







## Emerging Preferred Option - Assessment Outcomes

 <p>Economy</p>	<p>Improvements to journey times and reliability of the N3 corridor will support the sustainable economic development of the wider region. By improving the operational efficiency of the N3 corridor, including junctions, bridges and the surrounding road network, the movement of people, goods and public transport will be more reliable, and the resilience of the transport network in the Greater Dublin Area will be increased</p>
 <p>Safety</p>	<p>Reduction in the frequency and severity of collisions. Improved safety for all road users on the surrounding local road network by providing more efficiency on the N3 corridor.</p>
 <p>Environment</p>	<p>Improvements to air quality and noise levels along the N3 corridor are anticipated. Measures such as low noise surfacing and noise barriers will be provided using detailed assessments. Reduction in operational carbon dioxide emissions and air pollution along the N3 corridor through removal of delays and standing traffic and optimisation of an existing strategic transport asset.</p>
 <p>Accessibility &amp; Social Inclusion</p>	<p>Accessibility to employment, education and healthcare for all social groups, and in particular vulnerable groups. Provision of a regional bus lane and reduction in queuing times will stimulate increased modal share for buses along the N3 corridor.</p>
 <p>Integration</p>	<p>Improved operational efficiency of the national road network and improved connectivity to urban infrastructure / transport systems. Integration with sustainable transport modes. The scheme will be complementary to current and future public transport along the wider corridor including BusConnects, Dart + and the Navan Rail Line extension.</p>
 <p>Physical Activity</p>	<p>Reflects the Cycle Network Plan by encouraging the use of offline routes by reducing traffic volumes on surrounding local roads. Upgrades of existing junctions will also provide improved cycling and walking infrastructure at these interchanges.</p>

## What Happens Next?

Following this consultation, the Options Selection process will be finalised, and the 'Preferred Option' will then be published. Preliminary Design of the Preferred Option will follow, during which more detailed plans and junction arrangements will be developed, and the environmental assessment and statutory orders will be prepared for submission to An Bord Pleanála. Detailed surveys and investigations will also be carried out, the extent of the land required for the scheme will be determined, and further adaptations considered for adjacent schemes such as Bus Connects.

## Your Involvement

The Emerging Preferred Option non-statutory public consultation period will run between 24th May and 11th June 2021. Please examine the Emerging Preferred Option, and let us know your comments via the Fingal County Council consultation portal (<https://consult.fingal.ie/browse>), or by post to the following address:

Senior Executive Officer,  
Planning and Strategic Infrastructure Department,  
Fingal County Council,  
County Hall, Main Street,  
Swords, Co. Dublin,  
K67 X8Y2



## NON STATUTORY PUBLIC CONSULTATION SCHEME UPDATE & EMERGING PREFERRED OPTION

MAY 2021

### Scheme Overview

Fingal County Council has been working in collaboration with Meath County Council and Transport Infrastructure Ireland to develop a multi-modal transport scheme along a section of the N3 between the M50 and Clonee with a focus on improving long term access to public transport and reducing existing and future congestion issues. Consulting engineers, ROD-AECOM, have been appointed by Fingal County Council to undertake the required studies and designs.

### What's Happening Now?

Work on the final stages of the Phase 2 Option Selection is nearly complete. This non-statutory consultation provides an update on the Option Selection process to date and seeks feedback and observations from the public and stakeholders in relation to the Emerging Preferred Option for the scheme. Further statutory consultation will be held in the next phase of design and assessment of the scheme.

### What Options Were Considered?

A significant number of options and alternatives were considered as part of a staged process, as summarised overleaf. The majority of these options were located primarily within the existing road boundary. The Option Selection process consisted of the development and assessment of these options and alternatives in order to identify an Emerging Preferred Option for the scheme.

