

DO: GACH BALL DE CHEANTAR BARDASACH DHÚN GARBHÁN/LEASA MHÓIR
TO: EACH MEMBER OF THE MUNICIPAL DISTRICT OF DUNGARVAN/LISMORE

Re: Section 38 Road Traffic Act 1994 - Traffic Calming Scheme
Footpath Construction and Junction Improvement Works in Villierstown

Proposal

Waterford City & County Council proposes to undertake Road improvement works along Main Street, Villierstown as set out in the attached drawing. Works will include the construction of a 2.0m wide cobble locked footpath located along the road edge extending from the existing footpath along the L-6061 at Woodview Close to the existing cobble locked footpath along Main Street. Cobble locked paving will also be incorporated within the four existing seating areas located along Main Street. Additional public lighting will be installed along Main Street. The existing junction linking Dromana Drive and Ballingowan East will be reconstructed to allow for safe turning movements with improved road markings. The new pedestrian links along Main Street and junction improvement works in addition to the recently completed footpath at Woodview Close and on approach to the National School will provide a safe environment for all road users.

Public Consultation

The proposal was advertised for public consultation in the Dungarvan Observer newspaper and also on the website during the period 23rd June to 20th July, 2021. The closing date for submissions was 3rd August, 2021.

Submissions

The submissions received and responses are set out in the table attached to this report on pages 3 to 9.

Recommendation

The recommendation is to proceed with the footpath proposal which provides connectivity between existing footpaths in the village. The footpath will be constructed outside the existing grass margin. The existing grass margins will remain on both sides of the road. The footpath paving will be similar to existing paving in the village. This will reduce the road width and

provide traffic calming on approach to the village. The footpath will provide an off road safe zone for all users including pedestrians and cyclists. It will provide basic infrastructure to the village in linking existing footpaths and provide connectivity between housing estates, school and amenities in the village. The lighting requirements will be in accordance with public lighting design for villages. This proposal will encourage walking and cycling which is the future for climate change.

The proposal as set out above is recommended for your approval.

Gabriel Hynes,
Acting Director of Services
Roads, Water and Environment
13th September, 2021.

No.	Name on Submission	Main Issues/Concerns Raised	Response
1	Gregory McCarthy Family	<ul style="list-style-type: none"> • Works planned with no respect for village which is due to be designated an Architectural Conservation Area. • Throws off balance the unusually wide main street with the environmental grassed areas at either side. • Road calming can be achieved without losing the green grassy areas which balances the entire village. • Lighting needs to be appropriate and balanced. White lights are intrusive and should be changed. 	<p>The proposed works will be in keeping with the conservation designation of the village with the proposed footpath finish to match the existing cobble lock paving. The works proposed consisting of a footpath is basic infrastructure for any village regardless of designation to provide connectivity and safety for all vulnerable road users</p> <p>The proposed location of the footpath to be revised and constructed outside the grass margin in order to retain the balanced grass margin on both sides, This will result in narrowing of the carriageway and act as a traffic calming measure</p> <p>Decorative lighting columns will be provided, The lighting design will be in accordance with national design standards with LED Lighting being provided that can be trimmed and dimmed for specific periods</p>
2	Sarah Duffy	<ul style="list-style-type: none"> • Great shame to construct a massive concrete footpath outside buildings of significant heritage. • A traffic calming ramp at the top of the village and middle would benefit greatly. • Lighting should “fit in” with the historic village and no modern 	<p>The proposed works will be in keeping with the conservation designation of the village with the proposed footpath finish to match the existing cobble lock paving. The proposed location of the footpath to be</p>

		steel structure.	<p>revised and constructed outside the grass margin in order to retain the balanced grass margin on both sides, This will result in narrowing of the carriageway and act as a traffic calming measure</p> <p>Decorative lighting columns will be provided, The lighting design will be in accordance with national design standards with LED Lighting being provided that can be trimmed and dimmed for specific periods</p>
3	Robbyn Swan	<ul style="list-style-type: none"> • Construction of 2m wide cobble-locked footpath unnecessary. • Additional public lighting to be installed is unclear. • Any modifications should be in keeping with character of village and special attention should be paid to preserving its unique and historical environment. 	<p>The minimum width of a footpath under national standards is 2m to provide safe movement for pedestrians and vulnerable users with disabilities</p> <p>Decorative lighting columns will be provided.</p> <p>The lighting design will be in accordance with national design standards with LED Lighting being provided that can be trimmed and dimmed for specific periods</p> <p>The proposed works will be in keeping with the conservation designation of the village with the proposed footpath finish to match the existing cobble lock paving. The works proposed consisting of a footpath is basic infrastructure for any village regardless of designation to provide connectivity and safety</p>

