

# N2 CLONTIBRET TO BORDER ROAD SCHEME

AUGUST 2020

## INFORMATION BROCHURE



## EMERGING PREFERRED ROUTE CORRIDOR PUBLIC CONSULTATION 3

## //PROJECT DESCRIPTION

Monaghan County Council is working in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 28km section of the N2/A5 Dublin-Derry Road. The proposed project is in County Monaghan between Clontibret and the Northern Ireland Border. This project is called the N2 Clontibret to Border Road Scheme.

This is an important project to enhance key North/South and Regional connectivity and to improve road safety. While some planning and design work was undertaken on this scheme between 2008 and 2012, the previous project was suspended for economic reasons. Monaghan County Council has now 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 process 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. At around this time Monaghan County Council also commenced the design process to upgrade a section of the N2 between Clontibret and the Northern Ireland Border.

A preferred route corridor was previously identified for the scheme in 2012 however due to the economic downturn further progress was suspended. Funding has now become available under Project Ireland 2040 to progress the planning and design of the scheme. Due to changes in environmental legislation, design standards and to comply with the requirements of the Public Spending Code it is necessary to carry out a new route selection process. To ensure the scheme complies with current standards and guidelines, Jacobs are undertaking all stages of the planning and design process, and have already identified a study area, constraints, and Route Corridor Options. They are currently in the process of selecting a Preferred Route Corridor.

In addition to this, Monaghan County Council is also working on a scheme to upgrade a further 32km of the N2 between Ardee and Castleblayney in Counties Louth and Monaghan. Along with the other improvements planned for the N2/A5 route, the proposed N2 Clontibret to the Border Road Scheme will significantly improve transport connectivity and provide more efficient access to other strategic national roads such as the N54 and the N12.

## //WHAT'S HAPPENING NOW

The Project Team has undertaken an appraisal of the Route Corridor Options published in October 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 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
- Environment
- Integration
- Safety
- Accessibility and Social Inclusion
- 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.



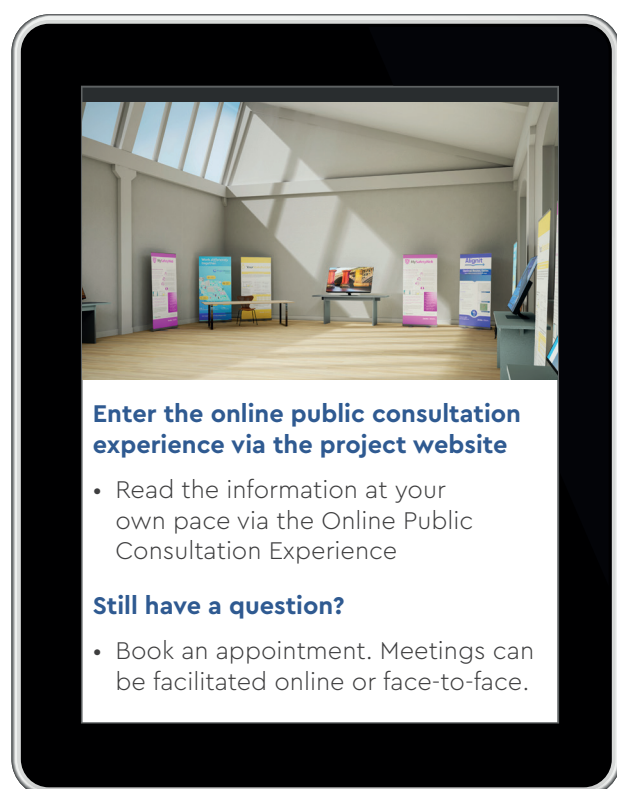
## //PUBLIC CONSULTATION

This is the third non-statutory public consultation for the N2 Clontibret to Border 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.

