Part 8 Report

Proposed Railway Active Travel Project at Carrick on Suir, Co Tipperary

On behalf of **Tipperary County Council**

Prepared by

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Civil
Structural
Traffic

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Document History

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Approved By:			FF	FF				

1. Introduction

CST Group Chartered Consulting Engineers were appointed by Tipperary County Council to carry out design of an active travel scheme for connection of the railway station to the town core, Carrick on Suir.

The planning for the proposed scheme is undertaken in accordance with the legislative requirement under Section 179 of the Planning & Development Act, 2000 as amended. In accordance with section 80(1)(k) of the Planning and Development Regulations 2001 Part 8 planning approval is required for the Development. The following report discusses the proposed nature and development of the scheme.

The proposed active travel project is located generally to the north of the N24 Carrick on Suir, Ormond Castle to the South and Ash Park to the east with the Railway Station to the north. The project includes the provision of new/ widened footpaths, cycle paths and carriageway alterations. Tipperary County Council aim to provide a more attractive streetscape that improves mobility for all modes of transport within the project extents. The design will deliver continuous cycling, walking and wheelchair user routes with safe crossing points at the desired locations.

Active Travel is considered traveling with a purpose of using your own energy. This generally means walking, cycling or using a non-motorised scooter as part of a purposeful journey. Some examples of active travel include a journey to work, school or a local shop by either walking or cycling.

The extent of this application is shown on Drawing No. 121259-3001.

The overarching objectives of the project are to:

- Encourage more sustainable modes of transport in Carrick on Suir Town.
- Provide safe routes for non-motorised users within the study area.

Figure 1.1: Site Location

2. Policy Context

The following policies and objectives are relevant to the site:

2.1 Project Ireland 2040 / National Development Plan 2021 -2030

The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and this has been signalled by the recent increase in the active travel budget. This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, towns and villages across the country, including Greenways. This investment has a transformative potential to substantially increase the numbers choosing to make active travel part of their daily life, improving personal health and mental well-being, making our city, town, and village centres more vibrant and people focused spaces, and significantly addressing our climate action challenge.

2.2 The National Sustainability Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys.
The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

2.3 Smarter Travel – A Sustainable Transport Future 2009-2020

Actions 15 and 16 of the policy outlines the Government's vision of creating strong cycling and walking cultures for all towns, villages and rural areas.
'Smarter Travel, A Sustainable Transport Future', published by the Department of Transport, recognises that investment in transport infrastructure is important, however, one of the key elements of the document is to ensure people choose sustainable transport modes such as walking, cycling and public transport. The policy is a response to the fact that continued growth in demand for road transport is unsustainable as it will lead to further congestion, further local air pollution, contribute to global warming, and result in negative impacts to health through promoting increasing sedentary lifestyles.

2.4 Regional Spatial & Economic Strategy

Active walking and cycle infrastructure will support active health initiatives and healthy communities, encourage transition to sustainable modes of travel, promote sustainable mobility and significantly assist our transition to a lower carbon society.

Walking and Cycling The following walking and cycling objectives are supported and will guide investment subject to the required appraisal:

- Enhance pedestrian facilities in all urban areas in the region;
- Delivery of high-quality safe cycle route network across the Region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks.

2.5 Draft Tipperary County Development Plan 2022 -2028

3.4.4 Sustainable Transport and Active Travel

Sustainable transport and active travel are a key focus of the Programme for Government as illustrated by the commitment of an allocation of 10% of the total transport capital budget for cycling projects, and an allocation of 10% of the total capital budget for pedestrian infrastructure. Key areas of focus and change include:

- • unprecedented modal shift in all areas by a reorientation of investment to walking, cycling and public transport.

