

BATTERSTOWN
TRAFFIC CALMING
Part VIII Report

Meath County Council



comhairle chontae na mí
meath county council

DOCUMENT CONTROL & HISTORY

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P01	S1	fmc	pp		24.08.2023				

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1 INTRODUCTION

1.1 Project Background

Batterstown is a small rural village in the town land of Rathregan and Glebe Co. Meath. It is about 23 km (14 mi) northwest of Dublin and is located on the R154 regional road. The R154 is one of the main regional routes that connect Meath West to the M3.

Recent traffic counts indicate that on average 7,200 vehicles per day pass through Batterstown, including heavy goods vehicles.

The objectives of the scheme include:

- To improve connectivity between the GAA Pitch and Batterstown village.
- To improve accessibility regarding the upgrade of footways within the confines of the village and to improve accessibility from the village to the local Montessori.
- To provide traffic calming measures such as raised tables ramps and traffic islands, so to improve road safety and to aid in slowing down traffic through the village.
- To improve public transport infrastructure within the village
- To improve car parking infrastructure within the village
- To improve junction definition where the R154 meets adjoining local roads.
- To provide a safe environment for Vulnerable Road Users (pedestrians).
- Provision of controlled pedestrian crossings
- To improve the existing carriageway surface.
- To use the principles of the Design Manual for Urban Roads and Streets (DMURS).
- To balance the needs of all road users.

1.2 Existing Road Safety Issues

The R154 within the confines of Batterstown's has a speed limit of 60kph and 50kph. The carriageway within the 60kph and 50kph zone has a relatively wide carriageway and a straight geometry through the village. The straight geometry and wide carriageway have

contributed to speeding issues currently and in the past. On review of the accident statistics for Batterstown village the majority of the incidents which have occurred are within the confines of the proposed traffic calming scheme.

There are several factors within the extents of the scheme that may be contributing to speeding and high collision rates over the last two decades as follows:

- Wide carriageway leading to high speeds along Main Street.
- Ribbon development within the 60kph zones.
- Lack of adequate visibility for drivers exiting local roads on to the R154.
- Existing Bus stops are not to standard.
- No dedicated loading area on the main street

Speed Review:

The average speeds and 85th percentile speeds recorded in May 2023 show that within the 60 km/h zone the average speed's recorded were 66km/hr and the 85th percentile speeds were 79km/hr. The Road Safety Authority Free Speed Survey report of 2018 indicates that the expected speed for an urban arterial road with a 60 km/h speed limit is an average of 59 km/h and an 85th percentile speed of 72 km/h. This implies that speeds within the 60 km/h zone at Batterstown are circa 10% higher than expected for this type of road.

Speed surveys carried out in May 2023 within the 50 km/h zone at the school indicate much higher compliance with the posted speed limit by drivers and show an average speed of 40 km/h.

Accident History:

Over the last number of years there have been numerous fatalities on the R154 and in particular Batterstown. In 2016 a fatality was recorded on the outskirts of the town and in 2006 a head on collision occurred 200 metres south of the national school. In the same year, 500 metres north of the GAA pitch a single fatal collision also occurred. Over the last 20 years most of the collisions compiled of:

- Material Damage 30%
- Minor Injury 38%
- Serious Injury 11%
- Fatal 17%

The majority of the fatalities occurred pre 2001 (See Image 1 below for reference).



Figure 1 – Accident Locations

1.3 Site Overview

The site location is the R154 and the proposed scheme is located in Batterstown Village as illustrated in Figure 2 below.

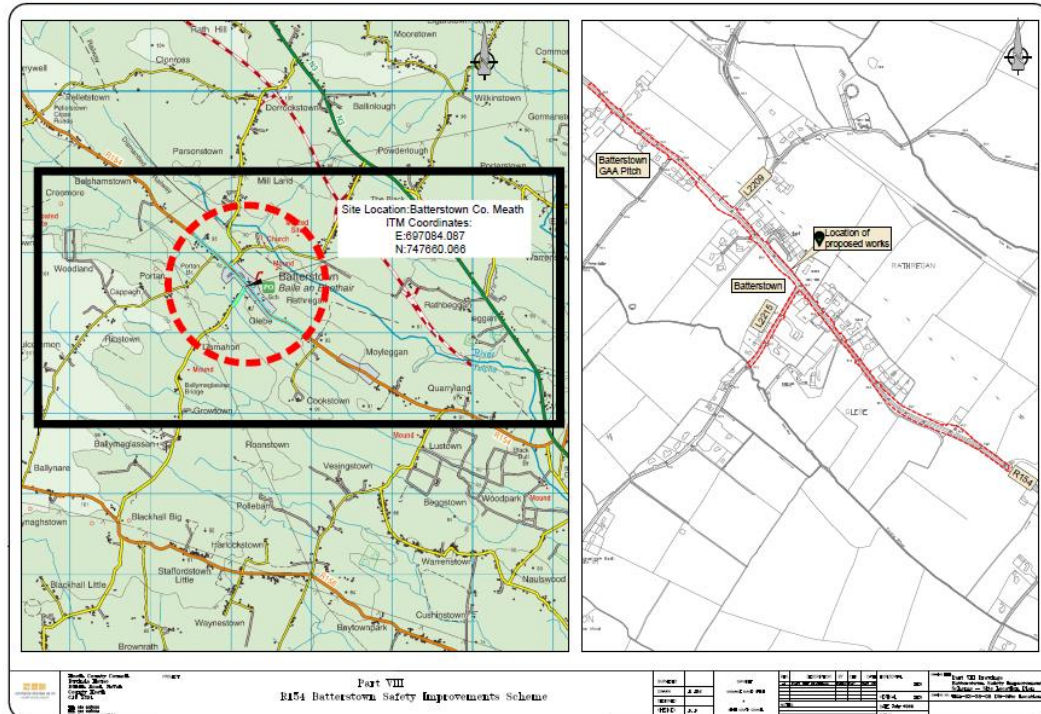


Figure 3 – Study area

1.4 Part 8 Documents & Drawings

The following documents and drawings are included in the Part 8 submission:

- The Part 8 Report outlines the proposed development in Batterstown Village, along with the planning context for the scheme. Summaries of the environmental appraisals (Appropriate Assessment and Environmental Impact Assessment) and the Batterstown Heritage report are also included in this report.
- In addition, also refer to Chapter 11 of the County Development Plan which sets out the development standards and land use zoning objectives. Chapter 5 of the County Development Plan also refers to transport movement strategy and specifically within section 5.3 (Policy Context) where it refers to DMURS (design manual for urban roads and streets), the proposed schemes focus is to create streets that are safe, attractive and comfortable for all users.
- Drawings TRA-03-028-08_DG 001 – 007, TRA-03-028-08_DG Site Location and TRA-03-028-08_DG Site Notice Location show the site layout for the proposed scheme R154 Batterstown Village.

2 PROPOSED ROAD DEVELOPMENT OVERVIEW

The proposed scheme aims to provide a safer environment for pedestrians and cyclists. This has been implemented by installing traffic calming infrastructure including ramps and flexible bollards and reducing the width of the carriageway by utilizing hatching on the road edge. There are also flat-top ramps proposed at the existing pedestrian crossing near to the primary school and the introduction of a raised zebra crossing at the church is also proposed.

2.1 Road Type

The road is a single carriageway regional road which varies in width from eight to ten meters in width. The proposed scheme includes for the provision of traffic calming islands on the western approach to the village, the narrowing of carriageways using line marking and kerbs,

installation of a new zebra crossing with a flat top ramp and controlled crossing with a flat top ramp also. The existing bus stops have been upgraded to offline bus stops. The new carriageway width will vary from to 6.0m – 6.3m kerb to kerb.

The traffic calming features are primarily contained within the posted speed limits and the concept design was based on DMURS due to the scheme primarily within the 60/50kph zone.

2.2 Junctions

There are 3 existing junctions (Local Roads) on the scheme. The junctions within the village centre, radii will be tightened so to reduce the speeds and assist non-motorised road users to negotiate the junction safely.

2.3 Pedestrian Facilities

The main goal of the scheme is to provide a safer environment for non-motorised road users. A new footpath will be provided along the L2215 and proposed upgrades to existing footpaths will be provided along the length of the scheme on both sides of the road where required. The footpath widths will be 2.0m in width on average. The new footpaths and existing upgraded footpaths will be constructed in concrete. A new controlled raised zebra crossing will be located close to the pedestrian entrance of the church and a new raised ramp will be constructed at the existing controlled crossing near the school.

