

**DO: GACH BALL DE CHEANTAR CATHRACH PHORT LÁIRGE
TO: EACH MEMBER OF THE METROPOLITAN DISTRICT OF
WATERFORD**

Re: Section 38 Road Traffic Act 1994 – Active Travel Scheme
PEDESTRIAN & CYCLE FACILITIES IMPROVEMENTS AT THE
FARRONSHONEEN ROUNDABOUT

The following proposed Active Travel scheme was advertised for public consultation from 22nd February 2022 to 22nd March 2022, inviting submissions before 04th April 2022.

Proposed works include:

- Provision of a toucan crossing on the R710 Eastern arm at the Farranshoneen Roundabout and uncontrolled crossings on all other arms of the roundabout.
- Provision of a zebra crossings on the Williamstown Road Northern and Southern arms of the roundabout, remote from the roundabout entries
- Widening of the existing footpaths on all four quadrants of the roundabout to accommodate a combined footpath / cyclepath.
- Increasing the size of the splitter islands on the Williamstown arms of the roundabout to safely accommodate pedestrians and cyclists crossing these arms of the roundabout.
- Provision of high skid resistance surfacing on both vehicle approaches to the toucan crossing.
- Provision of Bus Cage markings and a Bus Stop sign at the bus stop on the Williamstown Road Southern arm.
- Provision of a zebra crossing on the Williamstown Road Southern arm.
- The provision of a pedestrian link from the footpath at the zebra crossing on the Williamstown Road Southern arm to the internal footpath with the Williamstown Glen Housing Estate.
- Widening of the footpath on the southwestern side of the Williamstown Road Southern arm to accommodate a footpath of adequate width between Hollymount Estate and the Farranshoneen Roundabout.
- The provision of an uncontrolled pedestrian crossing on the Hollymount Estate access road.

Submissions:

Nine submissions were received during the statutory consultation period.

Submission No. 1 – Shane Power

This submission expresses concern at the proposal and suggests that removal of the roundabout and installation of a new traffic signal-controlled junction may be a better solution.

Response to Submission No. 1

The provision of a signalised junction was considered at this location. However, capacity assessments indicated that a signalised junction within the current landtake would result in over 60% longer queues and delays occurring at this location and was therefore not deemed to be a feasible solution. Landtake would be required to provide the necessary number of lanes (separate left, straight ahead and right turning lanes) in order for a signalised junction to operate without large queues and delays occurring. The acquisition of additional lands is outside the scope of these works.

Submission No. 2 – Aaron O'Doherty

This submission welcomes the proposal, however, Aaron as a regular user of the roundabout makes the following points in relation to the scheme:

- pedestrian crossings raised to path level.
- clearly obvious (flashing lights etc)
- could anything be done to assist a cyclist coming from the Williamstown Road through roundabout heading towards Farron park/Johns' Hill/City centre.
- there is good space on the Williamstown Road for a cycle lane and with proposed 90+ houses planned in field on Williamstown Road, it would be great if a future cycle lane there could be taken into consideration
- A pedestrian crossing is needed out Grantstown Village/Bishopsfield too

A second submission from Aaron asked if a 4-way traffic light junction might be a more suitable option than the current roundabout, citing safety for pedestrians/cyclists, as well as more free flow of traffic.

Response to Submission No. 2

Raised pedestrian crossings would not be considered appropriate at this location.

Flashing amber beacons are proposed at the zebra crossings and signals are proposed at the pelican crossing, all of which will be clearly visible to approaching drivers.

The proposed combined cyclepath/footpath around the outside of the roundabout will assist cyclists to negotiate the roundabout.

In relation to a cycle lane on Williamstown Rd, this is something that will be covered under a separate project and is currently being developed by the Active Travel team.

A Grantstown Village/Bishopsfield pedestrian crossing will also be reviewed as part of an overall active travel plan for the area.

The provision of a signalised crossroads was considered at this location. However, capacity assessments indicated that a signalised junction within the current landtake would result in over 60% longer queues and delays occurring at this location and was therefore not deemed to be a feasible solution. Landtake would be required to provide the necessary number of lanes (separate left, straight ahead and right turning lanes) in order for a signalised junction to operate without large queues and delays occurring. The acquisition of additional lands is outside the scope of these works.

