

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

Re: Abandonment of the Slip Lane from the N25 to the R676 at Lemybrien

Proposal

The Council intends to abandon the Slip Lane from the N25 to the R656 at Lemybrien pursuant to Section 12 of the Roads Act 1993.

The reasons for the revision of the junction are as follows:

- The removal of the slip road is a safety requirement of Transport Infrastructure Ireland (TII) for the implementation of the proposed traffic calming scheme for Lemybrien to ensure the safety of all road users, especially non-motorised road users at this location.
- Slip roads in urban areas are not appropriate as they are conducive to high vehicular speed and increase the risk to vulnerable road users, especially pedestrians and cyclists.
- Removal of the slip road is required to comply with the design safety standards, minimise the risk to all road users and implement the scheme.

Public Consultation

The proposal was advertised for public consultation from 24th February 2021 in the Dungarvan Leader and the News & Star newspapers, on the website and public notices were also displayed at both ends of the Slip Lane R676. The closing date for submissions was 6th April, 2021.

Submissions Received

Details of the submissions received and responses to same are set out in the table below.

Recommendation

It is recommended that the making of an order to abandon the road pursuant to Section 12 of the Roads Act 1993 is approved.

**Fergus Galvin,
Director of Services,
Roads, Water and Environment.
21st April, 2021.**

Submission received from	Submission Details	Response
<p>1.Green Party Críostóir Ó Faoláin</p> <p>Ionadaí Áitiúil an Chomhaontais Ghlais i nDún Garbhán</p> <p>Green Party Local Area Rep for Dungarvan</p>	<p>Ba mhaith liom na pointí seo a leanas a dhéanamh maidir leis an gcomhairliúcháin atá ar bun i láthair na huair ar an sliosbhóthar ón N25 go dtí an R676 ag Léim Uí Bhriain</p> <p>Tacaím leis an moladh seo fáilt réidh leis an sliosbhóthar seo mar chuid d'infheistíocht i scéim tráchta i Léim Uí Bhriain. Bheadh moilliú ar an trácht tríd Léim Uí Bhriain ina chabhair mhór do chúrsaí sábháilachta sa cheantar</p> <p>Molaim go mbeidh an traic rothaíochta taobh leis an cosán ag dul tríd an gabháil seo, agus go mbeidh an spás atá ar fáil in úsáid chun an traic rothaíochta a scarúint ón mbóthar ionas nach mbeidh carranna ag dul anuas ar an traic rothaíochta.</p> <p>Bheadh sé ina chabhair dá raibh fógraí den tsaghas seo déanta i nGaeilge agus i mBéarla ag an gComhairle.</p> <p>I would like to make the following points in relation to the ongoing consultation on the N25 to R676 slip road at Lemybrien:</p> <p>I support this proposal to welcome the removal of this slip road as part of an investment in a traffic scheme in Lemybrien. Slowing down traffic through Lemybrien would be a great help to safety in the area.</p> <p>I recommend that the cycle track alongside the footpath pass through this junction, and that the available space be used to separate the cycle track from the road so that cars do not pass on the cycle track.</p> <p>It would be helpful if the Council made such announcements in Irish and English.</p>	<p>Is mór ag WCCC tacaíocht an Chomhaontais Ghlais inár n-iarracht agus inár dtiomantas bóithre Phort Láirge a dhéanamh níos sábháilte do gach úsáideoir bóthair, go háirithe d'úsáideoirí bóithre leochaileacha mar choisithe agus rothaithe.</p> <p>Dearadh an tsaoráid rothaíochta tríd an acomhal de réir mholtaí an Lámhleabhair Rothaíochta Náisiúnta. Chun comhsheasmhacht a bhaint amach trí na hacomhail maidir le saoráidí rothaíochta cuireadh an cur chuige céanna i bhfeidhm maidir le gach acomhal laistigh den scéim.</p> <p>WCCC appreciate the support of the Green Party in our effort and dedication to make Waterford roads safer for all road users, especially for vulnerable road users such as pedestrians and cyclists.</p> <p>The cycle facility through the junction has been designed as per National Cycle Manual recommendations. To achieve a consistency through the junctions in regards to cycle facilities the same approach has been applied for all the junctions within the scheme.</p>
