



Comhairle Contae Thiobraid Árann
Tipperary County Council

Chief Executive's Report
PT8TT134

Part VIII Development

Birdhill Active Travel Scheme

November 2024

1. NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT AND THE PRINCIPLE FEATURES THEREOF:

The Birdhill Active Travel Scheme runs along the R445 corridor and at the R445 / 494 Birdhill four-arm roundabout. Overall, the Scheme aims to transform the R445 corridor across the Birdhill Village study area by delivering enhanced infrastructure facilities that offer a safer environment for all road users with particular benefits for sustainable active modes of travel such as pedestrians and cyclists. This will be achieved by providing pedestrian and cycle facilities along the Scheme length on the R445 corridor within the study area.

The proposed works consist of the construction of a segregated pedestrian and cycle surface, on both sides of the R445, a reduction of road widths to a minimum of 6.0m, along the R445, in the townland of Gortybrigane and Birdhill, Co. Tipperary. The scheme extents are from a tie-in point with the emerging Killaloe Bypass/Shannon Crossing/R494 Improvement Scheme development just north of the existing Birdhill roundabout in the east, to the 50kph/60kph demarcation on the R445 to the west of Birdhill Village. The extent of the scheme is shown in fig. 1.1 and fig 1.2 below.

The scheme involves the provision of:

Section 1: A 3.0m wide shared pedestrian/cycle path along the western side of the existing R494 corridor and the northern arm of the existing R494/R445 Birdhill Roundabout Junction. This section of the proposed route ties into and very much mirrors the geometric arrangements of the emerging Killaloe Bypass/Shannon Crossing/R494 Improvement scheme.

Section 2: A 3.0m wide shared pedestrian/cycle path over a 50m length within the verge area to the northwest of the existing roundabout. The route utilises a 1:20 ramp from the existing embankment top, to the existing ESB road level adjacent the ESB sub-station. The western arm of the Birdhill Roundabout will be redesigned to accommodate a new informal two-stage pedestrian/cycle crossing facility via an enlarged/realigned refuge/splitter island in accordance with best practice guidance.

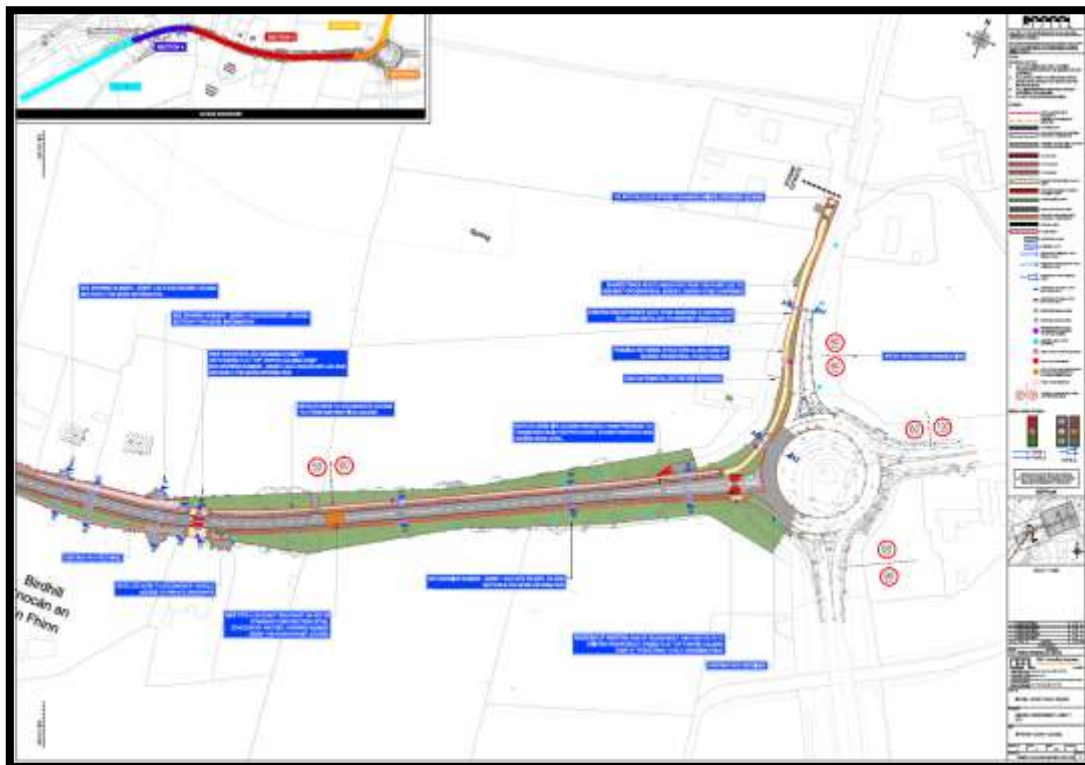


Figure 1.1 Extent of the scheme at east side of Birdhill

Section 3: This section connects the Birdhill roundabout with Birdhill Village over a distance of approximately 495m and includes a number of private vehicle entrance/exit points in addition to the existing 50kph/60kph demarcation. It incorporates a raised one-way cycle track along both sides of the carriageway. The existing footpath along the south- eastern side of the corridor is to be retained whilst a new 2.0m wide footpath is proposed along the entire north- western side of the corridor.

Section 4: Approximately 110m in length, Section 4 is aligned along the central part of the scheme within Birdhill Village. Over this section, the R445 corridor exhibits a narrow cross section at the location of existing business premises and as such a shared pedestrian/cycle path varying in width from 2.4m (at a localised pinch point) to 3.0m is proposed. A short section of 1.75m raised cycle track and footpath varying width (minimum 2.0m) approaching the R445/R466/R504 staggered cross roads on both sides is also proposed.

Section 5: Approximately 320m in length extending from the R445/R466/R504 staggered crossroads, south-westwards as far as the existing 50kph/60kph demarcation. The existing footpath along the north- western side of the corridor is to be retained as much as possible whilst a new 2.0m wide footpath is proposed along the majority of the south- eastern side of the corridor providing a safe connected pedestrian route to/from both the southbound bus stop and the pedestrian entrance to Birdhill Park and Playground. Section 5 includes the installation of a new signal-controlled toucan crossing facility across the R445 and the installation of a new bus shelter on the south side of the carriageway.

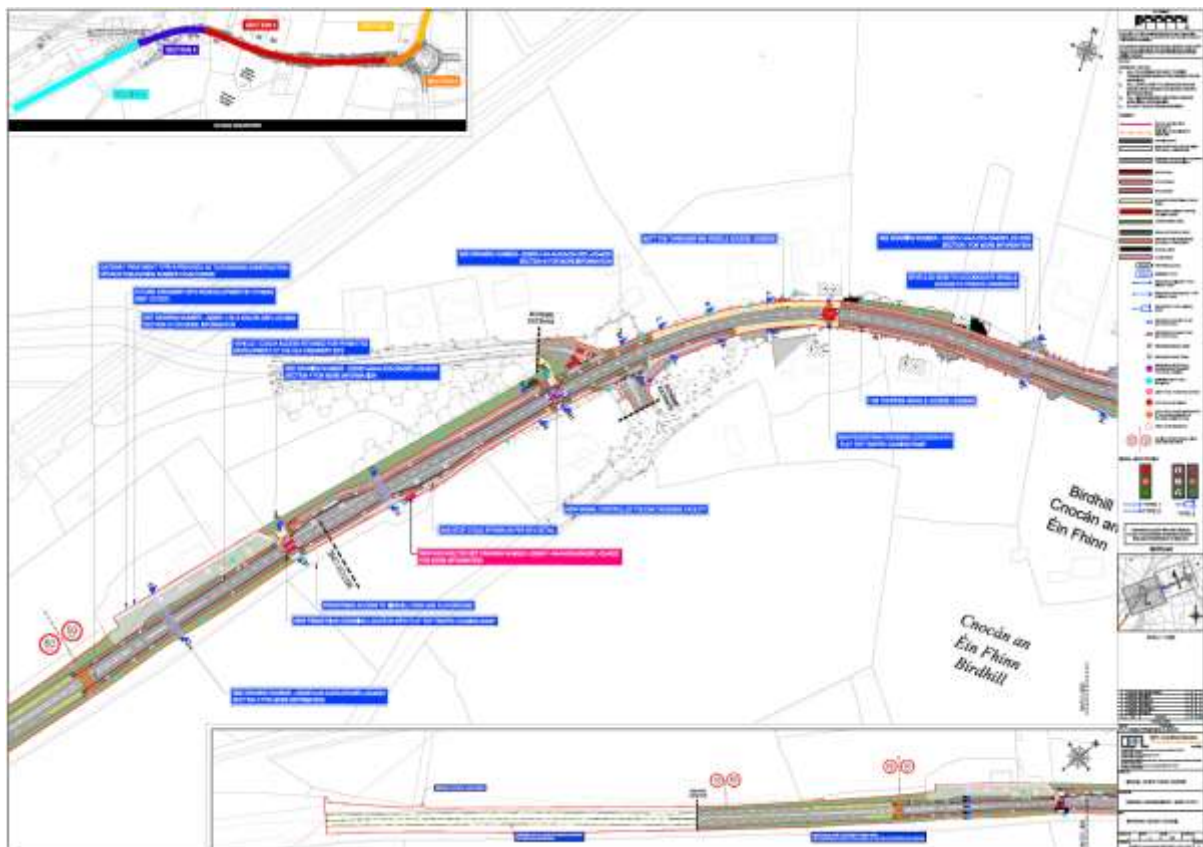


Figure 2.2 Extent of the scheme at west side of Birdhill

2. SITE LOCATION & DESCRIPTION

The development extents covers the public realm lands shown on the Map below within and on the approaches to Birdhill and within the townlands of Gortybrigane and Birdhill, Co. Tipperary.