### The Need For The Scheme

- **Policy Context.** National, Regional and Local Policies have identified the need for a high-quality road to support the economic development of areas connected by the N3 Corridor in Fingal, Meath and the wider Leinster Area.
- **Journey Time Reliability.** Existing capacity constraints cause unstable traffic flow and significant congestion during peak hours. These issues impact on all road users, in particular users of the significant number of bus routes that use the N3 corridor.
- **Public Transport.** Congestion on the N3 causes significant reliability issues for bus services, reducing the current and longer-term attractiveness of public transport on this corridor. The scheme is expected to support and enhance the NTA BusConnects project. The public transport provision planned for the wider corridor will not cater for the dispersed travel within the region.
- **Road Safety.** Unstable traffic flow increases the risk of traffic accidents on the N3. Traffic avoiding congestion on the N3 transfers to local roads, thereby increasing risks for pedestrians and cyclists.
- **Sustainability.** Traffic congestion leads to an increase in carbon dioxide emissions and air pollution. The proposed scheme will alleviate this issue and will facilitate the sustainable development of the region.
- **Active Travel.** Facilities within the study area are currently limited. Large volumes of traffic on surrounding local roads suppresses demand for active travel modes. This scheme will improve this situation, particularly through the proposed improvements to junctions.



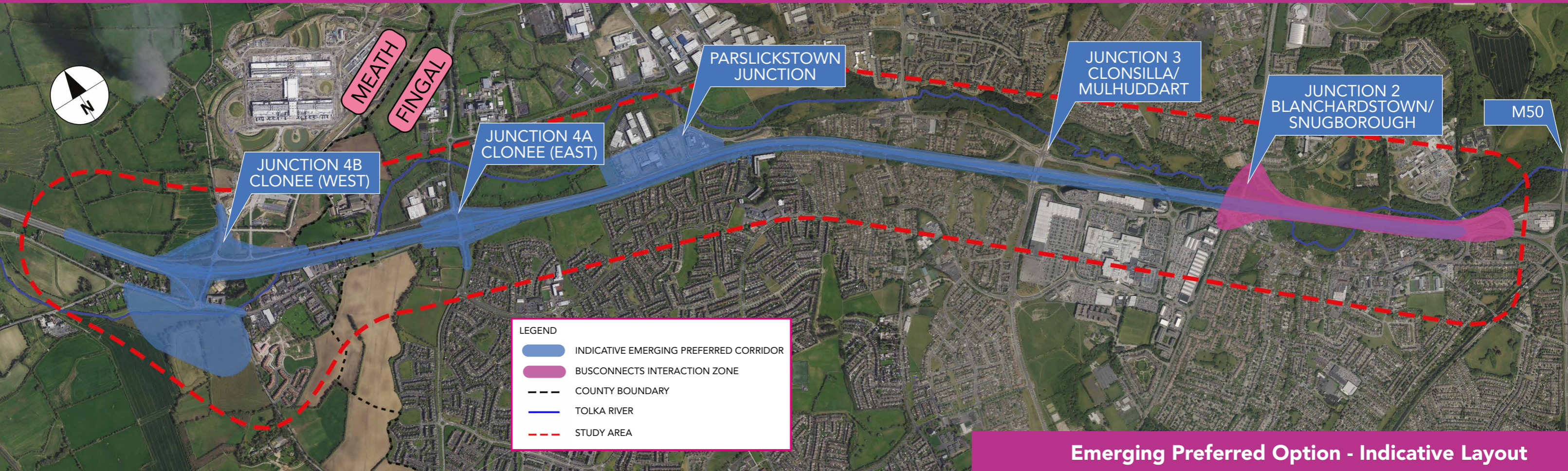
Tionscatal Eireann  
Project Ireland  
2040



comhairle chontae na mí  
meath county council

Comhairle Contae  
Fhine Gall  
Fingal County  
Council





Emerging Preferred Option - Indicative Layout

### Scheme Options Development

A range of feasible Do Something (DS) scheme options and alternative were developed and assessed:

#### Public Transport Alternatives

- **DS1** Offline Road Scheme
- **DS2** Central Median Widening
- **DS3** Online Hard Shoulder Widening
- **DS4** Reversible Lane in Median
- **DS5** Hard Shoulder Running at Peak Times
- **DS6** Hard Shoulder Running for High Occupancy Vehicles (HOVs)
- **DS7** Hard Shoulder Running for HOVs & HGVs
- **DS8** Distance Tolling

### Staged Assessment Process

These options were assessed in a staged process which followed TII Guidelines tailored to the nature of the scheme.

**Sifting Process.** This was undertaken to eliminate options which were unfeasible or did not achieve key objectives of the scheme.