2.4 Transition Zones & Gateways

On the eastern and western side of the scheme new transition zone's and gateways will be introduced in accordance with TII standard 'The treatment of transition zones to Towns and Villages on National Roads'. This will help to alert the driver to the need to slow down as they are approaching an urban area.

2.5 Drainage

The existing drainage system will be assessed by CCTV during the detailed design phase and

any required upgrading will be carried out in accordance with current TII standards to deal with surface water within the extent of the scheme. A closed drainage system consisting of kerbs and gullies shall be provided using existing outfalls. The scheme provides for a petrol interceptor that will connect to an overflow pipe and eventually discharge to the local watercourse.

2.6 Signage and Lining

Road signage and lining appropriate to the proposed traffic calming layout shall be provided as part of the scheme. These shall comply with requirements of the Traffic Signs Manual, published by the Department of Transport.

2.7 Traffic Management

Traffic management will be required during the construction phase of the works. The proposed traffic calming scheme will be constructed 'on-line' with the existing road carriageway. Therefore, for much of the construction phase, traffic management will be required.

2.8 Heritage and Archaeology

Heritage Assessment was carried out to identify the potential impact of the proposed scheme. The findings from the report did not identify any significant heritage impact, the heritage assessment report approved the works to proceed without any pre-archaeological works required. Although the report did note that the works pass through the Notification Zone for ME044-038: Font (present location), the proposed works will have no impact on the font or its setting. A copy of the heritage report is included in [Appendix D](#) of this report.

3 ENVIRONMENT

3.1 Screening for Appropriate Assessment (Habitats Directive)

The screening for Appropriate Assessment determined that there is no likely significant effect on any Nature 2000 Network from the proposed Traffic Calming scheme, and therefore a Natura Impact Statement is not required.

A copy of the screening for Appropriate Assessment is included in [Appendix B](#) of this report.

3.2 Environmental Impact Assessment Screening

The EIA Directive 85/337/EEC, as amended aims to determine the likely significant effects of a project on the environment. EIA Screening determines whether an EIA is required for a specified project. Projects requiring mandatory EIA are listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. In the case of development which is under these thresholds, planning authorities are required under Article 103 of the 2001 Regulations, (as amended) to request an EIA where it considers that the proposed development is likely to have a significant effect on the environment.

In consideration to projects listed in Schedule 5 Part 1 or Schedule 5 Part 2 ,, Batterstown Village Traffic Calming Scheme does not fall under those listed and is not likely to have significant effects on the environment (based on Schedule 7 criteria and Article 120 of the Planning and Development Regulations). Having regard to the location, scale, nature and duration of the project and based on the above information, the overall likelihood of significant effects on the receiving environment arising from the proposed scheme is considered to be low.

It is concluded that an EIA is not required for the proposed development.

A copy of the screening for Environmental Impact Assessment Screening is included in [Appendix C](#) of this report.

4 ROAD SAFETY AUDIT

Road Safety Audit Stage 1 / 2 was carried out on the proposed design. Issues that were raised in the safety audit have been addressed during the detail design process.

5 STATUTORY BODIES

The following is the list of bodies to be consulted in connection with the proposed scheme

Organisation	Address
Uisce Éireann	Colvill House, 24-26 Talbot St, Mountjoy, Dublin, D01 NP86
Department of Communications, Climate Action & Environment,	corporatesupport.unit@DCCAIE.gov.ie
Minister for Arts, Heritage, Regional, Rural & Gaeltacht Affairs	Newtown Road, Wexford (manager.dau@ahg.gov.ie)
An Taisce	The Tailor's Hall, Back Lane, Dublin 8
Department of Housing, Planning, Community & Local Government	Custom House, Dublin, D01 W6X0
Failte Ireland	Environment & Planning, 88-95 Amien Street, Dublin 1.
Inland Fisheries Board, (Southern Region) Head Office	Anglesea St., Clonmel, Co. Tipperary

6 PUBLIC CONSULTATION

6.1 Plans and Particulars

Plans and particulars of the proposed development will be available for inspection or purchase at the reasonable fee not exceeding cost of making a copy, at the following locations: -

- The Planning Section, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291 (*inspection and purchase*)
- Meath County Council, Ratoath Municipal District Office, Drumree Road, Dunshaughlin, Co. Meath, A85 PP71 (*inspection only*)
- <https://consult.meath.ie/> (*inspection only*)

6.2 Submissions or observations

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the proposed development would be situated, may be made in writing, to the Local Authority: Planning Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291 or emailed planning@meathcoco.ie or via the <https://consult.meath.ie/> on or before 21st October 2023.

6.3 Notice of Proposed Development (Newspaper & Site)

In accordance with Article 81.1a of the Planning and Development Regulations notice of the proposed development will be placed in the approved newspaper Meath Chronicle on the 9th September 2023. A copy of the newspaper notice is contained in **Appendix E** of this report.

