

17. Vehicle Travellers

17.1 Introduction

- 17.1.1 This chapter considers the impact the Scheme will have on vehicle travellers. The two impacts covered are 'view from the road' and 'driver stress'

17.2 Approach and Methods

- 17.2.1 The effects of the Scheme on vehicle travellers has been assessed taking into account the advice in DMRB Volume 11, Section 3, Part 9. However, the level of assessment undertaken has also taken into account that the Scheme is of a relatively small scale over a localised small area in terms of landscape and stress on drivers over a route.
- 17.2.2 The view of the new works could be considered as a minor interruption to the views enjoyed by drivers as they travel along the periphery of Belfast Lough. That is not to regard the landscape of the works as unimportant, as this is fully considered in Chapter 12 – Landscape and Visual Effects.
- 17.2.3 The possible attraction of a coastal route such as the A2 Shore Road is not currently supported by a stress-free driving experience, due to the heavy traffic levels that are often experienced, and the proximity of residential driveway access to the A2 carriageway. The Scheme itself aims to resolve the main point of stress on this part of the A2 Shore Road.
- 17.2.4 The following comments are therefore intended as a brief appraisal to reinforce the comments above.

17.3 View From the Road

- 17.3.1 The A2 Shore Road is located to the north, and in close proximity, of Belfast Lough, which provides scenic views looking south from the road. The Scheme is to widen the A2 to become a dual carriageway as reported in Chapter 5 – The Proposed Scheme, Figure 5.1, between Jordanstown Road and Seapark House. The Scheme deviates from the existing alignment of the A2 at Station Road, and continues inland over agricultural land. This changes the type of view experienced, from a coastal view, to a rural vista. Therefore there are fundamental changes to the views enjoyed by travellers on their journey along the A2 Shore Road.
- 17.3.2 An essential feature of the works will be the landscaping of the new carriageway arrangement, as well as planting at new junctions. This will aim to limit any adverse visual impacts of the works but also to enhance the finished landscape. This is fully considered within Chapter 12 – Landscape and Visual Effects and therefore no further comment will be made within this chapter.

17.4 Driver Stress

- 17.4.1 Drivers on the A2 Shore Road will experience less stress as a result of increased awareness of vehicles crossing their path and entering/exiting residential driveways. There will also be less instances of driver stress as a result of reduced levels of traffic

congestion. Thus there will be a beneficial impact for drivers travelling along the A2 Shore Road as that stress will be removed.

17.4.2 It is considered therefore that the issue of driver stress should not be considered further.

17.5 Summary

17.5.1 The view from the road for vehicle travellers will only change where the Scheme deviates inland from the existing alignment of the A2 Shore Road. This issue is addressed in Chapter 12 – Landscape and Visual Effects. The effect on driver stress is overwhelmingly beneficial. It is considered therefore that the issue of vehicle travellers should not be considered further.

17.6 References

17.6.1 The following reference sources are relevant to this chapter:

- Design Manual for Roads and Bridges, Volume 11, Environmental Assessment. Department of the Environment for Northern Ireland et al (August 1994, as amended up to August 2006).
- The Planning Service, Development Control Advice Note 10 (DCAN 10) Environmental Impact Assessment (revised) (DoE 1999).