Report and Recommendation of Municipal District Co-ordinator

To: The Cathaoirleach and Each Member of Carrickmacross-Castleblayney Municipal District
Date: September 28th, 2026
Subject: Proposed Declaration of Private Laneway at Coolskeagh and Gorteens, County Monaghan as a Public Road under Section 11 of the Roads Act 1993

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1. Introduction and Background

This report concerns the proposed making of a declaration that an existing private access lane, located immediately off the N53 National Secondary Road, in the townlands of Coolskeagh and Gorteens, Co. Monaghan should be declared a public road. The laneway, located to the west of the N53 Dundalk-Castleblayney Road, is approximately 660m in length, running from its junction with the N53 in a north-westerly direction to the site of a residential property at its end point – reference Figure 1. At its junction with the N53, the laneway is bounded by a single dwelling house either side and thereafter farmlands, including an access to a farmyard and outbuildings some halfway along its length.



Figure 1 Site Location Map

The matter of declaring the laneway a public road was first brought to attention following the submission of a motion by Cllr. Noel Keelan at the September 2024 meeting of the Carrickmacross-Castleblayney Municipal District. The motion arose from the refusal of a

planning application for a single dwelling house along the laneway, in line with TII's road safety policy regarding single accesses onto national routes. The motion read as follows:

"That the MD Executive assess the feasibility of making the private road at Gorteens, Coolskeagh, Castleblayney, Co. Monaghan a public road."

On the proposal of Cllr. Noel Keelan and seconded by Cllr. Colm Carthy the motion was unanimously agreed.

2. Statutory Requirements (Section 11 Roads Act 1993)

Section 11 of the Roads Act 1993, provides that "A road authority may, by order, declare any road over which a public right of way exists to be a public road, and every such road shall be deemed to be a public road and responsibility for its maintenance shall lie on the road authority." Section 11 further provides that before making such a declaration, the local authority must satisfy itself on two primary criteria:

(i) That the road is of general public utility.

(ii) Financial Implications - the costs associated with the proposed declaration must be evaluated and deemed manageable.

2.1 Assessment of Public Right of Way

Following adoption of the motion, the executive sought clarity surrounding the fundamental requirement for the existence of a public right of way over the laneway. Initial legal advice indicated that a public right of way can be created in three ways:

a) It may arise from use from time immemorial or living memory (i.e. there is no living person who can recall when the user began);

b) It may be created by legislation; or

c) It may be established by proof of long use by the public with an express or implied acceptance by the owner.

In June of this year, Monaghan County Council's legal services team received sworn affidavits from each of the landowners along the laneway supporting the notion that a public right of way exists over the laneway. Upon review of the submitted affidavits, the legal services team advised as follows:

“The Affidavits confirm that there has been an unrestricted right of the general public to pass and repass the laneway without permission from the landowner. Therefore, it appears that the laneway is a public right of way which is capable of being taken in charge.”

2.2 Assessment of General Public Utility

- **Access and Connectivity:**

Beyond facilitating agricultural access, the laneway lacks clear public utility. It does not function as a through road and serves as the sole access point for a single, isolated residential property at its terminus. The two properties situated on either side of the laneway’s junction with the N53 have direct access onto the N53.

- **Condition and Standards:**

The executive commissioned a design standard assessment of the laneway in March 2025. A copy of the assessment is appended to this report. In summary, the laneway is considered substandard in terms of horizontal alignment (including boundary conditions), drainage infrastructure, and road safety. Regarding the latter, particular emphasis is placed on the substandard nature of the laneway’s intersection with the N53. The sight visibility available to traffic exiting south from the laneway is below standard, as is forward visibility of the junction for vehicles travelling northbound on the N53. The narrow junction mouth has the potential to generate significant vehicle conflicts where access and egress movements coincide, and the configuration of three adjacent direct accesses onto the N53 also inherently increases the risk of traffic conflict.

2.3 Financial Implications

The original design assessment report outlined costs totalling €203,650 to bring the laneway and its junction with the N53 up to an acceptable public standard. The report noted that these costs did not include for any required land acquisitions or associated accommodation works. The costings have since been revised to reflect current construction rates, not least the significant uplifts in the costs of road-making materials, and estimated costs for land acquisition and potential accommodation works are now included. The revised costings total €301,215, the details of which are included as an addendum to the original design assessment appended to this report.

3. Initiation of Process for Declaring a Public Road, Public Consultation and Advertising

At the July 2026 in-committee meeting of the Carrickmacross-Castleblayney Municipal District, the process for declaring the laneway a public road was formally initiated by way of vote, with the Cathaoirleach exercising a casting vote. Subsequently, in compliance with Section 11(1)(b)(iii) of the Roads Act 1993, a public notice of intention to declare the laneway a public road was advertised in *The Anglo-Celt* newspaper on Thursday, the 6th of August 2026. A public consultation map was available for inspection at the offices of the Carrickmacross-Castleblayney Municipal District for a period of four weeks commencing on the 6th of August 2026. The closing time and date for receipt of submissions/objections was 5:00 p.m. on Thursday, the 17th of September 2026. No submissions or objections were received.

4. Conclusion and Recommendation

In considering the foregoing and the proposal more generally, there are several key concerns:

Liability Risk:

There would be immediate and significant liability risk transfer to Monaghan County Council upon taking in charge a substandard road, particularly where no legal agreements are in place with landowners to facilitate the timely completion of necessary upgrade works.

Financial Impact:

The financial cost of upgrading the laneway to an acceptable public standard would be substantial, and any notion of securing specific funding to address all upgrade requirements in their entirety is unrealistic. In considering a phased approach across multiple funding streams, options are limited:

- **Community Involvement Scheme (CIS):** The CIS is strictly a road maintenance and restoration grant. While it may be availed of to address enabling, drainage, and resurfacing works, it does not cover land acquisition and road widening costs. Furthermore, the required local contribution in this instance would be considerable; in the absence of binding legal agreements or conditional plebiscites, there would be no obligation on landowners to avail of the scheme post-resolution.

- **Safety Improvement Works on Regional and Local Roads Programme:** While the low-cost safety improvement scheme would facilitate junction widening, a typical scheme allocation would not be sufficient to address the road safety issues present at the laneway's junction with the N53.

- **TII Road Safety Improvement Scheme:** Given that the laneway is not a through road and has small traffic volumes, it is unlikely that any proposal would rank sufficiently highly in a cost-benefit analysis.

Across all the above potential funding streams, the lack of outward public utility will be a constraining factor in securing funding when weighted against other potential schemes. That being the case, the cost to implement the required upgrades would be borne entirely by the Municipal District at the expense of the existing public road network. If, on the other hand, funding was secured, it could well be at the expense of schemes on the existing public road network that are already being promoted by elected members.

Precedent:

Should the elected members choose to pass a resolution to declare the laneway a public road, it would establish a very challenging precedent. There are approximately sixty private laneways of this type that access directly onto a national route in the Carrickmacross-Castleblayney Municipal District. Passing this resolution would effectively open the door for residents of these laneways, as well as other private laneways or unfinished developments across the district and county, to demand identical public adoption, creating an escalating, unbudgeted strain on the council's resources.

In conclusion, and having regard to all the above, I strongly recommend that the elected members do not proceed with the resolution to declare the private laneway at Coolskeagh and Gorteens, County Monaghan, as a public road.

Signed: Damien Thornton

Damien Thornton,

Municipal District Co-Ordinator

PRIVATE LANE AT GORTEENS AND COOLSKEAGH, CASTLEBLANEY, CO. MONAGHAN

DESIGN STANDARD ASSESSMENT REPORT

ADDENDUM

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SEPTEMBER 2026

1.0 INTRODUCTION

P. Herr & Associates carried out a design standard assessment on a private lane at Gorteens and Coolskeagh, Castleblaney, Co. Monaghan on behalf of Monahan Co. Co. in April 2025.

