



comhairle chontae na mí  
meath county council

# Provision of Bus Stop Infrastructure on Boreen Keel in Navan, Co. Meath

## Section 38 Non-Statutory Public Consultation Report

September 2025

Produced by

**Meath County Council**

Buvinda House

Dublin Road

Navan

County Meath

C15 Y291

Tel: (046) 9097000

Fax: (046) 9097001

[www.meath.ie](http://www.meath.ie)

[customerservice@meathcoco.ie](mailto:customerservice@meathcoco.ie)

# Contents

1 – Introduction .....	3
1.1 Overview of the Proposed Scheme.....	3
2 – Outline of the Section 38 Process .....	5
2.1 Legislative Background .....	5
2.2 Details of Compliance with Section 38 .....	6
3 – Outcome of the Section 38 Public Consultation .....	7
3.1 Summary of Issues Raised in the Submissions .....	7
3.1.1 Pedestrian Safety and Accessibility .....	7
3.1.2 Traffic Congestion and Road Safety.....	8
3.1.3 Impact on Residents and Privacy .....	8
3.1.4 Suitability of Location and Need.....	8
3.1.5 Process and Communication .....	9
3.1.6 Alternative Suggestions .....	9
3.2 Responses to Issues Raised in the Submissions.....	10
3.2.1 Pedestrian Safety and Accessibility .....	10
3.2.2 Traffic Congestion and Road Safety.....	10
3.2.3 Impact on Residents and Privacy .....	11
3.2.4 Suitability of Location and Need.....	11
3.2.5 Process and Communication .....	12
3.2.6 Alternative Suggestions .....	13
3.2.7 Environmental Considerations – EIA & AA Screening .....	13
4 – Conclusion .....	14
5 – Recommendation.....	18
Appendix A – Copy of Notices.....	21

Appendix B – Proposed Scheme Drawings .....	22
Appendix C – Legislative Background .....	23
Appendix D – Submissions Received .....	30
Appendix E – EIA Screening Report .....	31
Appendix F – AA Screening Report .....	32

# 1 – Introduction

Meath County Council, supported by the National Transport Authority (NTA), is progressing the design works for the installation of a bus stop and associated infrastructure on Boreen Keel in Navan and its surrounding area in County Meath (the Scheme). This document outlines the Section 38 process and the non-statutory public consultation undertaken by Meath County Council for the proposed “Provision of Bus Stop Infrastructure on Boreen Keel in Navan, Co. Meath.” It also summarises the observations and representations received.

As part of this process, members of the public and other interested parties were invited to review details of the proposed scheme and, if desired, provide feedback or make representations on the proposals. Submissions could be made to Meath County Council, acting as the Roads Authority, via the MeathConsult.ie portal, by post, or by email. Details of the public notice are provided in Appendix A of this report.

## 1.1 Overview of the Proposed Scheme

**The proposed scheme provides for the following:**

- Installation of new in-line bus stop infrastructure, including (but not limited to) Kassel kerbs, road markings, a bus stop pole, flag, carousel display unit, and bollards.

**Location of the proposed new in-line bus stop:**

- Adjacent to No. 6 Emmet Terrace and No. 7 Emmet Terrace, Navan, Co. Meath.

The proposed bus stop is intended form part of the existing network of town bus stops, facilitating convenient travel across Navan on the current NV1 and NV2 town bus services. The addition of this proposed stop is intended to provide new travel options for accessing workplaces, schools, healthcare facilities, and trips for both social and leisure purposes.

As a Local Authority, Meath County Council endeavours to promote sustainable modes of

transport and deliver on both national and local climate targets. The expansion of the Navan town bus service to date has been highly successful, and the Council continues to seek opportunities with the National Transport Authority and Bus Éireann to enhance service levels and to increase 'modal share' for sustainable transport modes such 'BUS'. It is noted that Government policy supports reducing the negative impacts of climate change while, encouraging active travel and sustainable transport choices.

The new bus stop, to be operated by Bus Éireann, will be served by new low-floor buses provided by the National Transport Authority. If approved and subject to funding and resource availability, construction of the infrastructure could begin in Q4 2025, with the new bus services becoming operational during Q4 2025/Q1 2026, subject to route and scheduling adjustments by the NTA and Bus Éireann.

Please refer to Appendix B for details and maps of the proposed bus stops.

## 2 – Outline of the Section 38 Process

The following section outlines details of the legislative requirements which must be adhered to in advancing the Section 38 process, and outlines Meath County Councils compliance with these conditions.

### 2.1 Legislative Background

The process is directed by two principal pieces of legislation:

- **Section 38, Road Traffic Act, 1994**

Enacted under S.I. No. 222/1994 - Road Traffic Act, 1994 (Commencement) Order, 1994

- **Section 46, Public Transport Regulation Act, 2009**

Enacted under S.I. No. 615/2010 - Public Transport Regulation Act 2009 (Certain Provisions) (Commencement) (No. 2) Order 2010

A copy of these legislations can be found in Appendix C of this report.

## 2.2 Details of Compliance with Section 38

In compliance with Section 38 of the Road Traffic Act 1994, as amended under Section 46 of the Public Transport Regulation Act 2009, Meath County Council wrote to An Garda Síochána on 7 July 2025 to formally notify them of the proposed scheme.

The letter also noted that the bus stop and associated works are not prescribed traffic calming measures under the Road Traffic Act 1994 but nonetheless requested the input of An Garda Síochána so that the final design could incorporate any safety requirements identified, or consider any observations they might have.

In addition to the letter issued to An Garda Síochána, the proposed scheme was publicly advertised in the following local newspaper:

- *The Meath Chronicle*, 12 July 2025

The advertisement for the non-statutory public consultation under Section 38 was also posted on all Meath County Council social media platforms during the notification period and on Meath County Council's consultation portal: <https://consult.meath.ie>.

The plans and particulars of the proposed scheme were available for inspection on the consultation portal from Friday, 11 July 2025, to Friday, 25 July 2025.

Submissions or observations on the proposed bus stop were to be made no later than Friday, 25 July 2025, via:

- Registering on <https://consult.meath.ie> to make a submission online
- Email: [activetravel@meathcoco.ie](mailto:activetravel@meathcoco.ie)
- Post: Senior Engineer, Active Travel, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291

A copy of all submissions is included in Appendix D of this report.

## 3 – Outcome of the Section 38 Public Consultation

This section summarises the feedback received during the non-statutory public consultation on the proposed bus stop at Boreen Keel. The consultation aimed to engage local residents, stakeholders, and the general public on the proposal. No response was received from An Garda Síochána regarding the proposed scheme.

A redacted copy of all submissions/observations/representations received during the process is included in Appendix D of this report.

### 3.1 Summary of Issues Raised in the Submissions

Feedback received has been summarised generally into six key themes:

1. Pedestrian Safety and Accessibility
2. Traffic Congestion and Road Safety
3. Impact on Residents and Privacy
4. Suitability of Location and Need
5. Process and Communication
6. Alternative Suggestions

#### 3.1.1 Pedestrian Safety and Accessibility

- Footpaths on Boreen Keel are narrow and, in some locations, incomplete, particularly on the Emmet Terrace and Moatlands Drive sides.
- Concerns were raised regarding accessibility for people using buggies, wheelchairs, and other mobility aids, with insufficient space for safe boarding and alighting.
- Submissions highlighted the lack of continuous safe pedestrian access to crossings.



- Some suggested that a one-way system may be needed to create sufficient pedestrian space.

### 3.1.2 Traffic Congestion and Road Safety

- Boreen Keel is heavily congested, particularly during school terms and events at Páirc Tailteann.
- Residents reported difficulty exiting driveways due to high traffic volumes.
- Concerns were expressed about potential delays to emergency service vehicles.
- Feedback suggested that the narrow carriageway may not safely accommodate buses, pedestrians, and existing traffic simultaneously.

### 3.1.3 Impact on Residents and Privacy

- Many residents, particularly the elderly, expressed concern about the effect on their quality of life.
- Fears were raised regarding loss of privacy, gatherings of strangers, antisocial behaviour, and late-night activity.
- Potential property devaluation was also highlighted.

### 3.1.4 Suitability of Location and Need

- Residents indicated that nearby stops at Brews Hill and Navan Hospital are within reasonable walking distance.
- Feedback suggested that no Boreen Keel residents currently use the town bus service.
- Some submissions recommended that service expansion focus on unserved or outlying areas rather than adding central stops.
- There was a perception that the location followed the removal of the Aldi stop without adequate planning or consultation.

### 3.1.5 Process and Communication

- Concerns were raised that not all affected residents were notified of the consultation.
- Consultation materials were criticised as overly technical, difficult to understand, or containing inaccuracies (e.g., missing housing estates on maps).
- Feedback emphasised that public engagement should occur earlier in the decision-making process.

### 3.1.6 Alternative Suggestions

- Revert to the previous route avoiding Boreen Keel.
- Consider additional bus stop locations in outer areas such as Ballybatter/Balreask New or Kells Road.
- Improve route planning/bus network reconfiguration and catchment analysis..
- Adjust timetables and provide peak-time services instead of relocating stops.
- Invest in improved street lighting and pedestrian infrastructure.

## 3.2 Responses to Issues Raised in the Submissions

In reviewing the submissions received regarding the Provision of Bus Stop Infrastructure on Boreen Keel in Navan, Co. Meath, consideration has been given to the observations, concerns and suggestions put forth. In response to the feedback provided, the following actions and considerations have been noted:

### 3.2.1 Pedestrian Safety and Accessibility

The proposed bus stop and associated works are to include footpath widening to allow safe boarding/alighting while maintaining pedestrian access. Meath County Council acknowledges the existing constrained footpath widths along this route. The proposed widening of the footpath at the proposed stop location will accommodate the passing ‘flow’ of pedestrians, including those using wheelchairs, buggies, or other mobility aids. An existing controlled pedestrian crossing located within 100m of the proposed bus stop will provide a safe crossing point for those seeking to access the bus stop. The footpath is served by existing public lighting, which is scheduled to be upgraded to LED lighting under a separately funded scheme (PLEEP). It is noted that funding for the proposed bus stop would not be funded from Council resources but rather through grant aid funding from the National Transport Authority. It is noted that the proposed bus stop allows for visually impaired and mobility impaired bus users to avoid a steep gradient on Boreen Keel, or having to take a more circuitous pedestrian route to the top of Boreen Keel from the town centre.

### 3.2.2 Traffic Congestion and Road Safety

It is acknowledged that Boreen Keel can experience peak-time traffic congestion, similar to other key corridors in Navan town centre, however this does not preclude the installation of bus stops. The purpose of the bus stop is to reduce the need for short car trips, lower the carbon footprint, and to support government transport policy. Over time and with increased use of public transport, it is anticipated that levels of traffic congestion will ease as

passenger number trips increase, in particular for those short local based car trips. It is again noted that any decision with regard to changes to bus routes, service frequency, or timetable remain under the authority of the National Transport Authority (NTA) and Bus Éireann. Meath County Council engages with these bodies to explore opportunities to improve service levels.