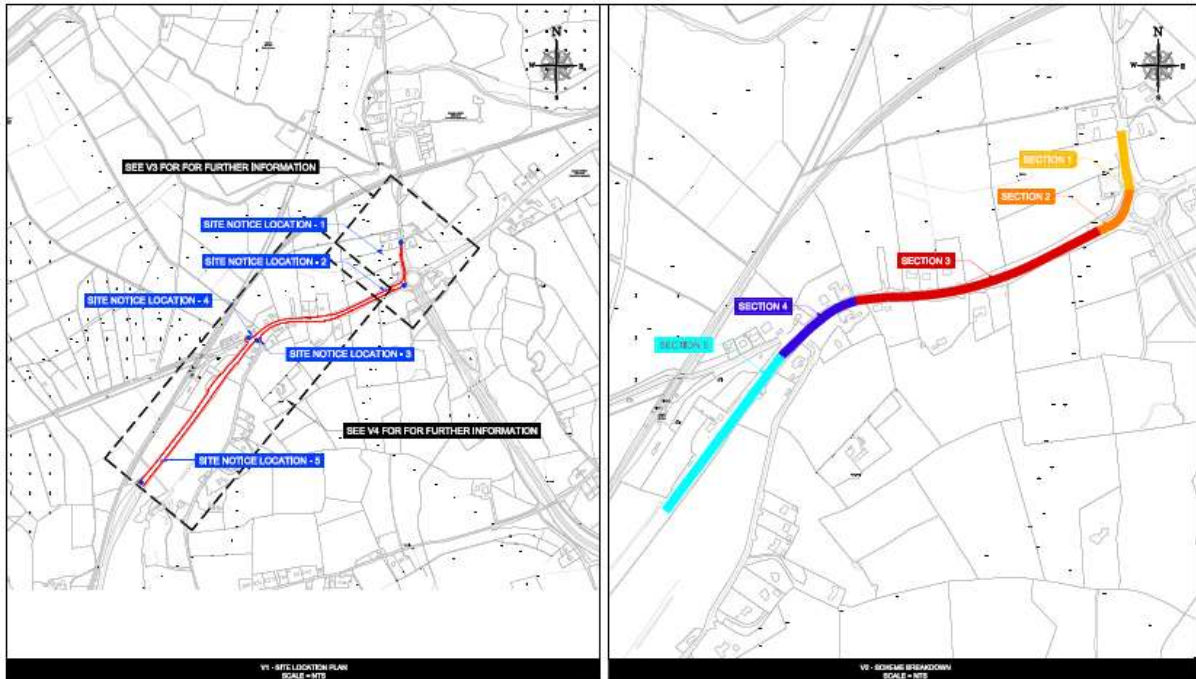


Figure 2.1 Site Location

3. PUBLIC CONSULTATION

In accordance with Part VIII of the Planning and Development Regulations 2001, as amended, Tipperary County Council made available for inspection plans and particulars of the proposed development together with the project Appropriate Assessment Screening and Environmental Impact Preliminary Examination Documents at the following locations:

Plans and particulars of the proposed development were made available for inspection and purchase from 9:30 am to 4.30 pm., Monday to Friday from 21st August 2024 to 20th September 2024 (inclusive, excluding bank holidays) at the following locations:

- Tipperary County Council, Civic Offices, Limerick Road, Nenagh, Co. Tipperary, E45 A099
- Tipperary County Council, Civic Offices, Emmet Street, Clonmel, Co. Tipperary, E91 D5T7
- Tipperary County Council website: <https://consultations.tipperarycoco.ie/consultations>

Submissions and observations with respect to the proposed development could be made online at <https://planning.localgov.ie> or in writing to Liam Brett, Director of Services, Roads, Transportation, Active Travel & Health and Safety, Tipperary County Council, Civic Offices, Limerick Road, Nenagh, Co. Tipperary by no later than 4.30 pm on Friday 4th October 2024.

4. SUBMISSIONS RECEIVED

13 no. submissions were received during the public consultation and submission period. These are listed below.

Submission No.	Name & Address	Date Received:
1.	Niamh O'Brien, Coole Cottage Coolnadorory Birdhill V94T9VX	4/9/2024
2.	Denis Floyd for Birdhill Tidy Village Committee	11/9/2024
3.	Freda Gleeson, Kaukauna Lodge, Birdhill, Co. Tipperary.	21/9/2024
4.	Cyril Gleeson Station Road, Birdhill, Co Tipperary. V94RPV3	25/9/2024
5.	Margaret Koevoets, Birdhill, Co Tipperary. V94R98E	20/9/2024
6.	Denis Floyd, Birdhill Village Via Killaloe Co Tipperary V94NN0P	26/9/2024
7.	Donnchadh Floyd, Birdhill Village, Birdhill, Co Tipperary. V94FNR4	30/9/2024
8.	Anthony Floyd, Chairman, Birdhill FC, Birdhill Village, Co Tipperary. V94OT91	2/10/2024
9.	Thomas Bibby , 29 Sarsfield St Nenagh Co. Tipperary E45 NY18	03/10/2024
10.	Anthony and Nora Floyd, Birdhill, Co. Tipperary, V94Y36R	04/10/2024
11.	Uisce Eireann, PO Box 6000, Dublin 1 Ireland	04/10/2024
12.	Edel Gissane, Coosane Birdhill Co. Tipperary V94H6H9	04/10/2024
13.	Colm Ryder, Irish Cycling Campaign, C/o 47 Synge Street Dublin 8 D08 E7P8	04/10/2024

A summary of the submissions in addition to the consideration and recommendation of the Chief Executive's officer are included in Section 6 of this report. It is considered that the implementation of the requirements and conditions as set out under Section 10 of this report will address the issues raised in the submissions received. A number of submissions raises common points of concern, in order to avoid repetition the considerations below account for this and include for cross referencing between the submissions.

5. PRESCRIBED BODIES & INTERNAL REFERRALS

The project was referred to the following prescribed bodies for comment:

- Uisce Éireann (UE)

A response was received from Uisce Éireann. See Submission 11 under Section 6 of this report.

The proposed Part VIII was referred to the following internal sections:

- Roads
- Environment
- Nenagh Municipal District

No reports were received from the internal sections.

6. CONSIDERATION OF SUBMISSIONS

Ref. No.	Date received	Submission Name and Address
1.	4/9/2024	Niamh O'Brien, Coole Cottage Coolnadornory Birdhill V94T9VX
Summary		
The submission requests that a safe area to lock bicycles at the train station is provided and notes the scheme includes for a cycle lane to the train station but there is no bicycle parking facilities.		
Chief Executive's Consideration .		
Birdhill Railway Station falls outside the geographical scope of the Birdhill active travel project. Furthermore, the Railway Station is not in the direct control / ownership nor managed by Tipperary County Council. The proposal is welcomed and considered beneficial to the overriding objectives of both the proposed scheme and national policy in regard to the promotion of sustainable travel practices. Accordingly, Tipperary County Council will pass the request onto Irish Rail and encourage them to facilitate the provision of high-quality cycle parking facilities at the railway station at the earliest possible opportunity.		
Chief Executive's Recommendation		
No amendments recommended arising from consideration of this submission.		

Ref. No.	Date received	Submission Name and Address
2.	11/9/2024	Denis Floyd for Birdhill Tidy Village Committee
<p>Summary</p> <p>The submission welcomes the provision of footpaths and cycle lanes, the creation of pedestrian crossings, traffic calming measures and the installation of a bus shelter.</p> <p>The submission makes the following points:</p> <ol style="list-style-type: none"> 1. Removal of centre island, which facilitates right turning at road junctions, homes and businesses will lead to traffic back up, driver uncertainty and possible accidents. 2. Discontinuing the slip road that facilitate left turning onto the Newport and O'Briensbridge Roads will remove an important safety measure. Design at junction of R466, 455 and R504 is considered confusing and a roundabout is considered a safer option. 3. Opposed to locating the bus shelter in front of the fountain. 4. Concern with bus stopping point where users would disembark and cross in front of cyclists. 5. Footpath from Section E to Coopers have deteriorated and causes trips and falls and requires replacement. Trees along the edge of the path obscure street lighting. 6. Concern with removal of on street parking. No public parking in Birdhill. Suggest that the Council purchase lands adjacent to the Coopers to provide parking. 7. Opportunity to enhance connectivity and safety around the village by expanding the scope of the scheme and extending footpaths as follows: <ol style="list-style-type: none"> 1. Continue footpath on R445 to take in soccer field and Church. 2. Contribute footpath on R504 to adjoining house or community park. Provide pedestrian crossing at park entrance. 3. Extend footpath to railway station as far as the Pollagh rail. 4. Extend footpath at Birdhill Roundabout to bring pedestrians onto the hard shoulder of the R494 link to the M7. 8. Speed limits to be extended on Newport Rd to the bottom of Twiss's Hill and on the O'Briensbridge Road below the entrance to Pollagh Trail. 9. Business and residence served with water at the rear of the village to be connected to new main on the R445. 10. Measures to be taken to control and prevent surface water accumulation on the road in front of the bus stop, water flowing across the R445 on eastern side of the village and ponding of water near the footpath at the roundabout. 11. Discussion required on how proposal would impact/reduce/remove the shrubbery at the junction of the R445 and R504, the flower beds at the Fountain and the shrubbery at the bus stop on the opposite side. 12. Concerned with how scheme will impact on the following features: <ol style="list-style-type: none"> 1. Fountain, Tank and surrounding paved area 2. Information Kiosk 3. Pump and surrounding Paved area 4. Decade of Centenaries Memorial 		

13. Hoped that entire road will be resurfaced.

14. Hope that project will not be dragged out over lengthy period and will be completed without too much disturbance from residents, businesses and visitors.

Chief Executive's Consideration

The considerations below are numbered as per the order in the submission summary:

1. The existing on-site traffic management arrangements and associated road markings represent a legacy arrangement remaining unchanged from when the R445 corridor was previously classified as the N7 National Road corridor forming a key component of the strategic road network as managed at the time (until 2010) by the National Roads Authority (NRA) as subsumed into Transport Infrastructure Ireland (TII).