The assessment identified a number of sub-standard design features of the lane and its junction with the N53 and provided a preliminary cost estimate for undertaking the necessary upgrade works in Table 6.1 of the report.

There has been a sharp increase in construction costs since April 2025, driven largely by geopolitical shocks and supply chain friction. In particular, the conflict in the Middle East has severely disrupted oil-based product pricing (including bituminous and asphalt materials).

This addendum to the original report reviews the costings set out in Table 6.1 to reflect these increased costs.

The assessment also established that it would be necessary to acquire a strip of garden (40m x 5m) from one of the houses that abut onto the lane at the N53 junction. The costings set out in Table 6.1 did not include for the cost associated with this land acquisition as each situation is unique with multi-factors determining the final total cost (i.e. it is not a simple matter of placing a market value on the quantum of land to be acquired).

This addendum to the original report considers the cost of land acquisition in more depth and offers a 'best estimate' on the likely costs.

2.0 UPDATE OF CONSTRUCTION COST ESTIMATES

The costings in Table 6.1 have been updated to September 2026 using the Wholesale Price Index for Building and Construction– Table 3 as published by the Central Statistics Office for August 2026. A copy of Table 3 is provided at Appendix 1.

Items 1 -3 can be described as general construction works. The estimated cost for these items has been increased based on the 3.3% PA increase in 'all materials'.

Items 4 and 5 relate primarily to road surfacing works with a heavy reliance on bituminous and asphalt-based material. The conflict in the middle east has had a significant impact on the price of oil-based products (including bituminous material) with the CSO recording a 16.1% PA increase in wholesale cost. The estimated cost for these items has been increased based on this 16.1% PA increase.

The impact of applying these cost increases is to increase the overall estimated cost of the construction works from €203,750 to €243,715 as set out in Table 6.1 (Rev. A) below.

Description of Upgrade Works Required	***Estimated Cost €***		
	April 2025	***September 2026***	***Comment***
1. Upgrade 3no. existing field entrances to 'double up' as pull in area	3,000	3,150	Application of 3.3% PA increase in all construction materials over 12 months to Aug 2026 (Source: CSO – Wholesale Price Index for Building and Construction– Table 3) Equates to 5% increase between April 2025-Sep 2026
2. Repair damaged stone embankment	3,500	3,675	
3. Provide filter drain/drainage channel along each side of the southern portion of the private lane	48,000	50,400	
4. Lowering crest curve on N53	65,000	81,900	Application of 16.1% PA increase in bituminous and asphalt materials over 12 months to Aug 2026 (Source: CSO – Wholesale Price Index for Building and Construction– Table 3) Equates to 26% increase between April 2025-Sep 2026
5. Widening Lane/re-locating existing house entrances	60,000	75,600	
Sub-Total	179,500	214,725	
Vat @13.5%	24,250	28,990	
Total	203,750	243,715	

Table 6.1 (Rev A) – Summary of Costs (Updated to September 2026)

3.0 LAND ACQUISITION COSTS

It shall be necessary to acquire a strip of side garden (circa 40m x 5m) from one of the houses abutting the lane in order to increase the width of the subject lane to 6m in the vicinity of its junction with N53.

The sum paid for this acquisition is not simply based on the market value of residential land in the locality (i.e. the going rate in the area for a 'site'). Instead, it is based on 3 elements as follows:

Raw Land Value - Payment for purchase of the land
Severance & Injurious Affection – Payment for loss in value of house due to reduced garden size, loss of privacy, impact on existing internal driveways, garden area, landscaping etc.
Disturbance – payment to compensate for the general hassle, inconvenience of the works, construction noise etc.

Each case is unique and there can be a wide variation in the total payment made for two different land takes.

However, based on my role as engineer representing a number of house owners affected by the current upgrade works on the N53 between Rassan and Hackballscross in Co. Louth, I would put a best estimate of €47,500 as follows:

Raw Land Value	€5,000
Severance & Injurious Affection	€35,000
Disturbance	€7,500
	€47,500

There would be associated legal, engineering, valuers, and administration costs of circa €5000 for each party. Monaghan Co. Co would have be pay these costs for each party i.e. €10,000.

The estimated land acquisition costs therefore amount to €57,500.

This value assumes that the land is acquired by negotiations/agreement with the landowner.

Fees and administration costs would amount to a further circa €20,000 in the event that a CPO process is required to acquire the land.

4.0 TOTAL ESTIMATED COST

The updated total estimated cost, incorporating construction works and land acquisition works, amounts to €301,215 as follows:

	Cost €
Construction Costs	**243,715**
Land Acquisition Costs	**57,500**
Total	**301,215**



Eamonn Mc Mahon
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F.I.E.I

24/09/26

APPENDIX 1 – TABLE 3 - CSO WHOLESALE PRICE INDICIES FOR BUIDING AND CONSTRUCTION MATERIALS (Aug.2026)

Table 3 Detailed Wholesale Price Indices (excluding VAT) for Building and Construction Materials

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Base Year 2021=100

	Index		Monthly % Change			Annual % Change
Materials	Jul 2026	Aug 2026	Jun 2026	Jul 2026	Aug 2026	Aug 2026
Stone, sand and gravel	140.0	140.8	-0.1	1.2	0.6	5.2
Stone	138.4	139.5	-0.1	1.3	0.8	5.7
Sand and gravel	147.6	147.1	-0.4	0.8	-0.3	3.1
Cement	143.4	143.4	-4.8	0.0	0.0	-7.8
Ready mixed mortar and concrete	161.7	161.6	0.1	-0.2	-0.1	7.6
Concrete blocks and bricks	136.0	135.7	-0.1	-1.2	-0.2	4.1
Other concrete products including precast[1]	149.0	149.0	0.2	1.2	0.0	1.4
Structural steel and reinforcing metal	133.6	133.7	0.0	1.2	0.1	4.1
Structural steel	174.7	174.7	-0.4	0.2	0.0	1.6
Structural steel fabricated metal	182.3	182.3	-0.2	0.1	0.0	1.5
Other Structural steel	116.3	116.3	-3.3	1.4	0.0	3.1
Reinforcing metal	84.7	84.9	0.9	3.8	0.2	10.8
Other steel products	128.9	128.9	0.0	0.0	0.0	2.7
Rough timber (including plain sawn)	93.4	93.1	3.3	-0.2	-0.3	2.9
Rough timber (hardwood)	111.4	111.4	0.0	0.0	0.0	4.6
Rough timber (softwood)	91.4	91.1	3.7	-0.2	-0.3	2.7
Machined, treated engineered timber	144.2	144.2	0.8	0.1	0.0	3.3
Wooden windows and doors	141.6	141.6	0.1	0.1	0.0	2.7
Other treated timber	146.9	146.9	1.6	0.0	0.0	3.9
Bituminous macadam, asphalt and bituminous emulsions	141.3	142.4	0.5	0.1	0.8	15.6
Bituminous macadam and asphalt	142.1	143.3	0.5	0.0	0.8	16.1
Bituminous emulsions	121.5	122.3	0.3	1.1	0.7	4.7
Electrical fittings	105.4	105.2	1.4	-0.5	-0.2	-1.3
Lighting equipment	96.7	96.7	3.4	-3.3	0.0	-3.3
Protection & communication equipment	124.7	123.1	1.8	-0.2	-1.3	2.0
All other materials	129.2	129.3	-0.7	-0.5	0.1	3.1
Plumbing materials incl. sanitary ware	126.3	127.3	0.0	0.1	0.8	-0.8
HVAC (heating & ventilation equipment)	110.5	110.6	0.0	-1.3	0.1	-2.3
Insulating materials	130.0	128.1	-4.9	0.9	-1.5	1.3
Pipes and fittings	149.5	149.8	0.1	-0.1	0.2	5.3
PVC pipes and fittings	143.4	143.4	0.0	0.0	0.0	5.4
Copper pipes and fittings	151.4	151.9	0.1	-0.1	0.3	5.3
Plaster	144.9	146.3	-1.2	0.0	1.0	0.5
Paints, oils and varnishes	146.1	146.1	3.5	0.7	0.0	9.2
Glass	116.0	116.0	0.0	0.0	0.0	4.0
All other metal fittings	107.0	107.0	1.2	0.0	0.0	0.0
All other products	122.5	122.7	-0.6	-1.3	0.2	3.4
All materials	131.1	131.1	0.0	-0.1	0.0	3.3

[1] This table was updated on 23rd March 2023. The subcategories Precast Concrete and Other Concrete Products (excluding precast concrete) will no longer be maintained from February 2023. The higher-level category Other Concrete Products Including Precast includes products from both these subcategories and this index can be used as an approximation to the obsolete subcategories.

