



Chief Executive's Part VII Planning Report

Carrick Road Urban Improvement Scheme, Portlaw, Co. Waterford.

**REPORT PREPARED PURSUANT TO THE
REQUIREMENTS OF SECTION 179 OF THE
PLANNING AND DEVELOPMENT ACT, 2000
(AS AMENDED)**

Roads, Water & Environment
Waterford City & County Council
Civic Offices, Dungarvan,
Co Waterford.

5th November, 2021

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1 INTRODUCTION

Waterford City & County Council intend to carry out an urban road improvement scheme along the Carrick Road L4033, Portlaw in the townlands of Mayfield, Rocketcastle and Coolroe. This scheme will link the urban centre with outskirts of the town and will become a safe route link to the GAA sports grounds. The implementation of this scheme will create a safer environment for all road users with a strong emphasis on non-motorized road users and encourage a modal shift from private car use to more sustainable, active travel options such as walking, bus transport and cycling.

The proposed works will consist of the upgrade of existing footpaths, new footpath construction, uncontrolled pedestrian crossing, controlled crossing points with raised table, build outs, tree planting, bus shelter, designated bus stop, road markings and road signage.

2 SCHEME LOCATION

The scheme is located along the Carrick Road L4033 between R680 Kilmeaden to Fiddown Road and Priest Road towards the village centre. The site located along the L4033 Carrick Road and commences from junction with the L4034 Priest Road at its southern end and to GAA grounds near junction with R680 Kilmeaden to Fiddown Road on the north side. The current road layout is two way traffic, bounded by residential houses for much of its length. The northern section of Carrick Road is adjacent to agricultural lands and one residential property.

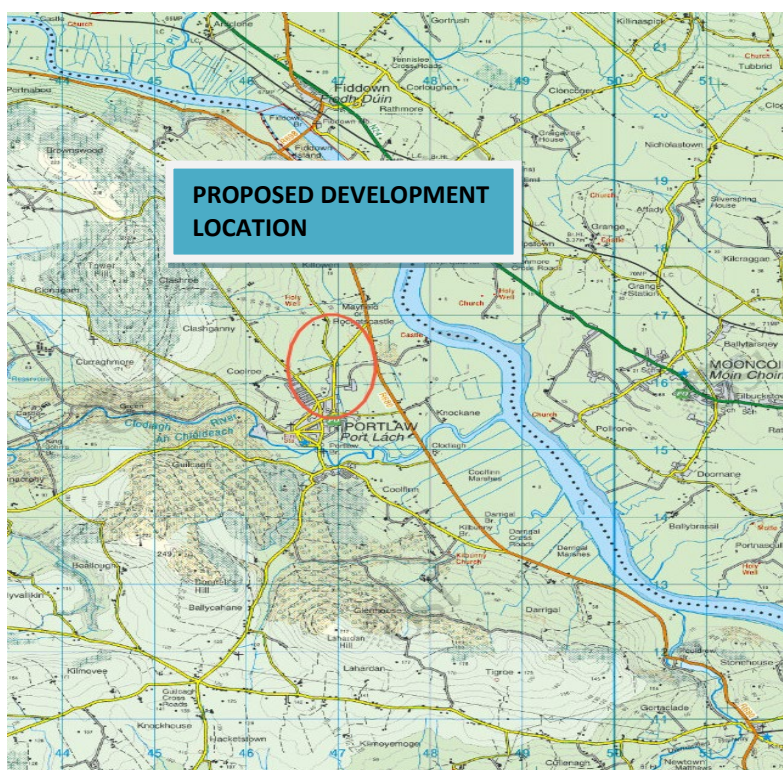


Figure 1 – Location of the Proposed Development

3 ENVIRONMENTAL ASSESSMENT

Screening for both Appropriate Assessment and Environmental Impact Assessment was undertaken by Waterford City and County Council (WCCC). Screening concluded that an EIAR or NIS were not required for the development of this car park.

Japanese Knotweed exists along a short section where a new footpath is being constructed, this is being treated by Waterford Council over the last number of years, see drawing no. 170801-008 for approximate location. A Management Plan for Japanese Knotweed shall be prepared in advance of any construction activity and removed to an authorized treatment facility.

