

## Frequently Asked Questions

### 1 General Queries

#### Q1.1 Who is running the Project?

A1.1 Leitrim County Council (LCC) in conjunction with Roscommon County Council (RCC) are progressing the development of the N4 Carrick-on-Shannon to Dromod Project. The Project is being managed by Roscommon National Roads Regional Design Office (NRRDO), with Arup appointed as lead consultant, to advance the Project through the planning and design process.

#### Q1.2 Why is the Project needed?

A1.2 This is explained in more detail on Board 1 of the public consultation materials.

In summary, the N4 is a strategic corridor from Dublin to the northwest and is particularly important for the enhancement of accessibility to the towns it passes through, namely Carrick-on-Shannon and Aghamore and their environs. The N4 Carrick-on-Shannon to Dromod Project endeavours to resolve the existing transport and safety issues along the section of the N4 between Carrick-on-Shannon to Dromod, in particular, the transportation issues through Carrick-on-Shannon and its environs.

#### Q1.3 Why is the Project starting again from a blank canvas? What has happened to the previous project?

A1.3 The previous project was developed and assessed almost 10 years ago, and a lot may have changed in those years in terms of constraints, legislation, and people's movements (travel for work, education and recreation). It is important to start with a blank canvas to fully understand what the transport issues are currently, what the trip generators and attractors are and what is the most optimal transport solution.

#### Q1.4 What is the purpose of public consultation throughout the development of the Project?

A1.4 The purpose of public consultation is to inform members of the public of the progress of the Project at any given stage and to allow the public to provide feedback. Feedback may involve providing local information which may be useful for the design team, but it may also involve the sharing of opinions. It also allows the design team to absorb and utilise feedback while the development of Alternatives

and Options is in progress. Public consultation forms an important part of advancing the design process towards the development of transport Options.

### Q1.5 What is the purpose of this public consultation?

**A1.5** The aim of the current public consultation (No. 2) is to display the Alternatives and Options developed which address the issues identified to date on the Project. Included in the information provided is the study area for the Project, the key constraints identified, the various Options and Alternatives considered to date and the programme for advancement of the Project. In addition, it offers the public an opportunity to give us their views and feedback in relation to the Alternatives and Options presented. The design team will examine the feedback and use it in the selecting of a Preferred Option.

### Q1.6 What does “Preferred Option” mean?

**A1.6** The Option and or Alternative that, thorough investigation and analysis by applying all the assessment criteria to all the Options, represents the best balance and most benefit. This Preferred Option is not the final design and may be subject to alteration as the design progresses.

### Q1.7 Upon receipt of the returned feedback forms, what difference does this make to the final outcome or how is this information used to determine the Options?

**A1.7** The information is very valuable as local knowledge and information about Alternatives and Options will be identified through this feedback. This helps inform our Option selection.

### Q1.8 When will the planning permissions, which are currently frozen due to comments from this scheme, be unfrozen?

**A1.8** On publication of the Alternatives and Options, the area of interest for planning reviews within the study area has been reduced to include only the defined corridors. Planning reviews will continue to be undertaken on all planning applications of interest throughout the duration of the Project, noting that the extent of the area of interest will further reduce as we progress towards defining the Preferred Option.

### Q1.9 What type of road will it be/ What cross-section will be used?

**A1.9** This is not yet known. The determination of a suitable cross-section is part of the Option Development process.

**Q1.10** Will all information which is on display at the event be displayed somewhere the public can access it after the consultation ends?

**A1.10** The Key Constraints and Alternatives and Options mapping is available on the Project website ([www.carrickdromod.ie](http://www.carrickdromod.ie)) on the interactive webmap. There are also pdfs of the mapping available on the Project website ([www.carrickdromod.ie](http://www.carrickdromod.ie)). We appreciate that not everybody may have access to the internet and in this instance, you can contact the Project Liaison Officer, Joseph Mulleady, Leitrim County Council at 071 9620005 or the Arup Project Team at 091 460675 and we will make alternative arrangements.

**Q1.11** How are pedestrians being considered?

**A1.11** The Active Travel Alternative and Demand Management Alternative, form part of the identification of feasible Alternatives and Options, and considers improvements to pedestrian facilities, the potential pedestrianisation of streets, pedestrian / cycle facilities as well as removing traffic from the streets themselves.

**Q1.12** How are cyclists being considered?

**A1.12** The Active Travel Alternative forms part of the identification of feasible Alternatives and Options, and considers a comprehensive cycle network, improved cycle facilities, as well as pedestrian / cycle facilities across the extents of the N4 corridor.

