



Tipperary County Council

Improvement Works and Active Travel Measures Scheme on the R498 at The Ragg, Thurles

Report of Particulars of Proposed Development

(In accordance with Section 179 3(b) of the Planning and Development Acts, 2000 – 2017 and Part 8 of the Planning and Development Regulations 2001 – 2017)

Tipperary County Council			
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REVISION HISTORY

Client	Tipperary County Council
Project	Improvement Works and Active Travel Measures Scheme on the R498 at The Ragg, Thurles
Title	Report of Particulars of Proposed Development

Date	Detail of Issue	Issue No.	Origin	Checked	Approved
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1. INTRODUCTION

In accordance with Part XI, Section 179 of the Planning and Development Act 2000 as amended, and Part VIII, Article 80 & 81 of the Planning and Development Regulations 2001 as amended, Tipperary County Council has given notice of its intention to carry out development comprising improvement works and active travel measures [the proposed development] on the R498 and adjoining local roads at The Ragg, Thurles.

This report is prepared for inclusion with the Plans and Particulars being made available for public inspection in accordance with the above Act and Regulations. It describes the need for and objectives of the Development and provides a detailed description of the Development.

This report is to be read in conjunction with the following drawings which show details of the proposed Development and which, along with this Report, will also be made available for public inspection:

	Title
22048-DR-P8-01	Cover – Site Location
22048-DR-P8-02	General Layout (Sheet 1 of 3)
22048-DR-P8-03	General Layout (Sheet 2 of 3)
22048-DR-P8-04	General Layout (Sheet 3 of 3)

Table 1 Drawings

2. SITE DESCRIPTION

The Ragg is a small village centred on a crossroads junction of the R498 Regional Road and two local roads, the L4132 and L4131. All roads are typical of rural unimproved roads; facilities for pedestrians are minimal and non-existent for cyclists. The alignment of the R498 is relatively straight in both the horizontal and vertical senses and this encourages higher speeds through the village.

A footway of varying width runs along the north side of the L4132 and west side of the R498, thus providing a continuous pedestrian link from Laurence O'Toole Church off the L4132 to the GAA Club off the R498. There are no other continuous pedestrian facilities in the village and there are no cycle facilities at all.