### 3.2.3 Impact on Residents and Privacy

Meath County Council acknowledges concerns from residents regarding privacy, security, and potential antisocial behaviour. The proposed bus stop location was identified and selected following consideration of a number of factors, including road safety, location of vehicle accesses to private property, proximity to a controlled pedestrian crossing, availability of existing public lighting, and the ability to reduce the carriageway width while maintaining minimum road widths for emergency vehicles. The bus stop location was identified to minimise potential intrusion on adjacent properties while maintaining pedestrian accessibility and safe boarding and alighting. The location benefits from passive surveillance from nearby properties and regular pedestrian activity, which can enhance personal safety levels. Should the proposed bus stop proposal be implemented, the Council will review the operation of the stop post implementation and consider any interventions or actions necessary to address any unforeseen issues, up to and including the removal of the bus stop. It is envisaged that the bus stop would primarily be used for passenger alighting, and services stopping at the location would be intermittent and infrequent, although providing an important link from the town centre and to the public transport interchange (served by regional and inter-urban bus services) on Kennedy Road.

### 3.2.4 Suitability of Location and Need

The routing of the town bus via Boreen Keel has improved the reliability of the town bus service, according to reports from the National Transport Authority (NTA) and Bus Éireann. The proposed bus stop location was selected to provide safe access for passengers while maintaining traffic flow and ensuring emergency vehicle access. The proposed bus stop

location supports government transport policy by reducing short car trips, lowering the carbon footprint, and encouraging the use of public transport. To assess local impact and inform final decision making process, it is noted that consideration could be given to implementing a temporary bus stop initially on a trial basis, prior to any decision on the permanent construction of a bus stop at this location.

### 3.2.5 Process and Communication

Meath County Council acknowledges feedback regarding consultation notification and the clarity of materials. The proposed bus stop is being advanced under the powers conferred by Section 38 of the Road Traffic Act 1994 and Section 46 of the Public Transport Regulation Act 2009. While these sections grant the Council the authority to implement such measures, the Council has chosen to engage with the public through a non-statutory public consultation process to ensure transparency and gather community input to the proposed bus stop proposal.

To facilitate this consultation, Meath County Council advertised the proposal in the Meath Chronicle, distributed information via social media platforms, and conducted letter drops along Boreen Keel to inform residents. An online consultation portal was also provided, allowing the public to review plans and submit feedback. These efforts aimed to ensure that all affected parties had an opportunity to participate in the consultation process.

In response to concerns about notification and the clarity of materials, the Council is committed to reviewing and improving consultation procedures. This includes enhancing inclusivity, ensuring map accuracy, and clarifying language, particularly for older residents, to facilitate better understanding and engagement in future consultations.

### 3.2.6 Alternative Suggestions

During the consultation, a number of alternative proposals were raised by some respondents, including reverting to the previous bus route, considering stop locations in outer areas such as Ballybatter, Balreask New, or Kells Road, adjusting timetables, and providing peak-time services instead of relocating stops.

Meath County Council will forward these suggestions to the National Transport Authority and Bus Éireann for consideration, as changes to bus routes, service frequency, or timetables fall within their authority. Proposals to improve pedestrian infrastructure or street lighting along the route will be referred to the relevant departments within Meath County Council for potential inclusion in future works programmes. It is noted that the proposed bus stop and associated works would not be funded from Council resources.

Meath County Council will continue to liaise with the NTA and Bus Éireann to explore opportunities to enhance the level of service provided by the Navan town bus services while balancing accessibility, safety, and minimising local impact.

### 3.2.7 Environmental Considerations – EIA & AA Screening

As part of the Section 38 assessment, Meath County Council commissioned a review of the potential requirement for Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) for the proposed bus stop at Boreen Keel, Navan.

The project involves minor works on an existing public road, including localised widening of the footway, installation of bus kerbs, erection of a bus stop pole and sign, and minor relocation of an existing gully. The works are confined to the existing urban environment and will not increase impermeable areas.

#### **EIA Screening**

A preliminary examination was carried out in accordance with the Planning and Development Regulations. Given the minor scale and nature of the works, the project does

not meet the thresholds for mandatory EIA. The screening concluded that there is no real likelihood of significant environmental effects, and therefore an Environmental Impact Assessment Report (EIAR) is not required.

### **AA Screening**

The project site is not located within any Natura 2000 site, and there are no habitats or species of conservation concern present on or near the site. The nearest European sites, River Boyne and River Blackwater SAC and SPA, are over 400m away, and there are no pathways for likely significant effects. Screening concluded that a Natura Impact Statement (NIS) is not required.

The full EIA and AA screening reports are provided in Appendices E and F of this report.

## **4 – Conclusion**

All submissions and observations submitted during the Section 38 non-statutory public consultation have been thoroughly reviewed and carefully considered by Meath County Council. Submissions raised a range of concerns, including pedestrian safety and accessibility, traffic congestion, resident privacy, suitability and need for the proposed bus stop location, consultation processes, and alternative proposals.

It is noted that every submission has been read in full. However, the elements of these comprising of speculative claims, unfounded allegations about the Council's motives, or arguments built on mistaken reasoning are not considered to contribute constructively to the assessment of the proposal and will not be addressed in detail. Such material has been noted and set aside. The Council's attention is directed solely to the substantive, relevant, and evidence-based points that can genuinely inform the assessment of this proposal.

The proposed bus stop location was selected to balance accessibility, safety, and minimal impact on residents and improving access to public transport. Factors considered included, but were not limited to, driveway access, proximity to a controlled pedestrian crossing,

existing public lighting, minimum road widths for emergency vehicles, and passive surveillance from surrounding properties.

The proposal supports broader strategic objectives, including reducing short car trips, promoting sustainable transport, lowering carbon emissions, and improving the reliability of public transport in Navan Town. These objectives align with Ireland's National Development Plan 2021–2030 and Climate Action Plan 2023, which emphasize the importance of enhancing public transport infrastructure and reducing reliance on private vehicles.

*Ireland's transport policy prioritises sustainable and integrated mobility, focusing on active travel (walking and cycling) and public transport to reduce private car dependency and achieve climate goals. The National Sustainable Mobility Policy aims for 500,000 additional daily active travel and public transport journeys by 2030, alongside a 10% reduction in fossil fuel car travel. This policy is supported by various initiatives, including investment in public transport infrastructure, fare reductions, and measures to encourage modal shift. The National Investment Framework for Transport in Ireland (NIFTI) sets out investment priorities in the transport sector and a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel (walking, wheeling and cycling) and then public transport, are encouraged over less sustainable modes such as the private car. NIFTI advises that a consistent focus of transport development in all towns in Ireland should be to provide high-quality alternatives to the private car wherever possible.*

The bus stop proposal is aligned with Objectives of Meath County Council as identified in the current Meath County Development Plan (2021-2027).

#### **MOV POL 8**

*To cooperate with the NTA and other relevant agencies to have ongoing reviews of the network of bus routes in Meath, and to support and encourage public transport operators to provide improved bus services in, and through the County.*



## **MOV POL 9**

*To ensure that the design and planning of transport infrastructure and services accords with the principles of sustainable safety, in order that the widest spectrum of needs, including pedestrians, cyclists, the ageing population and those with mobility impairments are taken into account.*

## **MOV OBJ 12**

*To identify deficits in bus infrastructure and develop a priority list as a basis to secure funding for improvement works, including the provision of bus shelters, bus stops and travel information at stops.*

## **MOV OBJ 15**

*To work with the NTA and all transport operators to make all existing public transport services throughout the county accessible for people with disabilities, reduced mobility and older people and require that proposals for new transport infrastructure are subject to an Accessibility Audit.*

The non-statutory public consultation process ensured transparency and engagement through the published notice in the Meath Chronicle, social media posts, letter drops, and the Council's online consultation portal. Alternative suggestions regarding route adjustments, stop locations, and timetables were noted and will be forwarded to the National Transport Authority and Bus Éireann, as service frequency and routing are within their remit.

In recognition of the need to monitor operational impacts, the Active Travel Section considers that a temporary bus stop could be implemented initially on a trial basis. This would allow assessment of effectiveness, pedestrian safety, and traffic flow before any decision is to be made with respect to potentially finalising a permanent installation.

Overall, the proposal is considered as not unduly impacting the local environment or residential amenity, while providing a further enhancement to the public transport infrastructure offering for Navan Town.

## 5 – Recommendation

Following completion of the non-statutory public consultation and review of the representations received, the Active Travel Section recommends that Meath County Council, as the Roads Authority, to advance with the delivery of the proposed bus stop development works, with a minor amendment/modification to the plans and particulars contained within the Section 38 notification.

It is recommended that the bus stop be implemented initially as a ‘Set-Down’ only bus stop facility on a trial basis for a period of up to a maximum of 18 months, with a review to be commenced after 12 months of operation. This review will include monitoring of operational impacts, pedestrian and traffic interactions, and completion of traffic queue length surveys on the Boreen Keel approach to the Brews Hill/Hospital junction.

Following the trial period, a decision can be made to extend the trial, cancel the trial, or establish the bus stop on a permanent basis, based on the monitoring results and subject to the completion a subsequent public consultation and planning processes (if required). The trial process is intended to follow the procedures outlined in Section 9.2 of the Guidelines on Traffic Works Procedures ‘Section 38 of the Road Traffic Act (1994)’.

It is noted that the provision of a set-down bus stop has been utilised successfully elsewhere in Navan, for example bus stop 189511 on Metges Road (please refer to Figure 1 below). The proposed rationale for this amendment to the Section 38 proposal is considered an appropriate response to the various submissions to the non-statutory public consultation, and specifically to the concerns raised in relation to the following items:

1. ***Pedestrian Safety and Accessibility*** – It is noted that the bus stop facility, as a ‘set down only’ bus stop will not attract volumes of individuals waiting at the bus stop and seeking to board bus services at this location with potential to restrict pedestrian movements on the footway, as perceived by some of the submissions.

2. ***Traffic Congestion and Road Safety*** – As a ‘set-down only’ bus stop, any perceived potential traffic delays associated with bus boardings (passenger fare payments, ticket processing etc) would be mitigated, and only negligible traffic delays associated with passengers disembarking are anticipated, where such passengers opt to disembark bus services at the proposed Boreen Keel stop. Any traffic delays associated with a bus stopping would be infrequent, temporary in nature, and of short duration. It is noted that, in any event, the proposed stop location has been selected at a distance set back from the Brews Hill junction to mitigate impacts on traffic movements through the signalised junction.

