

N21 Coolanoran Traffic Calming Scheme

Presentation of Submissions Received and Designer's Responses Thereto
07th September 2022



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council



Mid West

National Road Design Office

Part 8 Public Consultation

In accordance with Part XI, Section 179 of the Planning and Development Act 2000 (as amended), and Part 8, Article 81 of the Planning and Development Regulations 2001 - 2021, Limerick City and County Council gave notice of its intention to carry out the Development and, in accordance with the Act and Regulations, made available for public inspection Plans and Particulars of the Scheme and invited submissions from the public. A copy of the Scheme map made available for public consultation is provided overleaf.

A total of eight written submissions were received. This presentation summarises the eight submissions and the Designer's responses thereto.

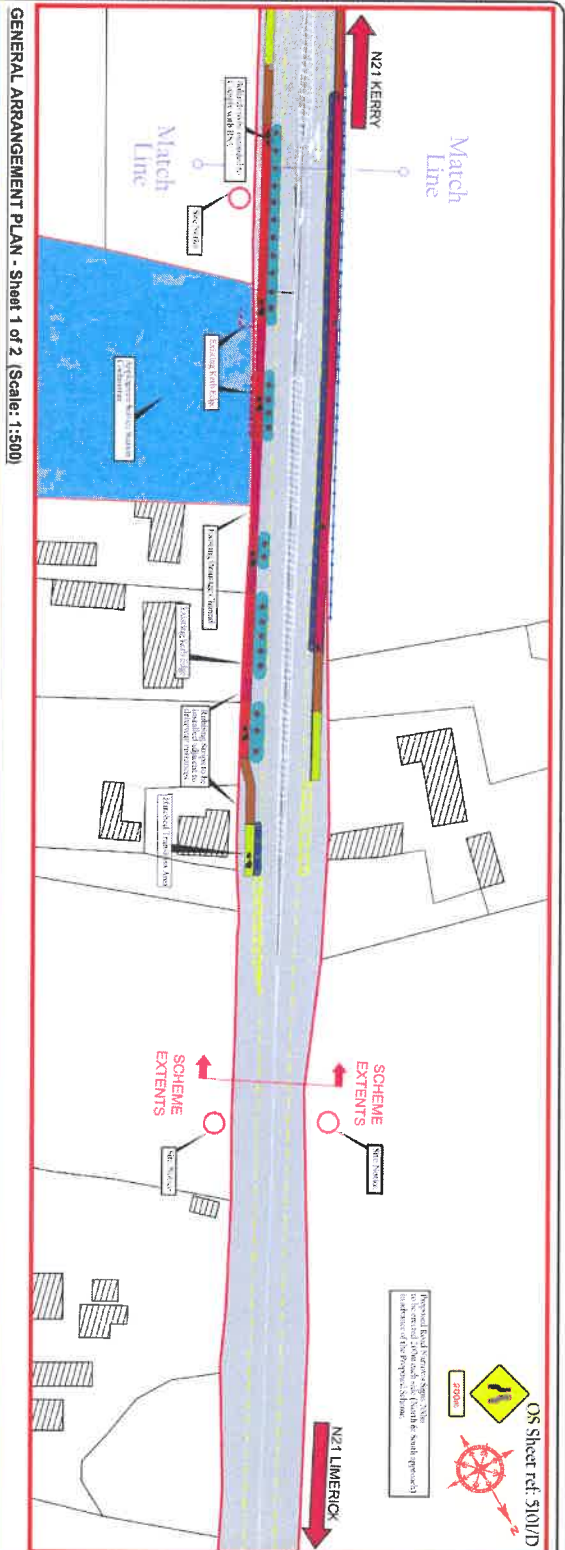
Reference No.	Name	Response provided
1	Kevin Supple	Y
2	Mary O'Connell	Y
3	Kevin Supple	Y
4	Myfanway Supple	Y
5	Kevin Supple	Y
6	Cyclist.ie (Irish Cycling Advocacy Network)	Y
7	Limerick City and County Council - Councillor Adam Teskey	Y
8	Irish Water	Y