Submission No. 3 – Ger Galvin

This submission expresses concern at the proposal and suggests that little thought has gone into improvements that need to be made at this junction, either for improved movement of vehicles or pedestrian safety.

The submission is detailed and can be seen in full with a proposed sketch in Appendix 1.

The main points raised are:

- The proposal does absolutely nothing to address the existing long queues of traffic.
- Poor visibility at various junctions and roundabout.
- Why were other designs discounted leading to the current proposal being advertised for public consultation?

The submission also asks if other interventions had been considered such as:

- Altering the lane discipline on the Eastern arm.
- Altering the lane discipline on the North Eastern arm.
- Improving inbound left lane turns (South Eastern to South Western arm).
- Countering existing speed issues on the North Eastern arm (traffic calming etc).
- Lack of improvements for pedestrians/cyclists on the Williamstown Rd arm of the junction.
- Location of proposed pedestrian crossing at Williamstown Glen (too close to the exit road from Mount Pleasant).

Response to Submission No. 3

Having reviewed the submissions in relation to the scheme, altering the lane discipline on the Williamstown Road arm of the junction will be considered on a trial basis with the nearside lane for left turning vehicles only and the offside lane for straight ahead and right turning vehicles.

Altering the lane discipline on the R710 eastern arm is not feasible due to the high number of vehicles travelling straight ahead onto the R710 western arm and turning right towards the city. The existing lane discipline on this arm will be retained.

Widening the entry on the Williamstown Road arm and the downstream exit onto the R719 western arm will be considered at detailed design stage.

Raised pedestrian crossings would not be considered appropriate at this location.

An improved pedestrian footpath is being provided for pedestrians on the southwest side of the Williamstown Road as part of this scheme between the access to Hollymount Estate and the roundabout. In relation to a cycle lane on the Williamstown Road, this is something that will be covered under a separate project and is currently being developed by the Active Travel team.

The location of the zebra crossing at Williamstown Glen is in line with current standards. The provision of a yellow box in advance of the crossing will be considered at detailed design stage.

Submission No. 4 – Claire McMahon (Williamstown Glen Residents Association)

This submission welcomes the proposal, however, requests some clarification on some elements of the design:

Can further details be provided on the proposed access from Williamstown Glen onto the Williamstown Rd – will there be a safety gate provided to protect children from running onto the road?

Is the proposed access necessary – could the existing entrance be used thus ensuring children's safety and maintaining existing trees?

Response to Submission No. 4

Having reviewed submissions in relation to the scheme, we are proposing to amend the location of the proposed footpath to 'wrap around' the existing hammerhead/parking bay and connect to an existing pier on the boundary wall.

We will also construct a low-level wall along the footpath and plant new trees behind this wall. This should create a more secure feeling for users of the Green. We envisage the removal of one existing tree, subject to final detailed design.

Installation of gates etc is not seen as good practice and can lead to issues with accessibility.

We intend to install a new raised bed/planting area on the main road side of the access point with the intention of 'blocking' direct access to the road.



Amended Connection Point

Submission No. 5 – Ruth Hennebry

This submission expresses concern at the potential introduction of anti-social behaviour as a result of the new access point at Williamstown Rd. citing examples of access closures in the past at various locations.

The submission also highlights potential safety issues at the existing Creche area, with additional footfall being at risk from vehicular movements at busy times.

Response to Submission No. 5

In terms of Anti-Social behaviour, we do not believe that the proposed Connectivity point will facilitate same. Additional passive surveillance through the new footpath will create a deterrent.

There are currently existing footpaths through the estate, and we are happy that any vehicular movement at the existing creche would not in any way pose an additional risk to current or new pedestrians/footfall because of the proposed footpath.

Submission No. 6 – Susan Gallagher

This submission welcomes the proposal.