3. ***Impact on Residents and Privacy*** - As a ‘set-down only’ bus stop, the potential use of the stop for waiting/queuing and boarding is removed, and this proposed amendment is considered as addressing the concerns raised in relation to perceptions of privacy infringements, security and potential anti-social behaviour. It is noted that, based on the experience of the provision of bus stops in Navan, such issues do not arise at similarly located bus stops (for boarding and alighting).

Separately, it is noted that the Transportation Department of Meath County Council has commissioned the preparation of an updated Traffic Model for Navan and, as part of the traffic modelling exercises currently being undertaken, scenarios for the potential conversion of Boreen Keel to one-way traffic movements are currently being tested (2 No. scenarios, i.e. northbound and southbound traffic flow only directions). There is potential in the future for such scenarios to be trialled for Boreen Keel, and should any future scheme be advanced to a planning process, it would likely include for the widening of the existing footpaths, and the provision of a permanent bus stop facility could be considered at that stage.



Figure 1: Bus Stop Metges Road – ‘Set Down Only’

## Appendix A – Copy of Notices

**Letter to An Garda Siochána, 7<sup>th</sup> July 2025**

**Meath Chronicle Notice, 12<sup>th</sup> July 2025**

## **Comhairle Chontae na Mí**

Teach Buvinda, Bóthar Átha Cliath, An Uaimh,  
Contae na Mí, C15 Y291

**Fón: 046 – 9097000/Fax: 046 – 9097001**

R-phost: [customerservice@meathcoco.ie](mailto:customerservice@meathcoco.ie)

Web: [www.meath.ie](http://www.meath.ie) - Registration No. 00172770



## **Meath County Council**

Buvinda House, Dublin Road, Navan,  
Co. Meath, C15 Y291

**Tel: 046 – 9097000/Fax: 046 – 9097001**

E-mail: [customerservice@meathcoco.ie](mailto:customerservice@meathcoco.ie)

Web: [www.meath.ie](http://www.meath.ie) - Registration No. 00172770

**Our Ref: TRA 08 04 046 04 07**

**Transportation Department  
7<sup>th</sup> July 2025**

**Subject: Road Traffic Act 1994 Section 38  
Provision of Bus Stop Infrastructure on Boreen Keel, Navan, Co. Meath**

Dear Sir,

Meath County Council is holding a non-statutory public consultation regarding the provision of a bus stop and bus stop infrastructure on Boreen Keel in Navan, Co. Meath from **Friday, July 11<sup>th</sup>, 2025, to Friday, July 25<sup>th</sup>, 2025**.

Under the authority granted by the Road Traffic Acts, 1961 – 2023, and the Public Transport Regulation Act, 2009 as amended, Meath County Council has prepared a design and concept drawing for the provision of a new bus facility at one location along Boreen Keel adjacent to No. 6 & No. 7 Emmet Terrace, Navan, Co. Meath. The proposed scheme provides for the following:

- Provision of new in-line bus stop infrastructure, including but not limited to Kassel kerbs, road markings, bus stop pole, flag, carousel display unit, and bollards.

Please note that these are not prescribed traffic calming measures under the Road Traffic Act, 1994, however Meath County Council would be grateful for the input of An Garda Síochána so that the final design will incorporate any safety requirements you may have.

Please note that submissions may be made **no later Friday, July 25<sup>th</sup>, 2025**. A copy of the plans of the proposed works is enclosed for your information.

Yours sincerely,

---

**Shane Casserly  
Executive Engineer  
Active Travel**





Road Traffic Acts, 1961 – 2024  
Public Transport Regulation Act, 2009 as amended

### Notice of Non-Statutory Public Consultation

#### Provision of Bus Stop Infrastructure on Boreen Keel in Navan, Co. Meath

Meath County Council, in exercise of the powers conferred on it under Section 38 of the Road Traffic Act 1994 and Section 46 of the Public Transport Regulation Act 2009, as amended, hereby gives notice that it has prepared a scheme to provide a new in-line bus stop along Boreen Keel in Navan, Co. Meath.

The proposed scheme provides for the following:

- Provision of new in-line bus stop infrastructure, including but not limited to Kassel kerbs, road markings, bus stop pole, flag, carousel display unit, and bollards.

The location of the proposed new in-line bus stop is as follows:

- Adjacent to No. 6 Emmet Terrace and No. 7 Emmet Terrace, Navan, Co. Meath.

The plans and particulars of the proposed scheme will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of Meath County Council from **Friday, 11 July 2025 to Friday, 25 July 2025** (excluding weekends, Public Holidays, and Bank Holidays) at the following locations:

- Online via our consultation portal: <https://consult.meath.ie>
- The Planning Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291.

Submissions or observations in relation to the proposed scheme may be made no **later Friday, 25 July 2025** via

- Registering on <https://consult.meath.ie/> where you can then make a submission on the proposal
- Email: [activetravel@meathcoco.ie](mailto:activetravel@meathcoco.ie)
- Post: Senior Engineer, Active Travel, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291.

Acht na mBóithre, 1993  
Rialacháin na mBóithre, 1994

#### Dúnadh Sealadach Molta an R-165, Dunheeda, Co. na Mí

Tugann Comhairle Chontae na Mí fógra leis seo go bhfuil sé i gceist aici an R-165 ag Dunheeda, Co. na Mí a dhúnadh go sealadach idir a acomhal leis an L-7400-0 agus a acomhal leis an L-7409-0.

**Is ón 9am go dtí 5pm gach lá ón Luan, an 11 Lúnasa 2025 go dtí an Aoine, an 15 Lúnasa 2025 a bheidh an dúnadh molta i bhfeidhm.**

Teastaíonn an dúnadh bóthair seo chun oibreacha bóthair ar an R-165 a éascú.

#### Bealaí Malartacha

Beidh comharthaíocht malairte slí ann. Éascófar rochtain do chónaitheoirí agus do shealbhóirí áitreabh i rith thréimhse an dúnta.

Féadfar aighneachtaí nó tuairimí maidir leis an dúnadh sealadach bóithre atá molta a dhéanamh i scríbhinn chuig an Rannóg Iompair, Comhairle Chontae na Mí, Teach Buvinda, Bóthar Bhaile Átha Cliath, an Uaimh, Co. na Mí C15 Y291 nó ar ríomhphost chuig [transport@meathcoco.ie](mailto:transport@meathcoco.ie) faoin Máirt, an 15 Iúil 2025 nó roimhe sin.

Roads Act 1993  
Road Regulations 1994

#### Proposed Temporary Closure of R-165, Dunheeda, Co. Meath

Meath County Council hereby gives notice of its intention to temporarily close R-165 at Dunheeda, Co. Meath between its junction with L-7400-0 and its junction with L-7409-0.

**The proposed closure will be from 9am to 5pm each day from Monday, 11 August to Friday, 15 August 2025.**

This closure is required to facilitate road works on R-165.

#### Alternative Routes

Diversion signs will be in place. Local access for residents and property holders will be facilitated with access throughout the closure period.

Submissions and observations on the proposed temporary road closure may be made in writing to the Transportation Department, Meath County Council, Buvinda House,

Dublin Road, Navan, Co. Meath C15 Y291 or by email to [transport@meathcoco.ie](mailto:transport@meathcoco.ie) on or before **Tuesday, 15 July 2025**.

Roads Act 1993  
Road Regulations 1994

#### Proposed Temporary Closure of part of local road L-50161-0 Kilbrew, Co. Meath

Notice is hereby given that Meath County Council intends to temporarily close part of local road L-50161-0 from its junction with R-155 Ratoath to Curragha Road and its junction with L-5016-5/L-5033-0 at Kilbrew, Co. Meath. The L-50161-0 will be closed approximately 1.5km from R-155 junction to the work area on L-50193-0 and approximately 0.1km from the junction with L-5016-5/L-5033-0 at Kilbrew.

**The proposed closure will be from 8am to 6pm on Tuesday, 12 August 2025.**

This road closure is required to facilitate a drinking water connection by GMC Limited on behalf of Uisce Éireann.

#### Alternative Routes

##### Diversion Route A

From Curragha Cross head north on R155 for 1.2 km. At the Emerald Park Roundabout, take exit 2 onto L5007 Painestown (Snailbox). Continue on L-5007 for 2.2km to Yellowshar Cross. Turn left onto L5007 Painestown and continue for 2.4km. At T-junction turn left onto L-5006 traveling south for 1.6km. At the junction turn left onto L-5033 Riggins and continue for 1.5km to Kilbrew.

##### Diversion Route B

Head south on L-5016 for 2.4km. At Cabinhill Cross turn left heading for Ratoath. At the traffic signals turn left onto R155 heading north for 3.9km. Turn left onto L-50161 continuing 1.3km to Kilbrew.

Diversion signs will be in place. Access for residents and property holders will be facilitated throughout the closure period.

Submissions and observations to the proposed temporary road closure may be made in writing to the Transportation Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath C15 Y291 or by email to [transport@meathcoco.ie](mailto:transport@meathcoco.ie) on or before **Tuesday, 15 July 2025**.

#### Planning and Development Act 2000-2023 (Part XI) Planning and Development Regulations 2001-2025 (Part 8) Planning Notice Part 8 R156 Mullagh Cross and Environs Safety Scheme

Notice is hereby given in accordance with the above regulations that Meath County Council proposes to carry out development at the junction of the R156 and R125 Regional Roads at Mullagh Cross, in the Townlands of Kilmore and Mullagh, Kilcock, County Meath.

The proposed development will consist of:

- realignment of approximately 210m of the R125 northeast of the Mullagh Cross junction through a greenfield site;
- realignment of approximately 300m of the R156 east of the Mullagh Cross junction through a greenfield site;
- installation of new road pavement construction and earthworks through realigned road sections;
- new access arrangements for one residential property;
- provision of agricultural entrances;
- provision of associated drainage infrastructure, boundary treatments, surfacing works, road marking, traffic signage and landscaping; and
- in line road safety improvements along the R156 within the red line boundary.

The development has been the subject of an Appropriate Assessment screening in accordance with Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) and the Planning and Development Act 2000-2023.

In accordance with Article 81 of the Planning & Development Regulations 2001-2025, Meath County Council has concluded from a screening determination under Article 120(1B)(b)(i) that there is no real likelihood of significant effects on the environment arising from the proposed development and that an Environmental Impact Assessment is not required.

Any person may, within 4 weeks from the date of this notice, apply to An Coimisiún Pleanála for a screening determination as to whether the proposed development would be likely to have significant effects on the environment.

The plans and particulars of the proposed development will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy, during office hours, from **Tuesday, 15 July 2025 to Wednesday, 13 August 2025** at the following locations:

- The Planning Section, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291 (inspection and purchase);
- Online at <https://planning.localgov.ie/> under Part 8 Reference No. PT8MH264 (inspection only);
- Ratoath Municipal District Office, Meath County Council, Drumree Road, Dunshaughlin, Co. Meath, A85 PP71 (inspection only); or
- Dunboyne Library, Castle View, Rooske Road, Dunboyne, Co. Meath A86 H393 (inspection only).

Submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the development would be situated may be made via the web portal <https://planning.localgov.ie/> under Part 8 Reference No. PT8MH264, or in writing to the Local Authority by email to [planning@meathcoco.ie](mailto:planning@meathcoco.ie), or by post to **Planning Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291** on or before **Thursday, 28 August 2025**.

Housing (Miscellaneous Provisions) Act 2014  
Section 15 (1)

**To: Sandis Paucis and Dzanita Stepane of: 49 Coille Dios, Athboy, Co. Meath**

Meath County Council has reason to believe that the **dwelling situated at 49 Coille Dios, Athboy, Co. Meath** which was let to you under section 58 of the Housing Act 1966 by Tenancy Agreement dated 16 February 2024 is unoccupied and that your household does not intend to occupy the said dwelling as its normal place of residence.

**YOU ARE REQUIRED to inform Meath County Council in writing within 4 weeks of the date of service of this Notice if your household intends to occupy the dwelling as its normal place of residence.**

**YOU ARE ADVISED** that if at the end of the 4 week period from the date of service of this Notice you do not inform Meath County Council in writing of your household's intention to occupy the said dwelling as your normal place of residence and if it appears to Meath County Council at the end of that 4 week period that the dwelling is unoccupied and that your household does not intend to occupy it as its normal place of residence, Meath County Council will serve a further notice on you bringing the tenancy agreement in respect of the said dwelling to an end with immediate effect.

**Dated: Wednesday, 9 July 2025**

Signed on behalf of the Council: Stephen O'Hare, Administrative Officer

Housing (Miscellaneous Provisions) Act 2014  
Section 15 (1)

**To: Mary Carmel O'Sullivan of: 12 Woodlands View, Navan, Co. Meath**

Meath County Council has reason to believe that the **dwelling situated at 12 Woodlands View, Navan, Co. Meath** which was let to you under section 58 of the Housing Act 1966 by Tenancy Agreement dated 14 June 2024 is unoccupied and that your household does not intend to occupy the said dwelling as its normal place of residence.

**YOU ARE REQUIRED to inform Meath County Council in writing within 4 weeks of the date of service of this Notice if your household intends to occupy the dwelling as its normal place of residence.**

**YOU ARE ADVISED** that if at the end of the 4 week period from the date of service of this Notice you do not inform Meath County Council in writing of your household's intention to occupy the said dwelling as your normal place of residence and if it appears to Meath County Council at the end of that 4 week period that the dwelling is unoccupied and that your household does not intend to occupy it as its normal place of residence, Meath County Council will serve a further notice on you bringing the tenancy agreement in respect of the said dwelling to an end with immediate effect.

**Dated: Wednesday, 9 July 2025**

Signed on behalf of the Council: Stephen O'Hare, Administrative Officer



## Appendix B – Proposed Scheme Drawings



## Appendix C – Legislative Background

**Section 38, Road Traffic Act, 1994**

**Section 46, Public Transport Regulation Act, 2009**

### **Section 38, Road Traffic Act, 1994**

(1) A road authority may, in the interest of the safety and convenience of road users, provide such traffic calming measures as they consider desirable in respect of public roads in their charge.

(2) A road authority may remove any traffic calming measures provided by them under this section.

(3) Before providing or removing traffic calming measures under this section of such class or classes as may be prescribed, a road authority shall —

(a) Consult with the Commissioner;

(b) Publish a notice in one or more newspapers circulating in the functional area of the authority —

(i) Indicating that it is proposed to provide or remove the measures, and

(ii) Stating that representations in relation to the proposal may be made in writing to the road authority before a specified date (which shall be not less than one month after the publication of the notice);

(c) Consider any observations made by the Commissioner or any representations made pursuant to paragraph (b) (ii).

(4) The making of a decision to provide or remove traffic calming measures of a class prescribed under subsection (3) and the consideration of observations or representations under paragraph (c) of that subsection shall be reserved functions.

(5) Traffic calming measures shall not be provided or removed in respect of a national road without the prior consent of the National Roads Authority.

(6) The Minister may issue general guidelines to road authorities relating to traffic calming measures under this section and may amend or cancel any such guidelines and, where any



such guidelines are, for the time being, in force, road authorities shall have regard to such guidelines when performing functions under this section.

(7) A traffic calming measure provided under this section shall be deemed to be a structure forming part of the public road concerned and necessary for the safety of road users.

(8) (a) A person who, without lawful authority, removes or damages or attempts to remove or damage a traffic calming measure provided under this section shall be guilty of an offence.

(b) An offence under this subsection may be prosecuted by the road authority in whose functional area the acts constituting the offence were done.

(9) In this section —

“provide” includes erect or place, maintain and (in the case of an instrument for giving signals by mechanical means) operate and cognate words shall be construed accordingly; and

“traffic calming measures” means measures which restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by, mechanically propelled vehicles (whether generally or of a particular class) and measures which facilitate the safe use of public roads by different classes of traffic (including pedestrians and cyclists) and includes the provision of traffic signs, road markings, bollards, posts, poles, chicanes, rumble areas, raised, lowered or modified road surfaces, ramps, speed cushions, speed tables or other similar works or devices, islands or central reservations, roundabouts, modified junctions, works to reduce or modify the width of the roadway and landscaping, planting or other similar works.

## **Section 46, Public Transport Regulation Act, 2009**

(1) Section 38 of the Act of 1994 is amended by substituting for subsection (9) the following:

“(9) In this section —

“bus” means a mechanically propelled vehicle designed for travel by road having seating accommodation for more than 9 persons (including the driver);

“provide” includes erect or place, maintain and (in the case of an instrument for giving signals by mechanical means) operate;

“public bus service” means the use of a bus or buses travelling wholly or mainly on public roads for the carriage of passengers in such a manner that —

(a) the service is provided on a regular and scheduled basis,

(b) each journey is open to use by members of the public,

(c) carriage is provided for passengers between specified terminal points or along a specified route or otherwise in accordance with a published timetable, and

(d) a charge or charges are paid in respect of each passenger;

“traffic calming measures” means measures which —

(a) enhance the provision of public bus services, including measures which restrict or control access to all or part of a public road by mechanically propelled vehicles (whether generally or of a particular class) for the purpose of enhancing public bus services, or

(b) restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by, mechanically propelled vehicles (whether generally or of a particular class) and measures which facilitate the

safe use of public roads by different classes of traffic (including pedestrians and cyclists),

and includes for the purposes of the above the provision of traffic signs, road markings, bollards, posts, poles, chicanes, rumble areas, raised, lowered or modified road surfaces, ramps, speed cushions, speed tables or other similar works or devices, islands or central reservations, roundabouts, modified junctions, works to reduce or modify the width of the roadway and landscaping, planting or other similar works.”.

(2) Section 179(6) of the Act of 2000 is amended by inserting after paragraph (b) the following:

“(bb) consists of works, other than works involving road widening, to enhance public bus services or improve facilities for cyclists provided under section 95 (as amended by section 37 of the Road Traffic Act 1994) of the Road Traffic Act 1961 or under section 38 of the Road Traffic Act 1994,”.

(3) Where the Authority considers it more convenient, more expeditious, more effective or more economic that the functions of a road authority to provide traffic signs under section 95 (as amended by section 37 of the Act of 1994) of the Act of 1961 or to provide traffic calming measures under section 38 of the Act of 1994 should be performed by it to enhance public bus services or improve facilities for cyclists, it shall following consultation with the relevant road authority decide to provide traffic signs or traffic calming measures.

(4) Where the Authority decides to perform functions under subsection (3) it has the powers of a road authority to provide traffic signs under section 95 (as amended by section 37 of the Act of 1994) of the Act of 1961 or to provide traffic calming measures under section 38 of the Act of 1994.

(5) Before carrying out works arising from a decision under subsection (3) the Authority shall consult with and consider the views of the relevant road authority.

(6) The Minister may prescribe a class of case in which a decision by the Authority under subsection (3) does not have effect unless and until it is approved by him or her.

(7) A road authority shall not restrict or inhibit the operation of traffic calming measures provided by the Authority under subsection (3) without the prior consent of the Authority.



(8) In this section —

“Act of 1961” means Road Traffic Act 1961;

“Act of 1994” means Road Traffic Act 1994;

“road authority” has the meaning assigned to it by the Act of 1993;

“public bus service” and “traffic calming measures” have the meanings assigned to them, respectively, under section 38(9) of the Act of 1994.

(9) This section comes into operation on such day or days as may be fixed therefor by order or orders of the Minister and different days may be fixed or different amendments effected by this section or for different provisions.

## Appendix D – Submissions Received



On behalf of Residents of Boreen Keel



24<sup>th</sup> July 2025



### Submission on proposed Bus Stop at Boreen Keel, Navan

#### Anger and backlash from Residents of Boreen Keel

When we received the letter from Meath County Council last Wednesday 9<sup>th</sup> July suggesting a proposed bus stop outside Nos 6 & 7 Emmet Terrace, we were absolutely appalled. **There was absolutely no consultation with the residents of the Boreen Keel before this proposal was made.** If there was, we would have saved the Council a lot of time and effort.

**The town buses have already been re-routed to the Boreen Keel without consulting the residents** so the Council have really enraged the residents on that count. There is absolutely no logic to this decision at all. If the Council take in all the factors mentioned in this submission as serious as we do then they would have to agree that this is not a good idea.

#### Current Status of Boreen Keel

The definition of a 'boreen' is **a little road or a narrow road** so it is very apt in this case.

The Boreen Keel is a very busy road to the front of our homes. The bottom of the Boreen Keel starts at O'Growney Terrace and it goes all the way to the top and ends at Brews Hill. It serves as access to several residents namely, O'Growney Terrace, Moatlands Drive, Emmet Terrace & St Patrick's Terrace. **It would also serve as access to Navan Hospital.**

There is a pedestrian crossing at the bottom of the Boreen Keel to allow safe passage from Cannon Row to O'Growney Terrace and back. There is another pedestrian crossing at the middle of the Boreen Keel to allow safe passage from St Patrick's Terrace to Emmet Terrace and back again. There is also a box junction at this pedestrian crossing and rumble strips outside No 12 Moatlands Drive when driving towards O'Growney Terrace.

There is a **very narrow footpath** on one side of the Boreen Keel along the Emmet Terrace side to allow pedestrians to walk from the bottom of Boreen Keel to the top. If someone is walking with a buggy for example, the other pedestrian walking in the opposite direction needs to either **step out onto the road** to allow the buggy to pass or else step into someone's private garden.