**Stage 1 Assessment.** This was undertaken against three main criteria: Engineering, Environment, and Economy.

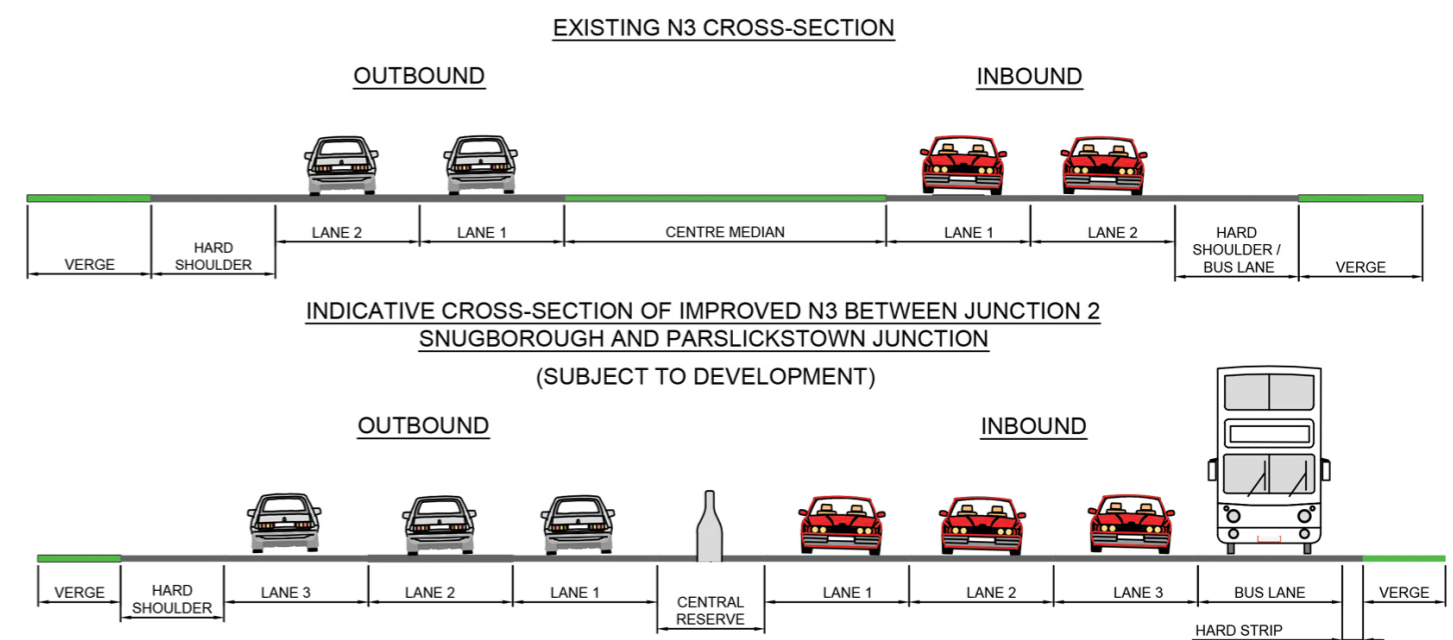
**Stage 2 Assessment.** This was undertaken against the six Common Appraisal Framework Criteria: Economy, Safety, Environment, Accessibility and Social Inclusion, Integration, and Physical Activity. The assessment outcomes for the Emerging Preferred Option are summarised overleaf.

### Emerging Preferred Option

The option which performed the most favourably in the options assessment was **DS2 Central Median Widening**. The provision of an additional lane will reduce congestion, improve access to public transport, and improve safety on the N3. The use of the existing wide median will minimise impacts on adjacent land.

This option provided a significant overall benefit in terms of traffic flow and improving journey time reliability of public transport. Improvements are planned to the **Inbound Bus Lane** as a complementary measure alongside the DS2 Central Median Widening option.

### Emerging Preferred Option - Cross Section Development



PROPOSED CROSS SECTION WITHIN THE BUSCONNECTS INTERACTION ZONE YET TO BE CONFIRMED. TO BE CONSIDERED FURTHER IN PHASE 3 DESIGN & ENVIRONMENTAL EVALUATION.