



N3 Virginia Bypass

Public Display of Preferred Transport Solution

Information Brochure
May 2023



Comhairle Contae an Chabháin
Cavan County Council



comhairle chontae na mí
meath county council



Rialtas na
hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

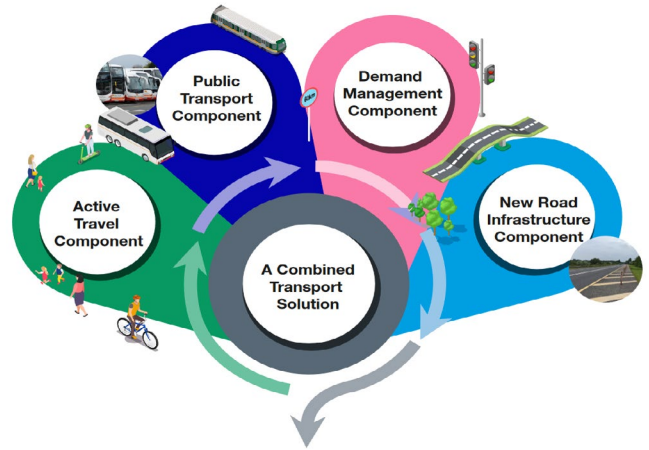
Project Background and Description

Cavan County Council, in partnership with Meath County Council and in association with Transport Infrastructure Ireland, is progressing the development of the **N3 Virginia Bypass** scheme to deliver a sustainable transportation solution for transportation problems identified along the N3 through Virginia Town and environs.

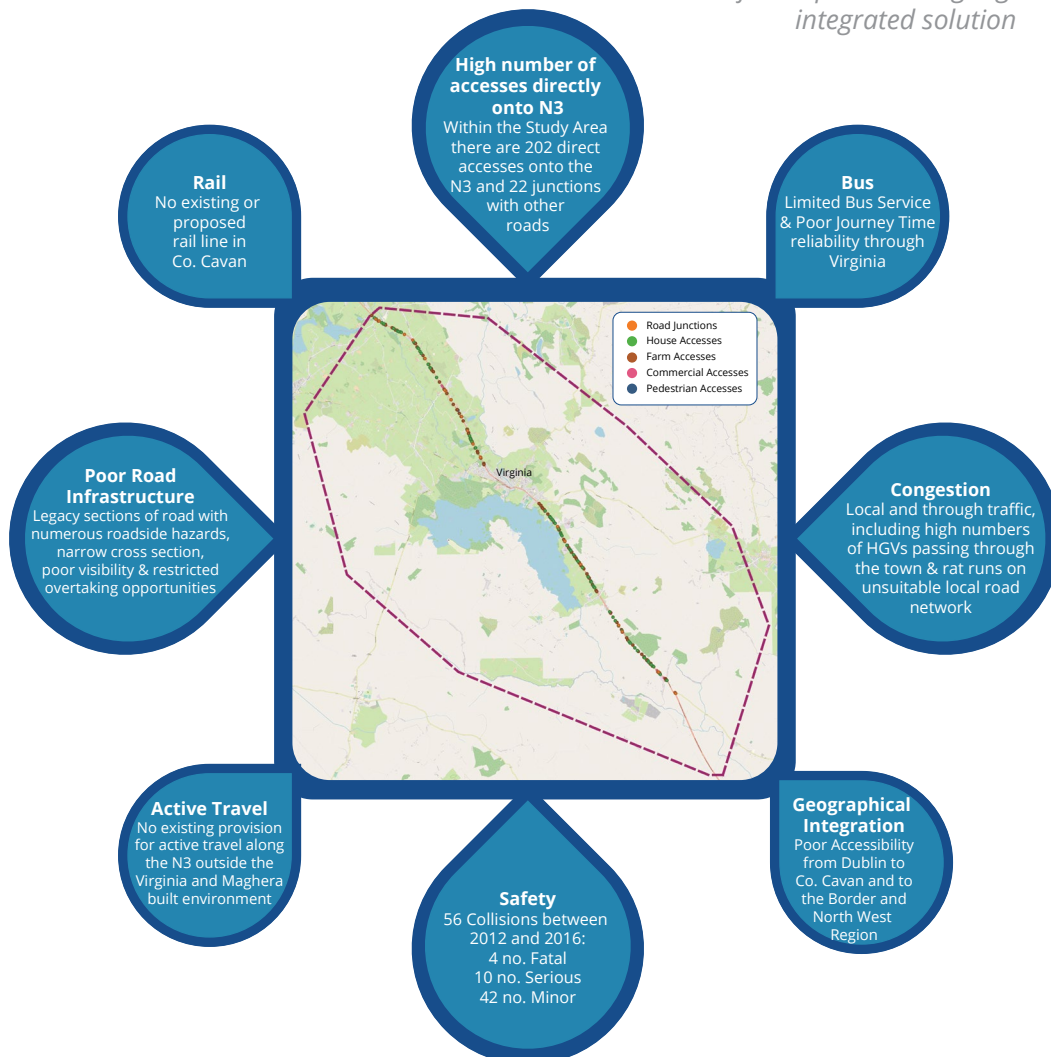
The M3 Motorway and N3 national primary route form a strategic radial corridor linking Dublin with Cavan and onward to Enniskillen and beyond to Sligo and Letterkenny. The **N3 Virginia Bypass** scheme is specifically highlighted in the National Development Plan (NDP) 2021 to 2030 and it will significantly improve accessibility and journey times between Dublin, Cavan Town and the North West and Border Region.