As part of its former function the N7 corridor through Birdhill functioned as the strategic 'national' classified intra urban road connection linking Dublin with Limerick City and the entire Midwest and southwest region. With the construction / opening of the M7 motorway in 2010, which bypassed Birdhill, this section of the old N7 was downgraded to a 'Regional' classified route and assigned the R445 designation and associated new function. Today in 2024 the R445 corridor accommodates a significantly lower volume of motorised traffic volumes (only 47% of its previous 2010 pre M7 volumes). With the removal of its strategic function and associated strategic traffic flows the R445 now predominantly serves motor traffic with a local and regional origin / destination.

The existing on-site traffic management arrangements including the right turn 'pocket' layouts do not meet the design requirements of either the old (NRA) or current (TII) design standards. The existing on-site right turn 'pockets' and central hatched areas are too narrow for the appropriate design vehicle to position themselves fully within (whilst waiting for an opportunity to cross opposing traffic movements) without encroaching into the adjoining 'through' lanes. Between 2012 and 2018 the previous centrally located ghost island hatch road markings as located between the Birdhill R445 / R494 Roundabout and the commencement of the 50kph regulations at Birdhill (circa 225m length) have been removed.

Accordingly, the existing on-site legacy arrangements are no longer appropriate considering (i) the corridors' regional function, (ii) the lower volumes of traffic that it carries, (iii) current local and national policy to encourage the sustainable travel, and (iv) modern design standards and accompanying guidance detailed in the Design Manual for Urban Roads and Streets (DMURS). DMURS, which applies to ALL roads and streets subject to 60kph (or lower) speed regulations; was first published in 2013 and updated in 2019. As such it has been the national design standard in Ireland for areas such as Birdhill for over a decade. DMURS puts an emphasis on narrowing the carriageway as a priority for implementing traffic calming initiatives even before other measures are considered. Section 4.4.1 of DMURS, states: *"When carrying out upgrades, or traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed those standards listed above. This will not only calm traffic but will free up additional space within the street reserve to widen footpaths, insert cycle lane/tracks, provide bus lanes, street trees and on-street parking (all of which will further contribute to traffic calming)."*

Additionally, the National Transport Authority's (NTA) new (September 2023) Cycle Design Manual (CDM); further echoes the importance of reducing carriageway widths to calm traffic and tightening the radii of junctions. As per the CDM, *"Narrow carriageways are one of the most effective design measures that calm traffic. Reallocation of carriageway space can be used to reduce carriageway and traffic lane widths, helping to reduce traffic speeds and freeing up additional space for cycle tracks and/or widened footpaths. Designers should minimise the width of the carriageway"*.

Accordingly, the removal of the existing ghost island road markings through Birdhill as part of the active travel scheme proposals not only fully respects current design standards but will facilitate the provision of new / improved active travel facilities along the R445 corridor in accordance with local and national policy objectives. This design approach, delivered within the extents of the existing

road boundary; ensures that there is no need to utilise private land holdings in parallel with retaining all existing private access points along the corridor. The reduction of the existing carriageway width to the DMURS recommended 6.0m width, in parallel with a package of integrated traffic management measures; will self-regulate and positively influence vehicle driver behaviour subsequently resulting in lower vehicle speeds through the sensitive Birdhill area.

The reduction in motor vehicle speeds decreases the likelihood of an incident in addition to lowering the severity of any possible collision, whilst enhancing safety levels for all road users and encouraging the uptake of active travel modes of travel for local and leisure-based trips. Slower motor vehicle speeds and a simplified road layout can also help reduce driver confusion, ultimately leading to a consistent and more predictable easier understood street environment, attributes which enhance road safety levels for all road users.

To provide further assurance that the removal of the central island along the R445 will not result in queuing or capacity issues, a traffic modelling exercise was undertaken using the Transport Research laboratory (TRL) Computer Package PICADY for priority-controlled junctions. This assessment was undertaken at the R445 / R466 (W) / R504 (E) staggered priority-controlled junction. The existing arrangement of this junction was modelled, as well as the proposed arrangement as per the Birdhill Active Travel Scheme. A summary of the two models (indicative schematic shown in **Figure 1**) include:

- Existing Scenario – 9m wide R445 carriageway with 2m wide central island (ghost island median).
- Proposed Scheme – 6m wide R445 carriageway (3m wide lanes) with no central island.

The PICADY Assessment was undertaken for weekday peak periods of **08:00 to 09:00** (AM Peak Period) and **16:45 to 17:45** (PM Peak Period) as observed on site. The traffic volumes were obtained on site during the afternoon/evening of Wednesday, 02 October 2024 and the morning of Thursday, 03 October 2024.



Figure 3 Existing and Proposed Carriageway Arrangement (Indicative Schematic)

The output of the PICADY assessment of the R445 is provided in **Table 1** for the existing arrangement of the R445 / R466 (W) / R504 (E) junction and **Table 2** for the proposed arrangement. **Figure 2** provides an illustration of the movements associated with this analysis.

Movement	Movement Description	AM			PM		
		Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Stream B-ACD	Vehicles Exiting R504	0.3	8.66	0.25	0.1	7.32	0.11
Stream AB-D	Right Turn from R445 to R466	0.1	6.82	0.11	0.2	7.22	0.15
Stream D-ABC	Vehicles Exiting R466	0.2	6.07	0.13	0.1	6.11	0.13
Stream CD-B	Right Turn from R445 to R504	0	6.48	0.02	0	6.48	0.03

Table 1: Junction Modelling Results – Existing R445 Carriageway

Movement	Movement Description	AM			PM		
		Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Stream B-ACD	Vehicles Exiting R504	0.4	9.48	0.27	0.1	7.88	0.12
Stream AB-D	Right Turn from R445 to R466	0.2	6.23	0.12	0.2	6.65	0.16
Stream D-ABC	Vehicles Exiting R466	0.2	6.14	0.13	0.1	6.2	0.13
Stream CD-B	Right Turn from R445 to R504	0	5.6	0.03	0	5.41	0.03

Table 2: Junction Modelling Results – Proposed Scheme

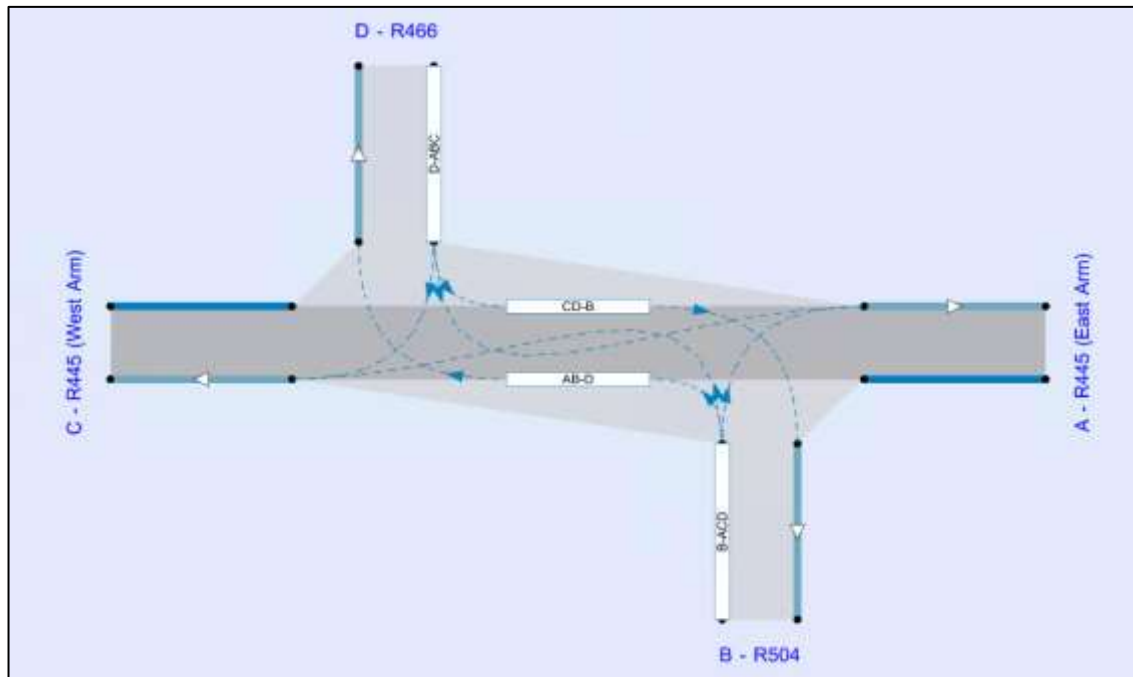


Figure 4: Description of Movements Assessed in Junction Modelling Exercise

The comparison between the existing and proposed junction arrangements shows minimal differences in queue lengths, delays, and ratios of flow to capacity (RFC). In the AM peak, vehicles exiting the R504 (Stream B-ACD) experience a modest delay increase from 8.66 to 9.48 seconds. The RFC also remains very low, increasing only marginally from 0.25 to 0.27 for this same movement. Similarly, the right turn from R445 to R466 (Stream AB-D) sees negligible changes in both queue length and delay. The results show that the proposed scheme maintains efficient traffic flow, with no significant changes to vehicle queue lengths or driver delays.

2. The existing layout at the R445 / R504 priority junction incorporates a short left turn diverge lane. This arrangement results in an overly generous R445 carriageway width (which encourages higher vehicle speeds) and facilitates a large radii which enables vehicle drivers to undertake this left turn at an excessive speed. This legacy arrangement prioritises the movement of vehicles at the expense of other road users. As a result, the existing layout contributes to higher entry vehicle speeds into the junction which (i) increases the risk of a collision, (ii) results in lower safety levels of active road users such as pedestrians and cyclists, and (iii) is contrary to DMURS design guidance.