Submission No. 7 – Ian Coughlan

This submission expresses a number of concerns in relation to the proposed access point at Williamstown Glen, citing the impact that the proposed footpath would have on the existing Green area for residents who use it for sports etc. and also the potential safety issues that the existing creche children who use the green area may also face.

The submission questions the need for the proposed access point when there is an existing access 500 yards away and if there is a need for the footpath could it be relocated to the parking area to lessen the impact on the Green area.

Response to Submission No. 7

Please see response to Submission No. 4.

We hope that this amendment would lessen any impact on the Green area and create a secure feel for users.

In relation to level differences between footpaths, this will be addressed at final detailed design.

Our priority is to ensure safety for residents as well as giving an opportunity to combat climate change by using schemes like this as a way to leave the private car at home for short journeys.

Submission No. 8 – Elaine Mullan

This submission expresses concern for the treatment (mixing) of pedestrians and cyclists on footpaths which is not advisable per the National Cycle manual. Concern is also raised about the lack of Pelican/Zebra crossing on the Western arm of the roundabout and lack of cycle lane on the Williamstown Rd.

Response to Submission No. 8

Where it is possible, we aim to deliver segregated pedestrian cycle tracks as per National Cycle Manual. In this scheme it is about striking a balance in what is an existing busy area.

Williamstown Rd is being reviewed as a separate project by the Active Travel team and is currently in development.

Submission No. 9 – Claire & David Lumsden

This submission welcomes the proposal however, requests that the removal of any existing trees could be replaced with new planting nearby.

Response to Submission No. 9

We hope that any interference with existing trees is minimal and aim to plant additional trees/planting as part of the scheme.

Recommendation:

It is now proposed that the scheme proceed to final design, procurement, and construction as per the advertised Section 38 layout.

Your approval to proceed with the scheme is recommended and requested.

Fergus Galvin
Director of Services
Roads, Water and Environment
05th April 2022

Appendix 1 Submissions

Submission No. 1 – Shane Power

Dear Team

I would like to express my concern about the proposed works at this roundabout. I believe the removal of the roundabout and the installation of a traffic signal controlled junction would be a better project than the one proposed.

I believe the controlled crossing when in use is going to cause congestion on the roundabout and stop the free flow of traffic similar to problems on the Hospital Roundabout.

If there was a signalled control junction here it would be safer for all pedestrian and cyclists, while also would give vehicles a safe and quick free flow passage through the junction. A comparison would be some roundabout removals in Galway city to signalled junctions which has created a better flow for traffic and safer crossing points for pedestrians and cyclists. I hope my opinion will be given some consideration.

Kind Regards.

Shane Power

Submission No. 2 – Aaron O'Doherty

Hi Ian,

Overall the scheme looks like a good improvement. I live near there so I'm on that roundabout daily as a driver and cyclist/pedestrian/jogger often also.

My (uneducated in road design) thoughts are that traffic needs to be slowed down there to make it possible for cyclists to use it so in that light, I'd like to see

- pedestrian crossings raised to path level.
- clearly obvious (flashing lights etc)
- could anything be done to assist a cyclist coming from the Williamstown road through roundabout heading towards Farron park/Johns' Hill/City centre.
- there is good space on the Williamstown road for a cycle lane and with proposed 90+ houses planned in field on Williamstown road, it would be great if a future cycle lane there could be taken into consideration
- A pedestrian crossing is needed out Grantstown Village/Bishopsfield too

Since the roundabout is up for consultation and being upgraded. Would a change to a 4-way traffic light junction be more suitable?

This would allow safe crossing for all pedestrians and cyclists. The proposed pedestrian crossings on road exiting the roundabout will potentially cause traffic to back up onto the actual roundabout where if replaced by a traffic light junction, it would be kept relatively unblocked.

I know many of these things are a matter of getting the balance right and there may be no ideal solution within budget but I think worth a suggestion. I know as a regular cyclist/walker,

trying to go straight through the roundabout or taking a 3rd exit towards the hospital is a dangerous maneuver.