Significant safety and transportation issues have been identified within the study area for the N3 Virginia Bypass scheme; whereby Virginia Town and its environs experiences a level of both local and through traffic using the N3 that is contributing to poor safety and congestion within the town centre.

A key driver for the project is to ensure that all elements of transport, including public transport, active travel (walking and cycling) and demand management, are working together to achieve a sustainable solution and to minimise the impact to the natural and built environment.



All elements of transport working together to achieve an integrated solution



Existing N3 - Significant Issues

Policy Background

The N3 Virginia Bypass scheme is specifically highlighted in the NDP 2021 to 2030 and aligns with other national policy such as the Climate Action Plan 2023 (CAP23) and the Department of Transport's National Sustainable Mobility policy, as well as a number of the investment priorities from the National Investment Framework for Transport in Ireland (NIFTI): decarbonisation, mobility of people and goods, and enhanced regional and rural connectivity.

Through the provision of sustainable transport infrastructure and services, including public transport, park and share and walking and cycling facilities, the proposed scheme will encourage people to make lower carbon travel choices.

Project Objectives

The project objectives for the scheme have been developed to align with the criteria outlined in the Department of Transport Common Appraisal Framework for Transport Projects and Programmes (CAF).

A number of objectives have been established for the project including the following overarching objectives:

- Enhancing regional accessibility;
- Improving the environment in Virginia Town through the reduction of through traffic and strategic traffic;
- To improve accessibility for all to key facilities such as employment, education, healthcare and other essential services;
- Supporting sustainable and equitable mobility to encourage modal shift to help meet Ireland's Climate change goals; and
- Improving safety and connectivity for Vulnerable Road Users.