APPENDIX A. DRAWINGS

MEATH COUNTY COUNCIL



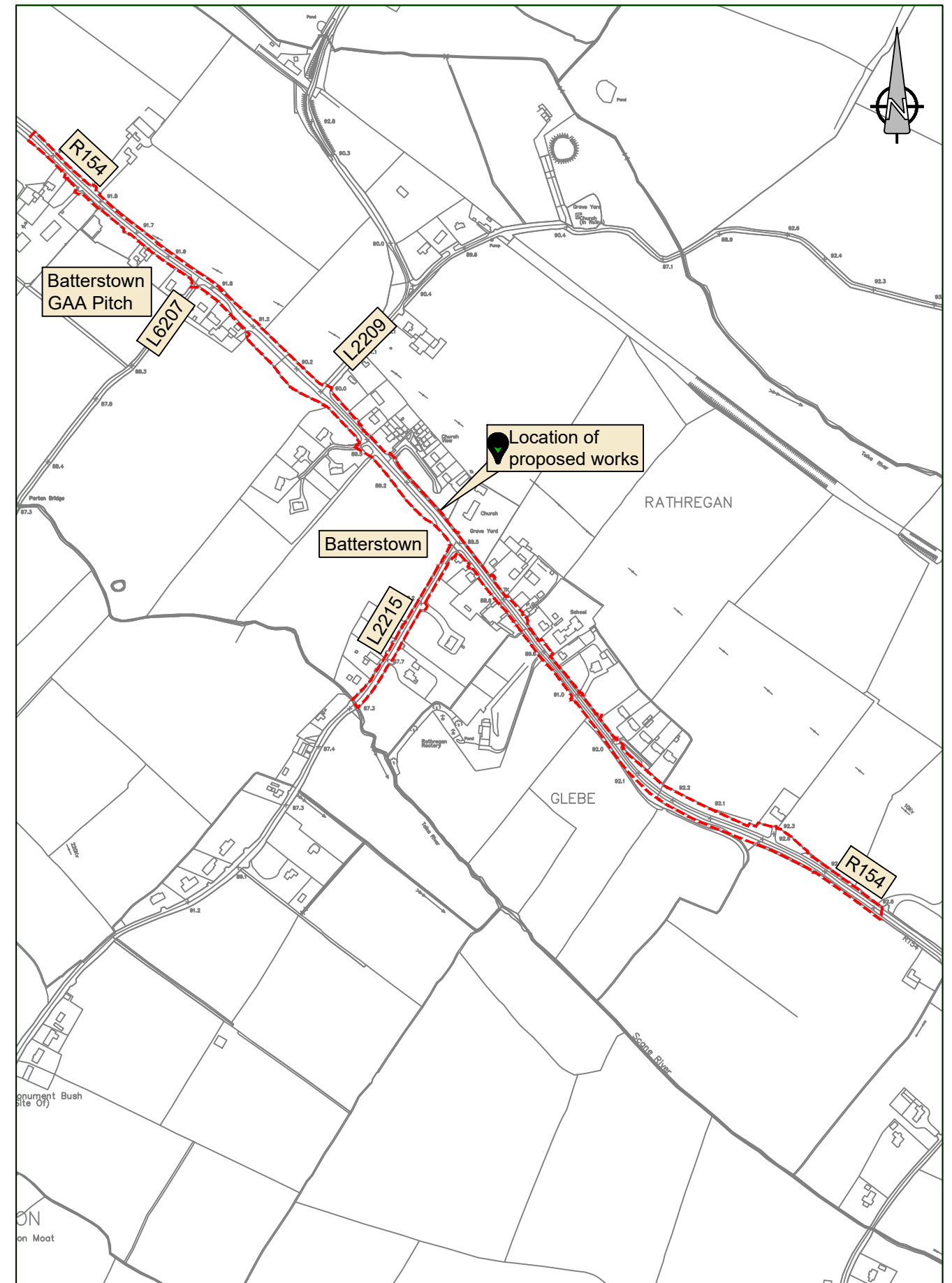
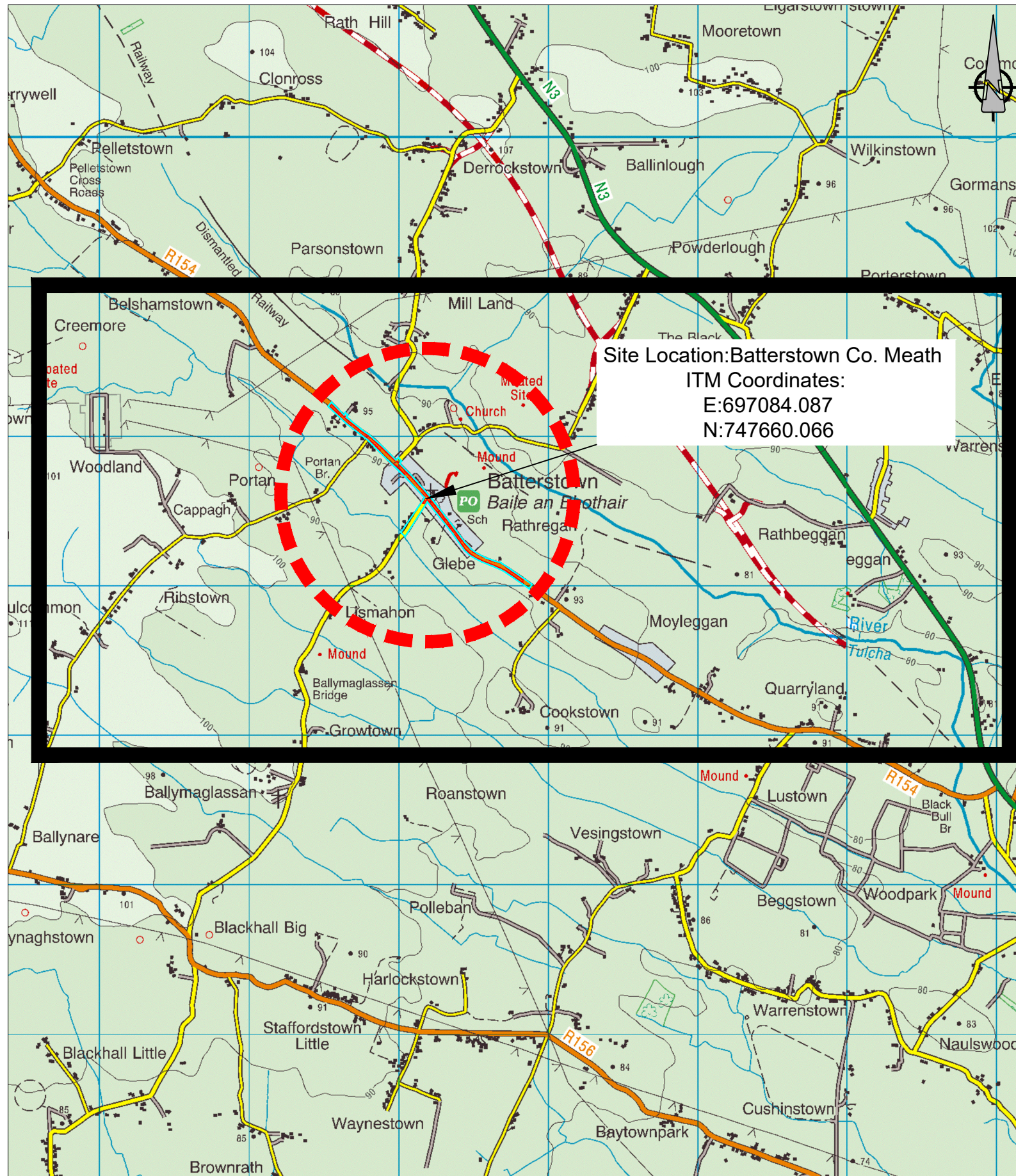
R154 BATTERSTOWN

Part VIII Drawings

Batterstown Safety Improvement Scheme

Drawing Schedule:

Drawing No	Drawing Title	Rev.	Scale	Size
TRA 03 028 08 DG	Site Location Map	A	NTS	A3
TRA 03 028 08 DG	Site Notice Location	A	1:2500@A1 1:5000@A3	A3
TRA 03 028 08 DG 000	Key Plan	A	NTS	A3
TRA 03 028 08 DG 001	Proposed Layout - Sheet 1 Of 7	A	1:500@A3	A3
TRA 03 028 08 DG 002	Proposed Layout - Sheet 2 Of 7	A	1:500@A3	A3
TRA 03 028 08 DG 003	Proposed Layout - Sheet 3 Of 7	A	1:500@A3	A3
TRA 03 028 08 DG 004	Proposed Layout - Sheet 4 Of 7	A	1:500@A3	A3
TRA 03 028 08 DG 005	Proposed Layout - Sheet 5 Of 7	A	1:500@A3	A3
TRA 03 028 08 DG 006	Proposed Layout - Sheet 6 Of 7	A	1:500@A3	A3
TRA 03 028 08 DG 007	Proposed Layout - Sheet 7 of 7	A	1:500@A3	A3

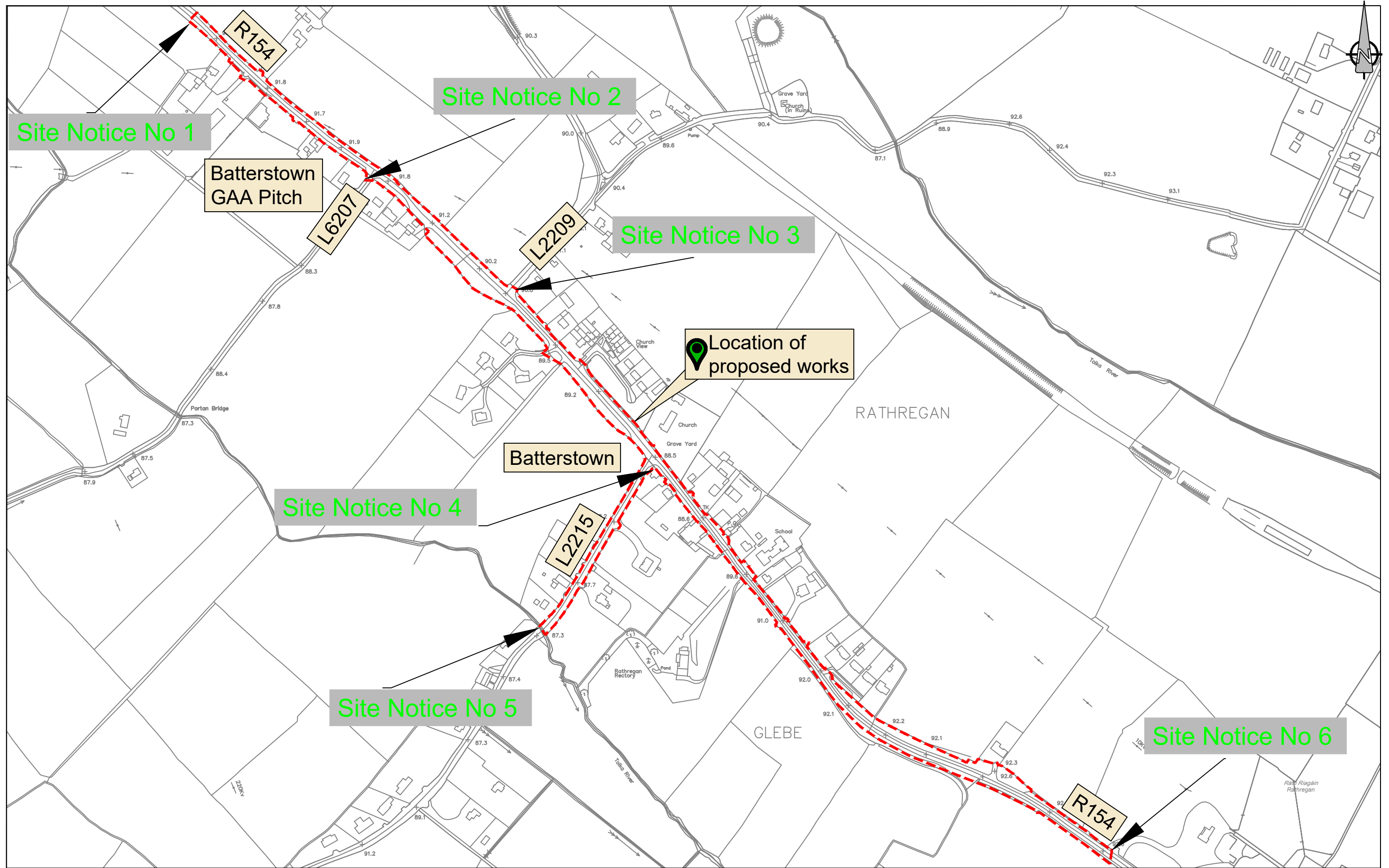


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DESIGNED	P. McC
CHECKED	P. P.