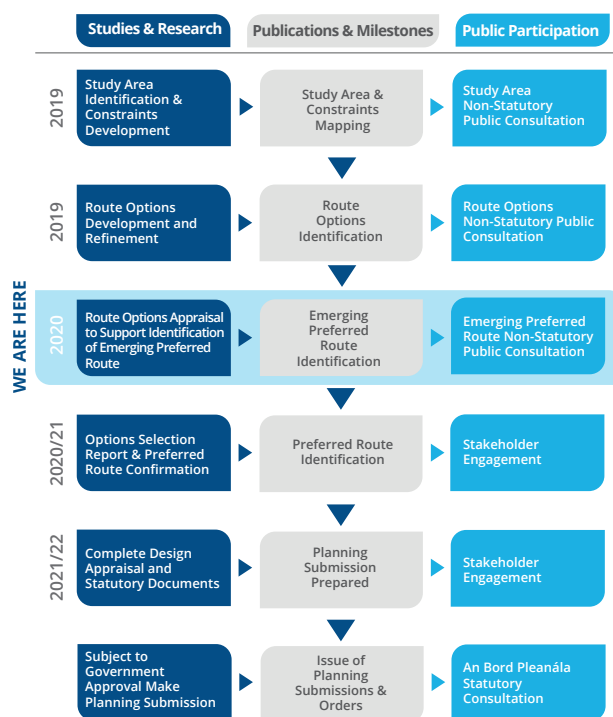
It is understood that online information cannot be accessed by everyone, and to this end a range of options are available for people to speak directly with and meet members of the Project Team, including;

- 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 projects is encouraged to make an appointment to speak with or meet the Project Team. Please contact us on 087 340 3786, email [ClontibretBorder@N2MonaghanLouth.ie](mailto:ClontibretBorder@N2MonaghanLouth.ie), or book online via the project website [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie).



## //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 submit your form in relation to the Emerging Preferred Route Corridor by 5th October 2020.

Post: FREEPOST N2 Clontibret to Border Scheme, Monaghan County Council, County Offices,  
The Glen, Monaghan, H18 YT50

Email: [ClontibretBorder@N2MonaghanLouth.ie](mailto:ClontibretBorder@N2MonaghanLouth.ie)



## //CLONTIBRET TO BORDER

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 <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 CLONTIBRET TO BORDER ROAD SCHEME

### Legend

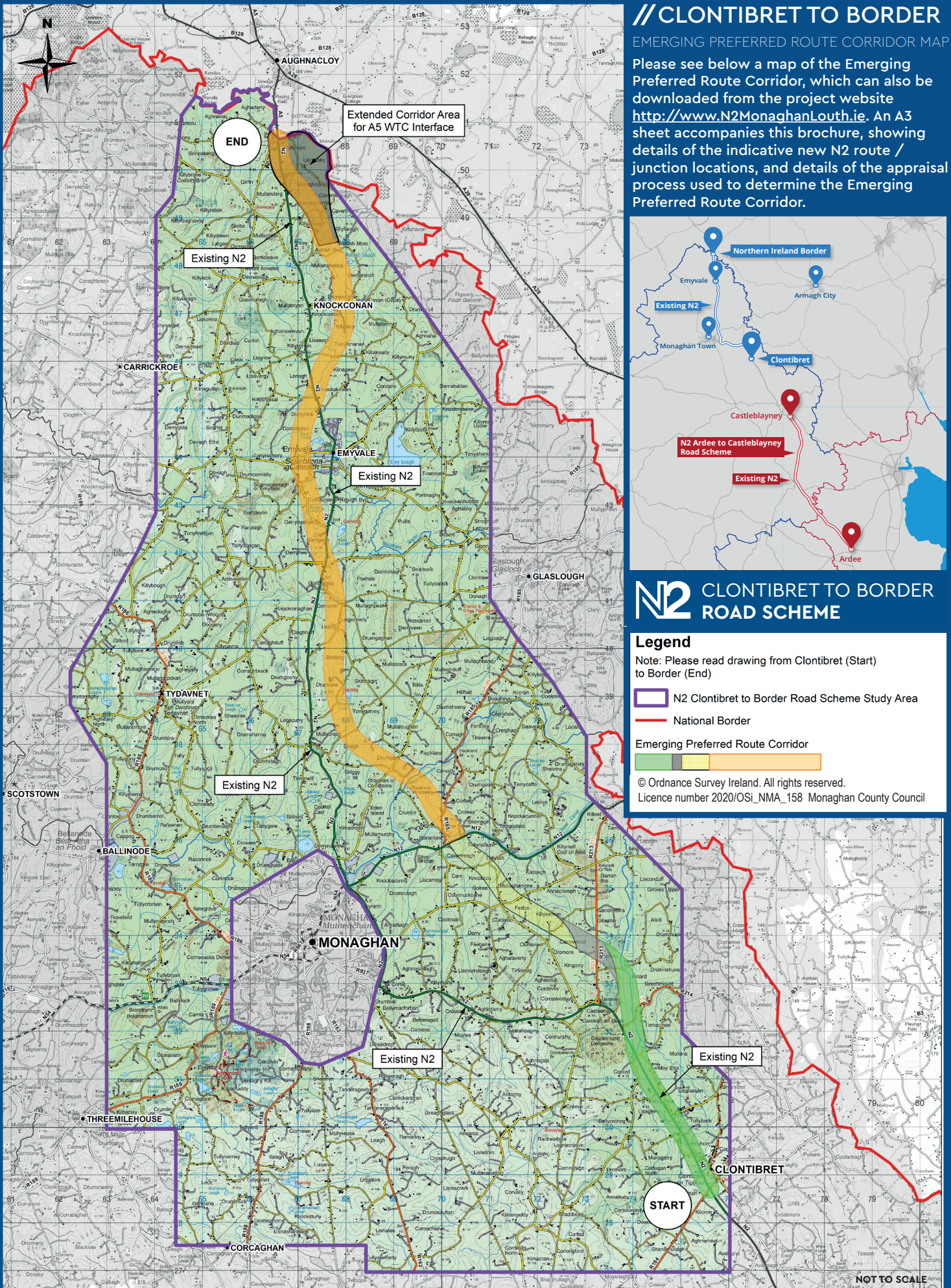
Note: Please read drawing from Clontibret (Start) to Border (End)

