

**DO: GACH BALL DE CHEANTAR BARDASACH AN CHOMARAIGH
TO: EACH MEMBER OF THE MUNICIPAL DISTRICT OF COMERAGH**

**Section 38 Road Traffic Act 1994 - Traffic Calming Scheme
Completion of Process along R680 Old Kilmeaden Road, Co. Waterford**

The following proposed scheme was advertised for public consultation from 26th April to 23rd May 2022, inviting submissions by 6th June, 2022. Proposed road improvement works along R680 located north of Kilmeaden Village and links directly on to the car park at the Suir Valley Railway Link which is an access point to the Waterford Greenway and connects to Waterford City to the East. The works will include development of new kerbing, narrowing of the road width to 6.5 metres, provision of footpaths, uncontrolled crossing points, modification of existing junctions with improved road markings and the provision of new public lighting.

The purpose of the scheme is to provide safe access and connectivity by way of footpaths and uncontrolled crossing points to the Greenway car park and to make the approaches along R680 safe and accessible to the car park for pedestrians, cyclists by narrowing down the roadway and slowing speed. The main goal is to prioritise pedestrian and cycle movements over vehicles and to promote active travel by providing a safe environment for pedestrians and cyclists to travel along the R680 between local neighbourhood area, Kilmeaden Village to the South and the Suir Valley Greenway access point.

Submissions

5 No. Submissions were received and are detailed in Table 1 below with corresponding responses.

Recommendation

Having considered the submissions and site meeting with the Gardai, it is recommended we proceed with the scheme subject to the following amendments:-

- I. Slip Road from R680 to L4026 to be closed with right of way extinguished, with residential access only being maintained.
- II. Proposed footpath to be extended along the grass verge to the cycle route, subject to landowner agreement.
- III. Footpath will be extended towards the church subject to available land and landowner agreement.

Your approval to the above is recommended.

**Fergus Galvin
Director of Services
Roads, Water and Environment
20th July, 2022**

Table 1:

SECTION 38 OLD KILMEADEN ROAD VILLAGE TRAFFIC CALMING SCHEME – TABLE OF SUBMISSIONS/RESPONSES			
No.	Submission made by	Summary of Main Points/Issues Raised	Response
1.	Martin Doyle (attachments)	<ul style="list-style-type: none"> I. Proposed works excluded my property entrances in the making of this road safety plan shall in effect block my business property by way of diverting the flow of traffic into one lane. II. Traffic travelling from Waterford City will block the entrances with the build-up at the junction stop sign presently in place. Retaining just the right lane, single line of traffic shall cause tailback for over a kilometre or more on the Old Kilmeaden road that effects my entrances III. The present plan benefits users of the greenway; it is clear to see the residents and business enterprises of this local community were not consulted. IV. Proposed works at the junction are on lands in my ownership as registered at the Property Registration Authority; my lands are being reconstructed by way of kerbing; bus stop space at my property for the Suir Valley service Waterford to Portlaw being removed. V. The planning permission conditions granted for the carpark development required the entrance on the R680 as not permitted due to the dangerous traffic. The exit onto the Old Kilmeaden road was to be used for entrance; a left lane was built by removing the orchard and small dwelling; reason being the entrance was constantly blocked by traffic; the left lane when constructed released the traffic; a line of four cars from the present stop sign, as proposed by this intended plan, will block my carpark entrance. VI. A detailed letter plan and map was supplied for a proposal 	<ul style="list-style-type: none"> I. WCCC acknowledges location of entrances. The road way width outside both entrances is not being altered. The reduction of two lane ways into one is for road safety reasons and to protect road users. Drivers exiting this junction will have clear and unobstructed views in both directions. II. In general accident data shows that a second lane at a junction obscures sightlines and creates a hazard. WCCC does not envisage increase in delays that will cause significant tail backs as volumes are low and should encourage drivers to use alternative main national and regional routes. III. The propose plan benefits and promotes active travel measures by providing dedicated footpaths and crossing points for residents and businesses in this area. This section 38 process is part of the public consultation. IV. WCCC notes that the land (including roadway) is registered in landowner’s name. However, under Section 13 Roads Act 1993 the local authority may carry out road improvements where required. V. If issues arise with vehicles blocking entrance, WCCC will install a yellow box. VI. A mini roundabout is not warranted as it requires equal flows of traffic from all directions, the majority of traffic travel along the R680 between Kilmeaden towards Carrick on Suir.