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REV.	DESCRIPTION	BY	CHK	DATE	HORIZONTAL	VERTICAL
A	PART VIII MEATH	P. McC	P. McC	2023	NTS	NTS
NOTES:					DATE July 2023	DATUM

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Batterstown Safety Improvement
Scheme - Site Location Plan
 DRAWING NO: **TRA-03-28-08 DG-Site Location**
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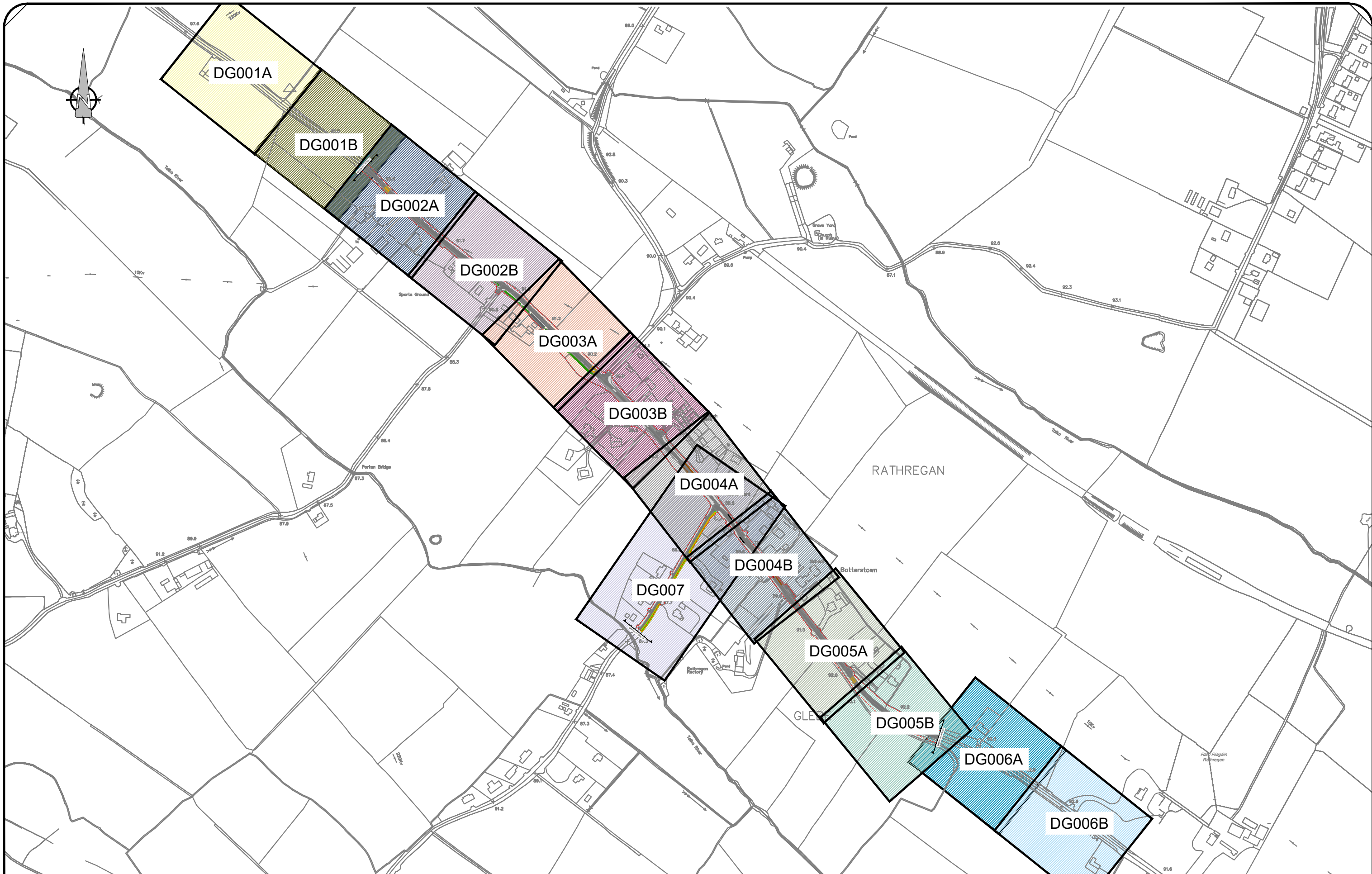



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A	PART VIII DRAWINGS	P. McC	P. P.	18/06/2023

HORIZONTAL
 1:2500 ● A1
 1:5000 ● A3
 VERTICAL
 DATE 18-06-2023
 DATUM




comhairle chontae na mí
 meath county council
 Meath County Council
 Buvinda House
 Dublin Road, Navan
 County Meath
 C15 Y291
 TEL: 046 9097000
 FAX: 046 9097001
 WEB: <http://www.meath.ie>

PROJECT: **Part 8 ROAD TRAFFIC ACT, 1994**
R154 Batterstown Safety Improvements Scheme

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CHECKED	P. P.

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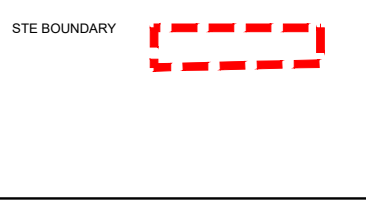
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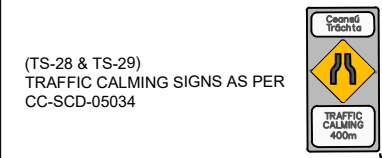
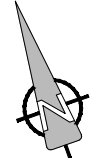
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LEGEND:

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EXISTING FENCE TO BE RETAINED	---
EXISTING HEDGE	---
PROPOSED KERBS AS PER CC-SCD-01101/2	---
EXISTING FOOTPATH	---
PROPOSED TRAFFIC LANE	---
PROPOSED FOOTPATH	---
PROPOSED GRASS VERGE	---
PROPOSED ANTISKID SURFACE	---
PROPOSED CONTROLLED / UNCONTROLLED TACTILE PAVING	---
OVER RUN AREA	---



NOTES:
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99.6

DG001A



95.0



DG001B

00

TIE INTO EXISTING ROAD LAYOUT AT THIS LOCATION

comhairle chontae na mí
 meath county council

Meath County Council
 Buvinda House
 Dublin Road, Navan
 County Meath
 C15 Y291

TEL: 046 8097000
 FAX: 046 8097001
 WEB: <http://www.meath.ie>

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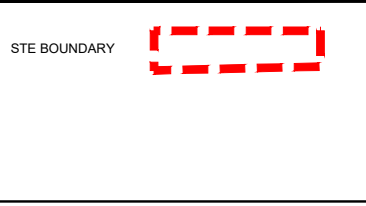
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 Sheet 1 of 7

