

# N3

M50 TO CLONEE

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

### Assessment Overview

The N3 M50 to Clonee has been through two stages of assessment in the Option Selection process to date. The scheme options were assessed in a staged process which followed TII Guidelines tailored to the nature of the scheme. A Sifting Process was undertaken to eliminate options which were unfeasible or did not achieve key objectives of the scheme. A Stage 1 Assessment was undertaken against three main criteria: Engineering, Environment, and Economy. Following this, a Stage 2 Assessment was undertaken against the six Common Appraisal Framework Criteria: Economy, Safety, Environment, Accessibility and Social Inclusion, Integration, and Physical Activity. As a result of this exercise, an Emerging Preferred Option (EPO) has been identified. The tables below provide an overview of the performance of options against each criterion.

### Scheme Options

Following definition of the study area on the N3, a range of feasible scheme options were identified within the study area. These options included the "Do Nothing" (DN) option, "Do Minimum" (DM) option, and a variety of "Do Something" (DS) options which are listed below. Further details of these options are provided on the Scheme Options Overview drawing which has been provided as item 5 within the consultation material.

\*While DS5, DS6 and DS7 achieved similar outcomes in Stage 1, DS7 had slightly higher economic benefits over the other options and therefore was carried forward to Stage 2.

Stage 1 Assessment - Overview										
Overall	DN	DM	DS1:	DS2:	DS3:	DS4:	DS5:	DS6:	DS7:	DS8:
			Off-Line	Median (EPO)	HS	Rev. Median	HS Peak	HO HS	HO/HGV HS	Toll
Engineering										
Environmental										
Economy										
<b>Progress to Stage 2:</b>	☒	☑	☒	☑	☑	☒	☒	☒	☑	☒
Stage 2 Assessment - Overview										
Economy										
Safety										
Environment										
Integration										
Accessibility & Social Inclusion										
Physical Activity										
<b>Stage 2 Outcome:</b>				<b>EPO</b>						

<b>Key:</b>	<b>High Preference</b>	<b>Medium Preference</b>	<b>Low Preference</b>
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- ### List of Options
- DS1 Off-Line Road Scheme
  - DS 2 Central Median Widening
  - DS3 Online Hard Shoulder Widening
  - DS4 Reverse Median
  - DS5 Hard Shoulder running at peak times
  - DS6 Hard Shoulder running for High Occupancy Vehicles at peak times
  - DS7 Hard Shoulder running for High Occupancy Vehicles and HGVs at peak times
  - DS8 Distance tolling

### 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.