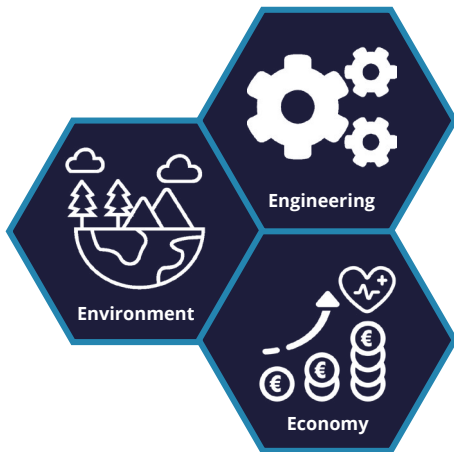
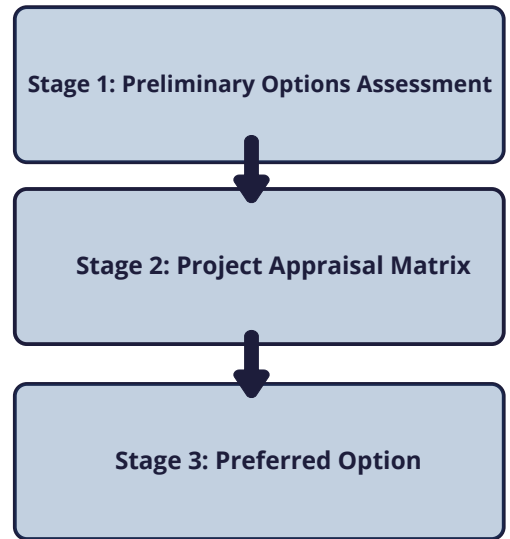
Option Selection Process

The Option Selection process involved a systematic, three stage appraisal, which examined the options against defined criteria and the project objectives:

- Stage 1: Preliminary Options Assessment;
- Stage 2: Project Appraisal Matrix; and
- Stage 3: Preferred Option.

The outcome of the Option Selection process is the identification of the Preferred Transport Solution (or 'Preferred Option').

Stage 1 of the Option Selection Process commenced with the identification of a study area, constraints within the study area, and the identification of a number of potentially feasible options including online and traffic management improvements along the N3. This information was presented to the public at Public Consultation No. 1 in March 2020.

