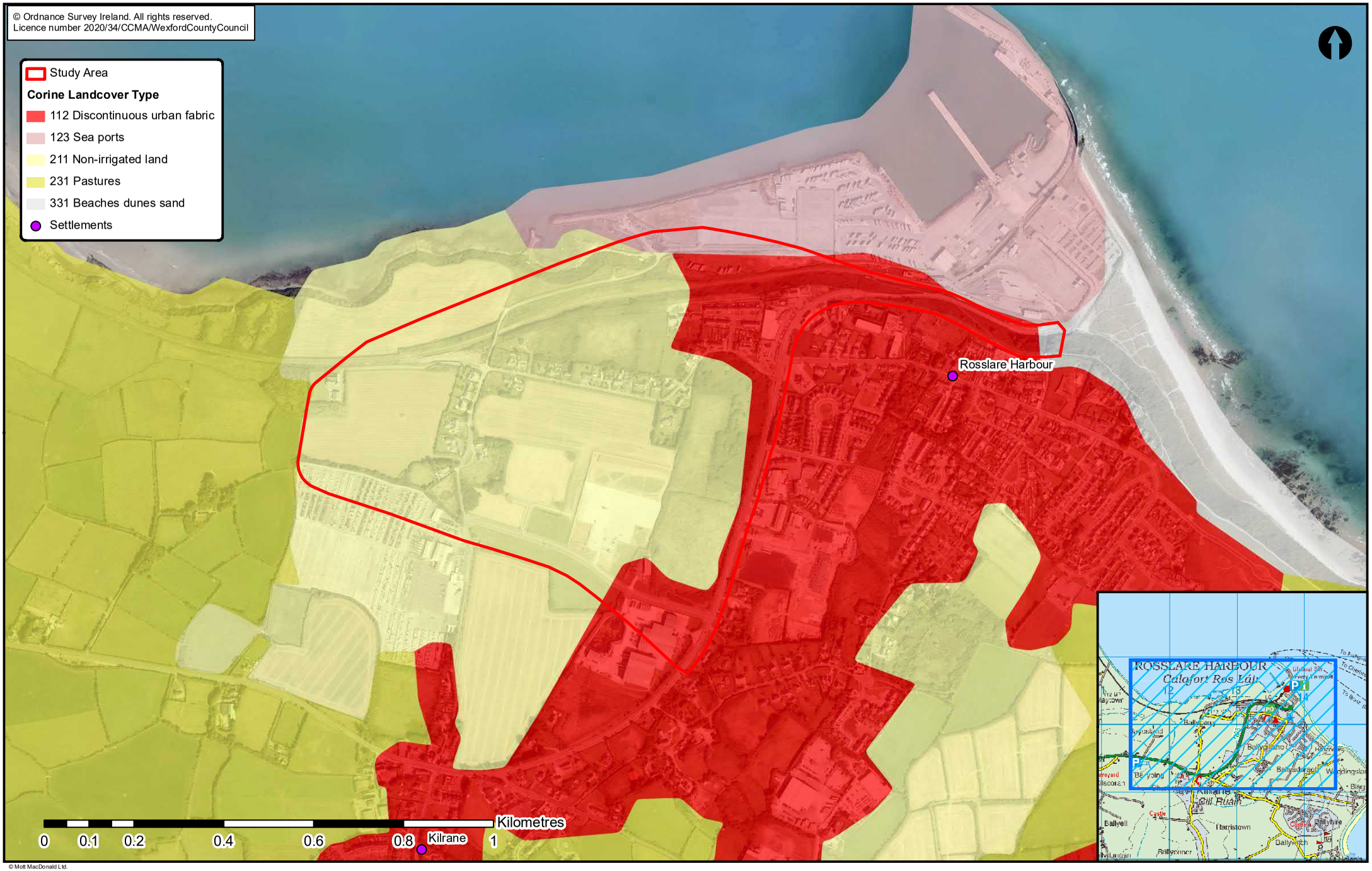

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N25 Rosslare Europort Access Road - Constraints Study

Land Cover

Figure 3.8.1 Rev. P2

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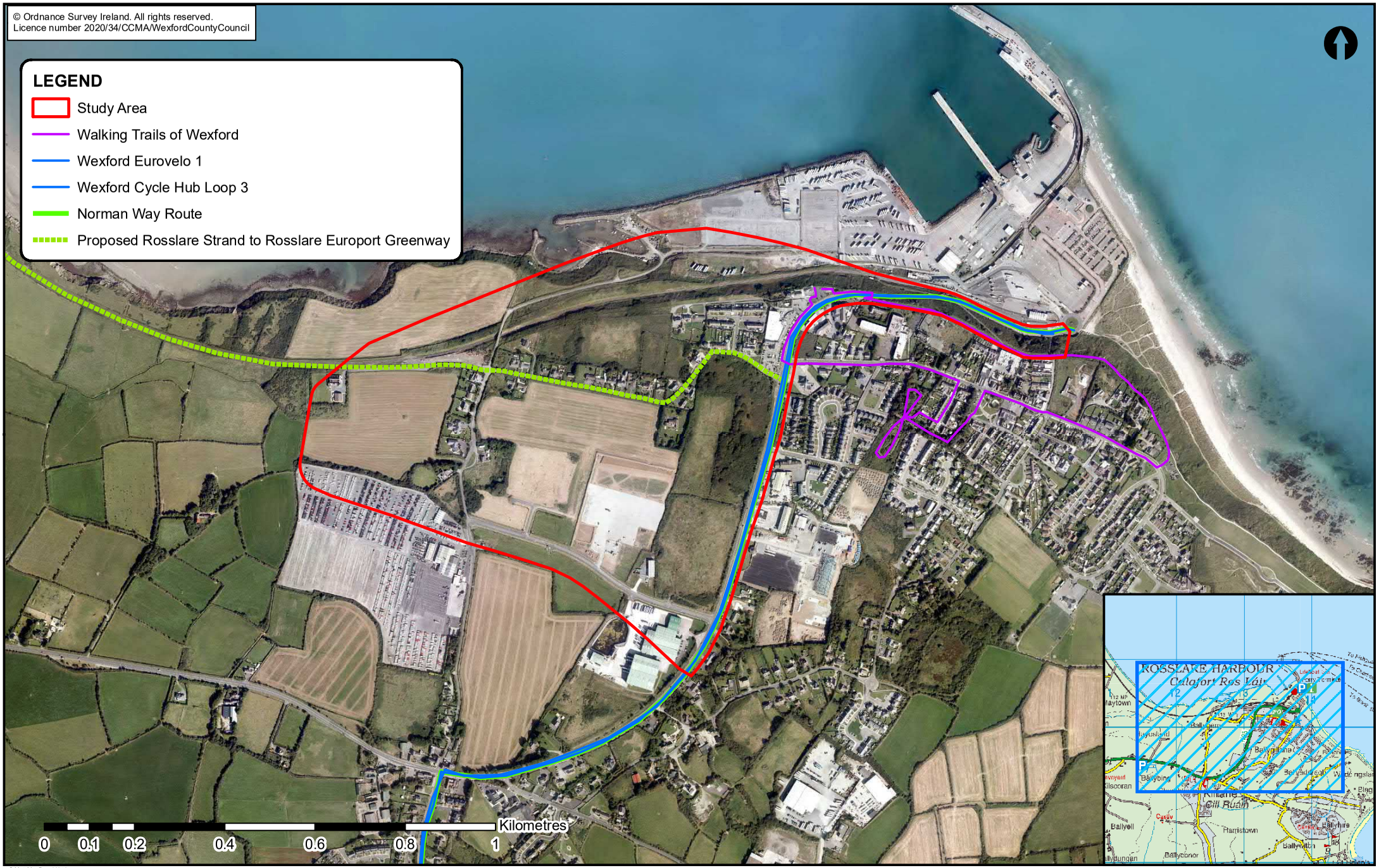

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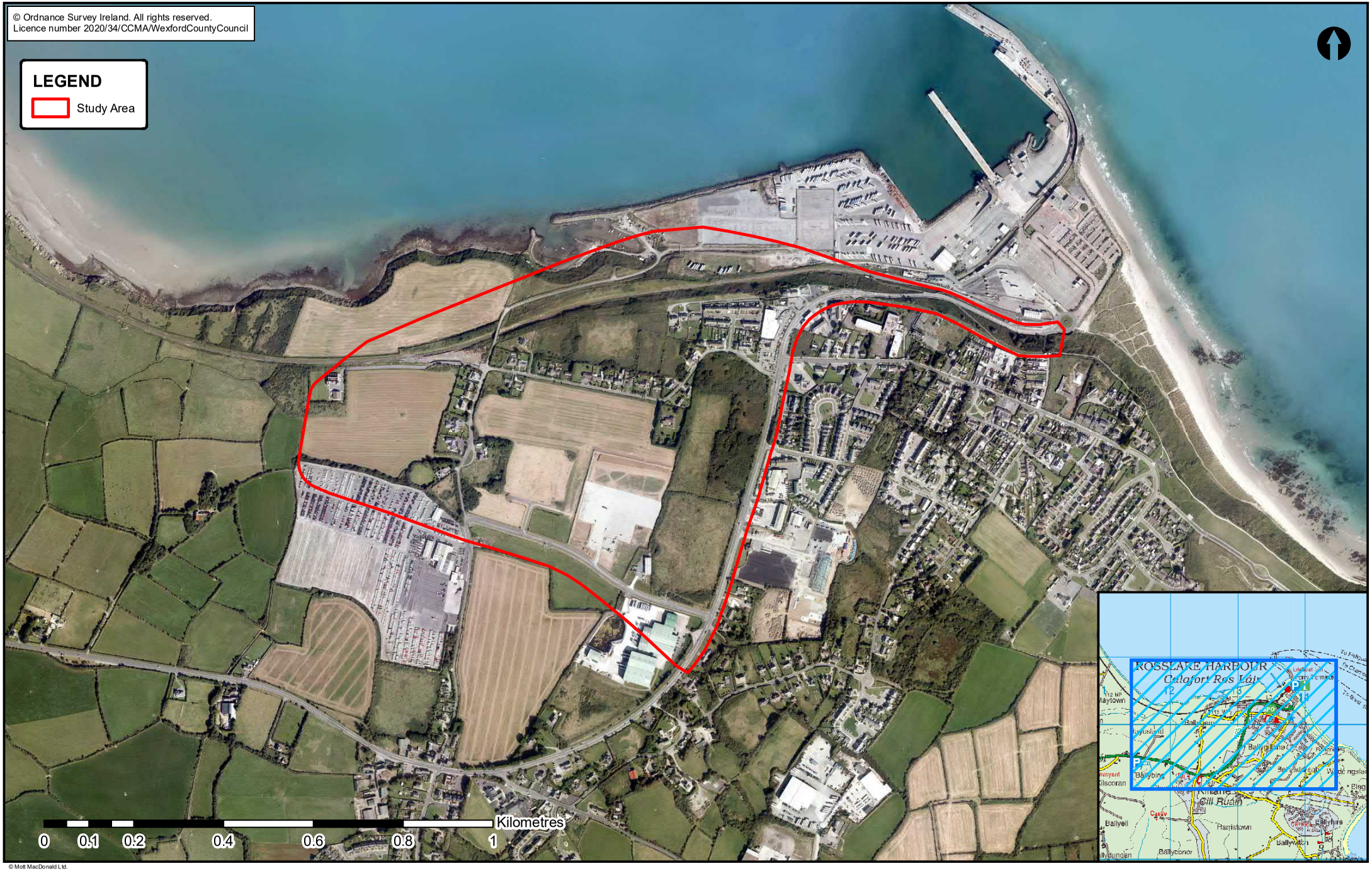
N25 Rosslare Europort Access Road - Constraints Study

Greenways, Walking Trails and Cycling Routes

Figure 3.8.2 Rev. P3



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N25 Rosslare Europort Access Road - Constraints Study

Gas Networks

Figure 3.9.1 Rev. P2

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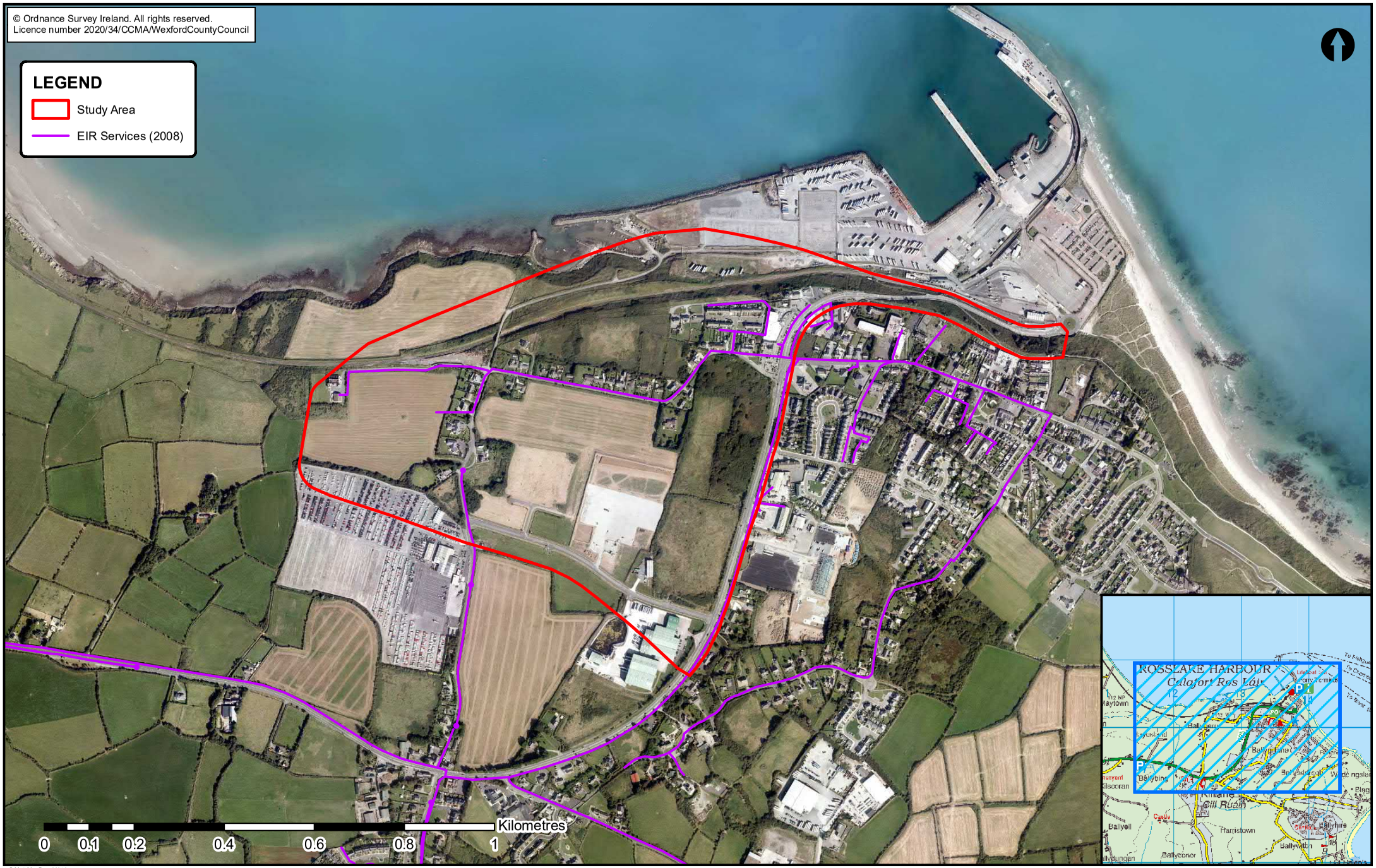
N25 Rosslare Europort Access Road - Constraints Study

ESB Services

Figure 3.9.2 Rev. P2



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N25 Rosslare Europort Access Road - Constraints Study

Eir and Virgin Media Services

Figure 3.9.3 Rev. P2

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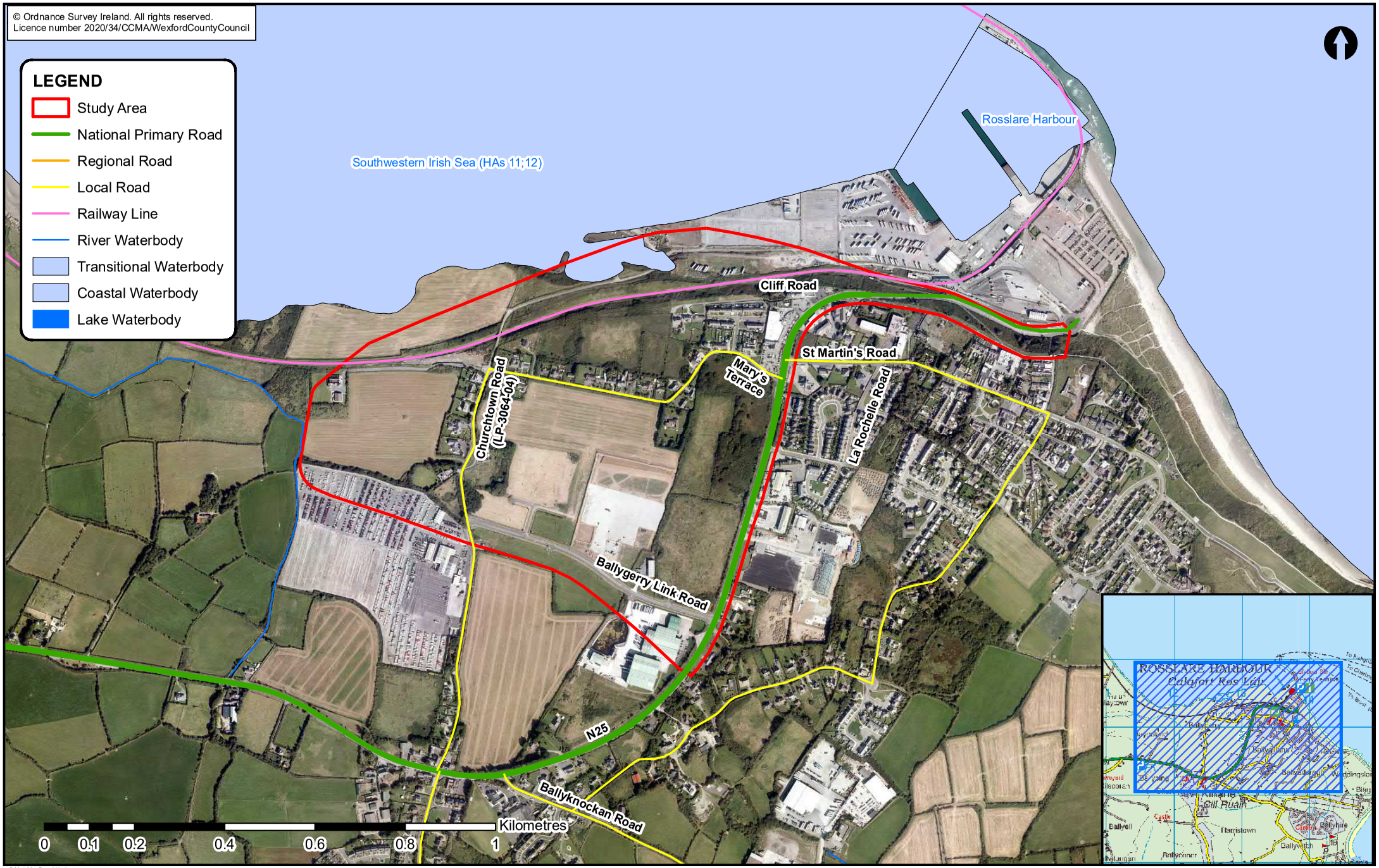

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N25 Rosslare Europort Access Road - Constraints Study

Existing Road and Rail Network

Figure 3.9.5 Rev. P2

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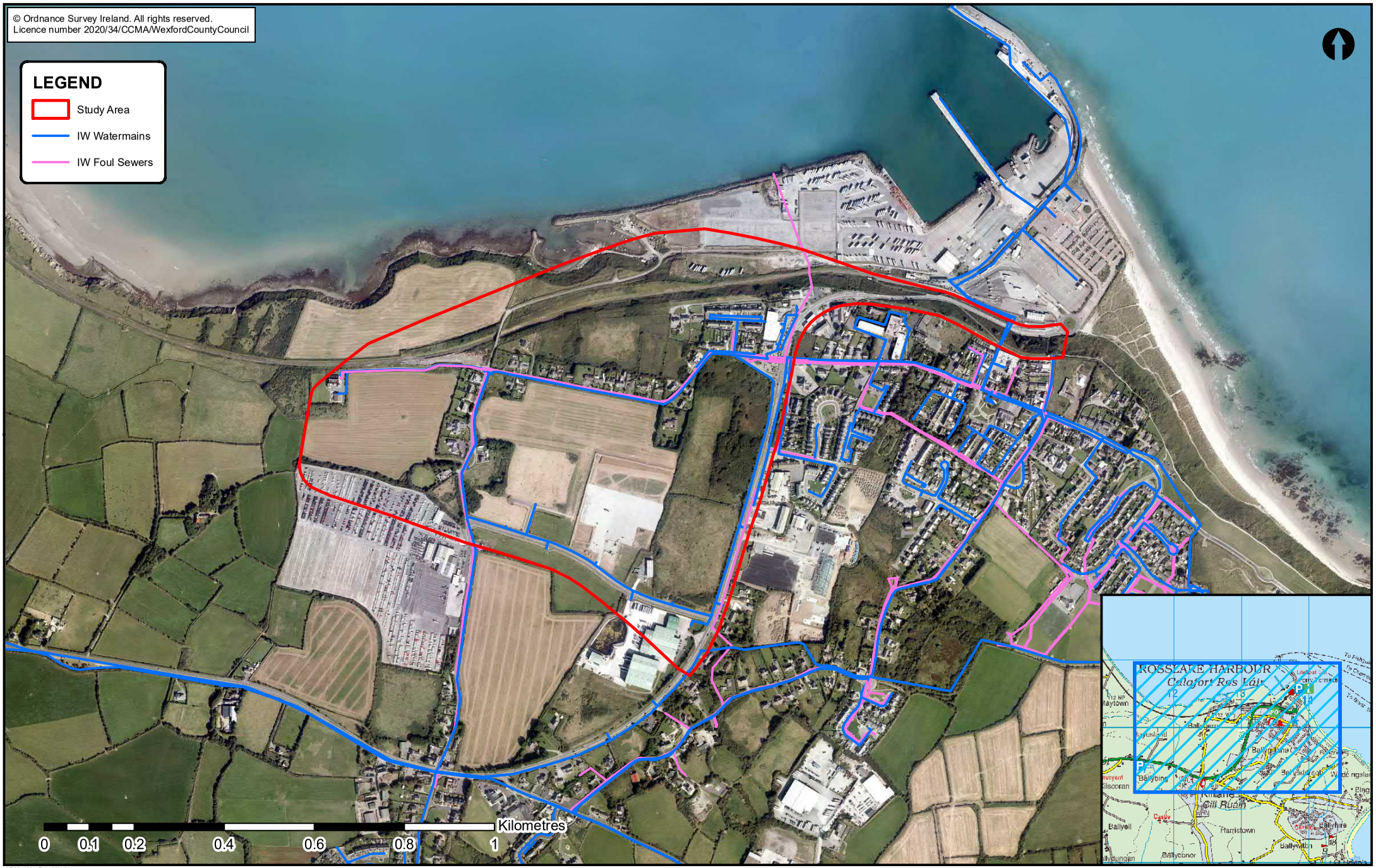

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N25 Rosslare Europort Access Road - Constraints Study

Irish Water Services

Figure 3.9.4 Rev. P2

B - Scheme Options

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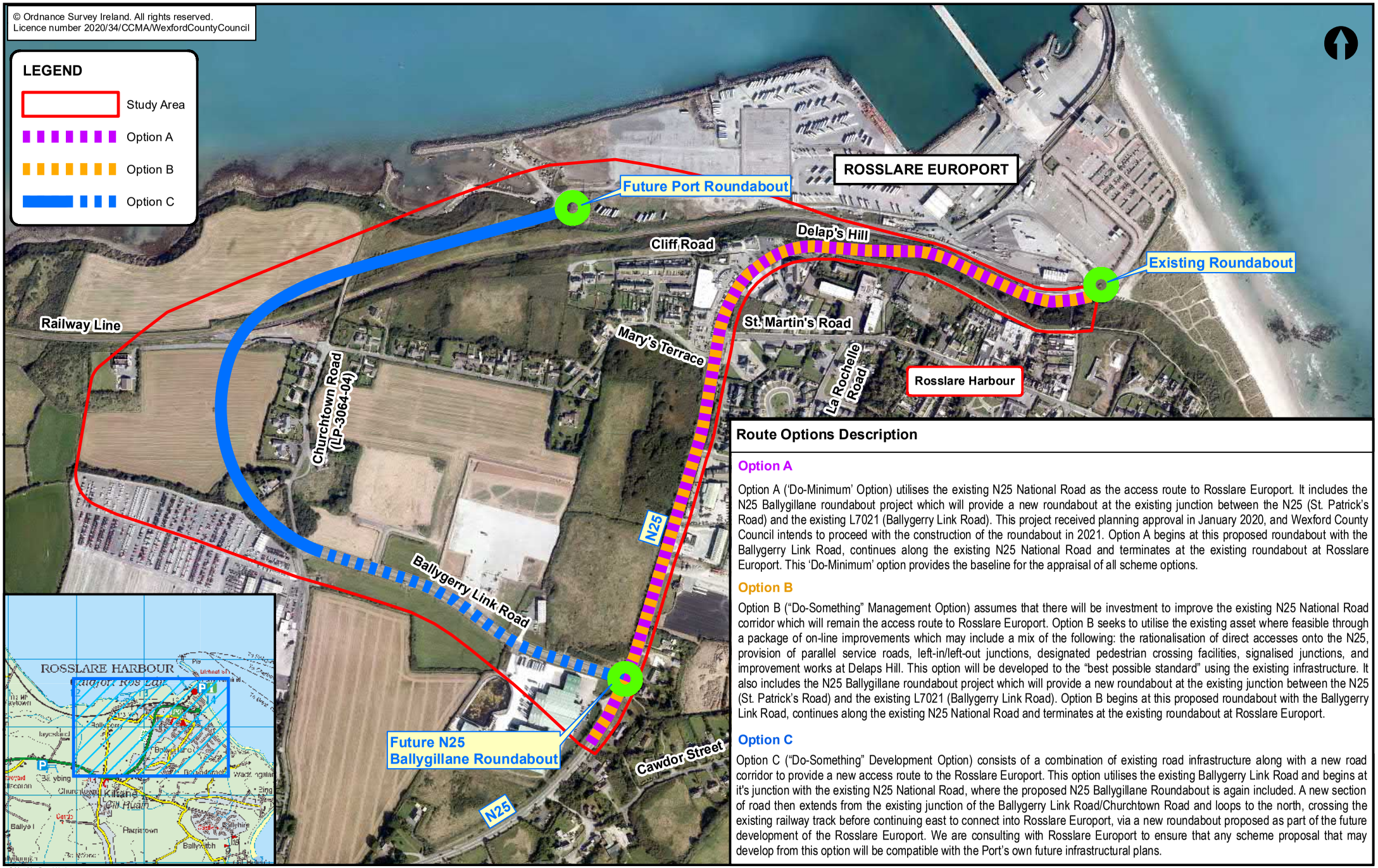

Route Options Description

Option A

Option A ('Do-Minimum' Option) utilises the existing N25 National Road as the access route to Rosslare Europort. It includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick's Road) and the existing L7021 (Ballygerry Link Road). This project received planning approval in January 2020, and Wexford County Council intends to proceed with the construction of the roundabout in 2021. Option A begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort. This 'Do-Minimum' option provides the baseline for the appraisal of all scheme options.