12.4 Modal Shift

Smarter Travel a Sustainable Transport Future 2009 – 2020 sets a target for work-related and school-related commuting. In particular, it seeks commuting by car to be reduced from a modal share of 66% to 45% of journeys. The 2016 modal share for work/school related car journeys in Tipperary was 70%, thus, illustrating the challenge ahead. Although the existing countywide modal share is heavily reliant on the private car for commuter/school journeys, there is an opportunity to achieve a modal shift to sustainable transport within Tipperary's compact urban settlements, particularly for the 42% of people who commute for less than 15 minutes each day. The Council will work with the National Transport Authority through the preparation of LTPs and Active Travel Plans (in identifying the cohort of people that can be targeted for a shift to sustainable modes of transport).

2.6 Carrick-on-Suir Town Development Plan 2013

Policy INF 5: Pedestrian/Cycle Infrastructure The Planning Authority will also require that all new development proposals provide for pedestrian and cycle infrastructure and facilities.

3. Description of the Nature and Extent of the Proposed Development

The proposed active travel project is located in Carrick-on-Suir town, north of the River Suir.

The works area include alteration to junctions and incorporation of on-road cycle facilities on the Regional Road R697 and Park View road, provision of new cycle paths within parklands to the north of the N24, offroad cycle path linkages from the R697 to the GAA pitch at Fair Green, provision of Non-motorised User (NMU) shared-use area to link to the crossing on the N24. The scheme also includes for provision of a cycle path to connect to Castle Park and road markings to advise motorists of cyclists on Castle Park road. The extent of this application is shown on Drawing No. 121259-3001.

The photo below shows car dominance on the R697 Regional Road and poor NMU connectivity to the Railway Station (gated access left of image) .

Figure 3.1: No safe provision for cyclists to access Railway Station

The proposal will encourage motorists to reduce speed and provide a safer NMU access to the train station and encourage more people to change to a more sustainable mode of transport.

Figure 3.2: Existing tight bend and roadside walls on R697 Park View road.

Provision of cycle paths within the park will enable safer cycle movements to the town centre and development to the west of the town.

Nature of the works

The proposed works, as outlined on the accompanying drawings will involve:

i. Construction of a number of raised platform junctions
ii. Reduction of carriageway widths / provision of cycle lanes
iii. Breaking out short sections of stone wall
iv. Construction of new cycle paths within The Park, lands to the rear of the Library and Fair Green
v. Provision of increased street lighting for off-road cycle paths
vi. Signage and road markings.

This planning application includes the following documents:

- AA Screening
- Part 8 Planning Report and Drawings.

4. Design Standards and Approach

4.1 Design Standards

The design standard adopted for this scheme follows the requirements of The National Cycle Manual (2011) and Design Manual for Urban Streets (DMURS) (version 1.1 – 2019).

4.2 Design Approach

The project is currently at Preliminary Design Stage. Detailed design of the scheme will be undertaken on successful approval of the Part VIII application and in accordance with any conditions imposed.

4.3 Proposed Cross Section & Geometry

The width of the proposed offroad cycle paths are typically 3.0m.

The Design Manual for Urban Streets (DMURS) (version 1.1 – 2019) provides guidance on minimum widths for pedestrians and The National Cycle Manual (2011) has been used for guidance on the width of the cycle facilities, both on and off road.

5. Principal Features of the Proposed Works

5.1 Junction Improvements

A number of junctions are to have “tabletops” installed to provide traffic calming.

5.2 Cregg Road

A short length of on-road cycle lane is to be provided to the west of Cregg Road south of its junction with the Railway Station. One parking space will be removed to facilitate the tabletop at this junction.

5.3 Off-road Cyclepaths

Off-road cyclepaths will be constructed in The Park, at the Library, in the Fair Green and at Marian Avenue.

5.4 Greenside North

An on-road yield arrangement is being utilised at Greenside North to provide a safe crossing for cyclists and pedestrians.

5.5 Boundary Works

Some short sections of boundary wall are to be removed to facilitate the cyclists and pedestrians accessing the road network to cross the road.

5.6 Public Lighting

It is proposed to provide public lighting within The Park along the cyclepath.

