Frequently Asked Questions

Q1.1 What is the Project and 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 Bypass & Traffic Management Project. The Project is being managed by Roscommon National Roads Regional Office (NRRO), with Arup appointed as lead consultant, to advance the Project through the planning and design process.

The N4 Carrick-on-Shannon Bypass & Traffic Management Project comprises three principal components:

- Active Travel Component: Provision of Active Travel Measures within Carrick-on-Shannon town and Cortober
- Traffic Management Measures Component: The upgrade of six junctions within Carrick-on-Shannon town including the provision of traffic calming measures, signalised junctions and protected junctions
- Road Component: A new 1.1km street to the north of Carrick-on-Shannon and a 5.8km mainline dual carriageway bypassing Carrick-on-Shannon to the south.

Q1.2 Why is the Project needed?

A1.2 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. The existing N4 in the study area is liable to flooding, which has resulted in long diversions in the past, a factor which severely impacts the resiliency of this portion of the N4 TEN-T Comprehensive Network.

In addition, there is a lack of facilities on the existing N4 through the urban area which can enable active travel and leisure trips as an alternative to those trips made by motor vehicle. Moreover, due to issues relating to the single, narrow bridge crossing from Carrick-on-Shannon to Cortober, congestion impacts on journey times and amenity and contributes to considerable delay.

The N4 Carrick-on-Shannon Bypass & Traffic Management Project endeavours to resolve the existing transport and safety issues along the section of the N4 between the Drumharlow townland west of Carrick-on-Shannon and the Lisseeghan townland east of Carrick-on-Shannon, in particular, the transportation issues through Carrick-on-Shannon, Cortober and their environs.

Q1.3 Why did the Project start again with a blank canvas? What happened to the previous project?

A1.3 The previous project was developed and assessed over 12 years ago. During that time a lot has changed in terms of constraints, legislation, and people's movements (travel for work, education and recreation). It was 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 does "Preferred Transport Solution" mean?

A1.4 The Preferred Transport Solution (PTS) is developed during the option selection phase of a project. In this case, it was developed for the N4 Carrick-on-Shannon to Dromod Project which extended from the Drumharlow townland west of Carrick-on-Shannon to Faulties at the western end of the Dromod to Rooskey Bypass. The PTS is a combination of the alternative and options that represent the best balance and most benefit for the project as shown on Board 4 of the earlier Public Display No. 4. It is an integrated sustainable transport solution that includes active travel measures for walking and cycling, improvements to public transport, traffic management measures and upgraded and new road infrastructure for the communities along this section of the N4 transport corridor from Drumharlow to Faulties.

The N4 Carrick-on-Shannon Bypass & Traffic Management Project formed part of the PTS and is now firstly being pursued in its own right as a standalone and independent Project. This is in response to an update to the Project Objectives which focus on the most significant issue at Carrick-on-Shannon which is the congestion in the urban area and the substandard N4 strategic route.

Q1.5 How was the Preferred Transport Solution selected?

A1.5 Post the conclusion of Public Consultation No. 2 on Alternatives and Options, the design team completed their review of the feedback received from the public and undertook a systematic assessment of the Alternatives and Options under the six multi-criteria headings, namely Economy, Safety, Accessibility & Social Inclusion, Integration, Environment and Physical activity, and selected a Preferred Transport Solution to deliver a reliable and sustainable transport solution for this section of the N4 corridor. The process by which this work culminated in the selection of the Preferred Transport Solution is outlined in the Options Selection Report at this link www.leitrim.ie/council/services/roads-and-transportation/national-primary-road-projects/n4-carrick-on-shannon-bypass-tmp/options-selection-report/options-selection-report.pdf

As noted above, the portion of the PTS to be advanced firstly is the N4 Carrick-on-Shannon Bypass & Traffic Management Project as a standalone and independent Project.

Q1.6	Were the landowners directly affected by the Preferred Transport Solution contacted?
A1.6	Every landowner directly affected by the Preferred Transport Solution was contacted by letter as part of the earlier Public Display No. 4 event.
Q1.7	When is the earliest timeframe that the Project could be built?
A1.7	Subject to continued funding, it is proposed to submit a planning application to An Coimisiún Pleanála in 2027 i.e. conclusion of Phase 3. Once the planning application is submitted, An Coimisiún 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 Coimisiún Pleanála, and there are no court challenges to this decision, and **funding for construction is approved by government** it will generally take a minimum of two years to complete the detailed design, prepare a tender, and appoint a Contractor to commence construction.

