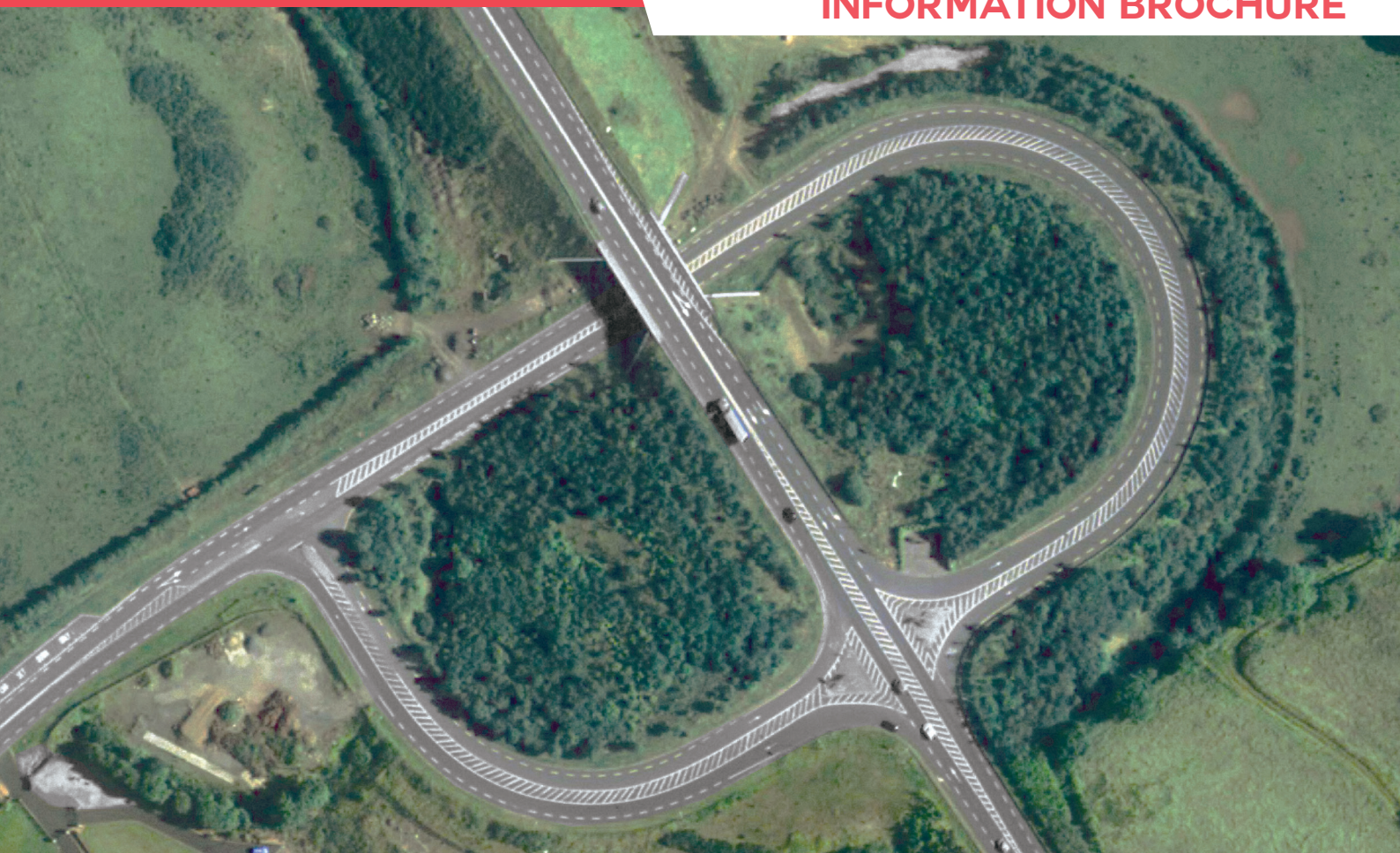


# N2 ARDEE TO CASTLEBLAYNEY ROAD SCHEME

AUGUST 2020

## INFORMATION BROCHURE



## EMERGING PREFERRED ROUTE CORRIDOR PUBLIC CONSULTATION 3

## //PROJECT DESCRIPTION

Monaghan County Council is working in partnership with Louth County Council and in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 32km section of the N2/A5 Dublin-Derry Road. The proposed project is in Counties Monaghan and Louth, between Ardee and Castleblayney. This project is called the N2 Ardee to Castleblayney Road Scheme.

This is an important project to enhance key North/South and Regional connectivity and to improve road safety. Monaghan County Council has appointed Jacobs Consulting Engineers (Jacobs) to advance the project through the planning and design process. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making at each stage.

Following the second consultation and completion of Stage 2 of the Option Selection Process by the Project Team, the 'Emerging Preferred Route Corridor' has now been identified in accordance with TII's 'Project Management Guidelines'.