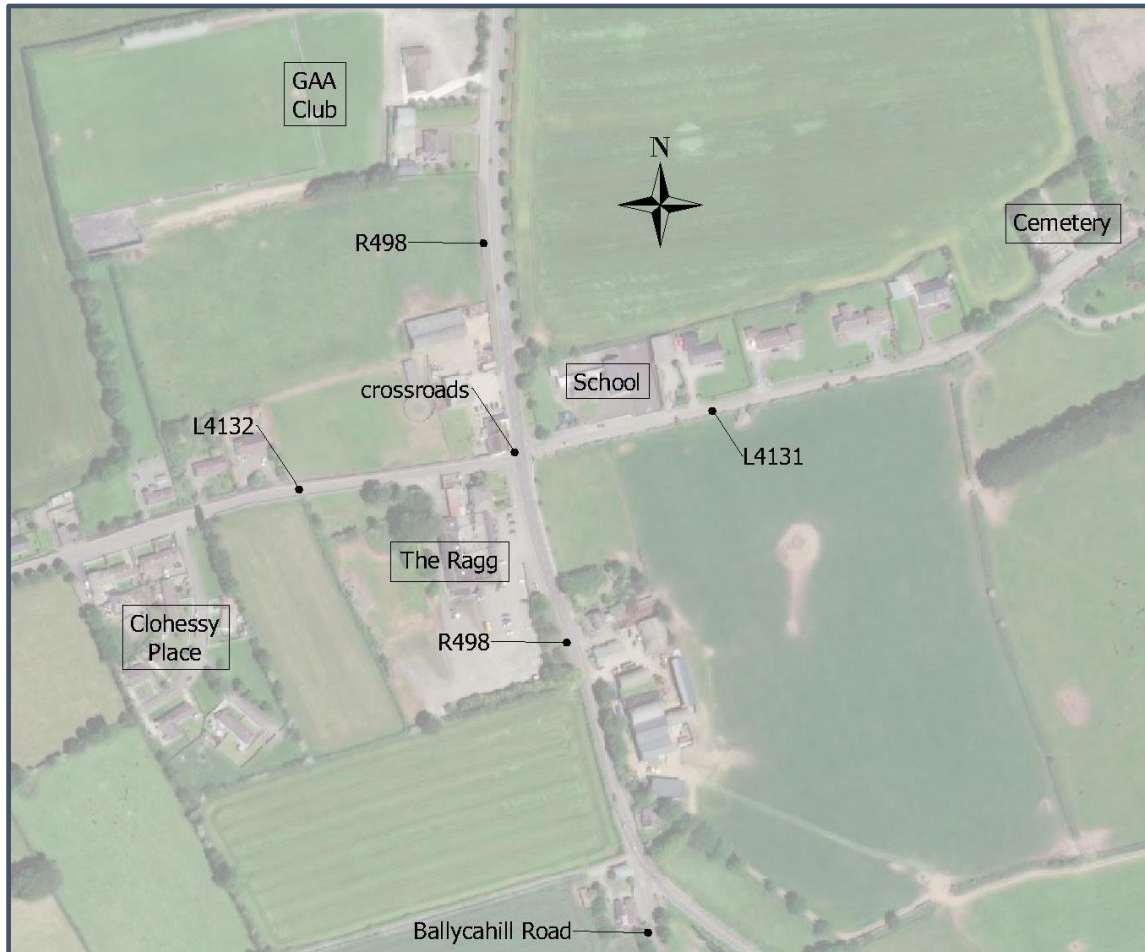


Fig 1 – Site Context

3. NEED FOR THE PROPOSED DEVELOPMENT

The built environment of the village is primarily facing on to the local roads however there are several properties facing on to the R498 within the village boundary, including the Drom & Inch GAA Club and The Ragg Public House. Inch National School is at the northeast corner of the crossroads and is accessed from the L4131 local road, as is St. Michael's Cemetery which is located 330m east of the crossroads.

A 50kph speed limit applies to all roads through the village. However, both R498 approaches to the village are straight in the horizontal and vertical senses, thus inviting high approach speeds to the village; this is confirmed by automated speed surveys carried out within the 50kph speed limit zone which found the 85th percentile approach speed from the south to be 81kph and from the north to be 73kph.



Figure 3.1 Alignment and cross-section of R498 through the village

The parking area to the Ragg bar and restaurant has significant frontage on the R498 which results in poor definition of the R498 as shown in Figure 3.2.



Figure 2.2 Poor definition at parking area

An automated traffic survey carried out in November 2022 over two weekdays recorded average daily two-way flows, in PCU, on the R498 south and north of the village of 5,429 and 6,206 respectively. The same survey recorded average daily two-way flows on the L4131 and L4312 of 769 PCU and 1,218 PCU respectively.

Footway provision and kerbing is limited, cycleways are non-existent, there are no controlled pedestrian crossings and no junction controls. Thus, the village does not impose itself to any significant degree on the R498 and this results in R498 vehicular traffic dominating the village.

There is a regular bus service through the village but there are no defined bus-stops. Northbound buses can stop on the paved verge adjoining the R498 and thus not obstruct traffic; however southbound buses are obliged to stop on the southbound carriageway.

Visibility to the driver's left for traffic joining the R498 from the L4131 is restricted by the boundary of the adjoining farmland. This compromises the safety of all road users at the crossroads.



Figure 3.3 Poor visibility at entry from L4131

The Drom & Inch GAA Club is accessed from the R498 approximately 250m north of the crossroads. A single footway links the access to the village and there is no link for cyclists.

A footway serves the built environment on the L4132 west of the village. There are no pedestrian facilities on the L4131 east of the village; despite Inch National School, St. Michael's Cemetery and several private dwellings relying on this road for access.

Figure 3-4 shows the primary pedestrian demand lines through the village. Demand lines for which:

- no pedestrian facilities exist are coloured red;
- pedestrian facilities exist but are below standard are coloured orange;
- pedestrian facilities exist but are below standard are coloured blue.