As result of removing hedgerow and trees, compensatory planting will be carried out within the extents of this scheme and planting trees at the lower end of the public park in Portlaw.

4 PROPOSED DESCRIPTION

The overall length of the Carrick Road urban road improvement scheme which runs along R680 Kilmeaden to Fiddown Road and Priest Road towards the village centre is approximately 1.3 kilometers in length.

The works will include upgrade of existing defective footpaths, widening of existing footpaths, new footpath construction, uncontrolled pedestrian crossing, controlled crossings with raised table, new boundary treatments, accommodation works, build outs, new road markings, upgraded road signage, services diversions, new surface water drainage system and all ancillary works necessary for completion.

5 DESCRIPTION OF THE WORKS

The project works comprises of:

- Upgrade defective footpaths
- Existing footpaths to be widened varying between 2 metres to 3 metres.
- New footpath construction 2 m width
- Carriageway width to be reduced, revised proposed width varies between 6m and 6.5m
- Two controlled crossing points with raised tables
- Uncontrolled crossing points
- Two designated bus stops with bus shelters
- Planting of new trees
- Retain linear parking and widened to 2.2 m
- Build out areas
- A new surface water drainage system form part of project with kerbing
- A new low energy LED public lighting scheme
- Grounding of overhead services and removal of existing ESB poles
- Fencing
- Knotweed Removal to an authorised treatment facility
- Road Marking, signage and road texture surface

6 PUBLIC CONSULTATION

The Part VIII was advertised for public consultation in the Dungarvan Leader on 28th July 2021. The project was on public display in the Customer Services Departments and also on the Council's website. Submissions were invited and could be made up to 4pm on 7th September 2021. Submissions made and responses to the issues raised are set out in Appendix 1 to this report.

7 CONCLUSION

Having considered all of the submissions made the scheme will now include a raised surface roundabout and the provision of 2 bus stops will be removed pending an overall review of bus stop/shelter requirements for Portlaw.

This proposal will benefit the town by providing safe connectivity and a much needed link from the urban centre with the outskirts of the town and will become a safe route link to the GAA sports grounds. The implementation of this scheme will create a safer environment for all road users with a strong emphasis on non-motorized road users and encourage a modal shift from private car use to more sustainable, active travel options such as walking, bus transport and cycling.

8 RECOMMENDATION

Your approval to proceed with the above scheme with the above changes is recommended.

Fergus Galvin,
Director of Services,
Roads, Water & Environment.

9 - PART 8 CARRICK ROAD URBAN IMPROVEMENT SCHEME – TABLE OF SUBMISSIONS/RESPONSES

No.	Submission made by	Summary of Main Points/Issues Raised	Response
1	Claire Hayes	<ul style="list-style-type: none"> • Owner of house No. 10 Carrick Rd. requests that the proposed footpath and linear parking reversed and moved out beside the road to protect privacy. • Issue with surface water at front of house, drainage outlet badly sited. 	<ul style="list-style-type: none"> • To reverse the parking would be unsafe for pedestrians, cyclist and vulnerable road users using footpath. • The surface water issue to be addressed and gully to be relocated.
2	Gerard Loftus (photos provided)	<ul style="list-style-type: none"> • Objects to parking bays, as it impinges on my property. • Concerned with regard to placing parking bays on road as traffic calming is non existent and would encroach on cobble block in front of my house. • Requests designated parking spaces to be marked private use only in front of my dwelling. 	<ul style="list-style-type: none"> • Parking to be provided along roadway. To reverse parking would be unsafe for pedestrians, cyclist and vulnerable road users using footpath • The design proposals include a traffic calming measure which will slow down traffic by narrowing the road width to 6.5 metres wide and at 6m at intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets. • Waterford Council does not designate parking space as private use.
3	Niall & Sharon Rooney (drawings provided)	<ul style="list-style-type: none"> • The proposed speed ramp, pedestrian crossing, bus stop and bus shelter are all located in the driveway of the house that we are currently building. • The small area between my driveway and the driveway to the south is too small to accommodate a bus stop area and a bus shelter. • Paragraph 7.7.3 of the Traffic Signs Manual Chapter 7 – Road Markings, states ‘At a typical roadside bus stop, a conventional 12m European standard bus requires a minimum overall clearance of 37m of unimpeded access’. • No provision for pedestrian access to the proposed bus stop is available without the proposed crossing which cannot be built at the proposed location due it being in the middle of 	<ul style="list-style-type: none"> • Having reviewed this submission and as in conflict with entrance and nearby roundabout, we are proposing to remove bus shelter, bus stop, crossing and raised area at this location.