## //PROJECT BACKGROUND

The N2 Dublin to Derry route is a national primary road linking Dublin to Northern Ireland and the north west of the country, passing through the towns of Slane and Ardee, and bypassing Carrickmacross, Castleblayney and Monaghan before becoming the A5 as it passes through Northern Ireland.

In March 2007 the Chancellor of the UK Exchequer and the Taoiseach announced a major new roads programme that included the A5 Western Transport Corridor from Aughnacloy to Derry (A5 WTC). This major infrastructural project aims to upgrade over 85km of the A5 route in Northern Ireland to dual carriageway standard. Monaghan County Council is also working on a scheme to upgrade 28km of the N2 between Clontibret and the Northern Ireland Border.

Along with other improvements planned on the N2/A5 route, the proposed N2 Ardee to Castleblayney Road Scheme will significantly improve transport connectivity and provide more efficient access to other strategic national roads such as the N33/M1, N52 and N53.

## //WHAT'S HAPPENING NOW

The Project Team has undertaken an appraisal of the Route Corridor Options published in November 2019 and has considered feedback received through the second non-statutory public consultation to identify an 'Emerging Preferred Route Corridor'. This is Stage 2 of the Option Selection Process as defined in TII's 'Project Management Guidelines'.

An Emerging Preferred Route Corridor is the Route Corridor Option that has been assessed as providing the optimum combination of benefits and impacts with regard to the 6 criteria to be considered for road transport projects:

- Economy
- Safety
- Environment
- Accessibility and Social Inclusion
- Integration
- Physical Activity

The Emerging Preferred Route Corridor is typically 400m wide. The 400m 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 N2 road 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.

The Emerging Preferred Route Corridor public consultation period will run for six weeks between 25th August and 5th October 2020. During this public consultation we are inviting feedback on the Emerging Preferred Route Corridor. Submissions can be made electronically via the project website [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie) or by completing a feedback form and returning it to the Freepost address.

## //NEXT STEPS

Feedback and submissions received through this 3rd non-statutory public consultation will be considered by the Project Team before a Preferred Route Corridor ('Preferred Option') is finalised. The Phase 2 Option Selection process will then be complete and the 'Option Selection Report' and 'Preferred Route Corridor' will be published. As indicated on the Public Consultation Roadmap on the next page, this is expected to take place in 2020/2021. Updates, news and details will be published on [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie) and through local press and media.

After a Preferred Route Corridor is finalised the next Phase of the planning and design process can commence (subject to relevant approvals), which will include identifying the landtake required, junction and access designs and the preparation of an Environmental Impact Assessment Report. During this phase further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.

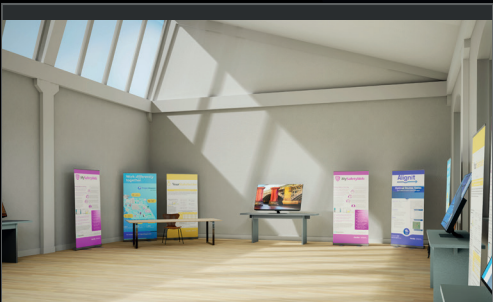
## //PUBLIC CONSULTATION

This is the third non-statutory public consultation for the N2 Ardee to Castleblayney Road Scheme. As before, all information will be published on the project website [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie), and in response to the COVID-19 restrictions around holding public events, an online public consultation experience has been developed on the website. This online public consultation experience will allow stakeholders and the general public to view maps, project information and express their opinion in a safe and accessible environment.

It is understood that online information cannot be accessed by everyone, and to this end a range of options are available for people to speak directly with and meet members of the Project Team, including:

- Through the project phonenumber, where members of the team will be available to give an overview of the project and answer general questions.
- Email queries will be accepted throughout the public consultation period.
- During the first 3 weeks of the public consultation period, 25th August – 11th September, members of the public can arrange meetings with a member of the Project Team by phone or using digital technologies.
- During the second 3 weeks of the planned consultation period, 14th September – 2nd October, in-person meetings will be available by appointment at venues in Monaghan Town and Carrickmacross. These in-person meetings will allow for social distancing and will adhere to all COVID-19 guidelines and restrictions to safeguard the health of the public and staff.

Anyone affected by the Emerging Preferred Route Corridor or with an interest in the scheme is encouraged to make an appointment to speak with or meet the Project Team. Please contact us on 087 340 3786, email [ArdeeCastleblayney@N2MonaghanLouth.ie](mailto:ArdeeCastleblayney@N2MonaghanLouth.ie), or book online via the project website [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie).