DMURS (Advice Note 6) states that “Junctions are safer when the differential in speed between conflicting road users is minimised. In effect, turning vehicles (including cyclists / motorcyclists / tractors / trucks) should be taking the turn at a speed range similar to that of bicycles and pedestrians who cross the mouth of the same junction. This should facilitate eye contact between users, and provide sufficient time to avoid collisions”

To address legacy issues evident with the existing on-site layout DMURS recommends that designers should “Omit left turn slips, which generally provide little extra effective vehicular capacity but are highly disruptive for pedestrians and cyclists.” Similar requirements, in regarding to

tightening the geometry of junctions and links are also detailed in the NTA's new (September 2023) Cycle Design Manual. (CDM)

DMURS recommends a suite of interventions when improving existing priority junction layouts. Accordingly the presented design incorporates many of these features including (i) minimising corner radii to actively reduce turning vehicle speeds, (ii) installation of raised crossings to facilitate pedestrian priority and (iii) minimise carriageway / traffic lane widths.

The retention of the existing left turn lane could not only be contrary to DMURS design guidance but would result in a junction arrangement that accommodates excessive vehicle speeds to the detriment of active travel users.

The proposed design incorporates new infrastructure features that whilst recommended in both DMURS (2013, 2019) and the Cycle Design Manual (2023) will be new to many local road users traveling along the R445 through Birdhill. It is a specific requirements of both the Department of Transport and the NTA and all new transport infrastructure works (either new or upgrades to the existing network) must comply with these new design standards. As per best practice the approach seeks to address legacy issues with the existing layout and reduce vehicle speeds through the junction through the application of junction tightening features and raised crossing facilities (in accordance with the stated standards).

With the objective of ensuring that all vehicles will be able to safely manoeuvre through the junction, the design team has undertaken a vehicle swept-path analysis using industry standard design software to ensure that the adopted design vehicle (16.5m long articulated heavy goods vehicle) can safely accommodate all turning movements through the R445 / R466 / R504 staggered priority junction. This includes the positioning of traffic islands on the minor arms which seeks to reduce vehicle speeds, direct vehicle drivers to remain within the appropriate traffic lane, and provide a safer crossing opportunity (of the side road arm) for active travel users.

The off-set staggered nature of the two minor arms of the R445 / R466 / R504 junction, the acute angle of the R466 arm, and the desire to not utilise private lands; restricts the ability to provide a roundabout junction arrangement (that meets design standards) at this specific location.

3. This comment is acknowledged and viable alternatives for the relocation of the bus shelter have been assessed. Accordingly it is proposed to relocate the southbound bus stop shelter circa 15m to the northeast and away from the immediate fountain area.

4. The design of the bus stops has been influenced by (i) the desire to keep the works located within the public road boundary (e.g. not require the use of private or other lands), (ii) the topography of the corridor and adjoining lands which could otherwise require cost prohibitive retaining structures if the corridor was to be widened into adjoining lands, (iii) the desire to provide a formal parallel layby facility for the bus vehicle to pull in fully off the carriageway, and (iv) best practice design guidance. The proposed bus stop layout within this scheme incorporates a Bus Stop Cycle Bypass arrangement as per the standard arrangement detailed in the NTA's Cycle Design Manual detail (Detail TL202 Shared Bus Stop Landing Zone). This cycle bypass provides sufficient space for bus passengers to board/alight the bus without coming into conflict with oncoming cyclists. It is acknowledged that this type of interchange represents a new design approach, but one which has been implemented widely over the past 12 months in Dublin and one which is being advanced in many of the BusConnects proposals in each of the country's 'Gateway' cities including Limerick.

5. The points made regarding the condition of the existing footpath from Cross Section E to The Coopers is noted. This has been referred to the District Engineer for consideration who have responsibility for maintenance of footpaths. The scheme scope does not extend to remediation of all footpaths within the scheme area.

The arrangement of the existing street trees will be reviewed at detailed design stage as part of the street lighting design exercise. If found necessary trees will be cut back or removed (with replacement trees located in a more appropriate location) or light column relocated.

6. There is currently no formal car parking facilities located along the R445 corridor. Cars were observed parking along a section of the road linking The Coopers Car Park with the R504 corridor. This seems to operate as an informal park and ride where vehicle drivers (of parked cars) were observed using the public transport bus services and/or car pooling. Nevertheless, there is currently the opportunity for vehicle drivers to utilise the hard shoulder when in the process of picking up or dropping off passengers for the public transport bus services. In response to the comments raised the scheme design has been amended to provide for 3 number 'drop-off' bays provided in close proximity to the two bus stops to facilitate interchange opportunities.

7. The comments relating to extension of footpaths are noted and welcomed. Unfortunately, the geographical scope of the subject Birdhill Active Travel Scheme has been predefined and the requested additions to the scheme are outside the scope of this project.

8. The comments relating to extension of the existing 50kph speed regulations are noted. Unfortunately this is outside the scope of this project.

9. This request is outside the scope of the Birdhill Active Travel Scheme. Nevertheless, the request has been referred to Uisce Eireann as the appropriate agency to resolve this issue.

10. This comment is noted. The identification of these existing local problematic areas is welcomed. The existing surface water drainage arrangements will be investigated and localised upgrades will be undertaken where necessary to accommodate the development.

11. The works have sought to minimise any impact upon existing hard and soft planting areas all of which currently have a significant positive influence upon the Birdhill environment. It has been found necessary in some areas (to either accommodate a path, vehicle swept path requirements, and / or meet design standards) to encroach into some elements of the existing planting / flower beds / shrubbery as located along the public road corridor. In regard to the three specific areas raised in the submission we note the following;

1. The active travel works at the southeast corner of the R445 / R504 junction will require the removal / relocation of this existing planted area.
2. The proposed design has been revisited to minimise the impact generated. Nevertheless, whilst the 'southern' flower bed is not impacted approximately 12m² of the 'northern' flower bed adjoining the Fountain feature is required to be relocated.
3. The active travel / bus stop upgrade works adjoining the northbound bus stop will require the removal / relocation of a portion of this existing planted / shrubbery area. Whilst the Dove Cote and immediate planted area will be retained the post box and adjoining planted area will need to be relocated.

To mitigate the impact arising at location 1,2, and 3 above it is proposed that alternative planting areas are identified and incorporated into the proposed works at detail design stage in consultation with local stakeholders.

12. The implementation of the Birdhill Active Travel Scheme endeavours to have minimal impact on the existing installed features however in a number of areas an impact is noted requiring existing planted areas to be relocated. In reference to each feature raised we note the following;

1. The Fountain and associated tank - No impact arising with the fountain and tank remaining.
2. Paved area surrounding the fountain tank - The majority (160m²) of the paved area to remain unaltered. A small 12m² area adjoining the existing light column is to be repaved.
3. The Information Kiosk, the Pump & surrounding paved area on the edge of the Village Green at the Newport Road corner - No impact arising with all existing features remaining.
4. Decade of Centenaries Memorial - To be removed to accommodate the subject active travel works.

13. and 14. These points are noted.

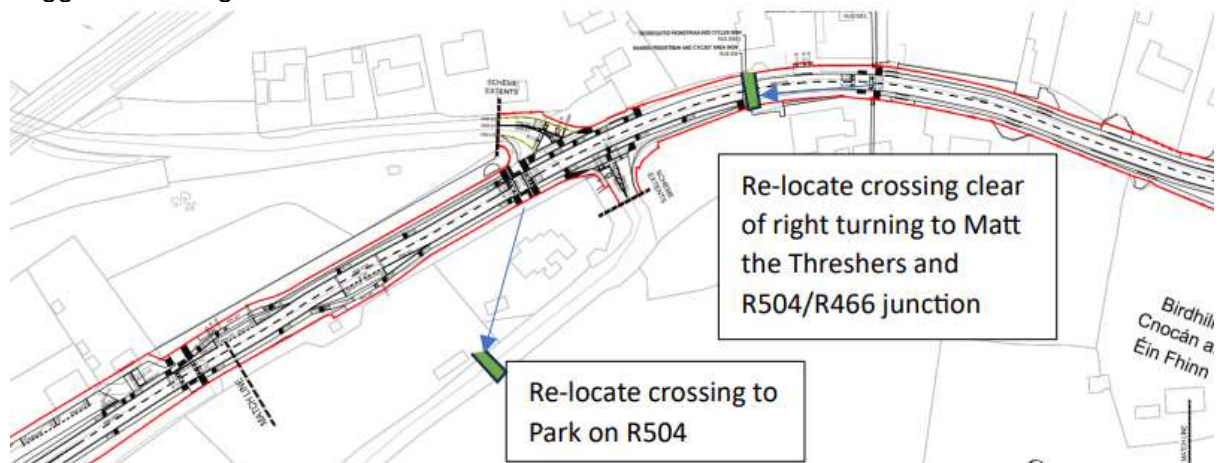
Chief Executive's Recommendation

It is recommended that the scheme be revised to include for the following:

- Relocate the southbound bus stop shelter circa 15m to the northeast and away from the immediate fountain area.
- Incorporate into the design 3 number 'drop-off' bays in close proximity to the two bus stops to facilitate interchange opportunities.
- The arrangement of the existing street trees will be reviewed at detailed design stage as part of the street lighting design exercise. If found necessary trees will be cut back or removed (with replacement trees located in a more appropriate location) or light column relocated.
- The existing surface water drainage arrangements will be investigated and localised upgrades will be undertaken where necessary to accommodate the development.
- To mitigate the impact arising for the scheme on existing landscaped areas, it is proposed that alternative planting areas are identified and incorporated into the proposed works at detail design stage in consultation with local stakeholders.

