

Scheme Options

Route Corridor Options

The feasible route options are set out in the table below. These route options consist of 200m wide corridors from within which a road alignment will be developed if the option is to be carried forward to the next stage of the options selection process.

Route Option	Route Colour	Route Description (From South to North)
A	Red	Online route that will involve widening of the existing N2 mainline between Rath Roundabout and Kilmoon Cross.
B-1	Light Blue	Offline route to the east of the existing N2 mainline. Southern tie-in location at Rath Roundabout, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
B-2	Light Blue	Offline route to the east of the existing N2 mainline. Southern tie-in location at Rath Roundabout, northern tie-in location with the existing N2 mainline to the north of Kilmoon Cross.
C-1	Purple	Offline route to the west of the existing N2 mainline. Southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
C-2	Purple	Offline route to the east of the existing N2 mainline. Southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
D-1	Orange	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
D-2	Orange	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline to the north of Kilmoon Cross.
E-1	Yellow	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
E-2	Yellow	Online widening of the existing N2 mainline from Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
F-1	Dark Blue	Offline route to the east of the existing N2 mainline, southern tie-in location at Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
F-2	Dark Blue	Offline route to the east of the existing N2 mainline, southern tie-in location at Rath Roundabout. Then linking with offline route to the west of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.
G-1	Pink	Offline route to the west of the existing N2 mainline, southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline to the north of Kilmoon Cross.
G-2	Pink	Offline route to the west of the existing N2 mainline, southern tie-in location at existing M2 Motorway mainline to the south of Rath Roundabout. Then linking with offline route to the east of the existing N2 mainline, northern tie-in location with the existing N2 mainline at Kilmoon Cross.



Traffic Management and Public Transport Alternatives

In addition to the feasible route options that have been developed for the preliminary options assessment, the project team have looked into other potential alternatives which include a number of incremental traffic management components as well as public transport alternatives.

Traffic Management Alternatives

The project team have been looking at a range of alternative components that were both feasible and helped address the project objectives. Each component was evaluated on both feasibility and whether the component could fulfil all or part of the project objectives. Following the evaluation, the final components were combined to form a 'Managed' option that will be assessed as part of the preliminary options assessment. This option included:

- Increased Capacity at junctions through the provision of extra lanes where there is available space and improvement of those junctions;
- Access control at junctions;
- Provision of further bus services along this corridor to encourage a modal shift to public transport; and
- Demand management measures to help reduce the traffic numbers.

Public Transport Alternatives

The implementation of public transport alternatives has also been considered as an alternative option for meeting the scheme objectives. This included the consideration of public transport alternatives such as rail as well as a light rail extension of the proposed Finglas LUAS line. These rail/light rail options were not brought forward to the preliminary options assessment as they were assessed to be economically unfeasible at this time and do not meet the project objectives. The provision of bus lanes and a park & ride facility adjacent to the N2 were also evaluated as part of the preliminary options assessment and are likely to also be considered further in the later assessment phases as complimentary elements of a number of the route corridor options.