

## OPTIONS CONSIDERED



The route option appraisal process has considered many options and resulted in six continuous route corridor options. The Red, Orange and Green Route Corridor Options are the first three options which were displayed, together with various links between them, at exhibitions held in September 2008. Subsequently three further route corridor options were developed using some of the links and some sections of the first three route corridor options.

**Option 1 – Red Route:** Departing the Tomisky Roundabout this route option runs online through Ederlodon and passes south of Cloonart North, running close to the existing N4 to Carrickmoyrath. It heads through Lisnoy to pass Longford Town north of the Longford Bypass, continuing in a line north of the existing N4. This option crosses the existing N4 at Lackan, links with the N55 south of Edgeworthstown and continues in a line south of the existing N4 bypassing Rathowen and Ballinlack, before running online or close to the existing N4 through Bunbroona, Ballymard, Portnashangan to the N4/R394 junction at Mullingar.

**Option 2 – Orange Route:** Departing the Tomisky Roundabout this route option runs online through Ederlodon and passes north of Cloonart North, running close to the existing N4 to Carrickmoyrath. It heads to the North of Lisnoy and continues south-east to run online along the eastern section of the existing Longford Bypass. This option continues along an alignment south of the existing N4, links with the N55 south of Edgeworthstown and continues on an alignment South of the existing N4, bypassing Rathowen and Ballinlack, before running online or close to the existing N4 through Bunbroona, Ballymard, and running online through Portnashangan to the N4/R394 junction at Mullingar.

**Option 3 – Green Route:** Departing the Tomisky Roundabout this route option runs online through Ederlodon and passes North of Cloonart North, running close to the existing N4 to Carrickmoyrath it heads to

the North of Lisnoy and continues to the north of the existing Longford Bypass. This option continues along an alignment north of the existing N4, to link with the N55 North of Edgeworthstown, bypassing Rathowen and Ballinlack to the North and running to the North of Bunbroona, Ballymard, Portnashangan and Scragh Bog to rejoin the existing N4 near Cullen More and running online to the N4/R394 junction at Mullingar.

**Option 4 – Pink Route:** Departing the Tomisky Roundabout this route option runs online through Ederlodon and passes North of Cloonart North, running close to the existing N4 to Carrickmoyrath. It heads East to pass around the North side of Carrickglass Demesne, before continuing South-East, crossing the existing N4 near Lackan, to link with the N55 South of Edgeworthstown, and follows a similar alignment as Option 2, to the N4/R394 junction at Mullingar.

**Option 5 – Purple Route:** Departing the Tomisky Roundabout, this route runs online through Ederlodon and passes South of Cloonart North, it runs close to the existing N4 to Carrickmoyrath before heading through Lisnoy, and then South to follow the line of the proposed N5 Longford Bypass west of Longford Town and continuing to bypass Longford Town to the South. This option continues east along an alignment to the South of the railway to link with the N55 South of Edgeworthstown, and follows a similar alignment as Option 2, to the N4/R394 junction at Mullingar.

**Option 6 – Blue Route:** Departing the Tomisky Roundabout, this route runs online through Ederlodon and passes south of Cloonart North, before running north of Lisnoy and north of the existing Longford Bypass. This option crosses the existing N4 near Scragh, runs to the south of the existing N4 and links with the N55 south of Edgeworthstown, it continues along an alignment South of the existing N4 and follows a similar alignment as Option 2, to the N4/R394 junction at Mullingar.



## WHAT HAPPENS NEXT?

Your comments on the emerging preferred route corridor will be carefully examined by the project team. This may lead to some modifications to the proposed scheme. While this Emerging Preferred Route Corridor has been studied sufficiently to be shown as a practical scheme, further design of the chosen route may result in changes to parts of the corridor and this may affect other information on this leaflet and on the public consultation maps.

Comments from the public and from statutory bodies will be taken into account.

The next step in the process will be the identification of the Preferred Route; the progression of this scheme is subject to funding and various approvals.

## YOUR COMMENTS ARE IMPORTANT

We need to know your views on the Emerging Preferred Route Corridor. All comments will be carefully considered before a final recommendation is made. Please study the Emerging Preferred Route Corridor map carefully and complete the questionnaire or write to the project office at the address below:

**NATIONAL ROADS DESIGN OFFICE**  
Westmeath County Council  
Cullinan Beg, Mullingar  
Co. Westmeath.  
Telephone 044-934250  
Fax 044-9343661  
Email [all@wccprojectoffice.ie](mailto:all@wccprojectoffice.ie)

[www.wccprojectoffice.ie](http://www.wccprojectoffice.ie)  
[www.westmeathcoco.ie](http://www.westmeathcoco.ie)  
[www.longfordcoco.ie](http://www.longfordcoco.ie)

The maps and plans of the Emerging Preferred Route Corridor will remain available for inspection after the exhibitions at the National Roads Design Office and at the Longford County Council offices, Great Water Street, Longford.