PRIVATE LANE AT GORTEENS AND COOLSKEAGH, CASTLEBLANEY, CO. MONAGHAN

DESIGN STANDARD ASSESSMENT REPORT

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6. **SUMMARY**

1.0 INTRODUCTION

1.1 This report details a design standard assessment of an existing private access lane located at Gorteens/Coolskeagh, Castleblaney, Co. Monaghan. The report was commissioned by Monaghan Co. Co. The report was prepared following a site inspection of the lane and adjoining road network on 30/04/25.

1.2 The subject lane is circa 660m long and located on the west side of the Dundalk-Castleblaney Road (N53). The road links onto the N53 circa 570m north of the N53/Toome Road (L4400) /Bloomfield Road (L4300) crossroad junction and circa 240m south of the N53/Drumgoose (L44003) T junction. The location and extent of the lane is shown on Fig.1.1 while an aerial view of the lane is shown on Fig.1.2

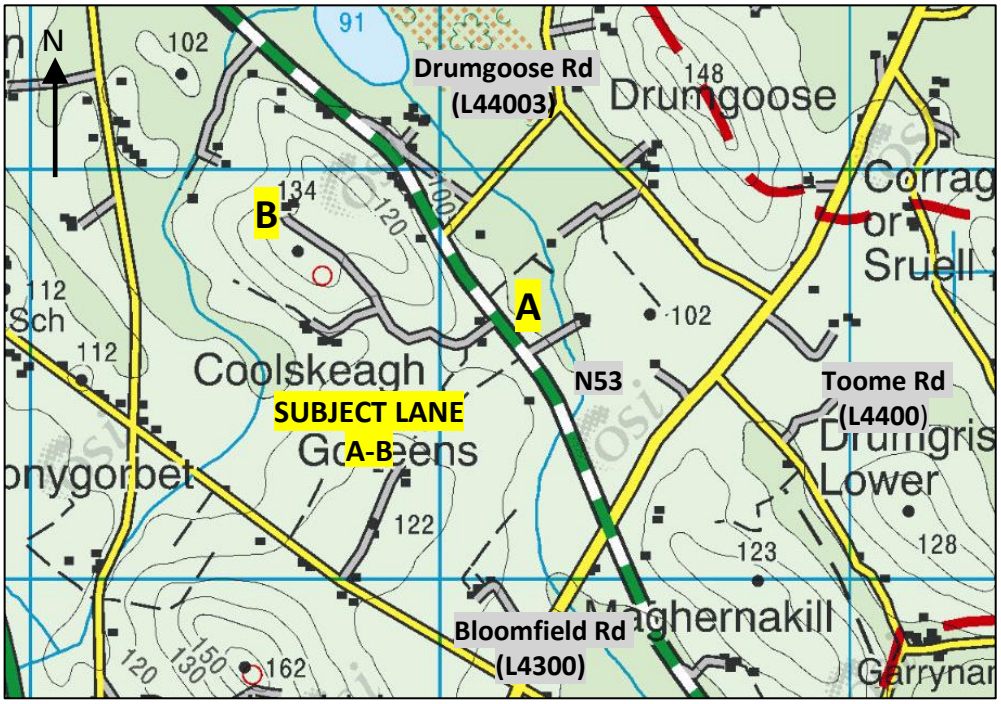


Fig.1.1 – Location Map

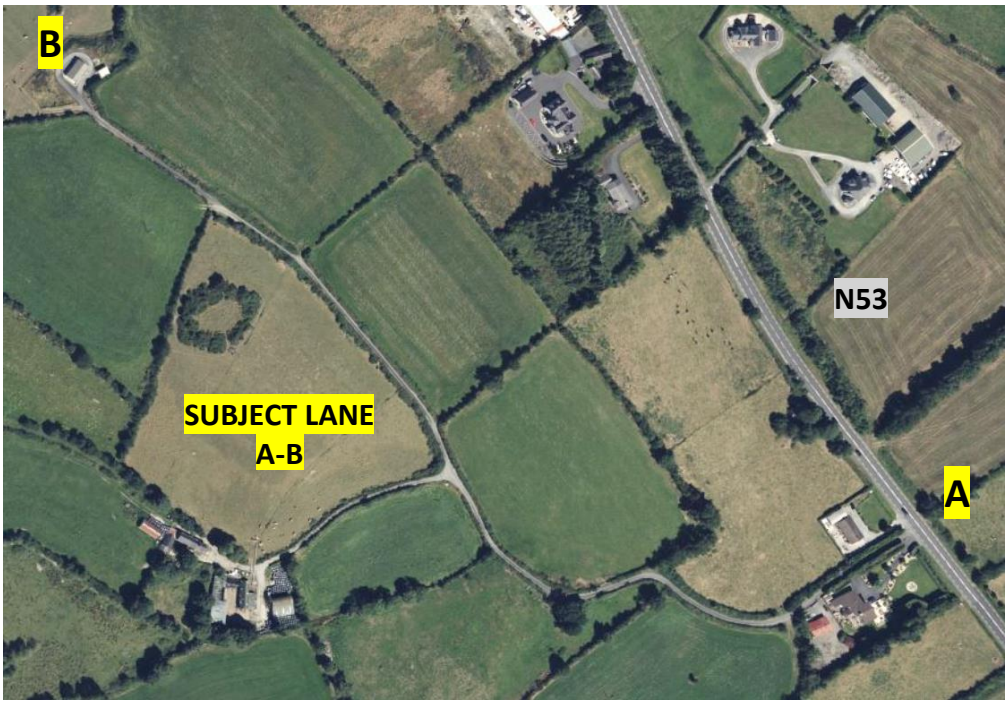
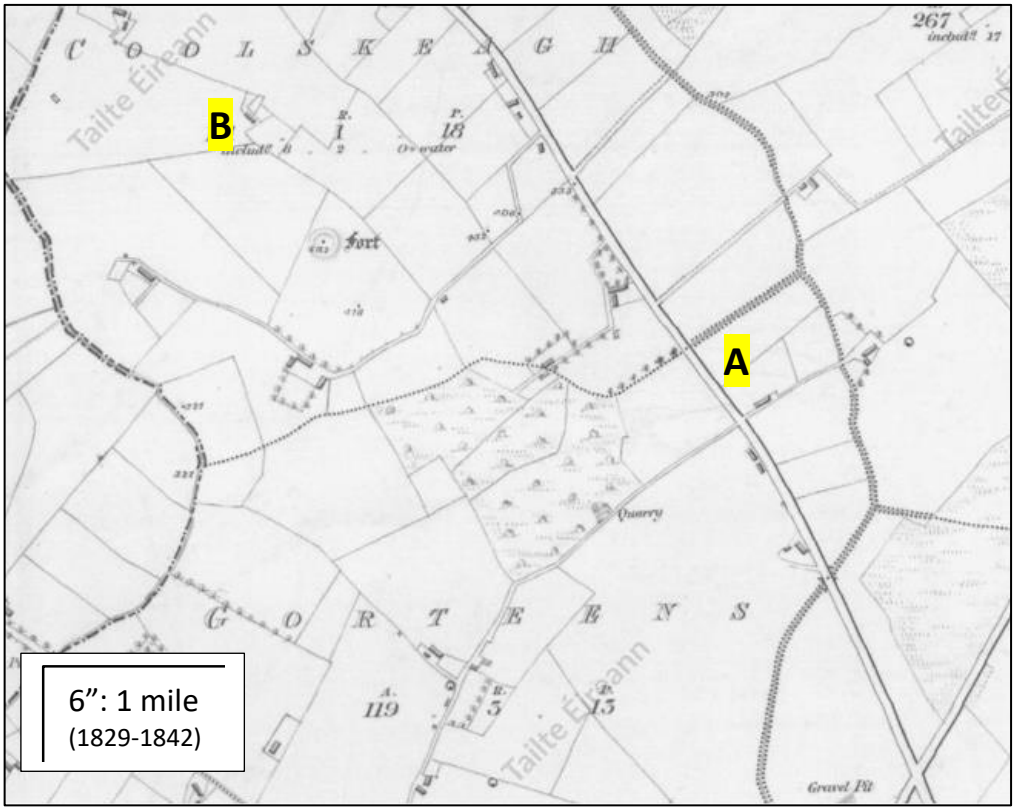


