



Introduction

Louth County Council (LCC), with the support of Transport Infrastructure Ireland (TII), have commissioned a technical engineering consulting team, Roughan and O'Donovan – AECOM Alliance (RODA) to assist in progressing the Planning and Design of the Dundalk Bay to Carlingford Greenway project.

The first non-statutory public consultation was held on Thursday, 7th December 2023. The aim of that public consultation was to receive feedback on the Study Area, the constraints identified and any other features/opportunities that the Project Team should consider.

Following the feedback received during the first non-statutory public consultation, initial Route Corridor Options were developed. Following an assessment process, feasible Route Corridor Options have been identified to advance to the next phase (Phase 2 Option Selection). The aim of this public consultation is to receive feedback on the Route Corridor Options to assist the project team in the decision-making process when further refining the route corridor options and selecting the emerging preferred route corridor.

Phase 1 (Concept and Feasibility) of the project has now been completed and the project has now commenced Phase 2 Option Selection. This involves the development and assessment of these feasible route corridor options to ultimately determine an Emerging Preferred Route Corridor.

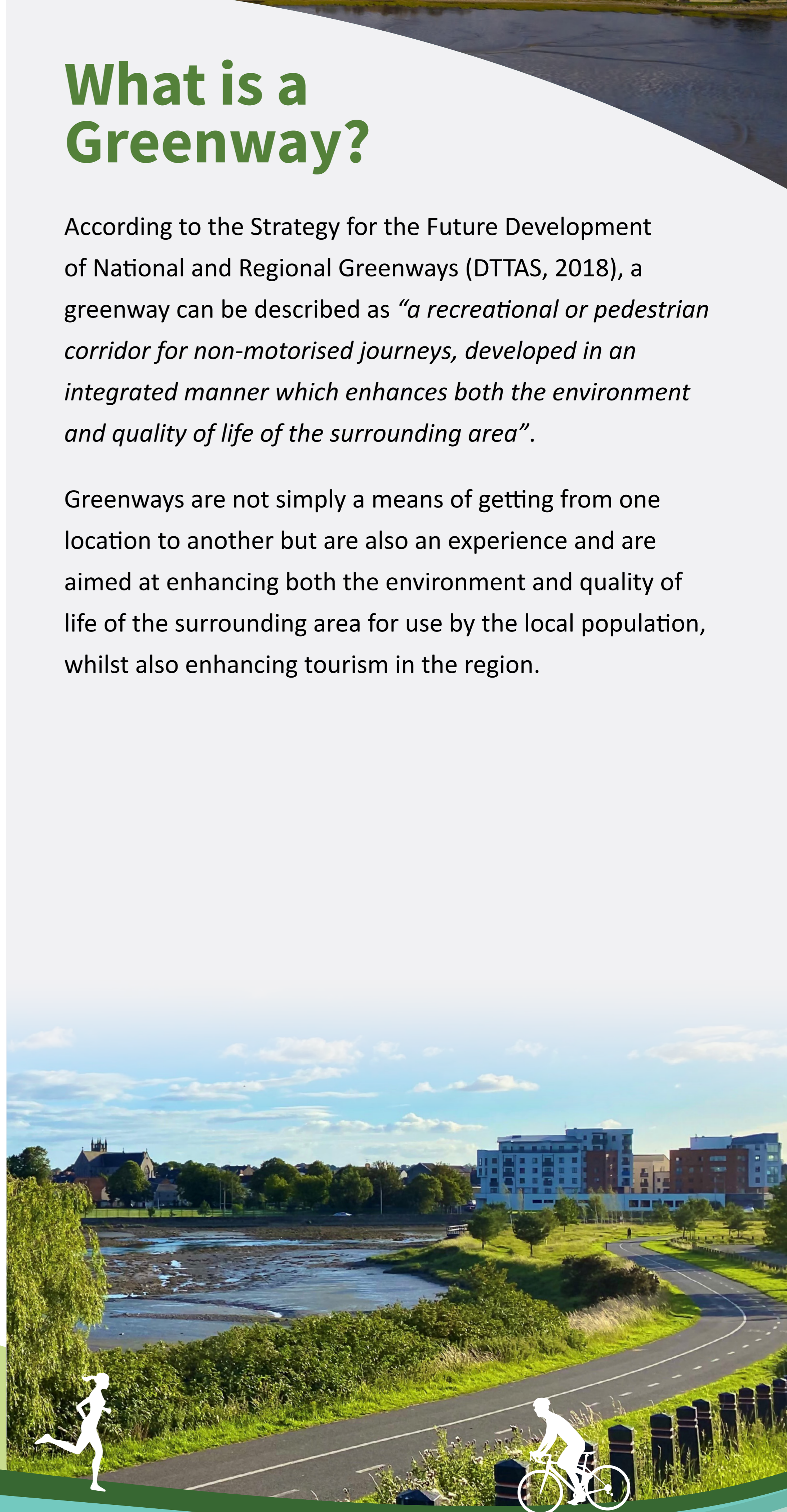
Your participation in this consultation is important and we value any feedback which you think should be considered by the Project Team to help inform the development of the project.