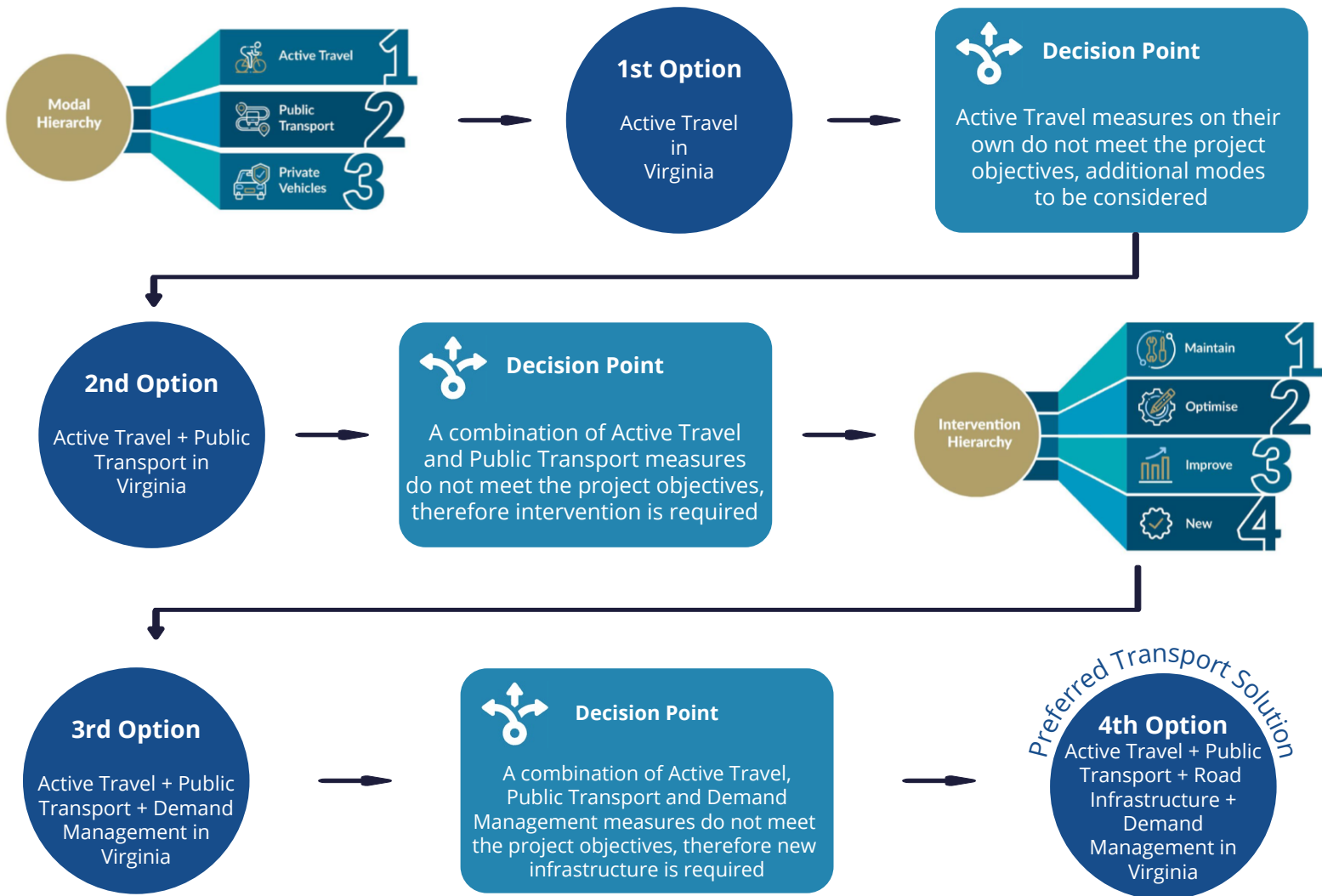


After Public Consultation No. 1, the options (29 in total) were developed, taking into account feedback from the public consultation. The options were assessed under the criteria of Economy, Environment and Engineering. The assessment led to the identification of 10 shortlisted option corridors (including linkages between options) that were then presented to the public between mid-November 2020 and mid-January 2021 at Public Consultation No. 2.



Stage 2 of the Option Selection Process commenced in January 2021 and involved the assessment of alternative transport modes and the shortlisted options. The assessment of alternatives considered active travel, public transport, demand management and new road infrastructure and concluded that a combination of these solutions would be necessary to meet the project objectives. The Preferred Option is a multi-modal transport solution which will cater for a number of sustainable alternative modes of travel.

The Option Selection Process continued with the assessment of the ten shortlisted options under the six CAF criteria: Environment, Economy, Safety, Integration, Physical Activity and Accessibility and Social Inclusion. This assessment led to the identification of the Emerging Preferred Option (modified Option Cv2) which was then presented to the public at Public Consultation No. 3, which took place in August and September 2021.



Modal and Intervention Hierarchy to establish the Preferred Transport Solution

Stage 3 commenced after Public Consultation No. 3, when submissions and feedback received were reviewed and considered by the Project Team. It was determined that there was no substantially new and/or additional information which would result in an amendment to the previously presented Emerging Preferred Option (EPO) Corridor. However, the junction corridor areas were reviewed and some of these areas have been amended in shape and reduced in size. In addition, corridors were developed depicting areas where side roads may be realigned and active travel infrastructure may be provided.

Therefore, the modified Option Cv2 has been adopted as the Preferred Transport Solution (Preferred Option), and will be taken forward to the next phase; Phase 3 (Design and Environment Evaluation).



Preferred Transport Solution

The Preferred Transport Solution comprises a number of components which together create an integrated solution.

The proposed new infrastructure, which includes active travel and caters for public transport, will remove a significant volume of traffic from Virginia Town and environs. This will create a safer, vibrant and attractive environment in which people can live, work, play and learn, while also aligning with the project objectives. The Preferred Transport Solution map is presented overleaf. This map shows an indicative mainline alignment within the road-based corridor, potential junction locations, side road realignments and extents of locations where active travel facilities will be provided outside the road-based corridor.

The road-based corridor shown is typically 300m wide, with some localised widening to allow for further refinement of the design in Phase 3 (Design and Environmental Evaluation). The corridor does not represent the actual width of the scheme nor the lands to be acquired. The exact details of the lands to be acquired will be determined during Phase 3.



