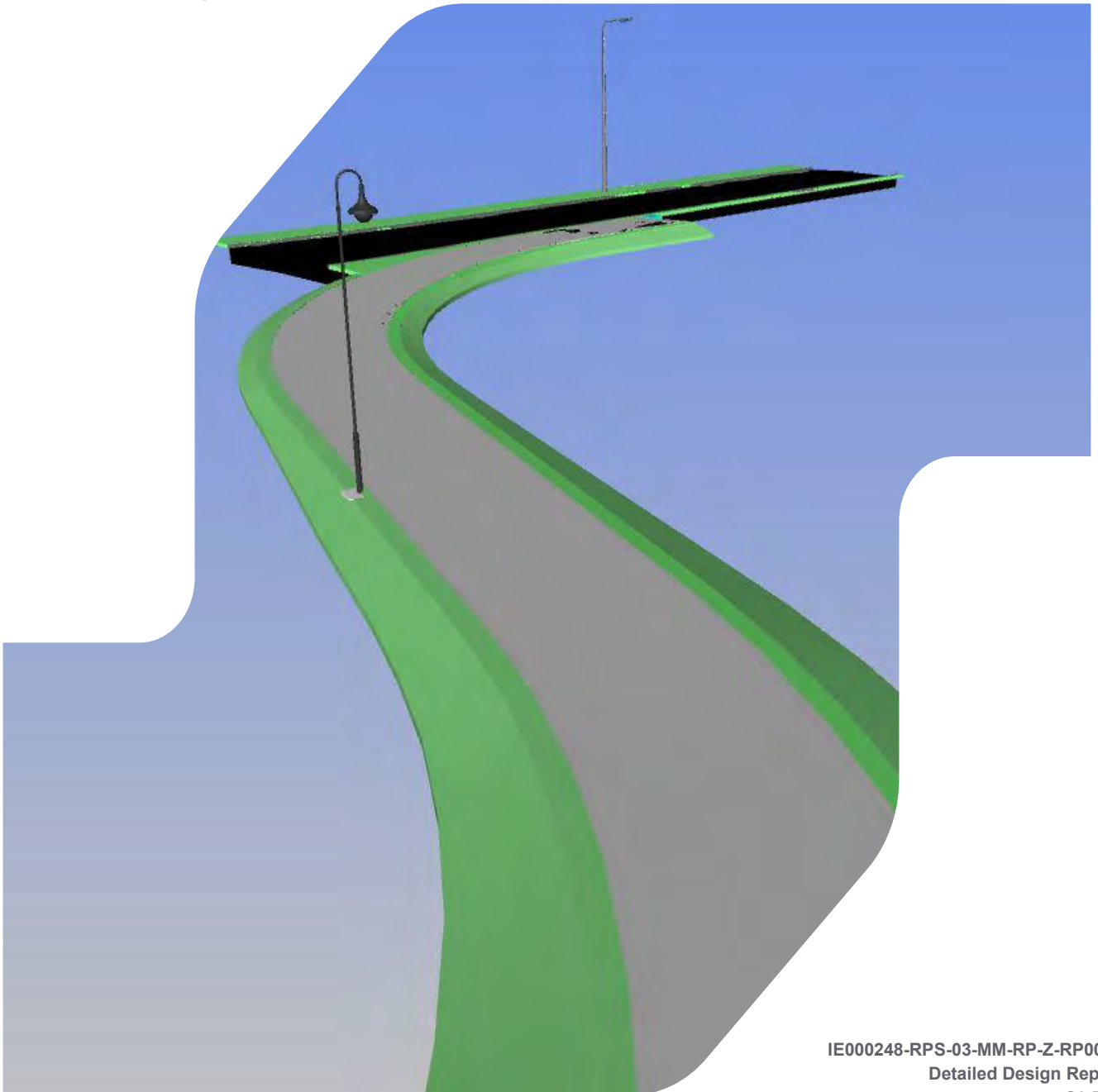


DROGHEDA ACTIVE TRAVEL PROJECTS MONEYMORE FOOTPATH EXTENSION/ LINKAGE

Detailed Design Report



IE000248-RPS-03-MM-RP-Z-RP0003
Detailed Design Report
S3 P01
26th November 2024

Document status

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Approval for issue

SF	26 November 2024
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1 INTRODUCTION

1.1 Preamble

This report presents the purpose and background to the Moneymore Footpath Link. The report outlines studies and surveys undertaken, and the description of the existing route. The report also summaries the detailed design process undertaken, and the significant issues and options considered.