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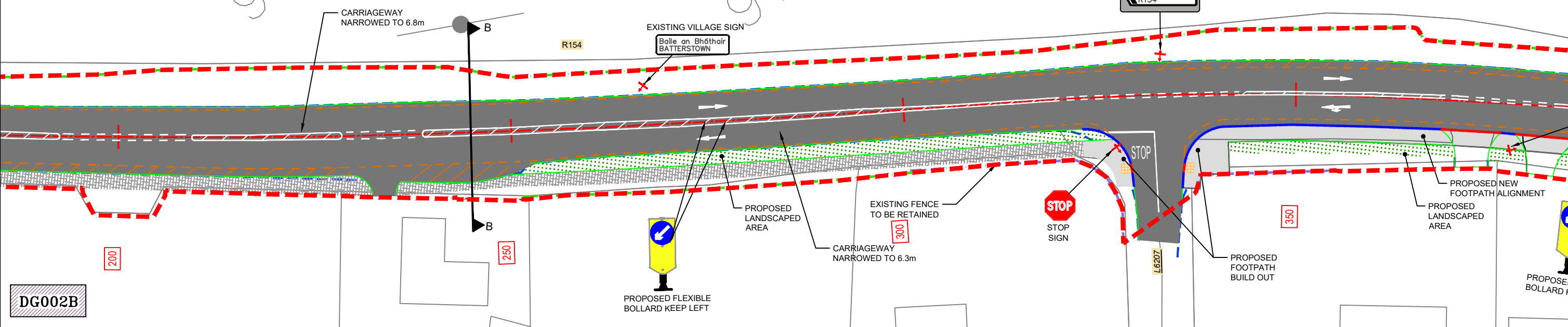
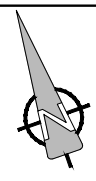
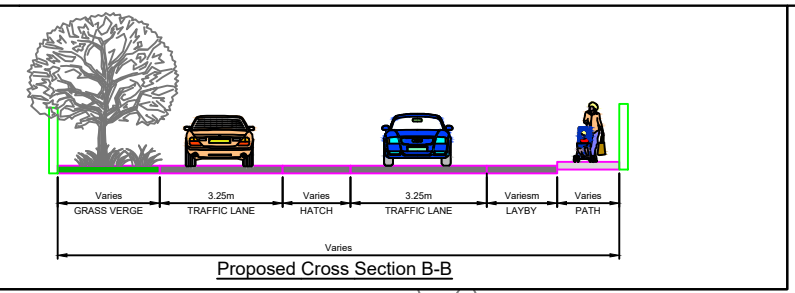
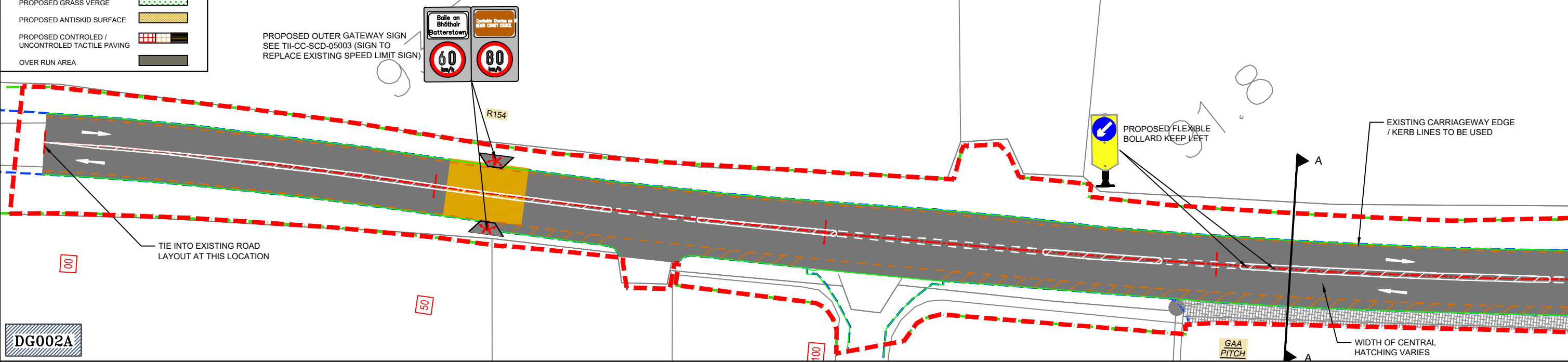
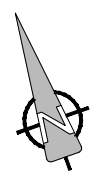
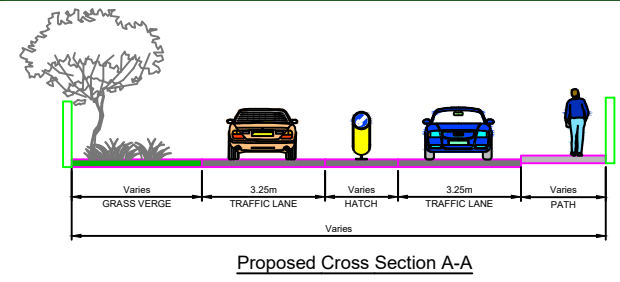
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EXISTING FENCE TO BE RETAINED	---
EXISTING HEDGE	---
PROPOSED KERBS AS PER CC-SCD-01101/2	---
EXISTING FOOTPATH	---
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PROPOSED FOOTPATH	---
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PROJECT: **Part 8 ROAD TRAFFIC ACT, 1994**
R154 Batterstown Safety Improvements Scheme

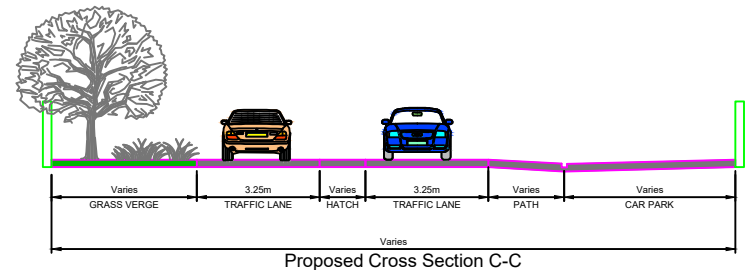
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 Sheet 2 of 7
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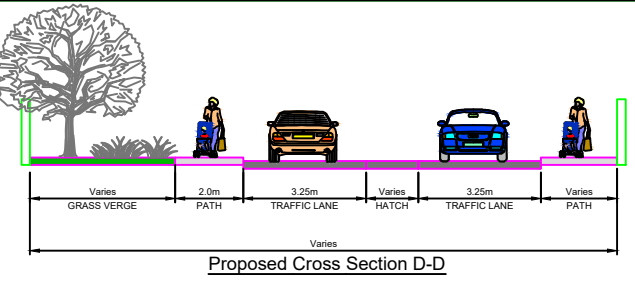
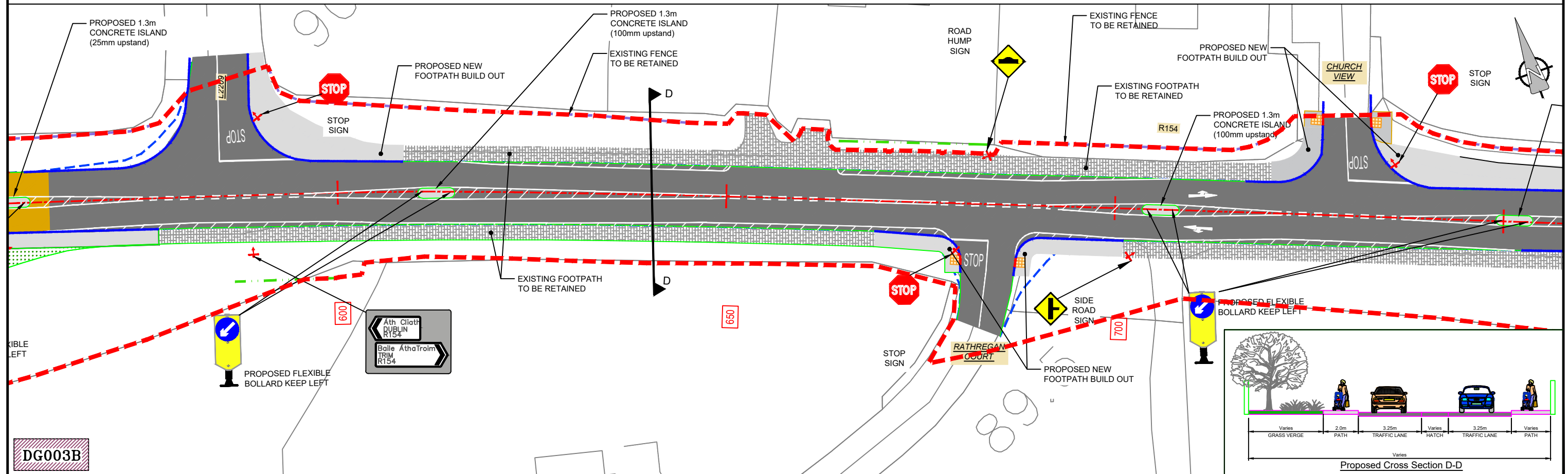
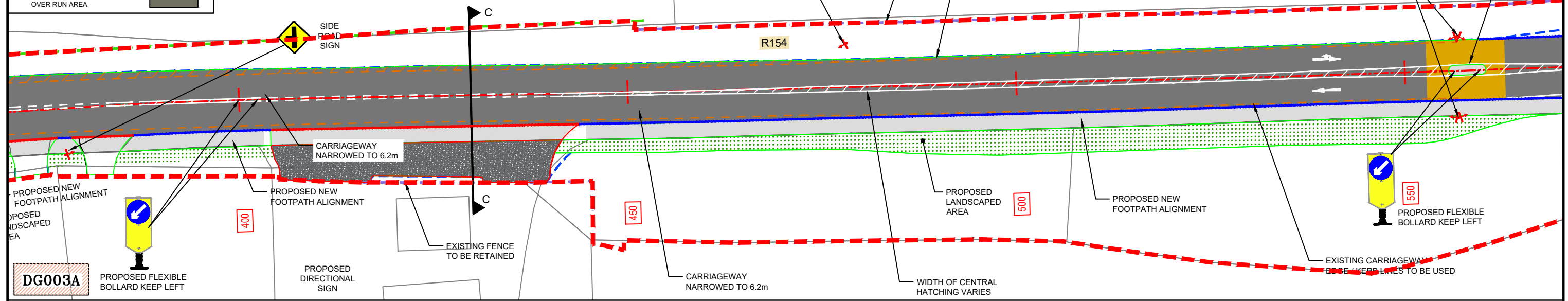
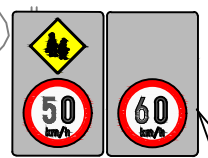
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EXISTING FOOTPATH	---
PROPOSED TRAFFIC LANE	---
PROPOSED FOOTPATH	---
PROPOSED GRASS VERGE	---
PROPOSED ANTISKID SURFACE	---
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OVER RUN AREA	---