Active Travel

Active Travel facilities (walking and cycling) will be provided along the full length of the mainline of the scheme and associated link roads. Connectivity will be provided to existing footways and to key attractors in Virginia and environs, including areas outside of the road-based corridor and to the proposed Transport Park and Share Hubs (Mobility Hubs). Bike parking and charging facilities for electric bikes will also be incorporated.



Public Transport

The implementation of the road based component of the Preferred Transport Solution will improve journey time reliability for Buses and can facilitate the improvement for Bus Services by removing congestion. Transport Park & Share Hubs (Mobility Hubs) will be provided at either end of the scheme. These hubs will provide safe access to bus services, safe parking, charging facilities for electric vehicles and electric bikes, will be accessible via road and active travel facilities and will facilitate the transition to sustainable mobility and low carbon vehicles.

In consultation with the National Transport Authority (NTA) the following will be considered during Phase 3 of the project in conjunction with the provision of improved road infrastructure:

- Provision of more inter-urban bus services and ensure suitable connectivity to the towns and villages along this route;
- Improvement to local connect bus services.



Demand Management

Demand management measures within Virginia Town shall be implemented as part of the scheme, with measures to be developed during Phase 3 that will include the implementation of a 30km/h speed limit within Virginia Town and the removal of strategic HGV traffic by adopting a HGV / Axle ban within the town (except for deliveries within the town).



Road Infrastructure

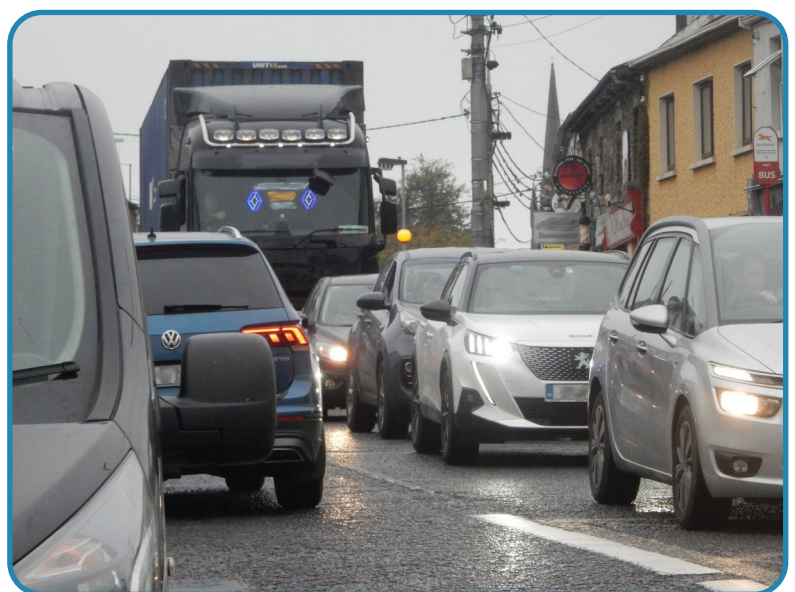
The road-based corridor is c.14.5km in length and commences at the end of the N3 Dual Carriageway at Derver in Co. Meath and continues in a northerly direction into Co. Cavan, bypassing to the east side of Whitegate Cross, east of Maghera and east of Virginia Town before continuing north of Virginia Town, following along / adjacent to the existing N3 and terminating to the north side of Lisgrea Cross. The road-based corridor also includes a link to the existing N3 on the south side of Virginia, named the Burrencarragh Link Road and a link to the north side of Virginia to the R194 regional road, named the R194 Ballyjamesduff Link Road. The road cross section will be confirmed during Phase 3.