Fig.1.2 – Aerial View

1.3 The subject lane is not shown on the historic (6 inch = 1 mile) OS Maps produced between 1829-1842 (Fig.1.3). It is shown on the historic (25 inch = 1 mile) OS Maps produced between 1878-1913. (Fig.1.3).



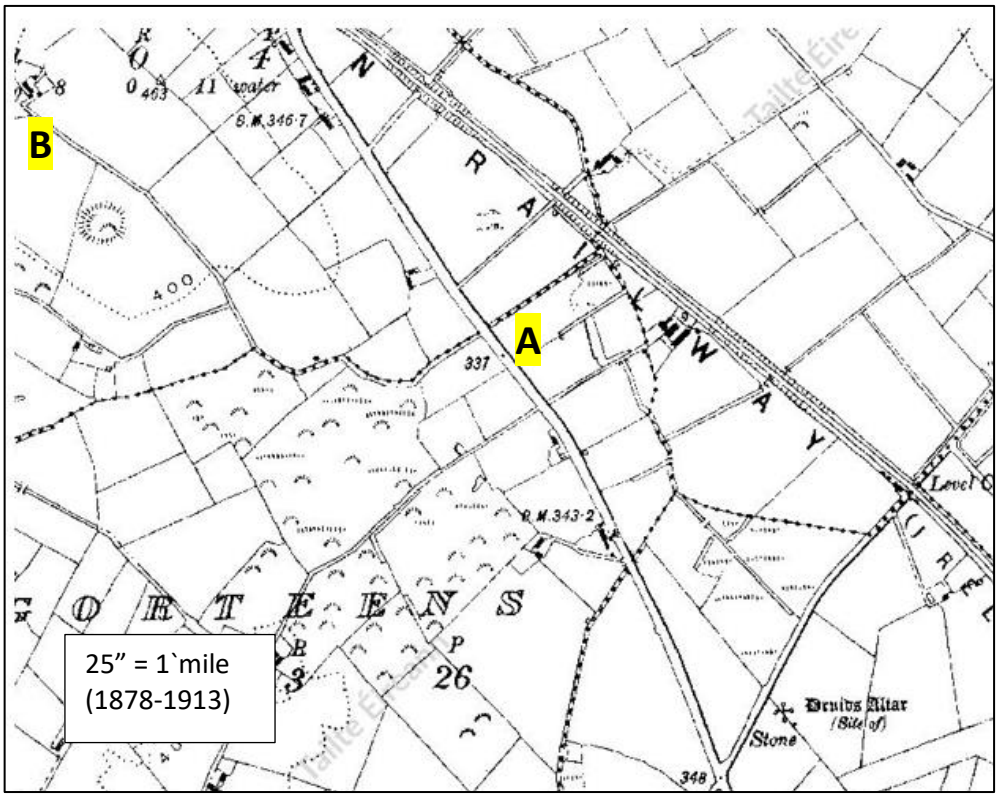


Fig.1.3 – Extracts from Historic OS Maps

2.0 DESCRIPTION OF THE LANE

2.1 The start point (Ch.0) of the lane is taken as its junction with the N53 with its end point (Ch.660m) at the entrance into the dwelling house located at the northern end of the road as shown on Fig.3.1

2.2 *Horizontal Alignment*
The lane runs in a general westerly direction over the initial circa 250m before deflecting northwards and parallel to the N53 over the remaining 410m. A short (130m) spur, serving a small farmyard, runs westwards off the lane at Ch.350m.

2.3 *Vertical Alignment*
The lane rises by circa 10m between Ch. 0 – Ch.200m (5% gradient) before dropping down by circa 5m over the next 100m and then continuing to climb by circa 25m over the remining 400m of its length (6% gradient). Overall, the lane rises by over 30m over its entire length.

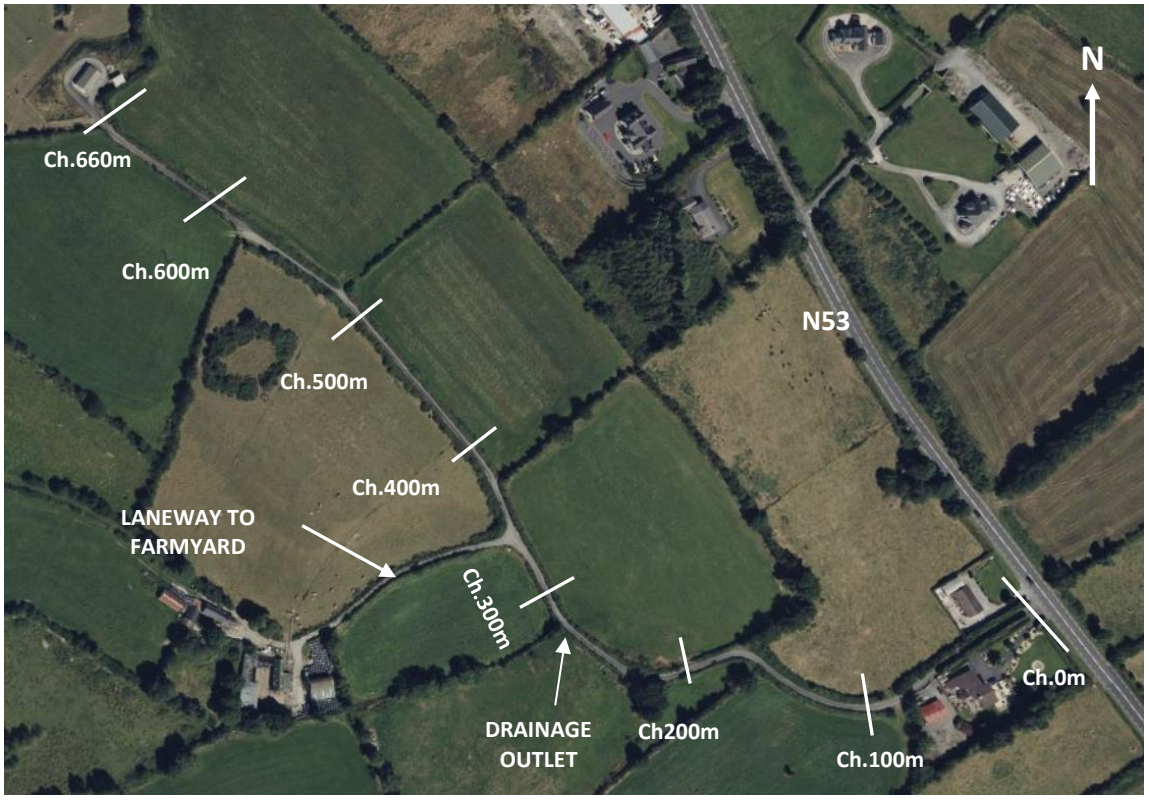


Fig. 2.1 – General Aerial View of the Lane

2.4 *Cross Section*
The lane has two distinct cross sections as follows:

Section A (Ch0 - Ch.350):
3.1m – 3.5m carriageway with 0.5m grass verge and hedge on each side (Fig. 2.2)

Section B (Ch350 - Ch.660):
3.4m - 3.6m carriageway with no grass verge and dry-stone ditch cut embankment along each side (Fig. 2.3)

The short spur lane to the farmyard has a carriageway width of 3.0m and a 0.3m grass verge on each side (Fig,2.4)



Fig.2.2 – Typical View of Lane (Section A) – Looking Northwards



Fig.2.3 – Typical View of Lane (Section B) – Looking Southwards)



Fig.2.4 – View of Spur Lane to Farmyard (looking westwards)

2.5 *Carriageway Construction*

The carriageway has a standard surface dressed construction across its entire width.
Loose chippings have accumulated in the central non-trafficked area of the carriageway.
The surface was in good condition throughout with no evidence of distress (i.e. potholes)

2.6 *Drainage*

No positive drainage (i.e. road gullies and pipes) is provided along the lane. No open drains or ditches are provided within the grass verges to collect run-off from the lane.
A single drainage outlet to allow run-off from the lane enter a watercourse was found at Ch.270m. (Fig,2.5)

2.7 *Entrances*

The lane offers access to a single dwelling house , located at the end (north) of the lane. It also provides access to the farmyard via a short spur lane to the west (as previously mentioned) and a small yard area on its south side at Ch.80. There are 9no. field entrances distributed along the route of the lane.



Fig. 2.5 – View of drainage outlet into watercourse at Ch. 270m.

3.0 ASSESSMENT OF THE LANE

3.1 Carriageway Width

Problem

The carriageway width is narrow and wide enough only to accommodate a single vehicle. It is not possible for two vehicles travelling in opposite directions to pass each other and one vehicle shall have to reverse back to a suitable 'pull in' area. The only current suitable 'pull in' area is the junction of the lane with the laneway leading to the farmyard to the west. This is located at Ch.350m and a driver may have to reverse over 200m along a narrow lane to access this area.

Recommendation

Any proposal to upgrade this lane to a public road should provide for the provision of suitable 'pull in' areas along the lane at maximum spacing of 200m (i.e. maximum reverse distance = 100m)

The most cost effective and less intrusive approach would be to upgrade a number of existing field entrances to operate as 'pull-in ' areas.

Cost Estimate

€1,000 per pull-in area x 3 = €3,000 (assuming no land take costs)

3.2 Roadside Boundary – Ch.350-Ch.660m)

Problem

Sections of the stone ditch/embankment along each side of the upper section of the lane have partially collapsed as shown on Fig.3.1. The level of the lane is lower than the adjoining lands on each side and the stone ditch acts as a de-facto retaining wall. Further disintegration in the stone ditch may lead to localised collapse of the cut embankment.

Recommendation

Any proposal to upgrade this lane to a public road should provide for the repair of damaged sections of stone ditch.

Cost Estimate

3-man team x 5 days = €3,000 plus materials (sand, cement) = €3,500



Fig,.3.1 – Views of Collapsed sectons of Roadside Boundary

3.3 Drainage

Problem

The absence of drainage outlets at regular intervals along the length of the lane means that all run-off must travel along the edge of the lane to the only available outlet at Ch. 270m.
In some cases, water must travel along the surface for 380m before entering an outlet point. The relatively steep gradient of the northern section of the lane increases the velocity of the overland flow of water along the surface of the lane. The combination of high volume and fast velocity has caused the run-off to form a flow channel along each side of the lane as shown on Fig. 3.2.

It is considered that the formation of this channel has contributed to the partial collapse of sections of the stone ditch.

Recommendation

Option 1- Provide a linear drainage channel (narrow trench with perforated pipe and drainage stone back-fill to run level) along each side of the lane to collect run-off and pipe it to the discharge point .

Option 2
Provide pre-cast concrete drainage dished channel along each side of the lane.

Cost Estimate
Option 1 - 800m of drainage channel x €60/m = €48,000
Option 3 – 800m of pre-cast concrete channel x €40/m = €32,000



Fig,.3.2 – Current Lane Drainage Arrangement

4.0 LANE JUNCTION WITH N53 – DESCRIPTION

4.1 The lane forms a simple priority junction with the Dundalk – Castleblaney Road (N53). An aerial view of the junction is shown on Fig.4.1, Views of the junction are shown on Fig. 4.2

4.2 The N53 is a National Secondary Road and identified as a strategically important transport link. A 100km/hr Speed Limit applies along this section of the N53,
The N53 is a single carriageway undivided road with the following cross section in the vicinity of the entrance:

- 3.5m vehicle lane with hard Strip (1.1m – 1.8m) and grass verge (2.0m-3.0m) in each direction

4.3 There is a house entrance located to the immediate north and south of the junction. There is a resulting composite 3no. entrance/junction configuration at this location.



Fig.4.1 – Aerial View of Junction with N53







Fig.4.2 – Views of the Junction

5.0 LANE JUNCTION WITH N53 – ASSESSMENT

A. Visibility

5.1 The key design principle at any simple priority junction or entrance is that:

- Drivers exiting the minor road must have adequate visibility in both directions along the main road (the Y distance) at a specific set-back from the edge of the main road main (the X distance) at an eye/object height to allow them decide whether it is safe to turn onto the main road – known as the visibility splay.

- Drivers approaching the junction/ entrance to the minor road must have sufficient 'forward visibility' of a vehicle entering/exiting the minor road.

5.2 The extent of visibility required is dependent on the road type and the operational speed on main road traffic. Monaghan County Council set out a range of visibility standards in Table 15.5 of the County Development Plan (2019=2025) with the required standard in the case of a National Road with a posted speed limit of 100km/hr being

- Visibility Splay: 215m x 3m x 1.05m
- Forward Visibility: 215m x 1.05m

5.3 These standards are based on national standards set out in TII Design Manuals including DN-GEO-03031 (Road Link Design) and DN-GEO-03060 (Geometric Design of Junctions). It is noted this standard also applies in the current draft version of the 2025-2031 County Development Plan.

5.5 On site measurements indicate:

(a) the required visibility <u>is available</u> to drivers exiting the subject lane when looking towards the north (left) as shown on Fig.5.1.

(b) southbound drivers travelling along the N53 have sufficient forward visibility of a vehicle entering/exiting the junction – as shown on Fig. 5.1 and Fig.5.2

(c) the visibility splay towards the south (right) is <u>partially blocked</u> by a short section of the roadside hedge of the adjoining house (Fig 5.3 & Fig.5.4)

(d) the combination of a slight crest in the vertical alignment and a slight curve in the horizontal alignment of the N53, located circa 180m to the south of the junction, reduces the available visibility splay in this direction to 200m and the forward visibility to northbound drivers to 200m. (Fig.5.3, Fig 5.5 & Fig,5.6). These values fall short of the required 215m distance.