1.2 Site Location

The site is situated to the north of Drogheda Town in County Louth (Error! Reference source not found.). It occupies a green area between two residential areas – Moneymore and Castle Manor and is to the north of the Boyne Rugby Football Club (Figure 1-2).

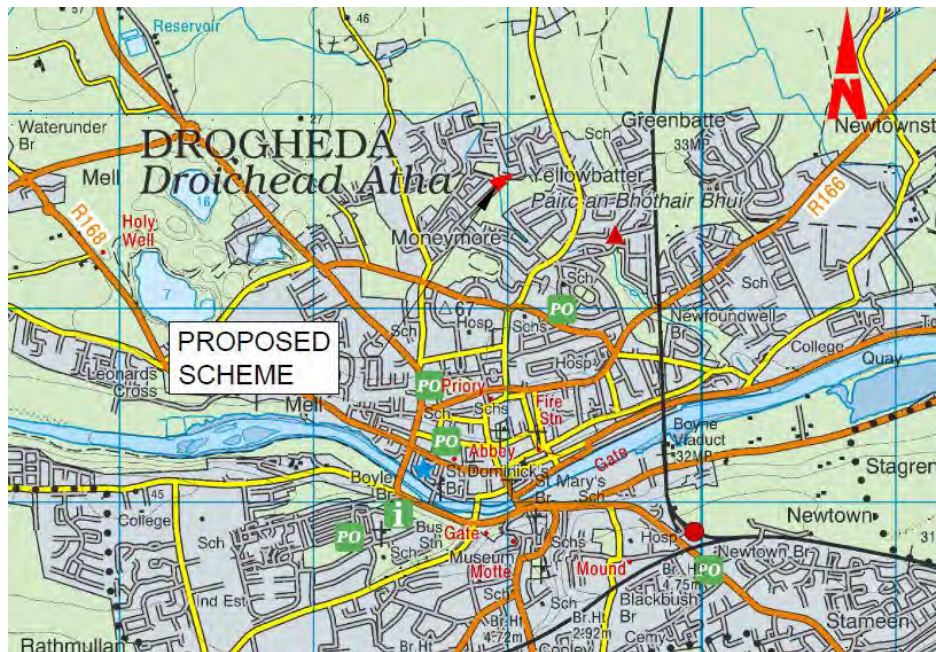


Figure 1-1: Location Map



Figure 1-2: Site Location

1.3 Scheme Aims and Objectives

The primary objective of the scheme is to upgrade an existing informal pedestrian route linking between the two housing estates, to a formal permanent footpath, to facilitate access to and from schools along Ballymakenny Road and the wide area. The following are the scheme specific objectives;

- To upgrade accessibility and road safety by delivering a design to current standards using guidance documents such as the Design Manual for Urban Roads and Streets (DMURS) 2013.
- To provide better connectivity for students living along the Twenties Lane to schools along Ballymakenny Road
- To upgrade existing road crossing facilities in the Moneymore and Castle Manor housing estates to tie the new facilities safely into existing footpaths.
- To significantly reduce the travel time on foot between the Twenties Lane and Ballymakenny Road and encourage trips to schools to be carried out in sustainable manners.

1.4 Background Documents

The following documents are taken into consideration in the preparation of the proposal.

1.4.1 Design Manual for Urban Roads and Streets (DMURS)

DMURS outlines practical measures to support and encourage more sustainable travel patterns in urban areas. The conventional approach has been to focus on traffic demand and forecasting and minimising travel time. The approach outlined in DMURS is balancing the needs of all road users, giving priority to pedestrians, cyclists, public transport and lastly traffic.