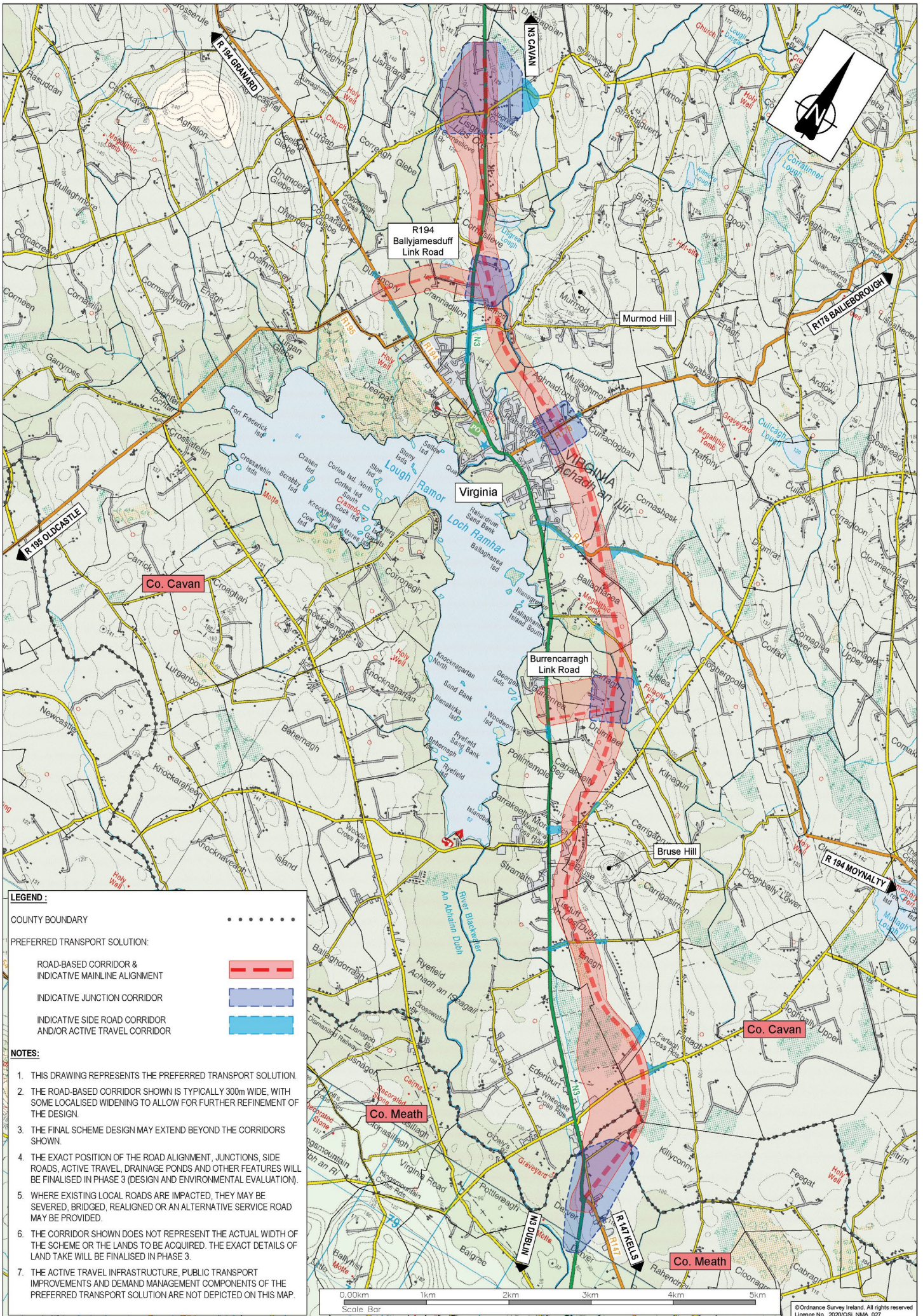
This Public Display

The Preferred Transport Solution for the **N3 Virginia Bypass** scheme will be on display from 16th May until the 16th June 2023. The Preferred Transport Solution is shown on the map overleaf and larger scale drawings can be downloaded from the project website and will also be on display in the window of the Virginia Show Centre, The Showgrounds, Virginia, Co. Cavan A82 A9X2 and in the Municipal District Office in Virginia Courthouse, Virginia, Co. Cavan A82 F8C8.