Option B

Option B ("Do-Something" Management Option) assumes that there will be investment to improve the existing N25 National Road corridor which will remain the access route to Rosslare Europort. Option B seeks to utilise the existing asset where feasible through a package of on-line improvements which may include a mix of the following: the rationalisation of direct accesses onto the N25, provision of parallel service roads, left-in/left-out junctions, designated pedestrian crossing facilities, signalised junctions, and improvement works at Delaps Hill. This option will be developed to the "best possible standard" using the existing infrastructure. It also includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick's Road) and the existing L7021 (Ballygerry Link Road). Option B begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort.

Option C

Option C ("Do-Something" Development Option) consists of a combination of existing road infrastructure along with a new road corridor to provide a new access route to the Rosslare Europort. This option utilises the existing Ballygerry Link Road and begins at it's junction with the existing N25 National Road, where the proposed N25 Ballygillane Roundabout is again included. A new section of road then extends from the existing junction of the Ballygerry Link Road/Churchtown Road and loops to the north, crossing the existing railway track before continuing east to connect into Rosslare Europort, via a new roundabout proposed as part of the future development of the Rosslare Europort. We are consulting with Rosslare Europort to ensure that any scheme proposal that may develop from this option will be compatible with the Port's own future infrastructural plans.

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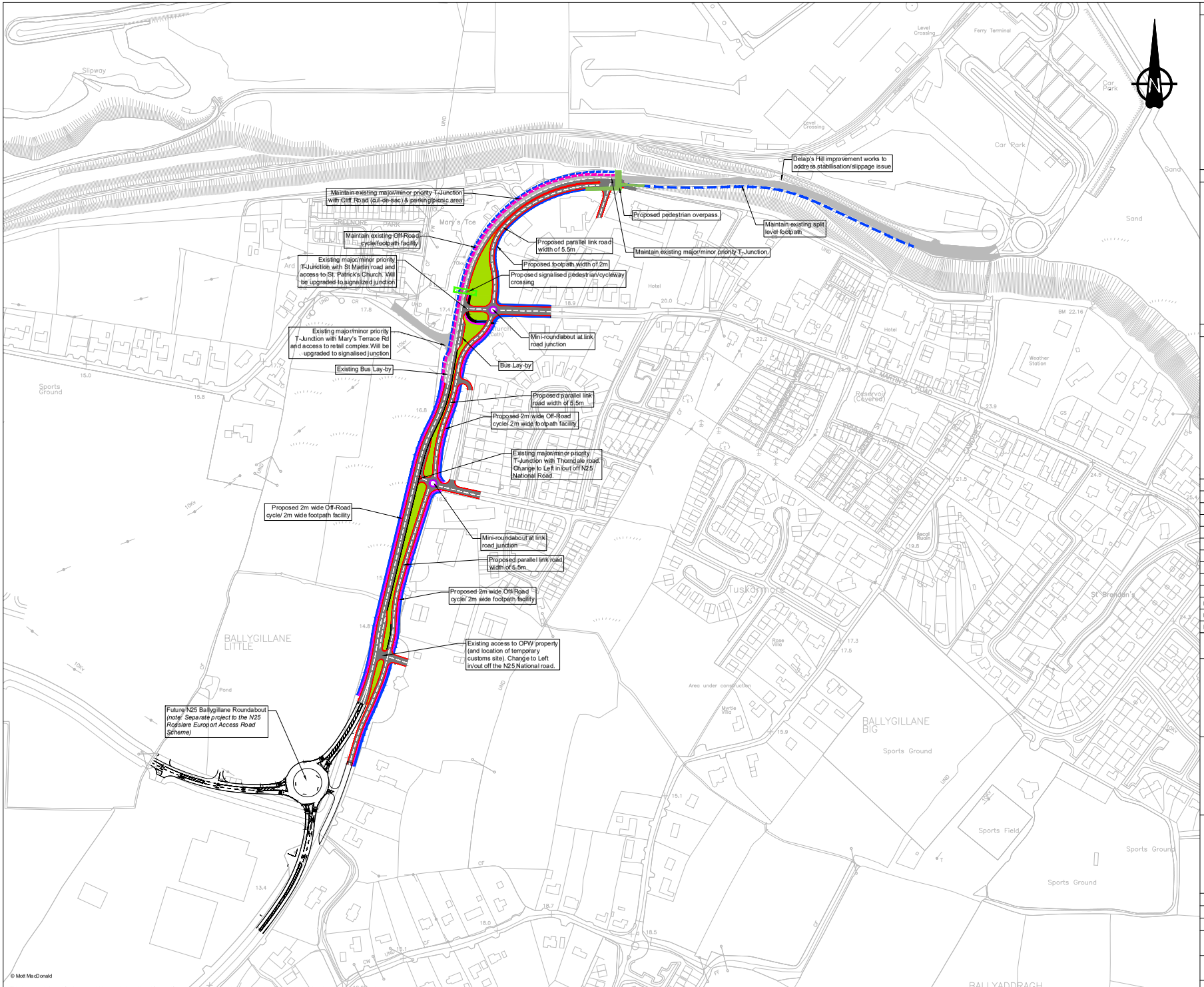
N25 Rosslare Europort Access Road

Route Option Selection

Rev. P6



Notes

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2. All dimensions are in metres.
3. All coordinates are to Irish Transverse Mercator.
4. This Scheme is at Preliminary Status and may change at Detail Design Stage and may change as design progresses.
5. Preliminary layout may change during Detail Design

Key to symbols

- Proposed Carriageway
- Existing Carriageway
- Proposed off road cycletrack
- Proposed Footway
- Proposed Kerb Edge
- Existing off road cycletrack
- Existing Footway
- Proposed Verge

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P02	07/07/2020	RS	For Discussion	JOR	JS
P01	02/06/2020	RS	Draft for Discussion	JOR	JS

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Title

N25 Rosslare Europort Access Road
Route Option Selection
Route Option B

Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description

Option B (Do-Something Management Option-01)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0005	P01

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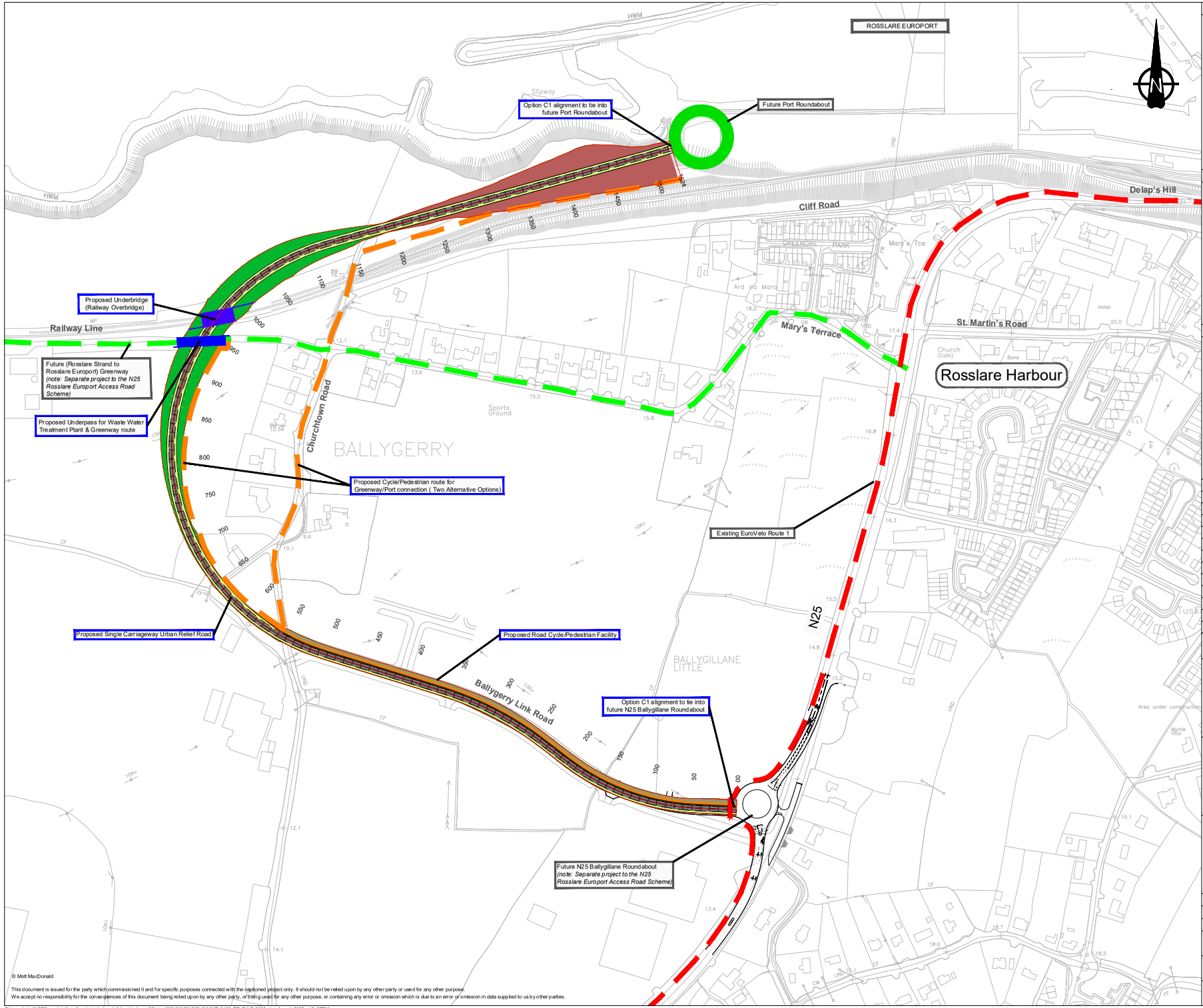

Notes

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2. All dimensions are in metres.
3. All coordinates are to Irish Transverse Mercator.
4. This Scheme is at Preliminary Status and may change at Detail Design Stage and may change as design progresses.
5. Preliminary layout may change during Detail Design
6. All access will be maintained and accommodated during the Detail Design

Key to symbols

- Proposed Carriageway
- Proposed Verge
- Earthwork - Cut
- Earthwork - Fill
- Proposed Road Cycle/Pedestrian Facility
- Proposed Cycle/Pedestrian route for Greenway/Port connection
- Future Greenway Route
- Existing EuroVelo Route 1

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P04	04/08/2020	RS	For Discussion	JOR	JS
P03	06/07/2020	RS	For Discussion	JOR	JS
P02	26/06/2020	RS	Draft for Discussion	JOR	JS
P01	11/06/2020	RS	Draft for Discussion	JOR	JS

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N25 Rosslare Europort Access Road Route Option Selection Route Option C1

Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description

Option C1 (Single Carriageway Urban Relief Road)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0006	P04

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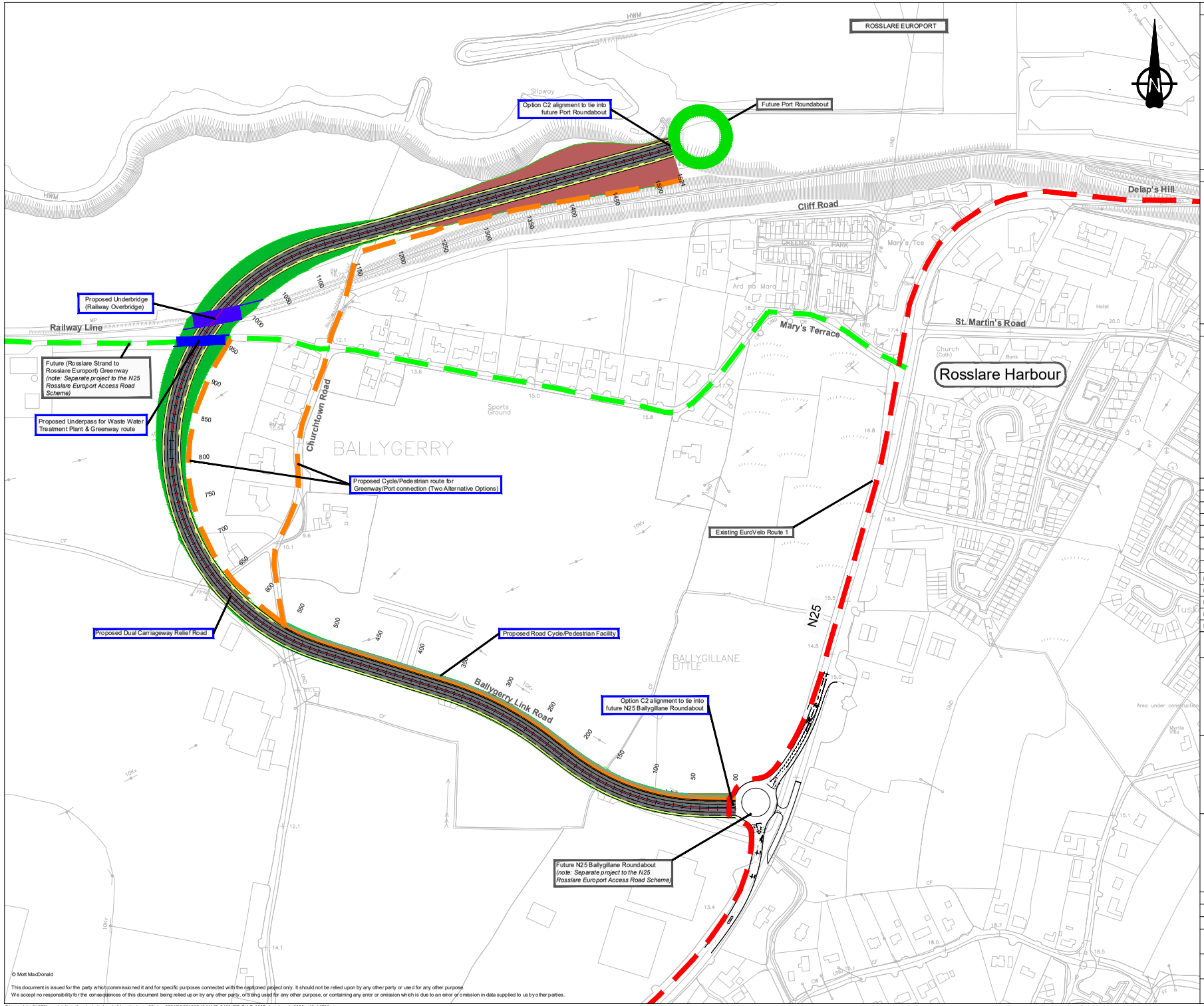

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5. Preliminary layout may change during Detail Design
6. All access will be maintained and accommodated during the Detail Design

Key to symbols

- Proposed Carriageway
- Proposed Verge
- Earthwork - Cut
- Earthwork - Fill
- Proposed Road Cycle/Pedestrian Facility
- Proposed Cycle/Pedestrian route for Greenway/Port connection
- Future Greenway Route
- Existing EuroVelo Route 1

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P04	04/08/2020	RS	For Discussion	JOR	JS
P03	06/07/2020	RS	For Discussion	JOR	JS
P02	26/06/2020	RS	Draft for Discussion	JOR	JS
P01	11/06/2020	RS	Draft for Discussion	JOR	JS

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N25 Rosslare Europort Access Road Route Option Selection Route Option C2

Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description

Option C2 (Dual Carriageway Relief Road)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0007	P04

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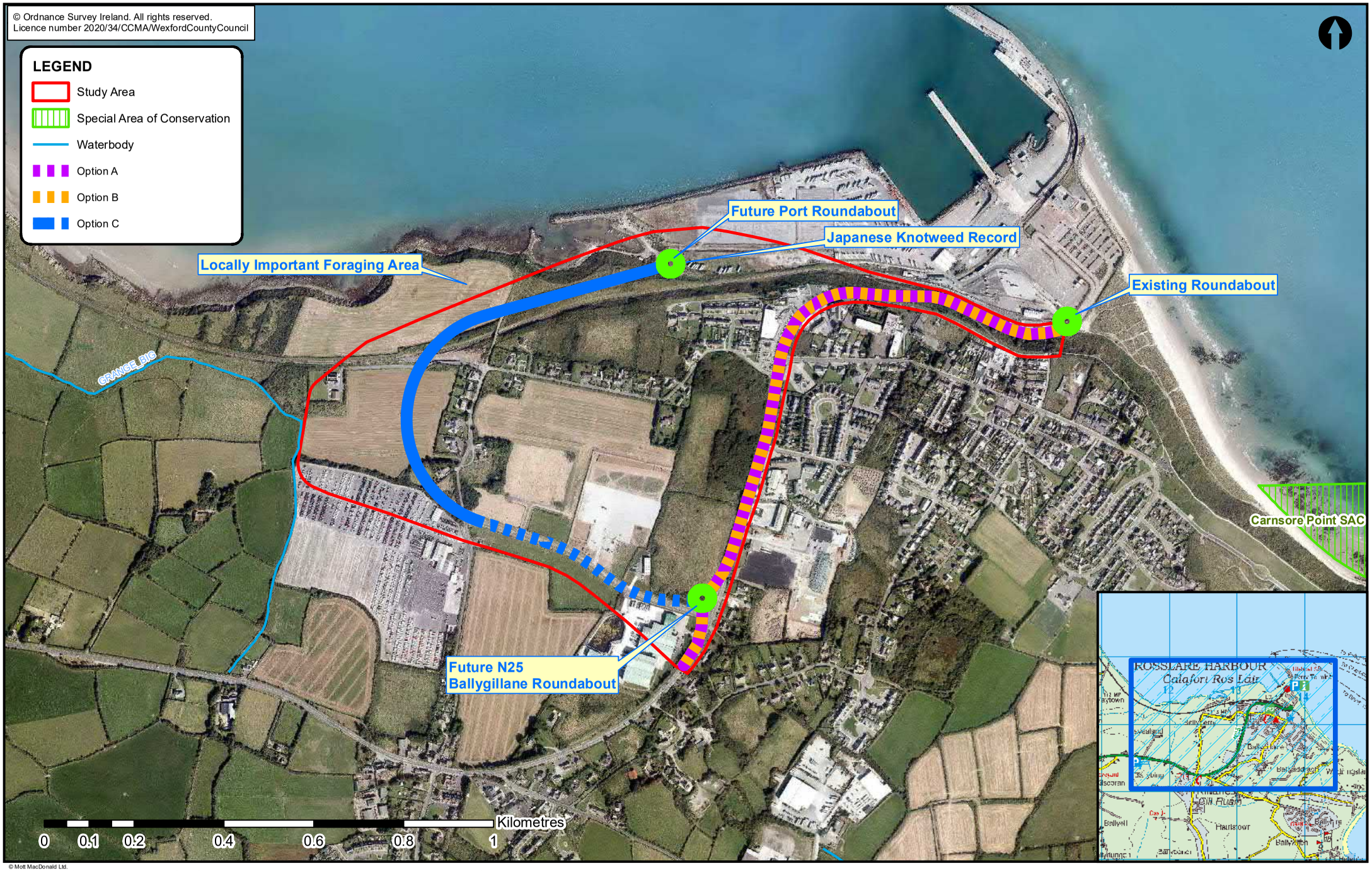
C - Option Selection Mapping/Figures



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N25 Rosslare Europort Access Road - Option Selection Report

Biodiversity Features

Figure 7.1 Rev. P1

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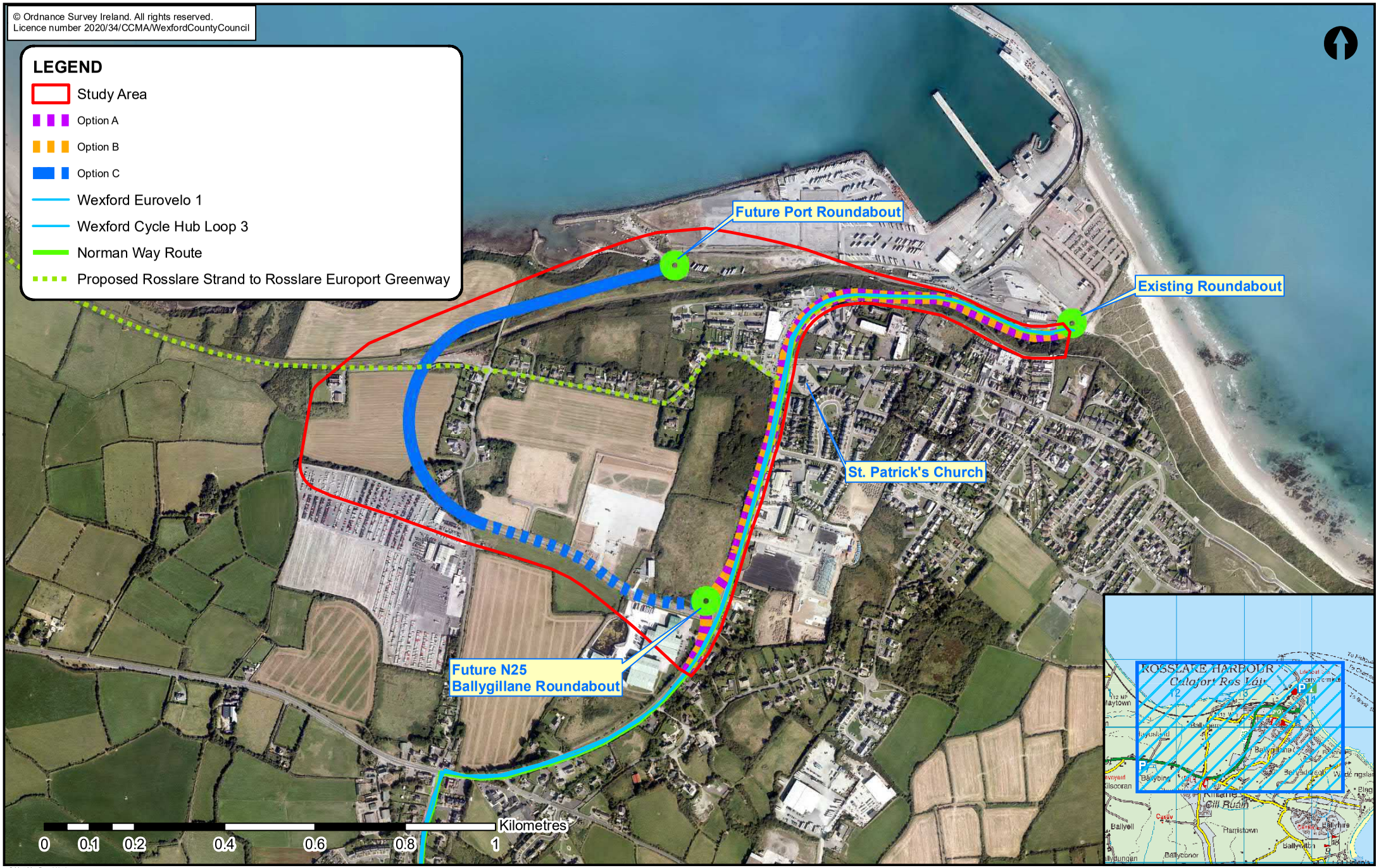

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N25 Rosslare Europort Access Road - Option Selection Report

