

Newry Southern Relief Road



Co-financed by the European Union

Trans-European Transport Network (TEN-T)



Department for

Infrastructure

An Roinn

Bonneagair

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Public Community Consultation Event November 2017



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DFI, Roads
Departmental Project Manager



Introduction



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The Department for Infrastructure is currently developing options to provide a new strategic road link between the A1 Dublin Road and the A2 Warrenpoint Road.





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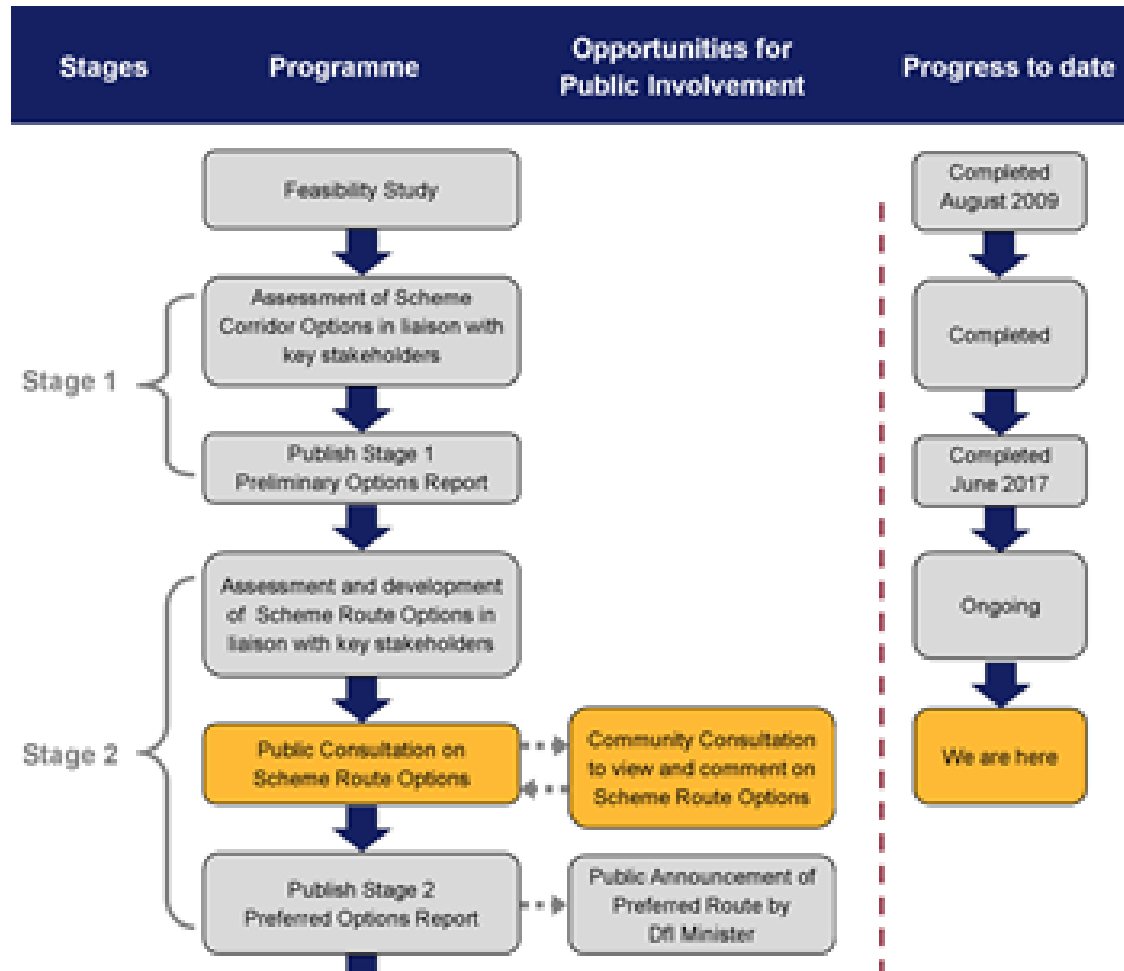
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- The Department is currently carrying out studies only.
- We have secured funding until Dec 2020 to carry out these studies and put forward a preferred option and a design for that option.
- There will be several more opportunities to consult on this project as we progress including, if necessary, a public inquiry.
- At this time, the Department has not yet been allocated the necessary funding to construct this road. Once the study is completed the scheme will go into a forward planning pool with many other projects.
- If the scheme does progress it could be 2024 before site works would begin.

The Project so far





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Issues and Difficulties

Review of the possible corridors to facilitate the route have encountered numerous natural and built obstacles that the project must negotiate or mitigate to enable the scheme to proceed. These include:

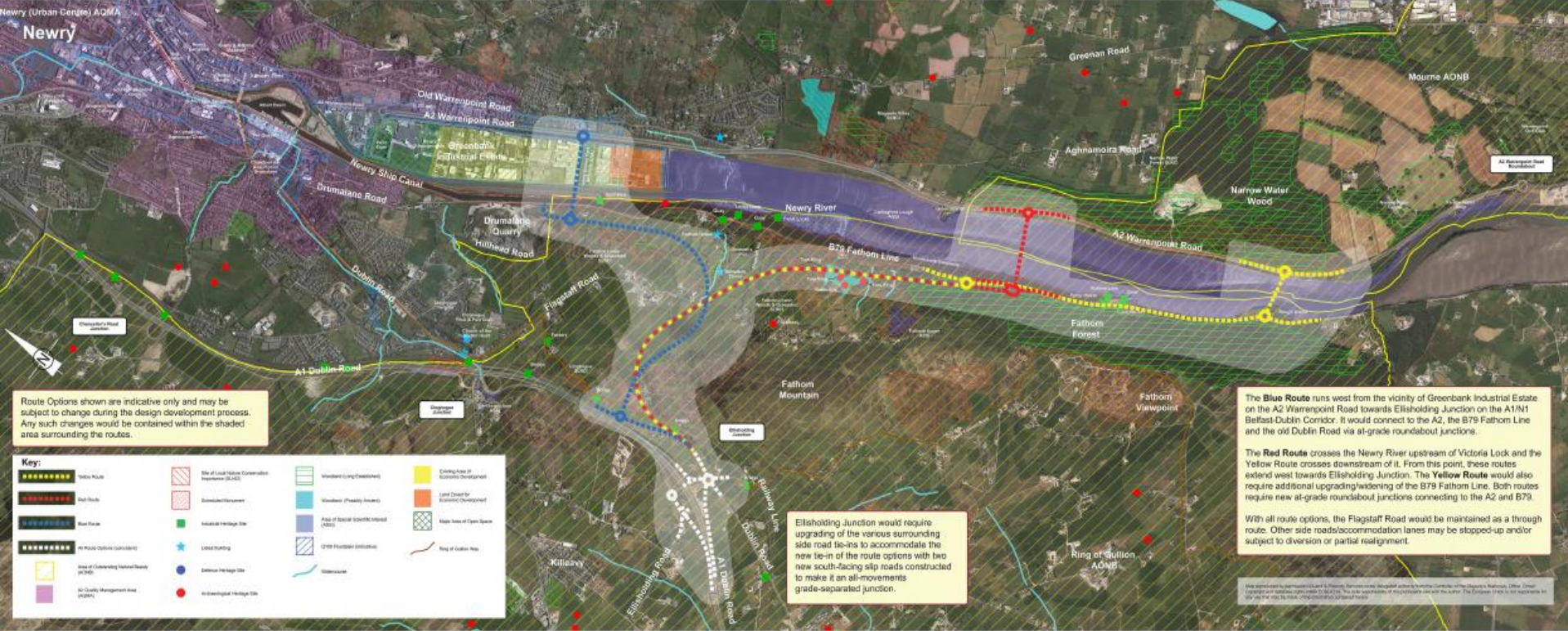
- Bridging River and Canal;
- Gradient (crossing Fathom Mountain);
- Areas of Special Scientific Interest;
- Ancient Woodland;
- Archaeological Sites;
- Industrial Heritage Sites (including the Canal); and
- Listed Buildings.



ROUTE OPTIONS

NEWRY SOUTHERN RELIEF ROAD

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Primary Aims

- To provide a strategic link for A1/N1 Belfast-Dublin corridor to access the A2 and wishing to bypass Newry City centre and visa versa;
- To reduce conflict between strategic and local traffic reducing town centre congestion;
- To improve journey time reliability for strategic traffic;
- To improve safety for all road users including Non Motorised Users; and
- To improve access to regional (Warrenpoint Port) gateways and contribute positively to transport economic efficiency.



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Transport Assessment Criteria

So how do we assess the preferred option ?