Please see the subsequent panels for further information on the project, and information on how to have your say.

What is a Greenway?

According to the Strategy for the Future Development of National and Regional Greenways (DTTAS, 2018), a greenway can be described as *“a recreational or pedestrian corridor for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area”*.

Greenways are not simply a means of getting from one location to another but are also an experience and are aimed at enhancing both the environment and quality of life of the surrounding area for use by the local population, whilst also enhancing tourism in the region.





Dundalk Bay to
Carlingford
Greenway

DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.2
June 2024

Need for the Project

The Louth County Development Plan 2021-2027 states that greenways are a “valuable recreational amenity that promote an active and healthy lifestyle and are also an important tourism asset”.

Within the study area of the proposed greenway, almost all of the roads have limited dedicated pedestrian and cyclist facilities. This lack of provision, as well as narrow road widths and high vehicle speeds, particularly along the R173, means that there is limited opportunity for vulnerable road users (pedestrians, cyclists, persons with disability or reduced mobility) to utilise the road network other than by car.

The proposed greenway will provide dedicated pedestrian and cycle facilities within the study area catering for vulnerable road users. The greenway will seek to connect to the existing Carlingford Lough Greenway, facilitating a continuous cross-border greenway from Dundalk in Co. Louth to Newry in County Down, which is consistent with the National Cycle Network Plan.

Project Benefits and Opportunities

The proposed greenway will bring benefits / opportunities to the area, which may include the following:

- Provide the local population and tourists with a safe and attractive recreational facility that is accessible by all vulnerable road users.
- Provide enhanced active travel connectivity to critical services such as education, healthcare, community facilities and employment.
- Promote a modal shift towards active and sustainable mobility for routine trips.
- Provide access to attractions within Carlingford, Dundalk and enroute, giving members of the public a greater appreciation of the natural environment, scenic landscape and archaeological / cultural heritage sites in the area.
- Provide opportunities for existing and new businesses to support users of the greenway.



Need for the Project

The objectives for the proposed greenway have been developed in accordance with the seven headings identified in the Department of Transport's "Transport Appraisal Framework (TAF) (June 2023)".



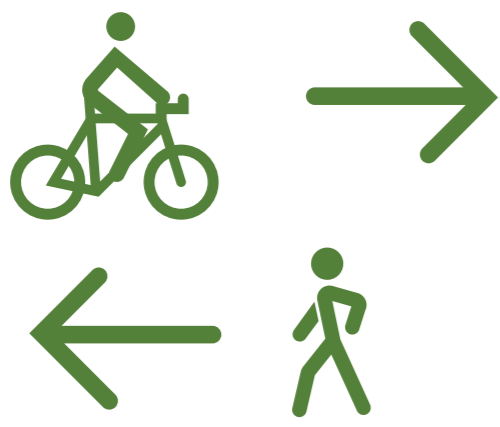
Transport User Benefits and Other Economic Impacts