2 DESCRIPTION OF EXISTING SITUATION

2.1 Existing conditions

2.1.1 Castle Manor Housing Estate

The Castle Manor residential estate is well connected to St Oliver's National School and Presentation Primary School along Ballymakenny Road with footpaths and signalised crossing. The estate itself is governed by a speed limit of 30 km/h, which is enforced through speed control ramps. Additionally, the footpaths in the estate are available on both sides of the road with grass buffers and public lighting to enhance safety and accessibility.

2.1.2 Moneymore Housing Estate

The Moneymore residential estate is to be accessed via The Twenties Lane. However, there are no convenient routes to Schools along Ballymakenny Road. At present, students of Moneymore, and of several other housing estates along the Twenties Lane would either travel south along The Twenties to Boyle O'Reilly Terrace before turning onto Ballymakenny Road, or they must walk off the public footpaths into a green verge, crossing a stream and a steep slope between Moneymore and Castle Manor to reach their schools. Furthermore, Moneymore residential estate also has a posted speed limit of 30 km/h and illuminated footpaths on both sides of the road.

3 DETAILED DESIGN

3.1 Proposed Road Cross Section

The footpath widths included in the proposed development comprise the following:

- A 2m wide concrete footpath from Ch. 0 to Ch. 21.
- A 3m wide concrete footpath from Ch. 21 to Ch. 30 to accommodate the chicane access control gate.
- A 2m wide concrete footpath from Ch. 30 to Ch. 69.

The overall length of the footpath is approximately 69m in length. Footpaths are tied into existing footpaths on both ends with new uncontrolled crossings.

3.2 Land Take

Permanent Land Acquisition is required at the following two locations:

- Boyne Rugby Football Club
- Castle Manor Housing Estate

Temporary Land Acquisition is required for Castle Manor Housing Estate during the construction of the footpath link too.

An area of 0.0354 hectare of land is permanently acquired inside the boundary of the Boyne Rugby Football Club.

A cumulative area of 0.0237 hectare of land is permanently acquired inside the boundary of the Castle Manor Housing Estate. An area of 0.0595 hectare of the public road is temporarily acquired during the construction period.

3.3 Site Clearance

A full site clearance design was carried out and is detailed in the Book of Drawings. This design details all items above ground to be removed or to be retained and protected. All existing trees within the scheme extents will be retained and protected. Some low shrubs and overgrown vegetation will be removed to facilitate the construction of the new footpath.

3.4 Fencing

To enhance the safety for everyone and to mitigate potential anti-social behaviours, a chicane access control gate is proposed at approximately Ch.26. This gate aims to restrict access for motorbikes and any cyclists travel along the path at high speeds, creating a safer route primarily to be used by pedestrians. The chicane fences will be tied into existing boundary features, to close any gaps for bypassing it.

Furthermore, additional fences are designed along both sides of the path, where proposed earthwork slopes are steep. The existing palisade fence along the rugby club will be retained.

3.5 Drainage

3.5.1 Culvert

It is proposed to construct a new 750mm diameter piped culvert over the existing stream at Ch. 33 to replace the existing informal crossing. The stream will be cleaned and regraded. Scour protection is to be provided at the new headwalls.

3.5.2 Drainage Slots

Drainage slots will be formed where the new embankment meets the existing ditch to facilitate surface water outflow and prevent ponding at the base of the new embankment.

3.6 Earthworks & Ground Condition

Embankments will be constructed with suitable imported Class 1 material.

The standard side slopes of the new embankment will be 1 in 5. Where site extents are restricted from Ch.40 to Ch.80, a 1 in 1.5 / 1 in 1 side slope is designed. The steep slopes will have fencing provided along the top of the embankment for safety purposes.

3.7 Utilities

All existing utility infrastructures are not being affected by the proposed work. All existing utilities will be detected and protected in advance of any digging works.