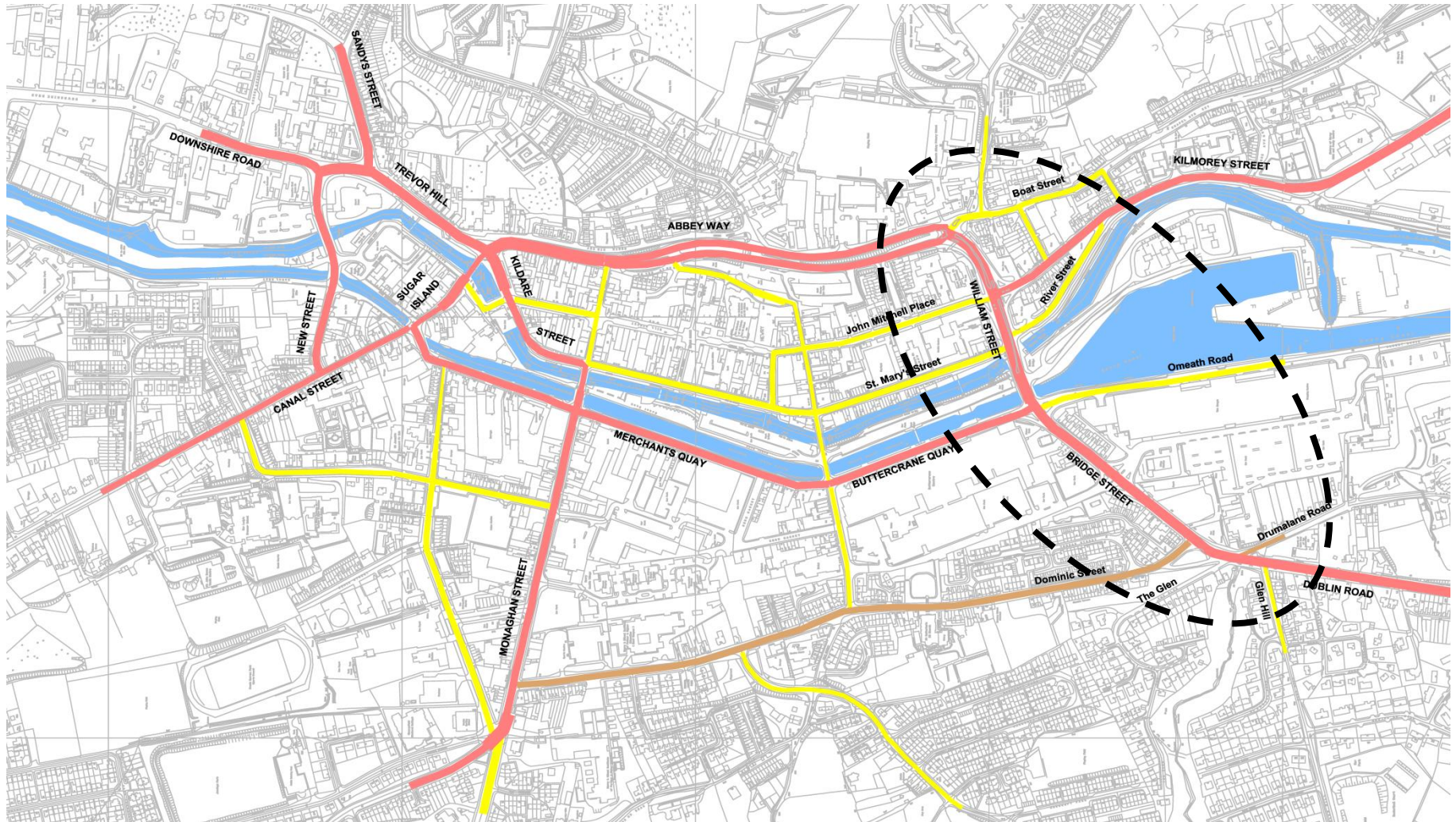
The following four criteria, as set out as best practice for the Transport Analysis Guidance, provide the main assessment criteria for transport projects:

- **Economy** - to support sustainable economic activity and get good value for money;
- **Environment** - to protect the built and natural environment;
- **Social** - to improve safety, accessibility and integration; and
- **Public Accounts** - to consider the cost to the broad transport budget.



We are all aware of the Traffic Congestion and number of HGV Vehicles using this area

Abbey Way / William Street / Bridge Street / Dublin Road



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AECOM Consultants
Project Manager





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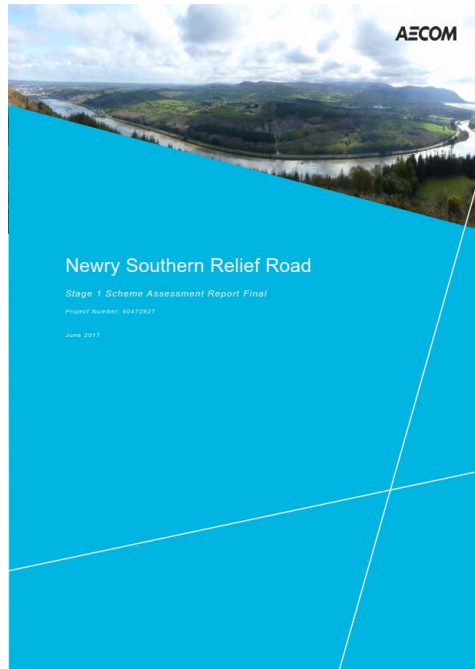
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The Project



