

Scheme Options – Public Consultation 02

Route Corridor Options

There are four 200m wide route corridor options as set out in the table below. The 200m corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a potential road alignment could be developed. It should be noted that the boundary of the route corridor may be subject to change as the project develops to address any new or previously unidentified constraints emerging during the design process. These options will be assessed with the aim of developing an emerging preferred option by the end of the assessment.

Option	Description
Route D-1	Online improvements from Rath Roundabout initially, then an offline section to the east of the existing mainline before tying back into the existing N2 at Kilmoon Cross.
Route E-1	Online improvements from Rath Roundabout initially, then an offline section to the west of the existing mainline before tying back into the existing N2 at Kilmoon Cross.
Route E-2	Online improvements from Rath Roundabout initially, then an offline section to the west of the existing mainline (different to Option E-1 listed above) before tying back into the existing N2 at Kilmoon Cross.
Route F-2	Offline option from Rath Roundabout to the east of the existing N2 before crossing the existing N2 and continuing to the west and tying back into the existing N2 at Kilmoon Cross.



Traffic Management Alternatives

The **Do Managed option** consists of several different components which are both feasible and support the project objectives, including the following:

- Increased capacity at junctions through the provision of extra lanes where there is available space & improvement of those junctions.
- Bus Priority and Access control at junctions.
- Enabling the provision of further bus services along this corridor to encourage a modal shift to public transport .
- Demand management of some form to help reduce general traffic volumes .

Public Transport Alternatives

The **Public Transport Alternative option** again consists of several components which are both feasible and support the project objectives, including the following:

- Bus Lanes along the existing N2.
- Bus Priority improvements at Rath junction to reduce delays at peak times.
- Park & Ride facility along the existing N2.

The consideration of options for this scheme has indicated that there is scope to increase bus patronage on the N2, to maintain the current bus share in line with growth and potentially increase the bus share. However, investment to increase the number of bus services alone will not fully address the N2 Rath to Kilmoon project objectives as outlined below.

- Buses need high quality roads to deliver an attractive service. The existing N2 is causing significant reliability issues for bus services and additional operational costs due to congestion related delays. This is reducing the attractiveness of bus for existing car users.
- High numbers of HGV's and buses travelling at lower speeds impacts all N2 users. The existing single carriageway offers limited safe overtaking opportunities which compounds this issue for bus services.
- Buses will be unlikely to reduce car demand sufficiently to resolve the existing congestion issues, therefore sole investment in bus services would likely lead to continued congestion with associated safety issues for all road users.

Overall, it is recognised that investment in public transport is needed, as such this option is being considered in detail as part of the options selection process. However, due to the issues listed above, it is anticipated that improvements to bus services and frequency will be as an important complimentary measure, rather than as a direct replacement for investment in the safety and quality of the road along this section of the N2 for all users.