



**DO: GACH BALL DE CHEANTAR CATHRACH PHORT LÁIRGE**

**TO: EACH MEMBER OF THE METROPOLITAN DISTRICT OF WATERFORD**

**Re: Section 38 Road Traffic Act 1994 - Traffic Calming Scheme  
Revised Pedestrian Crossing at Barrack Street, Waterford City**

As you will recall the Council prepared a design for a pedestrian crossing at Barrack St in early 2020 and commenced a Section 38 consultation process. Following this the matter reverted to the Council for consideration at the November 2020 meeting of the Council at which some concerns were expressed including the loss of parking spaces and set down areas for the shops.

We have considered the matter again, revisited the site and the published proposals following which we have amended the design of the proposed pedestrian crossing and associated works to reflect, where possible, the matters raised by Council.

The attached drawing outlines the revised proposal and the following are the principle components of the proposal –

- It is proposed to leave the pedestrian crossing in the same location as before but to remove the refuge island in the centre of the road and to widen the traffic lane by circa 70cm on each carriageway
- The proposed build out over the hatched area to the west of the Mt Sion Ave junction has been reduced and will allow for two additional car parking spaces
- The proposed build out to the east of the Mount Sion Avenue junction has also been reduced in size and realigned which will reduce the loss of car parking by one space
- At the southern side of the crossing on Barrack Street, the car parking spaces (a total of 5) to each side of the crossing will be designated as loading bay and pick up / set down parking areas only with a maximum dwell time of 15 minutes
- On the St. Carthage's Ave junction with Barrack Street, the stop line is being brought forward to provide adequate sightlines for traffic exiting on to Barrack Street and the yellow hatched box reconfigured to accommodate

The revised proposal will reduce the net loss of car parking spaces by 50% (4 spaces) over the original design while providing a much safer environment for both pedestrian and vehicular traffic using the area.

A decision to proceed with the revised proposal is a matter for Council to decide on.

**Fergus Galvin,  
Director of Services,  
Roads, Water and Environment,  
15<sup>th</sup> March, 2021.**