Thanks again,

Aaron O'Doherty

Submission No. 3 – Ger Galvin

Observations on Active Travel Scheme : Section 38, Pedestrian and Cycling improvements at Farronshoneen

Dear Sir(s) / Madam(s),

I have reviewed the existing Road plan drawings prepared for WCCC for the public consultation regarding the roundabout on the junction of the ring road and the Williamston Road. It would appear that little thought has gone into improvements that need to be made at this junction, either for improved movement of vehicles or pedestrian safety. Accordingly, I believe several road safety and performance issues remain as the proposals offer minimal to no material benefits above the existing site conditions. The proposal does absolutely nothing to address the existing long queues of traffic experienced generated back along the Williamstown Road arm of the junction during both the am and pm peaks. The Williamstown Rd approach from the southeast towards the city is low lying (particularly compared to the north-eastern arm) and visibility (to the right) for vehicle drivers seeking to gain access to the roundabout circulating lane of the roundabout is poor. The central island of the roundabout is high, preventing good visibility to / sight of city outbound traffic turning right and seek to travel south via the ring road. Furthermore, the Williamstown roads and ring road (Farronsheen) corridors form an acute angle further impeding visibility of traffic approaching from the Dunmore Road /WUH. In addition, the downhill gradient of the junction's north-eastern arm (Farronsheen) actively contributes to many vehicles entering the junction at an inappropriate high speed to the detriment of vehicles seeking to gain access onto the junction from the south eastern (Williamstown) arm.

I understand several options for junction improvements were required to be presented as part of the initial evaluation process (e.g., the digital name of the drawing presented as part of this public consultation exercise states "Option 8"), but only one has been presented for public consultation. What other proposals have been prepared and for what reasons were these other options been discounted to conclude that this mediocre arrangement is considered appropriate for public consultation? Has any serious meaningful thought been given to implementing the following interventions which I believe are clearly obvious in terms of the benefits they offer, cost effective and have been required for some time;

1) Simply altering the lane discipline on the Eastern (Williamstown) arm (westbound approach)? Based on Roadplan's own report for the nearby housing development for Neville (currently in planning),

- During the AM peak 80% of all vehicles either turn left or proceed straight on towards the city. Only 20% turn right towards the hospital yet the latter is afforded a dedicated lane / flare.
- During the pm peak this increases to an 85% (left & ahead) /15% Right) split. Left lane for left bound traffic discipline is already in force on the city/Grange approach to the roundabout.

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Surely a left only left lane at a bare minimum on the inbound approach would significantly increase capacity.

2) In a similar manner changing the lane discipline on the north-eastern arm (Farronsheen arm approach from WUH) would also significantly improve traffic flows. Could one not consider merging SW bound traffic on the ring road as noted on the attached markup by keeping SW bound traffic from WUH/Dunmore Road in the right lane at the roundabout and having the left lane as a left turn only??

3) Has consideration given to improving inbound left turn flows (travelling from South-eastern arm to Southwestern arm) by pushing the combined widened cycle/footpath towards the boundary to the south?