Ref. No.	Date received	Submission Name and Address
3.	21/9/2024	Freda Gleeson, Kaukauna Lodge, Birdhill, Co. Tipperary
<p>Summary</p> <p>The submission outlines hazards and requests that same are addressed:</p> <ol style="list-style-type: none"> 1. The scheme proposes a mixed footpath/ cycle environment in the middle of the village, at the interface with Matt the Threshers restaurant, Trading Centre Coffee shop and Coopers Public house. This creates a serious threat to pedestrian safety in terms of risk of collision between pedestrians and cyclists on the mixed footpath. This is the area where the greatest interaction occurs and cycle and pedestrian lanes should be separated. 2. The removal of the right turn lane and traffic separation island throughout the village centre. This introduces a significant safety hazard to traffic movement which the current road arrangement addresses. This seems a design flaw in compromising the safety of traffic movements, which ultimately put cyclists and pedestrians at greater risk, including increasing significantly the risk to motorists themselves turning right in the village. 3. The introduction of the cycle lane running across numerous entrances for houses, commercial properties, and other properties, and the main Newport R504, O'Briensbridge R466 intersection, this scheme places an inside blind spot hazard of colliding with cyclists in the most vulnerable way for serious cyclist accidents, particularly where large vehicles and trailers are turning left. The cycle lane design would encourage a cycle path right of way on the inside of left turning traffic, and also a conflict on cyclists turning right (which happens a lot in relation to the R504/ R466 intersection and entrances to commercial properties), as they have no lane for turning right. It is notable also that the village is used significantly by cycle groups and pelotons. These groups do not travel in single file and will actually require use of the entire carriageway for safety of manouver and passage, thus rendering the single cycle lane inadequate for the majority of cyclists that use the village. 4. Regarding the submitters own property the new traffic Island and restricted centre lane at the R445 and R466 junction for turning will make it less safe for traffic entering and exiting their property. <p>In order to address the above the submission requests:</p> <ol style="list-style-type: none"> 1) The cycle lanes proposed terminate at the entrance to the reduced speed limit for the village on both Limerick and Nenagh approaches. 2) That the existing centre lane for traffic separation and right turns, along with existing grade separated footpaths are preserved as is, inside the village speed limits, and particularly in the commercial centre of the village and no mixed footpaths be created here. 3) Cyclists and motorists approaching the village should be encouraged to use the existing carriageway once they reach the speed limit and observe each other directly in lane, ensuring full visibility and understanding of right of way and intended movement and maneuvers, rather than creating a dual carriageway behaviour where inside passing and right of way would lead to confusion and danger. 4. The proposed pedestrian crossings should not be intersected by both vehicle and cycle lanes, and should remain as simply a two lane carriageway with centre island reservation crossing arrangement. This would allow pedestrians crossing to have a safe refuge in the centre of the road and focus on directional traffic in each separate lane. 5. Remove crossing at the Newport / O'Brien bridge Road intersection noting pedestrians heading to the Park or further up the Village from the Railway Station or vice versa are better served by other crossings, with pedestrian movements close to this crossing being very limited 		

in need but far more difficult for motorists and pedestrians to navigate. See layout below with suggested changes.



Chief Executive's Consideration

The considerations below are numbered as per the order in the submission summary:

1. The proposed works represent a standard approach widely utilised and recommended in the Cycle Design Manual. The shared pedestrian / cycle path approach, as utilised extensively on the emerging Killaloe Bypass, Shannon Bridge Crossing and R494 Improvement Scheme; also negates the need to utilise / incorporate private lands as located along the frontage of (a) 'Matt the Threshers Restaurant, (b) Trading Centre Coffee Shop, and (c) Coopers Public House. Patrons of all three businesses are not required to utilise the proposed 'shared path' when traveling to/from the business car parks as located to their rear and access via dedicated private footpath / route. The scheme proposals retain the existing boundary treatments at each of these three businesses which provides a formal segregation and minimises the potential for any interaction between the businesses patrons and users of the 'shared' path. The scheme proposals have been subject to an independent Road Safety Audit and no issues with the proposed Shared pedestrian cycle path arrangements in the centre of the scheme have been raised.

2. See considerations to submissions No.2.

3. The concern regarding cyclist safety is noted. The scheme proposals advocate separating cyclists from motor vehicles on carriageway by means of a segregated cycle track with a kerb (bevelled at vehicle crossing points) that runs along the majority of the length of the R445 within the study area. This design approach gives cyclists their own priority on the road space and provides a physical separation from motor vehicles, thereby increasing safety for cyclists. The proposed road carriageway width reduction to a minimum of 6m, along with the visual impact that cycle tracks provide to drivers, induces a slow-speed environment for vehicular traffic. This results in vehicles turning onto / off the R445 to proceed with caution and at lower speeds. Slower speeds allows drivers to have a better perception of their surroundings, ultimately reducing the potential of collisions. The proposed design addresses a number of existing road safety issues and complies with the recommendations of both the Cycle Design Manual and DMURS. The design represents the new layout reflecting recently published design standards that will in time become the norm along all key active travel corridors.

The introduction of the traffic / refuge islands have been proposed to (i) address existing excessive speeding issues observed by vehicles turning off the R445 corridor into both minor arms, (ii) address inappropriate 'fast line' routing (across the opposing inbound traffic lane on the minor arm) of some vehicle drivers turning into the minor arm, and (iii) to provide a refuge for active travel users crossing the mouth of the minor arm. The proposed junction design has been influenced by the vehicle swept

path requirements of the adopted design vehicle. Accordingly, the design team has undertaken a swept-path analysis for all vehicle movements through the R445 / R466 / R504 junction. The design vehicle used was an HGV (articulated vehicle) with a length of 16.5m and a width of 2.55m. The design associated with the R445 / R466 (W) / R504 (E) junction within this Scheme is based on the swept path for such an HGV. The swept path analysis indicates there is sufficient space for an HGV to manoeuvre through the junction. Accordingly, the design therefore incorporates best practice guidance as per the NTA's Cycle Design Manual (September 2023) and DMURS which prioritises safety of road users, yet continues to accommodate the requirements of the largest design vehicle.

4. The suggestions provided in this submission are noted with a brief response to each detailed below.

The southern termination / commencement point of the cycle tracks is proposed at the 50/60kph 'Gateway' treatment on the R445. This represents the extent of the subject study to the south. The new cycle tracks lead to/from the existing on-site hard shoulder areas as located along both sides of the R445 to the south of the Birdhill scheme. The provision of active travel infrastructure northwards from the northern 50/60kph 'Gateway' treatments seeks to provide a continuous segregated safe active travel connection between Birdhill and the emerging active travel infrastructure (3.0m wide shared pedestrian / cycle path) that is currently being delivered by the Killaloe Bypass, Shannon Bridge Crossing and R494 Improvement Scheme. This arrangement will deliver a safe segregated route for active travel users continuously between Birdhill and Ballina / Killaloe.

The existing on-site arrangements in this area do not meet current design standards detailed in DMURS, provide no provision for cyclists and provides excessive carriageway widths that encourage inappropriate vehicle speeds.

See considerations to submissions No.2.

In reference to the Cycle Design Manual, shared use of the carriageway for cyclists and motor vehicles is not recommended for the volume of traffic recorded travelling along the R445 corridor. For situations such as the subject study's area, with 50/60 kph speed restrictions and circa 428-470 two-way vehicle movements in the peak hour periods, the Cycle Design Manual recommends that dedicated segregated facilities are provided for cyclists. Accordingly, the scheme proposals comply with the appropriate design standards.

The provision of a formal controlled pedestrian crossing facility on the southwestern arm of the R445 / R466 / R504 junction at the location proposed (i) responds to pedestrian / cycle travel desire lines, (ii) delivers a safer crossing facility to the alternative refuge island arrangement requested, and (iii) responds to current best practice design guidance detailed in the CDM and DMURS.

Chief Executive's Recommendation

No recommended changes arising from this submission.

Ref. No.	Date received	Submission Name and Address
4.	25/9/2024	Cyril Gleeson, Station Road Birdhill Co. Tipperary V94 RPV3
Summary		
<p>The submission concerns the junction between the Newport and O'Briensbridge Road and considers the traffic island in the centre of the Birdhill-Limerick road needs to be retained to allow safety for vehicles wishing to cross the road. The submission considers that without the island, traffic congestion would arise.</p>		
Chief Executive's Consideration		
<p>See considerations to submissions No.2.</p>		
Chief Executive's Recommendation		
<p>No recommended changes arising from this submission</p>		

Ref. No.	Date received	Submission Name and Address
5.	26/9/2024	Margaret Koevoets, Birdhill, Co Tipperary, V94R98E
Summary		
<p>The submission commends the efforts to promote active travel but objects to the removal of the centre lane for turning in the village and considers this will present a danger. The submission considers the centre lane are essential for safe turning right at Newport O'Briensbridge junctions. The submission requests this element is removed from the scheme.</p>		
Chief Executive's Consideration		
<p>See considerations to submissions No.2.</p>		
Chief Executive's Recommendation		
<p>No recommended changes arising from this submission</p>		

Ref. No.	Date received	Submission Name and Address
6.	26/9/2024	Denis Floyd, Birdhill Village Via Killaloe Co Tipperary V94NN0P
<p>Summary</p> <p>The submission raises concerns with the impact of the development on the property of Denis Floyd.</p> <ol style="list-style-type: none"> 1. Unclear on the proposal for the existing footpath and paved area outside my boundary fence. Figure 6-13 Layout Plan shows a new pedestrian footway on this area, while Sheet 2 of the General Arrangement indicates retention of the existing footway. 2. Concern with gradient from cycle path to gate of property. 3. Concern with proposal for a gully at back of cycle track and questioned as where it will be located, whether it is a single gully and where it will outfall. The submission requests that a continuous 'aco drainage channel' (or similar type) be inserted to run along my boundary fence to collect run-off surface water. 4. Requests that water connection to new mains on R445 is completed before any work on footpaths is started. 5. Clarification is sought on the what the figures on the plan alongside the pillar on front boundary refer to. Confirmation also required on whether the existing paved area will be left in place. 6. If level outside fence are being raised request that levels of piers and rails are raised accordingly. 		
<p>Chief Executive's Consideration</p> <p>The considerations below are numbered as per the order in the submission summary:</p> <ol style="list-style-type: none"> 1. We confirm that the figure in the report (Figure 6-13) illustrates the extent of the footpath area to be made available as part of the scheme proposals. However, unlike the drawing, the footpath area defined in the report figures does not differentiate between new and retained footpath areas. Whilst the areas of footpath to be made available as part of the scheme proposals remains the same in both the report figure and the scheme drawing; the drawing provides additional information in regard to the makeup of this pedestrian area e.g. existing retained footpath and new footpath area. As detailed in the drawing a new slightly raised footpath is to be implemented across the existing private access. 2. The top of the kerb line (as located between the cycle track and footpath) as located along the northern side of the corridor at Section I-I has been designed to be 90mm higher than the current road surface level. The footpath 3.04m wide has been designed with a crossfall of 2.5% (1:33) at the vehicle entrance to tie back into the existing ground level. This proposed design complies with the thresholds detailed in the CDM. If required this gradient can be reduced (say 1:40 gradient) with the introduction of a bevelled kerb at the back of the footpath to address the concerns expressed. The introduction of the raised cycle track and footpath at the private entrance will assist in minimising water runoff from the road carriageway down into the private driveway. To further minimise runoff from the raised footpath an aco-drain can be specified at the back of the footpath at detail design stage. 3. The request is noted. An aco-drain can be specified at the back of the footpath at detail design stage at this location and other private access points as required to manage surface run-off concerns. 		