Q1.8	Who carried out the environmental assessments for the Environmental Impact Assessment Report?
A1.8	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
- Biodiversity – Scott Cawley Ltd.
- Archaeology and Cultural Heritage – Irish Archaeological Consultancy (IAC)
- Human Beings and Population – Optimize Consultants
- Human Health - 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
- Waste and Resource Management – Arup

Q1.9	When will the planning permissions, which are currently frozen due to comments from this project, be unfrozen?
A1.9	Planning reviews are undertaken on all planning applications of interest throughout the duration of the project. Following the commencement of Public Consultation No. 2 – Alternatives and Options, the area of interest for planning referrals was refined from the constraints study area to a buffer around the proposed Option Corridors. Since the Preferred Transport Solution has now been selected, the area of interest has again been refined down to a buffer around the Preferred Transport Solution (including around the urban areas where active travel components are located).
Q1.10	What was the width of the Preferred Option Corridor and what is actually required?
A1.10	The corridor for the road component of the Preferred Transport Solution was 300m wide along the proposed N4 and 150m along the urban link road, whereas the width

of the design within the corridor is now outlined on the display material. The 300m/150m corridor does not represent the actual width of the proposed road or the potential lands to be acquired. The corridor indicates the lands within which the proposed road could be developed.

Q1.11	What stage is the design at now?
A1.11	As part of Phase 3, the project team have been progressing the design of the active travel, traffic management measures and road components of the Preferred Transport Solution within the project extents. The design is now substantially complete and has been used to inform all land acquisition requirements to deliver the project and is indicated on this Public Display No. 5 material.
Q1.12	Will the information which is on display at the event be displayed somewhere the public can access it after the Public Display ends?
A1.12	After the in-person event ends, the public display materials will be moved to the Leitrim County Council Offices at Aras an Chontae, St George's Terrace, Townparks, Carrick-On-Shannon, Co. Leitrim, N41 PF67 **until 27 November 2026** where the public can access and view the physical public display materials. The Public Display material is also available on the Project website (www.carrickonshannonbypass.ie). We appreciate that not everybody may have access to the internet or visit the offices and in this instance, you can contact the Project Liaison Officer, Leitrim County Council at 071 9620005 and we will make alternative arrangements.
Q1.13	What is Active Travel and what facilities are proposed for pedestrians and cyclists?
A1.13	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 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. The Active Travel and Traffic Management measures being proposed are indicated on the display material and includes a comprehensive cycle network, improved cycle facilities, as well as pedestrian/cycle facilities across the extents of the Project.

Q1.14	What public transportation solutions are included?
A1.14	The implementation of the proposed bypass will result in improved journey time reliability for inter-urban and regional bus services, and the resultant reduced congestion in the urban area will result in improved journey time reliability for local bus services. The Project will improve the infrastructure on which Public Transport (Bus) can operate. The Project can facilitate the improvement for Bus Services by removing congestion and improvement in the quality of the road.
Q1.15	If you provide all the proposed public transport improvements, why do you need to build a new road?
A1.15	Our studies to date have shown that Public Transport Improvements in isolation will not resolve the transport issues identified and meet the project objectives but they do form part of an overall transport solution to deliver an overall sustainable transport solution which caters for all modes.
Q1.16	What type of surveys will be done on my land?
A1.16	Environmental specialists may have to undertake 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 required for the Project. All specialists will be carrying identification and a letter of authorisation of access from Leitrim County Council. If you have any concerns about people requesting to enter your land, please contact the Project Liaison Officer. Contact shall be made separately should any invasive surveys be required in advance of undertaking such surveys, e.g. geotechnical investigations and compensation is paid for such works.
Q1.17	How will I know if my property will be affected by land acquisition?
A1.17	Public Display No. 5 shows the proposed Project and draft land acquisition required to deliver the Project. Landowners have been notified by post of proposed land acquisition in advance of Public Display No. 5.
Q1.18	What do I do if I want to object?
A1.18	Formal objections can only be submitted after the planning application is submitted to An Coimisiún Pleanála. In the interim, please feel free to contact the Project Liaison Officer with your concerns as it may be possible to mitigate issues in advance of submission to planning.

Q1.19	What about compensation?
A1.19	Compensation will be paid wherever land or property is directly affected (i.e. land has been acquired / purchased). Refer to Q1.32.
Q1.20	How are the impacts of adverse noise, air or visual disturbance addressed?
A1.20	This is considered and assessed during this phase i.e. Design Stage and Environmental Evaluation in advance of planning submission to An Coimisiún Pleanála. Noise barrier/fencing, earth bunds, landscaping etc. may be provided to mitigate these impacts.
Q1.21	How will my personal data be handled?
A1.21	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 Bypass & Traffic Management Project. Data will not be retained for any longer than is necessary for the completion of the Project.
Q1.22	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?
A1.22	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.
Q1.23	Why is a dual carriageway cross-section under consideration?
A1.23	TII's Rural Road Link Design standard (DN-GEO-03031) outlines the mechanism of selecting a cross-section for a Project. This standard adopts the 'divided roads' terminology in place of 'dual carriageway' and follows a similar approach to the language adopted in the TEN-T regulations and the recommendations of the National Speed Limit Review. As the N4 is part of the TEN-T network, is a national road and has a speed limit of over 80 km/h, and the predicted traffic exceeds the capacity of a single carriageway, a divided carriageway (formerly defined as a dual carriageway) is proposed.
Q1.24	Why are the existing junctions in the urban area being upgraded?