		<p>our driveway.</p> <ul style="list-style-type: none"> No parking is available to allow for safe drop off to the bus stop. The bus stop is in the carriageway fully blocking any traffic behind, a ghost island with solid white line bounds the bus stop to the west, driver frustration would lead to hazardous and illegal overtaking creating further risk to pedestrians and other road users. Section 15.5 (p226)of Traffic Management Guidelines states 'Kerbside bus stops are only advised within bus lanes, or other traffic lanes where parking is not allowed.' The location of this proposed bus stop is away from the town's population centre. 	
4	Trevor Quinn	<ul style="list-style-type: none"> Objects to bus stop opposite his house as it will lead to anti-social behaviour. Bus stop crossover requires a high speed bump and will take up 3 parking spaces. Proposed trees will block light to dwelling, roots may damage foundations and bird mess. No objection to the proposed footpath extending from current roundabout to GAA pitch. 	<ul style="list-style-type: none"> Having reviewed this submission and note your objection, Waterford Council will remove bus shelter and bus stop in drawing no. 002. We propose that the crossing point remains to provide connectivity and a safe route from Priest road & Brown Street to the Carrick Road. WCCC acknowledges that you have no objection to footpath from roundabout to GAA grounds.
5	Celia Nolan	<ul style="list-style-type: none"> Resident of Priests Road – has no objection to the pedestrian Crossing but has the following concerns in regard to the junction of Priests Road with Carrick Road. Up to 3 cars can be parked outside the first house on Priests Road which pushes traffic on Priests Road into the stream of oncoming traffic from the village. Double yellow lines would help here. There are insufficient sight lines on the bend, not enough space for 2 cars to meet on the bend. Vehicles are travelling too quickly and not adhering to the speed limit. 	<ul style="list-style-type: none"> WCCC acknowledges that you have no objection to footpath from roundabout to GAA grounds. Double yellow can be installed in close proximity to the Priest Road junction. <ul style="list-style-type: none"> This is outside the proposed scope of works and this can be considered in low cost safety schemes within future road works programmes. Drivers not adhering to speed limit is a matter for Gardai to enforce.

6	Paudie Coffey (drawing provided)	<p>Welcomes this investment and effort by the council to improve the road and footpath network. Raises the following points:-</p> <ol style="list-style-type: none"> 1. I support the provision of a footpath linking the existing town footpath with Portlaw GAA field. 2. Public Lighting should be provided along the entire route from the town to the GAA Field. 3. Consideration should be given to making provision for a cycling lane to and from the GAA Pitch along the propose route. 4. I am a resident of the Carrick Road and therefore I refer to Drawing No 3 specifically to make some points and observations:- <ul style="list-style-type: none"> - The kerb-line proposed outside the existing cottage at ref 17/405 will need to facilitate existing parking provision outside the cottage. - The footpath on the other side of my entrance is shown as crossing my neighbours entrance thus impeding vehicular access there also. I would suggest a kerb-line would suffice at this side of my entrance. <ul style="list-style-type: none"> o There is no demand for a Bus Shelter as proposed in Drawing No 3. o Consideration could be given to a Bus Shelter on the opposite side of the road than where it is proposed on Drawing No 3 5. Would like to see the flower beds and grass verges along the proposed route maintained as much as possible on the Carrick Road. 6. At times of heavy rain flooding occurs at the junction of the Carrick Road and the Mount Bolton road and risk to vehicles. There is an opportunity to address this problem by reopening an underground culvert and drain about 100 yards up the Mount Bolton. 	<ol style="list-style-type: none"> 1. WCCC acknowledges that your support linking town footpath with Portlaw GAA. 2. Public Lighting will be provided to end of footpath scheme proposed by GAA. 3. Given constraints of existing entrances, inadequate road width and insufficient space it is not possible to provide a separate cycling lane without significant land take and accommodation works. WCCC has proposed maximum width of footpath possible within available footpath width which varies from 1.8 to 3.5 metres. 4. Having reviewed this submission and as in conflict with an entrance and nearby roundabout, we are proposing to remove bus shelter, bus stop, crossing and raised area at this location. 5. Landscaping will be considered as part of the scheme and with only minimum amount of green area required to accommodate this scheme. 6. Drainage design will be incorporated within this scheme. The existing culvert will be examined and considered.
7	Michael & Geraldine	<ul style="list-style-type: none"> • The proposal is welcome and long overdue. • However, I live along the road, just before the 	<ul style="list-style-type: none"> • WCCC acknowledges that you welcome the scheme.