Stage 1 Corridor Option Assessment

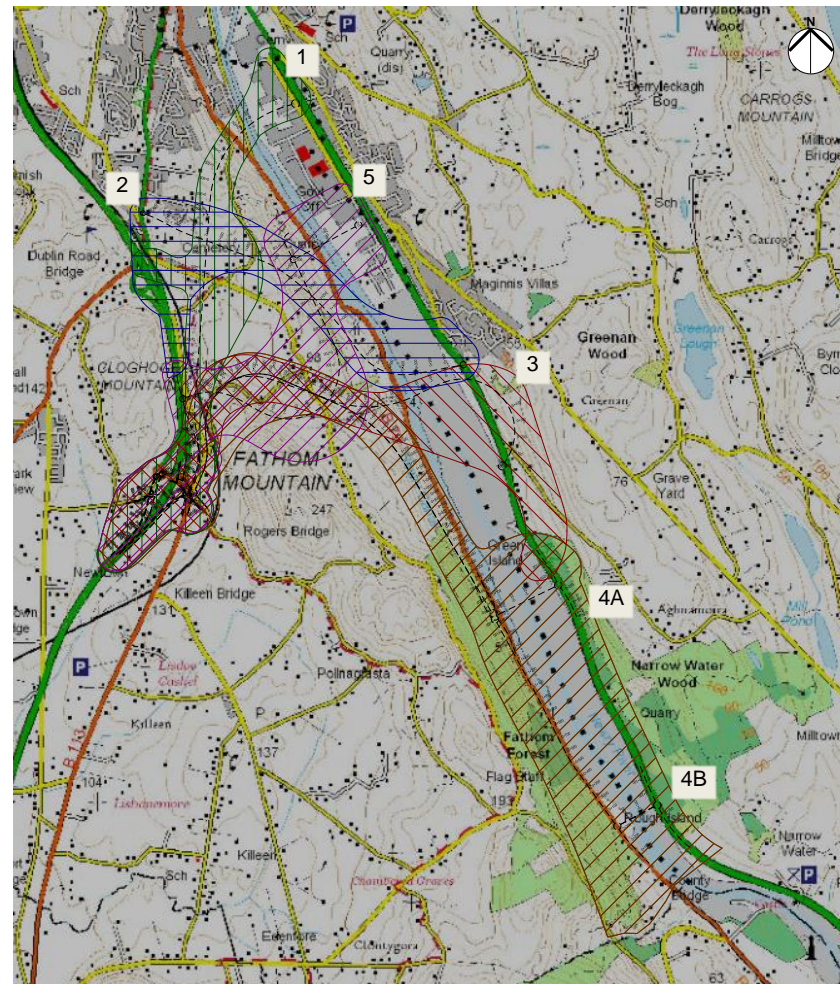


To assess a range of corridor options to provide relief to traffic in the Dublin Road, Bridge Street, William Street, Abbey Way and Warrenpoint Road area by the provision of a new road linking from the A2 Warrenpoint Road, a Trunk Road leading to Warrenpoint Port, and the A1, a Key Transport Corridor.

It is identified as a single carriageway with a section of wide-single (2+1) carriageway.

Stage 1 Corridor Option Assessment Review

Route Corridor	Estimate Q2 -2015 prices
Corridor 1	£125.97m
Corridor 2	£107.63m
Corridor 3	£137.16m
Corridor 4 Option A	£127.96m
Corridor 4 Option B	£118.36m
Corridor 5	£77.94m



Stage 1 Report Extent of Corridors and Alignments Considered

Stage 1 Corridor Option Assessment Conclusions & Recommendations

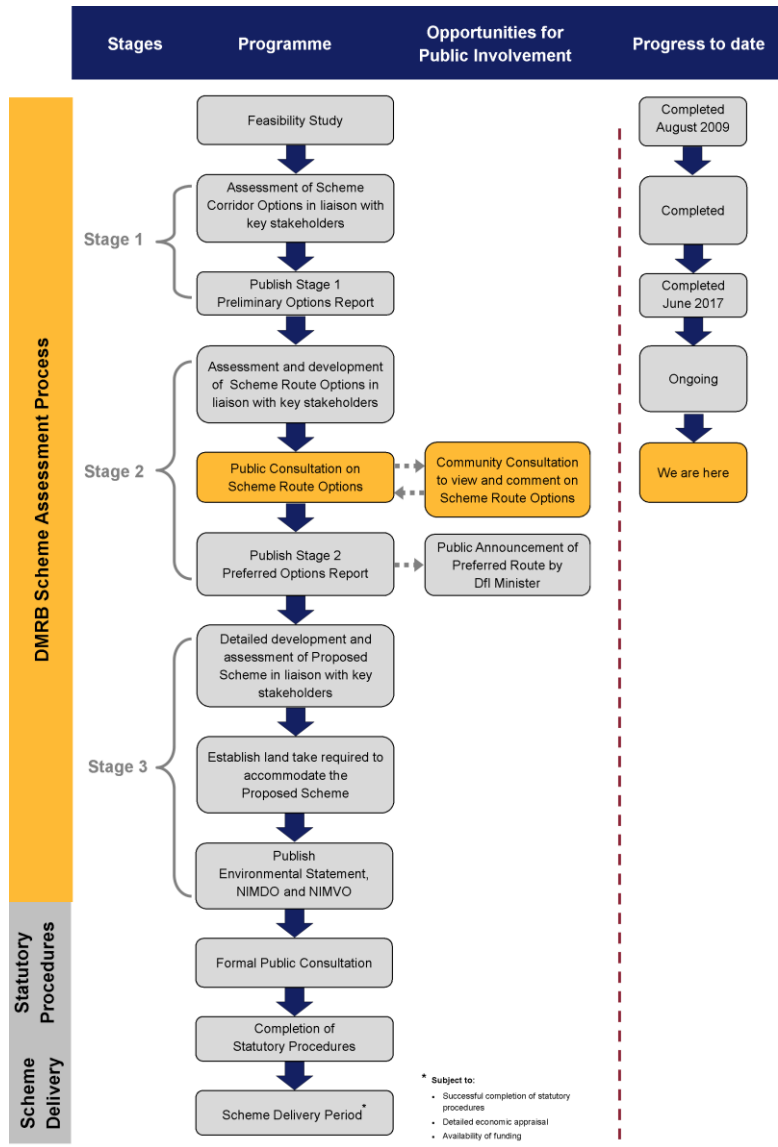
The Stage 1 Corridor Option Assessment Report concluded that:

- Corridors 1 and 2 pass through an area that is considered to be geologically unstable and should not be considered further;
- Corridor 3 is the high-level option and has the highest cost (£137M), the Cost to Benefit Ratio (1.5) is lower than that for Corridor 5, and would have major visual impacts;
- Corridor 4 has a range of possible route options; however, both Corridor 4 options are much more costly than Corridor 5, Cost to Benefit Ratios (1.9 – 1.5) are both lower than Corridor 5, and both Corridor 4 options have potentially significant environmental constraints that will require further assessment to establish their relative significance;
- Corridor 5 is the least expensive (£78M), has the highest Cost to Benefit Ratio (2.2) and has broadly less environmental impact when compared to the other corridor options. However, It presents fewer opportunities for alignment options during any subsequent evaluation process; and
- The cost of an opening structure significantly increases the cost of the respective bridges, by up to 80%. The need for an opening structure would therefore have to be fully investigated during the next stage of development.