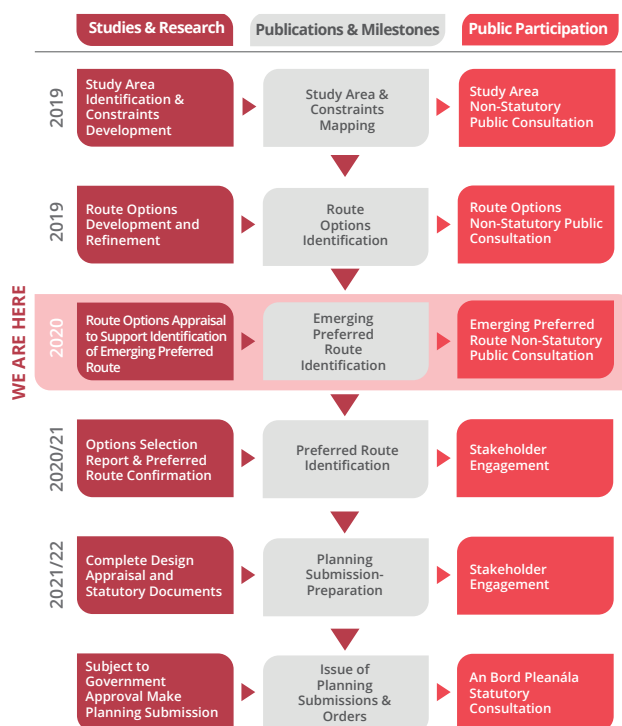
**Enter the online public consultation experience via the project website**

- Read the information at your own pace via the Online Public Consultation Experience.

**Still have a question?**

- Book an appointment. Meetings can be facilitated online or face-to-face.

## //PUBLIC CONSULTATION ROADMAP



## //HOW TO MAKE A SUBMISSION

A feedback form accompanies this brochure. A feedback form can also be downloaded or submitted in the online public consultation experience within the project website: [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie)  
Please make submissions in relation to the Emerging Preferred Route Corridor by 5th October 2020.

Submissions can also be made via the following methods:

**Post:** FREEPOST N2 Ardee to Castleblayney Scheme, Monaghan County Council, County Offices,  
The Glen, Monaghan, H18 YT50

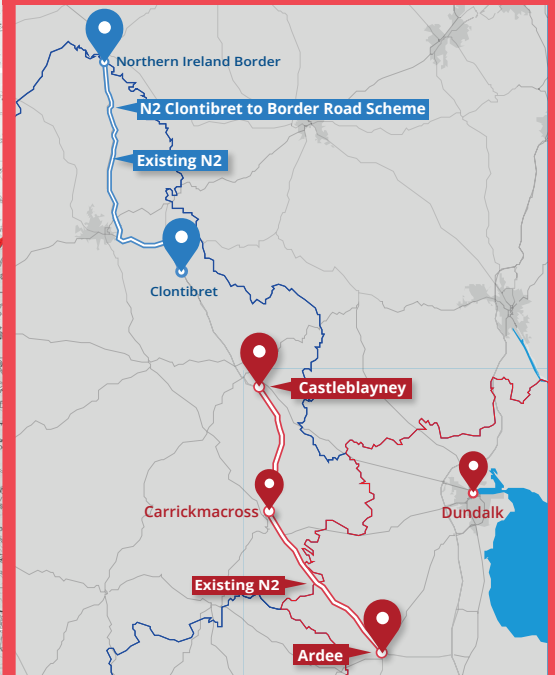
**Email:** [ArdeeCastleblayney@N2MonaghanLouth.ie](mailto:ArdeeCastleblayney@N2MonaghanLouth.ie)



## // ARDEE TO CASTLEBLAYNEY

### EMERGING PREFERRED ROUTE CORRIDOR MAP

Please see below a map of the Emerging Preferred Route Corridor, which can also be downloaded from the project website [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie). An A3 sheet accompanies this brochure, showing details of the indicative new N2 Route / junction locations, and details of the appraisal process used to determine the Emerging Preferred Route Corridor.



## N2 ARDEE TO CASTLEBLAYNEY ROAD SCHEME

### Legend

Note: Please read drawing from Ardee (Start) to Castleblayney (End)