- N2 Clontibret to Border Road Scheme Study Area
- National Border

Emerging Preferred Route Corridor

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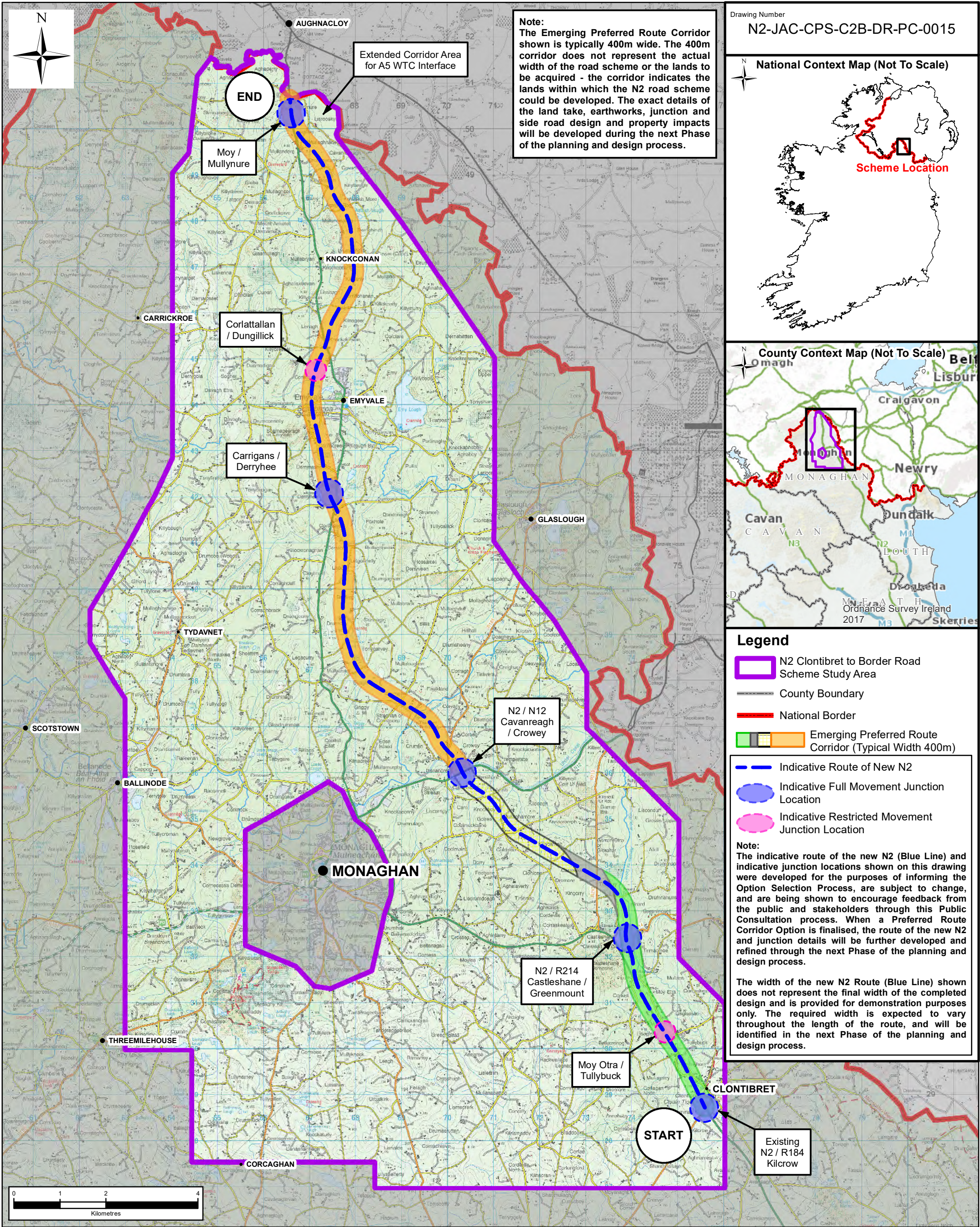