6. Archaeological Impact Assessment

An Archaeological Impact Assessment (AIA) was prepared for the project.

The proposed development comprises groundworks within a zone of archaeological potential. It is considered the proposed active travel cycle path requires no further archaeological mitigation measures. There are no archaeological and/or historical heritage reasons to prohibit its implementation.

7. Environmental Assessment

An Appropriate Assessment (AA) Screening Report was prepared for the project.

The Appropriate Assessment Screening concluded that the proposed development would not be likely to give rise to significant or indeterminate impacts on any Natura 2000 site.

8. Flooding

The development is classified as a water compatible development in accordance with the OPW Guidelines.

Historical flood records were checked on the OPW Flood Maps website and on the Carrick on Suir Town Development Plan 2013 Strategic Flood Risk Assessment map. It is determined the works are not located in an area subject to coastal or fluvial flooding.

The development is located close to an area of pluvial flooding. However, the proposal would not result in any infrastructure which would impact or alter existing exceedance flow paths, or which would result in increased pluvial flooding elsewhere and therefore a more detailed Stage 2 and Stage 3 Flood Risk Assessment is not required

A Stage 1 Flood Risk Identification study was commissioned for this project and the report prepared by JKB Consulting Engineers is attached at Appendix A.

The existing drainage system is being maintained with existing gullies relocated where required.

9. Conclusion

This report demonstrates that:

- There is a clear need for the scheme. The proposed development is in accordance with the proper planning and sustainable development of the area, and relevant policy documents including the Draft Tipperary County Development Plan, The Regional Spatial Economic Strategy for the Southern Region and the National Planning Framework.

- The scheme will deliver a much safer means to access the town from the train station by cycle, foot and wheelchair.

- The proposed works will substantially improve the quality of the Non-Motorised User provision in Carrick on Suir town.

- The facility will ensure that Carrick on Suir town can offer a good quality of life and a sustainable travel option for those who choose to cycle or walk to work, school, etc.

APPENDIX A

JKB Consulting Engineers Stage 1 Flood Risk Identification

CONSULTING ENGINEERS

Francis Fidgeon
CST Group Chartered Consulting Engineers
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F91 W7YV

11th August 2022

Our Ref :JKB2267

Dear Sir/Madam,

Re: Active Travel Routes at Carrick-on-Suir – Stage 1 Flood Risk Identification

Introduction

JKB Consulting has been commissioned to identify whether there may be any flooding or surface water management issues related to the proposed active travel routes at Carrick-on-Suir that may warrant further investigation at the appropriate lower level plan or planning application level

Qualifications and Experience of Assessor

This report has been carried out by Jonathan Bradshaw, a Chartered Member of the Institution of Civil Engineers. Jonathan has over 15 years' experience in flood risk and drainage assessments and has prepared flood risk and drainage assessments for numerous large private developments, flood alleviation schemes, as well as several major road projects.

Flood Risk Identification

JKB Consulting has reviewed the proposal for the active travel routes at Carrick-on-Suir against the Tipperary County Council Preliminary Flood Risk Assessment (PFRAM) and Catchment Flood Risk Management Map Study (CFRAMS). Details of the finding are summarized in Table 1.

Source of Flooding	**Flood Risk**
Coastal Flooding	The development is not located in area of coastal flooding in the PFRAM or CFRAMs.
Fluvial Flooding	The development is not located in area of coastal flooding in the PFRAM or CFRAMs.
Pluvial Flooding	The development is located close to an area of pluvial flooding as per the Tipperary County Council PFRAM as shown in Figure 1. The likely impact on the development is summarized below
Table 1: Identification of Flood Risk	

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Assessment of Pluvial Flood Risk

Pluvial flooding is the result of rainfall-generated overland flows which arise before run-off can enter any watercourse or sewer. It is usually associated with high-intensity rainfall. The proposal for the active travel routes at Carrick-on-Suir indicates new footpaths and walkways close to the area of pluvial flooding. However, the proposal would not result in any infrastructure which would impact or alter existing exceedance flow paths, or which would result in increased pluvial flooding elsewhere. Furthermore, due to the nature of the proposal, the active travel route would not be vulnerable in the event of a flood event.

