



Comhairle Cathrach & Contae Phort Láirge Waterford City & County Council

Re: Section 38 Road Traffic Act 1994 – Completion of Process Traffic Calming Scheme at the L-21000 Main Street & L-2107 Cliff Road Ardmore, Co. Waterford

Proposal

Waterford City and County Council proposes to undertake the construction of a traffic calming scheme in the form of a pedestrian priority raised table and widening of footpaths at the junction of L2100 Main Street and L2107 Cliff Road, Ardmore, Co. Waterford. The scheme includes the narrowing of the junction at Main Street into Cliff Road to allow for easier pedestrian connection between Main Street and the seafront Promenade.

The implementation of the traffic calming scheme will create a safe environment for all road users with a strong emphasis on non motorized road users including pedestrian access between Main Street and the seafront. It also presents a great opportunity for the Council to engage with the local community to upgrade the public realm. The intention is to improve the Main Street/Seafront amenity space, improve the aesthetic aspect and visual quality so as to generally improve the visitor experience in Ardmore.

Public Consultation

The proposal was advertised in the Dungarvan Observer, on the website, sent to An Garda Síochána and in our Customer Services Departments between Friday the 15th December 2023 to Friday the 12th of January, 2024, inviting submissions up to 4pm on the 26th January, 2024.

Submissions

4 submissions were received and details of the main issues raised and the responses are set out on the attached page 2.

Recommendation

The proposal will proceed to include the amendments as set out in the responses below and your approval is recommended.

Fergus Galvin
Director of Services
Roads, Water and Environment
30th January, 2024.

Name on Submission	Summary of Main Issues Raised	Responses
Louise Carton	<ul style="list-style-type: none"> • The existing pedestrian crossing is too close to the junction, in particular for traffic coming from Dungarvan Road and turning left to go down the village as drivers do not have sight of the crossing before turning the corner. I have seen cars narrowly missing pedestrians and having to come to an abrupt stop as they are not expecting a pedestrian crossing so soon after turning the corner, particularly in the busier times in the village (summer and weekends). I think this would be better placed a little further down the village towards the post office or St. Declan's Hall. • The proposed pedestrian crossing just after Coffey Lane (in front of thatched cottage) is too close to this junction for the same reasons as outlined above. Pedestrians will be at risk from cars turning right after coming down Coffey Lane. This pedestrian crossing would be better placed at the other side of the junction, ideally close to St. Declan's Hall or the Post Office. This is where there is most pedestrian crossing activity on this street due to the services offered in the Post Office and activities taking place in the hall. Perhaps making Coffey Lane a one way street (enter from Main Street towards Cliff Hotel only) would mitigate the difficulty should the proposed crossing at the thatched cottage be approved. This Road really isn't suitable for two way traffic. • The map does not show where the disabled parking bay on the proposed raised table is to be relocated to. Can this be displayed on the maps for people to view please and thank you?. • Would it be possible to line the area outside St. Declan's Church to make more use of the space for cars parking there at mass times and during busy visitor time (summer and weekends)? 	<p>The exact locations of pedestrian crossings will be further assessed prior to any installations and should be fully endorsed by the Ardmore town team. Parking alterations and location of disabled bays will be agreed locally in advance.</p>
Billy Harty	<ol style="list-style-type: none"> 1. I live in the middle of Main St Ardmore. 2. If you put a raised table in the middle of the street you will flood up to 10 houses (including mine) during really heavy rain. Already this winter I witnessed the whole street turned into a river with water overlapping the footpath in a couple of places - please don't go there. 3. If you intend to widen the footpath on either side you (as shown) should also raise it to take the storm water, especially at the seaside of Coffee Lane, where the storm water traps can never cope with heavy rain. I think widening the footpath will flood the whole village with heavy rains. 4. Also, the first thing you should do is prohibit (and enforce) Camper Vans from entering Main Street. Many of them stay for the night & some for several nights and cause traffic & parking mayhem. 5. The Bus Stop should be moved to the Fire Station near ample parking, space and most of the residents. 6. The existing pedestrian crossing is too near the junction and should be closer to the Post Office or Community Hall. 	<p>Drainage concerns will be addressed and any detailed design will consider this issue.</p>