An Roinn Iompair,  
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Department of Transport,  
Tourism and Sport



Jacobs

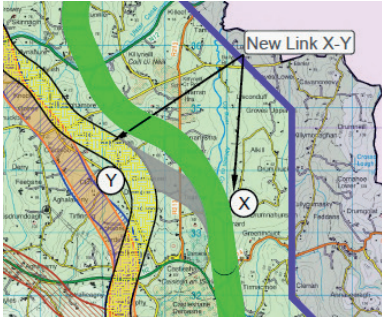






//CHANGES TO THE CORRIDORS PRESENTED AT PUBLIC CONSULTATION 2

Six 'Route Corridor Options' were presented through Public Consultation 2, which commenced in October 2019. Feedback received through the 'Route Corridor Options' public consultation process suggested combining route corridors in the area North of Castleshane to provide additional options for assessment. Following consideration of this feedback, a seventh Route Corridor Option, Option G (Green+Yellow), was brought forward to the Stage 2 assessment process. This additional Route Corridor Option utilised a short link (X-Y) to connect Option F (Green) and Option E (Yellow), as shown in this drawing. This link was not previously included in the Route Corridor Options presented through Public Consultation 2.



//EMERGING PREFERRED ROUTE CORRIDOR IDENTIFIED

The Emerging Preferred Route Corridor for the N2 Clontibret to Border Road Scheme, which has been identified through the Option Selection Process, is a combination of Route Corridor Options brought forward for assessment after the 2nd public consultation. This Corridor was identified through the Stage 2 assessment process with further analysis and appraisal methods used to identify the best performing option. This hybrid route combines sections of Option F (Green), Option E (Yellow) and Option B (Orange). This new Route Corridor is referred to as Option H (Green+Yellow+Orange). Option H emerged as the optimum solution having regard to its benefits and impacts based on the six criteria to be considered for road transport projects.

Route Corridor Option H (Green+Yellow+Orange) is approximately 26km in length. The Corridor follows the existing N2 route for an approximate length of 3.7km from its start point and is then predominately an offline option for the remainder of its length. Option H includes a new area of land that had not been included within the six Route Corridor Options presented through Public Consultation 2 (shown as the grey section in the Emerging Preferred Route Corridor drawings).