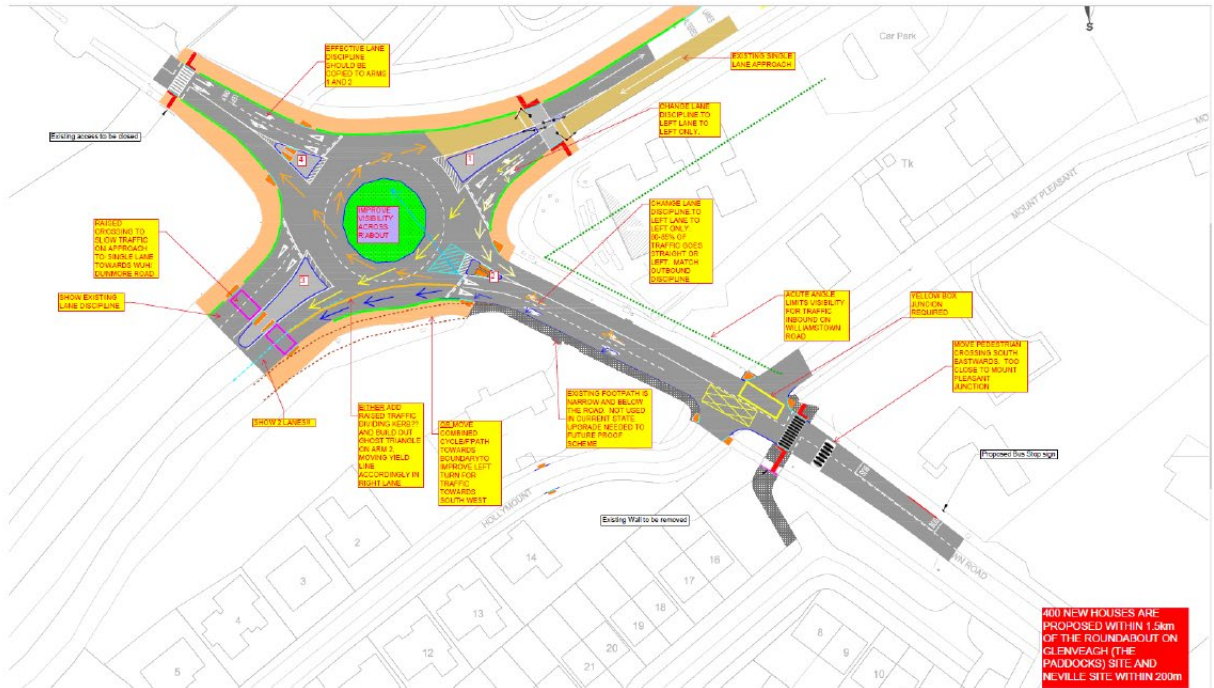
4) The proposals do nothing to address the existing issue of speed at which vehicles travelling towards WUH and the ring road approach and travel through the roundabout. On the north-eastern arm (Farronsheen arm) vehicles approach from an elevated position with superior visibility of other arms and are regularly seen speeding through the roundabout to the detriment of (i) pedestrians, (ii) cyclists and (iii) other vehicles approaching the junction from other arms. Could an elevated pedestrian crossing (ramp) or some other form of calming not have been looked at (i) all pedestrian crossing locations, and (ii) with supplementary traffic calming features on the south west (dual carriageway) approach. This would bring traffic down to a speed commensurate with entry to a single lane on the NE side of the roundabout. This would level the playing pitch for those on other arm approaches to the benefit of all road users particularly pedestrians using the proposed crossing facilities.

5) No improvements are proposed for pedestrians (or cycle facilities) on the Williamston Road arm of the junction along either the northern or southern footpath areas. The southern footpath is currently substandard. It is very narrow and its level below the road carriageway and is consequently a dirt and water trap. Could this not be raised, and provided at an appropriate width with widening to the north of the corridor as the existing stone boundary wall along the southern will need to be retained? Why aren't cyclists being considered over this section of the proposed works (e.g. between the roundabout junction and Mount Present junction).

6) The pedestrian crossing proposed at Williamstown Glen is located too close to the exit road from Mount Pleasant. It should be moved eastwards by at least a car length. There should also be a yellow box at the Mount Pleasant/ Williamston Rd junction to prevent out bound traffic stopped at the pedestrian crossing blocking exiting traffic from Mt Pleasant. Considering the emerging 400 new houses are proposed in the near future within a short distance of the roundabout (Williamstown Glen by Neville and Glenveagh's Paddocks), the majority of who's traffic will travel through this junction, every feasible opportunity to improve both safety and capacity at this important junction should be considered at this stage.

The proposals as they stand, I believe are no more than a token effort to improve a problematic junction and do not represent a fully thought through scheme with several serious issues remaining as they are not being addressed by the scheme at currently proposed.

Ger Galvin



Submission No. 4 – Claire McMahon (Williamstown Glen Residents Association)

Dear Ian,

I am writing on behalf of the Williamstown Glen Residents Association, we are delighted that there will be a safe crossing for all residents in the area. We just want to highlight and clarify some concerns in relation to the item below:

“the provision of a pedestrian link from the footpath at the zebra crossing on the Williamstown Road Southern arm to the internal footpath with the Williamstown Glen Housing Estate”.

