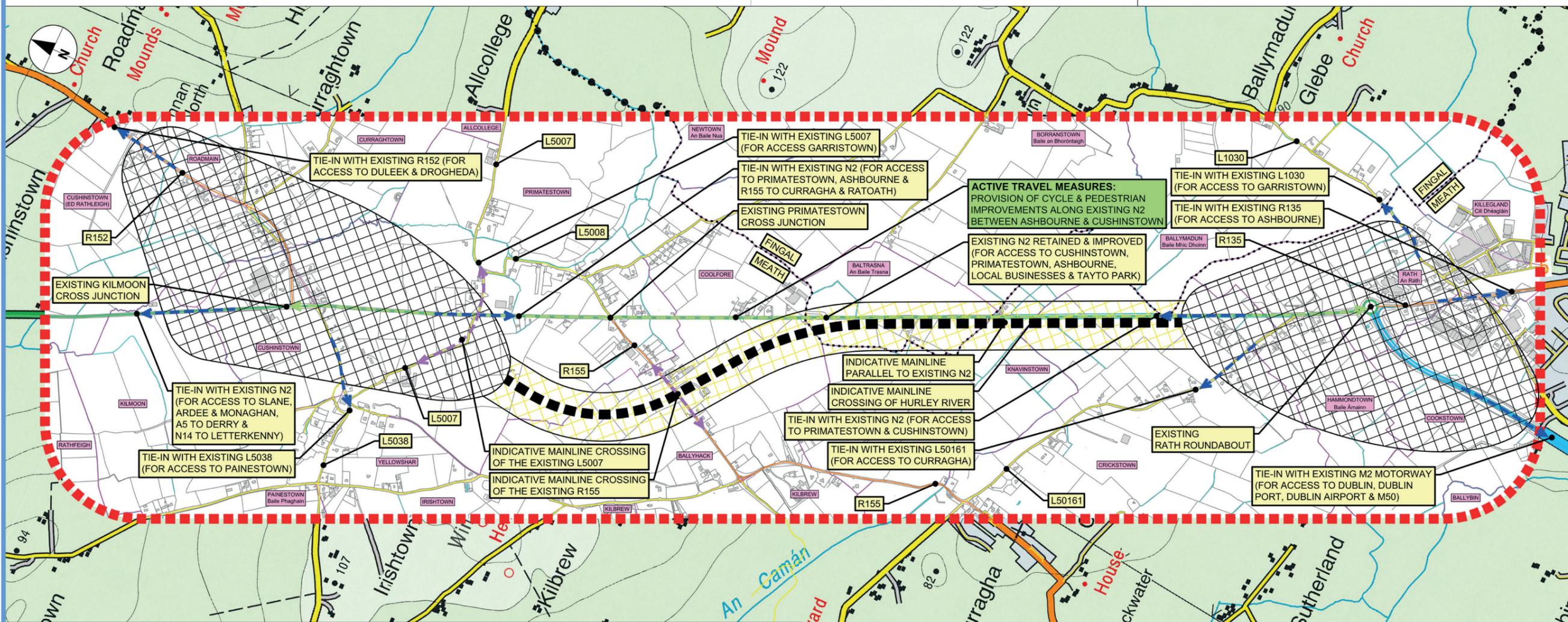


NOTE:

THE EMERGING PREFERRED OPTION (ROUTE E-2) CORRIDOR SHOWN IS 250M WIDE, WITH LARGE JUNCTION CORRIDORS SHOWN AT THE SOUTHERN TIE-IN AT RATH AND THE NORTHERN TIE-IN AT KILMOON. THE CORRIDORS SHOWN DO NOT REPRESENT THE ACTUAL WIDTH OF THE ROAD SCHEME OR THE LANDS TO BE ACQUIRED - THE CORRIDORS INDICATE THE LANDS WITHIN WHICH THE PROPOSED SCHEME COULD BE DEVELOPED. THE EXACT DETAILS OF THE LAND TAKE, EARTHWORKS, JUNCTION AND SIDE ROAD DESIGN AND PROPERTY IMPACTS WILL BE DEVELOPED DURING THE NEXT PHASE OF THE PLANNING AND DESIGN PROCESS.