— N2 Ardee to Castleblayney Road Scheme Study Area

— County Boundary

— National Border

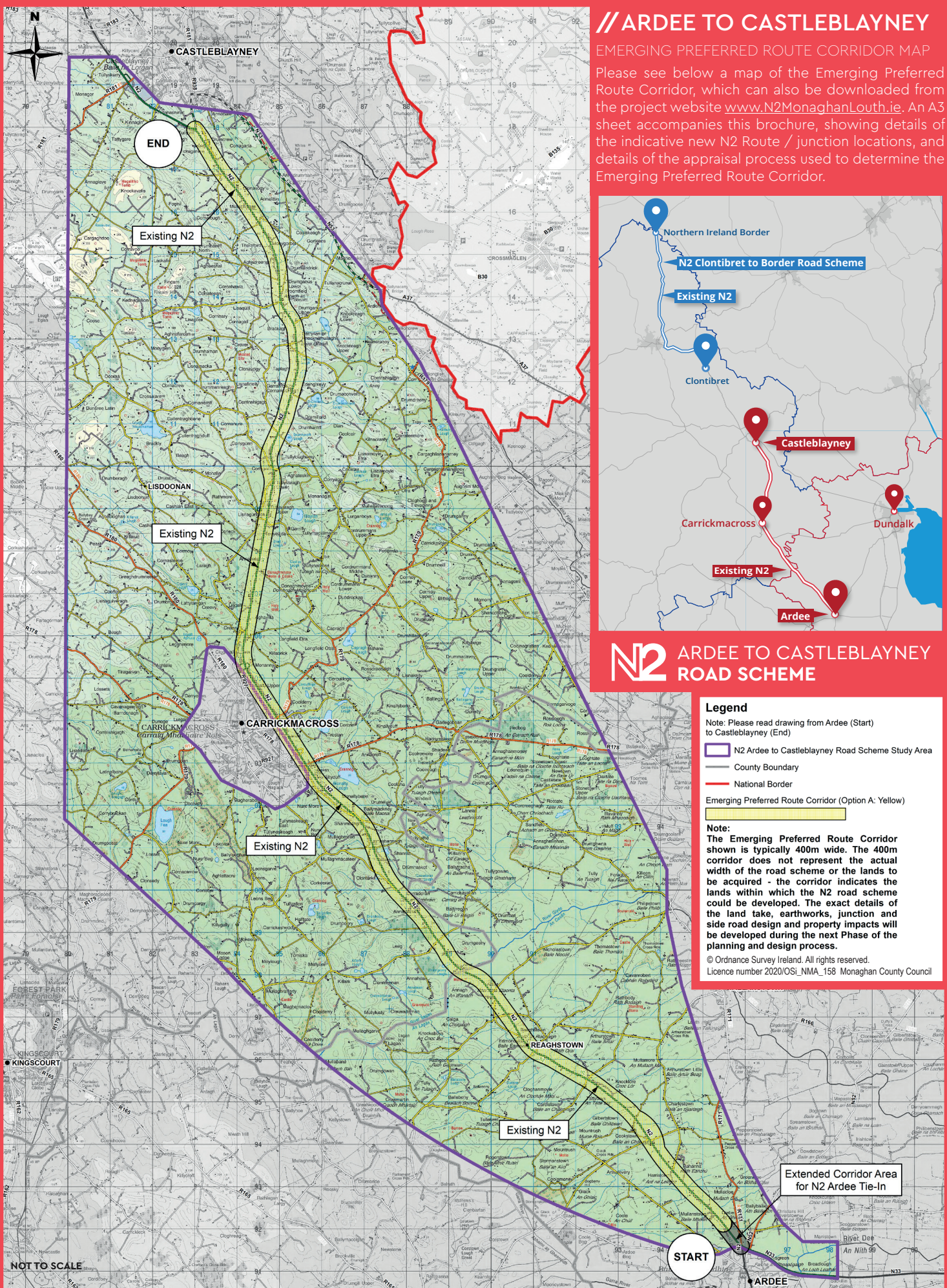
Emerging Preferred Route Corridor (Option A: Yellow)

### Note:

The Emerging Preferred Route Corridor shown is typically 400m wide. The 400m 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 N2 road 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.

