

From: [REDACTED]
 To: [RSES](#)
 Subject: Fwd: Proposed material amendments to Draft RSES
 Date: 11 April 2019 16:15:45

ONE | ROAD NETWORK

A: LENGTH OF NATIONAL ROAD NETWORK

Length of National Road network by road type 2016

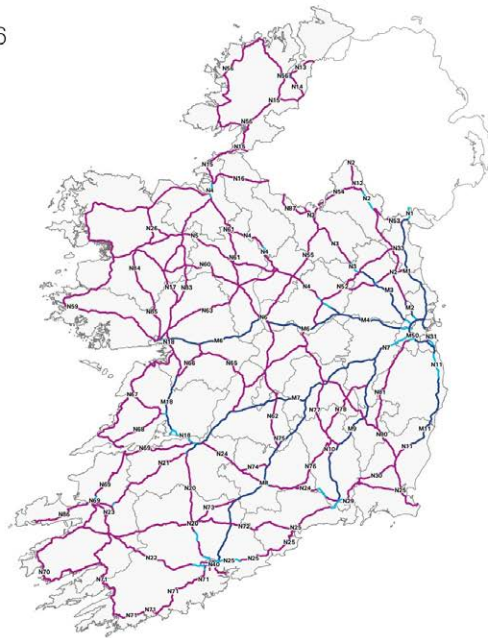
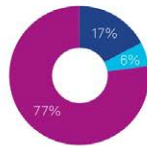
There are in excess of 5,300 kilometres of National Road network in Ireland.

The National Road network is comprised of 916 kilometres of motorway, 293km of dual carriageway, and 4,097km of single carriageway.

The actual length of the National Road network fluctuates year on year due to road reclassification, realignments to existing National Roads, new roads, opening and analysis/updates of data in the TII Roads Database.

Road type:

Motorway	916km
Dual carriageway	293km
Single carriageway	4,097km



Transport Infrastructure Ireland
National Road Network Indicators 2016

9 of 29

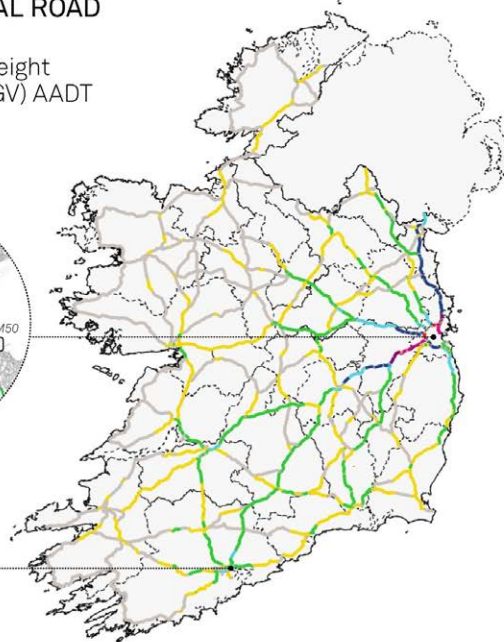
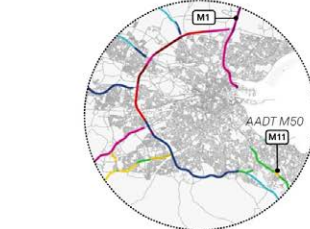
ONE | ROAD NETWORK

B2: FREIGHT MOVEMENTS ON THE NATIONAL ROAD NETWORK

Level of usage of the National Road network by freight vehicles as measured by Heavy Goods Vehicle (HGV) AADT

The level of usage of the National Road network by freight vehicles, as measured by Heavy Goods Vehicles (HGV) AADT, continues to experience growth particularly in economic centres near major ports.

HGV AADT (thousands per day)



Source: TII National Transport Model, 2016

Transport Infrastructure Ireland
National Road Network Indicators 2016

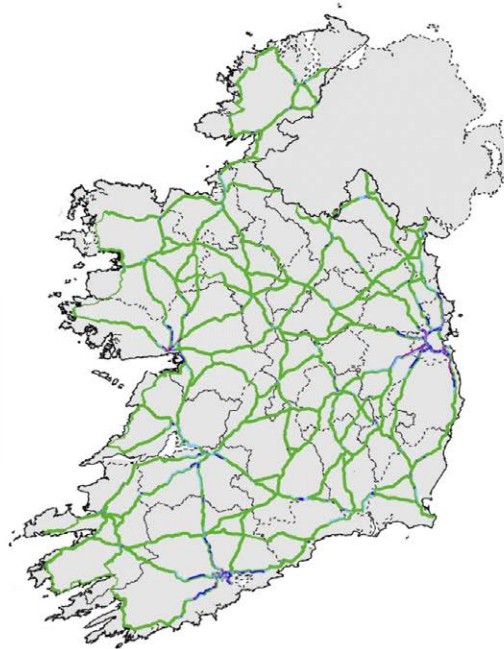
C1: LEVEL OF SERVICE: MORNING RUSH-HOUR, NATIONAL ROADS

