

## 14 TRAFFIC & TRANSPORTATION

### 14.1 Introduction

Frazer Ferries Ltd proposes to construct facilities at both Greenore in Co. Louth and Greencastle in Co. Down to allow operation of a vehicular ferry across the mouth of Carlingford Lough.

This chapter addresses the traffic impact and any associated mitigation works that will be provided as part of the proposed development.

Transport Assessments for both the Greencastle facilities and Greenore facilities have been undertaken and are included within Appendices 14.1 and 14.2 respectively.

The assessment is based on a ferry arriving and departing during the peak hour period of assessment, it is assumed that the ferry will accommodate 40 vehicles and will be fully occupied. Therefore the assessment is based on 40 vehicles arriving and departing Greenore, Co. Louth and 40 vehicles arriving and departing Greencastle, Co. Down during the peak hour period for assessment.

### 14.2 Methodology

Assessment methodology for the proposals is discussed in greater detail for each site below;

#### 14.2.1 Greencastle, Co. Down

The assessment has been undertaken in accordance with the following documentation;

- Transport Assessment Guidelines for Development Proposals in Northern Ireland;
- The Institution of Highways and Transportation Guidelines for Traffic Impact Assessments;
- Planning Policy Statement (PPS) 3 – Access, Movement and Parking;
- Planning Policy Statement (PPS) 13 – Transportation and Land Use;
- Development Control Advice Note (DCAN) 15 – Vehicular Access Standards.

Preliminary discussions have been undertaken with DRD Roads Service who agreed the following scope:

- Surveys to be undertaken on Easter Monday (Tourist Peak Period);
- Surveys to be undertaken at the following junctions;
  - A2 Newry Road / Benagh Road;
  - Greencastle Pier Road / Benagh Road / Lurganconary Road;
- Year of Opening 2015
- National Road Traffic Forecast (NRTF) Central Growth Rates to be applied;
- Assess full boat (40 vehicles) arriving and departing on local network.

#### 14.2.2 Greenore, Co. Louth

The assessment has been undertaken in accordance with the following documentation:

- National Roads Authority (NRA) Traffic and Transport Assessment Guidelines;

Preliminary discussions have been undertaken with Louth County Council who indicated the following;

- 2013 Weekday surveys to be undertaken to compare against the 2012 Easter Monday traffic counts ;
- Normal surveys assessing the peak hour period (check counts);
- Surveys to be undertaken at the following junctions;
  - Euston Street / Shore Road;
  - Greenore Road / Euston Street.

### 14.3 Existing Environment

Existing facilities surrounding the proposed development sites is discussed in detail in the relevant Transportation Assessments contained within Appendix 14.1 and 14.2. A summary for each site is included below;

#### 14.3.1 Greencastle, Co. Down

Existing walkers within the vicinity of the site walk on the road / verge.

There are no dedicated cycling facilities within the vicinity of the proposed development site, existing cyclists share road space with other road users.

There are no existing public transport facilities within the vicinity of the proposed development site / Greencastle village.

Greencastle Pier Road is a rural C-class road that connects Benagh Road with Greencastle Point. At the present time Greencastle Pier Road serves farm accesses and residential homes.

#### 14.3.2 Greenore, Co. Louth

The proposed development site is located within the existing Greenore Port and therefore is well served by existing facilities.

Currently there are good pedestrian links within Greenore which provide connection between the port and the wider Greenore village. The footways are provided along both sides of the carriageway and are well catered for in terms of street lighting provision.

There are no dedicated cycling facilities within Greenore, existing cyclists share road spaces with other road users.

There is an existing bus stop within Greenore which serves Bus Eireann services.

The R175 is classified as a regional road, that does not form a major route but forms a link in the national route network.

### 14.4 Impact Assessment

The impact of the development upon the surrounding highway network, this is discussed fully in the relevant Transportation Assessments in Appendix 14.1 and 14.2. A summary is provided below;

#### 14.4.1 Greencastle, Co. Down

Existing traffic surveys were undertaken on Easter Monday, 9<sup>th</sup> April 2012 between 9am and 7pm to allow the tourist peak hour period to be identified.

Traffic associated with the proposal was assessed as 40 arrivals to the ferry and 40 departures from the ferry during the tourist peak hour period, this ensures a robust analysis.

Detailed junction modelling has been undertaken using the approved traffic modelling software PICADY at the following junctions;

- Greencastle Pier Road / Site Access;
- Greencastle Pier Road / Benagh Road;
- A2 / Benagh Road.

The PICADY results for the junctions listed above are detailed fully within the relevant Transportation Assessment in Appendix 14.1. In summary the detailed junction modelling indicates that the development proposals have an insignificant impact upon the junctions in the vicinity of the development site.

#### 14.4.2 Greenore, Co. Louth

Existing traffic surveys were undertaken on Easter Monday 9<sup>th</sup> April 2012 and check counts were also undertaken on 7<sup>th</sup> February 2013 to ensure that the peak hour assessed within the Transportation Assessment represented a robust analysis. Comparison of the surveys undertaken on 9<sup>th</sup> April 2012 and 7<sup>th</sup> February 2013 indicated that the peak period of 9<sup>th</sup> April 2012 was the overall highest volume of traffic in the Greenore area and therefore the assessment was based on this data.

Traffic associated with the proposal was assessed as 40 arrivals to the ferry and 40 departures from the ferry during the tourist peak hour period, this ensures a robust analysis.

Detailed junction modelling has been undertaken using the approved traffic modelling software PICADY at the following junctions;

- R175 / Euston Street

The PICADY results for the junctions listed above are detailed fully within the relevant Transportation Assessment in Appendix 14.1. In summary the detailed junction modelling indicates that the development proposals have an insignificant impact upon the junctions in the vicinity of the development site.

#### 14.5 Mitigation Measures

The proposed mitigation measures for each site are discussed in greater detail below;

##### 14.5.1 Greencastle, Co. Down

As part of this proposal, stretches of the Greencastle Pier Road will be widened to provide an improved access for local and ferry traffic. A target width of 5.5m is proposed to allow passing of cars and coaches/caravans. Where possible this width has been attained by claiming width in the verges between the existing hedges and the obtaining of some third party field strips of land along the route. The additional width and design is proposed with minimum disruption to local accesses along the route.

The target width of 5.5m cannot be provided along the entire length of Greencastle Pier Road, where it is not possible (due to land constraints), priority traffic measures are proposed with sufficient forward visibility for oncoming traffic.

A drawing of these proposals is included within the relevant Transportation Assessment in Appendix 14.1.

##### 4.5.2 Greenore, Co. Louth

There are no proposed changes to the surrounding pedestrian, cycling, public transport or highway network as part of this proposal.

#### 14.6 Residual Impacts

##### 14.6.1 Greencastle, Co. Down

With the mitigation measures identified above it is anticipated that any residual impacts will be **insignificant** upon the surrounding highway network.

##### 14.6.2 Greenore, Co. Louth

With the mitigation measures identified above it is anticipated that any residual impacts will be **insignificant** upon the surrounding highway network.