Non-Agricultural Property Features

Figure 7.2 Rev. P1

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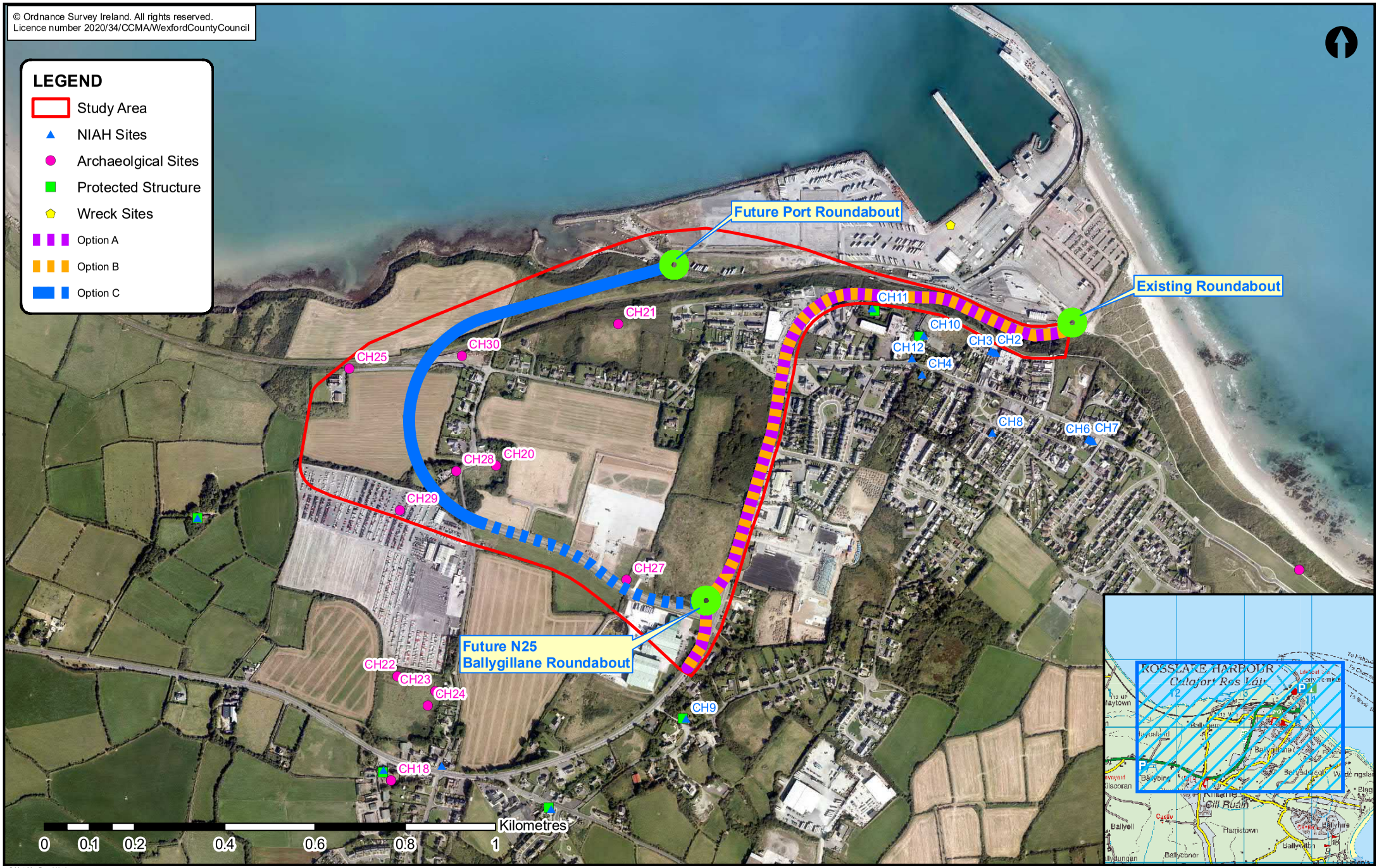

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N25 Rosslare Europort Access Road - Option Selection Report

Architectural, Archaeological & Cultural Heritage Features

Figure 7.3 Rev. P2

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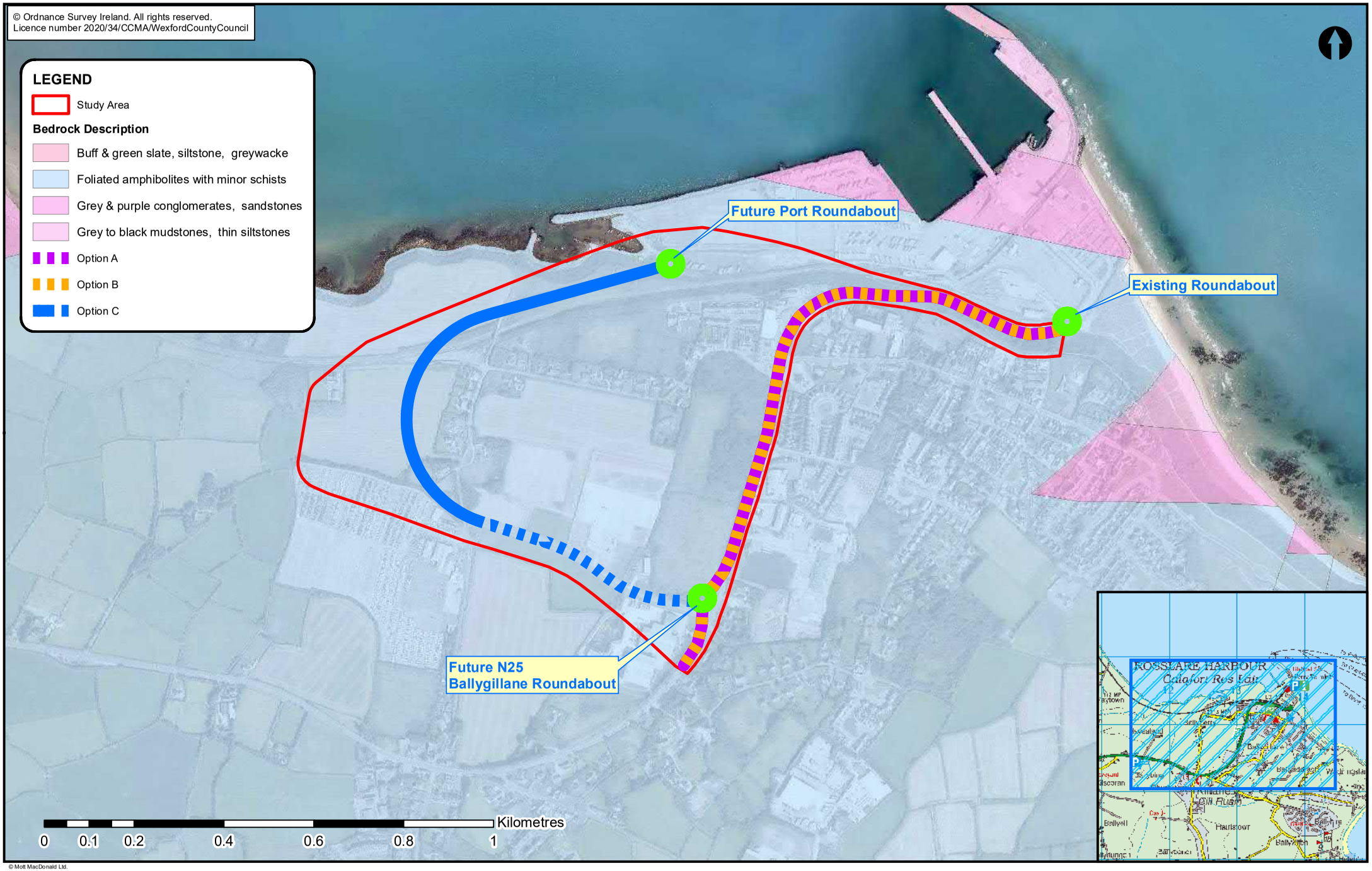

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N25 Rosslare Europort Access Road - Option Selection Report

Bedrock Geology

Figure 7.4 Rev. P1

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LEGEND

Subsoil Description

- Alluvium Undifferentiated Gravelly
- Beach Sands
- Bedrock at Surface
- Irish Sea Till derived from Limestone Carboniferous
- Lake Sediments Undifferentiated
- Made Ground
- Till derived from Sandstone and Shale Cambrian/Precambrian

Future Port Roundabout

Existing Roundabout

Future N25
Ballygillane Roundabout

LEGEND

- Study Area
- Option A
- Option B
- Option C

ROSSLARE HARBOUR
Calafort Ros Láir

Kilometres
0 0.1 0.2 0.4 0.6 0.8 1

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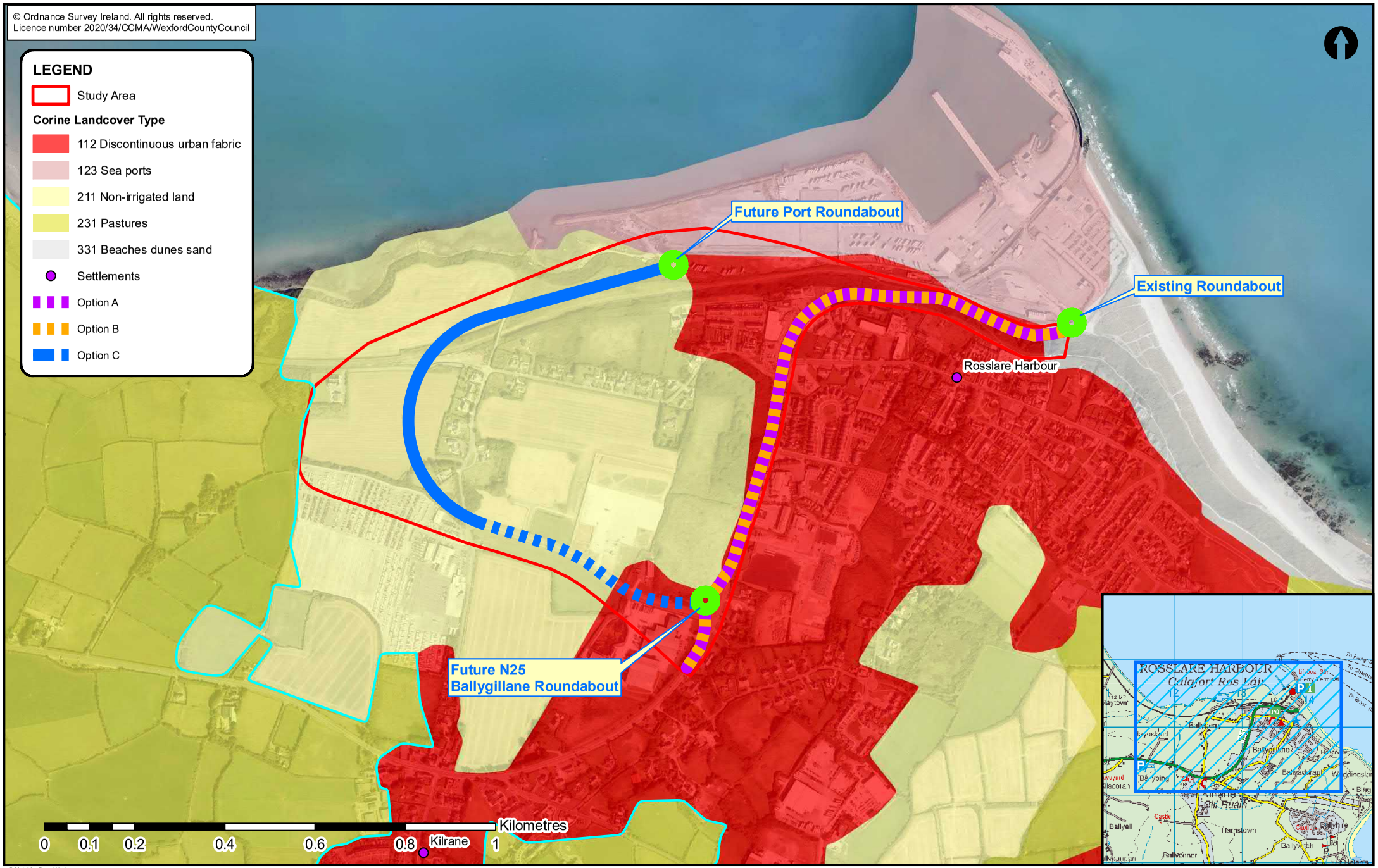
N25 Rosslare Europort Access Road - Option Selection Report

Subsoils

Figure 7.5 Rev. P1



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N25 Rosslare Europort Access Road - Option Selection Report

Land Cover

Figure 7.6 Rev. P1

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LEGEND

- Study Area
- PI - Poor Aquifer - Bedrock which is Generally Unproductive except for Local Zones
- Option A
- Option B
- Option C

Future Port Roundabout

Existing Roundabout

Future N25
Ballygillane Roundabout

0 0.1 0.2 0.4 0.6 0.8 1 Kilometres

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Project Ireland 2040
An Roinn Iompair, Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport
Comhairle Chontae Loch Garman
Wexford County Council
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N25 Rosslare Europort Access Road - Option Selection Report

Groundwater Aquifers

Figure 7.7 Rev. P1

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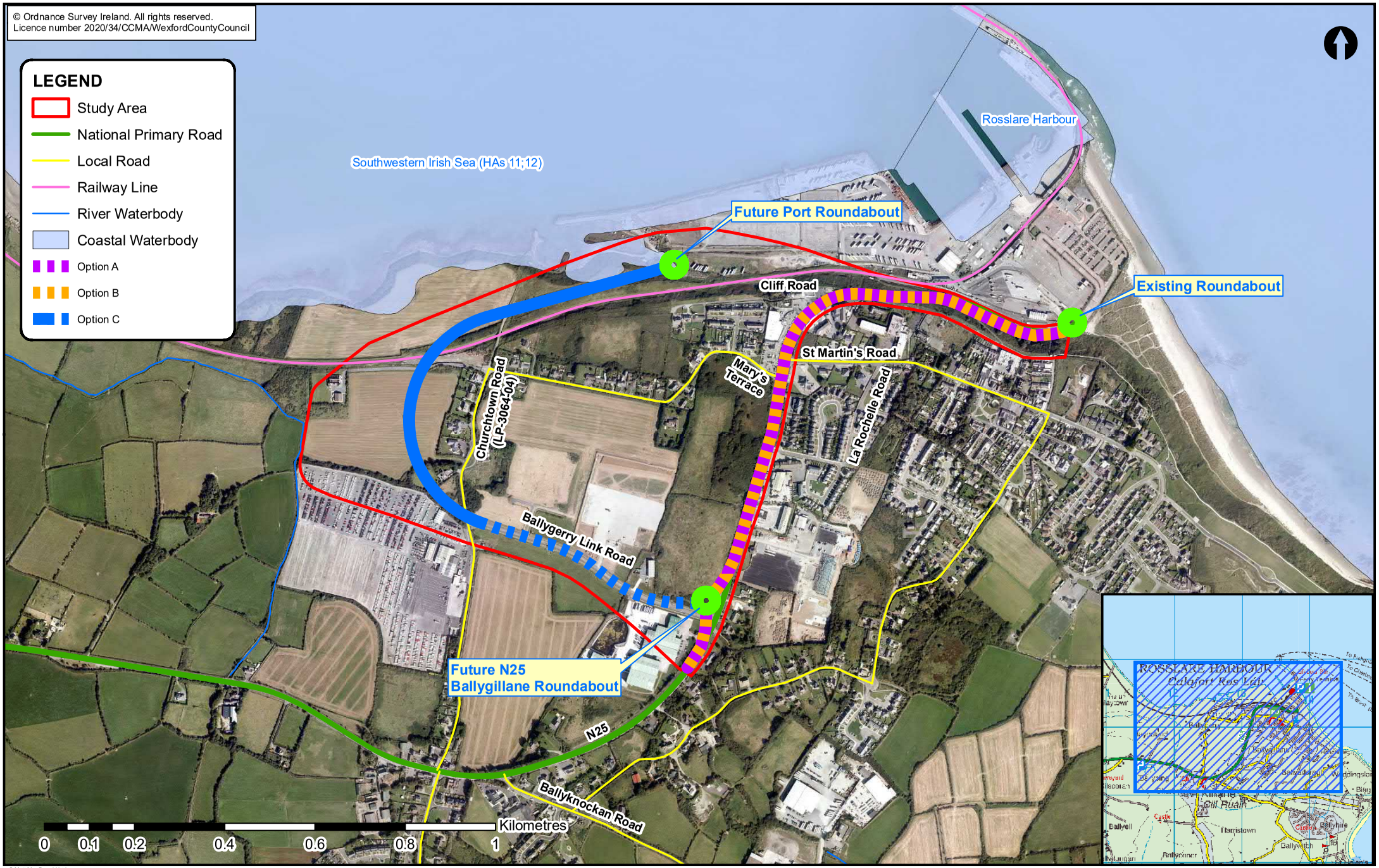

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N25 Rosslare Europort Access Road - Option Selection Report

Existing Road and Rail Network

Figure 7.8 Rev. P1

D - Cultural Heritage Constraints Table

ID	Scheme		Route Options and Distance = or < 250m from centreline (archaeology and cultural heritage). = or < 100m from centreline (architectural heritage)				Type and Name		Location		Land Division				Site Reference Nos						Information Source	Legal Status						Categorisation		
Cultural Heritage Site ID	*N11/N25 O to R H*	*N25 R H Access*	**Option A**	**Option B**	**Option C1**	**Option C2**	*Site type*	*Site name OS (Ist ed)*	*ITM_E*	*ITM_N*	*Townland*	*Civil Parish*	*Barony*	*County*	*SMR ID*	*NIAH ID*	*HGS ID*	*WxCoCo VBG ID*	*WIID ID*	*Previous Excavation/Survey ID*	*Source*	*Listed on Record of Monuments & Places*	*Scheduled for inclusion in the next revision of the RMP*	*National Monument in State Care (O or G)*	*Subject to Preservation Order*	*Listed in Register of Historic Monuments*	*Record of Protected Structures ref.*	*Site type ASI*	*Original use NIAH*	*Rating NIAH*
CH1		Yes	62.87	62.87	no	no	house	none	713550	612229	BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704830	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	house	regional
CH2		Yes	63.13	63.13	no	no	house	none	713544	612231	BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704831	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	house	regional
CH3		Yes	63.49	63.49	no	no	house	none	713539	612235	BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704832	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	house	regional
CH4		Yes	no	no	no	no	house	none	713378	612185	BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704836	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	house	regional
CH5		Yes	no	no	no	no	house	none	713767	612038	BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704837	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	house	regional
CH6		Yes	no	no	no	no	house	none	713762	612040	BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704838	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	house	regional
CH7		Yes	no	no	no	no	house	none	713756	612042	BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704839	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	house	regional
CH8		Yes	no	no	no	no	worker's house	none			BALLYGILLANE BIG	Kilrane	Forth	Wexford	n/a	15704840	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	worker's house	regional
CH9		Yes	no	no	no	no	farm house	none	713538	612053	BALLYGILLANE LITTLE	Kilrane	Forth	Wexford	n/a	15704828	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	WCC0895	n/a	farm house	regional
CH10		Yes	84.69	84.69	no	no	coastguard station	none	712858	611422	BALLYGILLANE LITTLE	Kilrane	Forth	Wexford	n/a	15704833	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	WCC1381	n/a	coastguard station	regional
CH11		Yes	29.68	29.68	no	no	lighthouse keeper's house	none	713382	612270	BALLYGILLANE LITTLE	Kilrane	Forth	Wexford	n/a	15704834	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	WCC1380	n/a	lighthouse keeper's house	regional
CH12		Yes	no	no	no	no	lifeboat station	none	713284	612327	BALLYGILLANE LITTLE	Kilrane	Forth	Wexford	n/a	15704835	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	lifeboat station	regional
CH13		Yes	no	no	no	no	wreck	none	713365 713452	612218 612518	BALLYGILLANE LITTLE (off)	Kilrane	Forth	Wexford	n/a	n/a	n/a	n/a	W10425	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
CH14		Yes	no	no	no	no	church/chapel	R.C. Chapel	712192	611309	CHURCHTOWN (FO. BY.) ST. HELEN'S ED	Kilrane	Forth	Wexford	n/a	15704823	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	WCC0513	n/a	church/chapel	regional
CH15		Yes	no	no	no	no	post box	none	712324	611319	CHURCHTOWN (FO. BY.) ST. HELEN'S ED	Kilrane	Forth	Wexford	n/a	15704825	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	post box	regional
CH16		Yes	no	no	no	no	house	none	712565	611225	CHURCHTOWN (FO. BY.) ST. HELEN'S ED	Kilrane	Forth	Wexford	n/a	15704826	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	WCC1382	n/a	house	regional
CH17		Yes	no	no	no	no	farm house				HAYESLAND	Kilrane	Forth	Wexford	n/a	15704822	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	WCC1383	n/a	farm house	regional
CH18		Yes	no	no	no	no	Church	church	712212	611286	CHURCHTOWN (Forth By., St. Helen's ED)	Kilrane	Forth	Wexford	WX048-016001	n/a	n/a	n/a	n/a	none		Yes		no	no	no	n/a	Church	n/a	n/a
CH19		Yes	no	no	no	no	Graveyard	grave Yd	712212	611286	CHURCHTOWN (Forth By., St. Helen's ED)	Kilrane	Forth	Wexford	WX048-016002	n/a	n/a	n/a	n/a	none		Yes		no	no	no	n/a	Graveyard	n/a	n/a
CH20		Yes	no	no	129.99	129.99	House - 17th century	site of castle	712445	611984	BALLYGERRY	Kilrane	Forth	Wexford	WX048-017---	n/a	n/a	n/a	n/a	none		Yes	Yes	no	no	no	n/a	House - 17th century	n/a	n/a
CH21		Yes	no	no	92.90	92.90	Windmill	windmill stump	712715	612298	BALLYGERRY	Kilrane	Forth	Wexford	WX048-018---	n/a	n/a	n/a	n/a	none		No-delisted	Yes	no	no	no	n/a	Windmill	n/a	n/a
CH22		Yes	no	no	no	no	Ring-ditch	none	712226	611517	CHURCHTOWN (Forth By., St. Helen's ED)	Kilrane	Forth	Wexford	WX048-154001	n/a	n/a	n/a	n/a	05E1303		No	Yes	no	no	no	n/a	Ring-ditch	n/a	n/a
CH23		Yes	no	no	no	no	Ring-ditch	none	712310	611484	CHURCHTOWN (Forth By., St. Helen's ED)	Kilrane	Forth	Wexford	WX048-154002	n/a	n/a	n/a	n/a	05E1303		No	Yes	no	no	no	n/a	Ring-ditch	n/a	n/a
CH24		Yes	no	no	no	no	Ring-ditch	none	712293	611452	CHURCHTOWN (Forth By., St. Helen's ED)	Kilrane	Forth	Wexford	WX048-154003	n/a	n/a	n/a	n/a	05E1303; 06R108		No	Yes	no	no	no	n/a	Ring-ditch	n/a	n/a
CH25		Yes	no	no	150.03	150.03	Excavation - miscellaneous	none	712119	612199	BALLYGERRY	Kilrane	Forth	Wexford	WX048-155---	n/a	n/a	n/a	n/a	04E1214; 05E0892mon		No	Yes	no	no	no	n/a	Excavation - miscellaneous	n/a	n/a
CH26		Yes	no	no	no	no	Ring-ditch	none	714222	611755	BALLYADDRAGH	Kilrane	Forth	Wexford	WX048-156---	n/a	n/a	n/a	n/a	06E0909		No	Yes	no	no	no	n/a	Ring-ditch (x3)	n/a	n/a
CH27		yes	195	195	23	23	Townland boundary	none	712734	611731	BALLYGERRY; BALLYGILLANE LITTLE	Kilrane	Forth	Wexford	n/a	n/a	n/a	n/a	n/a	n/a	OS 6" mapping; Moore and Malcolm 2016	No	No	No	No	No	No	n/a	n/a	n/a
CH28		yes	no	no	65	65	Culvert	none	712356	611972	BALLYGERRY	Kilrane	Forth	Wexford	n/a	n/a	n/a	n/a	n/a	n/a	Moore and Malcolm 2016	No	No	No	No	No	No	n/a	n/a	n/a

ID	Scheme		Route Options and Distance = or < 250m from centreline (archaeology and cultural heritage). = or < 100m from centreline (architectural heritage)				Type and Name		Location		Land Division				Site Reference Nos						Information Source	Legal Status						Categorisation		
Cultural Heritage Site ID	*N11/N25 O to R H*	*N25 R H Access*	**Option A**	**Option B**	**Option C1**	**Option C2**	*Site type*	*Site name OS (Ist ed)*	*ITM_E*	*ITM_N*	*Townland*	*Civil Parish*	*Barony*	*County*	*SMR ID*	*NIAH ID*	*HGS ID*	*WxCoCo VBG ID*	*WIID ID*	*Previous Excavation/Survey ID*	*Source*	*Listed on Record of Monuments & Places*	*Scheduled for inclusion in the next revision of the RMP*	*National Monument in State Care (O or G)*	*Subject to Preservation Order*	*Listed in Register of Historic Monuments*	*Record of Protected Structures ref.*	*Site type ASI*	*Original use NIAH*	*Rating NIAH*
CH29		yes	no	no	94	94	Townland boundary	none	712331	611885	BALLYGERRY; CHURCHTOWN	Kilrane	Forth	Wexford	n/a	n/a	n/a	n/a	n/a	n/a	OS 6" mapping; Moore and Malcolm 2016	No	No	No	No	No	No	n/a	n/a	n/a
CH30		yes	no	no	55	55	Station-train	none. Rosslare Harbour Station 25" OS map	712368	612227	BALLYGERRY	Kilrane	Forth	Wexford	n/a	n/a	n/a	n/a	n/a	n/a	OS 25" mapping; Moore and Malcolm 2016	No	No	No	No	No	No	n/a	n/a	n/a

E - Public Consultation Brochure and Feedback Form

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An Roinn Iompair, Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Wexford County Council

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Transport Infrastructure Ireland

N25 Rosslare Europort Access Road

Constraints and Option Selection

Public Consultation
June 2020

Background

Rosslare Europort is a key strategic transport link between Ireland and both the European mainland and the United Kingdom. It is an important ferry port for all major Roll-On, Roll-Off (RO-RO) passenger and freight services operating on UK and continental routes. Access to Rosslare Europort is via the N25 National Primary Road which passes through the village of Rosslare Harbour.

To improve road safety, facilitate Port operations, and also facilitate improvements to Rosslare Harbour village, Wexford County Council is looking to improve access to Rosslare Europort from the existing N25 National Primary Road.

Three options are currently being considered and these are outlined below for you. Two options continue to use the existing N25 corridor to the Port, and the second of these options includes improvement works to the existing N25. A third option includes the construction of a new access road which will provide an alternative route to the Port.