The Option Selection Report documents the process of selecting the Preferred Transport Solution and outlines the rationale and criteria applied in the selection of the solution. The report and associated documents and drawings can be accessed by the public in the following ways:

- They can be viewed or downloaded:
 - from the project website: www.n3virginiabypass.ie
 - linked via the Cavan County Council website at www.cavancoco.ie/n3-virginia-bypass
 - via the Online / Virtual Room: <https://www.innovision.ie/n3virginiabypass>;
- They can be inspected at the following offices of Cavan County Council:
 - Customer Services desk, Second Floor, Johnston Centre, Farnham Street, Cavan H12 C9K1.
 - Ballyjamesduff Municipal District Office - Courthouse, Virginia, Co. Cavan A82 F8C8.





LEGEND :

COUNTY BOUNDARY - - - - -

PREFERRED TRANSPORT SOLUTION:

ROAD-BASED CORRIDOR & INDICATIVE MAINLINE ALIGNMENT [Red dashed line with red shaded corridor]

INDICATIVE JUNCTION CORRIDOR [Blue shaded area]

INDICATIVE SIDE ROAD CORRIDOR AND/OR ACTIVE TRAVEL CORRIDOR [Light blue shaded area]

- NOTES:**
1. THIS DRAWING REPRESENTS THE PREFERRED TRANSPORT SOLUTION.
 2. THE ROAD-BASED CORRIDOR SHOWN IS TYPICALLY 300m WIDE, WITH SOME LOCALISED WIDENING TO ALLOW FOR FURTHER REFINEMENT OF THE DESIGN.
 3. THE FINAL SCHEME DESIGN MAY EXTEND BEYOND THE CORRIDORS SHOWN.
 4. THE EXACT POSITION OF THE ROAD ALIGNMENT, JUNCTIONS, SIDE ROADS, ACTIVE TRAVEL, DRAINAGE PONDS AND OTHER FEATURES WILL BE FINALISED IN PHASE 3 (DESIGN AND ENVIRONMENTAL EVALUATION).
 5. WHERE EXISTING LOCAL ROADS ARE IMPACTED, THEY MAY BE SEVERED, BRIDGED, REALIGNED OR AN ALTERNATIVE SERVICE ROAD MAY BE PROVIDED.
 6. THE CORRIDOR SHOWN DOES NOT REPRESENT THE ACTUAL WIDTH OF THE SCHEME OR THE LANDS TO BE ACQUIRED. THE EXACT DETAILS OF LAND TAKE WILL BE FINALISED IN PHASE 3.
 7. THE ACTIVE TRAVEL INFRASTRUCTURE, PUBLIC TRANSPORT IMPROVEMENTS AND DEMAND MANAGEMENT COMPONENTS OF THE PREFERRED TRANSPORT SOLUTION ARE NOT DEPICTED ON THIS MAP.



The Next Steps

Phase 3 (Design and Environmental Evaluation)

Following selection of the Preferred Transport Solution, Phase 3 (Design and Environmental Evaluation) will commence, subject to approval to proceed. The purpose of this phase is to further develop the design of the Transport Solution, including the mainline alignment, junction and side road arrangements, active travel facilities and transport park and share hubs (mobility hubs) and land take requirements.

As the design reaches a level of maturity where informed discussions can take place, the N3 Virginia Bypass team will consult directly with potentially impacted land and property owners on the developing design.