There is only **part of a footpath** on the other side of the Boreen Keel where there is a playground. There is no footpath on that side of the road from the playground to Moatlands Drive. If families wish to use this playground **they must cross over and back a very busy road twice** (I have done this several times with my daughters in the past). The playground is not in very good condition and it is often a place where anti-social behaviour takes place. So given all these factors, **why would Meath County Council think it would be a good idea to add a bus stop?** Why should we offer another place for people to hang out and bring their anti-social behaviour to our doorsteps? This is really a bad idea so please take in all the factors mentioned above and put this proposal to a stop.

Some time ago, our neighbour at No 11 Emmet Terrace asked the Council about facilitating a drop kerb at their driveway. The Council refused this request on the grounds that it would cause too much disruption on this busy road – details to follow. **Does the left hand know what the right hand is doing?**

At the top of the Boreen Keel on the Hospital /Brews Hill end there is another box junction and 4 sets of traffic lights and 4 pedestrian crossings to allow safe passage across this 4 road junction. There are double yellow lines all along the Boreen Keel on both sides. So that is a **total 10 different road markings along this 355m stretch of road** ie 6 pedestrian crossings, 2 box junctions, rumble strips and double yellow lines on both sides. Correct me if I am wrong but we believe it is the Council who put all these road markings in place. **So the Council must have recognised at some stage the huge traffic congestion problem that exists on the Boreen Keel.** This is the reason the Council gave when refusing to put in a drop kerb at no 11 Emmet Terrace. The traffic congestion problem has not gone away – it is getting worse not better. **So why do the Council think it is a good idea to add a bus stop to all this chaos now?**

### **Schools & Pairc Tailteann**

The traffic along the Boreen Keel is very congested on a regular basis. It is always much worse from the end of August to the end of June when the schools are open. We live in very close proximity to Scoil Mhuire Primary, St Patrick's Classical School and St Joseph's Mercy Primary & Secondary schools. **So we have traffic coming and going to and from 4 different schools, congesting the Boreen Keel on a regular basis.** Quite often the secondary school children walk along the Boreen Keel on their lunchbreaks to get to and from the town, so the heavy footfall and the heavy traffic congestion makes the Boreen Keel a very busy place. The secondary school children would have walked past the bus stops on Brews Hill and Navan hospital to walk along the Boreen Keel so I think it would be safe to say they don't have any interest in using the town bus service either.

If there is a match in Pairc Tailtean, this can easily treble this heavy footfall and traffic congestion. **Adding a bus stop to all of this congestion would just make matters worse.** So please put a stop to this proposal.

### Emergency Services

**We also live in very close proximity to 3 busy emergency services in the town** namely Navan Hospital, Navan Garda Station and Navan Fire Station. So emergency vehicles would use the Boreen Keel on a regular basis, **travelling at great speed** and with sirens and lights in full swing. Having a bus stopping to collect passengers or having passengers crossing to catch a bus while an emergency vehicle is travelling at speed **would be dangerous for them and a hindrance for the driver of the emergency vehicle.** If the emergency vehicle has to slow down or stop for any reason, **this could literally be a matter of life or death.** Is this something Meath County Council would want on their conscience? Please take these factors on board and put a stop to this proposal.

### The Real People who live on the Boreen Keel

It would appear that Meath County Council proposed the Boreen Keel as a location for a new bus stop **because it was an easy and convenient option for them.** It seems very clear that the people it would affect most were not taken into consideration at all.

Many of the residents along the Boreen Keel are in their Golden Years. Our neighbour in no [REDACTED] has given me his permission to mention his age – he is 92 years old and he lives alone. Our neighbour in no [REDACTED] is in her 80s and lives alone. Our neighbour in no [REDACTED] is also in her 80s and lives alone.

Our neighbour in [REDACTED] is in his late 80s and he lives alone. This crazy proposal is to put the bus stop directly outside his driveway!!! **Is this man in his late 80s expected to wait for the bus to drop & collect passengers before he can drive in or out of his own driveway?** This is absolute madness if this is what the Council expects from the senior citizens of our town.

Our neighbour in [REDACTED] **has had a hole drilled into his front garden wall** to allow ease of drainage for the water gully on the road outside his home. **Now the Council are proposing to move this gully??**

Most people do not like change but people in their Golden Years **do not need** this kind of change. **They do not need the stress of a new bus stop outside their homes.** They do not need the stress of wondering who the strangers are that are standing outside their homes waiting for a bus. **It would be a huge invasion of our privacy** to have strangers standing watching us come in and out of our homes, or watching us empty items out of our cars. There is a huge possibility that these strangers would then start using our garden walls to sit

on while waiting for a bus. These buses run up to 11.30 at night. **None of us want strangers hanging outside our homes at any time but especially not at night.** We have had to tolerate the unsavoury characters visiting the Soup Kitchen around the corner from us for far too long, **we do not want these people invited to hang outside our homes instead.**

If this bus stop proposal were to go ahead it would also **seriously devalue the properties along the Boreen Keel**, which is not something we should suffer because of a ridiculous Council proposal.

### **My Family Home**

On a personal level, I have 2 daughters. One of them walks to and from [REDACTED] every day when schools are open. **I do not want strangers standing outside my home watching my daughter come and go and making her feel uncomfortable** – no teenage girl would be happy to walk past a group of strangers when leaving her home or returning to it. **Again, this is a huge invasion of our privacy.** So please, take this factor on board and put a stop to this proposal.

Many years ago we got rid of our front lawn because it was too dangerous to reverse out onto the Boreen Keel. We needed room in our driveway to turn our car.

Some of our neighbours still have their front lawn, so **they have no option but to reverse out of their driveways.** It is getting more and more difficult and dangerous for them to do this as it is. If there is a bus stopped waiting for passengers to board or egress, that would cause more chaos and inconvenience for the residents of the Boreen Keel.

The bottom line is if we need to go to the town we **can walk from our homes.** **If we ever need to use the bus service in the future we can walk to the nearest bus stops on Brews Hill or at Navan Hospital.** **We need traffic diverted away from the Boreen Keel. We do not need to encourage more traffic and footfall to the Boreen Keel.**

### **Survey of Residents**

Since I received the letter from the Council, I have surveyed the residents on the Boreen Keel and in the vicinity to get a feel for who would use this bus stop if this proposal were to go ahead. **I have enclosed the 22 questionnaires that were returned to me.** As I said before, a lot of my neighbours are in their Golden Years, and in many cases, **they just don't understand what is being proposed.** From the returned questionnaires you will see the consistent and strong feedback is that none of the people who live on or near the Boreen Keel want or need this bus stop. We all feel the bus stops on Brews Hill and at Navan Hospital are within reasonable walking distance if we ever intended to use the bus. **As it stands, none of us actually use the town bus service. So who would Meath County Council**

**actually be serving by putting in this bus stop?** You would definitely not be serving the people who would be most negatively impacted by this infrastructure.

**Also, the proposal to move the existing water gully to facilitate this bus stop would be another huge disruption we don't want or need.** So please take all these factors on board and put a stop to this proposal.

### **Local Research of Town Bus Service**

Since receiving this letter from the Council, I have made a point of taking the town bus service N1 & N2 to see exactly where all the current bus stops are, and why the Council feels there is a need to put a bus stop outside our homes.

I took the N1 Bus starting at Brews Hill and stayed on the bus until it eventually returned to Brews Hill just over an hour later. I did the same with the N2 bus the following evening. This is a great service for the people of Navan who actually need it and use it. It is great to assist those living on the outskirts of the town to travel in and out of town with ease. That has been our understanding of this bus service all along – **to assist those living on the outskirts of the town to get in and out of town with ease.** I did notice that there were some bus stops not far from other people's homes, but these homes had very high walls and/or fences and had a lot of trees or foliage in place to maintain their privacy. The Residents of the Boreen Keel have very low walls. We cannot add trees or other foliage to the front of our homes. If we did it would completely obstruct our sightlines for driving in and out of our own driveways.

I did notice the N1 bus travelled all the way out to Ballybatter / Balreask New. The bus drove along this 1580m stretch of road twice (going in each direction). There are no pedestrian crossings or box junctions along this road. There is **not 1 bus stop along this 1580m stretch of road.** Their nearest bus stop is at Teach an Tamhradh (Old Balreask Arms) which is another 486m from the junction at the top of Ballybatter/ Balreask New junction. If the Council are looking for somewhere to put a new bus stop, it should be somewhere like this to assist these residents getting into and out of the town. **Having a cluster of bus stops in the town centre is not very practical at all.**

Also after the N1 & N2 buses pass bus stops at Paddy O'Brien Street (Navan Shopping Centre) and Kennedy Road, it then travels along the Boreen Keel. If the bus has dropped and collected passengers at Paddy O'Brien Street (Navan Shopping Centre) and at Kennedy Road, **then who will be getting on or off the bus at the Boreen Keel?** It won't be the residents of the Boreen Keel because none of us use the town bus. The bus should not travel along the Boreen Keel at this stage. It should head for the Kells Road and make it's way up to the new estates near St Patrick's Classical school ie Bailey Hill etc. **These new estates on the outskirts of the town need to be catered for – not us.**

**Below is a list (not exclusive) of some of the areas these town buses did not travel to and we wonder why the town bus is not serving these areas? There are most likely other areas that have not been mentioned :**

- Baker Hall (new estate linking Dublin road and Trim Road)
- Old Dublin Road
- Circular Road
- Carriage Road
- Connolly Avenue
- Railway Street
- Cannon Row
- Dean Cogan Place (at Kells Road)
- Blackwater Retail Park
- Bailey Hill (new estate opposite St Patrick's Classical School)
- Athboy Road Retail Park
- Mullaghboy Retail Park
- St Finian's Cemetary
- St Mary's Cemetary

When the N1 bus came back from Ballybatter/ Balreask New direction, it turned left at Beechmount towards the Dan Shaw Road. However, there are 4 bus stops along the road from Beechmount to Solstice Arts Centre. Neither the N1 or N2 travelled along here on the days I was on the bus. **Are these 4 bus stops also discontinued?** Have the Council received complaints about these? This whole road was done up and new cycle lanes put in place and now the buses are not even using it? **There was a lot of time, energy and public money wasted here.**

We also discovered that there is **quite a bit of overlapping for the 2 bus routes** (N1 & N2) which is very un-productive and unnecessary. Both buses stop at Paddy O'Brien Street (Navan Shopping Centre) and Kennedy Road. **They both drive up the Boreen Keel and turn right for the hospital.** They both drive through Clogherboy. This has not been mapped/planned well at all. Surely the Council and/or Bus Eireann can arrange this better so that buses cover more areas and don't overlap their routes. **We have a bus passing our homes every 15 minutes.**

At the Park & Ride facility at St Patrick's Classical School there are 2 bus stops. 1 of these shows the bus route for the NX bus so we presume the NX bus serves this bus stop. The other bus stop does not show any route or timetable? **Is this bus stop in use at all?** The N1 or N2 buses did not travel along this road when I travelled on them?