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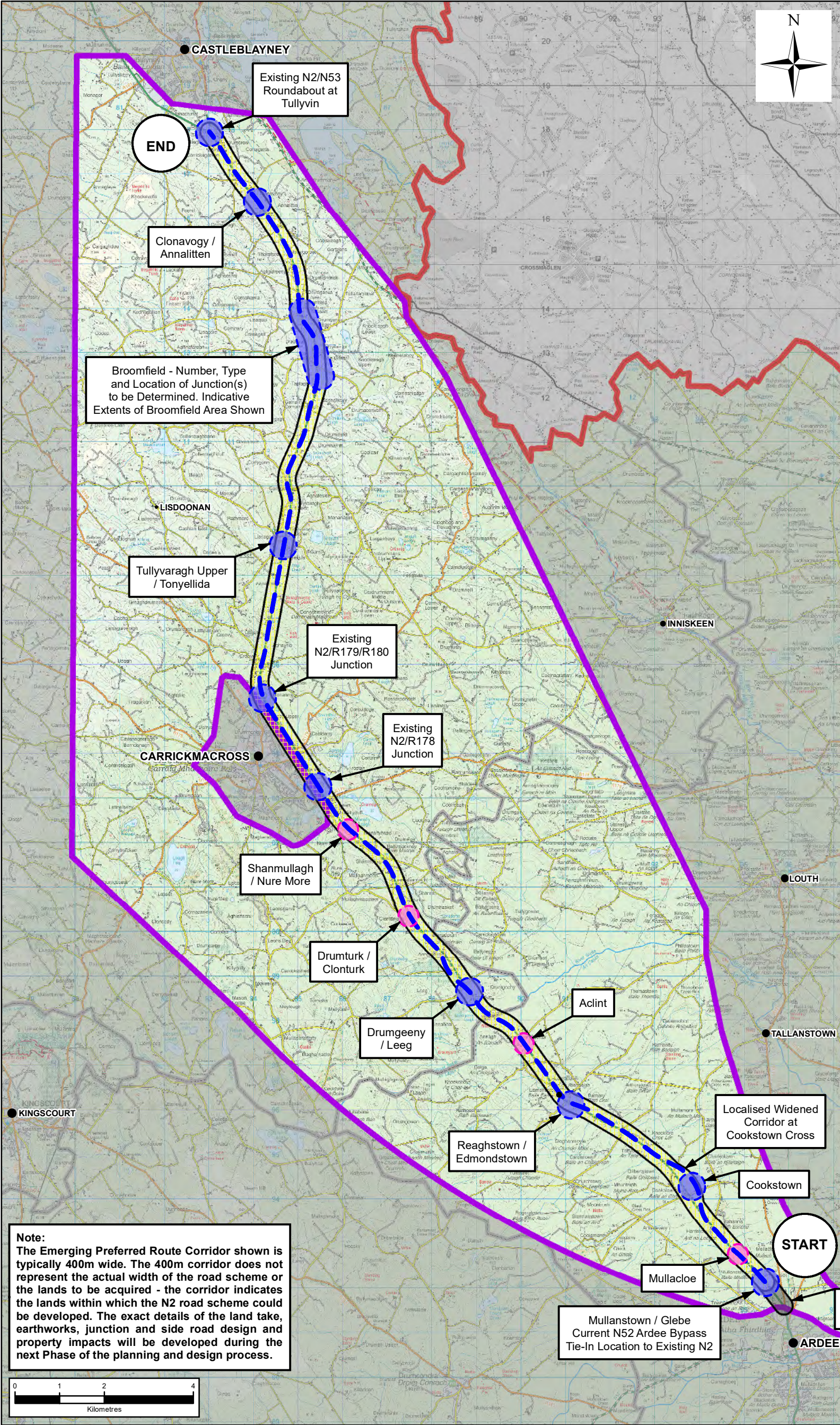
### CONTACT US:

t: 087 340 3786

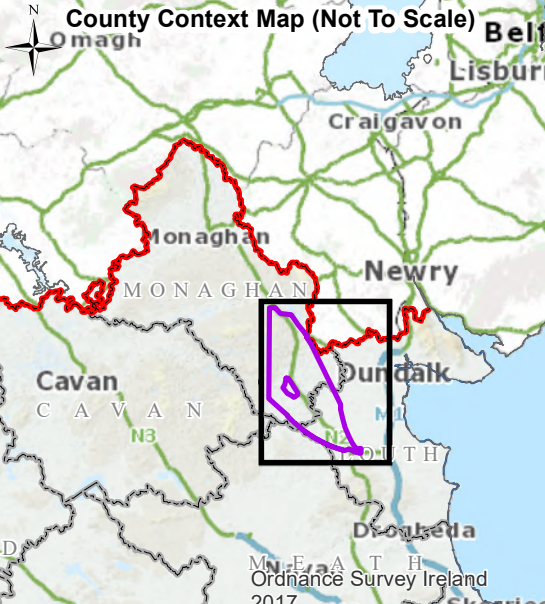
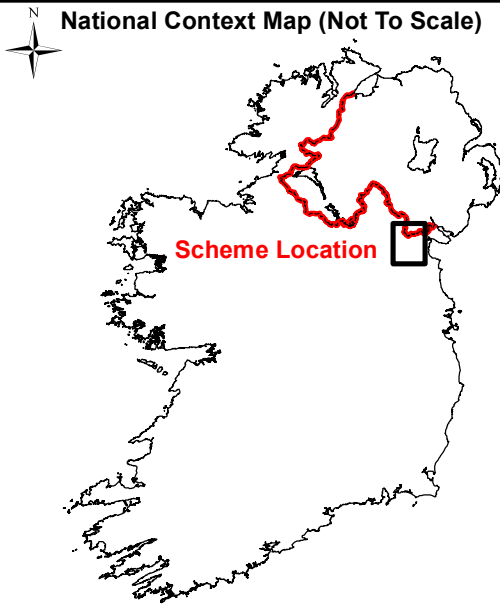
e: [ArdeeCastleblayney@N2MonaghanLouth.ie](mailto:ArdeeCastleblayney@N2MonaghanLouth.ie)







Drawing Number  
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- Legend**
- N2 Ardee to Castleblayney Road Scheme Study Area
  - County Boundary
  - National Border
  - Emerging Preferred Route Corridor (Typical Width 400m)
  - Indicative Route of New N2
  - Indicative Full Movement Junction Location
  - Indicative Restricted Movement Junction Location

**Note:**  
The indicative route of the new N2 (Blue Line) and indicative junction locations 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 a Preferred Route Corridor Option is finalised, the route of the new N2 and junction details will be further developed and refined through the next Phase of the planning and design process.

