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13 Traffic and Transport

13.1 Executive Summary

1. The impacts of construction on local roads, access and traffic flow have been assessed in Chapter 18 of the Tyrone - Cavan Interconnector Consolidated Environmental Statement and Chapter 7 of the Consolidated Environmental Statement Addendum. They conclude that there will be a temporary increase in traffic on some roads during construction, but these are considered to be not significant.
2. Nothing in the objectors' Statements of Case and representations serves to undermine the conclusions set out in the SONI Statement of Case and supporting Technical Reports. As stated in SONI's Main Rebuttal Document, the proposed Tyrone - Cavan Interconnector remains clearly acceptable in planning terms.

13.2 About the Authors

3. The traffic and transport assessment of the proposed Tyrone – Cavan Interconnector was undertaken by Mr. Tim Robinson, AECOM.
4. Mr. Robinson has a Master of Transport (Engineering) Degree from the University of London. He is a member of the Chartered Institution of Highways and Transportation, and a member of the Royal Town Planning Institute. He is a Chartered Town Planner specialising in transportation. He has over 30 years of experience including transportation consultancy experience at AECOM since 1995.
5. Mr. Robinson leads a team of transportation specialists who undertake a wide range of projects across several sectors for both public and private clients. He has managed the transport inputs for a number of large schemes in Northern Ireland such as the A6 Claudy to Dungiven Roads Scheme. He has particular experience in the transport inputs to EIA studies in projects in the UK and Ireland.

6. Mr Robinson is supported at the Public Inquiry by Mr Nathan Clarke of ALE. Mr Clarke led the haulage route assessment for the transformers required at the proposed substation. Nathan Clarke has worked for Abnormal Load Engineering Ltd as a Project Manager for the past 4 years. In this time, he has project managed a substantial number of transmission, distribution and power projects across the UK and Ireland.

13.3 Policy

7. No Policy issues have been raised in relation to traffic and transport.

13.4 Guidance

8. No Guidance issues have been raised in relation to traffic and transport.

13.5 Further Environmental Information for the Purposes of the Inquiry

9. It is not necessary to introduce new information to address any point made by third parties or the Department and its consultees in relation to traffic and transport.

13.6 Local Traffic Issues (Derrynoose Road)

10. In Mr Tom McNally submission (SEAT Statement of Case Appendix 18), he identifies concerns that Traffic will be increased on Derrynoose Road / mention of bypass at Clontibret.

Response

11. Section 18.7 of the Tyrone - Cavan Interconnector Consolidated Environmental Statement concluded that there will be temporary increase in traffic levels on a number of roads within the study area.
12. This includes Derrynoose Road and traffic surveys undertaken by Transport NI on the B3 Derrynoose Road near Keady show that annual daily traffic flows have reduced over that last 8 years.

13. Table 10 of Appendix 18: Transport Assessment of the Tyrone - Cavan Interconnector Consolidated Environmental Statement highlights that where there are temporary increases in traffic associated with construction these will be a maximum of 36 vehicles per day. Background traffic flows on the Derrynoose Road in the vicinity of Doohat Road are approximately 700 vehicles per day.
14. It can therefore be seen that a small temporary change in traffic flows is expected and as such these increases are considered minor and as such not significant in terms of impact.
15. With respect to the bypass at Clontibret contributing to increased traffic on Derrynoose Road, the evidence above suggests otherwise. Notwithstanding this, changes in traffic flows have been considered in the assessment in section 18.3.3 of the Tyrone - Cavan Interconnector Consolidated Environmental Statement.

13.7 Local roads, Access and Traffic Flow

16. In Mr Eagleson's and Ms Drew's submission (SEAT Statement of Case Appendix 18), they raise unexplained concerns about the potential impact of construction on local roads, access and traffic flow.

Response

17. Traffic and haulage involved with the proposed Tyrone-Cavan Interconnector has been assessed. There will be a temporary increase in traffic on some roads during construction but these are considered to be not significant. The access to the substation has been designed having regard to PPS 3. In terms of site access points each tower access has been reviewed to check that all construction vehicle movements could take place. If this was not possible then temporary improvements including widening to the access have been identified or else traffic management arrangements put in place. Where widening involved hedge removal, hedgerow will be reinstated post construction. As a further check, each site access and the haul route to it from the nearest main road was assessed. In some instances the routes are wide enough for two-way traffic. On others, whilst the road is narrower there

are informal passing opportunities where, if two vehicles meet (as occurs currently) they can pass each other at a number of locations. The latter represents the position for the majority of haul routes but there are a number of site access points that require temporary traffic management measures (e.g. one way systems). These have been established as feasible but final detail will be agreed with TransportNI and the contractor as part of the Construction Traffic Management Plan. Haulage routes have also been assessed and found to have short-term minor impacts but no long-term impacts.

13.8 Conclusions

18. In conclusion, nothing in the objectors' Statements of Case and representations serves to undermine the conclusions set out in the SONI Statement of Case and supporting Technical Reports. As stated in SONI's Main Rebuttal Document, the proposed Tyrone - Cavan Interconnector remains clearly acceptable in planning terms.