	Walsh	<p>junction with Rockett's Road and for the last number of years we have been experiencing torrents of flowing water after heavy rain which comes from the fields to our rear. That water flows through our property (and our neighbours have similar issues) and out onto the public road. There used to be an open shore at my entrance where this water could flow, but when the Council built the footpath (circa 2005) they closed it in and replaced it with a covered manhole. Now there is no means of alleviating that pooling of water and it sits on the road. I am concerned that the additional construction associated with the proposed works is going to compound this issue.</p>	<ul style="list-style-type: none"> As part of this scheme, WCCC will upgrade drainage network and will alleviate flooding which may help to resolve flooding issues. However, it should be noted that under the Roads Act 1993, it is not permitted for water to flow on to the public roadway. We note your observation related to an open shore at your entrance.
8	Derek & Patricia Larkin	<ul style="list-style-type: none"> We are strongly opposed to location of proposed bus shelter shown on drawing no 002.(job no 170801). Close proximity to our house, i.e., outside our bedroom window approximately 10 mtrs from bedroom window. Bus shelter will obstruct our view of road traffic when exiting with vehicles (safety Issue). Bus shelter has potential for location of anti social behaviour due to close proximity to public house. 	<ul style="list-style-type: none"> Having reviewed this submission and note your objection, WCCC will remove bus shelter and bus stop in drawing no. 002 However, we propose that the crossing point remains to provide connectivity and a safe route from Priest road & Brown Street to the Carrick Road.
9	Paul Loftus (photos provided)	<ul style="list-style-type: none"> I wish to state that I do not object to the wider proposals contained within the scheme. Increased traffic has given rise to blatant breaking of and disregard for the speed limit day in, day out, from traffic passing through what is a residential area. I firmly believe, given what is proposed further down Carrick Rd, that the erection of speed ramps at strategically placed positions along the road shown in the photographs within Zone 4 would play a positive part in ensuring vehicles 	<ul style="list-style-type: none"> WCCC acknowledges that you do not object to the wider proposals contained within the scheme. The design proposals include a traffic calming measure which will slow down traffic by narrowing the road width to 6.5 metres wide and at 6m at intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets. While we accept speed table a traffic speed ramps slows down traffic and are effective should be only installed as a last measure for traffic calming or at crossing locations, also ramps can cause problems for emergency services. To reverse parking would be unsafe for pedestrians, cyclist and vulnerable

		<p>adhere to the designated speed limit.</p> <ul style="list-style-type: none"> • I object to the construction of a public footpath directly outside my door, along with an adjoining parking bay of 2.2 m wide as it will diminish the space between my car and the house to a point where I more or less have no privacy at all and my parked car will be pushed further out on the road. • Consideration should be given to CPO to obtain some of the land belonging to the owners of Woodlock House so as to widen the road within Zone 4. • Possibility and whether the option of placing the footpath on the other side of the road opposite the houses has been looked at. • if the council proceeds I would also ask that they kindly leave the paved area at the front of the house as it stands. 	<p>road users using footpath.</p> <ul style="list-style-type: none"> • CPO lands at Woodlock would incur significant costs and the existing wall is protected. • Given constraints of existing entrances and wall, it is not possible to provide a footpath on opposite side without significant land take and accommodation works. • The type of paved area and finish to be agreed with residents.
10	Portlaw Camogie Club	<ul style="list-style-type: none"> • The Club is fully supportive of the proposal (with lighting) as it is dangerous for members walking to and from the grounds. • Also request that cycling lane be developed alongside the footpath. 	<ul style="list-style-type: none"> • WCCC acknowledges your support of this proposal. • Given constraints of existing entrances, inadequate road width and insufficient space it is not possible to provide a separate cycling lane without significant land take and accommodation works. The maximum width of footpath possible within available land take varies from 1.8 to 3.5 metres.
11	Ray Murphy	<ul style="list-style-type: none"> • Provision of a footpath to the GAA grounds is welcomed. • The proposed development includes two bus stops which I believe are unnecessary on this road. This whole development is centred around moving people away from car use and increasing bus, cycle and pedestrian traffic. In order to further this concept perhaps the council would look at a defined traffic hub whereby most buses would converge. The area around the public park could be utilised in this way and, as it is a minor road, it would be less busy than the Carrick Road for bus passengers. 	<ul style="list-style-type: none"> • WCCC acknowledges your support of this proposal. • Having reviewed this submission, the Council will be removing bus shelters and bus lanes. A traffic hub is noted and is outside these scope of works