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PROPOSED INNER GATEWAY SIGN
 SEE TI-CC-SCD-05003



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PROJECT: **Part 8 ROAD TRAFFIC ACT, 1994**
R154 Batterstown Safety Improvements Scheme

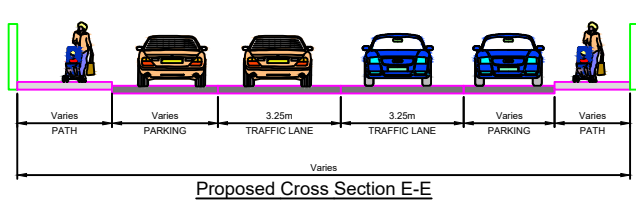
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CHECKED	P. P.

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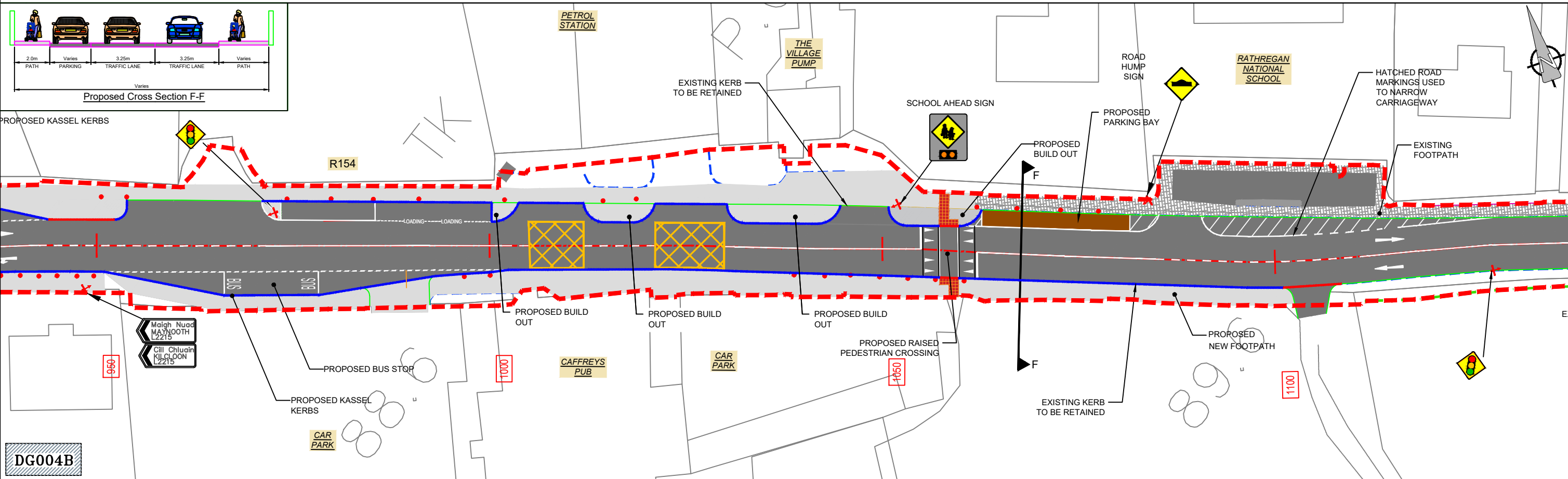
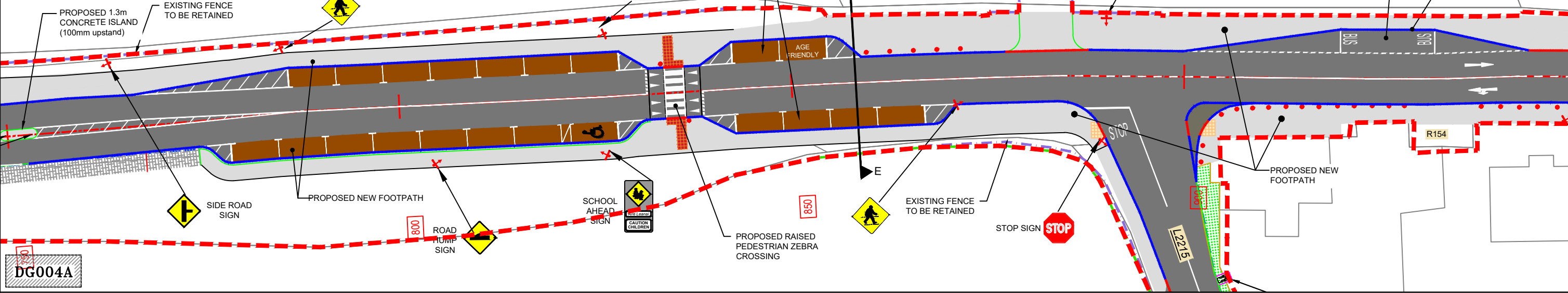
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- PROPOSED TRAFFIC LANE
- PROPOSED FOOTPATH
- PROPOSED GRASS VERGE
- PROPOSED ANTISKID SURFACE
- PROPOSED CONTROLLED / UNCONTROLLED TACTILE PAVING
- OVER RUN AREA



NOTES:
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PROJECT: **Part 8 ROAD TRAFFIC ACT, 1994**
R154 Batterstown Safety Improvements Scheme

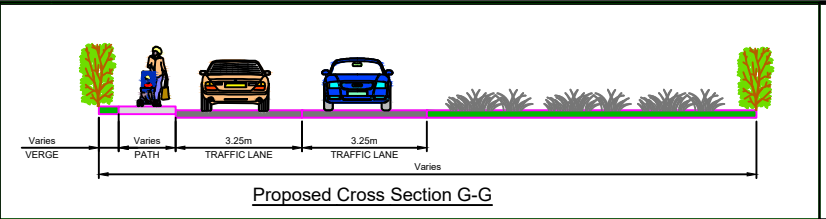
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DESIGNED	P. McC	
CHECKED	P. P.	