- To increase the economic contribution of tourism to the local economy
- Increase in sustainable transport usage within the study area compared to current day scenario for leisure and non-leisure journeys



Accessibility Impacts

- Provide alternative means of access to tourism and cultural and heritage sites
- Encourage greater community participation in physical activity and outdoor activities



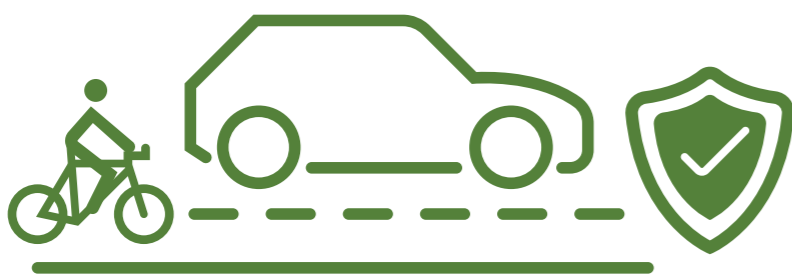
Social Impacts

- Improve accessibility to/from and within the rural communities along the corridor compared to the existing scenario
- Enhance sustainable transport access to opportunities and services for disadvantaged groups



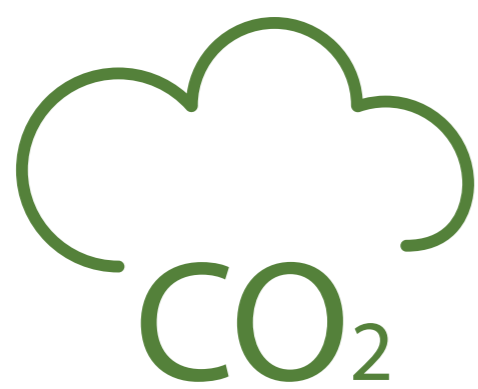
Land Use Impacts

- Enable Project Ireland 2040 through the delivery of a National Greenway
- Minimise impact on land holdings



