

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 – Completion of Process
Footpath Construction and Junction Improvement Works in Villierstown

Proposal

Waterford City & County Council previously advertised a Section 38 Traffic Calming Scheme for Main Street, Villierstown in June 2021. Following public consultation and consideration of the submissions made the Scheme was reviewed and re-advertised incorporating the following amendments (as per drawing attached):-

- *Works will include the construction of a 1.8m wide paving brick footpath extending from the existing footpath along the L-6061 at ‘Woodview Close’ to the existing paving brick footpath along Main Street.*
- *The 1.8m wide footpath to be constructed with a 1.0m wide section extending into the green space & 0.8m wide section constructed within the road space.*
- *Brick paving will also be incorporated within the four existing seating areas located along Main Street. One additional public light will be erected along Main Street within the green area across from the proposed footpath.*
- *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 Leader newspaper, Customer Services Departments and on the website during the period 30th November to 27th December 2021. Submissions were accepted up to Monday 10th January, 2022.

Submissions

A summary of the submissions received and responses are set out in the table below.

Recommendation

The recommendation is to proceed with the footpath proposal which provides connectivity between existing footpaths in the village. Works will include the construction of a 1.8m wide paving brick footpath extending from the existing footpath along the L-6061 at ‘Woodview Close’ to the existing paving brick footpath along Main Street. The 1.8m wide footpath to be constructed

with a 1.0m wide section extending into the green space and 0.8m wide section constructed within the road space. The existing junction linking Dromana Drive and Ballingowan East will be reconstructed to allow for safe turning movements with improved road markings. The footpath will provide an off road safe zone for all users including pedestrians and cyclists. It will also 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.

Fergus Galvin,
Director of Services
Roads, Water and Environment
14th February, 2022.

No.	Submission from	Main issues raised	Response
1.	Villierstown Tidy Town- Submission- 264 Signatures	<ul style="list-style-type: none"> Opposed to 1.8m footpath on the roadway but are fully supportive to 1.2m footpath being put in place on the green area. 	<p>It is acknowledged that the concept of a footpath proposal is accepted but reducing the road width is the main concern. The proposal is linking two existing footpaths in the village. Concerns regarding the speed of vehicles approaching the village have been reported previously and must be taken into account. By utilising both the green area and the road to construct the footpath will leave green area remaining for landscaping and will narrow the roadway thus providing traffic calming on the approach to the village. The remaining road width is 6.5m which is 0.500m wider than the standard road width as outlined in 'Design Manual for Urban roads and streets' (DMURS). The proposed construction will allow spaces for parking in the village. Traffic calming measures such as narrowing a road with kerbs is more effective as a long-term measure to reduce speed. The proposed paving brick footpath will be maintained free from moss and weeds.</p>
2.	Chris Hall	<ul style="list-style-type: none"> Surface to be macadam and Public lighting in accordance with National Optical Astronomy Observatory and switch off after midnight 	<p>The surface proposed is cobblelock similar to existing and is in line with the existing finishes in this area of the village. The public lighting must be designed in accordance with Waterford Council's specification for public lighting which is LED. Dimming of rural lights will be in accordance with Waterford Council's public lighting policy which states "no dimming will be applied on the pedestrian crossing areas (trimmings only)."</p>
3.	Derry Cotter	<ul style="list-style-type: none"> Object to the proposal putting 800mm on 	<p>See responses at 1 & 2 above.</p>

		<p>the road over a short distance.</p> <ul style="list-style-type: none"> • No parking for residents. Request for Speed Indicator sign approaching village. Footpath will be adequate putting it on the green common area. • Cobblelock requires maintenance. • No history of road accidents. 	
4.	Mary Landers	<ul style="list-style-type: none"> • Not opposed to the actual traffic Calming Scheme but opposed to the footpath going on the roadway. • It will ruin the layout of our village - would a 1 meter on the grass verge suffice. 	See responses at 1 & 2 above.
5.	Michael Ronayne	<ul style="list-style-type: none"> • Not opposed to the traffic calming but concerned about the footpath going on the roadway. • Parking issues for events in Village. 	See responses at 1 & 2 above.
6.	Anne Cotter	<ul style="list-style-type: none"> • Object to the proposal putting 800mm on the road over a short distance. • No parking for residents. Request for Speed Indicator sign approaching village. Footpath will be adequate putting it on the green common area. • Cobblelock requires maintenance. No history of road accidents. 	See responses at 1 & 2 above.
7.	Barbara Grubb	<ul style="list-style-type: none"> • Opposed to taking out any green space in this era of greater environmentalism and to introduce a cobblelock system that will likely need herbicides to keep it weed free. • Incorporate stepping stones within the grass area which can be mowed over. No 	See response at 1 & 2 above.