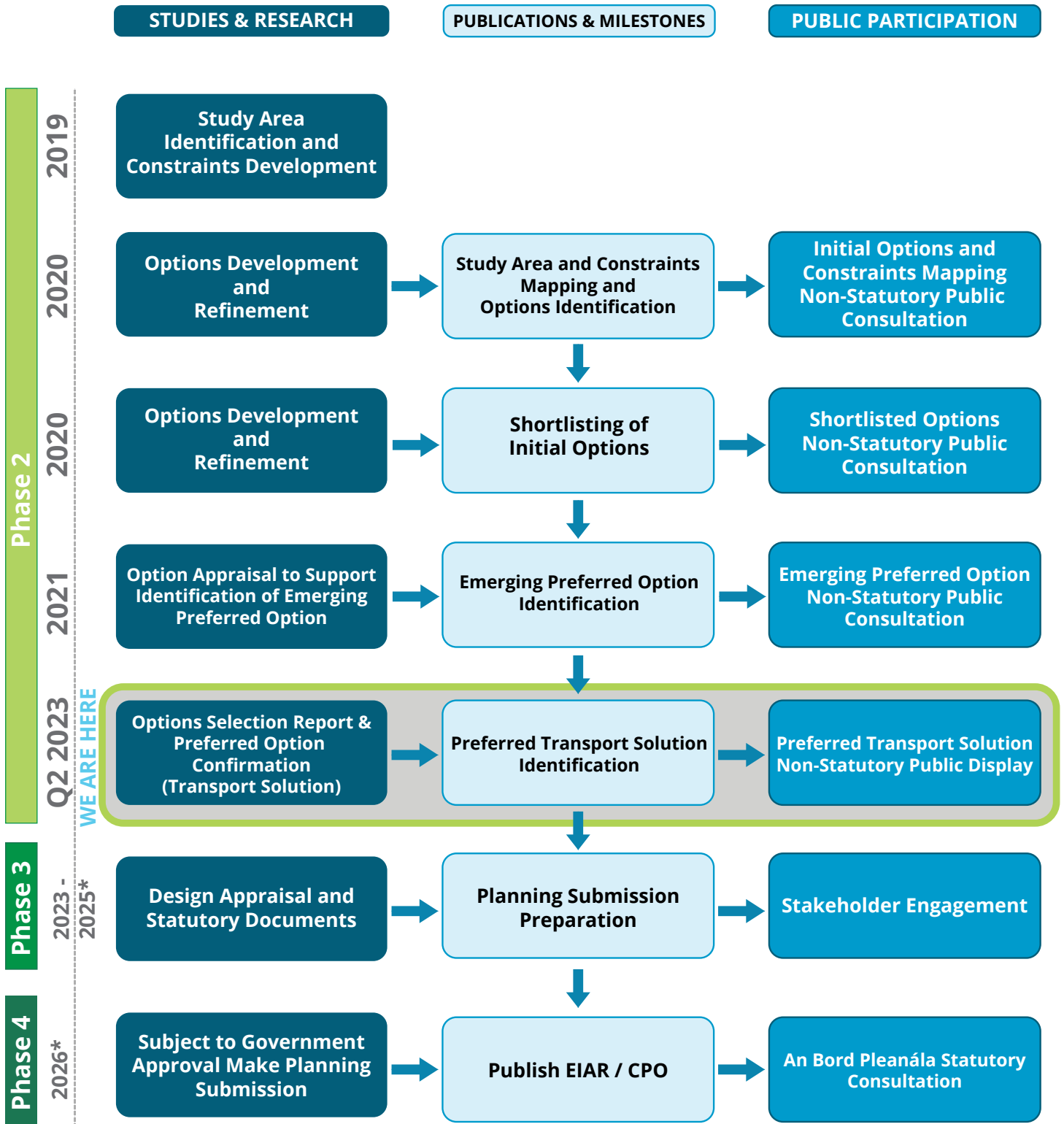
Phase 4 (Statutory Processes)

The purpose of Phase 4 is to advance the project through the statutory processes. This involves the preparation and publication of documentation to ensure that the project is developed in accordance with planning, environmental and other relevant legislation. The planning documentation will be submitted to An Bord Pleanála and members of the public or interested parties can make submissions to An Bord Pleanála in relation to the scheme. An Bord Pleanála may then call an Oral Hearing.

Planning and Design	Phase 0	Scope and Pre-Appraisal
	Phase 1	Concept and Feasibility
	Phase 2	Option Selection
	Phase 3	Design and Environmental Evaluation
Construct/Implement	Phase 4	Statutory Processes
	Phase 5	Enabling and Procurement
	Phase 6	Construction and Implementation
	Phase 7	Close Out and Review



N3 Virginia Bypass Public Consultation Roadmap



*Subject to approval to proceed



Contact Information

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