The width of the new N2 Route (Blue Line) shown does not represent the final width of the completed design and is provided for demonstration purposes only. The required width is expected to vary throughout the length of the route, and will be identified in the next Phase of the planning and design process.

**Note:**  
The Emerging Preferred Route Corridor shown is typically 400m wide. The 400m 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 N2 road 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.

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Project:	N2 ARDEE TO CASTLEBLAYNEY ROAD SCHEME
Component:	PUBLIC CONSULTATION 3
Title:	EMERGING PREFERRED ROUTE CORRIDOR - MAIN LAYOUT PLAN (A3 HANDOUT)
Designed: EC	File Name: N/A
Drawn: GB	Original scales: NOT TO SCALE
Checked: TC	Date: 06/08/2020
Drawing No.	N2-JAC-CPS-A2C-DR-PC-0015



Rev	Org	Date	Description
P00	GB	Aug 2020	PUBLIC CONSULTATION 3



//EMERGING PREFERRED ROUTE CORRIDOR IDENTIFIED

The Emerging Preferred Route Corridor, which has been identified through the Option Selection Process, is Route Corridor Option A (Yellow). This option was one of six Route Corridor Options presented at Public Consultation 2 (Route Corridor Options) in November 2019.

Route Corridor Option A (Yellow), is approximately 31.3Km in length. The corridor predominately follows the existing N2 route for the entirety of its length. Approximately 28% (8.8km length) of the corridor lies within County Louth, whilst the remaining 72% (22.5km length) lies within County Monaghan.

As presented at Public Consultation 2, all Route Corridor Options, including Option A (Yellow), had the same common start and end points. This was to allow a consistent comparison of the Route Corridor Options for the purposes of the Option Selection Process. The current proposed southern tie-in is the connection point of the approved N52 Ardee Bypass Scheme in the townlands of Mullanstown and Glebe. As the construction of the N52 Ardee Bypass Scheme has not yet commenced, an area is shown in grey south of this location to allow for potential future design considerations. The existing N2/N53 roundabout at the Southern end of the Castleblayney Bypass has been chosen for the Northern tie-in point. The exact start and end points of the proposed scheme will be confirmed as part of the subsequent planning and design phases.

General Route Description

Following departure from the starting point in the townlands of Mullanstown and Glebe in County Louth, the corridor continues north passing through the townlands of Rahanna, Harristown, Cookstown, Knocklore, Tattyboys, Rathory, Reaghstown, Edmondstown, where it crosses the County Boundary of Louth into County Monaghan at Aclint Bridge, and traverses the River Lagan (Glyde) in the townlands of Aclint and Drumgeeny. From the townland of Drumgeeny, the corridor follows the general route of Carrickmacross Bypass (2005), passing through the following townlands south, east and north of Carrickmacross Town; Leeg, Annamarran, Drumturk, Lisnashannagh, Shanmullagh, Monaltybane, Monaltyduff, Drummond Otra, Lisanisk, Cloghvalley Upper and Cloghvalley Lower, Monanny and Creevy.

From the townland of Creevy, the corridor generally follows the existing straight section of N2 up to Tullyvaragh Lower passing through the townlands of Aghavilla, Lisgall, Donaghmoynne, Annahaia, Lisnagunnon, and Tullyvaragh Upper. From Tullyvaragh, the corridor continues up to Broomfield, passing through the townlands of Corlygorm, Drumhariff, Garranroe/Cornamucklagh, Taplagh, Derryilan, Brackagh, and Drumganus Upper and Lower. After Broomfield, the corridor continues North to Clonavogy, passing Annalittin to the West, and going through the townlands of Aghadreenan, Monygorbet and Mullagheene. From Clonavogy, the corridor passes through the townlands of Carrickagarvan and Drumcrew, and terminates at the existing N2/N53 roundabout at the Southern end of the N2 Castleblayney Bypass in the townland of Tullyvin.

