

# N3

M50 TO CLONEE



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

MAY 2021

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#### 1. Where is the project located?

The project is located along the corridor of the existing M3/N3 between the eastern extent of the M3 tolled Motorway and the N3 interchange with the M50 motorway around Dublin. The study area is located largely within County Fingal, but crosses into County Meath at Clonee where the county border is marked by the Tolka River.

#### 2. What is the project & what is happening now?

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.

The scheme is currently in the closing stages of Phase 2 Option Selection and this non-statutory consultation is aimed at presenting the Emerging Preferred Option to the public.



Tionscadal Éireann  
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2040



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The Emerging Preferred Option for the scheme, as presented in the accompanying information for this non statutory consultation, consists of central median widening on the inbound and outbound carriageways and, as a further complementary measure, the improvement of the existing inbound bus lane. Improvements to junctions are also envisaged and will be considered further in the next phase of the scheme development.

### 3. What happens next?

Following this consultation, the Options Selection process will be finalised, and the 'Preferred Option' will then be published later this year, allowing the project to move into Phase 3 Design and Environmental Evaluation.

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.

### 4. How does the project address sustainable transport and active travel measures?

Reducing existing congestion at peak times on the N3 will reduce the journey times for journeys by public buses using the route and increases the attractiveness of public transport in the long term on this corridor.

The scheme includes the improvement of the inbound bus lane as a complementary measure which will further improve public transport usage on the local corridor and the wider M3/N3 strategic corridor.

The scheme includes improvements to key junctions for cycling and pedestrians, and this element will be developed further in accordance with the NTA GDA Cycle Network Plan and the various local and regional plans for improvement of the cycle & pedestrian networks.

It should be noted that traffic will also transfer from local roads reducing risks to pedestrians and cyclists on those routes allowing more use of these roads by pedestrians and cyclists. More trips by active travel reduces further motorised movements on these roads leading to enhanced environments for active travel modes.

### 5. Why is an additional lane required on the N3?

The additional lane inbound and outbound on the N3 corridor is required to improve the operational efficiency and safety of the N3 corridor. It is required to allow for improved access and egress at junctions, weaving of traffic between junctions, allowing for the reliable the movement of people, goods, and public transport, and to provide greater resilience to the strategic transport network on this corridor.



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For example, the efficiency of traffic movements and safety between Junction 2 Snugborough Road and the M50 will improve by providing the additional auxiliary lane between these junctions, which will be developed further in-line with the NTA GDA Cycle Network Plan and the various local and regional plans for improvement of the cycle & pedestrian networks.

#### **6. How is the scheme dealing with environmental issues such as Air and Noise?**

The scheme will be subject to a detailed environmental assessment as part of the next phase of work prior to the progression of the scheme to the statutory planning process.

The scheme is expected to reduce existing congestion at peak times on the N3 allowing for more efficient movement of all vehicles and an overall reduction in emissions. The net result of the scheme is expected to deliver reductions in emissions across the transport network improving air quality in the corridor.

The environmental assessment of the scheme will consider the need for measures for reductions in noise from traffic in line with current guidance. It is anticipated that low noise surfacing and noise barriers will be considered along the sections of the scheme where significant impacts are identified by the assessments.

All impacts on the environment will be assessed and all practical improvements in accordance with the current guidance will be considered as part of the scheme.

#### **7. Does the scheme expect to change existing junctions?**

The next phase of the scheme will consider the detail of options for upgrades and adjustments of the interchanges at Junctions 4a and 4b to the west and east of Clonee, and similar for Parslickstown Junction. It should be noted that the junction areas and layouts shown on the current consultation drawings are indicative only at this stage.

The other junctions (2 Snugborough and 3 Mulhuddart) are undergoing upgrades currently, or have undergone upgrades in recent years and no further improvements will be considered under this scheme other than adjustments related to the lane arrangements changes and improvement to the inbound bus lane.

#### **8. How does the scheme interact with the NTA BusConnects project?**

Between Junction 2 Snugborough Road and the M50, the corridor overlaps with proposals for the N3 BusConnects Core Bus Corridor 5 (CBC5). The scheme is expected to support and enhance the NTA BusConnects project. In the next stage of delivery for the N3 scheme, Phase 3 Design & Environmental Assessment, close interaction is planned with the NTA CBC5 scheme to ensure the efficient delivery of both schemes.