		<ul style="list-style-type: none"> • I have reviewed the drawings for the project and did not see a kerb on the plan for the green area outside the houses on the Woodlock (a former convent) side of the road. At present most houses have white timber poles with chain link to prevent vehicles from driving onto the grass margins. A defined kerb from the gates of Woodlock to the corner of Priest's road would make a clear distinction between the road and the grass margin. • As a resident of Carrick Road, close to the existing 50kmh sign, I have witnessed excessive flooding at my property over the past number of years. The last four properties on the Carrick Road are prone to severe flooding. I would welcome any plans to address this significant problem as part of this development. • Finally, it will be a tremendous asset to the town to have a footpath from the town out to the GAA grounds. As part of this development, which aims to promote cycling, I would like to see a cycle lane included in this development. • As the new footpath will be constructed on a part of the road which is particularly prone to speed, I would like the Council to consider placing a hand rail on this footpath ensuring pedestrians cannot step out onto the road. 	<ul style="list-style-type: none"> • A kerbline is proposed along green area and where road surface drainage will be catered for. • As part of this scheme, WCCC will upgrade drainage network and will alleviate flooding and may help to resolve flooding issues. However, it should be noted that under the Roads Act 1993, it is not permitted for water to flow on to the public roadway. We note your observation related to an open shore at your entrance. • Given constraints of existing entrances, inadequate road width and insufficient space it is not possible to provide a separate cycling lane without significant land take and accommodation works. • It is not possible to install a handrail for safety reasons along a roadway
12	Adam & Laura Clarke (drawings provided)	<ul style="list-style-type: none"> • Firstly it appears that the entrance to our property is not marked on the maps, I have included location on the excerpt of the map attached and included a map from a previous planning application that indicates the correct location of the entrance. • ITEM1 - In this drawing there is a new street light that appears to be located within our property boundary near our main entrance (excerpt from map highlighting this fixture below - can you please confirm where this light is intended to be located. 	<ul style="list-style-type: none"> • The drawing shows an indicative location opposite a junction and public Lighting will be designed with LED lighting located along the roadway to meet standards. • Signs will be installed ensuring that sightlines and nearby property visibility is not obscured. • Signs will be supported by foundations and no fixtures to boundary wall. • Road width is a standard design and will be adequate for turning movements at entrance

		<ul style="list-style-type: none"> • ITEM2 - We have concerns regarding the proposed traffic signage that is to be placed on the right hand side of our entrance. The visibility when exiting the property will be impacted obscuring traffic approaching from the right hand side. How is this intended to be addressed as part of this overall plan? Also how close is this planned sign proposed to be to the existing entry as this may affect the turn radius to access our property entrance. • ITEM3 - There is proposed signage to be erected along our boundary wall. How is this to be affixed and will it affect access to said boundary wall for maintenance. • ITEM4 - Will the widening of footpaths impact the current road width near the entrance to our property and if so will this affect turning radius to entrance and exit from both directions? • ITEM5 - Also mentioned in the plan is "Grounding of overhead services and removal of existing ESB poles" can you provide further details of this as it may affect approved plans to take in an additional electricity connection to our property which the ESB has proposed using existing ESB poles. 	<ul style="list-style-type: none"> • This is a matter for ESB networks.
13	Billy Moore Consulting on behalf of Dermot Fitzpatrick (drawings submitted)	<ul style="list-style-type: none"> • Entrance to Development Lands – seeking a change to the proposed scheme to accommodate the entrance to development land. As proposed scheme will result in carparking obstructing minimum sightlines required in each direction from the proposed entrance to the development land. • Alternative scheme proposed (per drawings) would move the footpath out to the edge of the road and allow for car parking inside the footpath adjacent to dwellings on Carrick Road. • Storm Drain Provision – anxious to ensure that adequate provision for storm drainage is fully 	<ul style="list-style-type: none"> • Any proposed future entrance will be assessed as part of future planning applications. • Parking to be provided along roadway. To reverse parking would be unsafe for pedestrians, cyclist and vulnerable road users using footpath. • A detail drainage design will be carried out and a suitable outfall identified • Drainage design will be incorporated within this scheme.