Indicative Route of New N2 and Junctions within the Emerging Preferred Route Corridor

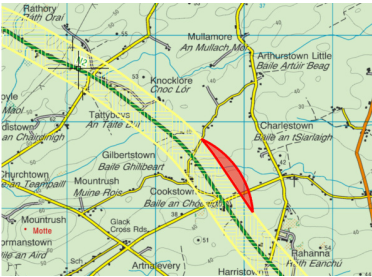
Indicative details of the new N2 Route and associated junctions are presented on the Drawing overleaf. These details were used for the purposes of informing the Option Selection Process, are subject to change, and are being shown to encourage feedback from the public and stakeholders through this Public Consultation process. When a Preferred Route Corridor Option is finalised, the route of the new N2 and junction details will be further developed and refined through the TII Phase 3 'Design and Environmental Evaluation' process.

Corridor Width & Localised Widening of the Corridor at Cookstown Cross

The Emerging Preferred Route Corridor shown is typically 400m wide. The 400m 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 N2 road 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.

Following completion of Public Consultation 2 and through the Option Selection Process, it was identified that a localised widening of the Option A (Yellow) in the Townlands of Cookstown and Charlestown (Directly North-East of Cookstown Cross) was required.

The localised widening of the corridor is shown in the Drawing overleaf, and highlighted in red here. The area is approximately 1km in length and is approximately 140m at its widest point. The widening is required to allow future flexibility in assessing and mitigating against potential impacts to existing Cultural Heritage Sites at Cookstown Cross.



//WHY IS THE IMPROVEMENT NECESSARY?

The existing N2 between Ardee and Castleblayney presents significant infrastructural, operational and safety deficiencies. These include a high number of direct accesses and junctions, a limited number of safe overtaking opportunities (combined with a high percentage of Heavy Goods Vehicles), no formal dedicated facilities for pedestrians and cyclists, and a high fatal collision rate when compared to the national average. In addition, based on existing and future forecast traffic flows, the current N2 is nearing capacity and is likely to fall below the desirable standard for a National Road in the near future.

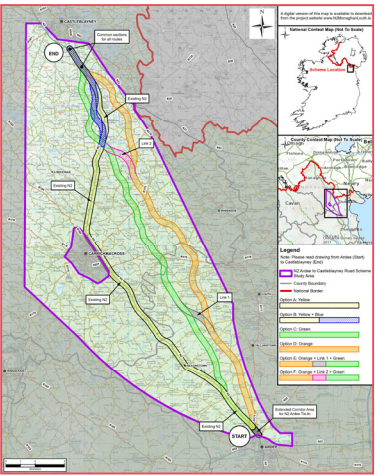
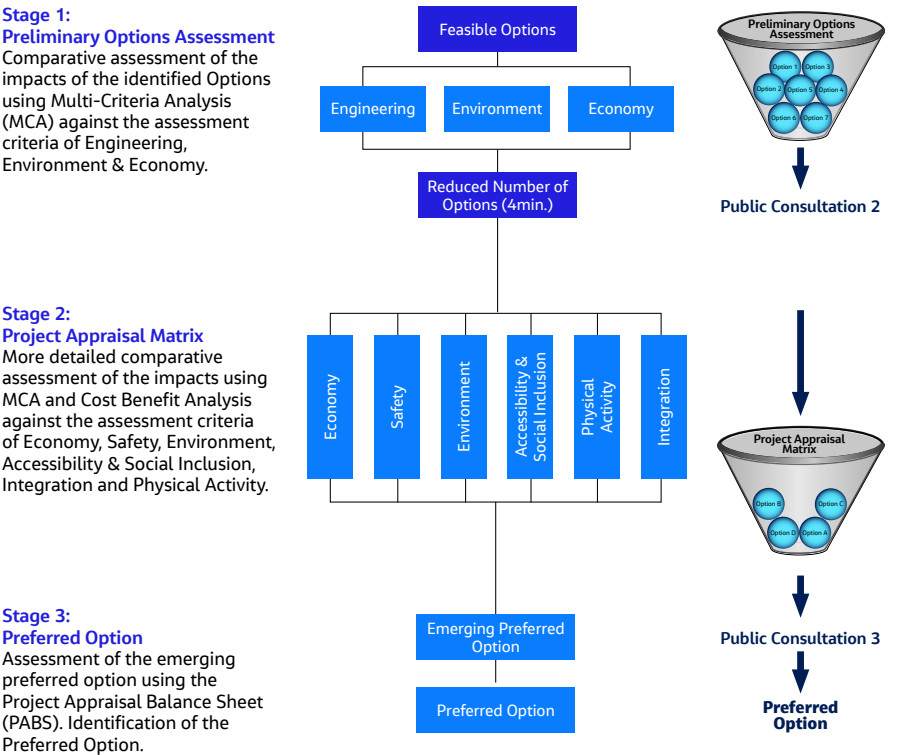
The 'Need for the Scheme' is defined by the identified existing deficiencies of the existing road, in combination with European, national, regional and local policy objectives. Project Ireland 2040, the government's long-term overarching strategy for Ireland, identifies the need to improve accessibility to the North-West and Border Region by upgrading the existing N2 through the National Planning Framework (NPF) and the National Development Plan (NDP) 2018 – 2027. The proposed scheme is specifically identified for prioritisation in the NDP to support the NPF's core objective of Enhanced Regional Accessibility (National Strategic Outcome 2).