To allow a consistent comparison of the Route Corridor Options for the purposes of the Option Selection Process, all Route Corridor Options had the same common start and end points. The starting point is the existing N2/R184 junction at the northern end of the Castleblayney Bypass at Clontibret in the townland of Kilcrow. The N2/A5 at the River Blackwater Bridge at the Northern Ireland Border was chosen for the end point. A section of the Study Area is shown in grey to allow for a potential cross-border scheme to tie this scheme into the A5 Western Transport Corridor scheme in Northern Ireland in the future. 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

The 400m wide corridor starts at the N2/R184 Roundabout at Kilcrow and predominately follows the existing N2 route for approximately 3.7km, passing through the townlands of Kilcrow, Glennyhorn, Tullybuck, Moy Otra and Moy Etra. It then goes offline and crosses the R214 at Castleshane Demesne and the Six Mile River at Tiravray in a northerly direction. From the townland of Carrowkeel, the corridor follows a north westerly direction passing through the townlands of Killycarnan, Fedoo, Mullaghmore, Tullylish, Tullynanure, Cavanreagh and Crowey where it traverses the N12 Armagh Road, the Mullamurphy River and the Ulster Canal. At this point, the corridor continues northbound passing through the townlands of Corbeg, Corvally, Crumlin and Faulkland where it traverses the Blackwater River.

Veering slightly more in a north westerly direction, the corridor passes through the townlands of Drumgarn, Mullaloughan, Griggy, Enagh, Mullabrack, Drumcaw, Belderg, Lisboy and Corracrin where it crosses the Killygavna River. At this point it passes through Derryhallagh and crosses the existing N2 carriageway at Carrigans. Continuing northbound, it passes through the townland of Cornacreeve where it traverses the Mountain River. Continuing northbound, the corridor passes to the West of Emyvale and passing through the townlands of Drummully, Kiltubbrid, Corlattallan and Knockakirwan where it crosses the existing N2. The corridor then passes through the townlands of Lenagh, Tonyfohanan, Killeenly, Drumcondra, Mullananallog, Astrish Beg, Killydonagh and Knockacarney where it traverses the Killybrone River. It then passes through Mullaghnahegny and Lisroosky where it re-joins the existing N2 and terminates at the end point at the Blackwater River Bridge in the townland of Moy at the border with Northern Ireland.

Indicative Route of New N2 Alignment 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

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.

//WHY IS THE IMPROVEMENT NECESSARY?

The existing N2 between Clontibret and the Border 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), limited facilities for pedestrians and cyclists and a higher fatal collision rate when compared to the national average. While sections of the N2 have been improved over recent years, journey times and average speeds on this important National Primary road are affected by speed restrictions and delays in urban areas. In addition, based on existing and future forecast traffic flows, some sections of the current N2 are nearing capacity and are likely to fall below the desirable standard for a National Road in the near future.