<p>2. Maolíosa Ní Chléirigh</p>	<p>I would like to indicate my support for this initiative. Anything that slows traffic down in villages on a main route is welcome. I have noticed many times that motorists tend to pass through the village at an unacceptable speed.</p>	<p>WCCC appreciate the support in our effort and dedication to make Waterford roads safer for all road users, especially for vulnerable road users such as pedestrians and cyclists.</p>
<p>3.The Waterford Bicycle User Group</p>	<p>Waterford Bicycle User Group are in favour of the removal of the slip lane from the N25 to the R676 and Lemybrien, Co. Waterford</p> <p>We are supportive of the council's position that slip roads in urban areas are not appropriate as they are conducive to high vehicular speed and increase the risk to vulnerable road users, especially pedestrians and cyclists.</p> <p>The same applies to cycle lanes that require cyclists to leave the main road and cross adjoining minor roads: they increase the risk of death and injury to cyclists.</p>	<p>WCCC appreciate the support of the Waterford Bicycle User Group in our effort and dedication to make Waterford roads safer for all road users, especially for vulnerable road users such as pedestrians and cyclists.</p>
<p>4. Cllr Liam Brazil</p>	<p>I would like to make the following comments in relation to the proposal to abandon the slip lane from the N25 to the R676 at Lemybrien, Waterford. As a local representative and daily user of the slip road, I would oppose the closure of the slip-road which has been in existence for many years and has ensured that traffic has not built up on the N25 at peak times. This is a significant intersection between two busy roads, the N25 and the R676 and yet congestion has not been an issue throughout the years. Although I am in favour of proposals for traffic calming measures for the village, I am strongly opposed to the closure of the slip road as I cannot see how it will not cause a build up of traffic that was never before seen in Lemybrien.</p> <p>Furthermore, the drawing provided shows the slip-road in isolation of the other plans for the area. I would like to see the revised road layout plans for the junction proposed to accommodate traffic which will no longer be permitted to use the slip-road. I would particularly like to understand:</p> <p>how queuing will be facilitated on the N25 and R676</p>	<p>Inclusion of the slip road within proposed traffic calming measures is considered to be a departure from standards. TII have indicated that this departure from standard will not be approved because of the significant implication regarding the safety of all road users especially non-motorised road users in an urban area. Slip roads in urban areas are not appropriate as they are conducive to high vehicular speed and increased risk to vulnerable road user. Creating a standard T-junction here will enhance safety and give a consistent junction type through the village. Inconsistency leads to confusion for all road and contributes to collisions.</p> <ul style="list-style-type: none"> At the present there is no queuing on the N25 because a number of vehicles tuning right onto R676 from the N25 is extremely