Wexford County Council is working in consultation with Transportation Infrastructure Ireland to progress the scheme. Mott MacDonald Ireland has been appointed as technical advisor to assist in the development of the scheme, and Tramore House Regional Design Office is providing project management services on behalf of Wexford County Council.

We are now consulting with the public, and in particular the residents of Rosslare Harbour, on the alternative options identified that could meet the project objectives, in order to help determine the preferred scheme option.

Constraints Study

In identifying the preliminary scheme options, a Constraints Study was undertaken. The purpose of the Constraints Study is to identify and present all the characteristics and features of the study area, whether natural, artificial or external, which may influence the identification of viable scheme options. The Study Area within which key constraints and preliminary scheme options were examined is shown on the map below.

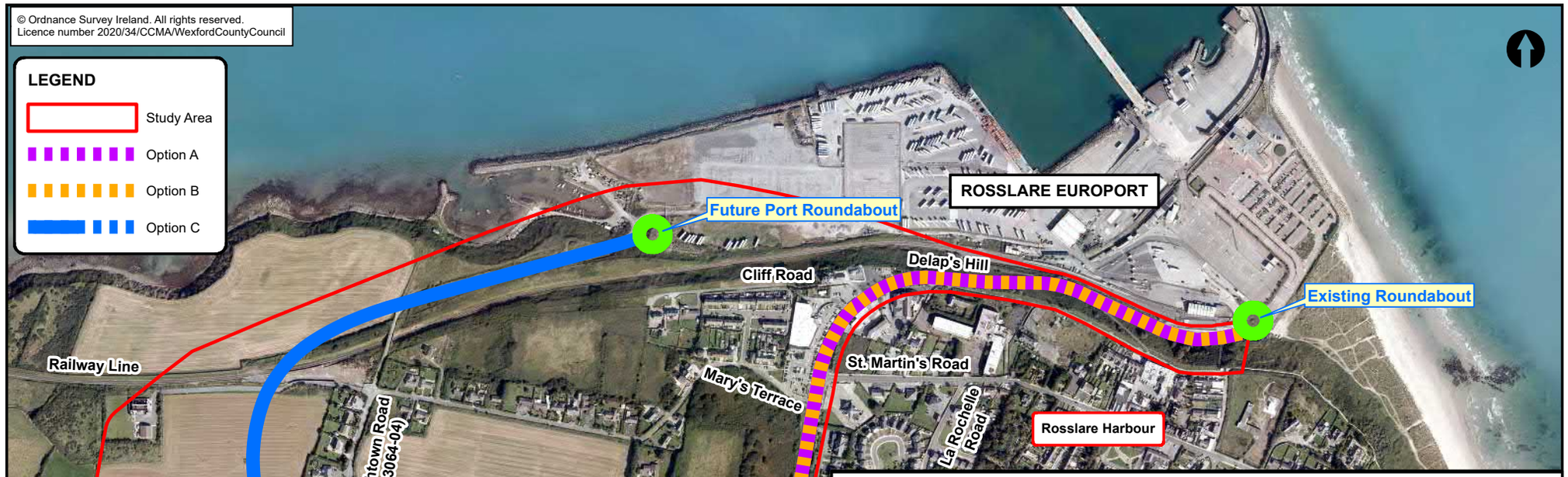
The main physical, engineering and environmental constraints identified within the study area are as follows:

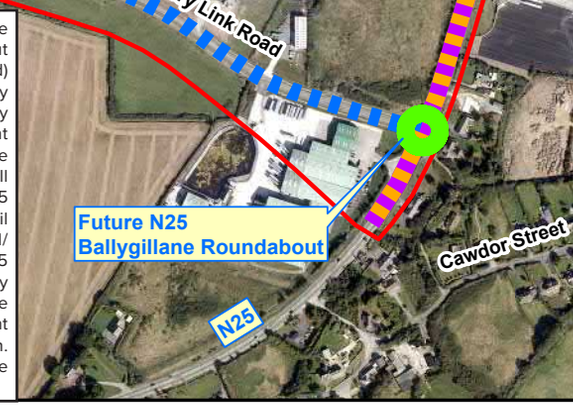
- Interface with Rosslare Harbour and Rosslare Europort and existing road junctions as well as regular and numerous private accesses
- The Dublin to Rosslare railway line
- Topographical and Geological areas: : – Delaps Hill – Coastal Area
- Archaeological and Architectural Heritage
- Existing Utilities

These constraints have been considered carefully by the project team and have helped to identify the preliminary scheme options. This public consultation is an integral part of the study of constraints and preliminary scheme options. It helps us access local knowledge and identify areas of concern, which are then taken into consideration in the development and assessment of scheme options and the future planning of the project.

Disclaimer Note

The scheme options shown are preliminary and indicative and are illustrated for the purpose of obtaining comments and feedback as part of the public consultation process. Any scheme options that are developed will be subject to evaluation and assessment before the preferred scheme option is identified and will be further developed through subsequent design and planning stages.





Wexford County Council is developing a separate scheme titled 'N25 Ballygillane Roundabout' to provide a roundabout at the existing junction between the N25 (St. Patrick's Road) and the Ballygerry Link Road. That scheme was approved by resolution of the members of the local authority in January 2020 in accordance with Part 8 of the Planning & Development Regulations 2001. The route options for the current 'Rosslare Europort Access Road' scheme have been identified and will be further considered in light of the development of the 'N25 Ballygillane Roundabout' scheme. Wexford County Council is also developing a separate major roads project titled 'N11/ N25 Oilgate to Rosslare Harbour' to improve the N11 & N25 road corridors from the southern end of the M11 Enniscorthy Bypass to Rosslare Harbour. That project is currently in the process of identifying scheme options for the subsequent assessment and selection of the preferred scheme option. The respective projects have distinctive objectives and are being developed separately from each other.

Route Options Description

Option A

Option A ('Do-Minimum' Option) utilises the existing N25 National Road as the access route to Rosslare Europort. It includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick's Road) and the existing L7021 (Ballygerry Link Road). This project received planning approval in January 2020, and Wexford County Council intends to proceed with the construction of the roundabout in 2021. Option A begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort. This 'Do-Minimum' option provides the baseline for the appraisal of all scheme options.

Option B

Option B ("Do-Something" Management Option) assumes that there will be investment to improve the existing N25 National Road corridor which will remain the access route to Rosslare Europort. Option B seeks to utilise the existing asset where feasible through a package of on-line improvements which may include a mix of the following: the rationalisation of direct accesses onto the N25, provision of parallel service roads, left-in/left-out junctions, designated pedestrian crossing facilities, signalised junctions, and improvement works at Delaps Hill. This option will be developed to the "best possible standard" using the existing infrastructure. It also includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick's Road) and the existing L7021 (Ballygerry Link Road). Option B begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort.

Option C

Option C ("Do-Something" Development Option) consists of a combination of existing road infrastructure along with a new road corridor to provide a new access route to the Rosslare Europort. This option utilises the existing Ballygerry Link Road and begins at it's junction with the existing N25 National Road, where the proposed N25 Ballygillane Roundabout is again included. A new section of road then extends from the existing junction of the Ballygerry Link Road/Churchtown Road and loops to the north, crossing the existing railway track before continuing east to connect into Rosslare Europort, via a new roundabout proposed as part of the future development of the Rosslare Europort. We are consulting with Rosslare Europort to ensure that any scheme proposal that may develop from this option will be compatible with the Port's own future infrastructural plans.

What Happens Next

Constraints & Option Selection Public Consultation	Option Selection Report	Preferred Route Corridor	Design & Environmental Evaluation	Statutory Procedures
2020	**2020**	**2020**	**2021**	**2021**

Why do we need this Project?

Rosslare Europort is the State's second largest passenger port, and the fourth largest port in terms of overall tonnage. Significant growth is forecast in the coming years which will further increase the Port's strategic importance for trade, business and tourism, bringing economic benefits not just to Wexford, but across the South East region and nationally.

Maintaining and enhancing the requirements to directly access EU ports as well as access to UK ports post Brexit will assist in building a resilient trade link with Ireland's EU partner states, no matter what the impact of EU and UK trade negotiations.

The proposed development is also compatible with national, regional and local policies and plans. The National Development Plan/Project 2040 highlights the UK's exit from the EU as emphasising: *"the importance of continuing investment to further improve the quality of port facilities, particularly those in the South-East such as Rosslare and the Port of Waterford given their role in maintaining transportation linkages with crucial EU markets".*

The South East Regional Planning Guidelines 2010 - 2022 identifies 'Rosslare Harbour Access Road' as a critical enabling investment priority for the region and recognises *"the important contribution of Rosslare Europort to the economic infrastructure of the region".*

The Wexford County Development Plan 2013-2019 includes specific objectives *"to facilitate improved access to Rosslare Europort"* and to *"support and facilitate the development of enhanced transport infrastructure at Rosslare Europort".* The Plan supports the development of Rosslare Europort Access Road as a strategic transport objective.

Improving access to Rosslare Europort will ensure that the Port can sustain the expected growth in its operations delivering economic benefits to the South East, enhance road safety and provide benefits for Rosslare Harbour village.

Objectives of the Scheme

- To improve accessibility and connectivity to Rosslare Europort, secure the sustainability of access to the Port and mitigate the risks from current constraints and limitations of the existing access.
- To improve road safety and the local environment in the village of Rosslare Harbour.
- To promote balance regional development by improving access to the south-east and Rosslare Europort.

Your Views Are Important

We are now engaging with the public on the finding of the constraints study and the preliminary scheme options that have been identified.

At this stage of the project a public consultation event would normally be arranged to provide an opportunity for public participation at this early stage in the project's development.

However in accordance with current Covid-19 guidance, and in order to protect the public and project staff from the risk of the transmission, it is not possible to hold a public event at this time. Instead we are holding an online public consultation event on the project website http://rosslareeuroportaccessroad.ie

This online consultation will commence on Monday 15th June until Monday 29th June 2020.

The website will provide you with the most up to date information on the project, including:

- This Public Consultation Brochure
- A series of maps showing the study area and the identified constraints within the study area
- A map showing the preliminary scheme options (same format as the map included in this brochure)
- An online feedback form (same format as the accompanying form)

Wexford County Council wishes to consider all viewpoints during this option selection process. Your comments and queries can be submitted online via the website feedback form or via an email to customerservice@wexfordcoco.ie

In order to ensure the most inclusive engagement with the public, we are inviting those who may have limited online accessibility to fill out the accompanying form and return it to us by Freepost (no envelope needed, just fold and seal the form).

Feedback forms may be submitted online or by Freepost until Monday **29th June 2020.** All feedback received will be considered by the project team and a Post-Consultation Report will be published on the project website. This report will summarise the consultation process and the matters raised during the consultation.

We also invite you to contact us by telephone with your queries: 053 9196000. To allow the project team to review and consider your query fully, we would ask that email or phone queries are submitted before 4pm on **16th June 2020.** Phone calls will be answered by a member of our customer services team and you will be asked to provide your name, phone number and a brief description of your query. Arrangements will then be made for a member of the project team to call you back and discuss your query within 48 hours.

Further Enquires

All queries, questionnaires or comments in relation to the project may be addressed to:

N25 Rosslare Europort Access Road, Wexford County Council, Carricklawn, Wexford, Y35 WY93, Ireland.

Phone: 053 9196000

Email: customerservice@wexfordcoco.ie

Website: www.rosslareeuroportaccessroad.ie/contact-us

An Roinn Iompair, Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Project Ireland 2040
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N25 Rosslare Europort Access Road

Public Consultation Feedback Form

Please complete and return this Feedback Form by 29th June 2020.

1. Name: _____

   Address: _____

   _____ Eircode: _____

   Tel No.: _____ Email: _____

2. Do you own, rent or occupy property which is within the study area being considered / or which is affected by a scheme option? ☐ Yes ☐ No

3. If 'Yes' which scheme option are you directly affected by? ● Scheme option A ● Scheme option B ● Scheme option C

4. Address of property (if different from home address)

   _____

   _____

5. Description of property
   (e.g. farm/agricultural, residential, non-residential, shop etc.) _____

6. Do you think that this project is necessary? ☐ Yes ☐ No

7. In your opinion, how important are each of the following in relation to the improvement of access to Rosslare Europort

(please tick appropriate box)

Impact	Very Important	Important	Least Important
Provision of improved access to Rosslare Europort	☐	☐	☐
Improvement in Road Safety	☐	☐	☐
Improvement in Traffic Conditions	☐	☐	☐
Improvement of local tourism	☐	☐	☐
Improvement of access for commercial or industrial activities	☐	☐	☐
Improvement of the environment	☐	☐	☐
Improvement in commuting times	☐	☐	☐
Minimise impact on people living near the study area	☐	☐	☐
Minimise effect on agriculture	☐	☐	☐
Minimise effect on historic buildings & archaeological sites	☐	☐	☐
Minimise demolition of property	☐	☐	☐
Minimise impact on flora and fauna	☐	☐	☐
Minimise impact on the landscape and amenity areas	☐	☐	☐
Minimise impact on special areas of conservation (SAC)	☐	☐	☐
Value for money	☐	☐	☐

8. If you have any comment on the different scheme options or if there are any other factors you think should be taken into account, please let us know here.

Please access the project website **http://rosslareeuroportaccessroad.ie** if you wish to keep up to date with project news. Please note that all submissions/completed feedback forms will be used as part of the report on this public consultation phase. Wexford County Council undertakes to hold any information provided to it by individuals or others on a confidential basis, subject to the council's obligations under law, including the Freedom of Information Act. By providing details in this feedback form, consent is given to the use of personal data in accordance with Wexford County Council's Privacy Policy which is available at; **https://www.wexfordcoco.ie/sites/default/files/content/GDPR/General-Privacy-Statement-WCC-18.pdf**.

If, for any reason it is wished that information provided to the Council should not be disclosed because of its sensitive nature, then it is incumbent upon the person or body when supplying the information to make clear this wish and to specify the reasons for the information sensitivity. The Council will consult with any individual or body so supplying sensitive information before making a decision on any freedom of information request received.

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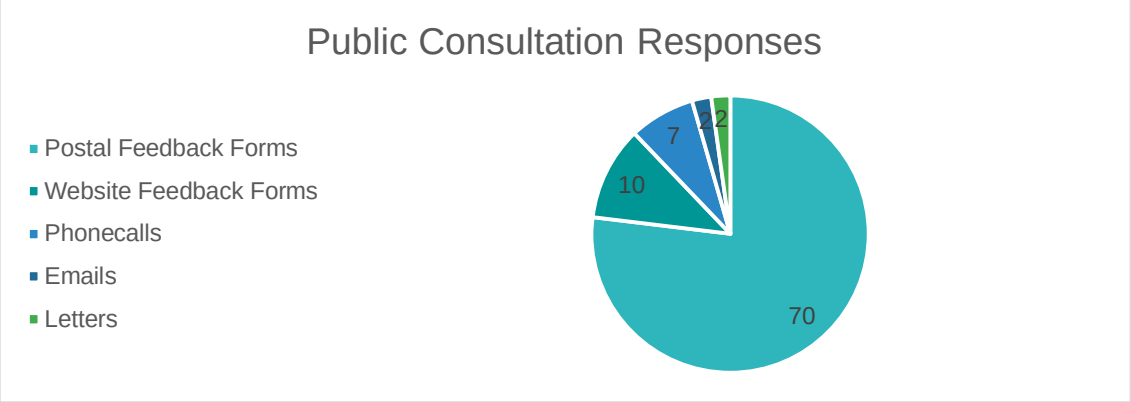
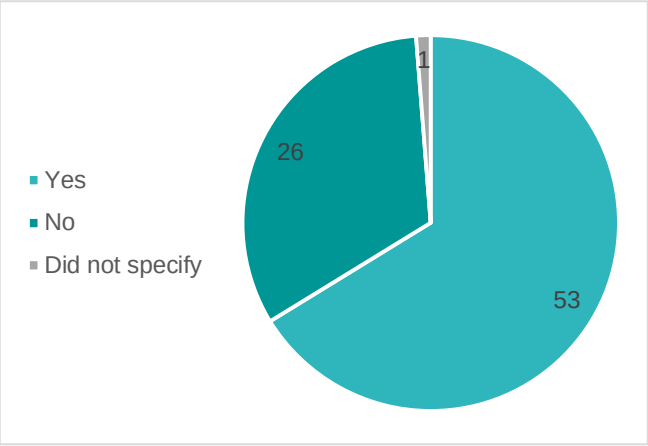
F - Summary of Public Consultation Feedback

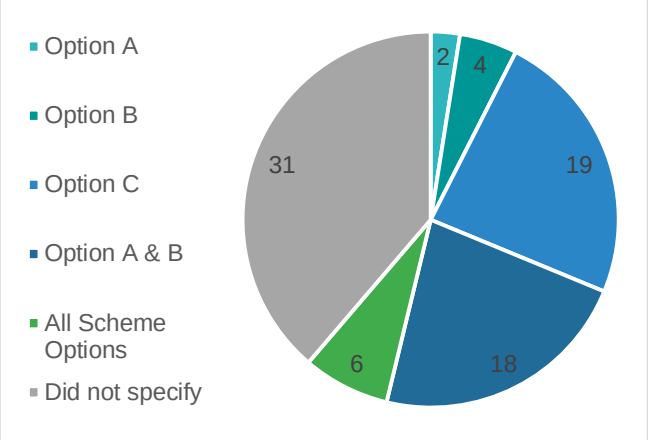
Public Consultation Responses



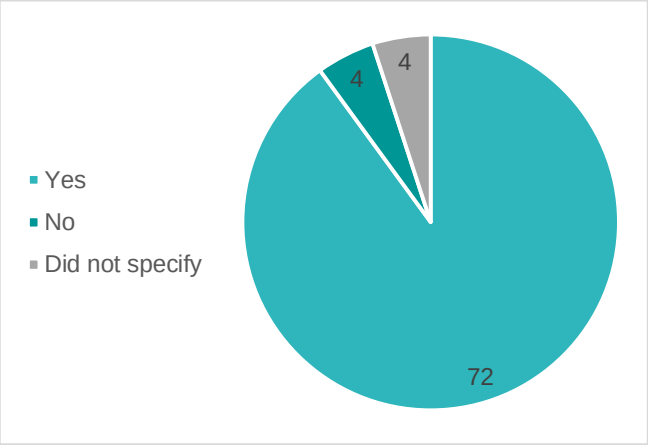
Feedback Form Q2.
Do you own, rent of occupy property which is within the study area or affected by a scheme option?



Feedback Form Q3.
If 'Yes', which scheme are you most affected by?

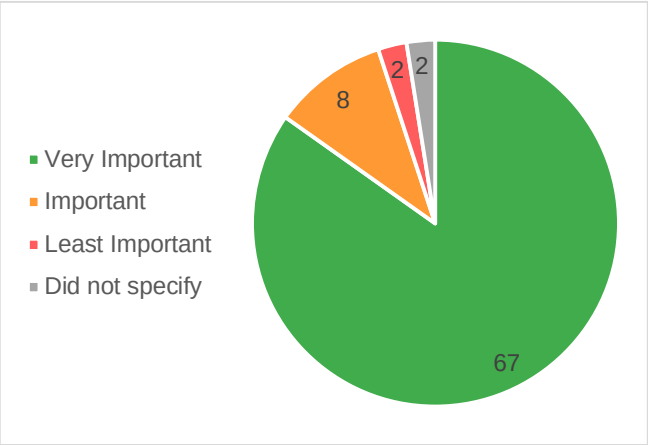


Feedback Form Q6.
Do you think the project is necessary?

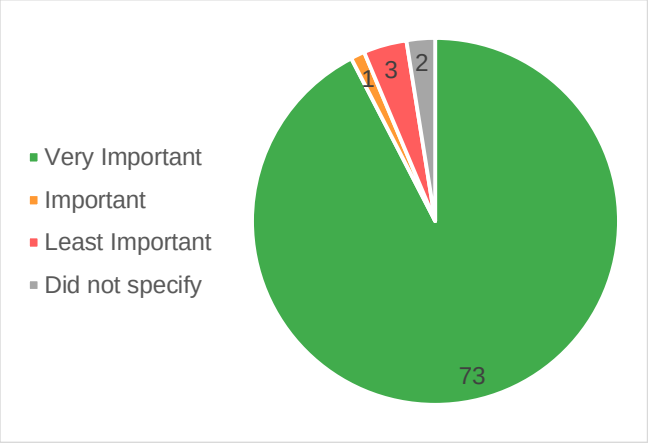


Feedback Form Q.7.
In your opinion, how important are each of the following in relation to the improvement of access to Rosslare Europort? (One feedback form marked all possible options for this section, so they have not been included)

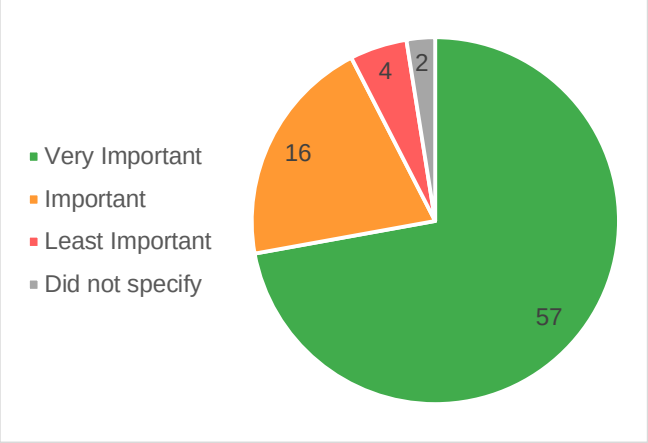
Provision of access to Rosslare Europort?



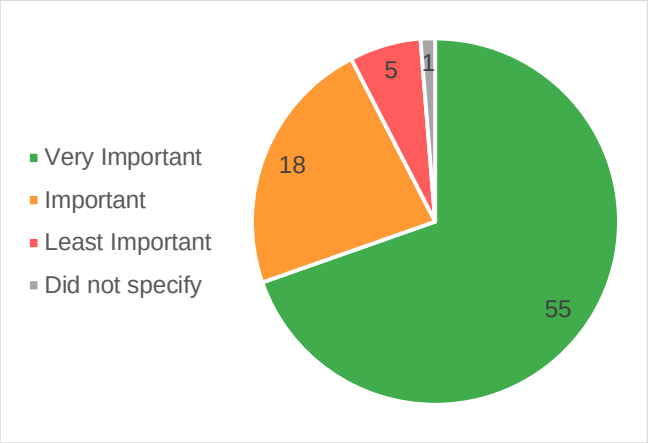
Improvement of Road Safety



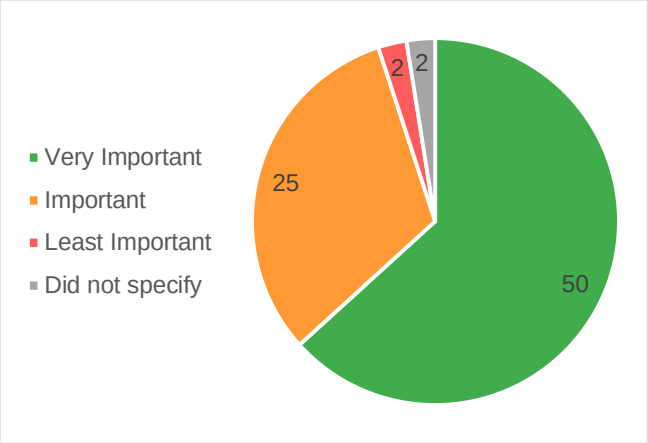
Improvement of Traffic Conditions



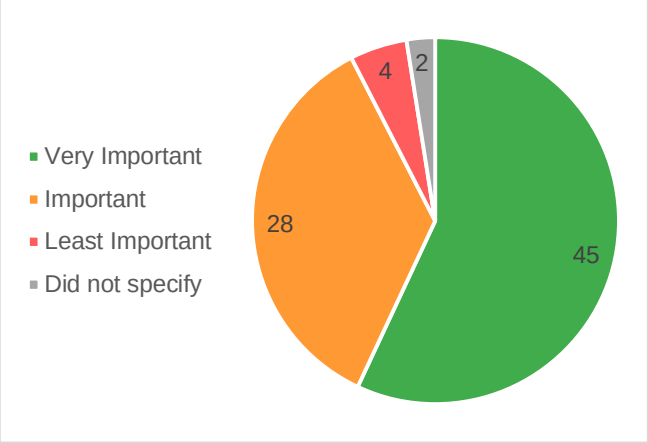
Improvement of Local Tourism



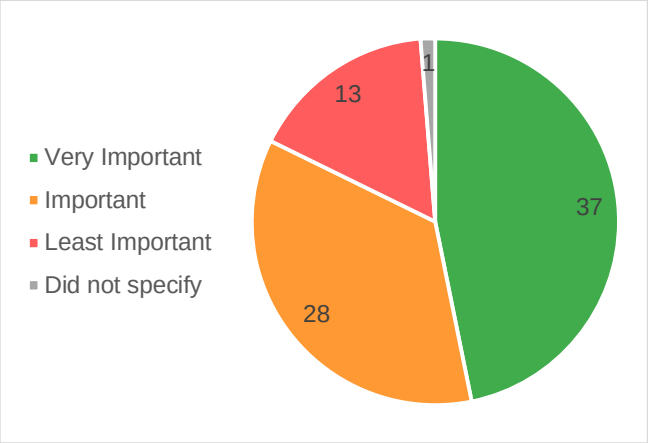
Improvement of access for commercial or industrial activities