Safety Impacts

- Protect and enhance the safety and security of the vulnerable road users



Climate Change Impacts

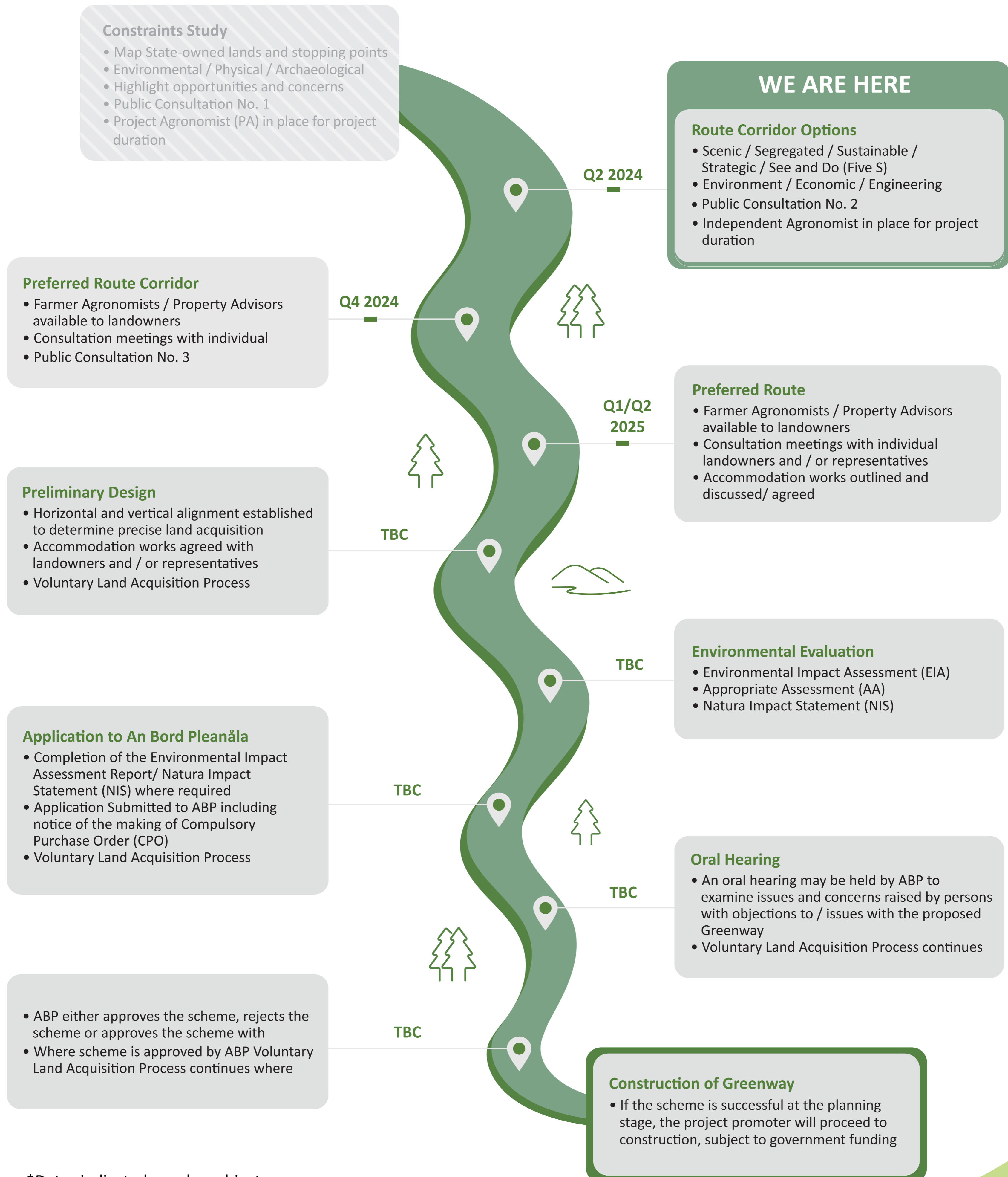
- Reduce reliance on the private car within the study area
- Minimise construction related emissions
- Reduce vehicle related transport emissions in the region compared existing scenario



Local Environmental Impacts

- To protect and enhance the natural assets and biodiversity of the local area
- Provide a route that increases the public appreciation of the scenic nature of the area
- Increase public appreciation of the natural environment by encouraging people to experience the countryside

The Process



*Dates indicated may be subject to change.



Progress on the Project to Date

During Phase 1 Concept and Feasibility, the project team defined the study area and identified the potential constraints, key features and opportunities that may influence the development of route corridor options of the proposed greenway.