**Q1.13** How will my personal data be handled?

**A1.13** A Privacy Statement with regards to the collection and usage of personal data is available on the Project website. Personal data provided to the Project Team is stored securely and in accordance with General Data Protection Regulation (GDPR) requirements. The data will only be used for the purposes of the N4 Carrick-on-Shannon to Dromod Project. Data will not be retained for any longer than is necessary for the completion of the Project.

**Q1.14** When will the Project be submitted for planning permission and get planning consent and who makes the decision?

**A1.14** The Project is currently programmed to submit a planning application to An Bord Pleanála in Q2 2023. Once the planning application is submitted to An Bord Pleanála, they dictate the Project timeline for the Oral Hearing (if one is required) and the decision date. ABP are ultimately responsible for the decision on planning

**Q1.15** Can a member of the Project Team be contacted by the public or their representative to ascertain if a proposed planning application will be affected by the Project?

**A1.15** Yes, the Project liaison officer is available for the full duration of the Project to answer any questions the public and interested parties may have in relation to project. The Project Team will be able to advise of any potential conflicts between the proposed planning application and this project.

**Q1.16** When is the earliest timeframe that the Project could be built?

**A1.16** The Project is currently programmed to submit a planning application to An Bord Pleanála in Q2 2023 and funding has been made available for this Phase of work. Once the planning application is submitted, An Bord Pleanála dictate the Project timeline for the Oral Hearing (if one is required) and the decision date. If a positive decision is made by An Bord Pleanála, and there are no court challenges to this decision, and **funding for construction is approved by government** it will subsequently take a minimum of one year to complete the detailed design, prepare a tender, and appoint a Contractor. The duration for construction is currently unknown as the extents of the Project are still unknown at this Phase. Therefore, the only certainty on time at present is that it is expected that the submission of the planning application to An Bord Pleanála will occur in 2023.

**Q1.17** Will a full bypass of Carrick-on-Shannon be included in the Project?

**A1.17** The development of Alternatives and Options has been progressed in an incremental manner; from a base point of building up from the existing road network to potentially developing a totally new piece of road infrastructure. There are several Options which provide alternative means of bypassing Carrick-on-Shannon.

It is important to note that there are safety and transport issues not just at Carrick-on-Shannon but along the full extents of the Project study area which also need to be considered and addressed.

**Q1.18** How was the study area defined?

**A1.18** The study area was developed to ensure there is enough scope to consider all aspects of a sustainable transport solution for this section of the N4 corridor. It encompasses the extents of the former Emerging Preferred Route Corridor (EPRC) route while also allowing for the development of additional Options as well as fully including the existing N4 under consideration and the extents of the towns and villages along the route. It also extends to the south of the railway line and river to ensure scope for all Options and Alternatives to be considered as part of this project.

The selection of the study area was further influenced by the following factors:

- Topography within the area
- Extent and catchment of public transport infrastructure
- Environmental criteria
- Potential zone of influence of Options and impacts

## 2 Constraints Study

### Q2.1 What is the purpose of the Constraints Study?

A2.1 The initial step in the Option Selection process is to undertake a detailed Constraints Study to identify the nature and extent, at an appropriate level of detail, of constraints within a defined study area. These constraints are documented and mapped and are used to inform the development of feasible Options for the scheme.

### Q2.2 How was the Constraints Study undertaken?

A2.2 The identification of constraints involves initially carrying out desktop studies. The extent and nature of certain constraints are then verified by means of windshield or walkover field surveys. These surveys are further supplemented through stakeholder engagement and public consultation.

### Q2.3 I have noticed a constraint is missing, can this be taken into account?

A2.3 The Constraints Stage continues throughout the Project development and our studies are not yet complete. The public are encouraged and welcome to inform the Project Team of any additional constraints they consider to be relevant. Please refer to the disclaimer note included on all our drawings. We thank people for providing us with additional information and take note of it.

## 3 Environmental Assessment

### Q3.1 Who is carrying out the environmental assessments on the Options?

A3.1 A large team of specialists are conducting the environmental assessments for the Project. The numerous disciplines and their relevant specialists are listed below.

Landscape and Visual – Brady Shipman Martin

Ecology – Scott Cawley Ltd.

Archaeology and Cultural Heritage – Irish Archaeological Consultancy (IAC)

Human Beings and Population – Optimize Consultants and CHI

Air Quality – Arup

Climate – Arup

Carbon / Circular Economy Assessment – Arup

Noise and Vibration – AWN Consulting

Soils and Geology – Arup

Hydrogeology – Arup

Hydrology – Hydro Environmental Ltd.

Agronomy – Curtin Agricultural Consultants

Material Assets- Non-Agriculture- Arup

**Q3.2** What is an Annex I habitat?

What is a SAC?

There are Annex I habitats outside of the SAC also, are these equally protected?

**A3.2** Annex I habitat is habitat that contains flora and fauna that are listed in the European Habitats Directive. These habitats are listed as they need to be protected.