			for all vulnerable road users.
4	Katie Bullen	<p>In favour of footpath for safety reasons but raises the following concerns:-</p> <ul style="list-style-type: none"> • Will impact the aesthetic of this unique village. • Designated as a scenic view in Development Plan 2011-2017. • Footpath should instead be taken from the roadway to retain the grass verges. • Narrowing roadway at top of village would slow down cars. 	<p>The proposed works will be in keeping with the conservation designation of the village with the proposed footpath finish to match the existing cobble lock paving. The works proposed consisting of a footpath is basic infrastructure for any village regardless of designation to provide connectivity and safety for all vulnerable road users</p> <p>The proposed location of the footpath to be revised and constructed outside the grass margin in order to retain the balanced grass margin on both sides, This will result in narrowing of the carriageway and act as a traffic calming measure.</p>
5	Liz & Geoff Bullen	<ul style="list-style-type: none"> • 2 metre wide footpath is too much to cut from one verge. • Preferable to continue the narrower footpath that has been laid and run on what is currently road not grass. • It is Council policy to reduce width of some roads in order to limit speeding. 	<p>The footpath will be constructed outside the existing grass margin from the existing concrete path to the paved footpath on main street.</p> <p>This proposal will narrow the road width to provide traffic calming.</p>
6	Kieran O'Sullivan	<ul style="list-style-type: none"> • Unnecessary wide construction of footpath. • Unique aesthetic appeal attracts tourism and business. • Will drastically reduce charm and attractiveness of village. 	<p>The footpath will be constructed outside the existing grass margin from the existing concrete path width to the paved footpath on main street. Minimum width of footpath is 2m under national standards</p>

			<p>The works proposed is basic infrastructure which this village requires in order to provide safety for all users in accordance with local plans. This will attract tourism.</p> <p>The village already has a number of footpaths. This section provides connectivity between two existing footpaths.</p>
7	Mary O’Sullivan	<ul style="list-style-type: none"> • Opposed to construction, house is directly affected. • “Green Future” this is going in wrong direction. • Village must be preserved. 	<p>No house is affected as the footpath will be constructed on the existing road.</p> <p>The works proposed is basic infrastructure which this village requires in order to provide safety to all users in accordance with local plans. This will encourage walking and cycling which is the future for climate change.</p> <p>The village already has a number of footpaths. This section provides connectivity between two existing footpaths.</p>
8	Paddy Mullany	<ul style="list-style-type: none"> • Footpath construction is of concrete and not of cobble lock paving as per plan. • Paving materials – existing paving in the village is coloured concrete paving. Could Roadstone “Urbana” or similar be used. Existing pavers now have weeds growing – as per the mass paving area adjacent to the monument opposite the community centre. • Edging/curbing between paving and grass margin – how will this be constructed, detailed drawing 	<p>The paving finish will be similar to existing footpath on the main street consisting of cobble lock paving.</p> <p>The Council will continue to work with the Tidy Towns to ensure the village is maintained.</p> <p>There will be a clear joint between grass margin and proposed footpath.</p>

		<p>required.</p> <ul style="list-style-type: none"> Public lighting – type, size, spacing and exact location absent from proposal. Incorporating of services in the footpath during construction and liaising with the relevant authorities at planning stage is vital. 	<p>Decorative lighting columns will be provided. The lighting design will be in accordance with national design standards with LED Lighting being provided that can be trimmed and dimmed for specific periods</p> <p>Any necessary services will be incorporated.</p>
9	Jean Duffy Mullany	<ul style="list-style-type: none"> No specifications available on the lighting, footpaths and the paving areas around the seats. No consultation. The proposed footpath will detract from our house which is a listed building Would a marker line down the street be more discreet to accommodate cyclists/children/etc. Only 10 people on average walk down the street per day. Would a ramp to reduce speed be more beneficial. Is more paving around the 3 seats needed. May encourage anti-social behavior. Lighting should be in keeping with Georgian village. Some of the green areas highlighted in the Dev Plan have already been replaced. Village is being proposed as an Architectural Conservation Area and this proposal would not be within the Built Heritage Policy Objectives. 	<p>The proposed works will be in keeping with the conservation designation of the village with the proposed footpath finish to match the existing cobble lock paving. The works proposed consisting of a footpath is basic infrastructure for any village regardless of designation to provide connectivity and safety for all vulnerable road users.</p> <p>Section 38 which was advertised is the consultation process in conjunction with discussions with residents and Tidy Towns.</p> <p>Lines would be at the same level as the public road. It is safer for all users to construct a kerb line with footpath. It promotes cycling and walking.</p> <p>There is a housing estate and a number of private dwellings beyond the village who walk this direction.</p>