THANK YOU FOR YOUR INTEREST AND ASSISTANCE

EMERGING PREFERRED ROUTE CORRIDOR IDENTIFIED

PREFERRED ROUTE CORRIDOR IDENTIFIED

PREPARATION OF COMPULSORY PURCHASE ORDERS AND ENVIRONMENTAL IMPACT STATEMENT

REFER TO AN BORD PLEANÁLA

CONTRACT PREPARATION AND TENDERING

START OF CONSTRUCTION

**transport21**  
progress in motion



Department of Transport  
An Roinn Iompar

NRA  
An tAidiantas um Bádairí Náisiúna  
National Roads Authority



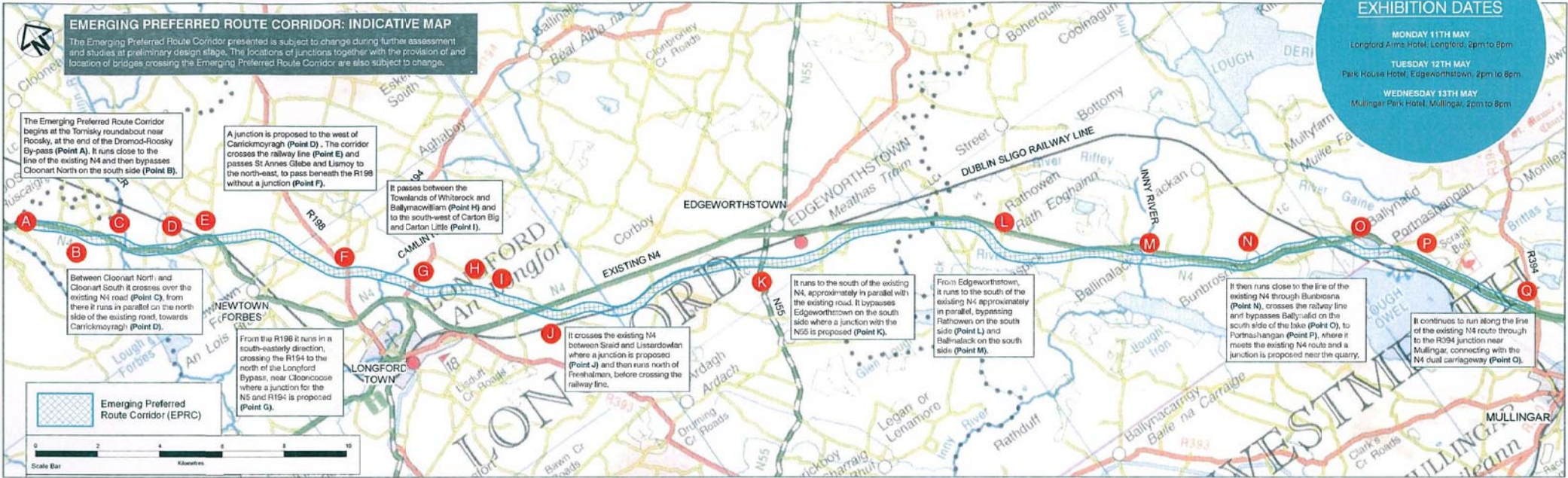
HyderTobin  
CONSULTANTS



N4 MULLINGAR TO LONGFORD (ROOSKILY)

EMERGING PREFERRED ROUTE CORRIDOR  
May 2009





**EXHIBITION DATES**

**MONDAY 11TH MAY**  
Longford Arms Hotel, Longford, 2pm to 8pm

**TUESDAY 12TH MAY**  
Park House Hotel, Edgeworthstown, 2pm to 8pm

**WEDNESDAY 13TH MAY**  
Mullingar Park Hotel, Mullingar, 2pm to 8pm

**INTRODUCTION**

The N4 is a National Primary Route which connects destinations such as Dublin, Mullingar, Longford, Carrick-on-Shannon and Sligo and interlinks with other national, regional and local road networks. Westmeath County Council in partnership with Longford County Council and the National Roads Authority are promoting a scheme to upgrade approximately 50km of the N4 National Primary Route between Mullingar and Rosky.

This scheme commences at the roundabout at the eastern end of the recently completed N4 Droichead Rosky Bypass, in the Townland of Tomisky, County Longford. The scheme ends near Mullingar at the N4/R394 junction (Castlepollard Road) at the western end of the N4 Mullingar Bypass dual carriageway in the townland of Gullien Beg, County Westmeath.