The Stage 1 Corridor Option Assessment Report recommended that:

- Corridors 4 and 5 be taken forward to Stage 2 assessment and reporting.

What Happens Next?



* Subject to:

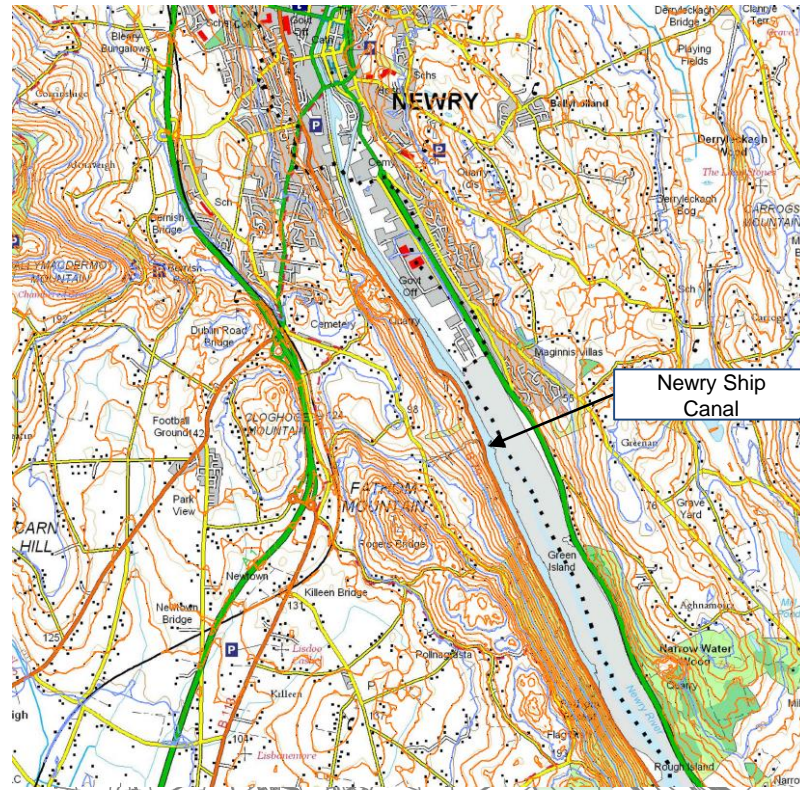
- Successful completion of statutory procedures
- Detailed economic appraisal
- Availability of funding

Stage 2 Route Option Assessment

- TD 37/93 of the Design Manual for Roads and Bridges (DMRB) states that the objective of the Stage 2 Assessment is to: *'identify the factors to be taken into account in choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes.'*

Major Factors influencing Preferred Route Selection

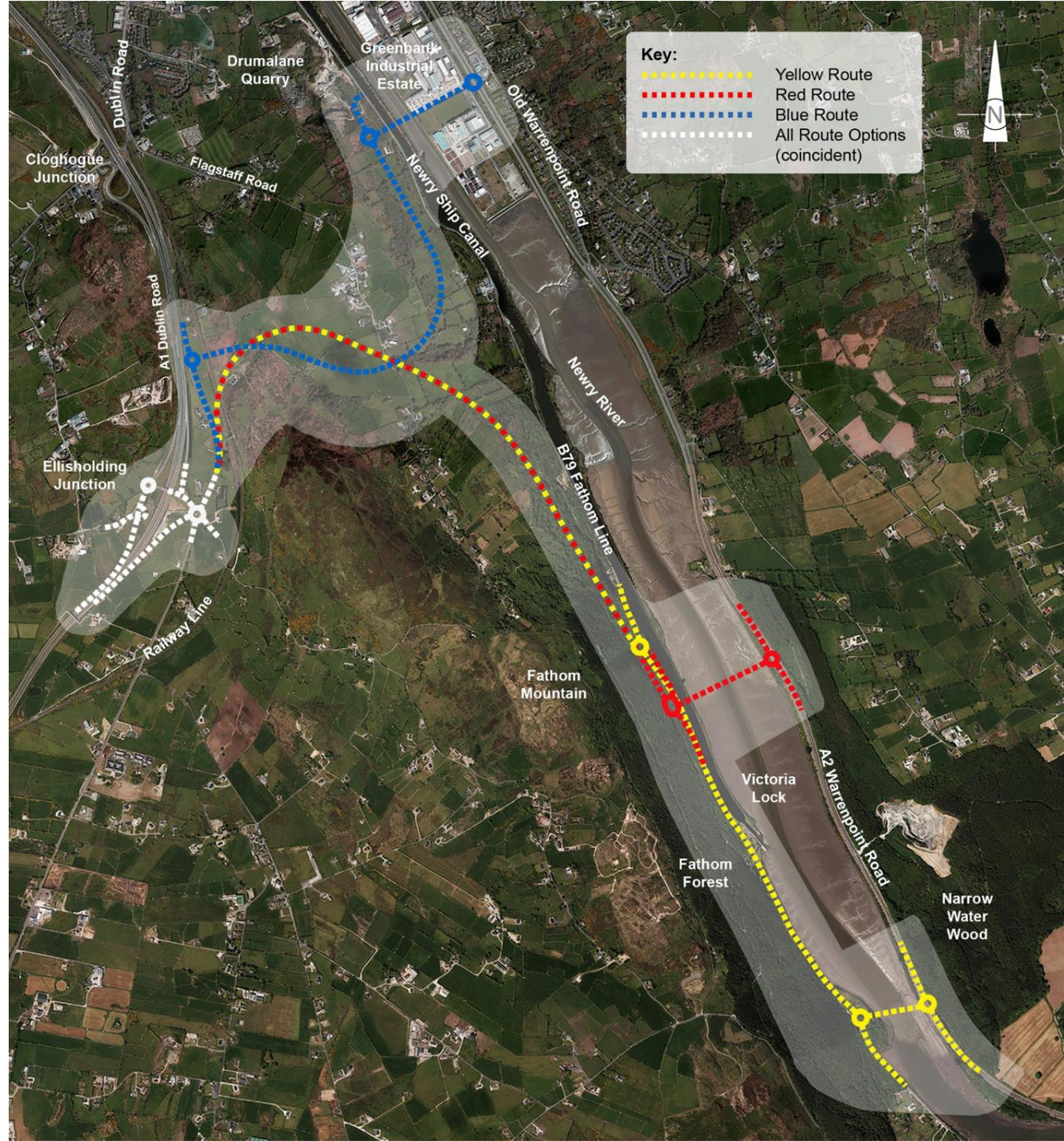
- Topography
- Newry Ship Canal
- Areas of historic woodland