	<p>7. We need a footpath along in front of the Pharmacy - it's very dangerous at the moment.</p> <p>8. Perhaps a 'push button traffic light pedestrian crossing might be the solution for Quinn's Cross & The Pharmacy.</p> <p>9. A raised table at the N25 side of the school might be a good idea to slow down the traffic there.</p> <p>10. I think the roundabout is essential and plays a very important role - I don't see it in you draft.</p> <p>11. And if you widen the footpath at the end of the street you will cause even more flooding from rain water and tidal over flow.</p> <p>PLEASE DO NOT MAKE ARDMORE FLOOD IN WINTER.</p>	
<p>Dick Lincoln</p>	<p>1. This is a 'bitty' and incomplete plan. It has just focussed on one place within the village with no research or plan for other streets, or study into the impact of traffic flow or residential or commercial use. These other streets will be impacted by this proposal. I suggest a condition requiring WCCC to undertake a full and complete study of traffic and street usage both at high summer use and low winter time, before proceeding any further. This study can then inform the ultimate design for the proposed traffic calming measures (these plans may be totally incorrect/ counterproductive, or not required at all).</p> <p>2. WCCC (and others, like contracted architects / planners etc) should be aware that Ardmore operates totally differently during the 10 peak summer days, as compared to the majority of time, (355 days of the year). In the normal 355 'off season days', Ardmore Main Street operates as an effective 'cul de sac'. I have had discussions in Oct 2023 with Garda Colm O'Callaghan (principal police presence in Ardmore for more than 10 years), about the traffic situation in Ardmore. He says there are on average four difficult traffic congestion days per year in Ardmore village, and none of these occurred in 2023. The most difficult spot ('pinch point') is 'Sunnyside Cross' (at Quinn's Shop). If this junction is kept clear, then traffic will flow, regardless of the amount of traffic; (according to Garda O'Callaghan). This Section 38 plan ignores this key junction.</p> <p>3. The plan must also consider parking and the current designated no parking areas.</p> <p>4. The plan should take into account previous plans and commitments, namely direction/ designated route for Cliff Hotel traffic (via Tower Hill/ Rocky Road and Middle Road). Also, significant monies were spent on strengthening Middle Road by Cliff Hotel (c. €3M in 2007). This was a planning precondition. Cliff Road is a very weak fragile road, liable to collapse should heavy traffic use it. It has collapsed in the past, plus WCCC have undertaken (on a number of occasions) significant work on the cliff face surface retention. However, no work has ever been undertaken to strengthen the underlying load bearing capacity of the road. Exploratory trial holes were drilled here about 20 years ago by WCCC contractors. I witnessed the drill bit disappear down into an open chasm, (after the drill bit had pierced the first meter of road surface of compacted earth and tarmac). This proves that the underlying road substructure is highly suspect, and another road collapse is possible.</p>	<p>The proposal will allow for an application for funding to be made for a traffic calming scheme. If funding is approved a full traffic impact study can be carried out. This will inform the detailed design and produce a more refined proposal. If the design is subject to significant alterations a second section 38 may be required.</p> <p>The roads section will be fully consulted on the proposed traffic calming scheme and will highlight any specific commitments made previously by the Council. They will also be able to inform the process of any issues with local roads.</p> <p>Parking is required through the village, yellow lines can be considered at specific unsafe locations.</p>

5. Cliff Hotel and WCCC gave a commitment, in 2007, to Cliff Road residents that Cliff Road would not be the main route for Cliff Hotel traffic.
6. The study should take into account that Google Maps now directs traffic via Cliff Road can anything be done to correct this situation, and direct traffic onto the agreed designated route?
7. The plan involves the loss of a further 15 more car parking spaces. This is in addition to the 30 car parking spaces that we have lost due to the reconfiguration of the Church car park in 2022. This is unacceptable. See WCCC planning ref 19/147, and its consequent implementation by WCCC Roads Section.
8. Parking spaces for residents and businesses at the eastern end of the village (Cliff Road / Chapel Row etc) are being progressively pushed further west (away from us) in each change by WCCC. There is an urgent requirement for normal parking and for a disabled parking space at or near Cliff Road/ Boat Cove/ Pier area.
9. The plan totally ignores the existence of the RC Church and its parking and traffic flow requirements. The normal daily users of this facility are elderly residents. This change will make parking and manoeuvring more difficult for them. Please make life easier, rather than more difficult, for these valued residents. In this respect, please consult the Parish Priest and the Parish Council. The recent changes to parking here arising from planning ref 19/147 seriously disadvantaged these mainly elderly daily frequenters to morning mass, by forcing them to make more serious manoeuvres when parking and departing. Under this Sect 38 proposal, church users cannot exit via Main St or the proposed new relief road, through the Market Field. So, everyone departing the Church area will be obliged to depart via Cliff Road or Rocky Road. This is unreasonable to these daily year-round users, and the residents on these other streets. Often, persons departing after daily mass may call to the post office or a village shop. They will now be obliged to exit as described via Cliff Rd or Rocky Rd, and then retrace their journey back down Main St, effectively another loop of the village. So, rather than reducing traffic flow, this plan will result in increased traffic within the village.
10. Funerals departing the RC Church will be redirected either via St Declan's Row/ Rocky Road or Cliff Road. They will not be able to access the new relief road via the Market Field, as the roundabout at the bottom of the village will no longer exist. A funeral cortege up Main St has traditionally been a way of honouring and saluting our departed loved ones. This unforeseen change will be a sad and unfortunate loss for the community.
11. Ardmore is designated as an 'Architectural Conservation Area' within the county development plan. The formerly open area in front of the RC Church contains two prominent protected structures, namely St Declan's RC Church and the Boat House. Past public works by WCCC in this area have been most insensitive. The installation of the sewer tank, and particularly its associated control panels and room