The proposed scheme seeks to provide an enhanced and safer road infrastructure, and improve accessibility to the North-West, Border Region and the main urban and economic centres along the existing N2/A5 Route. In order to meet the future demands of the route in a safe and efficient manner, a TII Type 2 Dual Carriageway road cross-section type has been initially selected for the assessment of the Route Corridor Options and the identification of an Emerging Preferred Route Corridor. Typical details of this cross-section type are provided in the supporting public consultation documentation. The final road cross-section type will be determined during the TII Phase 3 'Design and Environmental Evaluation' process.

//STAGE 2 OPTION SELECTION PROCESS

The Option Selection Process for the proposed Scheme is being undertaken in accordance with TII's Project Management Guidelines, in combination with TII's Project Appraisal Guidelines, and applicable regulations and guidance. The Option Selection Process examines the alternatives/options against defined criteria and sub-criteria, and the scheme objectives through a systematic three Stage appraisal approach. The three stages of the Option Selection Process are shown in the diagram below.

The purpose of the Option Selection Process is to identify the optimum solution (or 'Preferred Option' as shown below) having regard to the overall benefits and impacts based on the six criteria to be considered for road transport projects.



Stage 2 Main Criteria	Stage 2 Sub-Criteria
Economy	Transport Efficiency & Effectiveness, Wider Economic Impacts, Transport Quality and Funding Impacts
Safety	Collision Reduction (Benefits), Security of Road Users and Road Safety Audit Stage F – Part 1
Environment	Air Quality & Climate, Noise, Landscape and Visual, Biodiversity – Flora & Fauna (Ecology), Waste, Soils & Geology, Hydrogeology, Hydrology, Cultural Heritage (Archaeological & Architectural), Material Assets (Non-Agricultural) and Agriculture
Accessibility & Social Inclusion	Deprived Geographical Areas and Vulnerable Groups
Integration	Transport Integration, Land Use Integration, Geographical Integration and Regional Balance (Other Government Policy)
Physical Activity	Health Benefits, Absenteeism Benefits, Journey Ambience Benefits, Changes in the number of Incidents/Collisions and Changes in Journey Time for Pedestrians & Cyclists.

//WHY IS 'OPTION A' THE EMERGING PREFERRED ROUTE CORRIDOR?

Following completion of the Stage 2 Project Appraisal Matrix, Option A was identified as the optimum Route Corridor Option having regard to the overall benefits and impacts based on the six criteria to be considered for road transport projects. Consequently, Option A was identified as the Emerging Preferred Route Corridor Option for the following reasons:

**Economy:** Overall, all options performed similarly against Economy. Option A has a positive Benefit Cost Ratio (BCR) of greater than 1, where the benefits are expected to outweigh the costs.

**Safety:** Option A is the best performing option overall. It has the highest monetised Collision Reduction Benefits, and performs similarly to the other options in terms of other road safety aspects (Road Safety Audit Stage F – Part 1 and Security of Road Users).

**Environment:** Option A has the lowest overall impact when compared to all other options, where it has lowest comparative impact on Cultural Heritage (Archaeological & Architectural), joint lowest in Agriculture, Landscape & Visual, Noise & Vibration and Hydrogeology, whilst it performs similarly to all other Route Corridor Options in Ecology, Geology & Soils, Hydrology, and Air Quality & Climate.

**Accessibility & Social Inclusion:** Overall, all options performed similarly against this criterion, with a positive impact in terms of Deprived Geographical Areas and Vulnerable Groups, as the scheme has the potential to allow for more efficient and safer accessibility for these groups and areas.

**Integration:** Option A is the best performer, along with Option B (Yellow+Blue), as they perform best in terms of Transport Integration and Regional Balance due to their relative close proximity to Carrickmacross when compared to the other options.

**Physical Activity:** Overall, all options performed similarly against Physical Activity, providing a positive impact for Vulnerable Road Users, as the proposed scheme will make provision for dedicated pedestrian and cycle facilities.

The Option Selection Report, which contains the Stage 2 appraisal results, is still to be finalised, as feedback received through this public consultation process will be considered by the project team and amendments may be made to the Route Corridor before a Preferred Route Corridor ('Preferred Option') is finalised. The Preferred Route Corridor and Option Selection Report will then be published.

After a Preferred Route Corridor is finalised the next Phase of the planning and design process can commence (subject to relevant approvals). This will involve further development of the scheme, including design of the road, identifying the landtake required, junction design and the preparation of an Environmental Impact Assessment. During this phase further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.