Preliminary alignments were developed for the Stage 1 Study, shown here as:

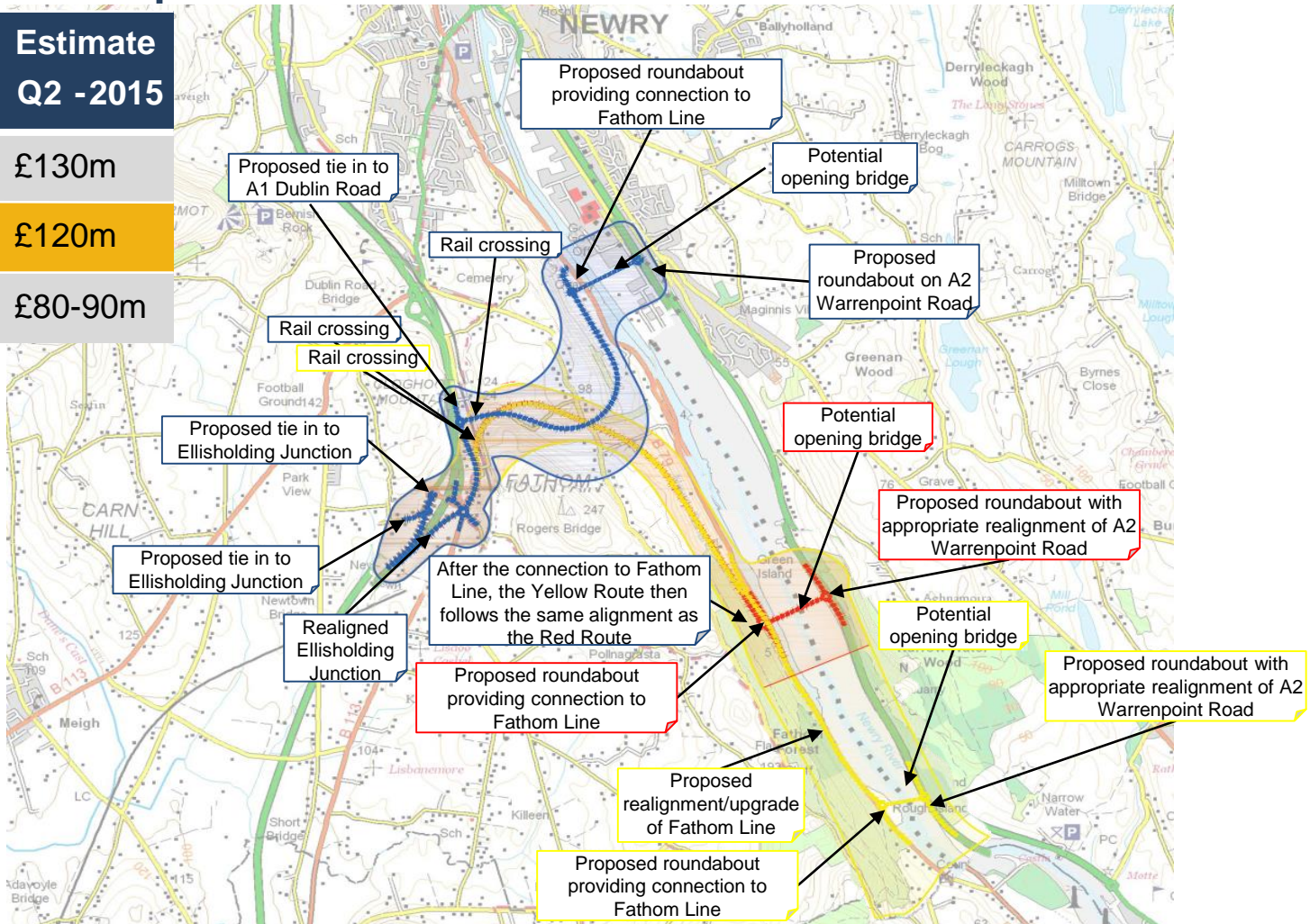
Red (Corridor 4A);
Yellow (Corridor 4B); and
Blue (Corridor 5).