Previous exhibitions were held in September 2007 for the Constraints Study Area and in September 2008 for Route Corridor Options. The purpose of this third Public Consultation is to invite comments on the Emerging Preferred Route Corridor. It should be noted that this corridor is not fixed or final and may be subject to change during future stages of design. Your comments can be recorded by completing and returning the questionnaire to the address overleaf.

**WHY IS THE IMPROVEMENT NECESSARY?**

The need to upgrade this section of the N4 has been identified in Transport 21, the National Development Plan, the National Spatial Strategy and the Westmeath and Longford County Development Plans.

This section of the existing N4 route almost entirely comprises single carriageway road with intermittent hard shoulders of various widths. Safe overtaking opportunities can be restricted during busy periods. There are also numerous minor junctions and private accesses along the existing route, where slow moving vehicles join the N4. Through traffic also has a negative impact on local communities along the existing N4 route, including Newtownforbes, Longford, Edgeworthstown, Rathowen and Ballinalack. Removing through traffic would reduce accident rates and enhance amenity value in the centres of these communities. A dual carriageway would be safer and would lead to significantly shorter travel times.

Traffic flows on the existing N4 have risen significantly in recent years. The average journey speeds along the existing N4 between Mullingar and Rosky are approximately 70 kilometres per hour whereas the minimum average speed for an acceptable level of service for a National Primary Route is 80 kilometres per hour. Current and future

forecast traffic flows justify a two-lane dual carriageway provision. The improvement will help to relieve congestion at peak times at junctions along the existing N4 and in particular at junctions on the existing Longford Bypass. The improvement would provide relief to the existing N4 making it easier and safer for residents and businesses along the existing road, to access the road network.

**WHY OPTION 6?**

Overall, Option 6 (the Emerging Preferred Route Corridor) represents the best sections of the options and the links in terms of environmental impacts and engineering aspects, as determined by the appraisals.

Many different aspects have been taken into account in the appraisals, which include (in no particular order):

- Land Use and Land Take including impacts on Agriculture, Planning, Socio-Economics, Residential and other Property
- Archaeology and Built Heritage
- Ecology, Natural Environment and Biodiversity
- Air Quality, Noise & Vibration
- Geology and Hydrogeology
- Landscape and Visual
- Hydrology and Drainage

- Engineering Aspects
- Traffic Flows and Forecasts
- Safety such as potential for accident reduction and security of pedestrians, cyclists and equestrians
- Accessibility for vulnerable groups and deprived areas
- Integration with other modes of transport, land use, geography, plans and policies
- Scheme Economics.

The Route Corridor Selection Report which contains the appraisal results is currently in preparation and will be finalised later this year. The Emerging Preferred Route Corridor may be subject to change during future stages of design.

A few of the key issues which determined the alignment of the Emerging Preferred Route Corridor (EPRC) and its recommendation are mentioned below. Please note that many more aspects had to be considered which are too numerous to describe in full here. Environmental and Engineering Appraisals have indicated the following alignments are appropriate for particular sections:

**Offline Widening:** where there are particularly low numbers of homes and other buildings alongside the existing road then sections of the EPRC can run offline. The benefits are that this can minimise impacts on the surrounding environment including for example, on

agricultural land, known archaeology, habitats and adjacent specially designated areas. Such sections include; Tomisky to Edereeloon and Portnashangan to Mullingar.

**Offline close to the existing N4:** Where there are numerous homes and other buildings on both sides of the existing road, to run offline would require extensive demolition of buildings therefore it can be better to run offline, yet remain close to the existing road to reduce impacts. Such sections include Kilsallagh to Windtown, Cloonard South to Carrickmoyrath and Glebe to Clarinagh via Bumbrosna. By running offline relatively close to the existing road, this enables homes, businesses and farm buildings along the existing N4 to remain whilst also reducing environmental impacts as far as possible and allows the existing road to serve local properties during and after construction.

**Bypassing Communities:** where the existing road passes through towns and villages, it would not be possible to widen the existing road without demolishing many buildings and causing major disruption. Bypasses are more appropriate and can improve the amenity value of town and village centres. Such sections of the EPRC include the southern bypasses of Cloonard North, Edgeworthstown, Rathowen, Ballinalack and Ballynald and a new northern bypass of Longford Town, all of which represent the best of the bypass options available at these locations, in terms of the environmental and engineering appraisals.

*Note: The map shown above is a guideline only. Details of minor road crossings and proposed junction locations are to be shown on large scale photographic mapping at the public consultations. Further information may also be obtained from the National Roads Design Office (address and website details can be found overleaf).*