4. This request is outside the scope of the Birdhill Active Travel Scheme. Nevertheless, the request has been referred to Uisce Eireann as the appropriate agency to resolve this issue.

5. The area in question shows the existing footpath / hardstanding levels that is to be retained i.e. unaltered as part of this Scheme. The queried figures on the drawing refer to existing ground levels on site taken during a site survey.

6. The scheme does not include for adjustment to the level of piers and railings. This is not required as the existing levels at boundary lines will be maintained.

Chief Executive's Recommendation

It is recommended that the scheme be revised to include for the following:

- The existing surface drainage arrangements will be investigated and upgraded where found necessary as part of the detail design process to manage surface water run off concerns.

Ref. No.	Date received	Submission Name and Address
7.	30/9/2024	Donnchadh Floyd, Birdhill Village, Birdhill, Co Tipperary. V94FNR4
<p>Summary</p> <p>The submission makes the following observations regarding the works outside of Mr Floyds property:</p> <ol style="list-style-type: none"> 1. Cross Section F states that the “existing drainage channel level to be raised” This section is across the entrance gate. However the same comment does not appear on Cross Section G. I request that all of the existing drainage channels will need to be raised. 2. The raising of the existing drainage channels will also require the existing adjoining kerbs to be raised. The levels show the footpath falling in towards my site, resulting in significant surface water flowing into my site as the footpath will be 3-4 metres wide in places. Therefore the raising of both kerbs and drainage channels, across the full length of site owned by Mr Floyd is requested. 3. There is currently a uniform distance between the top of the existing concrete kerbs along the drainage channels and the adjoining timber post and rail fence. As the height of the drainage channels and kerbs will be raised, this will also require the timber post and rail fence to be raised to maintain the existing uniformity. 4. Confirmation required on accuracy of level increase shown on Cross Section F. This raised is not agreed to. 5. Confirmation sought on where new gullies and drains along road and cycle track will connect to. The existing drainage system in the village is considered inadequate. Some drains enter site of Mr Floyd and run via a pipe along western boundary of property. Pipe is insufficient to take additional drainage. Suggestion is that any new gulleys and drainage should enter into a new storm drainage system and connect into the stormwater drainage and attenuation system installed at the “Birdhill Roundabout” 6. During times of heavy rainfall, it is very common for large volumes of water to stream out from the gate, located across from Mr Floyds property. The surface water run-off from the surrounding high fields flows out this gate, bypasses the gully at the entrance and bypasses another gully located further down the road at the kerbside (and flows across the road and into the drainage channels across Mr Floyds site. Request that a continuous large drain is used across this entrance to take run off and prevent overflow to the roadway. A similar recommendation is made for two other entrance across from Mr Floyds property. 7. Request that additional lighting be located on boundary line between properties with no lighting placed in front of properties. 8. Concern with increase in noise and air pollution from speed ramps. Request that the footpath on the southern side of the road be extended down to the existing speed limit sign / the proposed location of the “Gateway Type A”, and the pedestrian crossing and traffic calming ramp be moved down to this location. 9. Consideration to be given to: <ul style="list-style-type: none"> • Extend footpath on the R445 towards Limerick to include the Soccer Field and the Church. • Extend footpath from the Railway Station Entrance, over the railway bridge, as far as the Pollagh Trail. • Extend footpaths on Birdhill Roundabout to meet the hard shoulder on the R494 link road to the M7. 		

- Extend footpath on the Newport Road to the Community Park

Chief Executive's Consideration

Response

This submission provides a number of queries/observations, including:

- a. Request for drainage channel to be raised at home frontage.
- b. Raising adjoining kerbs to match the existing drainage channels that are to be raised.
- c. Timber post and rail fence to be raised to maintain existing uniformity when drainage channels are raised.
- d. Opposed to increase in level outside of front entrance.
- e. Query for clarification - where drains are connected to.
- f. Noise and air pollution from speed ramps
- g. Request for footpaths and public lighting to be extended

The considerations below are numbered as per the order in the submission summary:

1. This comment is noted and will be taken into design consideration. It is a supplementary objective of the scheme to address existing carriageway run-off issues with the existing on-site arrangements. Accordingly, during the detail design process the provision of eco drains (or similar) at the entrance to all private driveways is to be explored.

2. This comment is noted and will be taken into design consideration. It is a supplementary objective of the scheme to address potential carriageway run-off issues into private lands. Accordingly, during the detail design process the provision of aco drains (or similar) at the at the back of footpaths and across private driveways is to be explored.

3. No works to private property are proposed as part of the active travel scheme proposals. All proposed works are in the public domain.

4. There there is a typo in two of the proposed levels on Cross Section F. The actual maximum distance between existing and proposed new levels at this point will be circa 21-25mm and not 840mm.

5 and 6. The existing surface water drainage arrangements will be investigated and localised upgrades will be undertaken where necessary to accommodate the development.

7. The final position of all new light columns will be identified at the detail design stage. All new light columns will be located in public lands and the request to position any new light columns away from a private entrances and frontages will be accommodated as far as practical as long as its relocation does not adversely impact the required standard of light levels that are required to be provided along the new pedestrian and cycle infrastructure.

8. The current design standard for traffic calming ramps with a maximum height of 75mm and entrance/exit gradients of 1:15 mitigates the breaking/noise issues associated with first generation ramps.

9. See Response to Submission Reference No. 2.

Chief Executive's Recommendation

It is recommended that the scheme be revised to include for the following:

- The existing surface drainage arrangements will be investigated and upgraded where found necessary as part of the detail design process to manage surface water run off concerns.

Ref. No. 8.	Date received 02/10/2024	Submission Name and Address Anthony Floyd, Chairman, Birdhill FC, Birdhill Village, Co Tipperary. V94OT91
<p>Summary</p> <p>The submission requests that the footpath and lighting are extended on the northern side of the R445 towards Limerick to include the soccer field and the Church. The footpaths would allow parents to walk on road in a safe manner.</p> <p>The submission also requests the following:</p> <ul style="list-style-type: none"> • Extend footpath from the Railway Station entrance, over the railway bridge, as far as the Pollagh Trail. • Extend footpaths on Birdhill roundabout to meet the hard shoulder on the R494 link road to the M7. • Extend footpath on the Newport Road to the Community Park 		
<p>Chief Executive's Consideration</p> <p>The comments relating to extension of footpaths are noted and welcomed. Unfortunately, the geographical scope of the subject Birdhill Active Travel Scheme has been predefined and the requested additions to the scheme are outside the scope of this project.</p>		
<p>Chief Executive's Recommendation</p> <p>No recommended changes arising from this submission.</p>		

Ref. No.	Date received	Submission Name and Address
9.	03/10/2024	Thomas Bibby , 29 Sarsfield St Nenagh Co. Tipperary E45 NY18
<p>Summary</p> <p>The submission makes the following observations:</p> <ol style="list-style-type: none"> 1. Removal of left and right turning lanes is welcomed. The submission notes the level of car traffic through Birdhill is extremely low and the removal of the turning lanes is entirely appropriate and in line with recommendations in the Design Manual for Urban Roads and Streets (DMURS). 2. Continuous footpaths and cycle tracks with bevelled kerbs are welcomed. The continuous footpaths will make it more comfortable for wheelchair users, people pushing buggies and prams and others who will benefit from flat walking and wheeling surfaces. In the detailed design stage it is important that the footpath and cycle track are not slightly dipped at entrances - the bevelled kerb shown on the design drawings will be enough to facilitate the drop in levels. 3. The moving of the bus stops closer to the junction is to be welcomed: it will improve the interchange between the 323/72 bus and the train station. R445/R504/R466 junction. 4. Concern regarding traffic turning on to the R504 and R466, specifically the lack of passive traffic calming for vehicles travelling in these directions. Two elements that could be considered at detailed design stage are the partial set back of the cycle lane and footpath across the R504 and R466 that would allow provision of a ramp so that the cycle lane and footpath would be raised on both sides crossing the R504 and R466; and the second is the tightening of the corner radius to slow down cars turning left off the R445 to the R504 and R566. Every effort should be made to slow vehicle traffic down as much as possible at this junction as it is the site of many conflicting movements and these passive measures would improve safety at the junction. 5. The scheme design requires cyclists coming from the Ballina direction to cross over the R445 to continue westwards. This crossing is in a 60 km/h zone and consideration should be made to extending the 50km/h zone to before this crossing point, and making sure that the crossing is raised with a significantly high and steep ramp that will provide some passive protection for vulnerable road users. The crossing could be moved further away from the roundabout as a safety measure. 6. Suggested that greater provision could be made in the scheme for planting and other amenities that could be managed by the Tidy Towns group and whose feedback might be sought at design stage to support the vision of the Tidy Towns group. 		
<p>Chief Executive's Consideration</p> <p>The considerations below are numbered as per the order in the submission summary:</p> <p>1-3 The points made are noted and welcomed.</p> <p>4. The scheme proposals include for the provision of traffic calming ramps across the minor arms of the R445/R466/R504 staggered crossed road. In accordance with Cycle Design Manual both the cycle track and the pedestrian route across both minor arms are raised through the provision of a flat top ramp with bevel kerbs provided at the interface with the R445 carriageway as per the NTA design recommendations.</p>		

5. The scheme proposals include the provision of traffic calming ramp across the R445 (south) arm of the R445/R494 Birdhill roundabout in a similar manner to that requested. The specific position of the courtesy pedestrian/cycle crossing point is setback from the roundabouts circulating carriageway a sufficient distance to ensure compliance with the Cycle Design Manual (TL703). This distance ensures that a vehicle approach's the ramp at right angles, benefits from having full visibility of the crossing faciality and enables a private motor vehicle to yield to active travel users at the crossing point without the rear of the waiting vehicle (e.g. private car) encroaching into the roundabouts circulating carriageway.