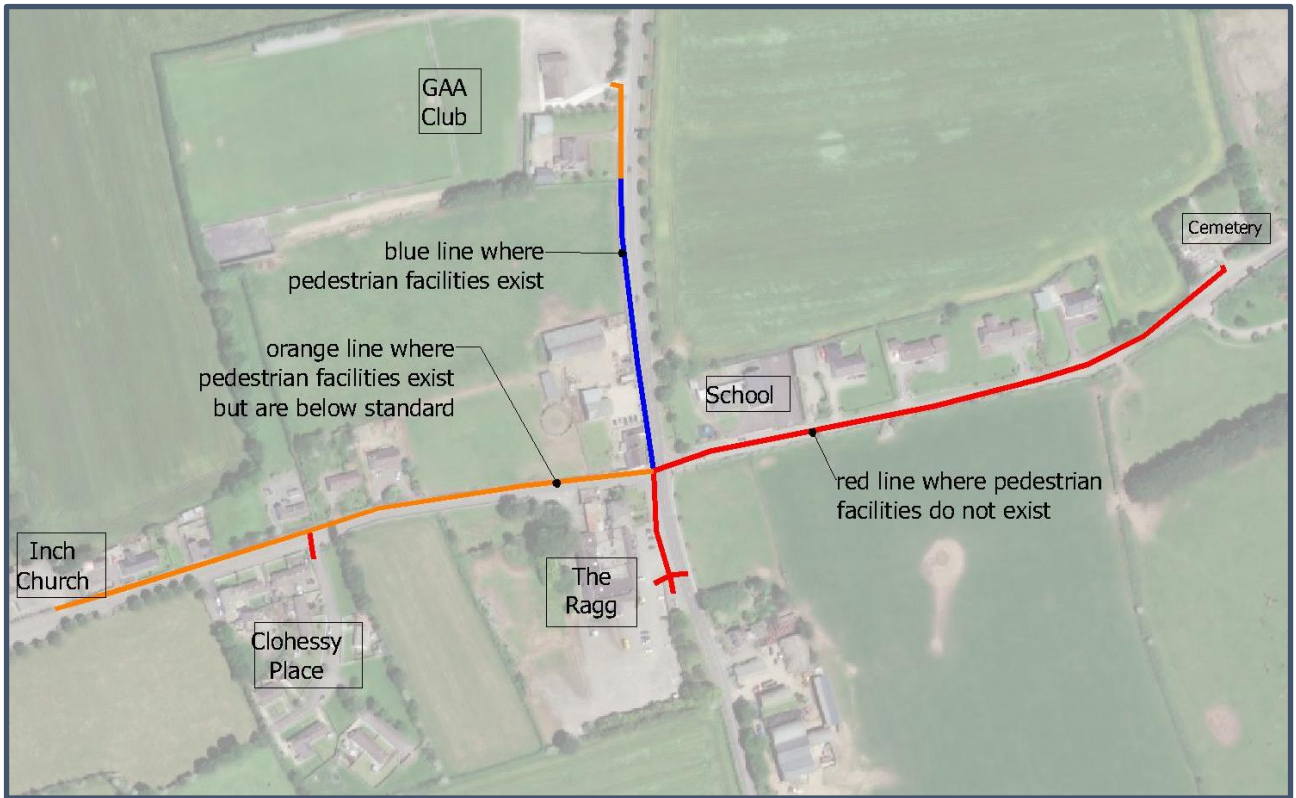


Figure 3.4 Pedestrian Demand Lines

South of the village the R498 has a junction with a local road (the L4124 / Ballycahill Road). This junction is poorly defined, with an acute approach from the Ballycahill that leads to greater risk of over-run from the local road onto the R498. In addition, visibility of the junction for southbound traffic is compromised by the roadside boundary on the east side of the R498 leading to greater risk of southbound through traffic failing to notice vehicles waiting to turn right off the R498 onto the Ballycahill Road.



Figure 3.5 Ballycahill Road approach to R498



Figure 3.6 Southbound R498 approach to Ballycahill Road Junction

4. PROPOSED DEVELOPMENT

Details of the proposed development are shown on the drawings listed in Table 1.

The main elements of the proposed development are:

- rural fringe signs and roadmarkings in accordance with TII CC -SCD-05116 on R498 approaches;
- realignment of the R498 from The Ragg pub to immediately north of the crossroads;
- kerbing to define the realigned R498 carriageway edge;
- defined bus-stops for northbound and southbound buses north of the crossroads;
- upgraded public lighting to provide lighting consistent with an urban environment;
- footways on both sides of the realigned R498 to reflect primary pedestrian demand lines;
- regularising the geometry of the crossroads to be consistent with an urban environment;
- set-back the R498 boundary of the field immediately south of the L4131 to improve visibility to the driver's left for traffic entering the R498 from the L4131;
- a shared surface on the north side of the L4131 between the R498 and the school access;
- a footway from the school access to the cemetery;
- uncontrolled crossings of the R498 north and south of the crossroads and on the L4131 at the access to the school. Subject to appropriate traffic speeds after construction of the Scheme, the northern crossing could be upgraded to a Zebra crossing;
- realignment of the Ballychail Road approach to its junction with the R498;
- set-back of the roadside boundary on the east side of the R198 to improve visibility for southbound traffic on the R498.

5. LAND ACQUISITION AND RIGHTS- OF WAY

5.1 Land acquisition

The proposed development requires the acquisition of private lands from two separate landholdings.

The first acquisition is at the crossroads in the village and is required to improve visibility to the driver's left for traffic entering the R498 from the Templetuohy Road.

The second acquisition is on the approach to the Ballycahill Road Junction from the village and is required to improve visibility of the junction for southbound R498 traffic approaching the junction.

5.2 Rights of way

The proposed development requires the relocation of a field access at the Ballycahill Road Junction. Therefore, the right of way at the existing access will be eliminated and replaced with a right of way at the location of the replacement access.