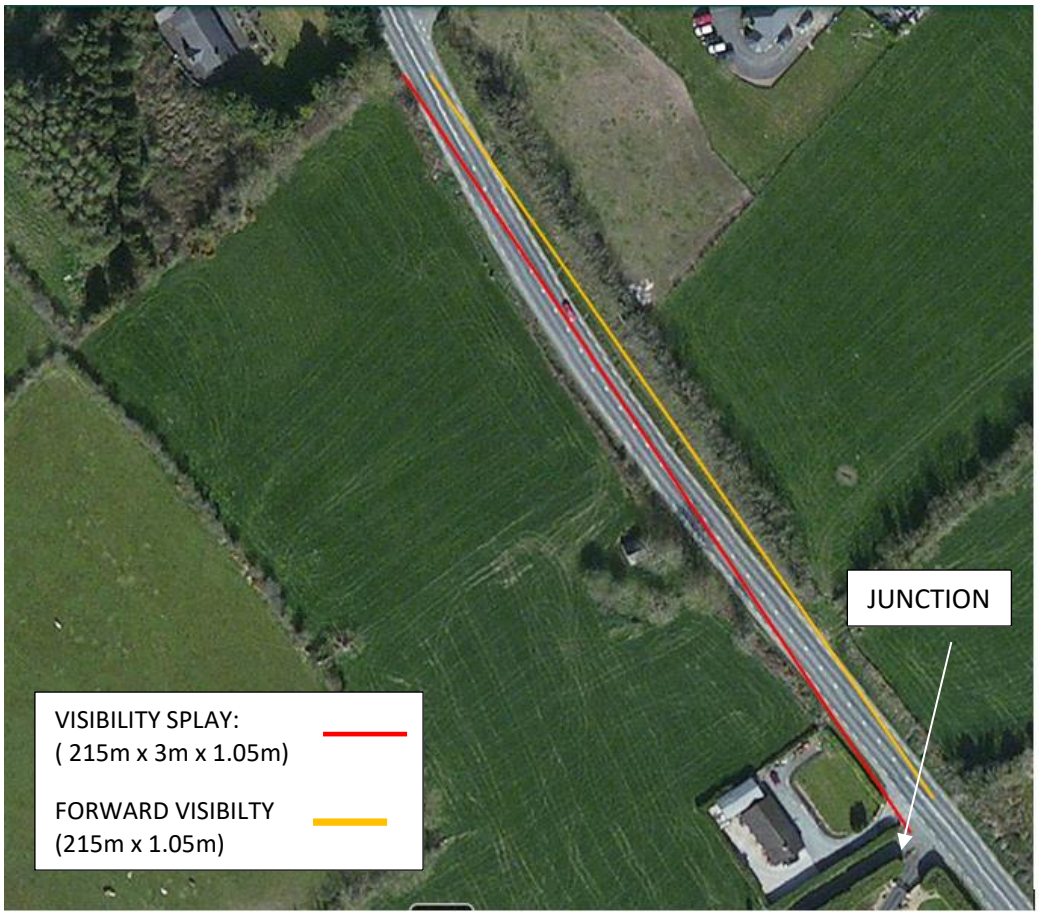


Fig.5.1 – Visibility – north side of Junction



Fig.5.2 – Forward Visibility Available to Southbound Driver (215m in advance of Junction)

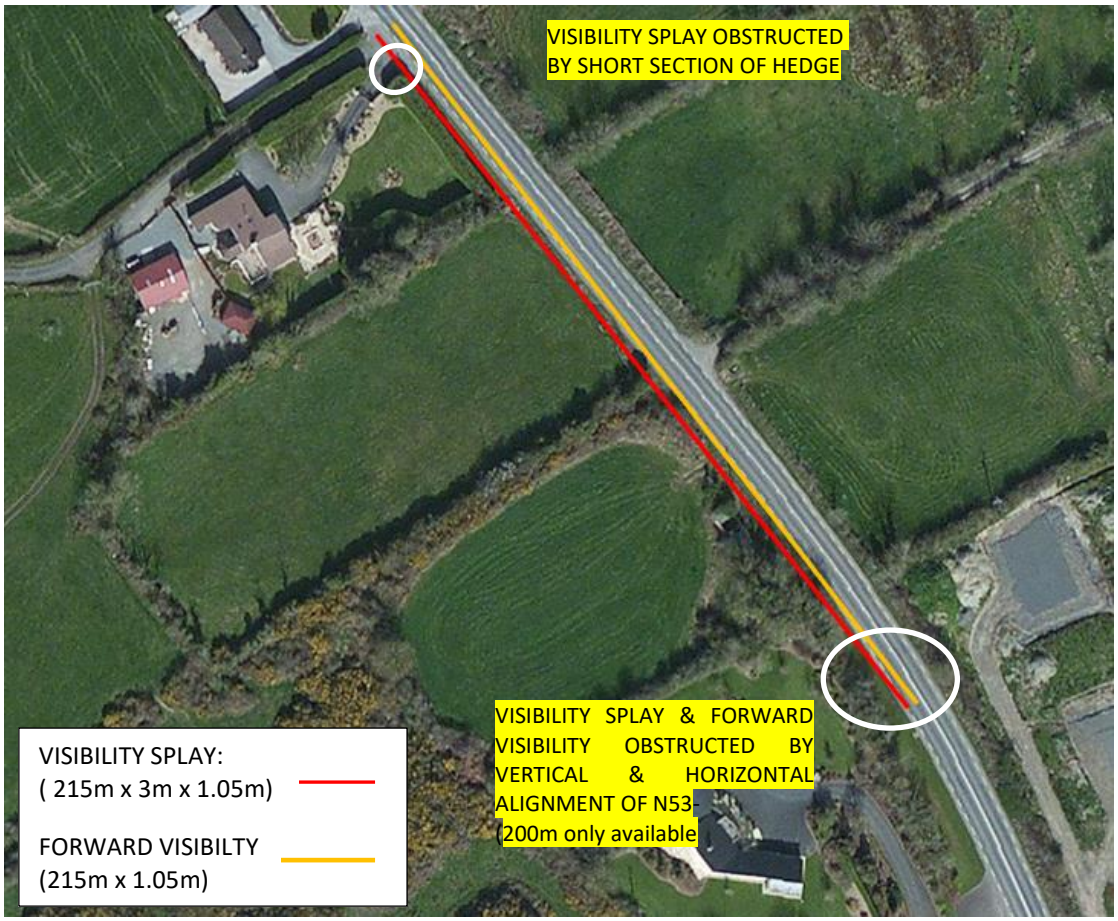


Fig.5.3 – Visibility – south side of Junction

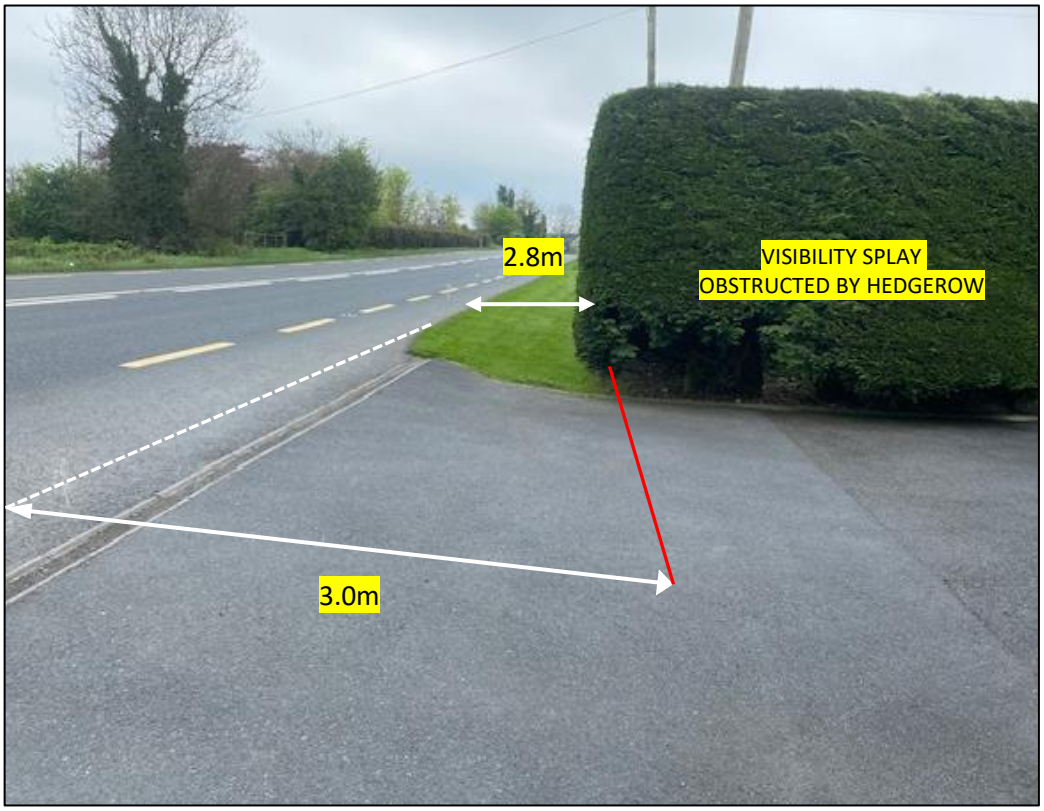


Fig.5.4 – View of Visibilty at 3m setback Visibility
– visibility obstructed by hedge of the adjoining house