6. The extent of soft and hard landscaping that can be provided as part of the scheme proposals is influenced by the centralised funding stream that is supporting the implementation of the subject active travel infrastructure. The NTA's funding, which is being sought to deliver the proposed works, is focused on the delivery of active travel infrastructure and not public realm or landscaping works. Nevertheless, the Council will seek to procure additional funding opportunities to accommodate landscaping works that could complement both the existing work by the Tidy Town group and the proposed active travel infrastructure.

Chief Executive's Recommendation

No recommended changes arising from this submission.

Ref. No. 10.	Date received 30/9/2024	Submission Name and Address Anthony and Nora Floyd, Birdhill, Co. Tipperary, V94Y36R
<p>Summary</p> <p>The submission makes the following observations regarding the works outside of the submitters property:</p> <ol style="list-style-type: none"> 1. Cross Section H shows a gully provided at the carriageway edge line at the back of the cycletrack. Levels show footpath falling towards submitters property resulting in significant surface water flowing onto site. Request a continuous aco drain or similar be inserted to run along property boundary to collect surface water runoff. This to be installed without interference to plastered wall plinth. If level of ground is raised higher than wall plinth then request that wall is replaced or raised to suit new levels and wall finishes and capping is modified to suit. 2. Request that water connection to new main on R445 is completed before works on footpaths is started. 3. Concern with drainage proposals for scheme and questioned as where new drains will connect. The submission notes the existing drainage infrastructure in Birdhill as inadequate. Suggestion is that any new gulleys and drainage should enter into a new storm drainage system and connect into the stormwater drainage and attenuation system installed at the "Birdhill Roundabout" 4. During times of heavy rainfall, it is very common for large volumes of water to stream out from the gate, located across from the submitters property. The surface water run-off from the surrounding high fields flows out this gate, bypasses the gully at the entrance and bypasses another gully located further down the road at the kerbside (and flows across the road and into the drainage channels across Mr. Floylds site. Request that a continuous large drain is used across this entrance to take run off and prevent overflow to the roadway. A similar recommendation is made for two other entrance across from Mr Floyds property. 5. Request that additional lighting be located on boundary line between properties with no lighting placed in front of properties. 6. Concern with increase in noise and air pollution from speed ramps. Request that the footpath on the southern side of the road be extended down to the existing speed limit sign / the proposed location of the "Gateway Type A", and the pedestrian crossing and traffic calming ramp be moved down to this location. 7. Consideration to be given to: <ul style="list-style-type: none"> • Extend footpath on the R445 towards Limerick to include the Soccer Field and the Church. • Extend footpath from the Railway Station Entrance, over the railway bridge, as far as the Pollagh Trail. This is currently very dangerous for pedestrians. • Extend footpaths on Birdhill Roundabout to meet the hard shoulder on the R494 link road to the M7. • Extend footpath on the Newport Road to the Community Park 		
<p>Chief Executive's Consideration</p> <p>The considerations below are numbered as per the order in the submission summary:</p>		

1. This comment is noted and the provision of a drainage channel at the back of the footpath at the private vehicle entrance can be designed and included in the scheme proposals.

2. This request is outside the scope of the Birdhill Active Travel Scheme. The request has been referred to Uisce Eireann as the appropriate agency to resolve this issue.

3 & 4- The existing surface water drainage arrangements will be investigated and localised upgrades will be undertaken where necessary to accommodate the development.

5. The final position of all new light columns will be identified at the detail design stage. All new light columns will be located in public lands and the request to position any new light columns away from a private entrances and frontages will be accommodated as far as practical as long as its relocation does not adversely impact the required standard of light levels that are required to be provided along the new pedestrian and cycle infrastructure.

6. See Response to Submission Reference 7.

7. See Response to Submission Reference 8.

Chief Executive's Recommendation

It is recommended that the scheme be revised to include for the following:

- The existing surface water drainage arrangements will be investigated and localised upgrades will be undertaken where necessary to accommodate the development.
- The final position of all new light columns will be identified at the detail design stage. All new light columns will be located in public lands and the request to position any new light columns away from a private entrances and frontages will be accommodated as far as practical as long as its relocation does not adversely impact the required standard of light levels that are required to be provided along the new pedestrian and cycle infrastructure

Ref. No.	Date received	Submission Name and Address
11.	4/10/2024	Uisce Eireann, PO Box 6000, Dublin 1 Ireland
<p>Summary</p> <p>The submission outlines that Uisce Eireann (UE) has no objection in principle to the development but notes that UE records indicate the presence of water services infrastructure which may be impacted by the proposed development. The submission requests that Tipperary County Council liaise with UE during final design stage and before works commence:</p> <ul style="list-style-type: none"> • to ascertain the potential impacts on the existing UE network infrastructure so that protection works or replacement works can be agreed and carried out as appropriate. • to confirm the location of any / all watermain(s) / sewer(s) and any associated fittings on the ground with the local water curator. <p>The submission advises that new kerb-lines should not sit on top of existing watermains or sewer lines and requests that the integrity of UE infrastructure is protected during the works and that the Council's water service's engineer is consulted prior to and during construction. To this end the submission recommends the following be made conditions of planning:</p> <ol style="list-style-type: none"> 1. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal. 2. Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing. 3. Separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with the Uisce Éireann Codes of Practice and Standard Details. 4. All development shall be carried out in compliance with Uisce Éireann Standards codes and practices. 5. All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards. 		
<p>Chief Executive's Consideration</p> <p>The requirements and recommendations set out by Uisce Eireann are noted. Tipperary County Council will liaise with Uisce Eireann through all stages of the project to ensure the requirements of Uisce Eireann are met and existing water and wastewater infrastructure and assets are protected and that any interruption to services are minimised.</p>		
<p>Chief Executive's Recommendation</p> <p>Arising from consideration of this submission it is recommended that Tipperary County Council will liaise with Uisce Eireann through all stages of the project to ensure the requirements of Uisce Eireann are met and existing water and wastewater infrastructure and assets are protected and that any interruption to services are minimised.</p>		

Ref. No. 12.	Date received 30/9/2024	Submission Name and Address Edel Gissane, Coosane Birdhill Co. Tipperary V94H6H9
Summary The submission commends the efforts to promote active travel but objects to the removal of the centre lane for turning in the village and considers this will present a danger. The submission considers the centre lane as essential for safe turning right at Newport O'Briensbridge junctions. The submission requests this element is removed from the scheme.		
Chief Executive's Consideration See considerations to submissions No.2.		
Chief Executive's Recommendation No recommended changes arising from this submission.		

Ref. No. 13.	Date received 30/9/2024	Submission Name and Address Colm Ryder, Irish Cycling Campaign, C/o 47 Synge Street Dublin 8 D08 E7P8
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Summary

The submission is happy to see high quality active travel and public realm scheme being activated for the village of Birdhill in Tipperary and considers that these proposals will help to give the village more of a 'village feel' and in turn make the area safer for all.

The submission makes the following comments on the scheme design:

1. The Irish Cycling campaign welcomes the general high quality of the proposed design, and the constraints arising in part of the village centre leading to proposed shared facilities between pedestrians and cyclists. In general, as outlined in the Cycle Design Manual, shared facilities should ideally be avoided, but the very tight conditions for this short section of the route mandate an alternative approach. While the change from separate facilities for cyclists and pedestrians to shared facilities may lead to some confusion, it is an acceptable solution in this instance, but usage should be monitored following construction.

2. The Irish Cycling campaign welcomes the new proposed 50kph gateway signs/areas at both ends of the village which will help to reinforce the actual speed limit and emphasise the village area.

3. The addition of pedestrian crossings throughout the village is considered a major boost to safer active travel, and in particular the proposed toucan crossing at the R446/R504 junction.

4. The submission notes and welcome the priority at side road junctions for pedestrians and cyclists, but would also suggest that this priority be clearly maintained at all vehicle exits from premises along the route.

5. The submission welcomes the initiative of installing bus stop bypasses in this location.

6. The proposal to include the initial section of a safe shared route from the Birdhill roundabout out along the R494 to Ballina/Killaloe is to be welcomed, as this is a particularly attractive destination, which will eventually link into the developing River Shannon greenway

Overall Irish Cycling Campaign is delighted to see this high quality scheme for Birdhill Village being proposed, and we fully endorse the exhibited design, and look forward to its completed planning, and final construction.