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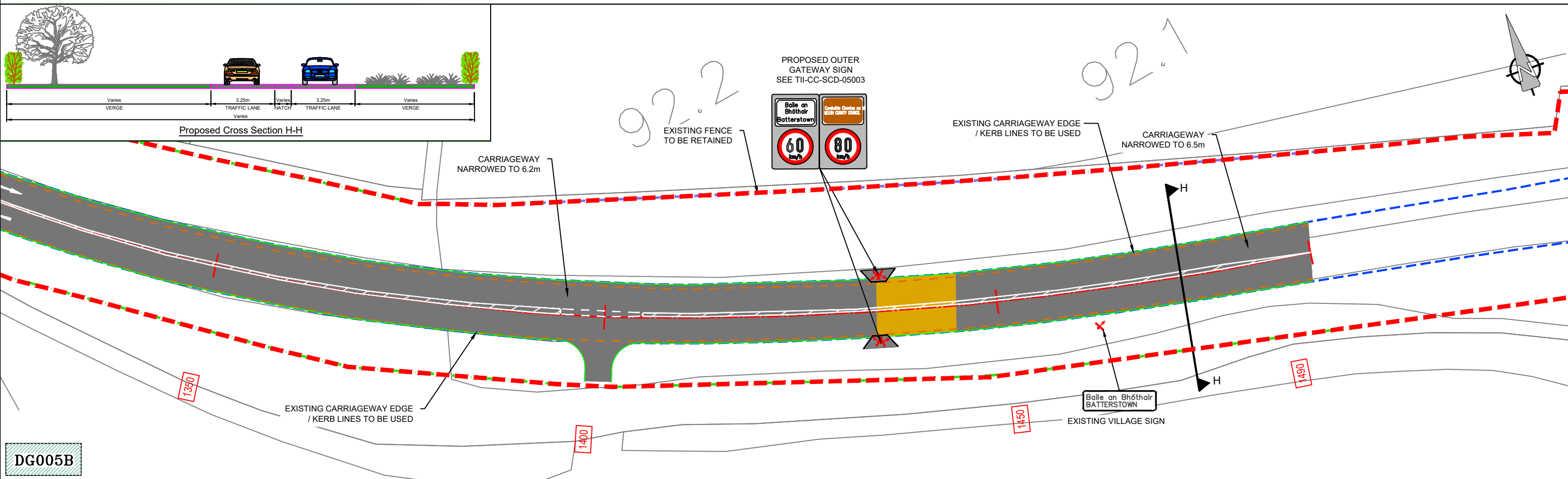
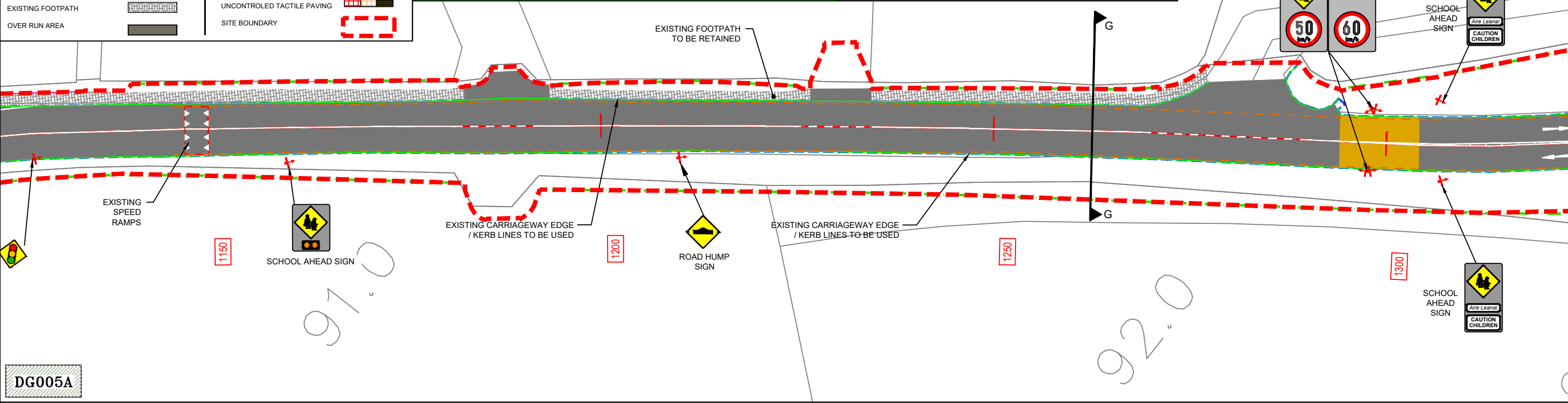
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 Sheet 4 of 7
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LEGEND:

EXISTING ROAD EDGE		PROPOSED TRAFFIC LANE	
EXISTING FENCE TO BE RETAINED		PROPOSED FOOTPATH	
EXISTING HEDGE		PROPOSED GRASS VERGE	
PROPOSED KERB AS PER CC-SCD-01101/2		PROPOSED ANTISKID SURFACE	
EXISTING FOOTPATH		PROPOSED CONTROLLED / UNCONTROLLED TACTILE PAVING	
OVER RUN AREA		SITE BOUNDARY	



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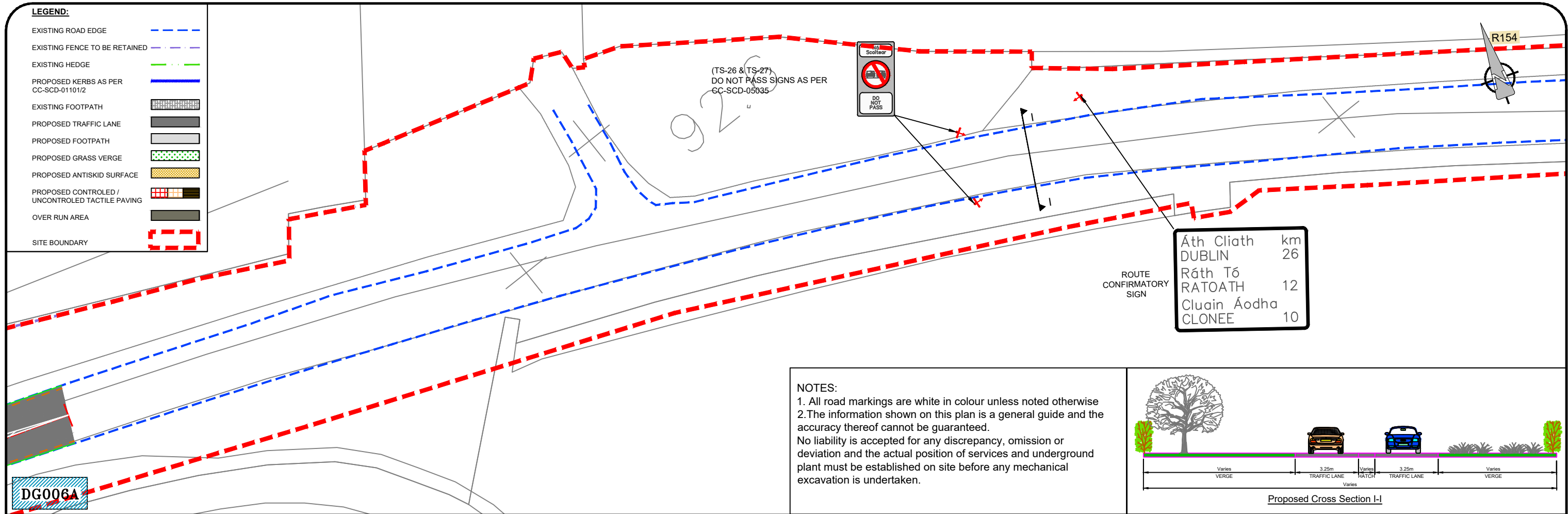
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DESIGNED	P. McC							VERTICAL	
CHECKED	P. P.							DATE 18-08-2023	
NOTES:									DATUM

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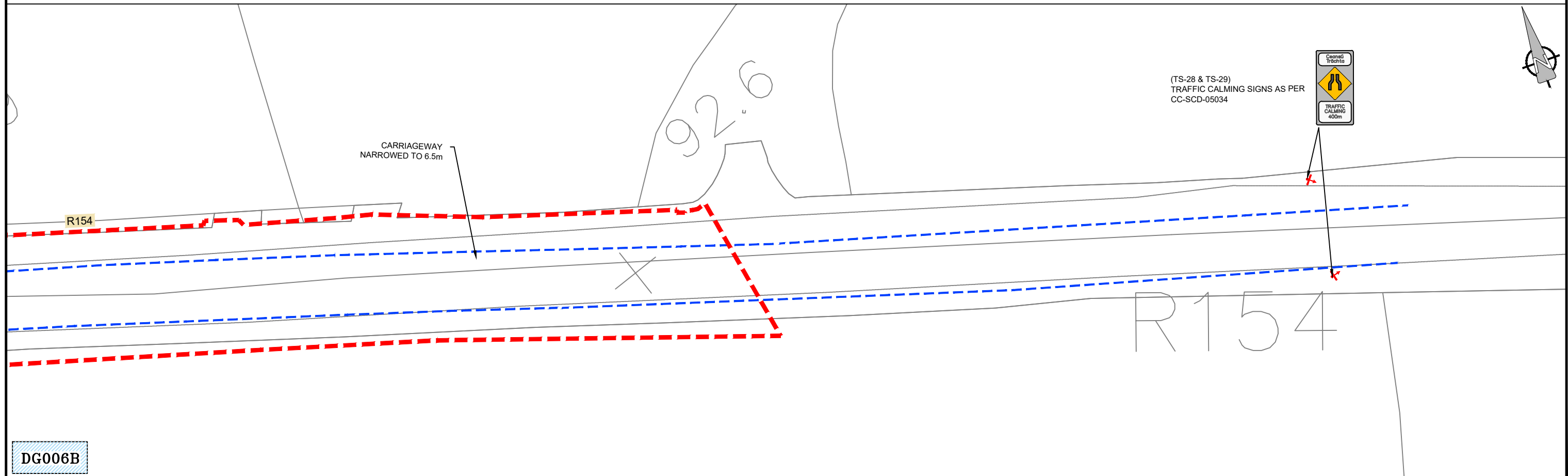
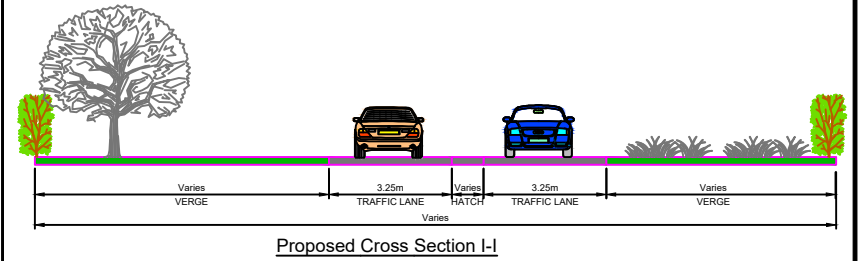
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LEGEND:

EXISTING ROAD EDGE	
EXISTING FENCE TO BE RETAINED	
EXISTING HEDGE	
PROPOSED KERBS AS PER CC-SCD-01101/2	
EXISTING FOOTPATH	
PROPOSED TRAFFIC LANE	
PROPOSED FOOTPATH	
PROPOSED GRASS VERGE	
PROPOSED ANTISKID SURFACE	
PROPOSED CONTROLLED / UNCONTROLLED TACTILE PAVING	
OVER RUN AREA	
SITE BOUNDARY	



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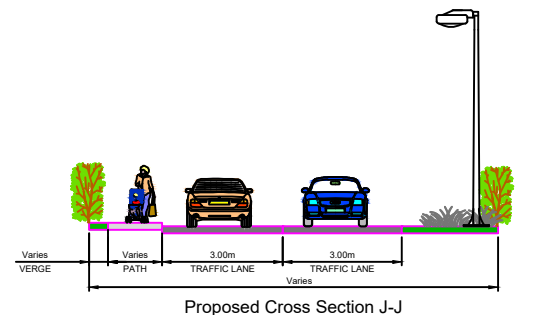
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1	Part 8	P. McC	P.P.	18/08/2023	1:500@AS	
NOTES:					DATE 18-08-2023	DATUM

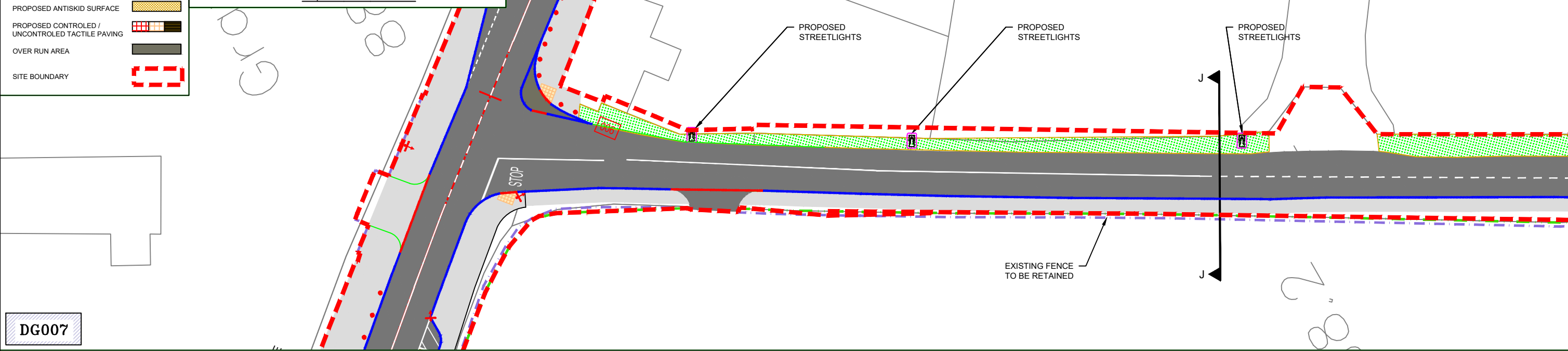
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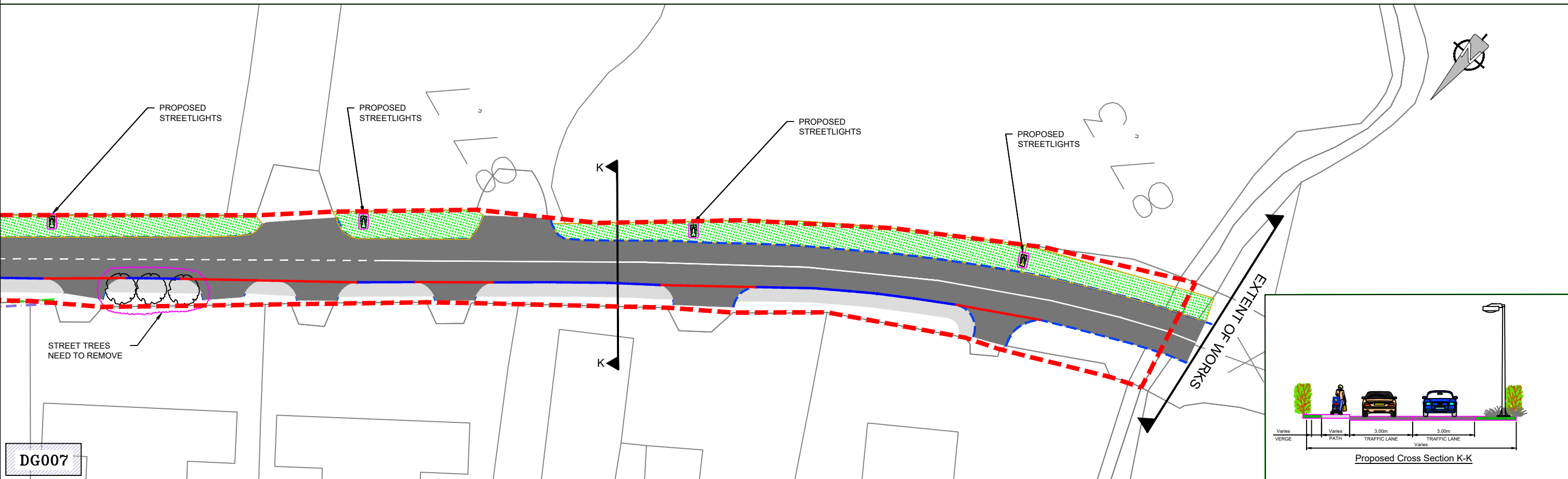
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EXISTING FENCE TO BE RETAINED	--- (purple dashed)
EXISTING HEDGE	--- (green dashed)
PROPOSED KERBS AS PER CC-SCD-01101/2	--- (blue solid)
EXISTING FOOTPATH	--- (grey hatched)
PROPOSED TRAFFIC LANE	--- (grey solid)
PROPOSED FOOTPATH	--- (white solid)
PROPOSED GRASS VERGE	--- (green dotted)
PROPOSED ANTISKID SURFACE	--- (yellow dotted)
PROPOSED CONTROLLED / UNCONTROLLED TACTILE PAVING	--- (red/black grid)
OVER RUN AREA	--- (grey solid)
SITE BOUNDARY	--- (red dashed)



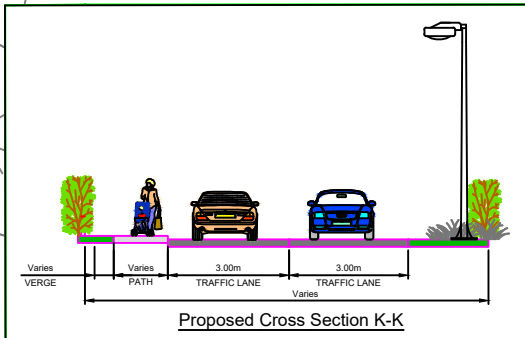
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DG007



DG007



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 Dublin Road, Navan
 County Meath
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NOTES:

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