		<p>integrated into the scheme. Currently the scheme does not include any storm drain proposals from just beyond the junction of Carrick Road/Connolly Road to the junction of Carrick Rd/Mount Bolton Rd where a suitable outfall is available.</p> <ul style="list-style-type: none"> • Considers that Council should give consideration to upgrading the storm drains in part of Carrick Road. 	
14	Cllr Declan Clune (drawings provided)	<ul style="list-style-type: none"> • Overall proposal to be welcomed but the following issues/observations raised. • Traffic concerns coming from Credit Union with speed – please include rumble strips or alternative to force a reduction in speed. • Bus shelter loss of spaces, location issue, anti-social behaviour, necessity of extension of footpath from Cul Rua – Remove this proposed bus shelter as it does not add any value to users and creates 2 unnecessary pedestrian crossings. • Drawing 003 Carriageway width concerns if a delivery truck is parked outside a house it will block one carriage and does not add to road safety – Ensure that possible carriage blockage is factored in and alternative must be provided for such instances. • Drawing 004 Existing Roundabout should be enhanced and built into a raised platform to force traffic to slow down – Change the current roundabout from paint only to a physical, raised table with high visibility signage. • Bus Shelter proposed location is unworkable due to its location – investigate the installation of a bus stop/shelter on Connolly Road. • Resident concerns about planned layout of new footpath and possible damage to the paving in front of their properties – as per Map2 leave the parking area on the inside and pedestrian area 	<ul style="list-style-type: none"> • WCCC acknowledges your support of this proposal. • Not appropriate to include rumble strips given the road is to be narrowed as a traffic calming measure • Having reviewed this submission item, the Council will be removing bus shelters and bus stop bay but pedestrian crossing with raised area to remain • Linear parking of 2.2 m width provided outside footpath for delivery trucks and road width in accordance with Design Manual for Urban roads and streets. • The Council will provide a raised surface at the roundabout. • Given site constraints issues identified at bus shelter position, we will remove bus shelter, bus bay and raised crossing point.

		<p>on the outside.</p> <ul style="list-style-type: none"> • Drawing 006/007/008 – this section will have most impact in terms of well being and pedestrian safety. 	
15	Mary Nolan	<ul style="list-style-type: none"> • Drawing 005 area covering the front of my house and issue with drainage. • Issue with speed on the straight stretch of road. The only specific measure to reduce speed is located much further down the road Drawing 004. Opportunity to widen footpath for traffic calming and another opportunity for a speed ramp/pedestrian crossing under the area of Drawing 004. 	<ul style="list-style-type: none"> • Drainage design will be incorporated within this scheme. • The design proposals include a traffic calming measure which will slow down traffic by narrowing the road width to 6.5 metres wide and at 6m at intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets.
16	Portlaw GAA Club	<ul style="list-style-type: none"> • Public Lighting should be installed along the full length of the footpath to our pitch • Consideration should be given to the installation of a cycle lane beside the footpath to encourage people to cycle to and from our field • We would ask the council to consider placing car park marking on the space outside our pitch to encourage orderly use of the space by cars and bicycles. 	<ul style="list-style-type: none"> • Public Lighting will be incorporated end of footpath scheme proposed by GAA • Given constraints of existing entrances, inadequate road width and insufficient space it is not possible to provide a separate cycling lane without significant land take and accommodation works. • The Council can provide for lining at this location.
17	Sean Power	<ul style="list-style-type: none"> • As the proprietor of the Forge Inn Carrick Road I wish to object to Job 170801 drawing no 002 (Linear Parking 2.2m) at the Forge Inn Carrick Road Portlaw Co Waterford. 	<ul style="list-style-type: none"> • WCCC acknowledges your objection to this proposal.
18	Sharon Quinn	<ul style="list-style-type: none"> • Portlaw LGFC are very much in favour of the proposed development of a footpath to Portlaw Hurling field for the safety of our players, parents and supporters walking to and from the pitch. Thank you. 	<ul style="list-style-type: none"> • WCCC acknowledges your support of this proposal.
19	Teresa Moore	<ul style="list-style-type: none"> • The overall Scheme is welcomed however the omission of speed ramps along the longest stretch of the Upper Carrick Road is an omission. 	<ul style="list-style-type: none"> • WCCC acknowledges your support of this proposal. • The design proposals include a traffic calming measure which will slow down traffic by narrowing the road width to 6.5 metres wide and at 6m at intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets.