- can you provide further details on the proposed opening from our estate onto the Williamstown Road. The green area which is beside the opening is used by our children, we would request reassurance that there will be a safety gate to protect children from running onto what is a very busy road.

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- is opening the above pedestrian entrance necessary? Would using the existing entrance suffice, where pedestrians can walk down to the crossing. This would avoid removing trees and ensure the safety of the children on the green.

Kind Regards,

Claire McMahon
Chairperson WGRA

Submission No. 5 – Ruth Hennebry

Dear Ian,

In response to the call for observations from the public re the above, I wish to outline my opinion having been a resident for 18 years.

Bishopsfield, Williamstown Road closed a pedestrian access point due to **anti-social behaviour** so one would question why a pedestrian access point is proposed to be created at Williamstown Glen. There should be one way in and out of the Estate to eliminate the risk of anti-social behaviour.

I would also draw your attention to pedestrian access point closures by Waterford City & County Council in St. John's Park, Lisduggan, Larchville and Ballytruckle Green to name but a few. Have we not learnt anything from this?!

The proposed pedestrian access point at Williamstown Glen will increase the footfall towards the busiest part of the Estate which is the corner where the crèche is located. This area has extensive traffic activity at certain points of the day with crèche customers driving and reversing vehicles while dropping/collecting children. This creates a risk of accidents occurring in this area which is a major **safety** issue for children and all who use this proposed new pedestrian access point.

I believe that the upgrading of the Williamstown Road is necessary but I believe that pedestrian access point into Williamstown Glen is **not required**.

Please contact me should you wish to discuss further.

Yours sincerely

Ruth Hennebry

Submission No. 6 – Susan Gallagher

A chara,

I would like to express my support for this scheme.

Le dea-ghuí,
Susan

*Susan Gallagher BA BAI, MSc, CEng MIEI
Programme Leader – BEng (H) in Sustainable Civil Engineering
Department of the Built Environment
Waterford Institute of Technology*

Submission No. 7 – Ian Coughlan

Ian

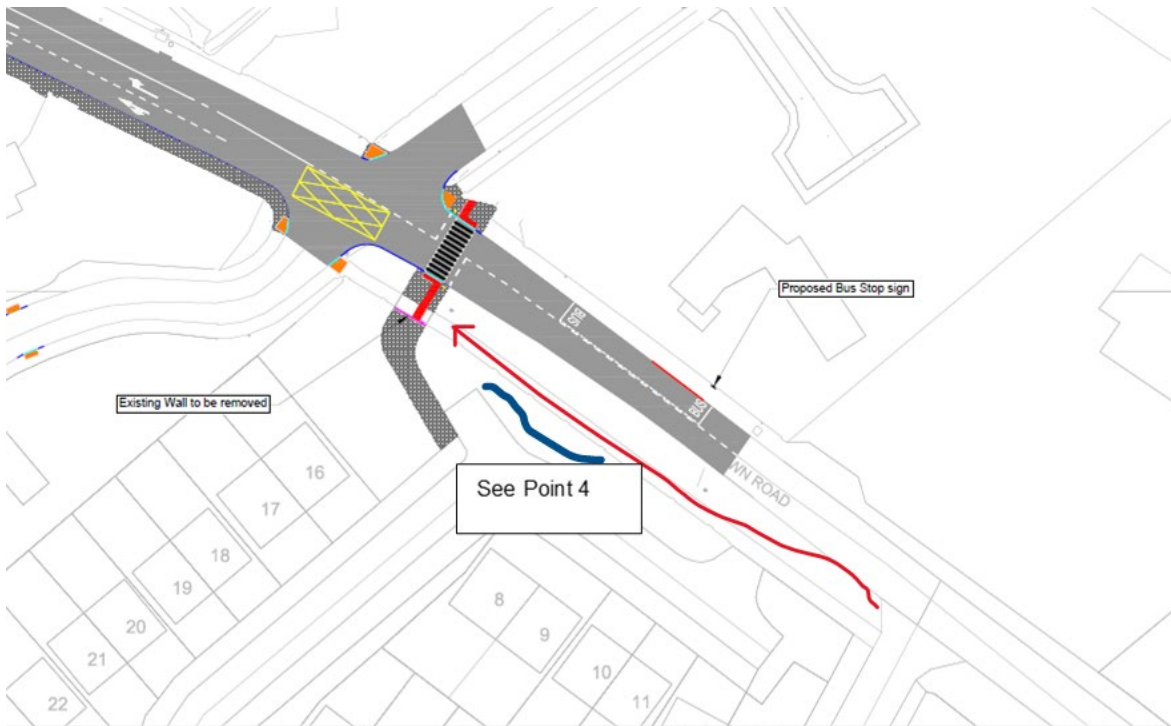
I am writing in relation to the proposed improvement works at Farronshoneen and in particular the new pedestrian entrance into Williamstown Glen. I live in No16 adjacent to the green area and I have an objection to this entrance on a number of grounds as outlined below:

1. There are two green areas in Williamstown Glen as follows:
 - a. Green area 1 is by the entrance to Mount William and the all traffic for both Mount William and Williamstown Glen Estates pass by this area. It is significantly sloped and not overly suitable for ball play but more as a hang out zone
 - b. Green area 2 which is where the proposed entrance is planned is completely flat and with the end wall and trees at the entrance acting as a perfect 'soccer' field, it is regularly used by the residents of Mount William and Williamstown Glen throughout the year for this purpose. It is therefore not recommended to open this up to the external roadway and reduce its capacity with a footpath stretched along it.
2. The Creche within the Williamstown Glen Estate regularly use Green Area 2 as a safe play area as it is bounded on three sides and only about 8 houses bring cars this far as opposed to Green Area 1 where all the estate traffic must pass. Opening this up to the main road area brings additional risk of young children walking out onto the road and makes the area unsuitable for the Creche to use.
3. The cost and carbon footprint of such a pathway and entrance cannot be justified when the well-established estate entrance is only about 500 yards away. Also there is a height difference between the estate and external footpath which is accounted for at the existing entrance which slopes up to meet the footpath.
4. If an entrance is required, then it would make more sense to align this to the existing footpath structures and reduce the cost of the works and also the size and security impact on Green Area 2. An entrance by the parking area would make more sense where the existing footpaths end.

As we have 4 children ourselves, I would prefer to have a secure green area for them to play in rather than a marginally shorter walk to a road crossing. The majority of journeys out of the estate are made by car for many residents and anybody going for a walk will not be to put out by a slightly longer walk anyway. I hope you consider my points prior to a final decision as I know other residents are of the same opinion. We should be looking at retaining safe play areas for children which is good for the health and wellbeing of everybody and not reducing and interfering with them.

Regards

Ian Coughlan



Submission No. 8 – Elaine Mullan

Hi Ian,

Regarding the proposed improvements to the Farronshoneen roundabout.

The addition of one Toucan and two Zebra crossings, and of widened footpaths will be useful. However, mixing cyclists and pedestrians on footpaths is never advisable (see National Cycle Manual, 2011, Section 1.9.3)

The lack of a Pelican or even a Zebra crossing on the western arm of R710 will make it difficult and dangerous for pedestrians and cyclists to cross here. The proposal does not include any cycle lane on the Williamstown road.

Overall, the decision not to put pedestrians and cyclists at the top of the hierarchy of users model in the Farronshoneen design is regrettable. Unfortunately, this is a missed opportunity to install a 'protected' or even Dutch-style roundabout - see www.camcycle.org.uk for Fenton rd roundabout in Cambridge, or <https://irishcycle.com/2022/02/16/irelands-first-dutch-style-walking-and-cycling-friendly-roundabout-to-be-installed-in-dublin-15/> for info on the proposed Church Fields link rd in Mulhuddart.

Le gach dea-ghuí,

Elaine Mullan

**Active Cities Officer | Waterford Sports
Partnership**

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Submission No. 9 – Claire & David Lumsden

We compliment this design. I hope you can definitely put in new pedestrian entrance where suggested. If putting there, I hope any trees that might be removed can be replaced with others nearby.

Thank you.