Introduction

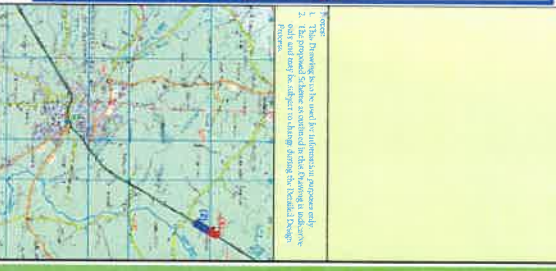
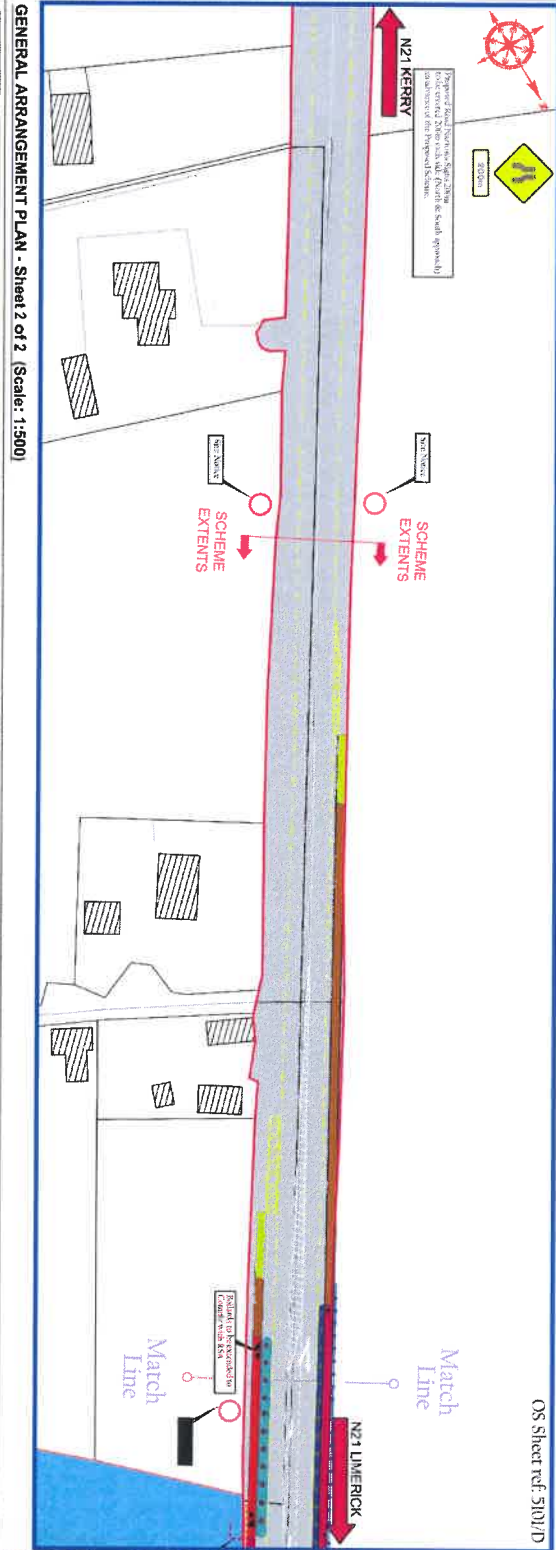
- ▶ The Scheme is located on the N21 between Newcastle West and Rathkeale in the townland of Coolanoran and extend for approximately 270m.
- ▶ The N21 Coolanoran TCS falls under the HD15 road safety schemes.
- ▶ The current layout of the road and surrounding area is of a type 1 single carriage-way with a right turning lane into a local service station on the north bound lane, adjacent to the service station, the old hard shoulder had been utilised to create the required width for the right turning lane. The proposed works will be undertaken within the existing road boundary with no alterations to the widths of carriageway with a view of improving safety to all road users.

▶ Principal characteristics for the scheme are as follows;

- a) Resurfacing of the road within the Scheme extents;
- b) Introduction of cycle way in both directions;
- c) Provision of kerbed build outs;
- d) Formalise drainage works);
- e) Remove diverge lane;
- f) Extend hatching beyond proposed build outs;
- g) Provision of new road markings.