20	Ann & William Laffan Photos supplied	<ul style="list-style-type: none"> • Loss of privacy. • Bus shelter attracting anti-social behaviour, visual impact of bus shelter, Location of bus shelter is dangerous, exhaust fumes from bus. • Driveway access will be affected. • Widening and addition of footpath will make the road narrower and difficult for cars to pass safely. 	<ul style="list-style-type: none"> • Having reviewed this submission item, the Council will be removing bus shelters and bus stop bays but pedestrian crossing with raised area to remain. This proposal promotes active travel and would improve air quality with less use of motorist vehicles. • Access and Egress to your property will not be affected • The design proposals include a traffic calming measure which will slow down traffic by narrowing the road width to 6.5 metres wide and at 6m intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets.
21	Ger Walsh	<ul style="list-style-type: none"> • Objection to proposed footpath/cycle path outside my front door cross section 33 from Portlaw to the hurling field on the Carrick Road. I would agree that it's badly needed but would ask council engineer's look at putting the path outside where I park rather than up against my front door. 	<ul style="list-style-type: none"> • To reverse parking would be unsafe for pedestrians, cyclist and vulnerable road users using footpath.
22	Jim & Ann Long (drawings provided)	<ul style="list-style-type: none"> • Objection to existing footpaths to be widened varying between 2 metre to 3 metres – danger to residents exiting houses. Ref Section 002 & 003 on drawings. • Objection to bus shelter and proposed footpath from Priest Road onto Carrick Road – footpath will be on private property, visual impact of shelter, depreciation in house values, anti-social behaviour. • No consultation with residents. 	<ul style="list-style-type: none"> • The design proposals include a traffic calming measure which will slow down traffic by narrowing the road width to 6.5 metres wide and at 6m intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets. • Having reviewed this submission item, the Council will be removing bus shelters and bus stop but pedestrian crossing with raised area to remain and footpath for connectivity. Where property ownership issues arise will be dealt with directly with the resident. • This process is the consultation process.
23	Martina Butler (drawings provided)	<ul style="list-style-type: none"> • Object to proposed footpath and bus shelter. • Bus shelter will encourage anti-social behaviour, littering, eyesore and devalue property. • Footpath is on private property, matter of time before it is continued on in front of the private properties becoming a walkway for dog owners and their dogs to foul in private grass. • Narrowing of the road on drawings 002 & 003 is a concern for 2 way traffic. 	<ul style="list-style-type: none"> • Having reviewed this submission item, the Council will be removing bus shelters and bus stop but pedestrian crossing with raised area is to remain and footpath for connectivity. • There is no proposal is to continue footpath in front of properties as it was initially proposed to install footpath in front of dwellings and following consultation and review, the footpath was removed but it will remain from crossing to Priest road junction for connectivity and a safe route for pedestrians. Where property ownership issues arise will be dealt with directly with the residential owner/property owner. • The design proposals include a traffic calming measures which slow down