Fig.5.5 – Forward Visibility available to N53 northbound driver at 215m in advance of the Junction



Fig 5.6 – Impact of Vertical/Horixontal Alignment of N53 on Visibility

5.6 The visibility issues caused by the horizontal and vertical alignment of the N53 to the south of the junction would require either slight lowering of the crest curve or alternatively slight raising of the N53 in the vicinity of the entrance. Either option represents a major alteration to the existing N53 and may have adverse knock-on impacts with respect to drainage and existing entrances. Overall, the estimated cost of these works would be in the order of €65,000.

5.7 The National Road status of the N53 means that the approval of the TII would be required for these works.

B. Other Geometric Deficiencies

5.8 The subject lane has a width of 3.1m along the approach to its junction with the N53. This width is not sufficient to cater for 2 way traffic and it is not possible for a vehicle to turn onto the subject lane if another vehicle is already waiting to turn onto the N53 (Fig. 5.8)

5.9 It shall be necessary, in these circumstances, for the car wishing to turn onto the subject lane to remain on the N53 until the other vehicle turns onto the N53. Stopping a vehicle on the N53 to make a left or right exit turn is a high risk maneourve paricularly when no dedicated right turn or deceleration labe is provided.
Extending the wait time, as will be the case at this junction, significantly increases the risk of of the waiting vehicle being rear shunted pariculartl;y when no deicated right turn or deceleration labe is provided.

5.10 The sub-standard forward visibility availablle to northboiund N53 drivers, as outlined in the previous paragraphs, further increases the risk of a rear shunt collision between through traffic and a vehicle waiting to turn left onto the subject lane.

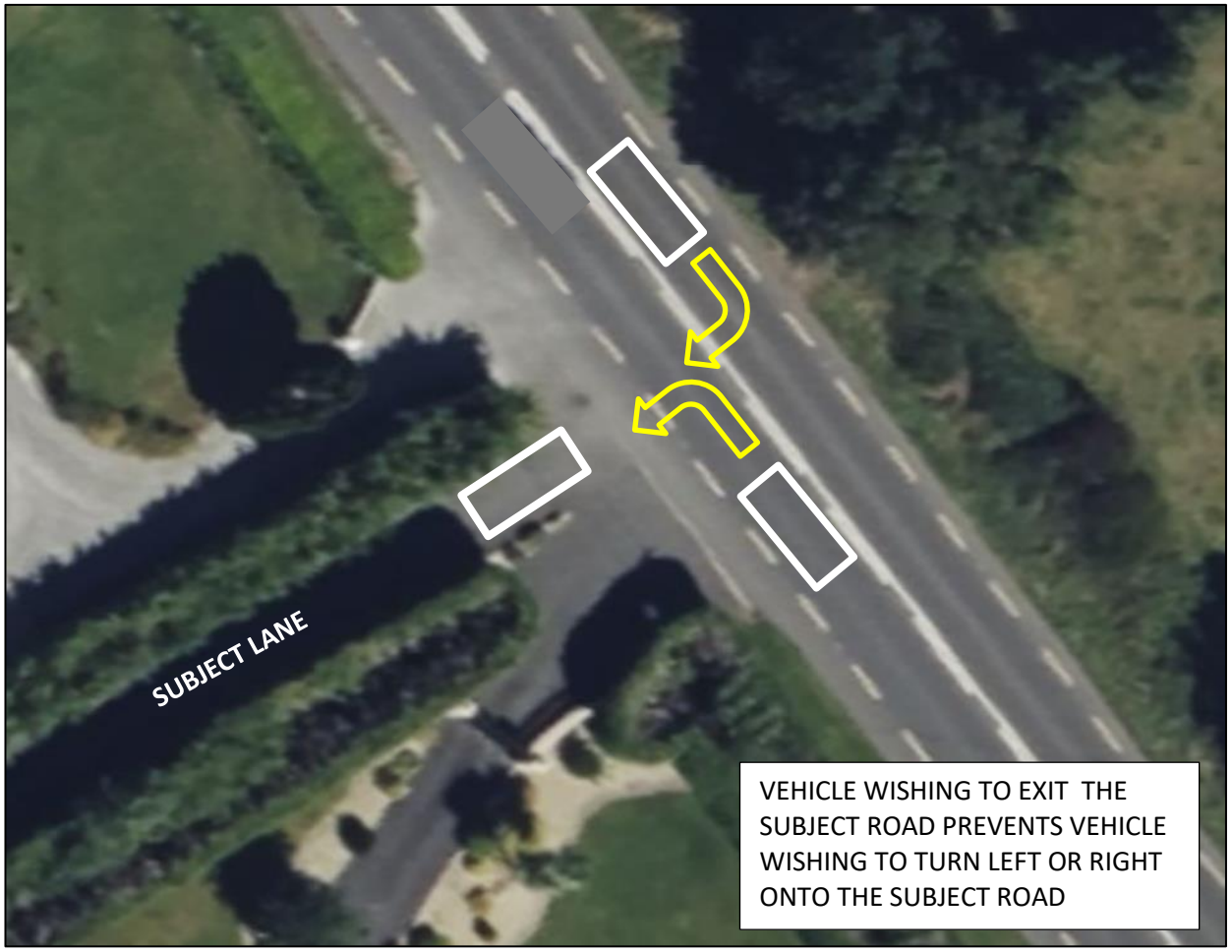


Fig.5.8- Possible conflict between Vehicles wishing to simultaneouidly Enter or Exit the Lane due to its inaedquate Width

5.11 A further geometric deficency with the existing entrance is the absence of adequately formed entry and exit radii. It is important from a road safety perspective that the entry/exit radii are sufficent to ensure that a vehicle can enter or exit the side lane without undue difficulty and at a reasonable speed so as not to adversely impact of through traffic

5.12 This requirement is particularly important at junctions on high speed rural roads such as the N53. The relevant TIi Design Standard (DN-GEO-03036) recommends a radius of 10m in the case of rural junctions accommodating low volumes of heavy vehicles.

5.13 Finally, the location of a domestic entrance on each side of the junction creates a complex configuration of 3no. separate entrances at a single location. This creates the possibility of a number of conflicting turning movements occurring at the same time with resultant risk of a collision between vehicles entering/exiting different entrances.

5.14 The importance of junctions or accesses on a rural road having a strong geometric design is recognised in the Monaghan County Development Plan (Section 15.27.7 and Appendix 12) which sets out the following requirements:
(i) minimum width of 6.0m for 2-way traffic
(ii) 10m entry/exit radii
(iii) No other entrances located within (⅔)(Y)

5.15 It would be necessary, in order to overcome these deficiencies, to replace the 3no. existing entrances with a single junction having a minimum width of 6m and 10m entry/exit radii. A new entrance would then be taken off the subject lane into each private dwelling house site. A schematic sketch of a possible arrangement is shown on Fig. 5.9.

5.16 These works would require landtake from each of the private sites and widening of the lane carriageway for at least 50m. The cost would include land acquisition, lane widening, construction of 2no. new entrtances and amendments to existing internal driveways. It is estimated that the cost of these works would be circa €60,000 excluding land acquisition costs.