Conclusion

As the proposal would not result in increased flood risk elsewhere or be vulnerable to pluvial flooding it is our opinion that a more detailed Stage 2 and Stage 3 flood risk assessment is not required.

Should you require any further information please do not hesitate to contact us.

Yours faithfully,

Jonathan Bradshaw Bradshaw MEng (Hons) CEng MICE
Director and Chartered Civil Engineer

Enc: Figure 1 – Extract from Tipperary County Council PFRAM

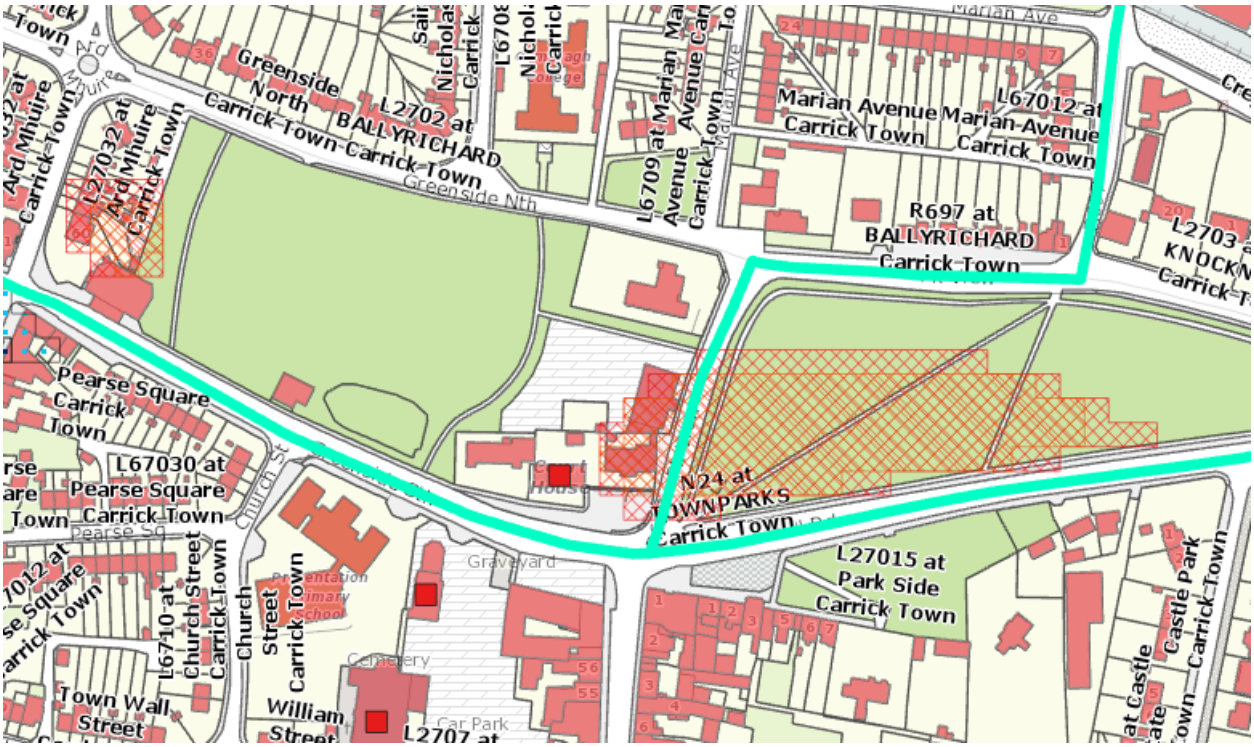

Figure 1 – Extract from Tipperary County Council PFRAM