			<p>traffic by narrowing the road width to 6.5 metres wide and at 6m intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets.</p>
24	Richard & Sharon Long (drawings provided)	<ul style="list-style-type: none"> Object to the proposed footpath and bus shelter on Drawings Section 002 & 003. Footpath from Priests Lane to Carrick Road is on private property. Bus shelter will cause anti-social behaviour, littering and will devalue the house. Narrowing of the road will restrict access to my house and will be a traffic hazard. 	<ul style="list-style-type: none"> Having reviewed this submission item, the Council will be removing bus shelters and bus stop but pedestrian crossing with raised area is to remain and footpath for connectivity and a safe route for pedestrians Dog fouling is enforced by Council dog wardens. The design proposals include a traffic calming measure which will slow down traffic by narrowing the road width to 6.5 metres wide and at 6m intervals by means of installing footpath/widening footpaths and kerb line in accordance with Design Manual for Urban Roads and Streets. Where property ownership issues arise will be dealt with directly with the residential owner/property owner.
25	Gerard Loftus (photos provided)	<ul style="list-style-type: none"> I hereby object to same on cross section 3.3 in regard to parking bays, as it impinges on my property. I am also concerned with regard to placing parking bays on road as traffic calming is nonexistent; this places our vehicles in dangerous areas. The same parking bays would mean encroaching on cobble block which I have in front of my house also. 	<ul style="list-style-type: none"> Parking to be provided along roadway. To reverse parking would be unsafe for pedestrians, cyclist and vulnerable road users using footpath The road is to be narrowed to 6.5 metres and build outs at 6m. Adjacent to this roadway is designated linear parking 2.2 m width which is standard width Accommodation works, pavement type and finish will be agreed with residents.
26	Eamonn Sexton (Photo provided)	<ul style="list-style-type: none"> Concerns in relation to the proposed parking and path by my house 6 and 7 Carrick Road (section 3-3). The proposed parking lots are too far out on a very busy road, which is very dangerous. As things stand, I park my car close to my house and pedestrians walk on the outside of the existing path. This is working well with the residents in the area in agreement. I have black imprinted concrete frontage at my house. Please confirm what arrangements you 	<ul style="list-style-type: none"> Parking to be provided along roadway. To reverse parking would be unsafe for pedestrians, cyclist and vulnerable road users using footpath Appropriate location for footpath on inside parking as otherwise it is a safety hazard for pedestrians. Linear parking is provided along the roadway. Accommodation works, pavement type and finish will be agreed with residents.

		can put in place to keep this surface in place or if it needs to be altered, to replace it with a like for like surface.	
27	Eoin & Jennifer Maher (Drawing provided)	<p>Proposed widening of the existing footpath to a total wide of 2.7 m and reduction of current carriageway to 6.5m in front of houses X91 K4H2 and X91 AH36, as marked between 'x' on map attached to this letter.</p> <p>This area used on a once weekly basis for the unloading of pallets of solid fuel from an articulated lorry using a forklift for Maher Fuels. This has been the practice of the business which has been in operation from this location for the last 48 years. It has always been conducted in a safe manner and without any incident.</p> <ul style="list-style-type: none"> The reduction in the width of the carriageway at this point of the Carrick Road will result in the articulated lorries parking on the proposed widened footpath for unloading which would be in breach of traffic laws. 	<ul style="list-style-type: none"> Current practice is a traffic hazard and owner should ensure loading/unloading is carried out within his own site boundary. Consideration should be given to widening his site entrance.

28	Eileen & Keith Maher (Drawing provided)	<ul style="list-style-type: none"> • Proposed widening of the existing footpath to a total wide of 2.7 m and reduction of current carriageway to 6.5m in front of houses X91 K4H2 and X91 AH36, as marked between 'x' on map attached to this letter. • This area used on a once weekly basis for the unloading of pallets of solid fuel from an articulated lorry using a forklift for Maher Fuels. This has been the practice of the business which has been in operation from this location for the last 48 years. It has always been conducted in a safe manner and without any incident. • The reduction in the width of the carriageway at this point of the Carrick Road will result in the articulated lorries parking on the proposed widened footpath for unloading which would be in breach of traffic laws. 	<ul style="list-style-type: none"> • Current practice is a traffic hazard and owner should ensure loading/unloading is carried out within his own site boundary. Consideration should be given to widening his site entrance.
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