

R.P/5/10/75

Mr Buchanan

LOUTH Co COUNCIL'S PROPOSED NEW BRIDGE LINK, OMEATH
AND WARRENPOINT

I have attached Mr Madill's report and drawing of the above proposed link road. The estimated cost to N Ireland is £200,000.

Fifteen hundred vehicles per day as a maximum Summer usage is probably a reasonable estimate.

The Winter usage could exceed the 250 stated and would probably be around 1,000 especially if a high percentage of the Carlingford Omeath Traffic used the crossing to take advantage of the dual carriageway to Newry. Traffic on the existing Newry to Omeath road would probably drop on the length from Narrow Water to Newry.

At present I cannot see money being available for this work. It is a proposal which is most attractive from a tourist point of view and is worthy of further consideration in the future.


T A Harrison

25 June 1975

cc B Russell Roads Service Stormont

2 copies for File

TAH/LS

ARMAGH

NECESSARY NEW WORK..

BRIDGE

RECONSTRUCTED
ROAD NEWRY-WARRENPOINT

WARRENPOINT

LOUTH CO. CO. PROPOSED BRIDGE LINK.

ERRATA/DONOR DURING
2021/22

Mr T A Harrison

LOUTH COUNTY COUNCIL'S PROPOSED NEW BRIDGE LINK OMEATH AND WARRENPOINT

1. LOCATION The most southerly location clear of the Warrenpoint harbour and industrial sites, and with reasonable road approaches is as indicated on the attached 6" plan. This would tie in with the existing Mound Road roundabout on A2.
2. WORKS INVOLVED The bridge would be of approximately 400' total length with new road approaches of 100 yds on the Co Down side and some $\frac{1}{4}$ mile on the Co Louth side to link the existing A2 and Omeath roads. A suitable bridge width might be 40' overall to accommodate a 24' carriageway and two 8' footpaths.
3. COSTS The overall costs could be in the order of nearly £2m apportionable as below.

Co Down road £30,000 approaches	30,000	150,000	180,000	Northern Ireland
Bridge 1600ft ² @ £15	£240,000	+ 10%	20,000	
+ special tidal work 60,000	£300,000		£200,000	£200,000
Co Louth road £75,000 approaches	£75,000	150,000	75,000	Republic of Ireland
		+ 10%	25,000	
			£250,000	£250,000

I have had an informal discussion with Mr M Gallagher of Louth Co Engineers Dept agreeing the above possible siting and approximate costs.

4. POSSIBLE TRAFFIC USAGE

- (a) Commercial. The only commercial traffic likely to use the route is Newry - Greenore which wishes to use the improved Newry - Warrenpoint road in place of the existing Newry - Omeath road. With the relative Warrenpoint/Greenore port facilities such traffic is likely to be trivial.
- (b) Work trip. Job opportunities are more likely to arise in Warrenpoint than on the Carlingford side. A bridge might encourage some small number of higher paid workers to commute from the Co Louth side, again numbers are unlikely to exceed say 2x50 trips per day.
- (c) Social and domestic. While there remains inequality of prices across the Border, there could be some encouragement for a local shopping trip to develop. With the passage of time it is likely that such price differences will tend to disappear. Normally the shopping trips will be centred on Newry and Dundalk by the respective sides.

A bridge facility could encourage more use of the whole of Carlingford Lough for leisure activities by the main population on the Warrenpoint side - golf, boating and other social intercourses, say 2x100 trips in summer.

4. Tourism There might be little Northern usage of such a link since the main car trip passes through Newry in any case. Only a small percentage of the Mourne tourist trip is "round Ireland" and of that only a proportion might wish to use the bridge in preference to by-passing the scenery Warrenpoint/Newry/Omeath which is itself as unique as much of the traditional Mourne circuit. Perhaps 200 trips per day summer.

In all perhaps the maximum daily summer usage might be in the order of about 1000-1500, with this falling to less than 250 in the winter.

5. CONCLUSION It quite feasible to construct such a link at an overall cost of approximately £5m. The likely usage appears to be too low to justify participation in such inessential expenditure, especially in the current financial scene and the competing work of infinitely greater necessity in Newry.

If Louth County Council wish to pursue the idea of an Omeath/Warrenpoint link perhaps they should examine the possibility of introducing a car ferry. The Northern contribution to such a venture could perhaps be the provision of a slipway at Warrenpoint - commercial risk and profits (if any) to Louth County Council.

H Madill

H Madill

17 June 1975