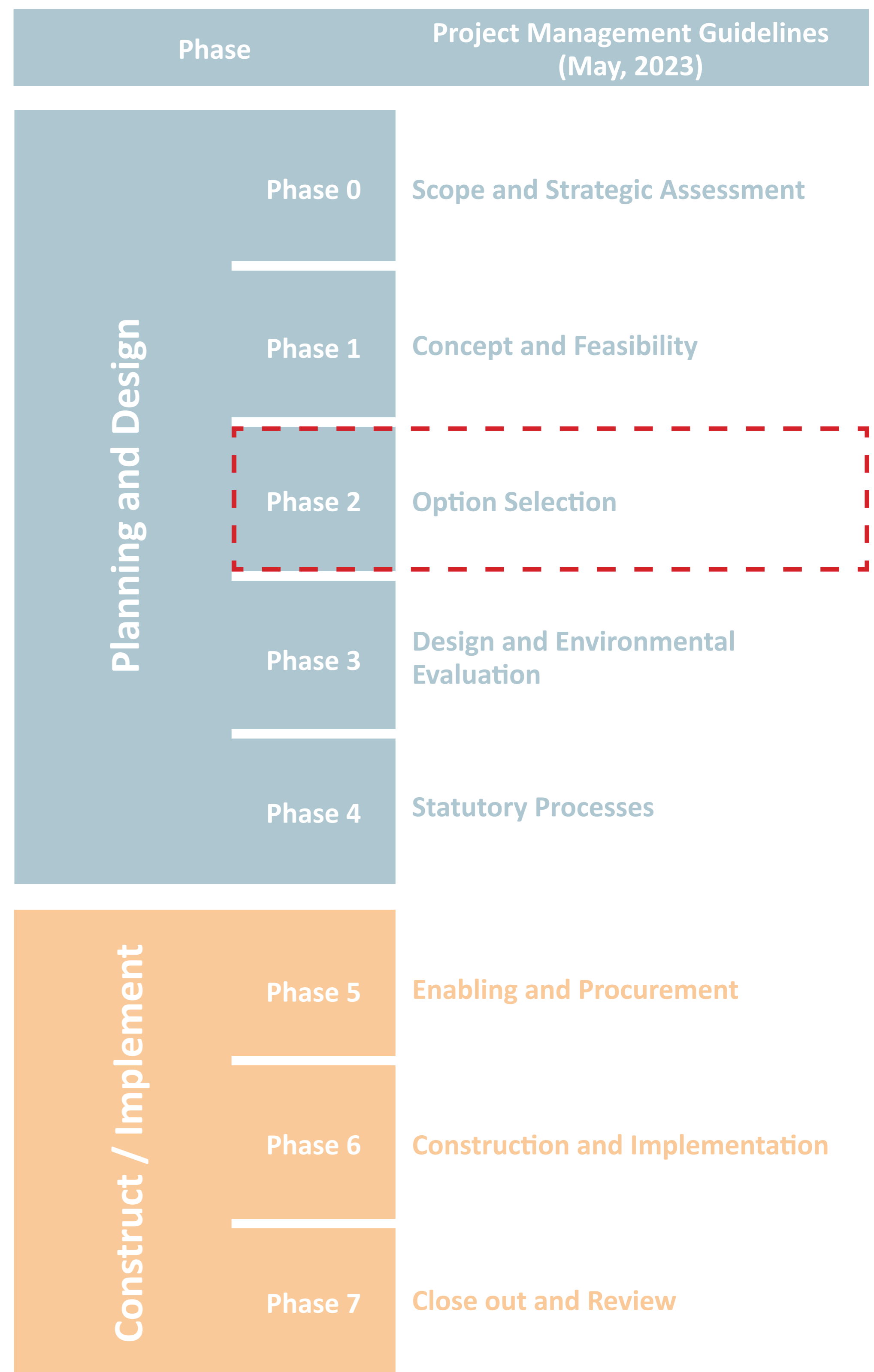
The constraints and opportunities presented at the first Public Consultation have been further refined and supplemented with the information/comments received from members of the public and other stakeholders following this consultation. This has formed the basis for the development of the initial route corridor options.

The key constraints identified include:

- European, Nationally and Internationally designated sites within and adjacent to the study area.
- Annex I habitats, wintering birds, and protected mammals within the study area.
- Areas within the study area that are liable to fluvial, pluvial and coastal flooding.
- Archaeological, Architectural, and Cultural Heritage sites, such as Protected Structures, buildings and structures listed in the National Inventory of Architectural Heritage (NIAH), Demesnes, and National Monuments.
- Restrictive mountainous and hilly landscape within and to the north of the study area for greenway routes to achieve compliance with design standards.
- Coastal erosion of the low-lying coastal plain.
- Residential and agricultural properties.

The key opportunities and benefits of the proposed greenway are detailed in earlier panel.

Phase 1 Concept and Feasibility has been completed and Phase 2 Option Selection has commenced. The project phases are detailed below.



Route Corridor Options Assessment

The study area for the proposed Dundalk Bay to Carlingford Greenway project has been divided into three sections to assist in the development of the route corridor options.

These sections are broadly split as follows:

- Section A: Dundalk to Rockmarshall.
- Section B: Rockmarshall to The Bush.
- Section C: The Bush to Carlingford.

The sections highlighted above, the initial route corridor options and the feasible route corridor options are shown on subsequent panels/display boards.