The white dotted line denotes shared infrastructure, as each option joins the A1 at the same location, Ellisholding Junction.

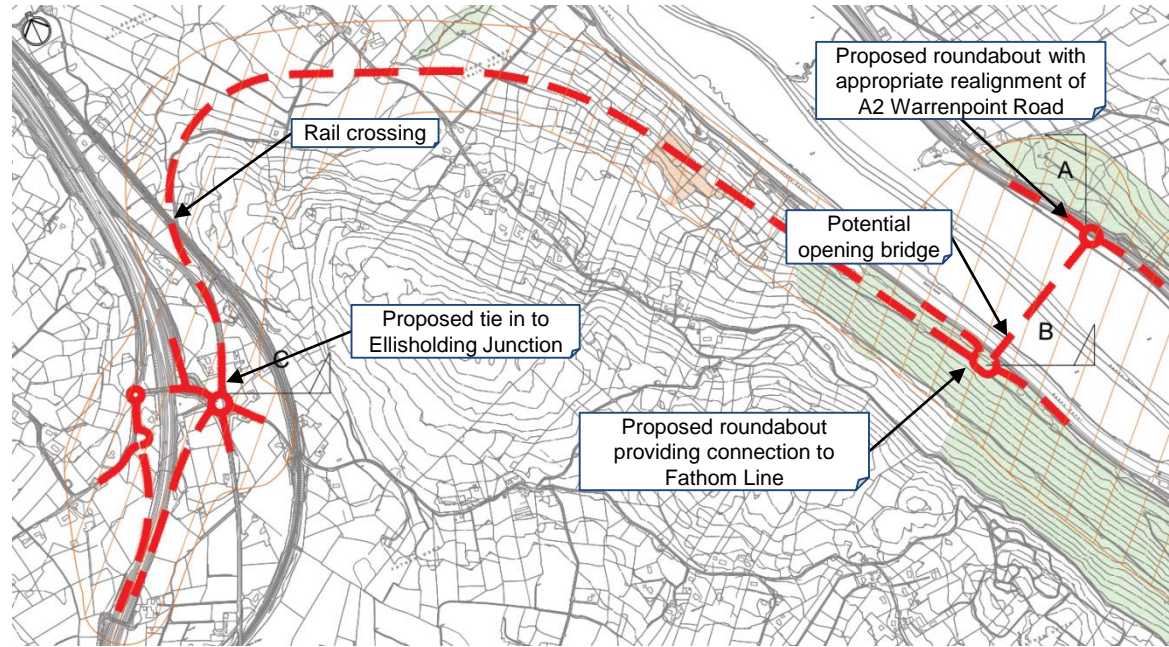


Stage 2 Route Options Under Consideration

Route Option	Estimate Q2 -2015
Red	£130m
Yellow	£120m
Blue	£80-90m

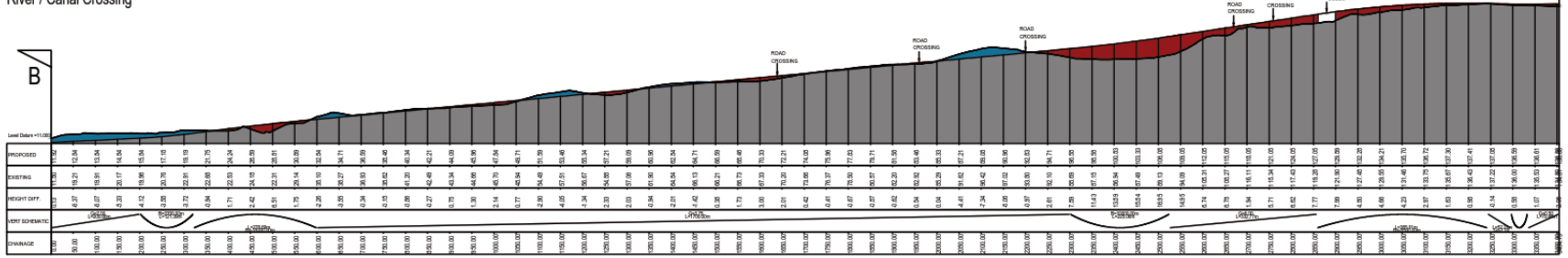


Red Route Option



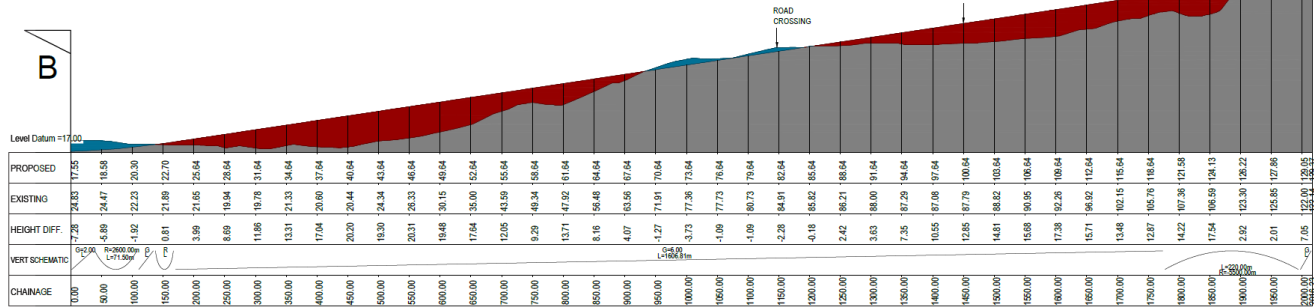
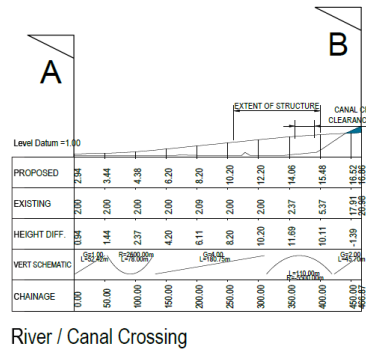
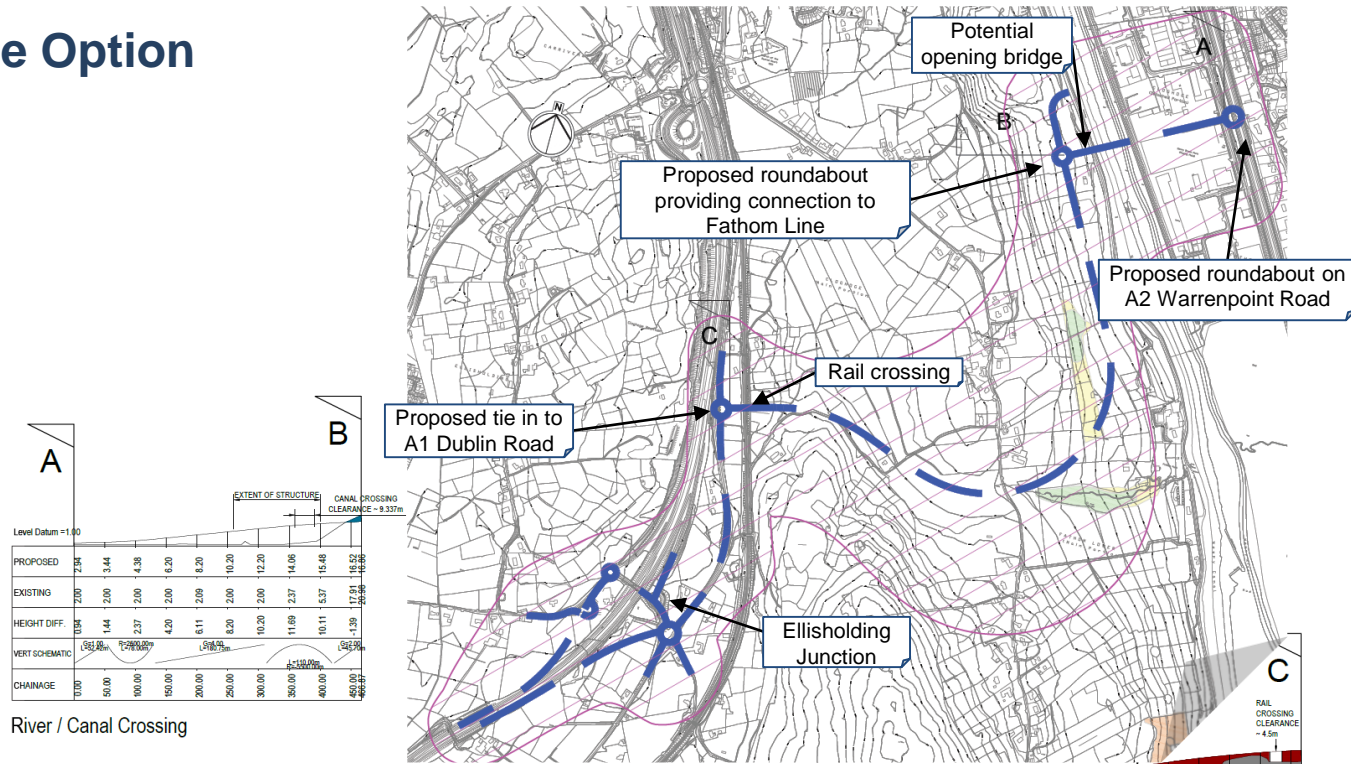
		EXTENT OF STRUCTURE									
		CANAL CROSSING					ROAD CROSSING				
		SCHEMATIC - 1:500					SCHEMATIC - 1:500				
PROPOSED	1:50	10.00	100.00	200.00	300.00	400.00	10.00	100.00	200.00	300.00	400.00
EXISTING	1:50	10.00	100.00	200.00	300.00	400.00	10.00	100.00	200.00	300.00	400.00
HEIGHT DIFF.	1:50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
VERY SCHEMATIC	1:50	10.00	100.00	200.00	300.00	400.00	10.00	100.00	200.00	300.00	400.00
CHURNAGE	1:50	10.00	100.00	200.00	300.00	400.00	10.00	100.00	200.00	300.00	400.00

River / Canal Crossing



Fathom Line to Ellisholding

Blue Route Option



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Thank You