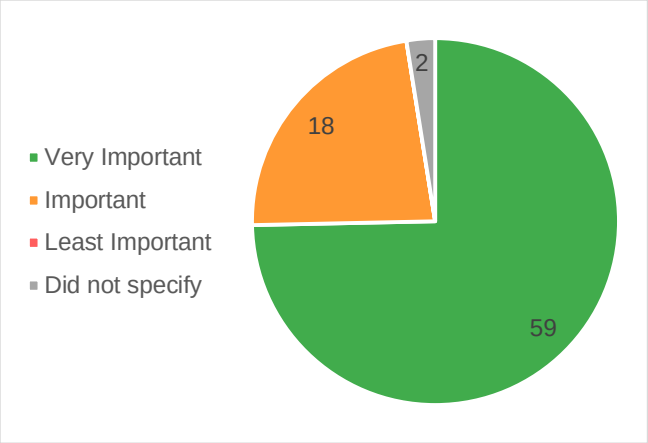
Improvement of the environment



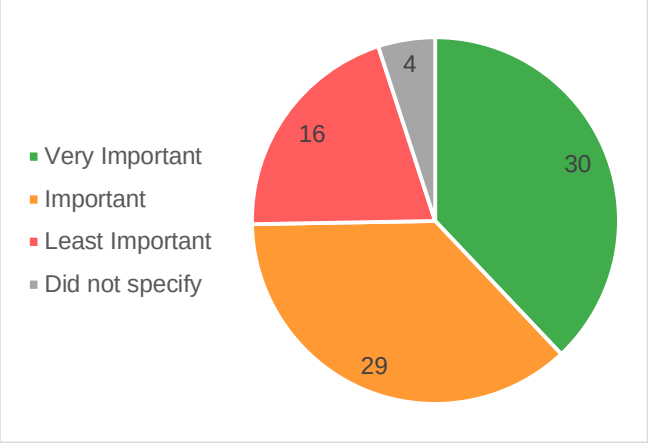
Improvement in commuting times



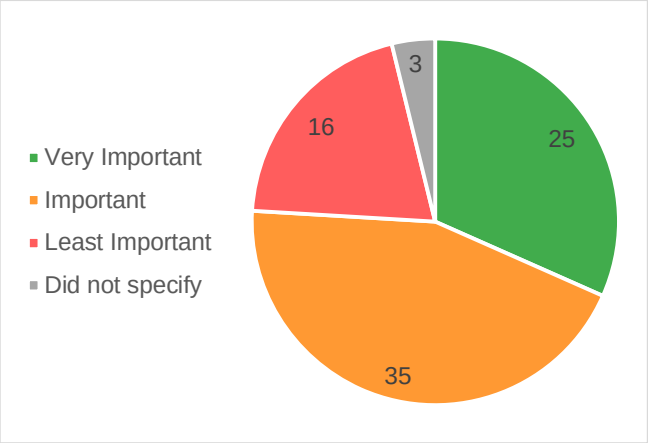
Minimise impact on people living near the study area



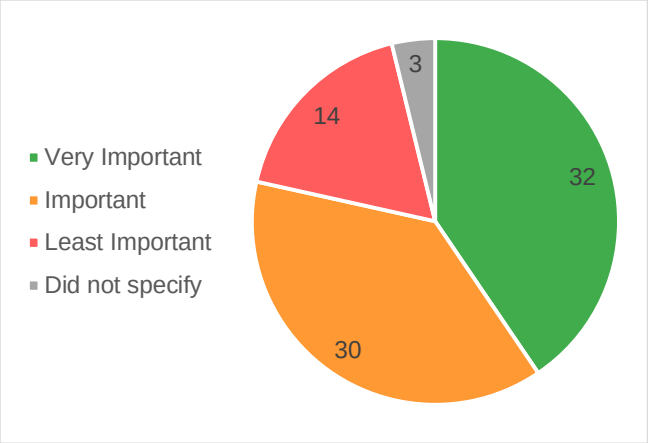
Minimise effect on agriculture



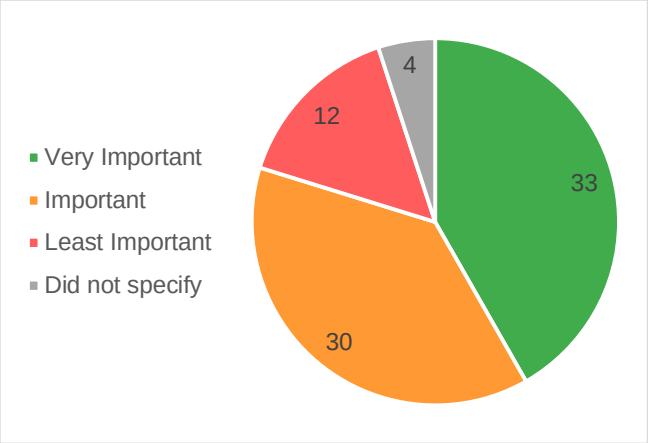
Minimise effect on historic buildings & archaeological sites



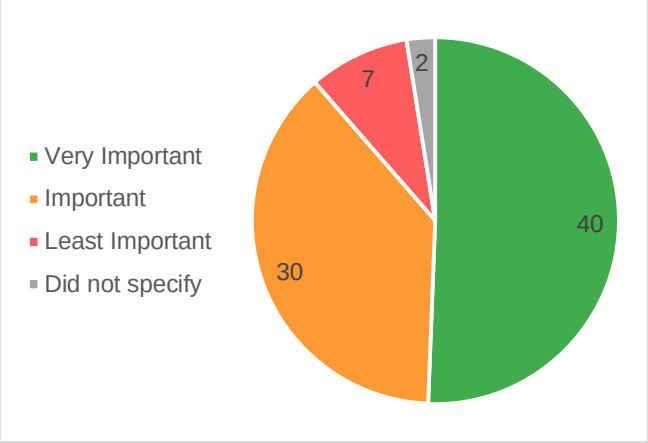
Minimise demolition of Property



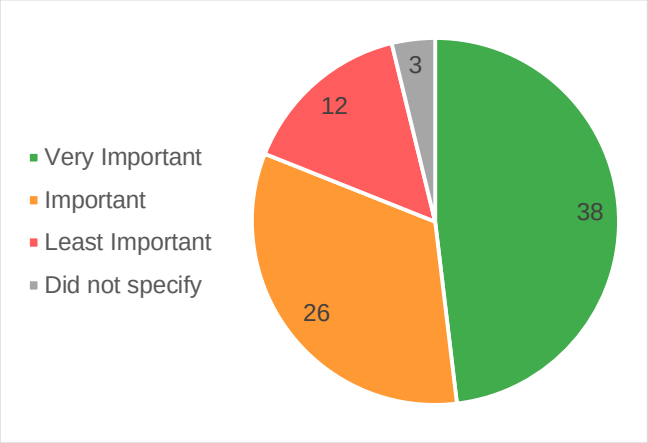
Minimise impact on Flora and Fauna



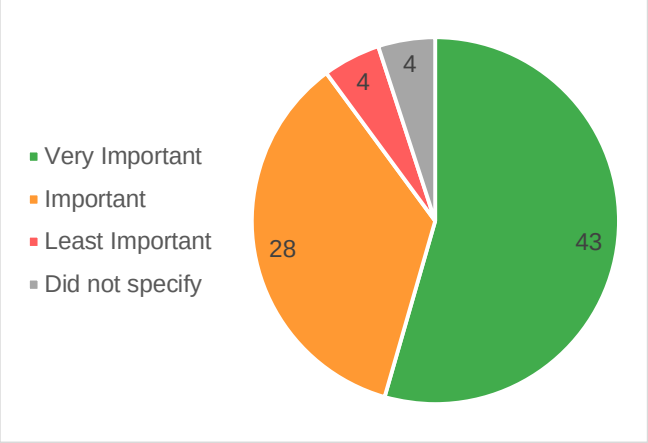
Minimise impact on the landscape and amenity areas



Minimise impact on special areas of conversation (SAC)



Value for Money



Feedback Form Q8.
Any comment on the different scheme options or if there are any other factors you think should be taken into account

Top Items of Feedback Received

No.	Main Comments Received
1.	Preferred scheme option is option 'C'
2.	Remove Heavy Good Vehicles (HGVs) form the village / Existing traffic congestion
3.	Ensure that the development does not impact on tourism/local economy of the village of Rosslare Harbour
4.	Port expansion and Improved Access to Port
5.	Pedestrians Safety - Currently difficult to cross roads/crossings & footpaths required
6.	Road Safety – Current speeds of vehicles
7.	Concerns regarding Delap's Hill
8.	Keep cars travelling through village and only HGV on new access road

G - Road Safety Audit F (Part 1 & 2)

20054-01-002

N25 Rosslare Europort Access Road

ROAD SAFETY AUDIT
STAGE F

October 2020

ROADPLAN CONSULTING

7, Ormonde Road
Kilkenny
R95 N4FE

Tel: 056 7795800
info@roadplan.ie

1. INTRODUCTION

1.1 This report describes a Stage F Road Safety Audit carried out on the N25 Rosslare Europort Access Road, on behalf of Mott MacDonald.

1.2 Rosslare Europort is a strategic transport link between Ireland and both the European mainland and the United Kingdom, operating as a ferry port for Roll-On, Roll-Off (RO-RO) passenger and freight services on UK and continental routes. Existing access to Rosslare Europort is via the N25 National Primary Road which passes through the village of Rosslare Harbour. Wexford County Council is proposing to provide improved access to Rosslare Europort from the N25 to ensure and secure the sustainability and competitiveness of this transport link.

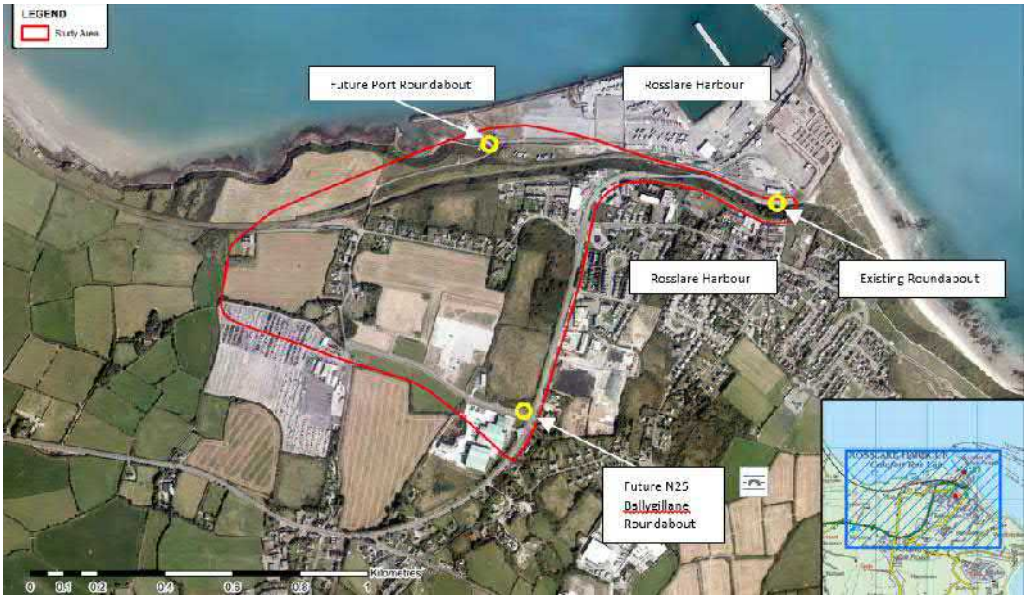


Figure 1.1: Scheme Location

1.3 The audit team members were as follows: -

- Team Leader: Dermot Donovan, BE CEng MIEI.
  Auditor Number DD50250

- Team Member: Ray Butler, BE CEng MIEI
  Auditor Number RB210538

1.4 The audit team members visited the site on the 30th June 2020. The weather on the day of the site visit was dry and overcast. The road surface was dry. A ferry was docked and was discharging traffic during the period of the visit.

1.5 The audit comprised an examination of the drawings relating to the scheme supplied by Mott MacDonald, of publicly available data on road collisions and traffic, and of an examination of the site.

1.6 This Stage F Audit has been carried out in accordance with TII publication GE-STY-01024 Road Safety Audit. The Stage F audit report is in 2 parts, the

first one ranking the options in terms of road safety impact, and the second one reviewing the problems of the chosen option.

1.7 The proposed route options for the scheme were assessed and reported on previously in a document entitled Road Safety Audit Stage F Part 1 (Document No. 20054-01-001). Subsequently the Designer advised that Scheme Option C is the preferred option. That option was assessed by the audit team and this document is the complete Stage F Audit, comprising Parts 1 and 2.

1.8 The road cross-section and junction forms have not been decided. Drawings C1 & C2 provided show two alternative cross-section options: dual carriageway and single carriageway. The Designer has advised that the selected option may be one or other or a hybrid of both.

1.9 The proposed route options for the scheme have been examined and this report compiled in respect of the consideration of those matters that may have an adverse effect on road safety. The audit has not examined or verified the compliance with any other standard or criteria.

1.10 Appendices A and B contain copies of the audited drawings.

2. TRAFFIC AND COLLISION DATA

2.1 Traffic

There is a TII automatic traffic counter on the N25 at Rosslare Harbour (TMU N25 190.0W) and is at the location shown in Figure 2.1 below.

Fig 2.1: Traffic Counter Data

The specific site data for 2019 records an AADT of 5,629 vehicles with a percentage HGV of 8.5%. Traffic data for 2020 was not considered because of restrictions to travel in that year.

2.2 Collision History

The Road Safety Authority (RSA) records road collision facts and presents summary information on a map-viewer on its website. When this report was compiled the most recent data was from 2016. Google Streetview imagery is available from 2009 and shows that the road layout then was generally as it is now. Therefore, collision data from the 8-year period between 2009 and 2016 is considered relevant. The number of collisions on the section of the N25 between the Ballygerry Link Road and Rosslare Europort that occurred over that period are shown in Table 2.1.

Year	Fatal	Serious	Minor
2009			1
2010			
2011			1
2012			1
2013		1	2
2014			
2015			
2016			
Total		1	5

Table 2.1: Collisions 2009 – 2016

The number of collisions by collision type are shown in Table 2.2.

Collision Type	Number
Head-on Right Turn	2
Rear End Straight	1
Single vehicle	2
Motorcycle	1

Table 2.2: Collision Type

The serious injury collision was the motorcycle collision.

3. SCHEME OPTIONS

3.1 Four options are presented by the designer, two entailing continued use of the existing N25 corridor to the Port, and two being new offline alignments. They are:

- Option A – an online Do-Minimum option
- Option B – an online Do-Something Management option
- Option C1 – an offline Single Carriageway Urban Relief Road
- Option C2 – an offline Dual Carriageway Urban Relief Road

3.2 Option A (the Do-Minimum Option) involves continued use of the existing N25 road to the port. It includes the proposed N25 Ballygillane roundabout – a roundabout junction to replace the existing T-junction at the intersection of the N25 and the L7021 (Ballygerry Link Road). This roundabout received planning approval in January 2020 and Wexford County Council intends to construct it in 2021, we are informed. Option A begins at the proposed Ballygillane roundabout and terminates at the existing roundabout at Rosslare Europort. Other than the roundabout, no improvement works are proposed under option A.

3.3 Option B (the Do-Something Management Option) also uses the existing N25 to the port and includes the N25 Ballygillane roundabout. Other on-line improvements works are also included, comprising:

- The rationalisation of direct accesses onto the N25,
- Provision of a parallel service road,
- Left-in/left-out junctions,
- Designated pedestrian crossing facilities,
- Signalised junctions, and
- Improvement works at Delap's Hill.

Option B begins at the proposed Ballygillane roundabout and terminates at the existing roundabout at Rosslare Europort.

3.4 Option C1 (the Do-Something New Alignment Option) provides a new single carriageway urban road to the port via the west end of the existing Ballygerry Link Road and includes the proposed N25 Ballygillane Roundabout. Other features of this option are:

- A junction with Churchtown Road;
- A crossing of the existing Dublin-Rosslare Harbour railway;
- A new roundabout within Rosslare Europort;
- A new access point to the Port.

Option C1 begins at the proposed Ballygillane roundabout and terminates at the proposed roundabout within Rosslare Europort. The designer has informed us that, under this option, all port traffic would use the new port access and the existing one would be closed. It was also confirmed that the new road would be designated as the N25.

3.5 Option C2 (the Do-Something New Alignment Option) provides a new dual carriageway urban road to the port via the west end of the existing Ballygerry Link Road and includes the proposed N25 Ballygillane Roundabout. Other features of this option are:

- A junction with Churchtown Road;
- A crossing of the existing Dublin-Rosslare Harbour railway;
- A new roundabout within Rosslare Europort;
- A new access point to the Port.

Option C2 begins at the proposed Ballygillane roundabout and terminates at the proposed roundabout within Rosslare Europort. The designer has informed us that, under this option, all port traffic would use the new port access and the existing one would be closed. It was also confirmed that the new road would be designated as the N25.

4. STAGE F PART 1 AUDIT

4.1 Option A

The length of this option is 1.3km approximately.

The speed limit is 50 km/h, except for the final 450m section on approach to the existing port roundabout on which the limit is 30km/h. In the absence of any indication to the contrary, it is assumed that the existing speed limits would be retained under this option.

The entire length of the route is single carriageway and is of three-lane width (the center lane is for traffic turning right to side roads and roadside accesses), except for last 500m section on entry to the port which is two-lane. There are cycle facilities on the road, in the form of cycle lanes on the southern section (as far as the entrance to La Rochelle housing estate) and as cycle tracks on the northern section. There are no cycle facilities on the two-lane section. There are footpaths on both roadsides on the section between the access to La Rochelle and the port. There is no footpath on the southern section of road (south of La Rochelle) and, on the northern section (the last 500m section to the port) there is a footpath on the south side only.

There are five junctions – all of which are T-junctions – on this section of the N25, at the following locations:

- La Rochelle;
- Mary's Terrace;
- Thorndale Road;
- Saint Martin's Rd; and
- Cliff Rd.

There are frequent accesses to roadside properties, both residential and business.

Potential problems of this option relative to the other options are:

- In terms of the characteristics of the layout of the existing road:

- It has a high frequency of roadside accesses and junctions; collision risk increases with intersection density.
- There is a long, steep declivity on approach to the port roundabout from Delap's Hill, on which vehicles could experience difficulty stopping, thereby increasing the risk of rear end or loss of control collisions.
- The N25 is cut into the hillside at Delap's Hill. The railway is on the low side of the N25 and there is a steep unprotected fall to it which would be a hazard to the occupants of an errant vehicle and a potential hazard to rail users.

- In terms of the impact on traffic:
  - Port traffic continues to travel through the village, giving rise to the risk of road safety conflicts with local traffic in the village, including pedestrians and cyclists.
  - The presence of relatively high volumes of heavy commercial vehicles travelling through the village is a road safety risk to all other road users but particularly to pedestrians and cyclists.
  - There are special characteristics of port traffic that may increase road safety risk: vehicles may be right-hand drive and drivers may be unfamiliar with driving on the left; drivers may be tired due to overnight sailings or may be rushing if they are late for check-in; port traffic is not uniform and forms platoons when discharged by the ferry. Routeing such traffic through an urban area where demands on the driver are high, could increase collision risk.

4.2 Option B

Option B has characteristics and potential problems similar to those of Option A except that is includes the construction of a parallel road to mitigate the negative impacts of retaining port traffic on the N25 through the village.

The rationalisation of direct accesses onto the N25 and conversion of junctions to left-in/left-out operation will be beneficial in terms of improving their safety performance. However, it may be difficult to enforce the prohibition of right turns. Also, the left-in turns include the construction of a left turn parallel diverge lane which may lead to high sided vehicles in the left turn lane obstructing the visibility of drivers exiting the side road. This may result in rear-end or angle left turn collisions.

The provision of pedestrian crossing facilities on this option is beneficial for the safety of vulnerable road users. Some pedestrians may attempt to cross remote from the provided facilities and in doing so will have to cross two carriageways putting themselves at greater risk of injury.

There are six junctions on the N25 section, at the following locations:

- La Rochelle, T-junction;
- Cliff Road, T-junction;
- Saint Martin's Road, Signalised Junction;
- Mary's Terrace, Signalised Junction;
- Thorndale Road, Left-in/Left-out;
- OPW Property, Left-in/Left-out.

In addition local traffic must negotiate three additional junctions at the following locations:

- OPW Property, effectively a cross roads;
- Thorndale Road, Mini-roundabout;
- Saint Martin's Road, Mini-roundabout;

Turning movements are complex at these junctions because of the proximity of the parallel road. It is likely that local traffic will continue to mainly use the existing road.
Drivers leaving the port may think they are entering onto a dual carriageway when they reach the top of Delap's Hill resulting in possible head-on collisions.

Improvement works at Delap's Hill would be expected to be beneficial in respect of the existing road safety problems identified at that location.

The construction of the parallel road results in more vehicle conflicts than the existing and is likely to have a negative impact on road safety.

4.3 Option C1

The length of this option is 1.6km approximately, 0.6km of which is already in operation (the Ballygerry Link Road).

The speed limit of the proposed road is not stated but is assumed to be 60 km/h, the same as the limit in place on the Ballygerry Link Road.

The cross-section of the proposed road is single carriageway urban road with public lighting and right turn lanes where warranted. A cycle/pedestrian facility is provided on the north side of the road from the Ballygillane Roundabout to the Churchtown Road where the facility is brought along the Churchtown Road and onwards to the Port Roundabout. An underpass is to be provided to accommodate the future Rosslare Strand to Rosslare Europort Greenway.

The junction strategy is not stated, but it is assumed that there would be a junction at the Churchtown Road (LP 3064-04), and that accesses to roadside lands would be provided to facilitate future development, as has been done on the Ballygerry Link Road.

Information has not been provided on how existing traffic would split between the existing and proposed roads under Option C1, but it is assumed that a sizeable portion of light vehicle traffic and the major part of HGV traffic would divert onto the new road.

A potential problem of this option, relative to the other options, is that it may be difficult to restrain traffic speed on the proposed road because it is wide, is straight in some sections, and will be lightly trafficked during times when there is no ferry in the port. High speeds would pose a safety risk to any vulnerable road users travelling on or across the road and could also increase risk of loss-of-control collision on the long horizontal curve that crosses the railway, though the likelihood of the latter issue is considered small.

4.4 Option C2

The length of this option is 1.6km approximately, 0.6km of which is already in operation (the Ballygerry Link Road).

The speed limit of the proposed road is not stated but is assumed to be 60 km/h, the same as the limit in place on the Ballygerry Link Road.

The cross-section of the proposed road is dual carriageway urban road with public lighting and right turn lanes where warranted. A cycle/pedestrian facility is provided on the north side of the road from the Ballygillane Roundabout to the Churchtown Road where the facility is brought along the Churchtown Road and onwards to the Port Roundabout. An underpass is to be provided to accommodate the future Rosslare Strand to Rosslare Europort Greenway.

The junction strategy is not stated, but it is assumed that there would be a junction at the Churchtown Road (LP 3064-04), and that accesses to roadside

lands would be provided to facilitate future development, as has been done on the Ballygerry Link Road.

Information has not been provided on how existing traffic would split between the existing and proposed roads under Option C2, but it is assumed that a sizeable portion of light vehicle traffic and the major part of HGV traffic would divert onto the new road.

Potential problems of this option relative to the other options are:

- It may be difficult to restrain traffic speed on the proposed dual carriageway, which is straight in some sections, and will be lightly trafficked during times when there is no ferry in the port. High speeds would pose a safety risk to any vulnerable road users travelling on or across the road and could also increase risk of loss-of-control collision on the long horizontal curve that crosses the railway, though the likelihood of the latter issue is considered small.
- Traffic approaching the Ballygillane Roundabout from the port will mainly be using the right lane. This may lead to sideswipe collisions as drivers in the left lane on approach attempt to merge into the faster traffic in the right lane.

4.5. Ranking of Options

4.5.1 Principal Road Safety Factors of the Route Options

The principal road safety characteristics that differentiate options on this scheme are:

- The removal of port traffic from Rosslare Harbour village; segregation of port traffic from local traffic is very beneficial, particularly in respect of the separation of heavy goods vehicles from vulnerable road users.
- The number of junctions and accesses on the route through which traffic passes; routes with fewer (and more lightly trafficked) junctions and accesses are safer.
- Route length: shorter routes have fewer collisions.
- The quality of the road alignment and the presence of significant roadside hazards: well aligned roads with fewer roadside hazards are safer.
- Facilities for vulnerable road users.

4.5.2 Option Ranking

The performance of the route options in relation to their principal road safety characteristics are stated in Table 4.1.

Safety Characteristic	Option A	Option B	Option C1	Option C2
Length (m)	1,300	1,300	1,600	1,600
Public Road Junctions *(No.)	5 (unimproved)	6 plus 3 on parallel road (improved)	1	1
Alignment Hazards	Steep gradient Unprotected drop (no mitigation)	Steep gradient Unprotected drop (mitigation proposed)	None known	None known
Segregation of port traffic from local traffic	Not segregated. Port traffic remains in village (no mitigation)	Not segregated. Port traffic remains in village. (some mitigation)	Segregated. New route for port traffic, away from village.	Segregated. New route for port traffic, away from village.
Vulnerable Road Users	Lack of crossing facilities	Crossing facilities provided but vulnerable road users must now cross two roads	Lack of crossing facilities	Lack of crossing facilities

Table 4.1: Road Safety Characteristics

**Excludes terminal roundabouts*

Taking into consideration the number and severity of problems identified on each route and the characteristics of each route that impact on road safety, the audit team has concluded that the route option proposals, as provided, rank as shown in Table 4.2 below in terms of road safety. The ranking shown is a relative grading of the route options with respect to each other.

OPTION	RANK
Option C1	1
Option C2	2
Option A	3
Option B	4

Table 4.2: Option Ranking

Options C1 and C2 are considered to be significantly superior to the others because removal of port traffic from the village provides the greatest benefit to overall road safety. Option C1 is considered to be marginally superior to C2 because:

- the dual carriageway may lead to excessive speed at off peak times leading to loss of control collisions;
- there is a risk of sideswipe collisions on the dual carriageway approach to Ballygillane Roundabout;
- vulnerable road users will find it difficult to cross a dual carriageway.

5. STAGE F PART 2 AUDIT

5.1 It is stated on the drawings that the proposed Ballygillane roundabout is a separate project and, for that reason, it is excluded from this audit.