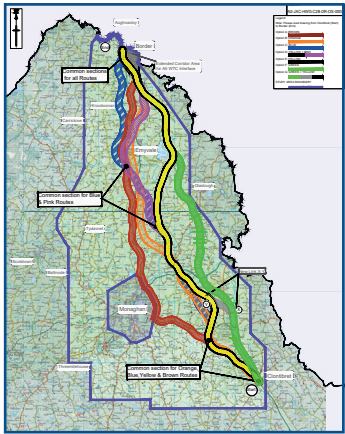
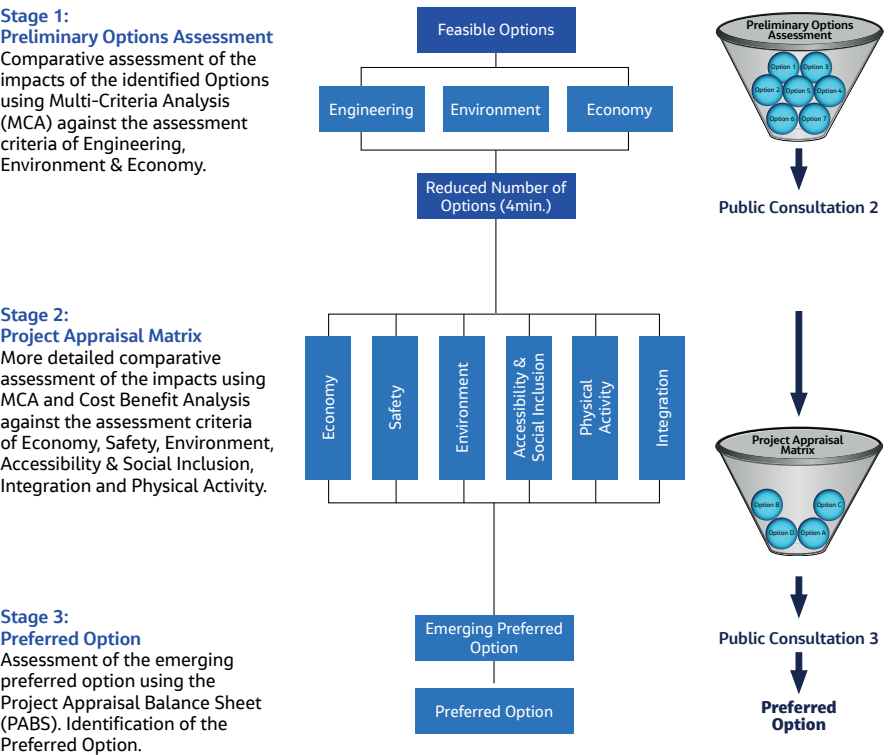
The 'Need for the Scheme' is defined by the identified existing deficiencies of the existing road, in combination with European, national, regional and local policy objectives. Project Ireland 2040, the government's long-term overarching strategy for Ireland, identifies the need to improve accessibility 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 other 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 is provided 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, Funding Impacts
Safety	Collision Reduction (Benefits), Security of Road Users, Road Safety Audit Stage F-Part 1
Environment	Air Quality & Climate, Noise, Landscape & Visual, Biodiversity (Flora & Fauna), Waste, Soils & Geology, Hydrogeology, Hydrology, Cultural Heritage (Archaeological & Architectural), Material Assets (Non-Agricultural), Agriculture
Accessibility & Social Inclusion	Deprived Geographical Areas, Vulnerable Groups
Integration	Transport Integration, Land Use Integration, Geographical Integration, Regional Balance (Other Government Policy)
Physical Activity	Health Benefits, Absenteeism Benefits, Journey Ambience Benefits, Changes in the number of Incidents/Collisions, Changes in Journey Time for Pedestrians & Cyclists

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

Following completion of the Stage 2 Project Appraisal process and with the addition of further analysis and appraisal methods, Option H was identified as the best performing option, providing the best combination of benefits and impacts based on the defined assessment criteria.

Consequently, Option H was identified as the Emerging Preferred Route Corridor for the following reasons;

**Economy:** Option H has the joint highest Benefit Cost Ratio (BCR) of 2.5 (i.e. the benefits are expected to outweigh the costs).

**Safety:** Option H has a higher monetised Collision Reduction Benefits when compared to many of the other options and performs similarly to the other options with respect to other road safety aspects (Road Safety Audit Stage F – Part 1 and Security of Road Users).

**Environment:** Option H has been assessed to be the best performing option under 'Environment'. By utilising a hybrid option and combining sections of different Route Corridor Options, more environmental impacts were avoided by Option H. It was the preferred option for Air Quality & Climate, Cultural Heritage, Soils & Geology, Hydrogeology, Landscape & Visual, and Agriculture. Option H avoids the most sensitive ecological habitats.

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. 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 Report. During this phase further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.

**Accessibility & Social Inclusion:** Overall, all options performed similarly against this criterion, providing 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 areas and groups.

**Integration:** Overall, all options performed similarly against this criterion, with the project having a positive impact in terms of the Sub-Criteria assessed.

**Physical Activity:** All Route Corridor Options performed similarly against Physical Activity, with a positive impact expected for Vulnerable Road Users as the proposed scheme will make provision for dedicated pedestrian and cycle facilities.