**We also have 2 other public buses using the Boreen Keel on a regular basis** namely Bus no 188 Athboy to Drogheda and Bus no 189 Navan to Enfield. Enough is enough.



### **Why was the bus re-directed to the Boreen Keel in the first place?**

This was never a good move. There is already a traffic congestion problem on the Boreen Keel. See the photos attached that show congestion at various stages over the last few days. The bus is just adding to this congestion. We do not want or need these buses passing our homes. **Please re-direct this route to the areas around the town that do need it and where the local residents would use it.**

### **Council find Quick and Easy Solution to Council Problem**

It has come to our attention that this proposal to put a bus stop on the Boreen Keel is as a result of the bus stop at Aldi, Brews Hill being discontinued. Due to traffic congestion in the town, the bus was not getting to this bus stop on time and as a result the bus was late for the rest of the route.

We presume the Council received complaints about this **and came up with a quick and easy solution to this problem without thinking of the consequences ie put a bus stop on the Boreen Keel.**

How is this fixing the problem? Are the shoppers from Aldi going to carry their shopping all the way round to the Boreen Keel? **Or are they going to bring their shopping round this very narrow footpath in trolleys? What will happen the trolleys then?**

We also understand that a lot of school children used the Aldi bus stop, so we presume their parents have also complained that their children have to walk somewhere else to get the bus. If the proposal to put a bus stop on the Boreen Keel ever went ahead, **the children would still have to walk there from their school.** They could just as easily walk to the bus stop at Navan Hospital, Kennedy Road or Paddy O'Brien Street (Navan Shopping Centre)? **How many children would be coming to walk along the very narrow footpaths to wait for a bus on the Boreen Keel? Where would all these children wait?** In our gardens, on our walls? Children do not stand still, so they are bound to run around and cause chaos, climb on walls, jump off walls etc which is **not safe on this very busy road.** Will they keep their **litter** in their pockets until they get home? Thanks but no thanks.

Remember, as I have mentioned above, there is more than 1 bus stop in the whole town that has been discontinued or may not have been used at all. **Have the Council any more quick fix solutions for other bus stops?**

**Does someone have to be killed or seriously injured along the Boreen Keel for the Council to completely understand this is a bad proposal?**

### Short Term Solution

The Council/Bus Eireann could change the town bus time table to allow the buses more time to reach the Aldi bus stop during peak times. They could also put on extra buses for peak times to cater for the extra demand. **Then the town bus route can revert back to what it was so that these buses no longer use the Boreen Keel.**

### Long Term Solution

The Council /Bus Eireann need to go back to the drawing board, come up with a much better town bus route plan **that covers more areas on the outskirts of the town and reduces traffic congestion in the town centre and especially on the Boreen Keel.**

They could change the direction of the flow of traffic on Trimgate Street so all traffic is moving away from the town centre. This would mean **one of the buses could turn left after Paddy O'Brien Street (Navan Shopping Centre) and take this route instead of going along the Boreen Keel.** If Trimgate Street was ever pedestrianised, there could be an exception made for town buses in the interest of avoiding traffic congestion in other parts of the town.

They could add bus stops to Kells Road heading out to Dean Cogan, St Patricks Classical School and Bailey Hill. **The other bus could take this route after Kennedy Road instead of going along the Boreen Keel.** This bus could then continue on to Clogherboy etc.

They could ask for submissions from the public to suggest other options and/or solutions. **Giving the public a voice is much better than bully tactics.**

### Documents on Display

The Council's letter uses a lot of language that people in their Golden Years do not understand. It refers to a lot of legislation which comes across as very authoritarian. It also **does not mention** the fact that the town bus routes have already been re-routed to travel along the Boreen Keel. **It does not mention** that there are 2 different town buses re-routed to travel along the Boreen Keel and that this proposal is for both town buses to stop outside our homes every 15 minutes.

Some of our neighbours have mentioned that the Consult Portal is not very user friendly. On the map that was uploaded to the Consult Portal to show what is involved in this proposal our homes in Moatlands Drive don't even exist!! Rest assured, Moatlands Drive does exist. **We are directly opposite Emmet Terrace.** Together with all the other estates in our vicinity we are very united in opposing this proposal. We may have residents in their Golder Years but we are willing and able to stand up and be counted.

## **Conclusion**

We are positive that anyone who works in the Transportation Section of Meath County Council would never agree to a proposal to have a bus stop put outside their own front door. **So why do they think it is acceptable to propose putting a bus stop outside our front door?**

We believe Council staff have already been out measuring the area for the bus stop and assessing the water gully situation. **Are the Council putting the cart before the horse again?**

This is not about winning or losing. The Residents of the Boreen Keel are asking Meath County Council to let common sense prevail. **This proposal does not make any sense for so many reasons.**

**How can the Council justify adding a bus stop a few metres away from an area where they refused to put in a drop kerb because they said the road was too busy for this kind of work?**

**Please :**

- Revert back to the previous bus route or find another bus route and put a **stop to the town buses using the Boreen Keel.**
- Go back to the drawing board with this new proposal and **find somewhere else to put a new bus stop** if one is actually needed – ideally on the outskirts of the town to reduce congestion and assist the public who would use the town bus service.
- Make huge improvements to the current town bus route plan to service more areas on the outskirts of the town.

**Because :**

- None of the Residents on the Boreen Keel would use this bus stop.
- None of the Residents on the Boreen Keel need this bus stop.
- None of the Residents on the Boreen Keel want this bus stop.

**Also to summarise :**

- No prior consultation with Residents of Boreen Keel
- Stress & Anxiety to Residents in their Golden Years
- Convenient option is not always correct option
- Anti Social Behaviour
- Potential of litter pollution.
- Health & Safety Issues
- Hindrance to Emergency Service Vehicles
- Increasing congestion issues
- Invasion of Privacy
- Extra disruption due to moving water gully
- Devalue our property
- 10 different road markings in place already
- Short & Long term solutions offered to remedy Council bus stop issue

We the Residents of the Boreen Keel are asking Meath County Council to **please take us seriously.**

Please take in all the mitigating factors raised in this submission.

Please read this submission again to ensure you have not missed any of these mitigating factors.

Please show respect to the senior citizens of our town.

Please do not proceed with any groundworks for this proposal.

Please put this proposal to a stop.

Signed



**On behalf of Residents of Boreen Keel**

**Subject:** Proposed bus stop on Boreen Keel - Ref TRA 08 046 04 07

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:**

**CAUTION:** This email originated from outside Meath County Council. Do not click links or open attachments unless you recognise the sender and know the content is safe

To whom it may concern,

With regards to the recent communications on the proposed bus stop on the Boreen Keel, which was not fully communicated to all concerned residents. I am a resident who is vehemently opposed to such a proposal and no letter was deposited in my letterbox

I find it incredulous that such a proposal is being made on such a stretch of footpath where:

- 1: The side on Emmet Terrace is barely wide enough for 1 person to travel on, never mind a person alighting or trying to get on to a bus with a child's buggy or a wheelchair, where does the council intend to provide the space for such a person to turn around in particular if the foot path is already occupied?
- 2: On the opposite side of the street on Moatlands Drive where the footpath does not fully extend down towards the roundabout. This also is not practical. There is a pedestrian crossing, again, no footpath extending for pedestrians to reach it safely.

Unless there is a plan in place to make the Boreen Keel a one-way street, which would allow both sides of the street to be widened for pedestrian access there is no place on this street for a bus stop.

Once again, the council has illustrated their lack of concern and regard for the residents of Emmet Terrace and Moatlands Drive by spending taxpayer's money on irrelevant and unnecessary changes when the same funds might be better put to use if there was additional street lighting put in and the existing pedestrian access improved. There is much room for improvement in this area.

**Kind Regards**



**Unique Reference Number:** MH-C199-1

**Status:** Approved

**Submission:** Boreen Keel Bus Stop

**UID:** 23905

**Author:** [REDACTED]

**Consultation:**

Provision Of Bus Stop Infrastructure On Boreen Keel In Navan, Co. Meath

**Date Created:** 21.07.2025 - 09:11

**Date Submitted:** 21.07.2025 - 09:36

---

## Observations:

**Theme:**

**General Submission**

**Title:**

Huge Concerns with proposed bus stop location

The proposed plans for a new bus stop on the already congested Boreen Keel should not be granted permission. The road itself is already at capacity from 8am - 6pm, Monday to Saturday. It is virtually impossible to get out of a driveway on the road as it currently stands, and the proposed location of this bus stop will only add further hardship for residents attempting to move their car. The road itself is far too narrow to accommodate buses, the footpaths all along the entire road are also far too narrow. I fail to see how pedestrians will not be further pushed out onto the road (especially at school time) and off the narrow paths with this proposed new stop. Traffic congestion in the town, especially on this road is horrendous. This proposed location only adds to that congestion and will have a negative knock on throughout the town. I would ask the council to give serious consideration into the implications of their proposal, for residents and for the wider town as the location is certainly not suitable.

---

**Documents Attached:** No

**Boundaries Captured on**

No

**Map:**



**Unique Reference Number:** MH-C199-2

**Status:** Approved

**Submission:**

Comments on Provision of Bus Stop on Borren Keel, Navan

**UID:** 23913

**Author:**

**Consultation:**

Provision Of Bus Stop Infrastructure On Boreen Keel In Navan, Co.  
Meath

**Date Created:** 22.07.2025 - 10:25

**Date Submitted:** 22.07.2025 - 10:33

---

## Observations:

**Theme:**

**General Submission**

I understand that peak time congestion is a major factor for changing the route but installing a bus stop on one of the already most congested and tight spaced hills in Navan is not the correct or logical solution. I live in Aylesbury lodge and already the traffic is heavy on this hill. Adding a bus stop will add additional waits to traffic times and not to mention further inconvenience caused with roadworks installing a widened footpath. Surely you can move the bus stop off the Boreen Keel hill to a less busy trafficked area!

---

## Documents Attached:

MH-C199-2-31532 - Boreen Keel.jpg

**Boundaries Captured on  
Map:**

No

## Appendix E – EIA Screening Report





**Brady Shipman  
Martin.**

**Built.  
Environment.**

**Project:**                    **Development of Proposed Bus Stop at Boreen Keel**  
**Development under Section 38 of the Road Traffic Act 1994 (as amended)**

**Subject:**                **Review of Requirement for Environmental Impact Assessment**

**Date:**                    **17 September 2025**

This report has been prepared by Siddharth Sonny, Ecologist at Brady Shipman Martin. Siddharth holds a bachelor's degree in Zoology from the Sacred Heart College, Thevera, India and a master's degree in Coastal and Marine Environment Science Policy and Practice from the University of Galway. He is a Qualifying Member of the Chartered Institute of Ecology and Environmental Management and is experienced in drafting and reviewing AA Screening Reports and EIA Screening Reports. He is also experienced in undertaking baseline ecological surveys and preparing Ecological Impact Assessments Reports (EclA).