5.2 Problems common to both options: C1 and C2

5.2.1 Problem: Pedestrians and cyclists crossing the road

Pedestrian and cycle trips on Chuchtown Road will need to cross the proposed road. The cycle route is shown to be on the Churchtown Road north of the proposed road. It is likely therefore that cyclists would also use the Churchtown Road south of the proposed road when travelling between Kilrane and the port, rather than following the N25. Crossing a road increases safety risk for pedestrians, particularly when the road being crossed is a dual carriageway.

Recommendation

Ensure that appropriate crossing facilities are provided to cater for pedestrian and cycle trips across the proposed road.

5.2.2 Problem: Additional traffic on Churchtown Road

The junction strategy has not been finalised. If Churchtown Road is not linked to the proposed road there could be an increase in heavy traffic (associated with NVD Limited) on the section of Churchtown Road between the proposed road and Kilrane village. That road is narrow, and heavy vehicles could pose a risk to vulnerable road users.

Recommendation

The junction strategy should seek to avoid an increase in traffic, particularly heavy vehicle traffic, on local roads.

5.3 Problems that relate to option C1 only: the single carriageway option

There are no problems that relate to this option only.

5.4 Problems that relate to option C2 only: the dual carriageway option

5.4.1 Problem: Weaving traffic

Almost all traffic exiting the port will travel in the direction of Wexford and will therefore weave to the fast lane on approach to the Ballygillane Roundabout. There may be similar weaving on approach to the Port Roundabout if each approach lane is signed for a different destination within the port or for use by a different class of vehicle. Weaving increases road safety risk because drivers check behind for conflicting traffic and might not be attentive to traffic ahead of, or beside, them. Rear-end or side-swipe collisions may occur.

Recommendation

Ensure that lane indication signage is provided well in advance of decision points to minimise the risk in weaving.

5.4.2 **Problem: High speed traffic**

It may be difficult to control vehicular speeds on an urban dual carriageway that is generally lightly trafficked. Road safety risk increases with speed.

Recommendation

Provide measures to control speeds.

5.4.3 **Problem: Possible median openings**

There are accesses onto the Ballygerry Link Road from existing businesses. If they are to be connected to the dual carriageway and a median break is provided to allow right turns, there could be an increase in turning collisions. The option of permitting left-in-left-out movements only at the accesses with right turns diverted to the terminal roundabouts would hardly seem feasible for a number of reasons including the increased journey length, but if implemented could lead to high speeds by diverted traffic on the dual carriageway.

Recommendation

In determining the junction and access strategy, provide layouts that protect and control turning traffic. Avoid the use of long diverted routes that could lead to high speeds.

5.5 **Comment:**

Many drivers arriving by ferry to the port will be from drive-on-the-right countries and there is a risk that through force of habit a driver may occasionally forget to drive on the left. The roundabouts shown to be provided would be expected to be effective in channelling drivers onto the correct side of the road at junction, but they should be provided with prominent keep-left and turn-left signage. Signage should be provided on links to remind drivers to drive on the left.

6. AUDIT TEAM STATEMENT

6.1 We certify that we have examined the drawings and documents listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme.

Signed…….... Dermot Donovan

Date ……. 20th August 2020 ……

Signed …….…….. Ray Butler

Date ……. 20th August 2020 …….

SAFETY AUDIT FEEDBACK FORM

Scheme: N25 Rosslare Europort Access Road

Document Number: 20054-01-002

Audit Stage: Stage F

Date Audit Completed: 28/10/2020

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
5.2.1	yes	yes		
5.2.2	yes	yes		
5.4.1	yes	yes		
5.4.2	yes	yes		
5.4.3	yes	yes		

Safety Audit Signed off ..... **Design Team Leader**

Print Name: John O'Riordan **Date 02/11/2020**

Safety Audit Signed off ..... **Employer**

Print Name: Noel O'Driscoll **Date 02/11/2020**

Safety Audit Signed off ..... **Audit Team Leader**

Print Name: Dermot Donovan **Date** 02/11/2020

Please complete and return to:

Roadplan Consulting Ltd.
7, Ormonde Road
Kilkenny
E-mail: info@roadplan.ie

APPENDIX A – Drawings provided for Stage F Part 1 RSA

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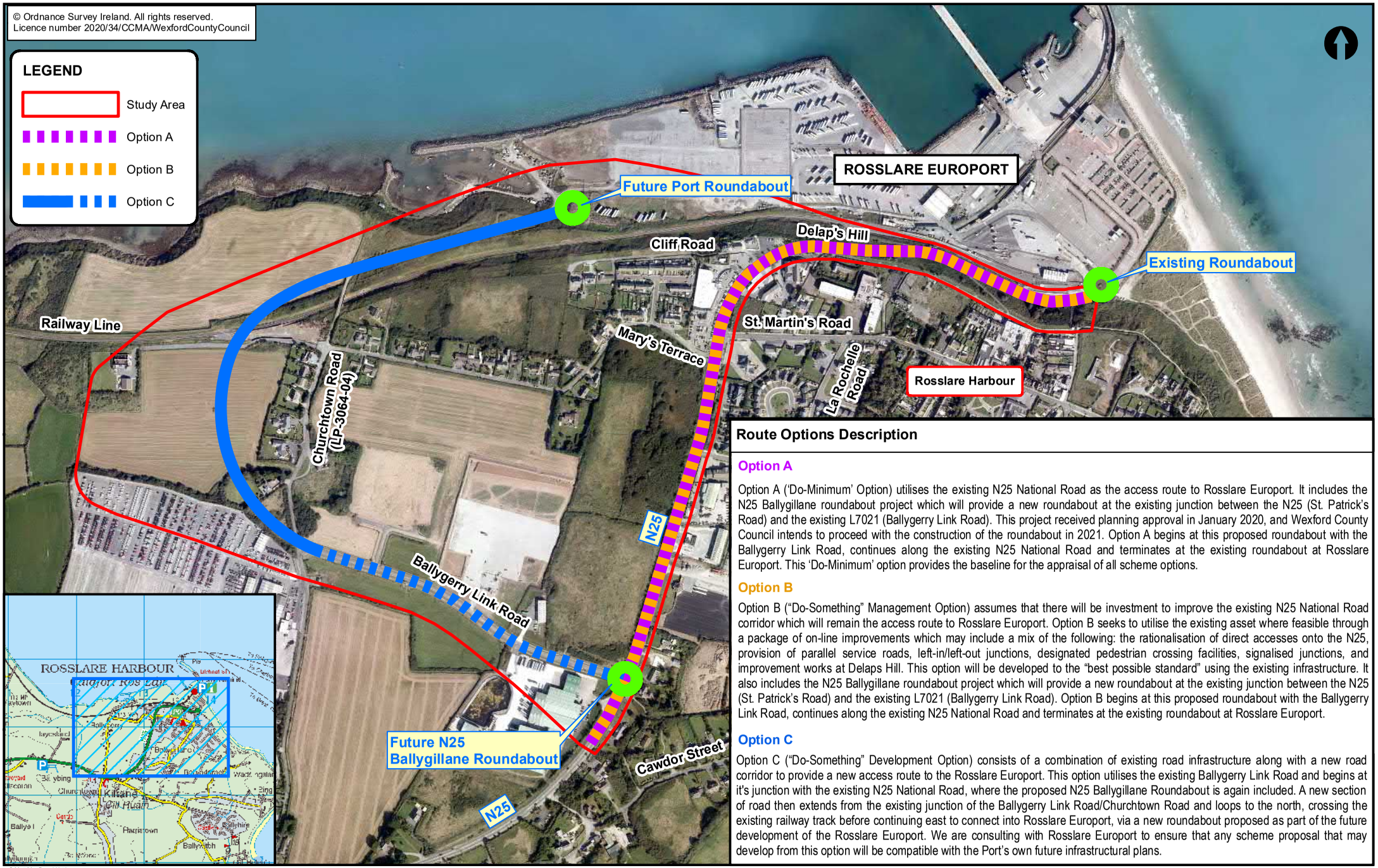

Route Options Description

Option A

Option A ('Do-Minimum' Option) utilises the existing N25 National Road as the access route to Rosslare Europort. It includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick's Road) and the existing L7021 (Ballygerry Link Road). This project received planning approval in January 2020, and Wexford County Council intends to proceed with the construction of the roundabout in 2021. Option A begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort. This 'Do-Minimum' option provides the baseline for the appraisal of all scheme options.

Option B

Option B ("Do-Something" Management Option) assumes that there will be investment to improve the existing N25 National Road corridor which will remain the access route to Rosslare Europort. Option B seeks to utilise the existing asset where feasible through a package of on-line improvements which may include a mix of the following: the rationalisation of direct accesses onto the N25, provision of parallel service roads, left-in/left-out junctions, designated pedestrian crossing facilities, signalised junctions, and improvement works at Delaps Hill. This option will be developed to the "best possible standard" using the existing infrastructure. It also includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick's Road) and the existing L7021 (Ballygerry Link Road). Option B begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort.

Option C

Option C ("Do-Something" Development Option) consists of a combination of existing road infrastructure along with a new road corridor to provide a new access route to the Rosslare Europort. This option utilises the existing Ballygerry Link Road and begins at it's junction with the existing N25 National Road, where the proposed N25 Ballygillane Roundabout is again included. A new section of road then extends from the existing junction of the Ballygerry Link Road/Churchtown Road and loops to the north, crossing the existing railway track before continuing east to connect into Rosslare Europort, via a new roundabout proposed as part of the future development of the Rosslare Europort. We are consulting with Rosslare Europort to ensure that any scheme proposal that may develop from this option will be compatible with the Port's own future infrastructural plans.

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Project Ireland 2040

An Roinn Iompair, Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Comhairle Chontae Loch Garman
Wexford County Council

TII

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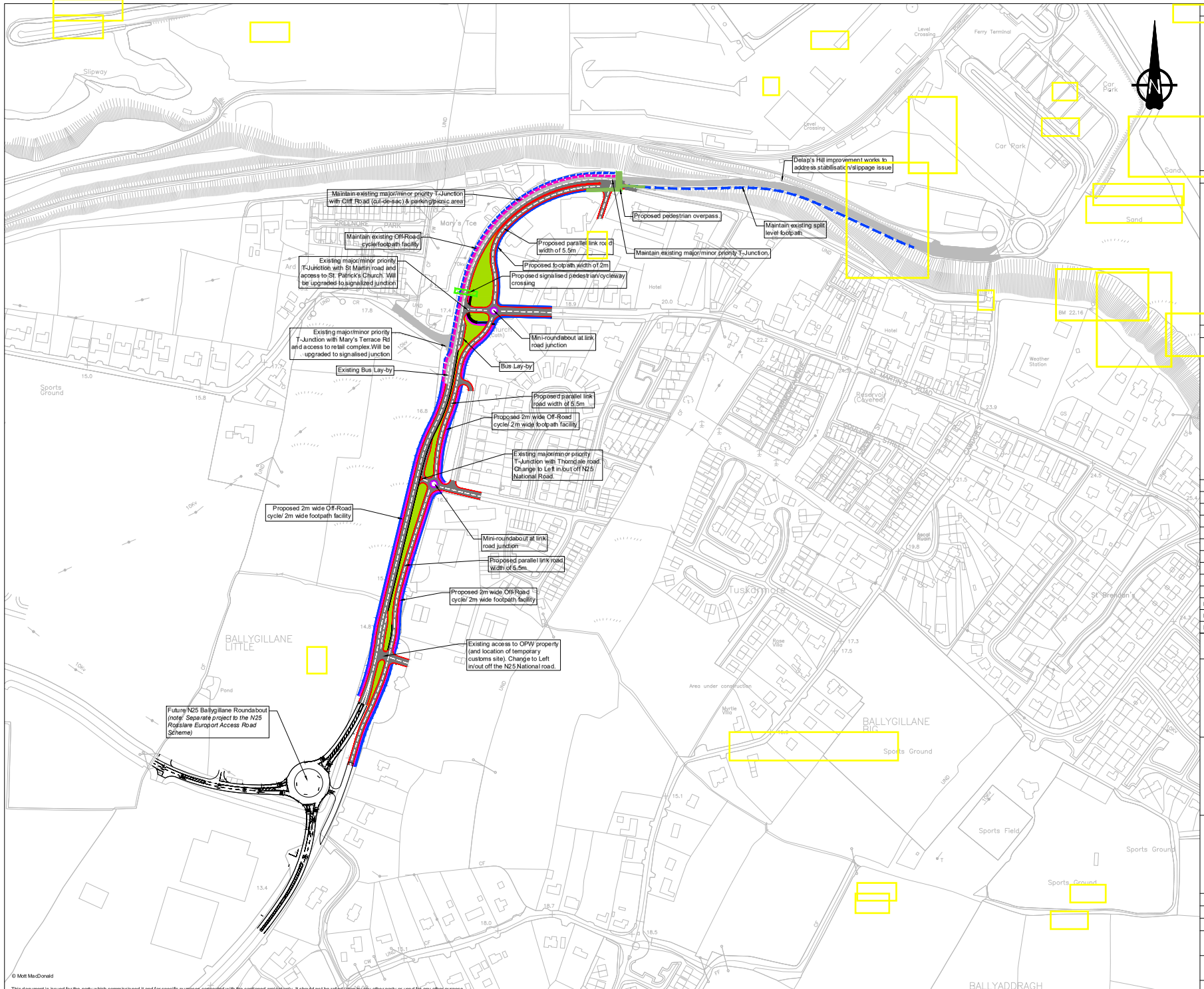
N25 Rosslare Europort Access Road

Route Option Selection

Rev. P6



Notes

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2. All dimensions are in metres.
3. All coordinates are to Irish Transverse Mercator.
4. This Scheme is at Preliminary Status and may change at Detail Design Stage and may change as design progresses.
5. Preliminary layout may change during Detail Design

Key to symbols

- Proposed Carriageway
- Existing Carriageway
- Proposed off road cycletrack
- Proposed Footway
- Proposed Kerb Edge
- Existing off road cycletrack
- Existing Footway
- Proposed Verge

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P02	07/07/2020	RS	For Discussion	JOR	JS
P01	02/06/2020	RS	Draft for Discussion	JOR	JS

Status Stamp

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Wexford County Council
Carricklawn
Wexford Town

Comhairle Contae Loch Garman
Wexford County Council

Title

N25 Rosslare Europort Access Road
Route Option Selection
Route Option B

Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description

Option B (Do-Something Management Option-01)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0005	P01

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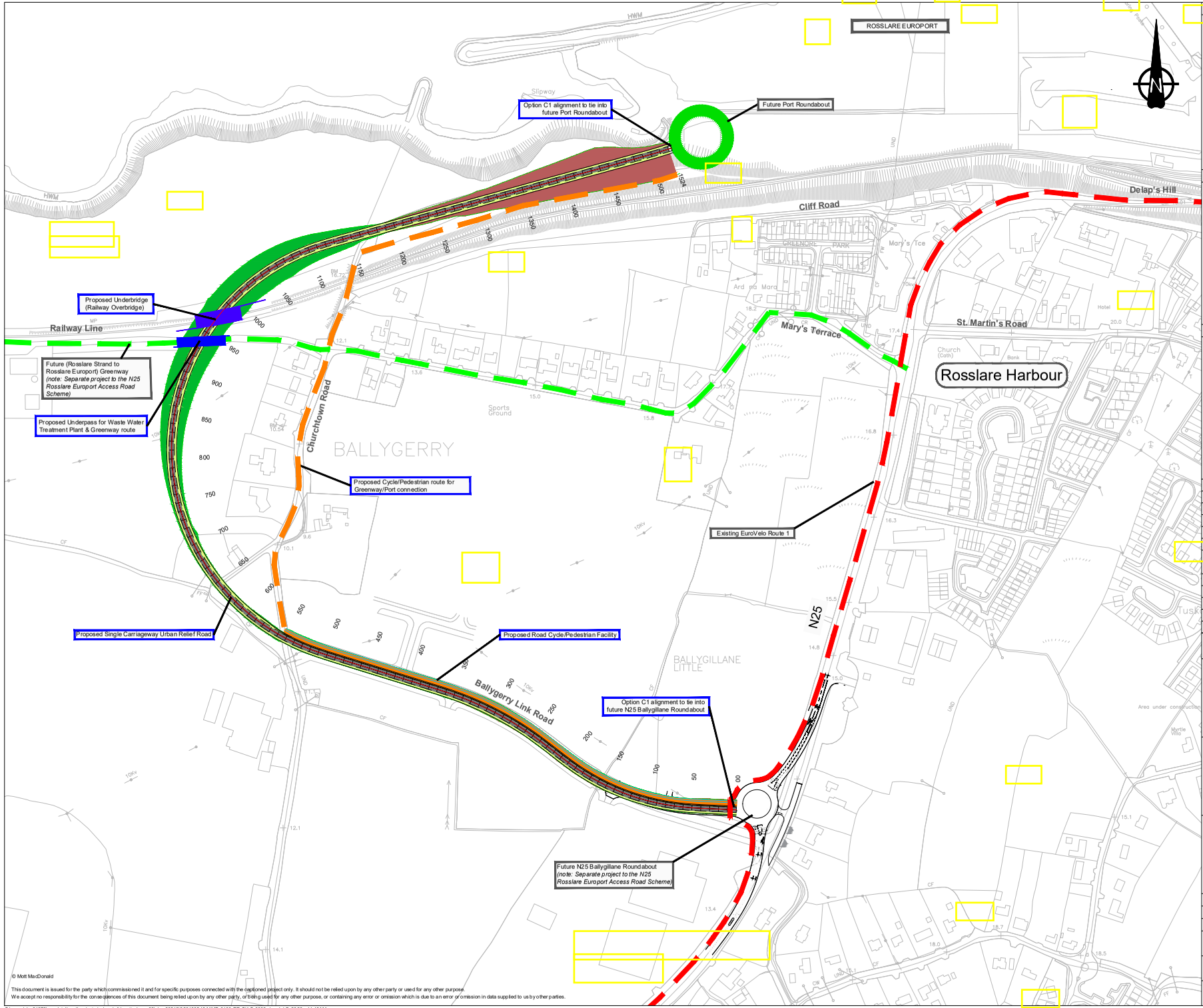

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6. All access will be maintained and accommodated during the Detail Design

Key to symbols

- Proposed Carriageway
- Proposed Verge
- Earthwork - Cut
- Earthwork - Fill
- Proposed Road Cycle/Pedestrian Facility
- Proposed Cycle/Pedestrian route for Greenway/Port connection
- Future Greenway Route
- Existing EuroVelo Route 1

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P03	06/07/2020	RS	For Discussion	JOR	JS
P02	26/06/2020	RS	Draft for Discussion	JOR	JS
P01	11/06/2020	RS	Draft for Discussion	JOR	JS

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Wexford Town

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Title

N25 Rosslare Europort Access Road Route Option Selection Route Option C1

Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description

Option C1 (Single Carriageway Urban Relief Road)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0006	P03

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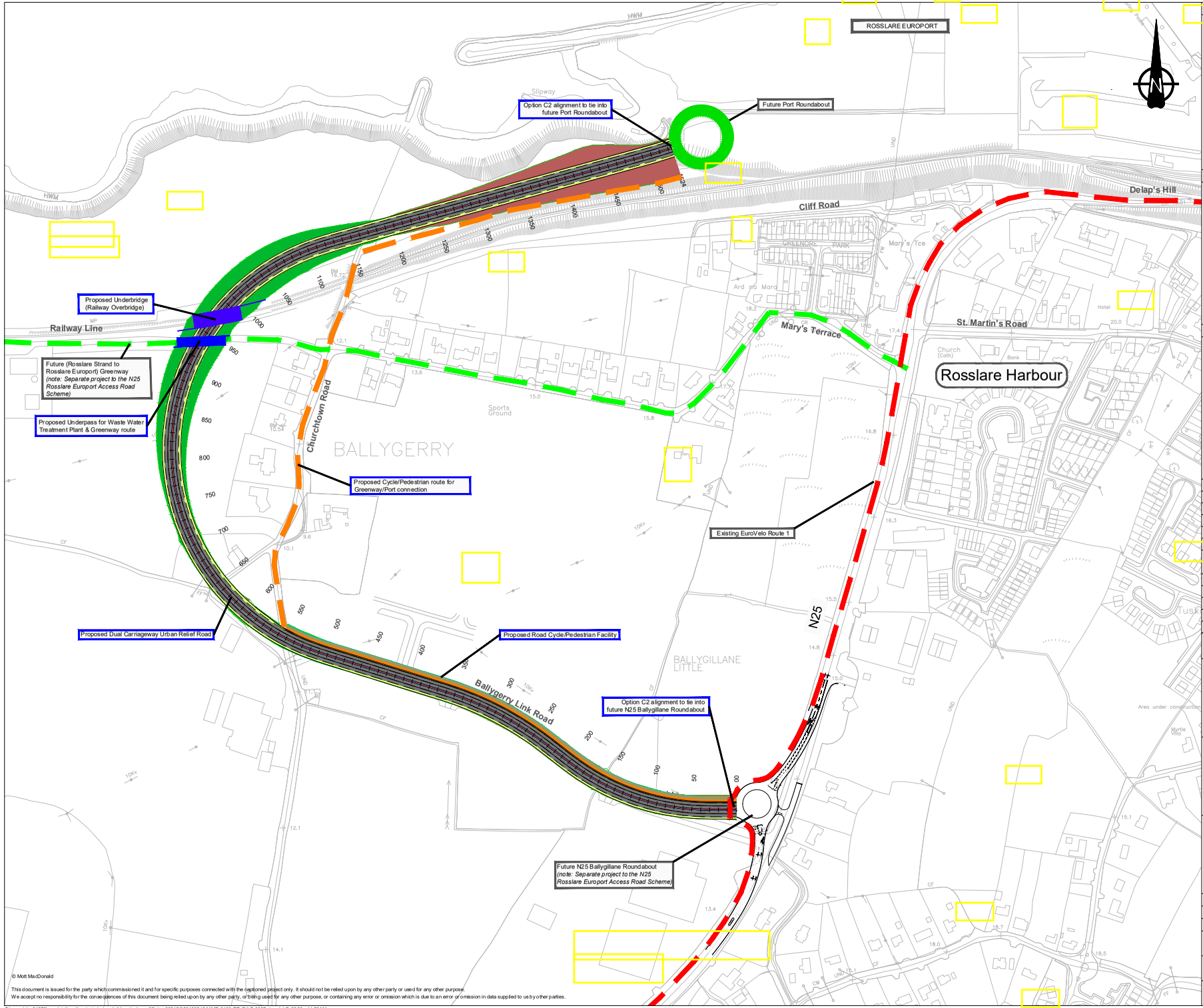

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- Proposed Cycle/Pedestrian route for Greenway/Port connection
- Future Greenway Route
- Existing EuroVelo Route 1

Reference drawings

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Title

N25 Rosslare Europort Access Road Route Option Selection Route Option C2

Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description

Option C2 (Dual Carriageway Urban Relief Road)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0007	P03

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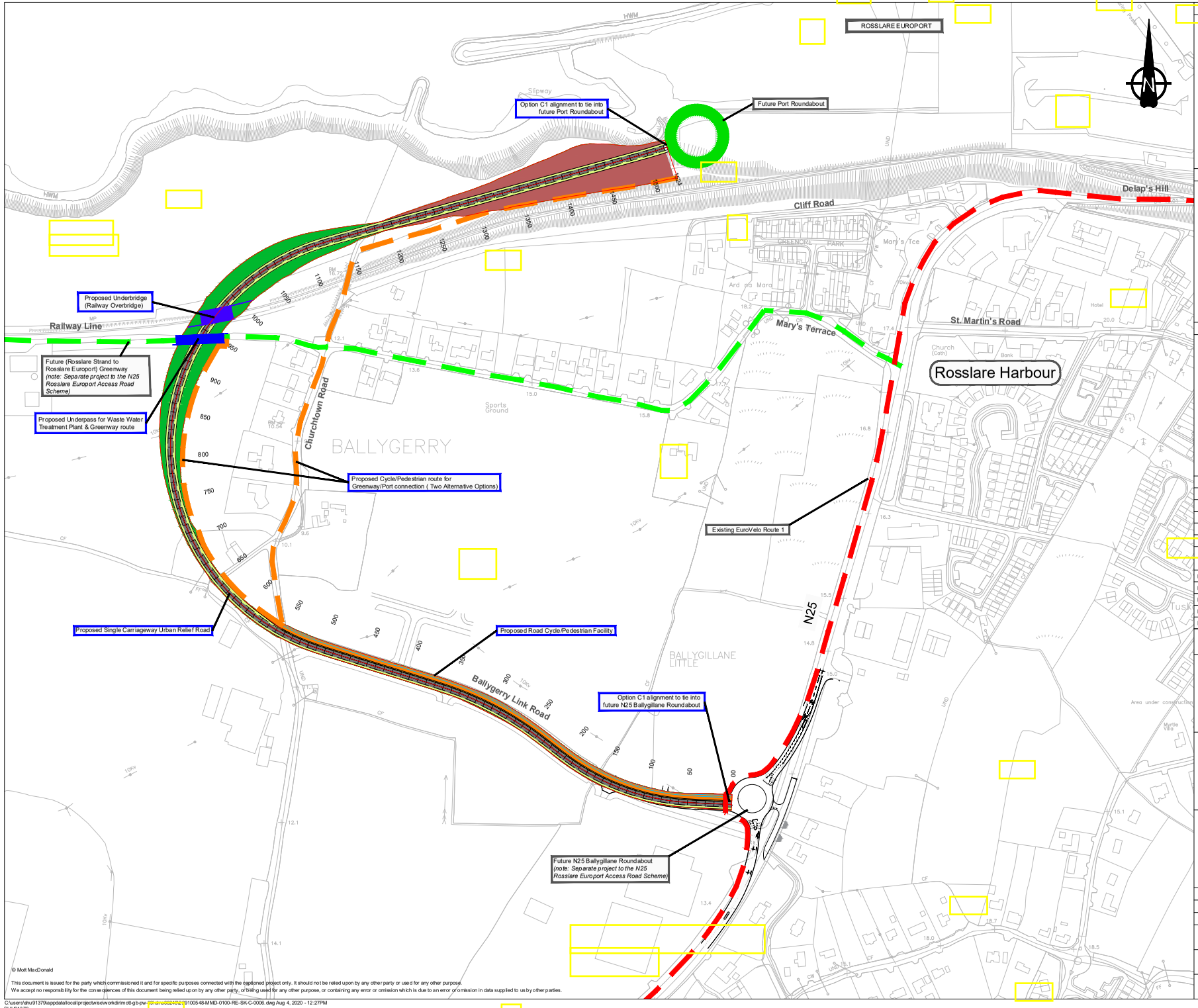
APPENDIX B – Drawings provided for Stage F Part 2 RSA