- LEGEND**
- Existing Service Station Site
 - Proposed Passively Safe Fence
 - Existing Kerb Edge
 - Existing Drainage Channel
 - Existing Hand Shoulder
 - Existing Deceleration Lane
 - Proposed Kerbed Islands with Bollards
 - Proposed Kerbed Cycle / Pedestrian Path (Width 2m Min.)
 - Proposed Cycle Path (Width 2m Min.)
 - Proposed Lined Cycle Track created on Existing Hand Shoulder
 - Proposed Transition Section
 - Existing Hand Shoulder
 - Yellow Hatched Island with Bollards
 - Existing Yellow Hatched Warnings to be extended/eliminated
 - Site Notice location



COMBATHE CONSULTANTS
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Kevin Supple

Submission No. 1

- 1) Kevin Supple requested a speed limit reduction at Coolanoran to be prioritised first concerning the safety of the public living in the area.

Response

- 1) The existing speed limit at the scheme location is 100kph. This was reconfirmed following the National Speed Limit review that was undertaken in 2017.

Furthermore, following a request from local representatives a speed limit review application was submitted to TII requesting a speed limit reduction for the area of the proposed scheme. The application and speed limit were reviewed by TII and the current speed limit was deemed appropriate under the guidelines for setting and managing speed limits in Ireland. Consequently, the scheme does not include for a speed limit reduction.

Mary O'Connell

Submission No. 2

- 1) Mary O'Connell requested a speed limit reduction concerning the traffic calming scheme.
- 2) Maintain clear and continuous visibility at both entrances from property to allow safe access to and from all entry points.
- 3) Request for bollards along the full frontage of the entire property as well as the 7 entrances to ensure no parking that might hinder visibility to assure safety, prevent illegal parking, littering and noise control.
- 4) Request for clear way ('keep clear' painted on road) at property entrance.
- 5) Parking from service station is not to be transferred to the opposite side of the road concerning the 7 access points to the property.
- 6) Long haul trucks, drivers are not permitted to pull up and park overnight as it is both intimidating and leads to trespassing on private lands.
- 7) Problem with rainwater overflow and water ponding in the front of this property, as the gully is not at ground level.
- 8) Concerns over infrastructure and foundation support on the main road between the property and the service station.
- 9) Consider earlier closure of service station due to anti-social behaviour, noise pollution and excessive speed. The late opening permission was never applied for but went uncontested.
- 10) Pollution and carbon emissions from excessive parking and late-night activity is of grave health and environmental concern in the area.
- 11) Outline and communicate clearly where the proposed traffic will be redirected to for parking in your proposal to achieve greater traffic calming.

Response

- 1) See previous response to Submission Ref No. 1 concerning speed limit reduction request.
- 2) Bollards will be provided for adequate visibility and access.
- 3) Bollards will be provided in front of the two entrances to the property. The other 5 entrances are outside the scope of the scheme.
- 4) Bollards will be provided in front of the two entrances to the property. No road markings are being provided at this location. Parking is not being provided as part of the scheme.
- 5) Parking is not being provided as part of the scheme.
- 6) Drainage improvements will be included as part of the renovation works.
- 7) Resurfacing works will be included to improve skid resistance and any structural issues.
- 8) The operating hours of the service station is not part of this proposed scheme.
- 9) This does not fall within the scope of this proposed scheme.
- 10) No additional parking is being provided as part of this proposed scheme.
- 11)

Mary O'Connell

Submission No. 2 (*continued*)

- 12) Concerns over safety issue for a 'part cycle lane' on the N21. The safety of the cyclist must be paramount, as in the case of 'nearby greenway'. Traffic calming proposal is disjointed and appears to serve only the service stations future and not that of the local residents.
- 13) The development is not conducive to sustainable rural community life and only serves the transient carbon polluter and requires further investigation with the Local Authority Planning/EPA.
- 14) The issue with traffic volume, speed and the associated pollution, needs to be considered in this current and future proposals.
- 15) Mary has asked to be informed of any additional works in advance of them occurring.
- 16) Mary wishes to ensure all exits/entrances are highlighted on relevant maps.
- 17) Mary wishes to be informed about any other future developments for the service station.