## **1.0      Introduction and Background**

Meath County Council proposes to construct a new Bus Stop at Boreen Keel, in Navan town, on an existing section of the public road. The project comprises minor localised widening of an existing footway, installation of bus kerbs (Kassel Kerbs) to facilitate accessible boarding, erection of a bus stop pole and sign, and relocation of an existing gully. There will be no increase in impermeable area.

Brady Shipman Martin has been commissioned by Clifton Scannell Emerson Associates (CSEA), as project engineers and designers, on behalf of Meath County Council to review the potential requirement for Environmental Impact Assessment (EIA) arising as a result of the development of the bus stop and associated minor works at Boreen Keel. The location of the proposed development is shown in **Figure 1** and the site layout is shown in **Figure 2**.

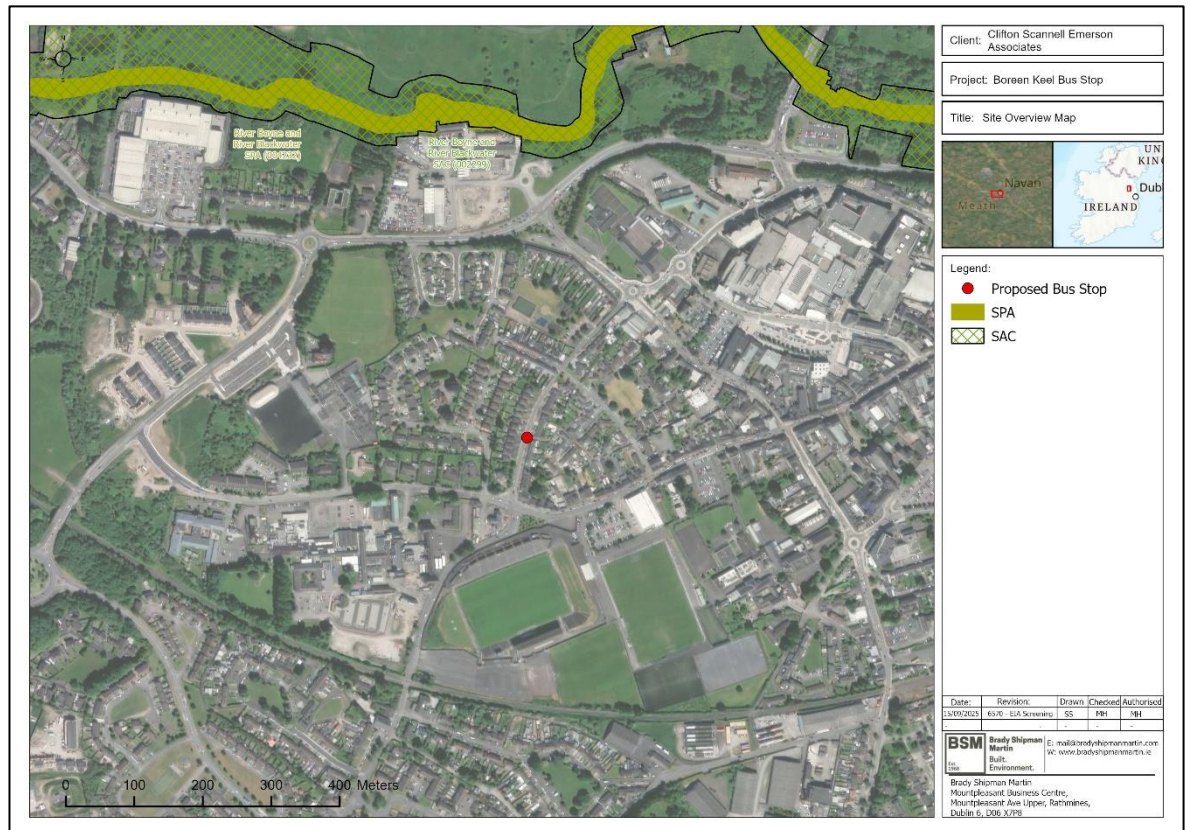


Figure 1 Location of the proposed bus stop in Boreen Keel, Navan, with the European sites associated with the River Boyne and River Blackwater also shown

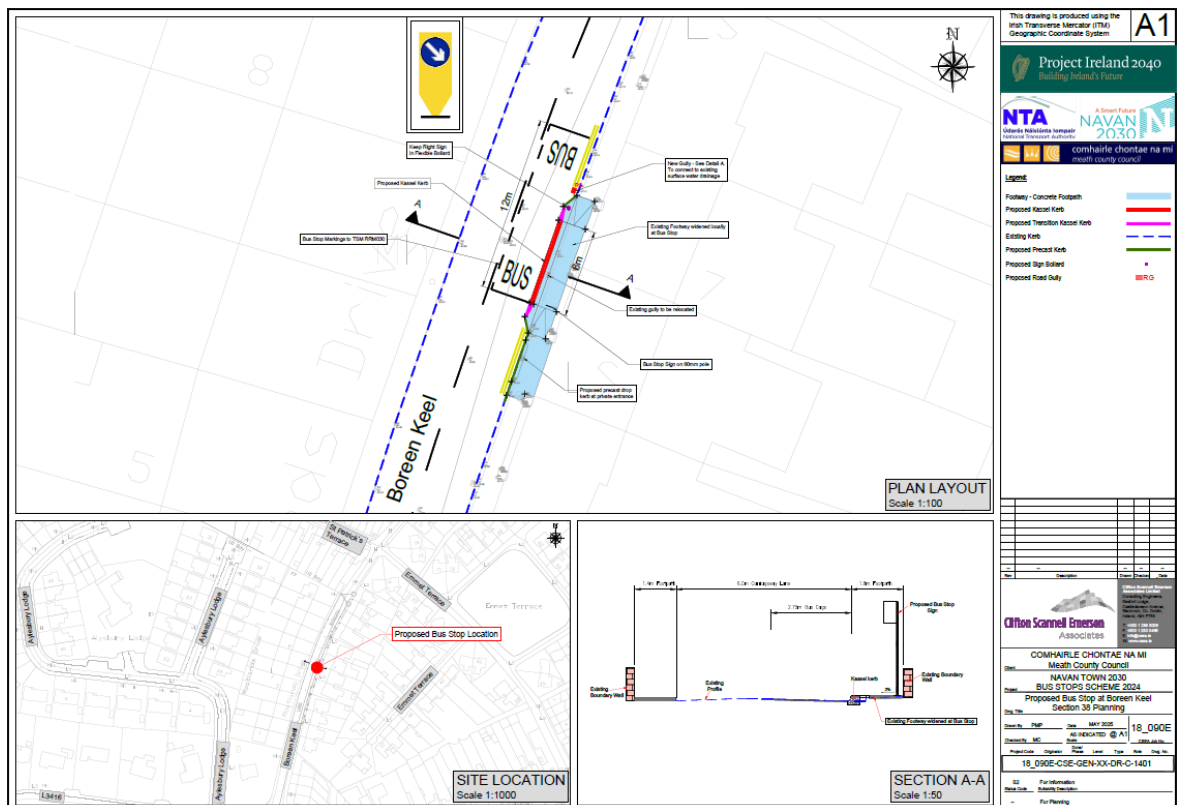


Figure 2 Development layout of the proposed bus stop



**Brady Shipman  
Martin.**

**Built.  
Environment.**

## **2.0 Preliminary Examination for ‘Sub-threshold Development’**

Prescribed classes of development and thresholds of development that trigger mandatory EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended). A review of the project types listed in Schedule 5 indicates that the proposed bus stop does not meet, nor come close to, any threshold for mandatory EIA. Therefore, it is considered a sub-threshold project. Accordingly, this Preliminary Examination assesses whether there is a likelihood of significant environmental effects.

Being sub-threshold, the project has been subject to a preliminary examination of its nature, size and location; to determine whether there is a likelihood of significant effects on the environment. Where a preliminary examination determines that there is no real likelihood of significant effects, it can be concluded that an EIA is not required. Where a preliminary examination finds significant and realistic doubt regarding the likelihood of significant effects, the Applicant is required to submit the information specified in Schedule 7A of the Planning and Development Regulations 2001 (as amended) for the purposes of a screening determination.

**BUS STOP AT BOREEN KEEL, NAVAN, CO. MEATH: EIA PRELIMINARY EXAMINATION –  
STAGE 1**

DETAILS OF PROPOSED PROJECT		
Meath County Council ref.:	Boreen Keel Bus Stop	
Location:	Boreen Keel, Navan, Co. Meath	
Surrounding land use zoning:	A1 – Existing Residential	
PRELIMINARY EXAMINATION		
Aspect of Proposed Project	Description	Significant Environmental Effects Yes / No/ Uncertain
Nature	<p>The proposed project involves minor works on an existing public road consisting of:</p> <ul style="list-style-type: none"><li>• Localised widening of the existing footway;</li><li>• Installation of bus kerbs (Kassel Kerbs);</li><li>• Installation of a bus stop pole and sign;</li><li>• Minor relocation of an existing gully and connection to existing drainage.</li></ul> <p>The works are minor in scale, confined to the existing urban environment, and will not result in any additional impermeable surfaces or significant land take. No significant excavation will be required.</p>	No
Size	The project is very minor in both scale and scope, limited to the installation of kerbing and a bus pole within the footprint of an existing footway. The area of works is negligible when compared to thresholds set out in Schedule 5.	No
Location	The project is located at Boreen Keel, Navan, within an existing built-up urban area. The site is already fully urbanised with no natural or semi-natural habitats present.	No
CONCLUSION		
Finding	Position	Decision
(i) There is no real likelihood of significant effects on the environment.	EIA / EIAR not required.	Accepted
(ii) There is a significant and realistic doubt in regard to the likelihood of significant effects on environment.	Schedule 7A information to be prepared for the purposes of a screening determination.	Not Applicable
(iii) There is a real likelihood of significant effects on the environment.	EIA/EIAR is required.	Not Applicable

## Appendix E – EIA Screening Report



**Brady Shipman  
Martin.**

**Built.  
Environment.**

**Project:** Development of Proposed Bus Stop at Boreen Keel  
Development under Section 38 of the Road Traffic Act 1994 (as amended)  
**Subject:** Review of Requirement for Appropriate Assessment  
**Date:** 17 September 2025