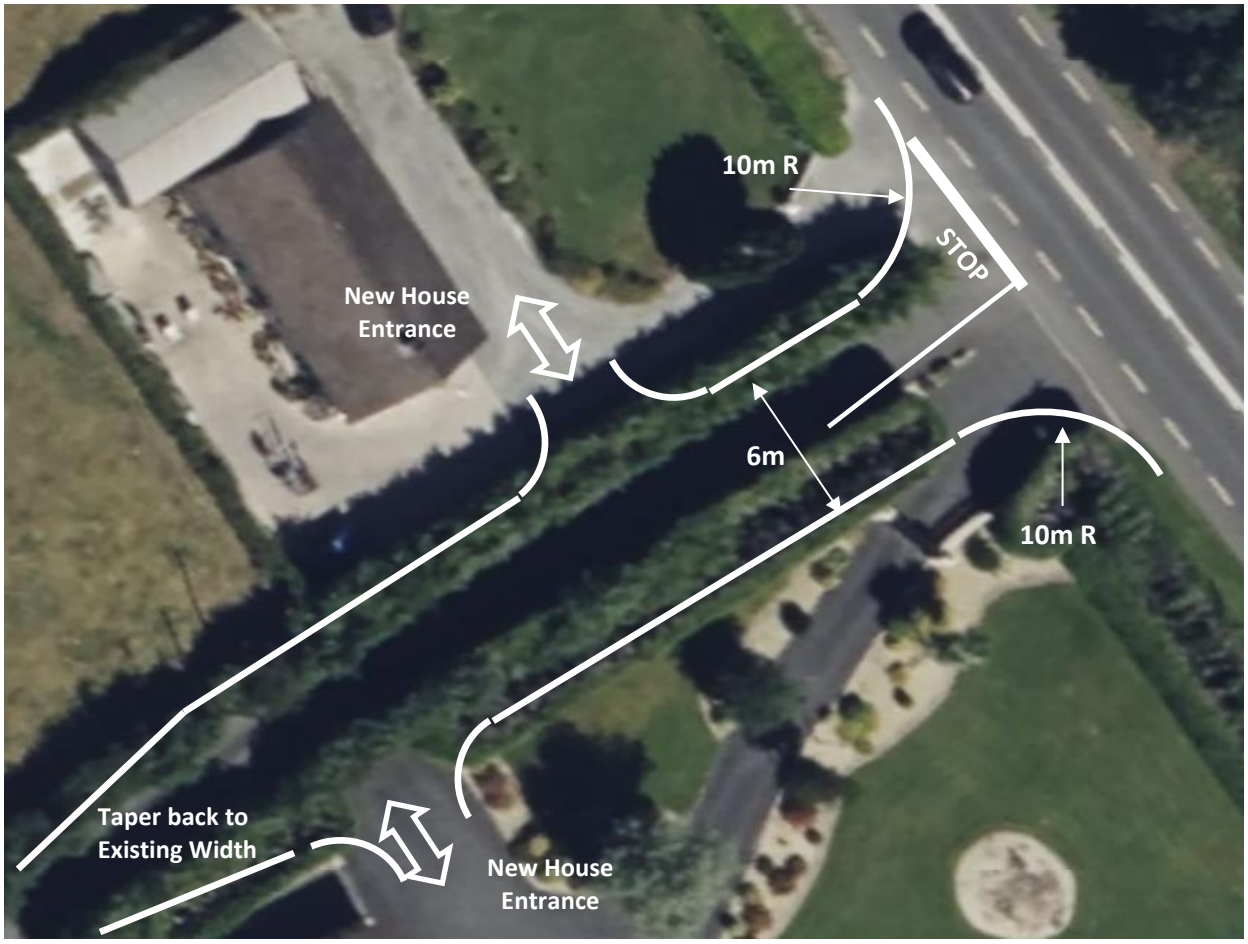


Fig.5.9 – Upgrade Works required to Existing Entrance to meert TII/Monaghjan Co. Co. Standards

6.0 SUMMARY

6.1 The subject lane links onto the west side of the N53 at the Gorteens/Coolskeagh townland border and runs in a general northerly direction for 660m terminating at the entrance to a domestic house. The lane also provides access to a farmyard and adjoining agricultural lands.

6.2 The lane has a narrow carriageway width (3.1m -3.6m). The carriageway is surfaced dressed and generally in good condition with no visual evidence of distress. .

6.3 The lane has sub-standard drainage especially in the upper northern section with run-off having to flow along each side of the lane for circa 400m before it reaches a drainage outlet. This drainage regime has formed an open longitudinal gully along each side of the lane and there is evident that this has caused an undermining of sections of the stone embankments along this section of lane.

6.4 It is considered that the following upgrade works are required to make the lane acceptable as a public road.

- Upgrade 3no. existing field entrances to 'double up' as pull in areas (estimated Cost €3,000)
- Repair Damaged Section of stone embankment (estimated cost €3,500)
- Provide filter drain or concrete open channel along each side of the northern portion of the lane (estimated cost €32,00 - €48,000)

6.5 The junction of the lane with the N53 has a number of deficiencies relative to National (TII) and local (Monaghan Co.Co.) design standards for rural junctions as follows:

(i) the required visibility splay (215m x 3.0m x 1.05m) is not available towards the south (right) due to (a) obstruction caused by the roadside hedgerow of the adjoining house to the south and (b) the combined impact of a crest curve and horizontal bend along the N53 c.1890m to the south of the junction.

(ii) the required forward visibility (215m) of the junction is not available to northbound traffic along the N53 because of the combined impact of a crest curve and horizontal bend along the N53 c.1890m to the south of the junction.

(iii) The sub-standard width of the lane at the junction (3.1m)

(iv) the sub-standard entry/exit radii

(v) the juxtaposition of the junction with 2no. house entrances

6.6 The road safety issues arising from these deficiencies are set out in Section 5.0.

6.7 The key deficiency is the reduced visibility splay to the south for drivers exiting the junction and the reduced forward visibility of the junction available to northbound N53 drivers due to the combined vertical crest curve and horizontal curve located c.180m to the south of the entrance.

6.8 This deficiency can only be addressed through lowering the crest curve or alternatively raising the level of the N53 in the vicinity of the junction. In each case substantial and intrusive works are required to the N53 at an estimated cost of €65,000. The consent of the TII would be required for any works along the N53.

6.9 It shall be necessary , in order to address the geometric deficiencies with the entrance (width, enter/exit radii, location of house entrances), to replace the 3no. existing entrances with a single junction having a minimum width of 6m and 10m entry/exit radii. A new entrance would then be taken off the suject lane into each private dwelling house site.

6.10 These works would require landtake from each of the private sites and widening of the lane carriageway for at least 50m. The cost would include land acquisition, lane widening, construction of 2no. new entrtances and amendments to existing internal driveways. It is estimated that these costs would amount to €60,000, excluding landtake costs.

6.11 In summary, the subject lane and its junction with the N53 fail to comply with a number of design standards set out in both TII Design Manuals and the Monaghan County Development Plan. Significant works are required to address these deficiencies with the need to acquire third party lands and expend in excess of €200,000, excluding land acquisition costs, as outlined on Table 6.1.

Description of Upgrade Works Required	***Estimated Cost (excluding land acquisition) €***
Upgrade 3no. existing field entrances to 'double up' as pull in areas	3,000
Repair Damaged Section of stone embankment	3,500
Provide filter drain / drainage channel along each side of the northern portion of the lane	48,000
Lowering crest curve on N53	65,000
Widening Lane/Re-locating existing house entrances along approach to N53	60,000
Sub- Total	179,500
VAT @ 13.5%	24,250
Total	203,650

Table 6.1 – Summary of the Estimated Cost of Required Upgrade Works

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30/04/24