3.8 Kerbs and Paved Areas

Kerbs

The following are the kerb types will be used in the scheme;

- Precast 125mm upstand Kerb as per Type D of CC-SCD-01109,
- Precast Dropped Kerb 0-6mm upstand as per Type D of CC-SCD-01101,
- Precast Transition Kerb as per Type D of CC-SCD-01101,

Footways

Concrete footpath will be constructed in line with CC-SCD-01105.

Tactile Paving

Buff colour blister tactile paving will be constructed in line with CC-SCD-05136 at Uncontrolled crossings.

3.9 Lighting

4no. new 6m lighting columns and ducted power supply is proposed along the new footpath, with existing lighting retained and protected adjacent to crossing points at either end of the scheme. The new lighting will be connected to existing circuits without new power feeding infrastructure. One lantern on an existing lighting column within Castle Manor is to be replaced with the new LED type.

3.10 Landscaping

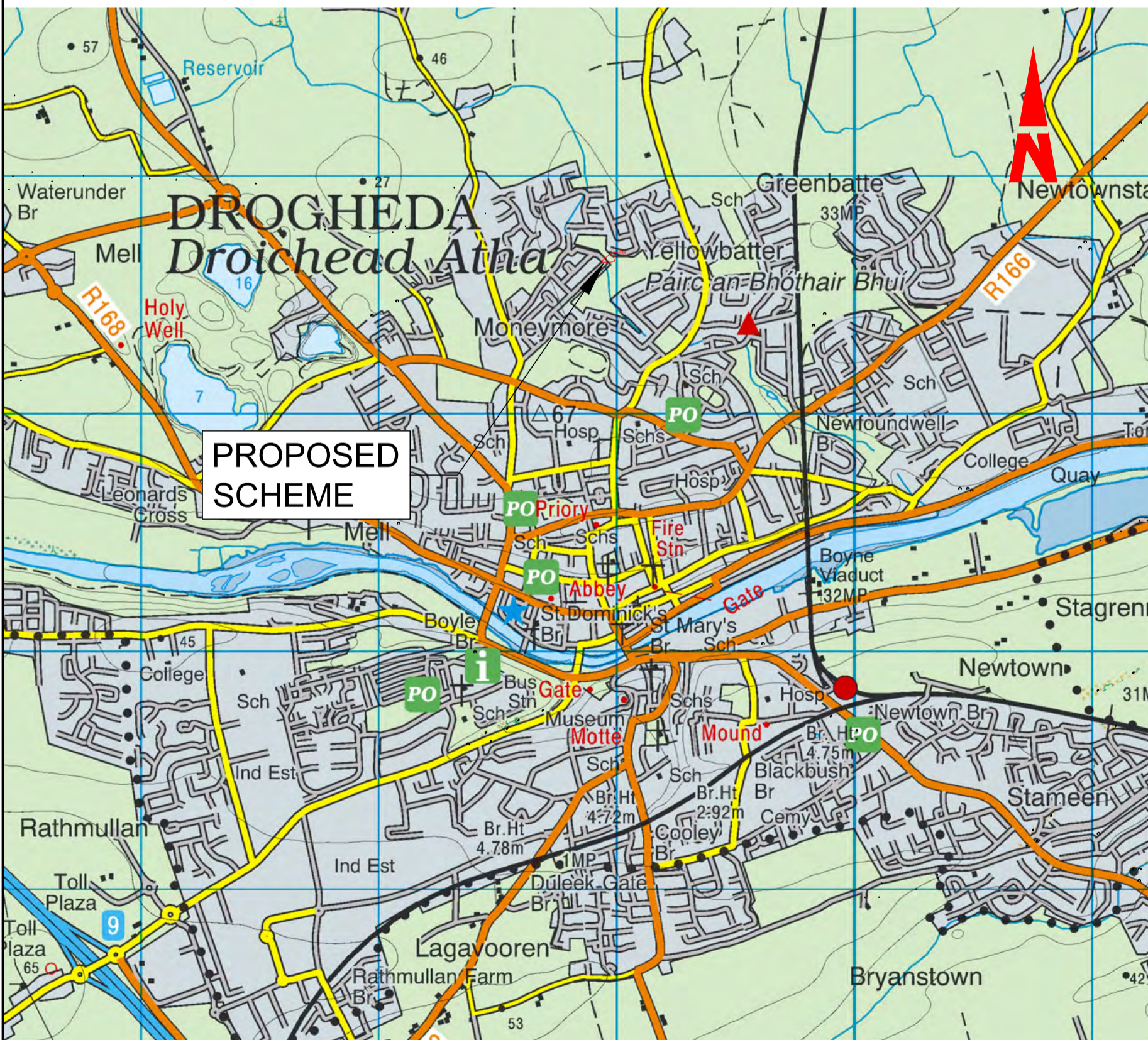
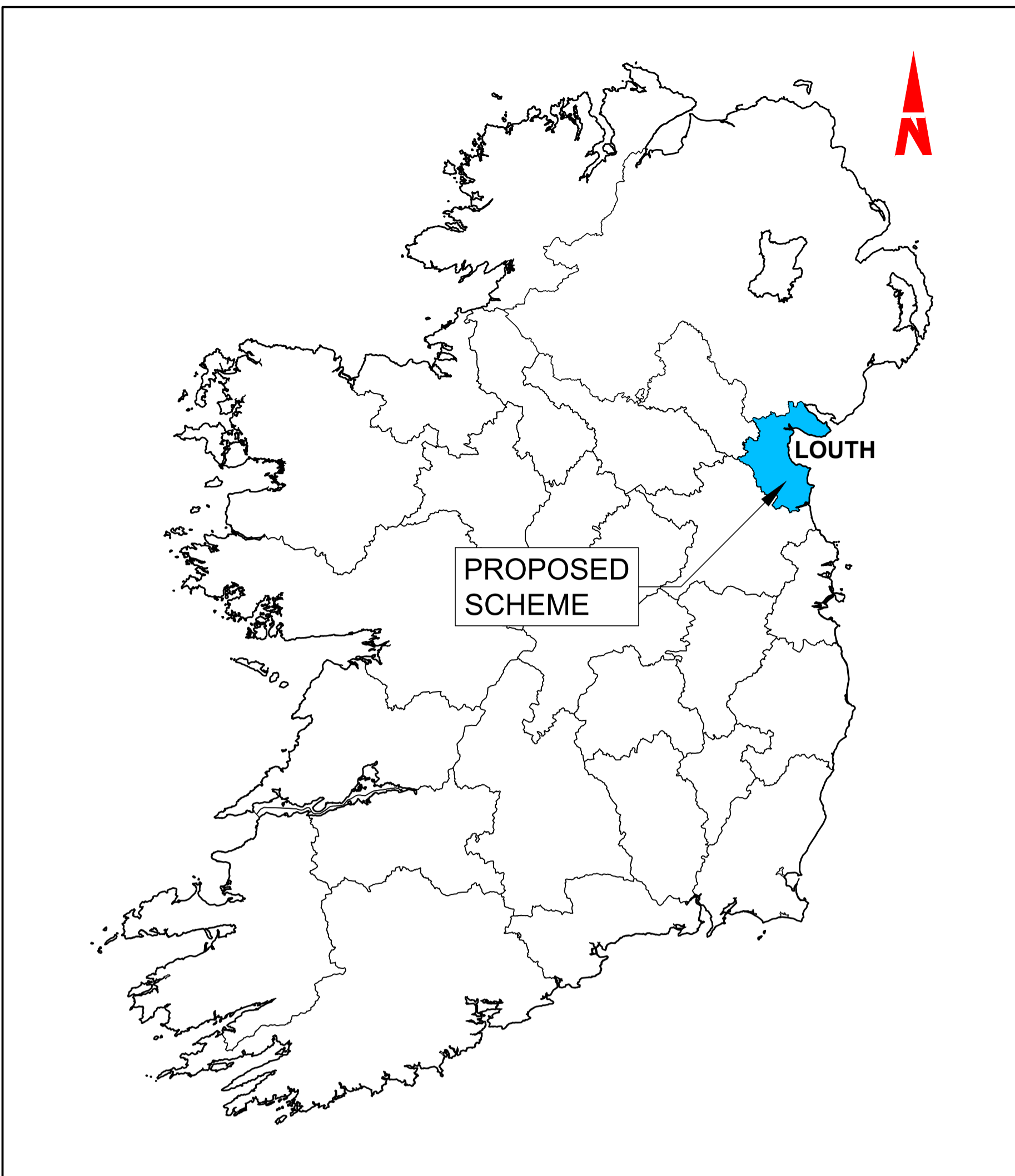
New grass will be planted in the verge and on the embankment slopes. Any damaged grass verge during construction be reinstated at the end of the construction.