Each route corridor option within sections A to C has been appraised against the project objectives to determine which options best meet these objectives. The feasibility of each option was also assessed under the headings of Engineering, Environment and Economic (the 'three Es'). Only those options determined as feasible have advanced to Phase 2 (Option Selection). Where only a section of an option has been deemed not feasible, that option still progressed to Phase 2 with the unfeasible section omitted.

Several route corridor options have been discounted at the feasibility stage for either not meeting the project objectives, and/or because the options were deemed to not be feasible under the 'three Es' and have therefore not progressed to Phase 2 Option Selection.

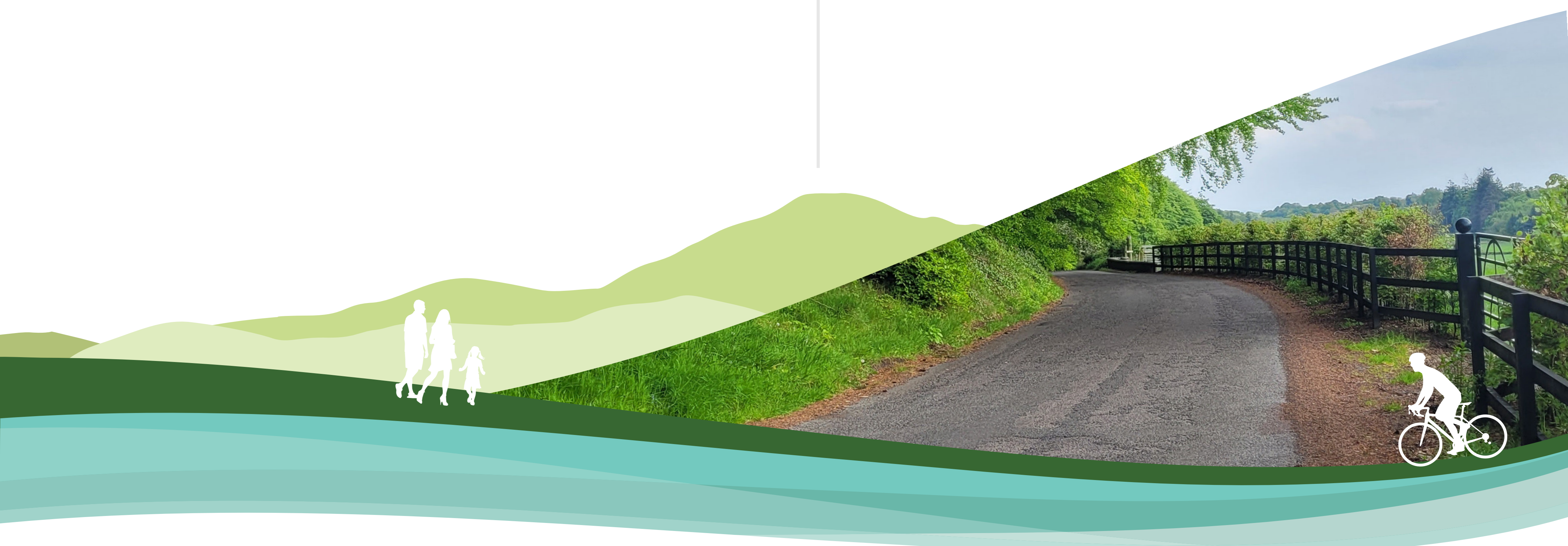
The discounted routes are summarised as follows and shown on display board titled 'initial route corridor options':

Section A

- Route A1 (Node 2 to 9)
- Route A2 (Node 1 to 9)
- Route A5 (Node 6 to 12)
- Link L1 (Node 5 to 7).

Section C

- Route C1 (Node 23 to 44)
- Route C12 (Node 45 to 43).



Next Steps

The feedback and submissions received through this public consultation will assist the project team in the decision making process as part of Phase 2 (Option Selection) and when further refining the route corridor options and selecting the emerging preferred route corridor.