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- Existing EuroVelo Route 1

Reference drawings

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P04	04/08/2020	RS	For Discussion	JOR	JS
P03	06/07/2020	RS	For Discussion	JOR	JS
P02	26/06/2020	RS	Draft for Discussion	JOR	JS
P01	11/06/2020	RS	Draft for Discussion	JOR	JS

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Wexford County Council

Title

N25 Rosslare Europort Access Road Route Option Selection Route Option C1

Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description: Option C1 (Single Carriageway Urban Relief Road)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0006	P04

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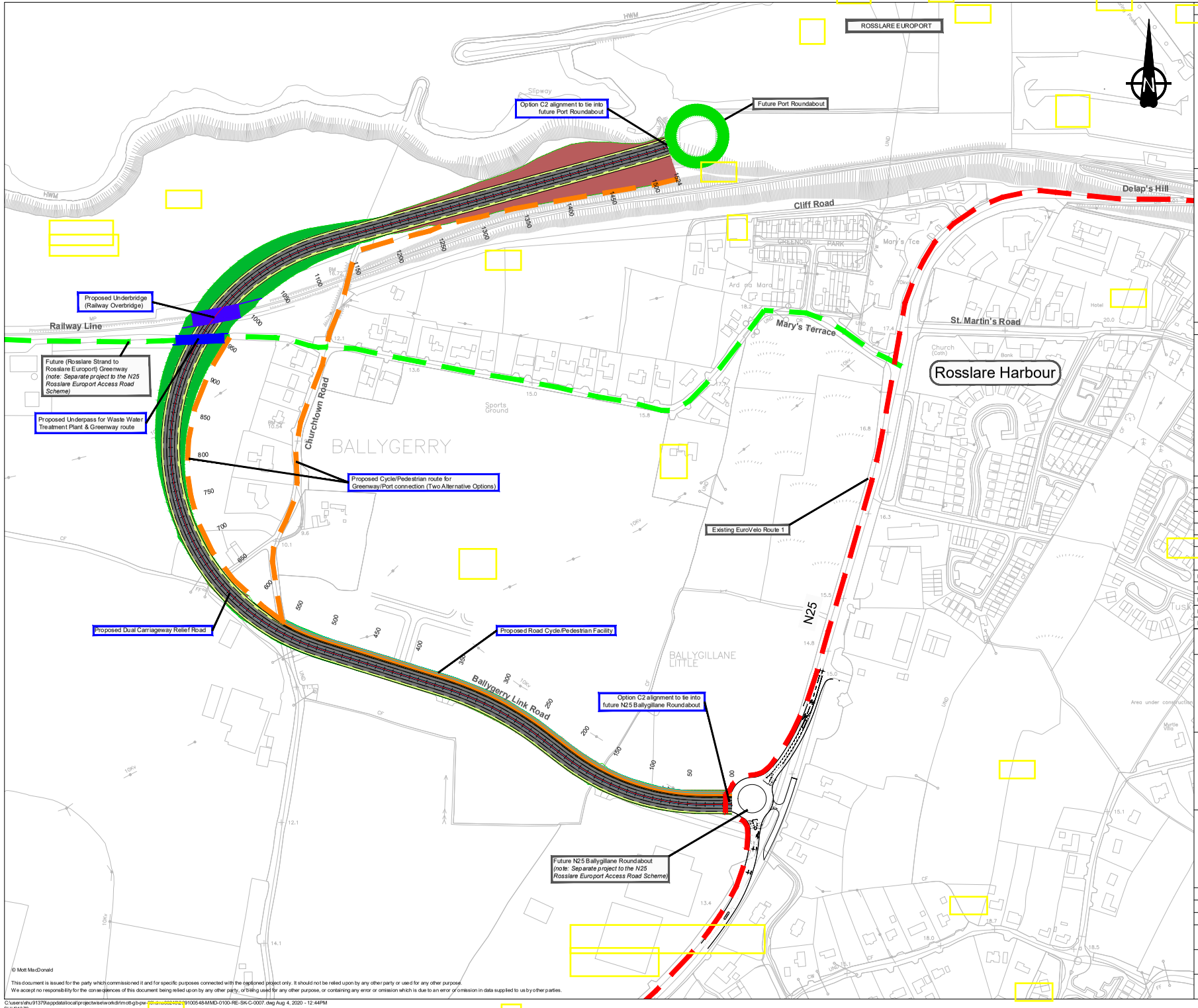

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N25 Rosslare Europort Access Road Route Option Selection Route Option C2

Sheet 01 of 01

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Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2000	STD

Drawing Description: Option C2 (Dual Carriageway Relief Road)

Drawing Number	Revision
229100548-MMD-0100-RE-SK-C-0007	P04

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H - Options Comparison Estimate (OCE)

N25 Rosslare Europort Access Road — October 2020 (Date Of Estimate)

Scheme Options Comparison

Mott MacDonald — Clodagh Hourihane/Rahul Shukla

			Scheme Option A	Scheme Option B	Scheme Option C1	Scheme Option C2
1	**Main Construction Contract**					
	100	Preliminaries	-	€559,166.68	€727,486.54	€1,100,020.75
	200	Site Clearance	-	€3,992.29	€5,243.51	€7,094.28
	300	Fencing	-	€18,480.00	€134,750.00	€134,750.00
	400	Safety Barriers and Pedestrian Guardrails	-	€33,745.00	€42,994.00	€42,330.00
	500	Drainage and Service Ducts	-	€177,207.80	€292,101.00	€486,835.00
	600	Earthworks	-	€1,571,211.89	€2,272,500.97	€3,301,881.08
	700	Pavement	-	€774,805.80	€693,799.50	€1,510,953.00
	1100	Kerbs, Footways and Paved Areas	-	€208,436.15	€340,233.75	€468,288.75
	1200	Traffic Signs	-	€84,806.00	€97,852.50	€130,470.00
	1300	Lighting and Electrical	-	€34,624.00	€39,950.00	€39,950.00
	1400	Electruical work for Lighting	-	€34,624.00	€39,950.00	€39,950.00
	1700	Structures	-	€750,000.00	€1,018,640.20	€1,476,471.90
	2700	Accommodation Works	-	€205,314.76	€121,517.03	€121,517.03
	A	Statutory Authorities & Utilities	-	€73,500.00	€73,500.00	€73,500.00
	B	Any Other Obligations and Liabilities of the Contractor	-	€23,300.00	€23,300.00	€23,300.00
	Total Base Cost for Main Construction Contract (Excluding VAT)		-	€4,553,214.36	€5,923,819.00	€8,957,311.79
	Project Specific Risk Contingency (15%)		-	€682,982.15	€888,572.85	€1,343,596.77
	Sub-Total exclusive of VAT		-	€5,236,196.51	€6,812,391.85	€10,300,908.55
	Add VAT at 13.5%		-	€706,886.53	€919,672.90	€1,390,622.65
	Total MCC Base Cost plus Project Specific Risk Contingency and VAT		-	€5,943,083.04	€7,732,064.75	€11,691,531.21
2	**Land and Property - All-In Costs**					
	Mainline and Link Roads - Agricultural		-	€0.00	€352,625.00	€455,000.00
	Mainline and Link Roads - Agricultural (Extra strip of Land adjacent to Ballygerry link road)		-	€0.00	€0.00	€75,000.00
	Mainline and Link Roads - Zoned/Other		-	€336,000.00	€0.00	€0.00
	Junction/Interchanges - Agricultural		-	€0.00	€0.00	€0.00
	Junction/Interchanges - Zoned		-	€0.00	€0.00	€0.00
	Properties		-	€0.00	€150,000.00	€150,000.00
	Total Base Cost for Land and Property		-	€336,000.00	€502,625.00	€680,000.00
	Add Project Specific Risk Contingency		-	€50,400.00	€75,393.75	€102,000.00
	Total L&P Base Cost plus Project Specific Risk Contingency		-	€386,400.00	€578,018.75	€782,000.00
3	**Planning and Design**					
	Provision to take account of Actual Costs and Contract Amounts where known		-	€682,982.15	€710,858.28	€716,584.94
	Add Project Specific Risk Contingency		-	€102,447.32	€106,628.74	€107,487.74
	Total P&D Base Cost plus Project Specific Risk Contingency		-	€785,429.48	€817,487.02	€824,072.68

4	**Archaeology**				
	Contract Amounts where known	-	€112,000.00	€250,000.00	€250,000.00
	Add Project Specific Risk Contingency	-	€11,200.00	€25,000.00	€25,000.00
	Risk Contingency	-	€123,200.00	€275,000.00	€275,000.00
5	**Advance Works and Other Contracts**				
	Contract Amounts where known	-	€45,532.14	€59,238.19	€89,573.12
	Add Project Specific Risk Contingency	-	€4,553.21	€5,923.82	€8,957.31
	Total P&D Base Cost plus Project Specific Risk Contingency	-	€50,085.36	€65,162.01	€98,530.43
6	**Main Contract Supervision (Employer's Costs)**				
	Contract Amounts where known	-	€182,128.57	€236,952.76	€268,719.35
	Add Project Specific Risk Contingency	-	€18,212.86	€23,695.28	€8,957.31
	Total P&D Base Cost plus Project Specific Risk Contingency	-	€200,341.43	€260,648.04	€295,591.29
7	**Walking/Cycling/Asset Renewal**				
	Provision to take account of Actual Costs and Contract Amounts where known	-	€22,766.07	€59,238.19	€89,573.12
	Add Project Specific Risk Contingency	-	€2,276.61	€5,923.82	€8,957.31
	Total P&D Base Cost plus Project Specific Risk Contingency	-	€25,042.68	€65,162.01	€98,530.43
TOTAL LEVEL 2 ESTIMATE INCLUSIVE OF VAT		-	€7,513,581.98	€9,793,542.57	€14,065,256.04
Mainline Cost per km (1.3(A&B) 1.5(C1&C2)		-	€5,779,678.45	€6,426,209.04	€9,229,170.63

N.B. Figures above are INCLUSIVE of VAT - VAT rates utilised are : { PLEASE INSERT RATES HERE FOR EACH COST HEADING }

Figures above are EXCLUSIVE of provision for Inflation - base date to be stated if different from date of estimate.

Total base costs to include for ALL qualifying costs under each cost heading.

Refer to the NRA Cost Management Manual for information on coverage and format of back-up.

See attached Budget Assumptions Sheet for Further Scheme Information.

N25 Rosslare Europort Access Road | October 2020 (Date Of Estimate)

Phase 2 - Route Selection - Scheme Option B

Mott MacDonald | Clodagh Hourihane/Rahul Shukla

			Quantity	Unit	Rate €	Total €
1	**Main Construction Contract (See attached for breakdown presented to Level 2 detail)**					
	100	Preliminaries				€559,166.68
	200	Site Clearance				€3,992.29
	300	Fencing				€18,480.00
	400	Safety Barriers and Pedestrian Guardrails				€33,745.00
	500	Drainage and Service Ducts				€177,207.80
	600	Earthworks				€1,571,211.89
	700	Pavement				€774,805.80
	1100	Kerbs, Footways and Paved Areas				€208,436.15
	1200	Traffic Signs				€84,806.00
	1300	Lighting and Electrical				€34,624.00
	1400	Electruical work for Lighting				€34,624.00
	1700	Structures				€750,000.00
	2700	Accommodation Works				€205,314.76
	A	Statutory Authorities & Utilities				€73,500.00
	B	Any Other Obligations and Liabilities of the Contractor				€23,300.00
	Total Base Cost for Main Construction Contract (Excluding VAT)					**€4,553,214.36**
	Add Project Specific Risk Contingency			15	%	€682,982.15
	Sub-Total exclusive of VAT					€5,236,196.51
	Add VAT at			13.5	%	€706,886.53
	Total MCC Base Cost plus Project Specific Risk Contingency and VAT					**€5,943,083.04**
2	**Land and Property - All-In Costs**		Quantity	Unit	Rate €	
		Mainline and Link Roads - Agricultural	0	km	500000	€0.00
		Mainline and Link Roads - Zoned/Other	0.7	km	480000	€336,000.00
		Junction/Interchanges - Agricultural	0	km	500000	€0.00
		Junction/Interchanges - Zoned	0	km	480000	€0.00
		Properties	0	Item	0	€0.00
	Total Base Cost for Land and Property					€336,000.00
	Add Project Specific Risk Contingency			15	%	€50,400.00
	Total L&P Base Cost plus Project Specific Risk Contingency					**€386,400.00**
3	**Planning and Design**					
	Provision to take account of Actual Costs and Contract Amounts where known			15	%	€682,982.15
	Add Project Specific Risk Contingency			15	%	€102,447.32
	Total P&D Base Cost plus Project Specific Risk Contingency					**€785,429.48**
4	**Archaeology**					
	Provision to take account of Actual Costs and Contract Amounts where known			1	Sum	€112,000.00
	Add Project Specific Risk Contingency			10	%	€11,200.00
	Total Archaeology Base Cost plus Project Specific Risk Contingency and VAT					**€123,200.00**
5	**Advance Works and Other Contracts**					
	Provision to take account of Actual Costs and Contract Amounts where known			1	%	€45,532.14
	Add Project Specific Risk Contingency			10	%	€4,553.21
	Total Advance Works and Other Contracts Base Cost plus Project Specific Risk Contingency					**€50,085.36**
6	**Main Contract Supervision (Employer's Costs)**					
	Provision to take account of Actual Costs and Contract Amounts where known			4	%	€182,128.57
	Add Project Specific Risk Contingency			10	%	€18,212.86
	Total MC Supervision (Employer's Costs) Base Cost plus Project Specific Risk Contingency					**€200,341.43**
7	**Walking/Cycling/Asset Renewal**					
	Provision based on percentage of Main Construction Contract Base Cost			0.5	%	€22,766.07
	Add Project Specific Risk Contingency			10	%	€2,276.61
	Total Residual Network Base Cost plus Project Specific Risk Contingency					**€25,042.68**
TOTAL LEVEL 2 ESTIMATE INCLUSIVE OF VAT						**€7,513,581.98**

	Mainline Length	1.3 km	Rate per km	**€5,779,678.45**

N.B. Figures above are INCLUSIVE of VAT - VAT rates utilised are : { PLEASE INSERT RATES HERE FOR EACH COST HEADING }

Figures above are EXCLUSIVE of provision for Inflation - base date to be stated if different from date of estimate.

Total base costs to include for ALL qualifying costs under each cost heading.

Refer to the NRA Cost Management Manual for information on coverage and format of back-up.

See attached Budget Assumptions Sheet for Further Scheme Information.

N25 Rosslare Europort Access Road | October 2020 (Date Of Estimate)

Phase 2 - Route Selection - Scheme Option C1

Mott MacDonald | Clodagh Hourihane/Rahul Shukla

			Quantity	Unit	Rate €	Total €
1	**Main Construction Contract (See attached for breakdown presented to Level 2 detail)**					
	100	Preliminaries				€727,486.54
	200	Site Clearance				€5,243.51
	300	Fencing				€134,750.00
	400	Safety Barriers and Pedestrian Guardrails				€42,994.00
	500	Drainage and Service Ducts				€292,101.00
	600	Earthworks				€2,272,500.97
	700	Pavement				€693,799.50
	1100	Kerbs, Footways and Paved Areas				€340,233.75
	1200	Traffic Signs				€97,852.50
	1300	Road Lighting				€39,950.00
	1400	Electrical Work for Road Lighting and Traffic Signs				€39,950.00
	1700	Structures				€1,018,640.20
	2700	Accommodation Works				€121,517.03
	A	Statutory Authorities & Utilities				€73,500.00
	B	Any Other Obligations and Liabilities of the Contractor				€23,300.00
	Total Base Cost for Main Construction Contract (Excluding VAT)					**€5,923,819.00**
	Add Project Specific Risk Contingency			15	%	€888,572.85
	Sub-Total exclusive of VAT					€6,812,391.85
	Add VAT at			13.5	%	€919,672.90
	Total MCC Base Cost plus Project Specific Risk Contingency and VAT					**€7,732,064.75**
2	**Land and Property - All-In Costs**		Quantity	Unit	Rate €	
		Mainline and Link Roads - Agricultural	0.91	km	387500	€352,625.00
		Mainline and Link Roads - Zoned/Other	0	km	480000	€0.00
		Junction/Interchanges - Agricultural	0	km	387500	€0.00
		Junction/Interchanges - Zoned	0	km	480000	€0.00
		Properties	1	Item	150000	€150,000.00
	Total Base Cost for Land and Property					€502,625.00
	Add Project Specific Risk Contingency			15	%	€75,393.75
	Total L&P Base Cost plus Project Specific Risk Contingency					**€578,018.75**
3	**Planning and Design**					
	Provision to take account of Actual Costs and Contract Amounts where known			12	%	€710,858.28
	Add Project Specific Risk Contingency			15	%	€106,628.74
	Total P&D Base Cost plus Project Specific Risk Contingency					**€817,487.02**
4	**Archaeology**					
	Provision to take account of Actual Costs and Contract Amounts where known			1	Sum	€250,000.00
	Add Project Specific Risk Contingency			10	%	€25,000.00
	Total Archaeology Base Cost plus Project Specific Risk Contingency and VAT					**€275,000.00**
5	**Advance Works and Other Contracts**					
	Provision to take account of Actual Costs and Contract Amounts where known			1	%	€59,238.19
	Add Project Specific Risk Contingency			10	%	€5,923.82
	Total Advance Works and Other Contracts Base Cost plus Project Specific Risk Contingency					**€65,162.01**
6	**Main Contract Supervision (Employer's Costs)**					
	Provision to take account of Actual Costs and Contract Amounts where known			4	%	€236,952.76
	Add Project Specific Risk Contingency			10	%	€23,695.28
	Total MC Supervision (Employer's Costs) Base Cost plus Project Specific Risk Contingency					**€260,648.04**
7	**Walking/Cycling/Asset Renewal**					
	Provision based on percentage of Main Construction Contract Base Cost			1	%	€59,238.19
	Add Project Specific Risk Contingency			10	%	€5,923.82
	Total Residual Network Base Cost plus Project Specific Risk Contingency					**€65,162.01**
TOTAL LEVEL 2 ESTIMATE INCLUSIVE OF VAT						**€9,793,542.57**

	Mainline Length	1.524 km	Rate per km	**€6,426,209.04**

N.B. Figures above are INCLUSIVE of VAT - VAT rates utilised are : { PLEASE INSERT RATES HERE FOR EACH COST HEADING }

Figures above are EXCLUSIVE of provision for Inflation - base date to be stated if different from date of estimate.

Total base costs to include for ALL qualifying costs under each cost heading.

Refer to the NRA Cost Management Manual for information on coverage and format of back-up.

See attached Budget Assumptions Sheet for Further Scheme Information.

N25 Rosslare Europort Access Road | October 2020 (Date Of Estimate)

Phase 2 - Route Selection - Scheme Option C2

Mott MacDonald | Clodagh Hourihane/Rahul Shukla

			Quantity	Unit	Rate €	Total €
1	**Main Construction Contract (See attached for breakdown presented to Level 2 detail)**					
	100	Preliminaries				€1,100,020.75
	200	Site Clearance				€7,094.28
	300	Fencing				€134,750.00
	400	Safety Barriers and Pedestrian Guardrails				€42,330.00
	500	Drainage and Service Ducts				€486,835.00
	600	Earthworks				€3,301,881.08
	700	Pavement				€1,510,953.00
	1100	Kerbs, Footways and Paved Areas				€468,288.75
	1200	Traffic Signs				€130,470.00
	1300	Lighting and Electrical				€39,950.00
	1400	Electruical work for Lighting				€39,950.00
	1700	Structures				€1,476,471.90
	2700	Accommodation Works				€121,517.03
	A	Statutory Authorities & Utilities				€73,500.00
	B	Any Other Obligations and Liabilities of the Contractor				€23,300.00
	Total Base Cost for Main Construction Contract (Excluding VAT)					**€8,957,311.79**
	Add Project Specific Risk Contingency			15	%	€1,343,596.77
	Sub-Total exclusive of VAT					€10,300,908.55
	Add VAT at			13.5	%	€1,390,622.65
	Total MCC Base Cost plus Project Specific Risk Contingency and VAT					**€11,691,531.21**
2	**Land and Property - All-In Costs**		Quantity	Unit	Rate €	
		Mainline and Link Roads - Agricultural	0.91	km	500000	€455,000.00
		Mainline and Link Roads - Agricultural (Extra strip of Land adjacent to Ballygerry link road)	1	Item	75000	€75,000.00
		Mainline and Link Roads - Zoned/Other	0	km	480000	€0.00
		Junction/Interchanges - Agricultural	0	km	500000	€0.00
		Junction/Interchanges - Zoned	0	km	480000	€0.00
		Properties (Residential Plot)	1	Item	150000	€150,000.00
	Total Base Cost for Land and Property					€680,000.00
	Add Project Specific Risk Contingency			15	%	€102,000.00
	Total L&P Base Cost plus Project Specific Risk Contingency					**€782,000.00**
3	**Planning and Design**					
	Provision to take account of Actual Costs and Contract Amounts where known			8	%	€716,584.94
	Add Project Specific Risk Contingency			15	%	€107,487.74
	Total P&D Base Cost plus Project Specific Risk Contingency					**€824,072.68**
4	**Archaeology**					
	Provision to take account of Actual Costs and Contract Amounts where known			1	Sum	€250,000.00
	Add Project Specific Risk Contingency			10	%	€25,000.00
	Total Archaeology Base Cost plus Project Specific Risk Contingency and VAT					**€275,000.00**
5	**Advance Works and Other Contracts**					
	Provision to take account of Actual Costs and Contract Amounts where known			1	%	€89,573.12
	Add Project Specific Risk Contingency			10	%	€8,957.31
	Total Advance Works and Other Contracts Base Cost plus Project Specific Risk Contingency					**€98,530.43**
6	**Main Contract Supervision (Employer's Costs)**					
	Provision to take account of Actual Costs and Contract Amounts where known			3	%	€268,719.35
	Add Project Specific Risk Contingency			10	%	€26,871.94
	Total MC Supervision (Employer's Costs) Base Cost plus Project Specific Risk Contingency					**€295,591.29**
7	**Walking/Cycling/Asset Renewal**					
	Provision based on percentage of Main Construction Contract Base Cost			1	%	€89,573.12
	Add Project Specific Risk Contingency			10	%	€8,957.31
	Total Residual Network Base Cost plus Project Specific Risk Contingency					**€98,530.43**

TOTAL LEVEL 2 ESTIMATE INCLUSIVE OF VAT				**€14,065,256.04**
	Mainline Length	1.524 km	Rate per km	**€9,229,170.63**

N.B. Figures above are INCLUSIVE of VAT - VAT rates utilised are : { PLEASE INSERT RATES HERE FOR EACH COST HEADING }
Figures above are EXCLUSIVE of provision for Inflation - base date to be stated if different from date of estimate.
Total base costs to include for ALL qualifying costs under each cost heading.
Refer to the NRA Cost Management Manual for information on coverage and format of back-up.
See attached Budget Assumptions Sheet for Further Scheme Information.

OPTION COMPARISON ESTIMATES (PHASE 2)

Scheme Name	**N25 Rosslare Europort Access Road**				**TII Ref.**	**XXX**				
Road Authority	**Wexford County Council**				**Phase**	**2**		**X-Sec**	**varies**	
Possible Mid-Construction Date	*2023*	***Current Year***	*2020*	*Inflation-Construction*	*3%*	*Inflation Land & Property*		*3%*	*% Prog. Risk*	*5%*
Route Option Number / Reference	**A**	**B**	**C1**	**C2**						
Mainline Length	1.3km	1.3km	1.5km	1.5km						
Grade Separated Junctions	n/a	0	0	0						
No. of Bridges (Ordinary)	n/a	0	1	1						
No.Viaducts / Signature Structures	n/a	0	0	0						
ROUTE OPTIONS COSTS										
BASE COSTS (Incl VAT & Project Specific Risk Contingencies) - €million										
Main Contract Construction	0	5943083.0	7732064.7	11691531.2						
Main Contract Supervision	0	200341.4	260648.0	295591.3						
Archaeology	0	123200.0	275000.0	275000.0						
Advance Works & Other Contracts	0	50085.4	65162.0	98530.4						
Walking/ Cycling/Assett Renewal	-	25,042.68	65162.0	98530.4						
Land & Property	0	386400.0	578018.8	782000.0						
Planning & Design	0	785429.5	817487.0	824072.7						
Subtotal	0	7513582.0	9793542.6	14065256.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Inflation Allowance	0	661876.3	862719.5	1239017.5	0.0	0.0	0.0	0.0	0.0	0.0
TII Programme Risk	0	375679.1	489677.1	703262.8	0.0	0.0	0.0	0.0	0.0	0.0
Option Comparison Estimate	0	8551137.4	11145939.2	16007536.4	0.0	0.0	0.0	0.0	0.0	0.0

Signatures **Regional Manager** **Head of Major Projects**

I - Cost Benefit Analysis (CBA) – TII Simple Appraisal Tool

Simple Appraisal Tool - PAG Unit 12

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Part A - Overview

Date	05/11/2020
Version No.	1

Project Title	N25 Rosslare Europort Access Road
Project Description	Scheme to provide improved access to Rosslare Europort from the N25 National Primary Road to ensure and secure the sustainability and competitiveness of this key transport link.
PRS Reference Number	WX/15/12208
Project Phase	Phase 2: Option Selection
National Roads Design Office	Tramore House Regional Design Office
TII Project Manager	Sean Dobbs

Appraisal Team Author	John O'Riordan
Design Team Reviewer	Joe Shinkwin
TII Engineering Inspector	Mary Bowe
External Auditor	

Part B: Scheme

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Part B - Scheme Information

County or Metropolitan Area	Wexford
Existing Route Length (km)	1.84
New Route Length (km)	1.84
Scheme Opening Year	2023
Existing Route Standard	2 Lane Single Carriageway
New Route Standard	2 Lane Single Carriageway
Appraisal Period (years)	30
Residual Period (years)	30

Base Year Observed Data

Observed AADT (vehicles)	2252
HGV%	20.0%
Year of Observed AADT	2019

Part C: Scheme Costs

Version 3 (October 2020)

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Part C - Scheme Costs

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

FILL IN ALL CELLS SHADED IN THIS COLOUR IN SCHEME COSTS SHEET.

