



The Secretary
An Bord Pleanála
64 Marlborough St.
Dublin 1
D01 V902

Dáta | Date
5 August, 2020

Ár dTag | Our Ref.
TII20-109962

Re. LA Road Development: Proposed Local Distributor Road 4 - Abbeyland Navan, Co. Meath
An Bord Pleanála case ref. PI 17 .307434

Dear Sir/Madam,

TII confirms receipt of referral of the above Local Authority Road Development proposal from Meath County Council. The proposal includes for a new arm to the N51 roundabout junction on the Kells Road, Navan, and the provision of a link road north to the L-3409 Ratholdren Road. Development proposed is within the reduced urban speed limit area of Navan and has the potential to redistribute traffic in the urban area reducing reliance on the national road network. In that regard, TII welcomes the proposal.

In the interests of safeguarding the strategic function and safety of the national road network in the area, TII recommends that the following matters are addressed prior to any decision on the proposed Road Development:

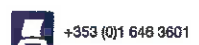
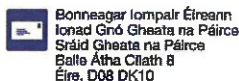
- The design and construction of the junction to the N51, national road, shall be undertaken in accordance with appropriate design standards and safety audits in accordance with TII Publications.
- In relation to the works proposed to the N51, national secondary road, TII would refer the Board to TII Publications DN-GEO-03084 (The Treatment of Transition Zones to Towns and Villages on National Roads). The design standard supplements the information provided in the Department of Transport, Tourism and Sport (DTTAS) Design Manual for Urban Roads and Streets (DMURS).

The Standard provides that within the Centres of towns and villages that lie on National Roads, the treatments described in DMURS shall apply. However, it should be noted that throughout the entire length of national roads through towns and villages the designer is also required to comply with the requirements within TII Publications (Standards) for National Roads.

- TII seeks to ensure that official national objectives are not undermined and that the anticipated benefits of the investment made in the national road network are not jeopardised. The Board will be aware of National Strategic Outcome 2 of the National Planning Framework which includes the objective to maintain the strategic capacity and safety of the national roads network.

It is also an investment priority of the National Development Plan, 2018 – 2027, to ensure that the extensive transport networks which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users.

Próiseáilann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie.
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Having regard to the foregoing, TII is of the opinion that insufficient information has been provided in the Traffic Analysis outlined in Chapter 5 of the EIAR that accompanied the proposed development to demonstrate that the strategic function of the national road network is safeguarded. It is recommended that the Traffic Analysis is reviewed and updated to take account of the following matters;

- a) The Traffic Analysis submitted in support of the subject proposal does not indicate any capacity assessment of the N51 Kells Road roundabout junction. The introduction of the traffic signals, the pedestrian crossing facilities and the extra junction arm suggest potential impact on national road network capacity. This does not appear to be assessed in the information provided in support of the proposal. Additional information in relation to the N51/proposed link road junction (southern junction) is required, for example, staging and phasing plans and signal timings for the junction along with more detailed capacity assessment results. In TII's opinion, micro modelling of the junction should be considered.
 - b) Traffic analysis should also take account of potential redistribution of traffic generally, for example, AADT along the Clonmagadden Road increases from 3300 to 5700 (Year 2022) to 7450 (2037), a 140% increase. Redistribution of traffic may impact on the N51, national road, including the Round O junction. TII recommends that commentary and analysis, where necessary, of potential impacts to the national road and Round O junction should accompany any update to the Traffic Analysis undertaken.
 - c) Any mitigation required as a result of further analysis should be incorporated into the scheme.
- Having regard to the potential impacts on trip re-assignment and transport infrastructure generally within Navan, TII recommends consultation with the NTA.

It is requested that the above observations are considered in the assessment of the proposed Road Development. TII trusts that the foregoing is of assistance to the Board in the assessment and determination of the proposal.

Yours sincerely,



Michael McCormack
Senior Land Use Planner