Submission received from	Submission Details	Response
	<ul style="list-style-type: none"> • how turning circles for large vehicles turning from N25 to R676 can be achieved • how cars turning right onto R676 from the N25 (which will be increased due to the closure of the L7025) will not obstruct cars turning right onto the N25 from the R676 • how cars turning left onto the N25 can be separated from cars turning right onto the N25 to prevent excess queuing on R676. • Is it proposed that the slip road surface will remain in place or will the area be landscaped? <p>I think it is important that the volume of traffic using the junction is not underestimated, and would ask whether it is possible to maintain the slip road by adding traffic calming measures? Has a roundabout being considered for the junction?</p>	<p>low (almost zero). Vehicles turning left onto R676 from the N25, Dungarvan direction, will carry out turning manoeuvre with appropriate safe speed and there will be no queuing on the N25. As the scheme aims to reduce the speed of motorised vehicles through the village, this will assist drivers attempting to exit the R676 onto the N25, and not make it more difficult hence the existing queue lengths are not likely to increase.</p> <ul style="list-style-type: none"> • The junction will be designed in accordance with current junction standards and provision will be made for HGV's to make safe turning manoeuvres • Vehicles on the side road must give a priority to vehicles on the main road. At the present a number of vehicles turning right onto R676 from the N25 is extremely low (almost zero). It is envisaged that due to change from two-way traffic to one way traffic at the L7025 increase of number of vehicles turning right at N25/R676 junction will not be significant. • The number of vehicles turning left at this junction towards Waterford is very low. Introduction of a two lane exit would be deemed as inappropriate at this location as it does not prioritise the safety of pedestrians and cyclists. Double lane exits for motorised vehicles at junctions reduce the safety for vulnerable road users such as cyclists and pedestrians crossing the junction. In addition vehicles queued beside each other, on side road, attempting to exit a junction can obstruct the sightline of the adjacent drivers increasing the risk of severe type collisions. • the slip road paved surface will be removed and the area will be landscaped <p>Unfortunately it is not possible to maintain the slip road without compromising the main aim of the scheme to reduce the speed of motorised vehicles through the village and minimise the risk to vulnerable road users, especially pedestrians and cyclists. Removal of the slip road will be required to finalise detailed design and to receive all required approvals from TII to develop and implement the scheme.</p> <p>The roundabout has been considered at the early stages of scheme development. In line with consultations with TII Road Safety this proposal was not considered a feasible option at this location.</p>
5. James Power	As a regular user of the slip road I strongly object to these plans to remove it. The proposed "upgrade" will result in a significant increase in traffic congestion and the potential for increased road accidents as existing traffic onto the N25 (from R road) will be severely obstructed if traffic that would have used the slip road is routed to the main junction. Tailbacks from the Dungarvan side will	<p>Vehicles turning left onto R676 from the N25, Dungarvan direction, will carry out turning manoeuvres with an appropriate safe speed and there will be no queuing on the N25.</p> <p>The improved junction layout will provide</p>

Submission received from	Submission Details	Response
	<p>emerge at peak times and obstruct traffic entering and exiting Applegreen and cause even further congestion.</p> <p>Defining the location as an urban area is an inaccurate description and there are a lot of other slip roads like this and a number of these slip roads are recent additions such as in west Dublin.</p> <p>There is very little pedestrian or cyclist traffic through the village and there are footpaths and crossing areas in place already for these to be used.</p> <p>I would also question the speed data recorded by Co. Co. as the average speeds collected are not experienced by me and I would also suggest overall traffic speed has reduced significantly through the village with the presence of speed vans or guards.</p> <p>If you have money to waste perhaps improve the lighting in Dungarvan town square where a lot more transport types mix.</p>	<p>consistency of junction layout in line with the national guidelines and therefore reduce the number and severity of collisions, particularly for vulnerable road users.</p> <p>As the scheme aims to reduce the speed of motorised vehicles through the village, this will assist drivers attempting to exit the R676 onto the N25, and not make it more difficult hence the existing queue lengths are not likely to increase.</p> <p>This junction is within the village boundary therefore the Design Manual for Urban Roads guidelines apply. The aim of the scheme is to further enhance the village feel and therefore slow traffic.</p> <p>The provision of safe walking and cycling facilities will encourage more people to walk and cycle in the village. Providing safe connections to the village amenities for most vulnerable citizens; safer walking routes for all, will encourage access for all members of the community and promoting active travel.</p> <p>The speed survey was carried out by SR4 Traffic Detection Device, highly accurate, radar based traffic detection units.</p> <p>The need for speed vans or Garda to be present just confirms that there is an issue with an excessive vehicular speed through the village. The removal of slip road and overall traffic calming measures within village boundary should have positive effect on vehicular speed reduction.</p> <p>Unfortunately improving the lighting in Dungarvan town square is outside the scope of this scheme. This work is funded through TII National Roads safety funding and funding cannot be used for other schemes.</p>