		<p>for a mini roundabout and safe pedestrian crossing to the turnstile entrance; should be investigated</p> <p>VII. Proposal concerning the uncontrolled crossing have indeed excluded my business by way of not implementing a connection from my property and safe passage for all who wish to tread across the road to the greenway from my property. I state under no circumstances shall I permit encroachment or interference upon or over my registered lands for good reason these proposed road works will block my entrances.</p>	<p>VII. Having reviewed this observation, if future pedestrians movements warrant as a result of site being developed, a footpath and crossing points could be considered.</p>
2.	Andrew Sheil	<p>I. According to DMRB Kerbs should have a radius of 1-3m for local streets, a 6m radius to allow for buses and articulated vehicles and 9m for 'frequent' articulated vehicle movements. Please change the junction radii in the scheme to follow this best-practice advice. It is my opinion that the L4026 and L4410 do not require a 9m radius junction as articulated vehicles would be infrequent.</p> <p>II. Extend the proposed pedestrian path to enable a continuous route from the bridge towards the existing pedestrian and cycle route that extends beyond the carpark.</p> <p>III. Reduce the carriageway width to 6m and extend the footpath widths to min 2.5m in all areas but especially at the bridge as that is an area that people might stop to take pictures and enjoy the view. 1.8m footpath width at bridge is too low.</p> <p>IV. Extend the footpath on the eastern side to continue towards the church to provide locals direct and safe walking access to the church. Consideration may be needed to prevent parking at this location.</p>	<p>I. WCCC notes your comments. The radius of 1-3m is for local streets and warranted within towns and villages. This location is within a rural area and therefore a 9 m radius is proposed and in accordance with DMURS for frequent use of larger vehicles.</p> <p>II. WCCC will consider extending footpath subject to landowner agreement.</p> <p>III. Due to the high volume of traffic along the regional commuter route and frequent usage of larger vehicles and the existing horizontal curve alignment, a 6.5 m carriageway is required. The proposed 2 m footpath and 1.8 m footpath within the bridge area, can only be provided due to the constraints and the requirements for land take in some areas. Where possible the footpath may be widened.</p> <p>IV. WCCC will consider extending footpath subject to landowner agreement.</p>

		<p>V. Remove the provision for vehicle access to property with 25mm dropped kerb. This is unnecessary as the properties in question already have direct access to the main junction. Remove this access point to make pedestrian and vehicle movements safer. Consider additional planting here.</p> <p>VI. Use locally sourced and sustainable materials where possible. Concrete and steel need not be the only materials used. paving slabs are proven to have a cheaper lifetime cost. Minimise use of signage and street clutter and increase planting and greening measures.</p> <p>VII. Footpaths do not always have to go adjacent to the traffic lane. Having a separation lane between traffic and pedestrians/cyclists is preferred, when the opportunity is there to provide it, please do so.</p> <p>VIII. I have included a quick sketch that shows some of my points raised above with a reconfigured footpath layout. Thank you for your time and good luck with the project.</p>	<p>V. The property requires access along the R680 road, an alternative entrance was considered along L4026 but WCCC was not satisfied that an alternative safe access could be provided along this road. The link road along L4026 will be closed and used for local access.</p> <p>VI. Landscaping will be incorporated. Concrete is the preferred solution as it requires less maintenance and proven to lead to a low risk trip hazard in the long term.</p> <p>VII. WCCC notes your observations. This is not possible due to current roadway constraints, maintenance and land take. However, if parts of this scheme can be incorporated it will be considered.</p> <p>VIII. WCCC notes contents within your proposed scheme.</p>
3.	Corinne Power O'Mahony Fiddown Union of Parishes	<p>I. Fiddown Union of Parishes own and use St Mary's Church Kilmeaden, as a place of worship. The church is a protected structure NIAH Number 22900803, and Protected Structure No 130. The entrance to the church is situated directly across from the proposed 2 m new footpath. Concerns raised regarding access by commercial vehicles who service us and continually require access to St Mary's. and at present these vehicles need the full width of the road plus part of the slip road to exit our premises safely, ensuring that they don't accidentally damage the listed church gates and pillars.</p> <p>II. We do recognize and appreciate the need and benefit of this new proposed footpath solution.</p>	<p>I. WCCC notes your concerns and a detail design will provide and facilitate for rigid truck movements accessing and egressing entrance.</p> <p>II. WCCC acknowledges support for this scheme.</p>

4.	Chris Santillo	<ul style="list-style-type: none"> I. The traffic calming scheme proposed near the greenway in Kilmeaden. I think that is wonderful and would love to see it done. II. Consideration to add a bike/walking path all the way into Kilmeaden to get from the Greenway 	<ul style="list-style-type: none"> I. WCCC acknowledges your support for this scheme. II. There is currently an existing off road link of approximately 1.2 kms from Kilmeaden via Ballyduff road to Suir Valley Railway car park and surface has been recently upgraded.
5.	Julie Brophy (photos)	<ul style="list-style-type: none"> I. Pulling up from the L4026 junction (High road) is dangerous with the proposed footpath that are in the plans for either side. If there are people walking on these how are we supposed to see vehicles coming in either direction 	<ul style="list-style-type: none"> I. The new footpath is to provide a safe route to pedestrians and also slow down vehicle speeds in this area. Traffic calming will see a reduction speed and make entry/exit at junction safer. Footpaths protect pedestrians walking to the Greenway, Suir valley railway line and other locations within the vicinity.