Base Costs €m (Incl. VAT and Project-specific contingency)		
Main Contract Construction	€	4.44
Main Contract Supervision	€	0.20
Archaeology	€	0.12
Advance Works and other contracts	€	0.05
Residual Network	€	0.03
Land & Property	€	0.39
Planning and Design	€	0.79
Subtotal	€	6.01
Total Inflation Allowance	€	0.66
TII Programme Risk	€	0.38
Option Comparison Cost Estimate	€	7.05

Base Cost Expenditure Heading	**Assumed**	**Applicable**	**Government**
Main Contract Construction	30.0%	13.5%	100%
Main Contract Supervision	50.0%	23.0%	100%
Archaeology	50.0%	18.3%	100%
Advance Works and other contracts	30.0%	13.5%	100%
Residual Network	30.0%	13.5%	100%
Land & Property	10.0%	0.0%	100%
Planning and Design	60.0%	23.0%	100%

CPI / RPF / Shadow price Data

CPI Index at month of cost estimate	101.4
CPI Index for base year	99.4
Shadow Price of Government Funds	1.3
Shadow Price of Labour	1.0
RPF Factor	1

Consumer Price Index (CPI) available from http://www.cso.ie

ALLOCATION OF COSTS TO EACH YEAR

Allocate the percentage of each expenditure heading according to year of occurrance. Note: the percentages in each expenditure heading must sum to 100%.

Year	**Expenditure Headings (%)**						
	Main Contract Construction	Main Contract Supervision	Archaeology (all phases)	Advance works	Residual Network	Land & Property	Planning and Design
2011 (and before)							
2012							
2013							
2014							
2015							
2016							
2017							
2018							
2019							
2020							30%
2021			60%	30%		10%	40%
2022	20%	20%	40%	70%	10%	60%	30%
2023	50%	50%			20%	20%	
2024	30%	30%			70%	10%	
2025	10%	10%					
2026							
2027							
2028							
2029							
2030							
2031							
2032							
2033							
2034							
2035							
2036							
2037							
	110%	110%	100%	100%	100%	100%	100%

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Part D - Target Performance

Existing Average Speed, no decimal points (integer only)	39
Forecast Average Speed, no decimal points (integer only)	39

Part E: Projected Benefits

Version 3 (October 2020)

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Part E - Projected Benefits (TII Central Traffic Growth)

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 0.00
Vehicle Operating Costs Impacts (€ Million)	€ 0.00
Residual Impacts (€ Million)	€ 0.00
Present Value Benefits, PVB (€ Million)	€ 0.00
Present Value Costs, PVC (€ Million)	€ 5.71
Net Present Value (NPV)	-€ 5.71
Benefit to Cost Ratio (BCR)	0.00
BCR (excluding Residual Impacts - if applicable)	0.00
Design Year AADT	2,586
HGV%	24.0%

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Part E - Low Sensitivity Growth

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 0.00
Vehicle Operating Costs Impacts (€ Million)	€ 0.00
Residual Impacts (€ Million)	€ 0.00
Present Value Benefits, PVB (€ Million)	€ 0.00
Present Value Costs, PVC (€ Million)	€ 5.71
Net Present Value (NPV)	-€ 5.71
Benefit to Cost Ratio (BCR)	0.00

BCR (excluding Residual Impacts - if applicable)	0.00

Design Year AADT	2,495
HGV%	24.1%

Version 3 (October 2020)

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Part E - High Sensitivity Growth

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 0.00
Vehicle Operating Costs Impacts (€ Million)	€ 0.00
Residual Impacts (€ Million)	€ 0.00
Present Value Benefits, PVB (€ Million)	€ 0.00
Present Value Costs, PVC (€ Million)	€ 5.71
Net Present Value (NPV)	-€ 5.71
Benefit to Cost Ratio (BCR)	0.00
BCR (excluding Residual Impacts - if applicable)	0.00
Design Year AADT	2,760
HGV%	24.0%

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Part A - Overview

Date	05/11/2020
Version No.	1

Project Title	N25 Rosslare Europort Access Road
Project Description	Scheme to provide improved access to Rosslare Europort from the N25 National Primary Road to ensure and secure the sustainability and competitiveness of this key transport link.
PRS Reference Number	WX/15/12208
Project Phase	Phase 2: Option Selection
National Roads Design Office	Tramore House Regional Design Office
TII Project Manager	Sean Dobbs

Appraisal Team Author	John O'Riordan
Design Team Reviewer	Joe Shinkwin
TII Engineering Inspector	Mary Bowe
External Auditor	

Part B: Scheme

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part B - Scheme Information

County or Metropolitan Area	Wexford
Existing Route Length (km)	1.84
New Route Length (km)	1.86
Scheme Opening Year	2023
Existing Route Standard	2 Lane Single Carriageway
New Route Standard	2 Lane Single Carriageway
Appraisal Period (years)	30
Residual Period (years)	30

Base Year Observed Data

Observed AADT (vehicles)	2252
HGV%	20.0%
Year of Observed AADT	2019

Part C: Scheme Costs

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part C - Scheme Costs

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

FILL IN ALL CELLS SHADED IN THIS COLOUR IN SCHEME COSTS SHEET.

Base Costs €m (Incl. VAT and Project-specific contingency)		
Main Contract Construction	€	6.23
Main Contract Supervision	€	0.26
Archaeology	€	0.28
Advance Works and other contracts	€	0.07
Residual Network	€	0.07
Land & Property	€	0.58
Planning and Design	€	0.82
Subtotal	€	8.29
Total Inflation Allowance	€	0.86
TII Programme Risk	€	0.49
Option Comparison Cost Estimate	€	9.65

Base Cost Expenditure Heading	**Assumed**	**Applicable**	**Government**
Main Contract Construction	30.0%	13.5%	100%
Main Contract Supervision	50.0%	23.0%	100%
Archaeology	50.0%	18.3%	100%
Advance Works and other contracts	30.0%	13.5%	100%
Residual Network	30.0%	13.5%	100%
Land & Property	10.0%	0.0%	100%
Planning and Design	60.0%	23.0%	100%

CPI / RPF / Shadow price Data

CPI Index at month of cost estimate	101.4
CPI Index for base year	99.4
Shadow Price of Government Funds	1.3
Shadow Price of Labour	1.0
RPF Factor	1

Consumer Price Index (CPI) available from http://www.cso.ie

ALLOCATION OF COSTS TO EACH YEAR

Allocate the percentage of each expenditure heading according to year of occurrance. Note: the percentages in each expenditure heading must sum to 100%.

Year	**Expenditure Headings (%)**						
	Main Contract Construction	Main Contract Supervision	Archaeology (all phases)	Advance works	Residual Network	Land & Property	Planning and Design
2011 (and before)							
2012							
2013							
2014							
2015							
2016							
2017							
2018							
2019							
2020							30%
2021			60%	30%		10%	40%
2022	20%	20%	40%	70%	10%	60%	30%
2023	50%	50%			20%	20%	
2024	30%	30%			70%	10%	
2025	10%	10%					
2026							
2027							
2028							
2029							
2030							
2031							
2032							
2033							
2034							
2035							
2036							
2037							
	110%	110%	100%	100%	100%	100%	100%

Simple Appraisal Tool - PAG Unit 12

Part D - Target Performance

Existing Average Speed, no decimal points (integer only)	*39*
Forecast Average Speed, no decimal points (integer only)	*56*

Part E: Projected Benefits

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part E - Projected Benefits (TII Central Traffic Growth)

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 5.12
Vehicle Operating Costs Impacts (€ Million)	€ 0.34
Residual Impacts (€ Million)	€ 3.66
Present Value Benefits, PVB (€ Million)	€ 9.11
Present Value Costs, PVC (€ Million)	€ 7.87
Net Present Value (NPV)	€ 1.25
Benefit to Cost Ratio (BCR)	1.16
BCR (excluding Residual Impacts - if applicable)	0.69
Design Year AADT	2,586
HGV%	24.0%

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part E - Low Sensitivity Growth

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 4.96
Vehicle Operating Costs Impacts (€ Million)	€ 0.33
Residual Impacts (€ Million)	€ 3.45
Present Value Benefits, PVB (€ Million)	€ 8.74
Present Value Costs, PVC (€ Million)	€ 7.87
Net Present Value (NPV)	€ 0.87
Benefit to Cost Ratio (BCR)	1.11
BCR (excluding Residual Impacts - if applicable)	0.67
Design Year AADT	2,495
HGV%	24.1%

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part E - High Sensitivity Growth

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 5.49
Vehicle Operating Costs Impacts (€ Million)	€ 0.36
Residual Impacts (€ Million)	€ 4.24
Present Value Benefits, PVB (€ Million)	€ 10.08
Present Value Costs, PVC (€ Million)	€ 7.87
Net Present Value (NPV)	€ 2.22
Benefit to Cost Ratio (BCR)	1.28
BCR (excluding Residual Impacts - if applicable)	0.74
Design Year AADT	2,760
HGV%	24.0%

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Part A - Overview

Date	05/11/2020
Version No.	1

Project Title	N25 Rosslare Europort Access Road
Project Description	Scheme to provide improved access to Rosslare Europort from the N25 National Primary Road to ensure and secure the sustainability and competitiveness of this key transport link.
PRS Reference Number	WX/15/12208
Project Phase	Phase 2: Option Selection
National Roads Design Office	Tramore House Regional Design Office
TII Project Manager	Sean Dobbs

Appraisal Team Author	John O'Riordan
Design Team Reviewer	Joe Shinkwin
TII Engineering Inspector	Mary Bowe
External Auditor	

Part B: Scheme

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Part B - Scheme Information

County or Metropolitan Area	Wexford
Existing Route Length (km)	1.84
New Route Length (km)	1.86
Scheme Opening Year	2023
Existing Route Standard	2 Lane Single Carriageway
New Route Standard	Dual Carriageway
Appraisal Period (years)	30
Residual Period (years)	30

Base Year Observed Data

Observed AADT (vehicles)	2252
HGV%	20.0%
Year of Observed AADT	2019

Part C: Scheme Costs

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part C - Scheme Costs

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

FILL IN ALL CELLS SHADED IN THIS COLOUR IN SCHEME COSTS SHEET.

Base Costs €m (Incl. VAT and Project-specific contingency)		
Main Contract Construction	€	10.19
Main Contract Supervision	€	0.30
Archaeology	€	0.28
Advance Works and other contracts	€	0.10
Residual Network	€	0.10
Land & Property	€	0.78
Planning and Design	€	0.82
Subtotal	€	12.57
Total Inflation Allowance	€	1.24
TII Programme Risk	€	0.70
Option Comparison Cost Estimate	€	14.51

Base Cost Expenditure Heading	**Assumed**	**Applicable**	**Government**
Main Contract Construction	30.0%	13.5%	100%
Main Contract Supervision	50.0%	23.0%	100%
Archaeology	50.0%	18.3%	100%
Advance Works and other contracts	30.0%	13.5%	100%
Residual Network	30.0%	13.5%	100%
Land & Property	10.0%	0.0%	100%
Planning and Design	60.0%	23.0%	100%

CPI / RPF / Shadow price Data

CPI Index at month of cost estimate	101.4
CPI Index for base year	99.4
Shadow Price of Government Funds	1.3
Shadow Price of Labour	1.0
RPF Factor	1

Consumer Price Index (CPI) available from http://www.cso.ie

ALLOCATION OF COSTS TO EACH YEAR

Allocate the percentage of each expenditure heading according to year of occurrance. Note: the percentages in each expenditure heading must sum to 100%.

Year	**Expenditure Headings (%)**						
	Main Contract Construction	Main Contract Supervision	Archaeology (all phases)	Advance works	Residual Network	Land & Property	Planning and Design
2011 (and before)							
2012							
2013							
2014							
2015							
2016							
2017							
2018							
2019							
2020							30%
2021			60%	30%		10%	40%
2022	20%	20%	40%	70%	10%	60%	30%
2023	50%	50%			20%	20%	
2024	30%	30%			70%	10%	
2025	10%	10%					
2026							
2027							
2028							
2029							
2030							
2031							
2032							
2033							
2034							
2035							
2036							
2037							
	110%	110%	100%	100%	100%	100%	100%

Simple Appraisal Tool - PAG Unit 12

Part D - Target Performance

Existing Average Speed, no decimal points (integer only)	*39*
Forecast Average Speed, no decimal points (integer only)	*56*

Part E: Projected Benefits

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part E - Projected Benefits (TII Central Traffic Growth)

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 5.12
Vehicle Operating Costs Impacts (€ Million)	€ 0.34
Residual Impacts (€ Million)	€ 3.66
Present Value Benefits, PVB (€ Million)	€ 9.11
Present Value Costs, PVC (€ Million)	€ 11.92
Net Present Value (NPV)	-€ 2.81
Benefit to Cost Ratio (BCR)	0.76
BCR (excluding Residual Impacts - if applicable)	0.46
Design Year AADT	2,586
HGV%	24.0%

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part E - Low Sensitivity Growth

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 4.96
Vehicle Operating Costs Impacts (€ Million)	€ 0.33
Residual Impacts (€ Million)	€ 3.45
Present Value Benefits, PVB (€ Million)	€ 8.74
Present Value Costs, PVC (€ Million)	€ 11.92
Net Present Value (NPV)	-€ 3.19
Benefit to Cost Ratio (BCR)	0.73
BCR (excluding Residual Impacts - if applicable)	0.44
Design Year AADT	2,495
HGV%	24.1%

Version 3 (October 2020)

Simple Appraisal Tool - PAG Unit 12

Part E - High Sensitivity Growth

Appraisal Period (Years)	30
Journey Time Impacts (€ Million)	€ 5.49
Vehicle Operating Costs Impacts (€ Million)	€ 0.36
Residual Impacts (€ Million)	€ 4.24
Present Value Benefits, PVB (€ Million)	€ 10.08
Present Value Costs, PVC (€ Million)	€ 11.92
Net Present Value (NPV)	-€ 1.84
Benefit to Cost Ratio (BCR)	0.85
BCR (excluding Residual Impacts - if applicable)	0.49
Design Year AADT	2,760
HGV%	24.0%

Version 3 (October 2020)

J - Traffic Modelling Report

MOTT MACDONALD

Rosslare Europort Access Road VISSIM Model

Traffic Modelling Report

21 October 2020

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Rosslare Europort Access Road VISSIM Model

Traffic Modelling Report

21 October 2020

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1 Introduction

Mott MacDonald has been commissioned by Wexford County Council (WCC) to prepare a VISSIM microsimulation model to support the assessment of development of improved access to Rosslare Europort from the N25 National Primary Road to ensure and secure the sustainability and competitiveness of the Port, a key transport link to the European mainland and United Kingdom.

1.1 Background

N25 Rosslare Europort Access Road is being developed by Wexford County Council in accordance with the requirements of the TII Project Appraisal Guidelines (TII PAG) and TII Project Management Guidelines (TII PMG). The project is currently at Phase 2 - Option Selection and is being developed as a Minor Project with an estimate cost from €5m - €20m.

A traffic model has been developed for Phase 2 of the project to provide the necessary outputs for the economic appraisal of the scheme options. The traffic model will also be utilised during subsequent project phases to assist with the design and environmental assessment of the selected scheme option. The traffic model has been developed in accordance with TII PAG Unit 12 - Minor Projects, and Unit 5 - Transport Models. This Traffic Modelling Report (TMR) documents the development, calibration and validation of the base model and the development of future travel demand projections.

1.2 Choice of Model Type

TII PAG Unit 5.1 advises that the most appropriate model types for minor projects are Simple Models or Microsimulation Models. A study was undertaken to identify the most appropriate model type for use on this project. The findings of the study are presented in the Technical Note in Appendix U of this report. A microsimulation model using PTV VISSIM software was identified as the preferred model choice for the following primary reasons:

- Provides added value by providing the required outputs for Phase 3 Design & Environmental Evaluation as well as Phase 2 Option Selection.
- Has the ability to simulate the particular traffic peaks and patterns arising from the arrival and departures of ferries at Rosslare Europort
- Has the ability to interface with the VISUM model being used for the N11/N25 Oilgate to Rosslare Harbour project.

1.3 Model Extents

An illustration of model extents is shown in the diagram below.

Figure 1.1: VISSIM Model Extents

Source: Openstreetmap.org, 2020

1.4 Base Model Methodology Overview

The base model has been developed using Ordnance Survey (OS) drawings provided by Rosslare Harbour. VISSIM 20 was used to develop the model. Bing Maps is integrated into VISSIM 2020 and has been used to sense check supplied drawings. Therefore, the drawings have been used as the definitive location with the alignment to Bing Maps updated at a local level to assist with the model coding.

Count data was provided by WCC from a data collection exercise previously undertaken on 4th March 2016 including manual classified turning movement counts and fixed site Automatic Traffic Counts (ATC).

The traffic counts (from surveys undertaken in March 2016) have been used to develop balanced flows as inputs into the VISSIM model for static assignment along the corridor for the peak hour periods, covering 08:45-09:45 and 16:30-17:30 in 15-minute intervals. Both periods include a 15-minute warm-up period prior to the start of evaluation of the peak hour. The model has been calibrated against the observed turning movement counts.

The model has been validated against journey time data for sections in each direction on the N25 in accordance with PAG (Unit 5.1).

1.5 Forecast Model Methodology Overview

The forecast models are based on the calibrated and validated base models and developed for the design years 2023 (Opening Year), 2038 (Opening Year + 15 Years) and 2053 (Opening Year + 30 Years) as per requirements set out in PAG Unit 5.1. Specific network changes are detailed in Section 0. The demand has been increased in line with PAG Guidance (Unit 5.3), this is detailed further in Section 5.2.

2 Data Collection

2.1 Introduction

The purpose of this section is to summarise the data inputs that are required to construct the VISSIM model. Survey data is required to build, calibrate and validate the 2020 base VISSIM models.

The ATC data was analysed to assess if the 2016 Manually Classified Turning Count (MCTC) data was representative of 2020 traffic flows and suitable for use in preparing a 2020 base model. The assessment showed that based on the ATC link counts the 2016 data was acceptable for use in the model. Ferry schedules and times were provided by Rosslare Europort and were cross referenced with the 2016 survey data.

Journey time surveys was commissioned in 2019 as part of the N11/N25 Oilgate to Rosslare Harbour VISUM modelling. These routes were then used as the validation criteria for this VISSIM modelling.

2.2 Traffic Demand

2.2.1 Manual Counts

A large amount of data was provided for the project by WCC. The MCTC data was previously collected at 5 sites. This data was collected on Friday 4th March 2016 and is shown in Figure 2.1 below with the red circles denoting the MCTC sites.

Figure 2.1: MCTC Locations

Source: Openstreetmap.org, 2020

These surveys were 12-hour surveys with the following identified peak hour periods used (see Section 3.2.2 for the derivation):

- Weekday AM (08:45-09:45); and,
- Weekday PM (16:30-17:30).

These traffic surveys have recorded every turning movement at each junction at 15-minute intervals for eight vehicle categories as follows:

- Motor Cycle;
- Cars;
- Taxis;
- Light Goods Vehicles;
- Other Goods Vehicle 1;
- Other Goods Vehicle 2; and,
- Public Service Vehicles.

The MCTC locations are shown in Table 2.1 below.

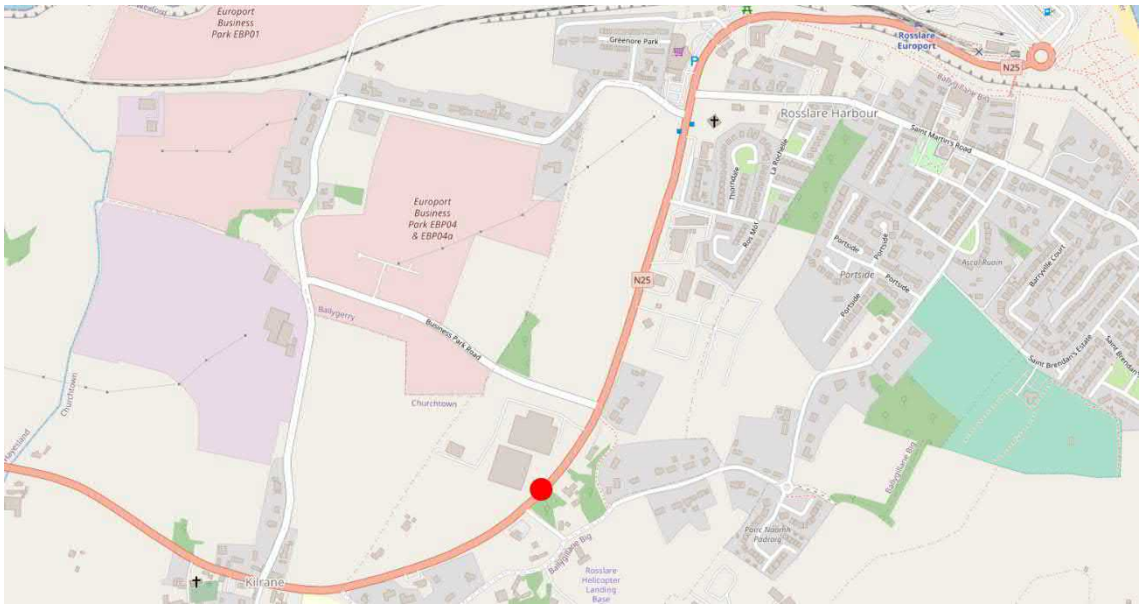
Table 2.1: MCTC Survey Locations

Site Number	Junction Location
1	Churchtown / Business Park Road
2	N25 / Business Park Road Roundabout
3	Rosslare Harbour Roundabout
4	N25 / Roche Freight Access
5	Business Park Road / Roche Freight Access

2.2.2 ATC Counts

ATC traffic data for the N25 was collected from the existing TII Permanent Traffic Counter, the location is shown in Figure 2.2.

Figure 2.2: ATC Location



Source: Openstreetmap.org, 2020

2.3 Pedestrian Crossings

A number of stand-alone unsignalised pedestrian crossing points were identified which should be included within the model network.

An initial list of pedestrian crossings to be modelled is set out below in Table 2.2.

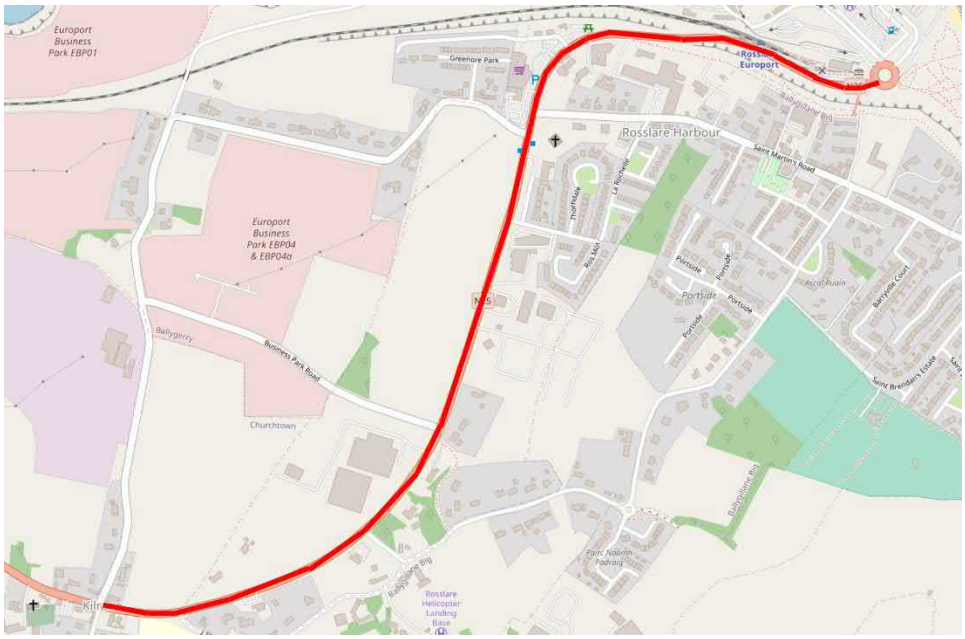
Table 2.2: List of Modelled Pedestrian Crossings

Pedestrian Crossing	Method of Control
N25 / Business Park Road Roundabout (North)	Uncontrolled Crossings
N25 / Business Park Road Roundabout (West)	Uncontrolled Crossings
N25 / Business Park Road Roundabout (South)	Uncontrolled Crossings

2.4 Journey Time Data

Journey time surveys were conducted in both directions of travel by six separate vehicles on Tuesday 5th November 2019 for the AM peak (0800-0900) and PM peak (1700-1800). Six journey time runs were carried out during each peak period. All travel times have been weighted by the number of vehicles making the journey and have utilised the standard acceptance threshold of 15% or 1 minute from the observed average. The journey time route has been assessed as shown below in Figure 2.3.

Figure 2.3: VISSIM Journey Time Routes



Source: Openstreetmap.org, 2020