			<p>A ramp does not provide a consistent safe environment. A standard consistence footpath is known to provide a safe zone for all users.</p> <p>Decorative lighting columns will be provided, The lighting design will be in accordance with national design standards with LED Lighting being provided that can be trimmed and dimmed for specific periods</p> <p>The green area will remain as it is. The proposed location of the footpath to be revised and constructed outside the grass margin in order to retain the balanced grass margin on both sides, This will result in narrowing of the carriageway and act as a traffic calming measure The footpath is providing connectivity between existing footpath infrastructure.</p>
10	Chris Hall	<ul style="list-style-type: none"> • Village soon to be designated Architectural Conservation Area. • Village is blessed with an exceptionally wide Main Street. • Solution would be to mark a strip along the edge of the street for pedestrians and traffic calming measures on both sides of the Dromana Gates. • Lighting must be approached with care. Replacement should be in keeping with the style of the village. 	<p>The proposed works will be in keeping with the conservation designation of the village with the proposed footpath finish to match the existing cobble lock paving. The works proposed consisting of a footpath is basic infrastructure for any village regardless of designation to provide connectivity and safety for all vulnerable road users.</p>

			<p>The proposed location of the footpath to be revised and constructed outside the grass margin in order to retain the balanced grass margin on both sides, This will result in narrowing of the carriageway and act as a traffic calming measure</p> <p>Decorative lighting columns will be provided, The lighting design will be in accordance with national design standards with LED Lighting being provided that can be trimmed and dimmed for specific periods</p> <p>Very wide roads encourage speeding and reducing the road width will provide traffic calming.</p>
11	Barbara Grubb	<ul style="list-style-type: none"> • Historical importance of the village now proposed as an Architectural Conservation Area. • Consider carefully any modern material additions unless critically needed. • Dismayed at proposition to introduce concrete footpaths, lighting and obliterating green space. • More sensible and economical to introduce pedestrian/bicycle lane on the existing road using road markings and some speed ramps to reduce speed. • No details of lighting in proposal. We would ask that any extra lighting should be period sensitive in keeping with Georgian style. 	<p>The proposed works will be in keeping with the conservation designation of the village with the proposed footpath finish to match the existing cobble lock paving.</p> <p>The proposed location of the footpath to be revised and constructed outside the grass margin in order to retain the balanced grass margin on both sides. This will result in narrowing of the carriageway and act as a traffic calming measure</p> <p>Decorative lighting columns will be</p>

			<p>provided. The lighting design will be in accordance with national design standards with LED Lighting being provided that can be trimmed and dimmed for specific periods</p> <p>Lanes would be at the same level as the public road. It is safer for all vulnerable road users to construct a kerb line with footpath. It promotes cycling and walking.</p>
12	Residents of Woodview Close & Ballingowan East – 39 Signatures	<ul style="list-style-type: none"> • Offer support for the construction of the footpath and welcome it as a safety measure and hope it is constructed soon. 	This footpath proposal will provide a safer zone to walk and cycle from their estate to the village.
13	Michael Ronayne	<ul style="list-style-type: none"> • I would like to offer my support for the project as it is necessary to link Woodview Close Estate to the Village and compliment the work already done. 	This footpath proposal will provide a safer zone to walk and cycle Woodview estate to the village and will link existing footpaths.
14	Mary Landers on behalf of Villierstown Tidy Towns	<ul style="list-style-type: none"> • Offer support for the project and thank the Council for all work carried out in recent times. 	This footpath proposal will provide a safer zone to walk and cycle for all users and will link existing footpaths.
15	Group Submission – C. Hall, B. Grubb, P. Mullany, M. O’Sullivan, J.Mullany	<ul style="list-style-type: none"> • Proposal is light on detail and a lack of consultation. • Proposal is against worldwide Climate and Biodiversity Emergency measures. We should be reducing paved areas and minimizing light pollution. • Suggest that a strip of the Main Street be marked off for pedestrians. • Additional traffic calming measures both north and south of the Dromana Gates would enhance safety. • Street lighting is haphazard and any replacements must be in keeping with Georgian heritage and should extend the full length 	<p>Section 38 which was advertised is the consultation process in conjunction with discussions with residents and Tidy Towns.</p> <p>The works proposed is basic infrastructure which this village requires in order to provide safety to all users in accordance with local plans. This will encourage walking and cycling which is the future for climate</p>

		<p>of Main Street.</p> <ul style="list-style-type: none"> • More research and discussion needs to take place before these significant changes are made to the heart of the village. 	<p>change.</p> <p>The lighting requirements will be in accordance with public lighting design for villages with LED Lighting being provided that can be dimmed and trimmed.</p> <p>Lanes would be at the same level as the public road. It is safer for all vulnerable road users to construct a kerb line with footpath. It promotes cycling and walking.</p> <p>Section 38 is the consultation process. The proposal is basic infrastructure required in a village. The proposal is linking existing footpaths within the village. This will provide connectivity and promote climate change.</p>
16	Breda & Steven O'Mahoney	<ul style="list-style-type: none"> • Our family would like to see the footpath extended from where it is now. 	<p>This footpath proposal will provide a safer zone to walk and cycle for all users and will link existing footpaths.</p>