During Phase 2, additional surveys will be undertaken to inform the options assessment. These surveys include, but are not limited to, ground investigations, topographical surveys, ecological walkovers, architectural surveys, archaeological and cultural heritage surveys, landscape and visual amenity surveys.

The appraisal of the route corridor options will be carried out in accordance with the Transport Appraisal Framework (TAF), TII Project Appraisal Guidelines and the TII Project Managers Manual for Greenways. The assessment will consist of a Multi-criteria analysis (MCA) of the quantifiable and non-quantifiable impacts of options, known as the Transport Accessibility Appraisal (TAA) under the six TAF Criteria of:

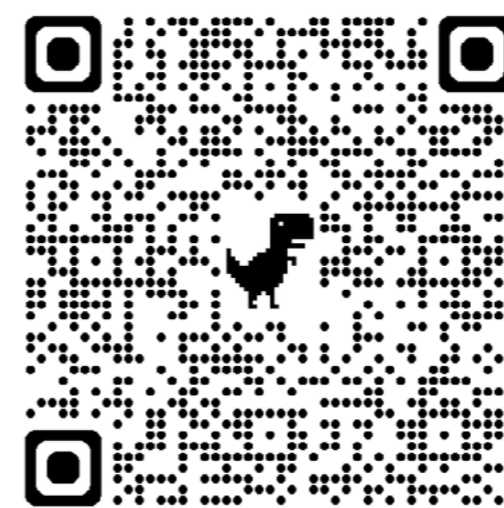
- Local Environment;
- Climate;
- Safety;
- Land Use;
- Social; and
- Accessibility.

Firstly, the feasible route corridor options will be assessed to develop a shortlist of options. These shortlisted Options will then be subjected to further assessment using a Project Appraisal Matrix and an emerging preferred route corridor identified. This process will include the TAA, a Cost Effectiveness Analysis (CEA) and a Cost Benefit Analysis (CBA). The CEA is a measure of how well an option achieves the project objectives whilst considering cost e.g., A very expensive scheme that meets all the project objectives will rank poorly compared to a less expensive scheme that meets the majority of the objectives.

Landowner Engagement

TII and the local authorities worked with the farming representatives and other stakeholders to develop the Code of Best Practice which was published in December 2021. The Code sets out the process for the delivery and management of greenways.

The Project Liaison Officer (PLO) will be available to meet with landowners by appointment. The PLO will also be available to talk on the phone. The PLO will be the main point of contact for the landowner and will ensure that the landowner's interests and concerns are considered when refining the route corridor options. An independent agronomist will also be made available to landowners to provide advice on the proposals being presented.



scan to access
Code of Best
Practice

A third Public Consultation is proposed in Q4 of 2024 to inform the public on the Emerging Preferred Route Corridor.



Have Your Say!

We would now ask you to review the information provided for Public Consultation No. 2 and submit your comments on the Route Corridor Options presented herein. An interactive map is available on the project website.

It should be noted that these corridors do not represent the actual width of the proposed greenway development or the lands to be acquired – the corridors simply indicate the lands within which a greenway alignment could feasibly be developed. Currently, the corridors are approximately 50m in width (although wider in a number of locations) and the proposed greenway will typically be 5-10m in width.



Typical Greenway Layout

The feedback form will provide you with an opportunity to have your say and to provide feedback to the project team. Feedback forms can be completed electronically and submitted or alternatively downloaded and emailed or posted to the contact details provided below.

We would like to hear the views of interested parties, members of the public, in particular those with landholdings, properties or interests in proximity to the route corridor options being displayed.

The closing date for submissions is **Friday, 2nd of August**. For project information, please visit www.dundalkcarlingfordgreenway.ie.

Get in touch

Options for submitting the feedback form are as follows:



DundalkCarlingfordGreenway@rod.ie



Dundalk Bay to Carlingford
Greenway Design Team

Roughan and O'Donovan
Arena House,
Arena Rd,
Sandyford Business Park,
Sandyford, Dublin



Project Liaison Officer
087 601 1384



www.dundalkcarlingfordgreenway.ie/contactus