	<p>(plus vent pipe etc) are most unsightly. Prior to its installation, Ardmore residents were promised that sewer tank installation would not adversely impact on parking etc, as it would have a load bearing lid. Alas, the load bearing lid arrived and departed within a few days. Further, part of this open area (a commonage) was privatised and landscaped to suit a holiday home developer; planning ref 19/147. Formerly, this was an ideal location for an open plaza area for the village. Can we not revisit this aspiration? The Architectural Conservation designation obliges WCCC to not alone look at the streetscape, but also the uses for such an area. The current Sect 38 proposal totally ignores this aspect of its obligations within the County Development Plan. It is as if the Church or Boat House did not exist.</p> <p>12. The plan envisages 'one way traffic from west to east', where does the traffic going south east, after the new 'Tee Junction' go to? Will it travel up St Declan's Row/ Rocky Road; or up Cliff Road? Drivers who are unfamiliar with the area (aimless drivers) will likely travel straight on, up Cliff Road. This road narrows considerably as one travels up. It also has a very weak substructure (there have been a number of subsidence here, in the past). It is most unsuitable for buses, trucks and camper vans, (these are often the 'aimless' drivers).</p> <p>13. What about the impact on Main St and Cliff Road businesses, should traffic go one way ? Transforming streets that have shopping/ services (post office etc) from being normal two way to one way, can often have a serious adverse economic impact on these businesses. I am aware of one particular instance of a craft shop on Ash Street Clonakilty that was obliged to cease trading as a result of Ash St being made a one-way street. In Ardmore, we cannot afford any further losses of 'foot fall' or business activity within the village, should a similar situation arise here. This reinforces my view that this matter requires a detailed and wide-ranging study prior to considering effecting any change.</p> <p>14. One method of reducing traffic on Main St is to relocate facilities such as the bottle bank and the Council Yard (etc) to alternative locations outside the trafficked Main St area; such as the overflow car park on the 'Meadow' on Dungarvan Road, or the Fire Station.</p> <p>15. There will be resultant more parking restrictions (double yellow lines) at pinch points. These must be identified and quantified and agreed in advance with the community.</p> <p>16. The plan as published, with its raised/ elevated street surfaces, will likely result in directing flood waters into homes and businesses on the north side of Main Street.</p>	
<p>Cliff Road Residents</p>	<p>We are pleased that there is an acceptance that road traffic problems in Ardmore need to be addressed. We feel that implementing a plan for one part of the village without an overall plan for the village will just create or exacerbate problems in other parts of the village.</p> <p>The foundations of Cliff Road were surveyed before the construction of the new Cliff Hotel.</p> <p>The underlying geology of the road is made up of soft shale and was found to be unsuitable for any level of intensive motor traffic. The road has collapsed at least three times in the past.</p>	<p>The proposal will allow for an application for funding to be made for a traffic calming scheme. If funding is approved a full traffic impact study can</p>

	<p>The establishment of the Cliff Hotel and a general increase in day visitors has seen a large increase in vehicles using the Cliff Road. The road at busy times becomes totally gridlocked .</p> <p>The road has no footpath and is the main pedestrian route to the Cliff Hotel, St Declan’s Hermitage and the Cliff Walk. The speed limit on this two way narrow lane is 50 kph. Confrontation between pedestrians and speeding vehicles have become regular.</p> <p>The above issues are no longer limited to holiday periods but are happening now in what is a twelve month season.</p> <p>The proposed relief plan has the potential to send more vehicles to the Cliff Road; this would present the residents with a major problem.</p> <p>We need a full monitoring of traffic movement in the village and the results used to implement a village wide traffic management plan.</p> <p>Implementing the plan as proposed will push traffic problems to other parts of the village.</p> <p>We know that implementing road traffic changes in one part of the village will effect roads in the rest of the village . The Cliff Road can not take this . It is a narrow lane with the highest pedestrian footfall in the village and no footpath . Speeding two way traffic has resulted in residents parked cars being damaged and pets being killed.</p> <p>We call on Waterford City & County Council to design a comprehensive plan that will address the serious problems on the Cliff Road and not add to them.</p>	<p>be carried out. This will inform the detailed design and produce a more refined proposal. If the design is subject to significant alterations a second section 38 may be required.</p>
<p>Thomas Power</p>	<p>1: I suggest the construction of a raised section area immediately to the west of the crossroad marked A on the drawing. This would greatly improve safety in regard to reducing the speed of traffic approaching the crossroad from the western access (College Rd.). A pedestrian crossing could also be included in this area.</p> <p>2 : I have suggested the removal of a parking space marked in red in the area marked B on the drawing. This would improve the sightline of traffic entering the crossroad from the northern access (Russell Court).</p> <p>3 : I suggest the placement of a Pedestrian Crossing in the area marked C on the drawing. This would make access to the Pharmacy and Restraunt much safer for pedestrians to access from the footpath on the east side of the northern access road.</p>	<p>The roads section will be fully consulted on the proposed traffic calming scheme and will highlight any specific commitments made previously by the Council. If funding is received a full traffic impact study will be carried out to inform a detailed design.</p>