A1.24	The desire lines for active travel are close to businesses, education and leisure facilities, river walkways, cafes and restaurants, and given that all these attractors are located in the urban area, the primary focus of the design of active travel facilities has been to serve the demand for same in the urban area. With the significant benefit of a reduction in traffic volumes through the existing town centre, the active travel measures consist mainly of on-line interventions at the existing junctions, at existing desire lines and along the existing N4 road network within the town centre. These measures provide an opportunity to re-prioritise the hierarchy of road users along the existing road network. Drummagh Link, to the north-east of the town centre, will be designed as an urban street with the provision of pedestrian and cycle facilities suited to the surrounding urban environment also. The purpose of this road is to connect the R280 Leitrim Road and the Castlecara Road, providing traffic with an alternative option to avoid using the inner town network and provide a more direct route to the existing N4 and the bypass, and to provide a more direct line along the desire line for active travel. A pedestrian and cyclist connection is provided to the Drummagh Link as it crosses beneath the Summerhill Road.
Q1.25	What is the form of the new bridge on the bypass over the River Shannon?
A1.25	The proposed bridge over the River Shannon will take the form of a 360m long, three-span, extradosed (cable stayed) bridge. The form of the bridge was assessed against other bridge forms with consideration given to environmental impacts, cost, aesthetics and due consideration of the receiving environment. Please refer to the drawings presented in Public Display No. 5 for a visualisation of what the bridge will look like.
Q1.26	What is the clearance of the new bridge on the bypass over the existing Elphin Road?
A1.26	The standard clearance over a regional road to the underside of the new bridge on the bypass is 5.3m.
Q1.27	What is the purpose of drainage ponds?
A1.27	The ponds are designed to attenuate surface flows following the introduction of new road pavement in place of agricultural lands, as well as to provide a sustainable drainage treatment to protect water quality downstream of the outfalls from the proposed Project.
Q1.28	I have received a letter stating that I have a 'holding interest in property registered to' another person. What does this mean?

A1.28 There are many reasons that you may have been identified as holding an interest in property registered to someone else.

Such reasons include, but are not limited to:

1. You may be actively leasing and/or occupying the land
2. You may be identified in the folio for that land as having a right of way or other burden over the land
3. The registered owner may have advised the Project team that you hold another interest in the land

Q1.29 What is the process for the land acquisition?

A1.29 In relation to the lands required to facilitate the delivery of the Project, LCC will make (i) a Protected Road Scheme (PRS) which will be submitted for approval to An Coimisiún Pleanála (ACP) under Section 49 of the Roads Act 1993, as amended relating to the proposed N4 bypass element of the Project and (ii) a Compulsory Purchase Order (CPO) which is also required for the traffic management measures in the urban area, Drummagh Link and all other lands required for the Project, which is also to be submitted to ACP for confirmation.

Q1.30 What is a Protected Road?

A1.30 A protected road means a public road or proposed public road specified to be a protected road in a Protected Road Scheme approved by An Coimisiún Pleanála (formally An Bord Pleanála). A Protected Road Scheme approved by An Coimisiún Pleanála may provide for the prohibition, closure, stopping up, removal, alteration, diversion or restriction of any specified or all means of direct access to the protected road from specified land or from specified land used for a specified purpose or to such land from the protected road. It may also restrict or prohibit the use of such a road by certain types of traffic or classes of vehicles.

Q1.31 What are the next steps in the Project after it is submitted to An Coimisiún Pleanála?

A1.31 The next steps for the Project include:

1. Obtain Approval to publish.
2. Submit planning application to ACP.
3. The Environmental Impact Assessment Report, Natura Impact Statement and Deposit Maps and Schedules for the CPO and PRS will be on public display at Áras an Chontae, Carrick-on-Shannon for a minimum period of 6 weeks. These

documents will also be available for purchase or to download from the project website www.carrickonshannonbypass.ie.

4. Written submissions with respect to the Environmental Impact Assessment Report can be made to ACP within that time period (newspaper advertisement will specify further). Those included in the Protected Road Scheme/Compulsory Purchase Order can make an objection, within that same time period, with respect to the proposed acquisition of their property.
5. ACP may hold an Oral Hearing following receipt of and consideration of the written submissions, typically 6 months post lodgement of planning application.
6. If the CPO and/or PRS is confirmed, a confirmation notice will be published.
7. A person may question the validity of any decision by ACP by way of an application for judicial review.

Q1.32	If I am entitled to compensation, how is this calculated and when is it awarded?

A1.32 Compensation is assessed on a case-by-case basis preferably by agreement between County Council and landowner. The compensation includes for the value of land, the extent of severance, disturbance and injurious affection caused by the Project:

- Value of land – market value of the land acquired. This is based on the date that the Notice to Treat is served.
- Extent of severance – payment made where loss of the land acquired (severed) by compulsory acquisition reduces the value of the land retained.
- Disturbance – covers items such as relocation expenses, the costs associated with purchasing replacement land and disruption / inconvenience.
- Injurious affection – covers the damage to the land by reason of the new use of the land acquired (e.g. loss of privacy and noise / pollution).

When the Project is granted planning permission and the Compulsory Purchase Order and Protected Road Scheme are confirmed, and following issue of a Notice to Treat by the local authority, land and property owners submit a compensation claim which is reviewed and assessed. Once the compensation claim is agreed, the final compensation claim may be paid.