Response (*continued*)

- 12) A cycle lane will be introduced to improve the safety of cyclist .
- 13) The primary objective of this safety scheme is to reduce the likelihood of collisions occurring in the future.
- 14) See previous response to Submission Ref No. 1 concerning speed limit reduction and Submission Ref No. 2, Request (10) concerning pollution.
- 15) The proposed scheme is to be constructed in accordance with the Part 8 process as approved.
- 16) Two of the seven exits that are within the scheme boundary are noted in relevant documentation. The other 5 entrances are outside the scope of this scheme.
- 17) Any developments at the filling station, is a matter for the service station owner / operator.

Kevin Supple

Submission No. 3

Kevin Supple made a second submission, raising his concerns regarding the endangerment of himself, family and his neighbours from entering and leaving their properties.

Kevin Supple also expressed his concerns in relation to a speed limit reduction not being included and no consultation from anyone in the council.

Response

Remediation works will help to deal with the issue of haphazard parking blocking sight distances at this location on the N21.

See previous response to Submission Ref No. 1 concerning speed limit reduction request.

MYFANWAY SUPPLE

Submission No. 4

Myfanwy Supple raised her concerns regarding the endangerment of herself, family and neighbours from entering and leaving their properties.

Concerns were also expressed in relation to a speed limit reduction not being included.

Response

These remediation works will help to deal with the issue of haphazard parking blocking sight distances at this location on the N21.

See previous response to Submission Ref No. 1 concerning speed limit reduction request.

KEVIN SUPPLE

Submission No. 5

Kevin Supple made a third submission, raising his concerns regarding the endangerment of residents / road users and cyclists.

Kevin Supple also expressed his concerns in relation to the speed limit reduction not being included, safety issues with cyclists, tractor access, boy racers, articulated trucks, turning movements into his property and ambulance access.

Response

These remediation works will help to deal with the issue of haphazard parking blocking sight distances at this location on the N21.

See previous response to Submission Ref No. 1 concerning speed limit reduction request

Cyclist.ie

Submission No. 6

1. Cyclist.ie raised concerns that the N21 has a 100kph speed limit, and thus is not a suitable route for cycling or walking. The organisation also mentioned that the very short stretch of a 'hard shoulder' as a nominal cycle facility to calm traffic is a misguided use of a cycle track.
2. Cyclist.ie also stated the need for a reduction in the speed limit.
3. Appropriate physical infrastructure interventions are needed on the approaches to the Apple Green facility.

Response

1. Cycleways are being provided on both sides of the carriageway for the safe passage of cyclists through the scheme extents.
2. See previous response to Submission Ref No. 1 concerning speed limit reduction request.
3. The remediation works will help to deal with the issue of haphazard parking blocking sight distances at this location on the N21. See previous response to Submission No.2, Request (12) concerning the provisions for cyclists.

Councillor Adam Teskey

Submission No. 7

1. Lack of communication and engagement from TII to attend district council meetings is unacceptable and shows disregard to elected members and the public.
2. Concerns in relation to a speed limit reduction and adequate signage not being included as part of the scheme.
3. Cyclists and pedestrians are poorly accommodated for within the design plan.
4. Additional communication and planning were required with property owners and the service station concerning safe access, parking and access/egress.
5. Recommendation to incorporate a design that is similar to the Croagh traffic calming scheme.

Response

1. A request for a representative from the TII to attend the July meeting for the Adare Rathkeale Municipal District was sent to the TII on the 20th of June 2022. TII confirmed that a representative would not be available to attend the July meeting to discuss the N21 Coolanoran traffic calming scheme.
2. See previous response to Submission Ref No. 1 concerning speed limit reduction request. Signage is to be included as part of the scheme.
3. See previous response to Submission No.2, Request (12) and Submission No. 6 concerning provisions for cyclists.
4. Communications have been held with landowners during the design stage. In addition, a public consultation / meeting took place on the 30th of May 2022 between the MWNRDO, landowners and elected members concerning the traffic calming scheme.
5. These remediation works will help to deal with the issue of haphazard parking blocking sight distances at this location on the N21.

Irish Water

Submission No 8;

1. The applicant must engage with Irish Waters Diversions Team prior to commencement of any works to apply for a build over/near application to ensure the appropriate protection of any asset(s) during construction phases of the proposed development.
2. Irish Water does not permit any build over of its assets, any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Irish Water for written approval prior to works commencing.
3. Separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details.
4. All development shall be carried out in compliance with Irish Water Standards codes and practices.

Response;

Noted