		<p>interferece with the width of the street which will impact on parking space.</p> <ul style="list-style-type: none"> • Street lighting should be on a time clock to go off at midnight as a compromise for both the wildlife and the immediate residents. 	
8.	Jean Mullally	<ul style="list-style-type: none"> • Developments to the main street should be within the Built Heritage Policy Objectives BH05 BH11 and BH06 CDP 2022-2028 • The width of the footpath should be reduced to the same width as the newly constructed footpaths on the quay road. • Materials used should be maintained. • Unclear where the footpath leads to at the lower end of the old school house – access to house to be maintained and privacy issue • Will traffic calming on western side of street encourage cars to drive closer to the eastern side of the street. Would speed table at the top of the village be safer. • Seating – can grass remain. • Lighting – can a lantern type light in installed with low wattage. • Protection of natural green areas and sustainable tourism and not take away from character of village. 	<p>The proposed footpath has been reduced from 2.0m to 1.8m which is the minimum width requirement. The proposal will not affect conservation. The footpath referenced along the Quay Road constructed by the Council is narrow in parts and is less than the required width, but was necessary to reduce to maintain sufficient two-way road width. The proposed paving brick footpath will be maintained free from moss and weeds. The footpath position at the tie in to the existing footpath will be adjusted to prevent pedestrians leading towards the living space front window. The proposed footpath can be moved further away at this location to address this matter. All entrances and pathways to the old school house will be fully accessible for cars, wheelchairs, buggies. The proposed yellow edge lines at the widest points along the road alongside the old school house will aid traffic calming through the Main Street. The yellow lines will also provide separation between the road surface and the existing parking areas across from the old school house and also alongside the existing parking areas below the old school house. The block paving will be extended around the existing seating areas to provide a hard standing area from the seating to new footpath. The condition of the existing seating will be reviewed. The public lighting must be designed in accordance with Waterford Council's specification for public lighting which is LED.Green areas are</p>

			important for landscaping and will be avoided in so far as possible.
9.	Paddy Mullany	<ul style="list-style-type: none"> • Paving materials to be used in the construction of the footpaths. • Edging /curbing between paving and grass margin • Incorporating of services in the footpath during construction and liaising with the relevant authorities at planning stage is vital. • Object to the reduction in the width of the road with yellow lines to aid traffic calming – speed tables more beneficial. • Proposed new kerb line and footpath that ties in with existing (cobblelock footpath) could obstruct access for backing in trailers to access the back yard of our home where I store building equipment. • How will the edge of the path will be constructed so I can continue to maintain the grass and what edging will be required to stop stone pebbles becoming a hazard onto the public footpath. • The incorporating of services into the footpath - will the relevant authorities of these services be involved to ensure the underground ducting and removal of unsightly wires. I note that WCC has an interest in the renovation of a building for 	<p>See responses at 1 & 2 above.</p> <p>The proposed construction will allow spaces for parking in the village. The construction of the footpath will still continue to permit access to properties. The edge of the footpath will be consistent and level to allow cutting of grass to the edge of the footpath. The footpath proposal is cobble lock and the footpath will provide a straight edge against the loose stones on the driveway. This is similar to existing where the loose stones of the driveway are up to the existing kerb with the roadway. The undergrounding of ESB wires would have to be undertaken by the ESB and is outside the remit of this footpath proposal. We will liaise with the ESB on any proposed works should the utility company wish to undertake any works in the area prior to the footpath construction.</p>

		commercial use on the main street.	
10.	Richard Cotter	<ul style="list-style-type: none"> • Object to the proposal putting 800mm on the road over a short distance. • No parking for residents. Request for Speed Indicator sign approaching village. Footpath will be adequate putting it on the green common area. • Cobblelock requires maintenance. 	See responses at 1 & 2 above.