3.11 Compound Location

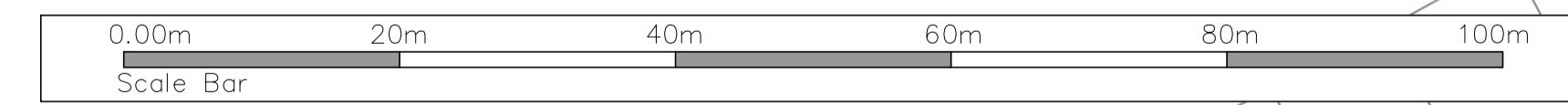
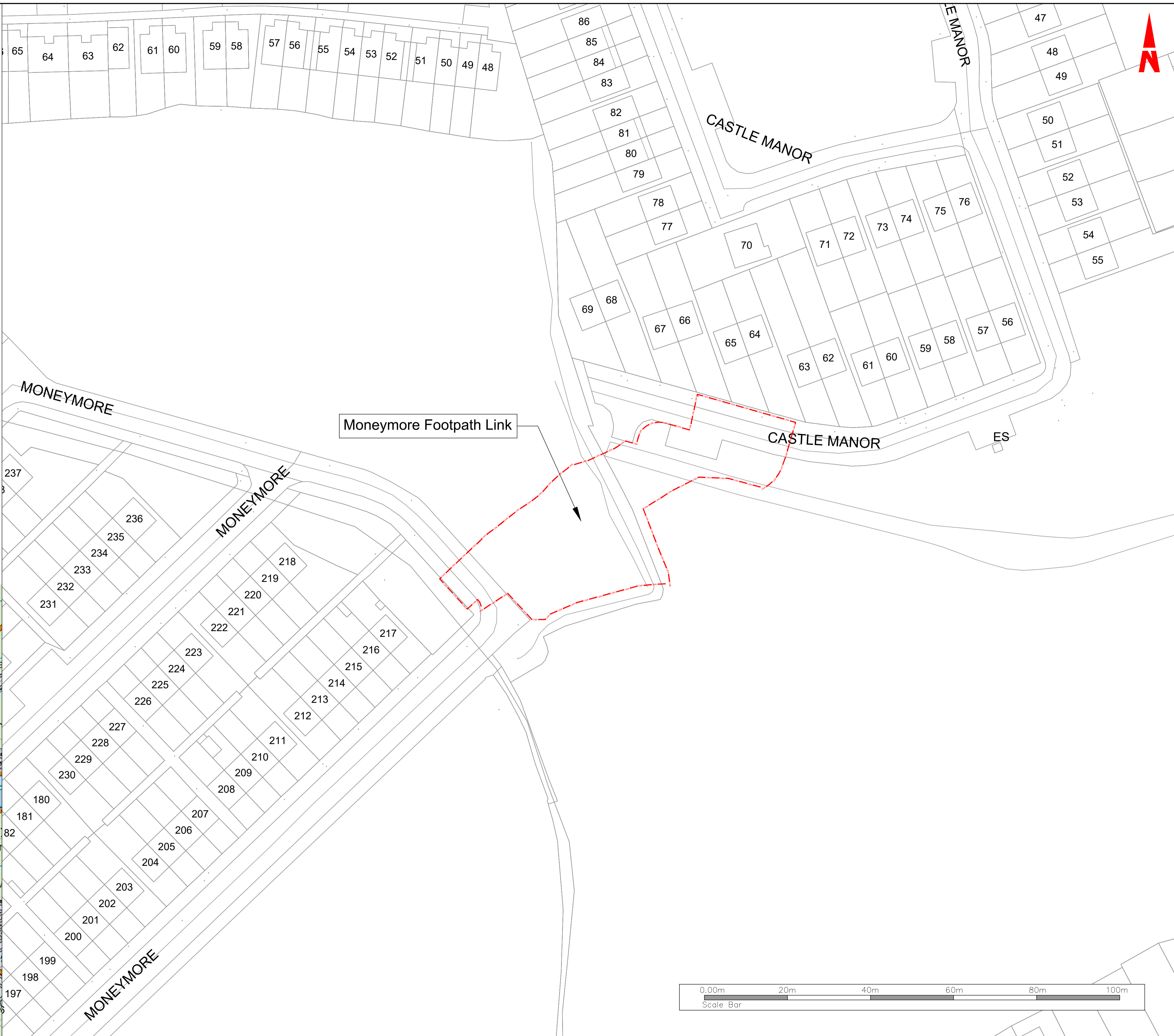
Given the scale of the works being small in nature, it is envisaged that all compound and site storage requirements will be small and can be facilitated within the grassed area of the site extents on the Moneymore estate side, with no impact to hedgerows, trees or any other loss of vegetation as a result of the site compound. Any impact on grassed areas will be fully reinstated.