A DUAL CARRIAGEWAY ROAD CROSS-SECTION HAS BEEN INITIALLY SELECTED FOR THE PROPOSED MAINLINE AS PART OF THE EMERGING PREFERRED OPTION. THE FINAL ROAD CROSS-SECTION WILL BE DETERMINED DURING THE TII PHASE 3 'DESIGN AND ENVIRONMENTAL EVALUATION' PROCESS. THE EXISTING N2 IS SHOWN TO BE RETAINED TO PROVIDE LOCAL ACCESS, WITH A REDUCED SINGLE CARRIAGEWAY ROAD CROSS-SECTION. THE PROVISION OF CYCLE & PEDESTRIAN IMPROVEMENTS IS PROPOSED ALONG THE EXISTING N2 BETWEEN ASHBOURNE & CUSHINSTOWN. THIS WILL ENCOURAGE THE UPTAKE OF SUSTAINABLE ACTIVE TRAVEL MODES AND IMPROVE THE AMENITY VALUE OF THE LOCAL AREA.

THE INDICATIVE ROUTE OF THE PROPOSED MAINLINE AND THE PROPOSALS FOR THE EXISTING N2 SHOWN ON THIS DRAWING WERE DEVELOPED FOR THE PURPOSES OF INFORMING THE OPTION SELECTION PROCESS. ARE SUBJECT TO CHANGE, AND ARE BEING SHOWN TO ENCOURAGE FEEDBACK FROM THE PUBLIC AND STAKEHOLDERS THROUGH THIS PUBLIC CONSULTATION PROCESS. WHEN THE PREFERRED OPTION IS FINALISED, THE ROUTE OF THE PROPOSED MAINLINE AND THE PROPOSALS FOR THE EXISTING N2 WILL BE FURTHER DEVELOPED AND REFINED THROUGH THE NEXT PHASE OF THE PLANNING AND DESIGN PROCESS. THE INDICATIVE MAINLINE CENTRELINE SHOWN IS 50M WIDE, THIS DOES NOT REPRESENT THE FINAL WIDTH OF THE COMPLETED DESIGN AND IS PROVIDED FOR DEMONSTRATION PURPOSES ONLY.



LEGEND:

GEOGRAPHICAL FEATURES	EXISTING ROAD NETWORK	EMERGING PREFERRED OPTION	TIE-INS, CROSSINGS & ACTIVE TRAVEL
STUDY AREA	MOTORWAY	INDICATIVE 50M WIDE MAINLINE CENTRELINE	INDICATIVE TIE-IN WITH EXISTING ROAD
COUNTY BOUNDARY	NATIONAL ROAD	INDICATIVE 250M WIDE ROUTE E-2 CORRIDOR	INDICATIVE MAINLINE CROSSING OF LOCAL / REGIONAL ROAD
TOWNLAND BOUNDARY	REGIONAL ROAD	INDICATIVE JUNCTION CORRIDOR	INDICATIVE ACTIVE TRAVEL MEASURES ON EXISTING N2
EXISTING WATERCOURSE	LOCAL ROAD		

FOR INFORMATION

FOR INFORMATION	DY	11/02/21	P01
FOR INFORMATION	LB	17/02/21	P02
PUBLIC CONSULTATION 3	LB	22/02/21	P03
PUBLIC CONSULTATION 3	DY	24/02/21	P04
REVISION DETAILS	By	Date	Issue

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

Roughan & O'Donovan-AECOM Alliance

ROD AECOM

N2 Rath Roundabout to Kilmoon Cross

Public Consultation 3 Phase 2 - Stage 3 Emerging Preferred Option OSi Mapping

SCALE:
0 250 500 m
1:10000 @ A1, 1:20000 @ A3

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Designed	Drawn	Checked	Approved	Date
	DY	RL	LB	24/02/21
Internal Project No:	Suitability			
60602546	S2			
Scale @ A1	Volume			
1:10000	General			
Drawing Number	Originator	Volume	Rev	
60602546	ACM	HGN	P04	
SW_Z_Z_Z	DR	CH-0055		
Location	Type	Role	Number	