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File Note

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1. Design Basis

The table below presents the agreed Design Basis for the N11/M11 Bus Priority Interim Scheme, indicating how this evolved during Phase 2, from the initially assumed Part 8 Statutory Process to the EIA Statutory Process.

Item	Design Basis (Assumed Part 8 Statutory Process)	Design Basis (EIA Statutory Process)
Design Standard	Prior to the publication of DN-GEO-03087 Hard Shoulder Bus Priority Measures on Motorways and Type 1 Dual Carriageways in July 2022, the design 'standard' adopted was the TII Interim Advice Note for Hard Shoulder Bus Priority Measures on Dual Carriageways and Motorways (Version 10).	Since July 2022, the N11/M11 BPIS has been designed in accordance with TII Publication DN-GEO-03087. During the Phase 2 Project Re-Shape, the design of the N11/M11 BPIS was updated to align with this standard. All future design iterations will also align with this standard.
Land Acquisition	The scheme and form should be developed to avoid third-party landtake insofar as possible	The acquisition of third-party lands could be considered where beneficial in meeting the project objectives. Any proposed landtake, where deemed necessary, would need to be thoroughly assessed and justified as part of the scheme appraisal.
Junction Closures	The scheme would initially not seek to close existing minor junctions and accesses in between the primary junctions.	The N11/M11 BPIS would now examine how existing minor junctions and direct accesses onto the N11 could be closed. It was recognised that this may require the provision of alternative connections to maintain accessibility, potentially requiring landtake.
Pedestrian and Cyclist Facilities	Due to the nature of the Part 8 Planning Process the scheme was originally being progressed through, landtake was not	The N11/M11 BPIS would now examine how alternative facilities for vulnerable road users (pedestrians and cyclists)

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	possible and therefore, the provision of a segregated Active Travel facility between Junction 6 (Bray / Fassaroe) and Junction 9 (Glenview) was not considered.	could be incorporated into the scheme along the all-purpose section of the N11.
Bus Gates / Bus Priority Signalling	The options assessments for the N11/M11 BPIS had previously concluded that the provision of bus gates as per Figure 3 of DN-GEO-03087 was not technically feasible within the original project constraints.	In accordance with the requirements of TII Publication DN-GEO-03087, the use of bus priority signalling at junction merges would be considered as part of the scheme design and subject to appropriate traffic modelling and analysis.
Interaction with main N11/M11 Junction 4 to Junction 14 Improvement Scheme	The scheme extents and form should not introduce an excessive or significant constraint on the subsequent development of the N11/M11 Junction 4 to Junction 14 Improvement Scheme (N11/M11 J4- J14 Scheme).	No Change.
Safety	The provision of bus priority facilities would be considered only where it is not envisaged to adversely impact on the operational safety of all road users.	No Change.