Chief Executive's Consideration

The proposed works represent a standard approach widely utilised and recommended in the Cycle Design Manual. The shared pedestrian / cycle path approach, as utilised extensively on the emerging Killaloe Bypass, Shannon Bridge Crossing and R494 Improvement Scheme; also negates the need to utilise / incorporate private lands as located along the frontage of (a) 'Matt the Threshers Restaurant, (b) Trading Centre Coffee Shop, and (c) Coopers Public House. Patrons of all three business are not required to utilise the proposed 'shared path' when traveling to/from the business car parks as located to their rear and access via dedicated private footpath / route. The scheme proposals retain the existing boundary treatments at each of these three businesses which provides a formal segregation and minimises the potential for any interaction between the businesses patrons and users of the 'shared' path. The scheme proposals have been subject to an independent Road Safety Audit and no issues with the proposed shared pedestrian cycle path arrangements in the centre of the scheme have been raised.

Raised crossings with bevel kerbs have been included at all private vehicle exit points which allows vehicles to access/exit premises, provides priority to active travellers and also indirectly induces vehicle drivers to slow down upon approach. This arrangement improves safety for cyclists throughout the Scheme.

Chief Executive's Recommendation

No recommended changes arising from this submission.

7. PLANNING POLICY CONTEXT

DEVELOPMENT PLAN AND OTHER DESIGNATIONS

Tipperary County Development Plan 2022	
Volume 1 Written Statement	
Relevant Policies and Objectives	
Policy 7-3	Require the inclusion of urban greening/landscaping as a fundamental element of design, incorporating features and design solutions such as biodiversity friendly landscaping, nature-based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist.
Policy 12-1	<p>(a) Support the achievement of the modal shift targets set out in Table 12.1 Modal Share Targets to apply to Tipperary, and require new development to demonstrate and ensure that land-use, connectivity and transportation are integrated in a manner which reduces reliance on car-based travel, promotes more sustainable transport choice, and co-ordinates particular land uses with their accessibility requirements.</p> <p>(b) Apply the principles of the National Sustainable Mobility Policy (DoT, 2022), the Design Manual for Urban Roads and Streets (DTTS and DHPLG, 2019) and the Design Manual for Urban Roads and Streets Interim Advice Note – Covid-19 Pandemic Response (2020).</p> <p>(c) Development proposals shall be required to provide for well-integrated pedestrian and cycling networks and infrastructure, such as cycle parking, as part of their planning application and ‘Sustainability Statement’, where applicable, the development management standards Volume 3 will apply.</p> <p>(d) To apply a ‘whole journey approach’ to make public transport fully accessible to people with disabilities’, this refers to all elements that constitute a journey from the starting point to destination including footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters in line with relevant Guidance from the Department of Transport.</p>
Objective 12-A	<p>a) Promote the transition to a low carbon transport system both by reducing the demand for travel through smarter travel solutions; and by supporting investment in integrated, safe, efficient and cost-effective alternatives to private vehicles and public transport in line with the provisions of the National Sustainable Mobility Policy (DoT, 2022).</p> <p>b) Through the work of the Council’s Active Travel Team, implement a programme of measures to support active travel in the county with the support of funding from the Active Travel Investment Programme of the NTA.</p>
Objective 12-G	<p>Through Council own development, such as public realm upgrading and regeneration programmes, seek to encourage the following principles;</p> <p>(a) Implement improvements to facilitate pedestrians and cyclists and to improve access for people with mobility needs.</p> <p>(b) Support the ‘10-minute towns’ concept and active travel projects.</p> <p>(c) Seek funding under the ‘Active Travel Towns Initiative’ for the implementation of strategies and infrastructure to support walking and cycling.</p> <p>(d) To consider how existing and proposed transport services may be supported and facilitated through the spatial planning process.</p>

	(e) In installing active travel infrastructure, provide a facility for monitoring and reporting of footfall and use.
Objective 12-I	Work with the NTA and stakeholders, including 'Local Link Tipperary', through their 'Connecting Ireland' initiative, in identifying opportunities to enhance the public bus network including the identification of new and enhanced bus stops, in order to support and provide services that can offer a viable alternative to the private car.
Policy 13-1	Encourage and support the sympathetic restoration, re-use and maintenance of protected structures thereby ensuring their conservation and protection. In considering proposals for development, the Council will have regard to the Architectural Heritage Protection Guidelines for Planning Authorities, (DAHG 2011) or any amendment thereof, and proposals that will have an unacceptable impact on the character and integrity of a protected structure or adjoining protected structure will not be permitted.

Tipperary County Development Plan 2022	
Volume 2 Settlement Guide and Settlement Plans	
Specific Development Objectives for Birdhill contained in the Birdhill Settlement Plan	
SO3: To identify suitable locations for the provision of cycle racks within the village.	
SO4: To ensure the protection of protected structures, historic buildings and buildings/structures of archaeological significance.	

Tipperary County Development Plan 2022	
Volume 3: Appendix 6-Development Management Standards	
3.10 Supporting Sustainable Transport	<p>The provision of good quality, safe and attractive walking and cycling facilities shall be a central element of all new developments.</p> <p>New developments shall prioritise walking and cycling and shall include permeable, connected streets with access to all surrounding amenities. Provision for bicycle parking shall be included in plans for new development as per Section 6.5.2. Individual site layouts for new developments should demonstrate clearly how enhanced accessibility will be provided both within the site, and in how the site relates to adjoining developments in terms of inter-connectivity. The development should indicate key desire lines and destinations, and ensure that users of the development can easily access the places they need to be i.e. schools, public transport, town centres, green and blue infrastructure etc</p>

8. PLANNING ASSESSMENT

PRINCIPLE OF PROPOSAL AND DESIGN CONSIDERATIONS

The development will give rise to improvements to the road pavement, road carriageway and junctions, footpaths, crossing facilities, landscaping and drainage within the area covered by the scheme. The scheme will also reduce the speed of traffic travelling through the village.

The development will give rise to an improved and more attractive public realm within the settlement, will enhance the approaches to the settlement and will significantly improve pedestrian safety and accessibility.

The proposals are considered acceptable having regard to Policies 12-1 and Objectives 12-A, 12-G and 12-I of the Tipperary County Development Plan 2022. The proposals are considered acceptable in principle.

TRAFFIC, ACCESS AND CIRCULATION

As stated the development will give rise to improvements to the road pavement, junctions, footpaths, crossing facilities, landscaping and drainage within the area covered by the scheme.

The proposals will serve to improve pedestrian and cyclist safety and to ensure that the design of the roadways, road junctions and footpaths meet current standards as set down under the Design Manual for Urban Roads and Streets and the Cycle Design Manual. The development is designed to slow the speed of traffic as it passes through the village, delivering enhanced infrastructure facilities that offer a safer environment for all road users with particular benefits for sustainable active modes of travel such as pedestrians and cyclists. This will be achieved by providing pedestrian and cycle facilities along the Scheme length on the R445 corridor.

SERVICES - WASTEWATER DISPOSAL AND SURFACE WATER DISPOSAL

As part of the detailed design process the existing drainage network will be reviewed to cater for the proposed scheme and will incorporate nature based sustainable drainage measures that align with the requirements of Policy 15-7 of the Tipperary County Development Plan 2022, where gradients allow.

The development presents no water supply and foul water drainage issues and no changes to these services are proposed.

BUILT HERITAGE / ARCHAEOLOGY

The development will not directly impact on the Protected Structures within Birdhill. The measures included in the scheme will enhance the setting of the village and thereby enhance the public realm areas outside the protected structures.

The development presents no impacts on known archaeology, there are no recorded monuments within the development area. The development involves works to areas that have previously been disturbed and impacts on unknown archaeology are not anticipated to arise.

8. APPROPRIATE ASSESSMENT (AA) AND ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The proposed development has been subject to an Appropriate Assessment screening exercise which appraises the potential impact of the development on Natura 2000 sites. It is considered that the proposed project poses no potential negative effects on the Lower River Suir SAC or any Natura 2000 site.

It has been determined that EIA is not required in respect of the project.

9. CONCLUSIONS AND RECOMMENDATIONS

The Planning Authority is satisfied that the proposal is in accordance with the Tipperary County Development Plan 2022-2028 is acceptable in terms of design, access and movement presents no significant impacts on the conservation objectives of any Natura 2000 site.

The development as set out on the plans and particulars is considered acceptable and is consistent with the principle of the proper planning and sustainable development of the area. Therefore, it is recommended that the proposed development should proceed subject to the following recommended requirements and conditions.

10. REQUIREMENTS AND CONDITIONS

The development should be subject to the following conditions/requirements:

1. Relocate the southbound bus stop shelter circa 15m to the northeast and away from the immediate fountain area.
2. Incorporate into the design 3 number 'drop-off' bays in close proximity to the two bus stops to facilitate interchange opportunities.
3. To mitigate the impact arising for the scheme on existing landscaped areas, it is proposed that alternative planting areas are identified and incorporated into the proposed works at detail design stage in consultation with local stakeholders.
4. Tipperary County Council will liaise with Uisce Eireann through all stages of the project to ensure the requirements of Uisce Eireann are met and existing water and wastewater infrastructure and assets are protected and that any interruption to services are minimised.
5. The arrangement of the existing street trees will be reviewed at detailed design stage as part of the street lighting design exercise. If found necessary trees will be cut back or removed (with replacement trees located in a more appropriate location) or light column relocated.
6. The existing surface water drainage arrangements will be investigated and localised upgrades will be undertaken where necessary to accommodate the development.
7. In order to compensate for loss of soft landscaping/ planted areas it is proposed that alternative planting areas are identified and incorporated into the proposed works at detail design stage in consultation with local stakeholders.
8. The final position of all new light columns will be identified at the detail design stage. All new light columns will be located in public lands and the request to position any new light columns away from a private entrances and frontages will be accommodated as far as practical as long as its relocation does not adversely impact the required standard of light levels that are required to be provided along the new pedestrian and cycle infrastructure

Signed: Jonathan Flood

Date: 18/11/2024

A/ Senior Executive Planner

Signed: Amber Dany

Date: 18/11/2024

Senior Planner

Signed: Sean Kennedy

Date: 18th November 2024

Director of Services