An SAC is a Special Area of Conservation which are areas designated by the National Parks and Wildlife Service (NPWS) for Ireland as areas containing habitats and / or species which need to be protected in accordance with the European Habitats Directive.

Annex I Habitats outside of an SAC are also protected under the Environmental Liability Directive, which seeks to prevent and remedy environmental damage. The Directive includes in its definition of "environmental damage" as damage to protected species and natural habitats.

**Q3.3** Why has this habitat been given such importance?

**A3.3** EU Habitats Directive 92/43/EEC contains a list of Annex I habitats, both natural and semi-natural, which are rare or in danger of disappearance in the EU. It is important to protect these habitats so that they are not lost to us forever.

**Q3.4** How is flooding being treated?

**A3.4** Flood risk is a key constraint on the Project. As part of the environmental assessment of Options a hydrological assessment is carried out. River and stream

crossings and their associated flood risk, form part of this assessment with impacts being considered for all.

As the Project progresses a flood risk assessment of the Preferred Option will be carried out. Detailed design measures will be implemented which consider flooding and form part of the engineering design of the Preferred Option.

**Q3.5** How is noise being treated?

**A3.5** A noise assessment report will be undertaken as part of the Environmental Impact Assessment (EIA). Subsequently, the design may include noise mitigation measures, e.g. natural screening, noise fences and landscaping.

**Q3.6** What special provisions, if any, are allocated for flora and fauna protection during and after the construction period?

**A3.6** This will be addressed in the Environmental Impact Assessment Report (EIAR) and will rely on best practice as agreed with relevant bodies such as National Parks and Wildlife (NPWS), Bird Watch Ireland, Irish Wildlife Trust and Badger Watch Ireland.

**Q3.7** What special provisions, if any, are allocated for Fisheries and rivers protection during and after the construction period?

**A3.7** This is addressed in the EIAR and relies on best practice as agreed with Inland Fisheries Ireland and the OPW.

**4** Landowner Queries

**Q4.1** How will I find out if I am impacted by the preferred Option?

**A4.1** Alternatives and Options are on display at the virtual public consultation event running from 19 May 2021 to 16 June 2021. We have contacted individual landowners who are affected by the Alternatives and Options and will continue to do so throughout the process.

**Q4.2** Are you prepared to supply copies of the studies / reports and maps to nominated community representatives to ensure full communication of the proposals?

**A4.2** Yes. When complete the Option Selection report will be placed in the local council offices and will be available on the Project website for viewing and downloading.

**Q4.3** What type of surveys will be done on my land?

**A4.3** Environmental specialists may have been carrying out non-invasive site surveys (e.g. site walking for archaeology, habitat / mammal surveys for ecology etc.) on your property as part of the environmental studies. All specialists will be carrying identification and a letter of authorisation of access from Leitrim County Council where relevant. If you have any concerns about the people requesting to enter your land, please contact the Project office or Project Liaison Officer.

**Q4.4** When will the affected landowners under the Option Corridors be contacted?

**A4.4** All registered landowners within the proposed Option Corridors have been notified by post in advance of this public consultation.

If your property is within a corridor and you have not received a letter notification, please contact the Project Liaison Officer.

## 5 Transportation Queries

**Q5.1** What is meant by Demand Management?

**A5.1** Demand management polices seek to influence road user behaviour, to encourage individuals to make journeys at off peak times, travel by a different mode such as cycling, walking and public transport or avoid making the trip altogether. To achieve this objective, a range of both fiscal and non-fiscal measures can be implemented which serve either to reduce or divert demand or achieve a combination of both. Some examples of fiscal demand management measures include:

- Road user charging – This may be variable, i.e. related to time of day, vehicle class or emissions class etc.
- Parking charges
- Public transport subsidies
- Fuel taxes

Non-fiscal demand management measures may include:

- Access control and restriction (e.g. ramp metering)
- Public transport improvements
- Traffic control measures (e.g. variable speed limits)
- Smarter travel measures (e.g. intelligent transport systems, incident detection)
- Road space reduction / travel restrictions

The items under consideration for Carrick-on-Shannon (Board 3)

- Rationalise parking along the N4 Corridor
- Park & Stride sites on periphery of town centre
- Car free centre
- Remote working hubs
- Delivery of centrally located mixed use developments

### Q5.2 What is Active Travel?

#### A5.2

Active Travel means walking or cycling as part of a purposeful journey. Walking as part of a commute to work, cycling to the shop, or scooting to school are all considered Active Travel, whereas walking or cycling for recreational purposes are not. The provision of safe infrastructure to support Active Travel Options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable Alternatives and connectivity with existing public transport infrastructure.

The benefits of Active Travel include health benefits as well as environmental and economic benefits.