Appendix A

Scheme Location Drawing



PROPOSED SCHEME LOCATION
Scale; 1:20,000 @ A1, 1:40,000 @A3



PROPOSED SCHEME LOCATION
Scale; 1:500 @ A1, 1:1,000 @A3

Client	K
Comhairle Contae Lú Louth County Council	

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Rev	Date	Drawn By	Amendment / Issue	App
P01	26.11.24	MLK	FOR INFORMATION	SF

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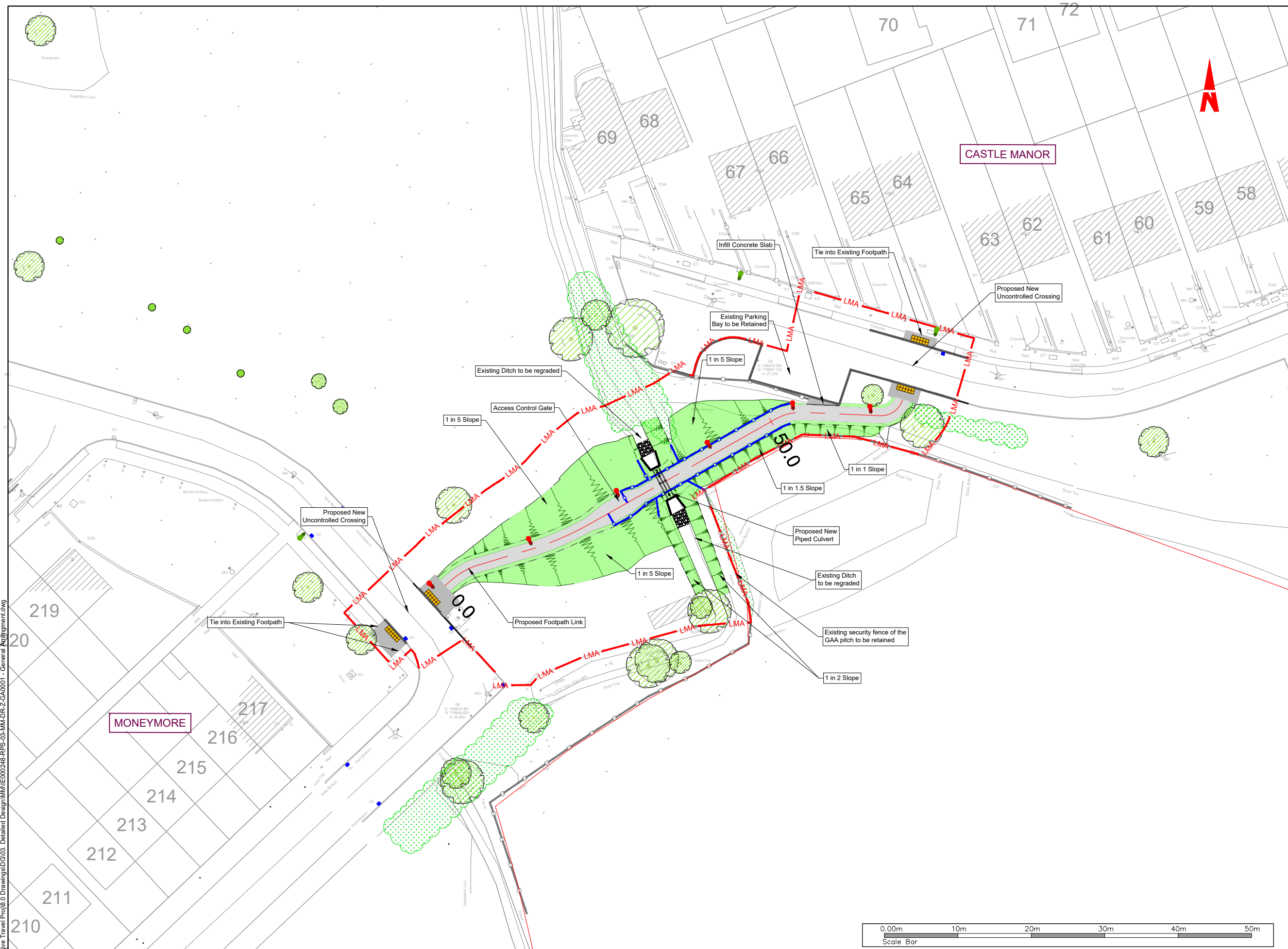
Scale	As Shown @ A1 As Shown @ A3
Created on	19/06/2023
Sheets	1 of 1

Project	DROGHEDA ACTIVE TRAVEL PROJECT		
Title	MONEYMORE FOOTPATH LINK SCHEME LOCATION PLAN		
Drawing Number	IE000248-RPS-03-MM-DR-Z-IX0001	Status	S2
Rev	P01		

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Appendix B

General Arrangement Drawing



- NOTES:**
1. All dimensions are in millimeters unless indicated otherwise.
 2. This drawing is only to be used for the Design Element identified in the title box. All other information shown on the drawing is to be considered indicative only.
 3. These drawings are to be read in conjunction with all other relevant design drawings and Appendices to the Specification.

LEGEND

- LMA Lands Made Available
- Boundary of Rugby Club
- Concrete Footpath
- Concrete Shared Area
- Kerbs
- Grass Verge
- Existing trees to be Retained & Protected.
- Existing Hedging / Vegetation to be Retained & Protected
- Existing Fencing to be Retained
- Proposed Fencing
- Existing Lighting Column to be Retained & Protected
- Proposed Lighting Column

R:\IE000248 - Drogheda 2021 - Active Travel Proj\0.0 Drawings\03 - Detailed Design\MMIE00248-RPS-03-MM-DR-Z-GA0001 - General Arrangement.dwg

Client

Comhairle Contae Lú
Louth County Council

K

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P01	08.11.24	MM/SP	FOR APPROVAL	SK

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1:500 @ A3

Created on
26/05/2023

Sheets
1 of 1

Project
DROGHEDA ACTIVE TRAVEL PROJECT

Title
MONEYMORE / CASTLE MANOR
PEDESTRIAN LINK
GENERAL ARRANGEMENT

Drawing Number
IE000248-RPS-03-MM-DR-Z-GA0001

Status
S4

Rev
P01