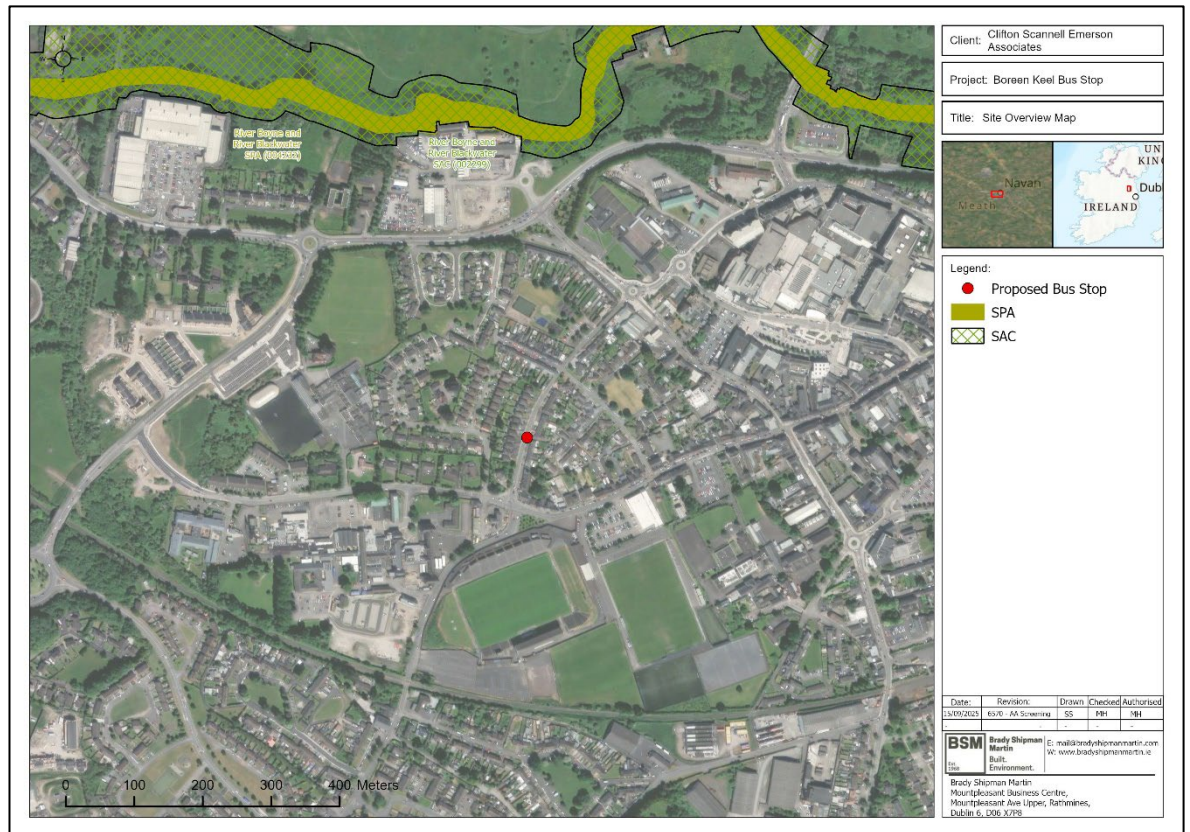
This report has been prepared by Siddharth Sonny, Ecologist at Brady Shipman Martin. Siddharth holds a bachelor's degree in Zoology from the Sacred Heart College, Thevera, India and a master's degree in Coastal and Marine Environment Science Policy and Practice from the University of Galway. He is a Qualifying Member of the Chartered Institute of Ecology and Environmental Management and is experienced in drafting and reviewing AA Screening Reports and EIA Screening Reports. He is also experienced in undertaking baseline ecological surveys and preparing Ecological Impact Assessments Reports (EclA).

## **1.0 Introduction and Background**

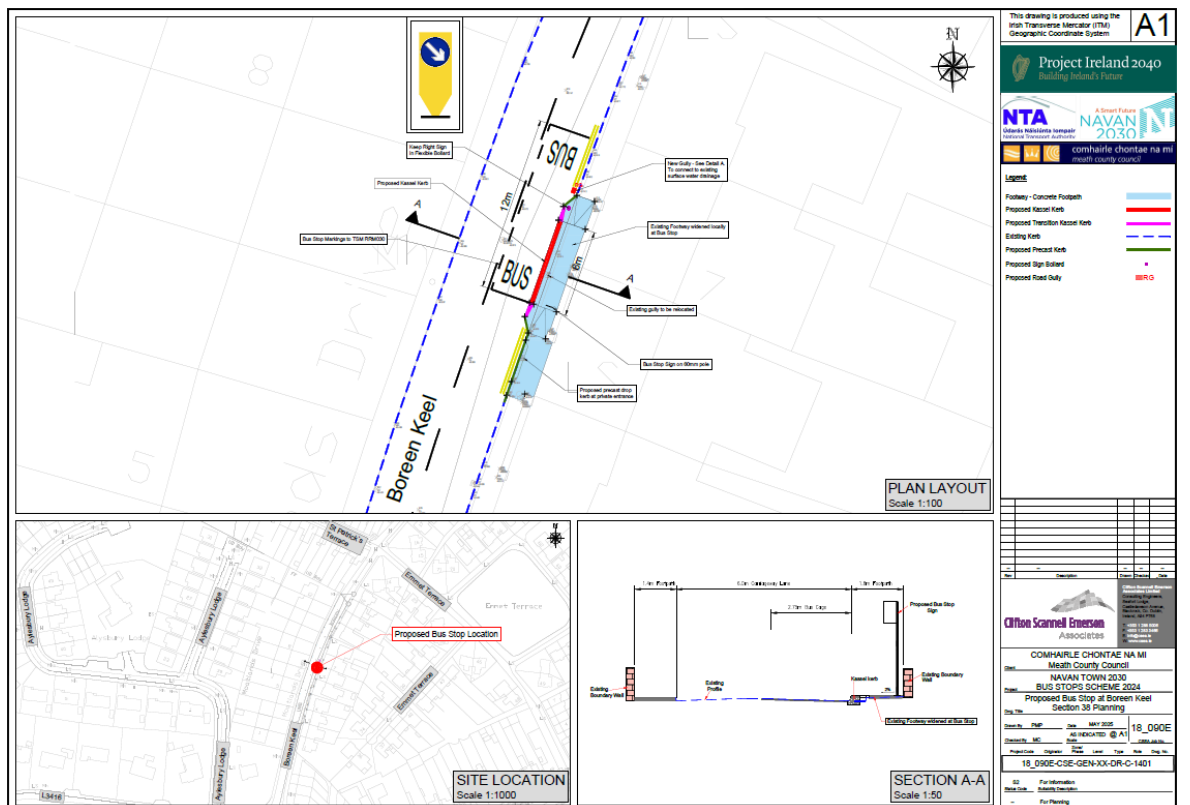
Meath County Council proposes to construct a new Bus Stop at Boreen Keel, in Navan town, on an existing section of the public road. The project comprises minor localised widening of an existing footway, installation of bus kerbs (Kassel Kerbs) to facilitate accessible boarding, erection of a bus stop pole and sign, and relocation of an existing gully. There will be no increase in impermeable area.

Brady Shipman Martin has been commissioned by Clifton Scannell Emerson Associates (CSEA), as project engineers and designers, on behalf of Meath County Council to review the potential requirement for Appropriate Assessment (AA) arising as a result of the development of the bus stop and associated minor works at Boreen Keel. The location of the proposed development is shown in **Figure 1** and the site layout is shown in **Figure 2**.





**Figure 1** Location of the proposed bus stop in Boreen Keel, Navan, with the European sites associated with the River Boyne and River Blackwater also shown



**Figure 2** Development layout of the proposed bus stop

## **2.0 Review of Screening for Appropriate Assessment**

European sites make up a network of sites designated for nature conservation under Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the “*Habitats Directive*”) and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (the “*Birds Directive*”). The requirements for Appropriate Assessment are set out under Article 6 of the Habitats Directive, transposed into Irish law by the European Union (Birds and Natural Habitats) Regulations 2011 – 2015 (the “*Birds and Natural Habitats Regulations*”) and the Planning and Development Act, 2000 – 2022 (the “*Planning Acts*”).

This review has been prepared in respect of the likelihood of the requirement for AA arising as a result of the development of the proposed bus stop at Boreen Keel.

The bus stop will be installed on the existing road at Boreen Keel as indicated in **Figure 2**.

The scope of works includes:

- Localised widening of the existing footway;
- Installation of bus kerbs (Kassel Kerbs);
- Installation of a bus stop pole and sign;
- Minor relocation of an existing gully and connection to existing drainage.

The works are minor in scale, confined to the existing urban environment, and will not result in any additional impermeable surfaces or significant land take.

The location of the proposed bus stop is not under any wildlife or conservation designation. Furthermore, no rare, threatened or legally protected plant species, as listed in the *Irish Red Data Book 1 – Vascular Plants* (Curtis & McGough, 1988), the *Flora Protection Order, 2022* or the *EU Habitats Directive*, occur within the site – the subject site is entirely in hardstanding.

No habitats with links to European sites, and no ‘reservoir’ type habitats, are present on the site. There will be no loss of any habitat or species listed as a Qualifying Interest or Special Conservation Interest of any designated site as a consequence of the project, which will be installed within the existing built surface area.

The proposed project site is not located within any European (Natura 2000) site. The nearest such sites, River Boyne and River Blackwater SAC (site code 002299) and River Boyne and River Blackwater SPA (site code 004232) are both over 400m to the north of the proposed bus stop. Refer to **Figure 1**.

Given the nature and very minor scale of the proposed project the risk of contamination of any watercourse or the local surface water network is extremely low and there is no realistic pathway between the proposed project site and these or any other European sites.

There will be no loss, fragmentation, disruption, disturbance or other change to any element of any European site as a result of the construction proposed bus stop, and no interference with the key relationships that define the structure or function of any European site.

## **3.0 In-combination Effects**

Given the urbanised nature of the subject site and the minor scale of works, there are no direct pathways for impact on European sites. Once the works are complete surface water will continue to be managed through the existing municipal drainage network, with no increase in impermeable area or new discharges. The following were considered:

- **Habitat loss or fragmentation:** None. Works are confined to an existing footway in a fully urbanised setting.





**Brady Shipman  
Martin.**

**Built.  
Environment.**

- **Disturbance to species, or mortality:** None. No key species associated with the River Boyne and River Blackwater SAC or SPA are present on or near the site.
- **Water quality Impacts:** None. Surface water connections remain unchanged apart from minor gully relocation.
- **Air quality impacts:** None. There is no possibility that dust or other emissions to air could have a significant effect on any European site.
- **In-combination Effects:** None. Given the very minor and localised nature of the proposed works no other plans or projects are likely to act in-combination to give rise to significant effects on any European site.

The *Meath County Development Plan 2021 – 2027* has a series of objectives intended to protect and enhance the natural environment. The proposed project, the construction of a bus stop, is in compliance with all of the relevant Plan objectives.

#### **4.0 Conclusion**

In view of best scientific knowledge, it can be concluded that the construction of the proposed Bus Stop at Boreen Keel, Navan, Co. Meath, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion has been reached without reliance on any measures intended to avoid or reduce potential impacts.