Proportion of the National Roads network operating under each level of service condition

The level of service (LOS) provided by roads may be assessed using recognised international standards. LOS is a quality measure describing operational conditions within a traffic stream. Following the substantial investment in National Roads over the last decade, most route sections are operating to the highest standard of service. However, for certain roads such as the M50, further interventions such as demand management are required to ensure that higher levels of service are achieved.

For further information see: Transport Research and Information Note: A Study of Lane Capacity, online at www.tii.ie/tii-library/strategic-planning

- A. Free flow
- B. Reasonably free flow
- C. Stable flow
- D. Approaching unstable flow
- E. Unstable flow
- F. Forced or breakdown flow



Source: TII National Transport Model, 2016

Transport Infrastructure Ireland
National Road Network Indicators 2016

C4: VOLUME TO CAPACITY RATIO: NATIONAL SECONDARY ROADS

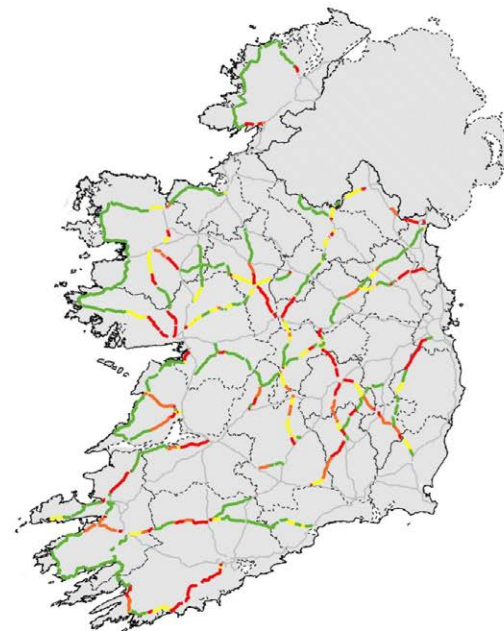
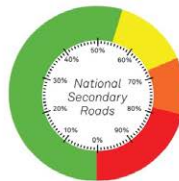
Proportion of the National Secondary Roads network operating at each level of capacity

The Volume to Capacity (V/C) Ratio relates the AADT volume carried on a section of road to its daily operational capacity.

The V/C Ratio for the National Secondary Road network indicates that over 45% of the network is operating at or above 80% of its daily capacity. This indicates that investment is required in the National Secondary Road network to match the performance of the National Primary Road network.

*Capacity Based on NRA TD 9 Road Link Design Table 6

- Operating Below 80% Capacity
- Operating between 80% - 100% Capacity
- Operating between 100% - 120% Capacity
- Operating above 120% Capacity



Source: TII National Transport Model, 2016

Transport Infrastructure Ireland
National Road Network Indicators 2016

A Chara,

I wish to make the following observations on the listed amendments :

Amendment 35 - at the end of the paragraph after "links" add "and recreational facilities". Bray has a requirement for a major recreational development.

Amendment 67 - CoWorking locations should be included in this paragraph. The development of such facilities will assist in addressing traffic and quality of life issues.

Amendment 97 - Typo " Baltinglass Hillfort Structure". Also add, " which contains a unique cluster of nine known hillforts".

Amendment 114 - The N81 is unique in that it is the only main artery out of Dublin that has not been upgraded. National policy continually makes reference to "Balanced regional growth and sustainable rural development". Some townlands in Wicklow are in the Clár area. After a prolonged consultation process a proposed route was selected for an upgrade of the N81, consisting of three components, a dual carriageway from Tallaght to Blessington, a bypass of Blessington town and thereafter a single carriageway to just south of Knockroe bend at Hollywood.

The TII traffic counts will show that the road figures trail the M9, however they are far greater than many locations on e.g. the N05 and N30 where upgrade works are taking place at various locations. The figures from Blessington to Tallaght don't vary greatly from those along the newly constructed M18 at Junctions 16 and 17, an area that also has a rail network. I am attaching some extracts from the TII which tell their own story, note freight figures.

I don't include any traffic accident data. This is freely available and it tells a story of a far greater ratio of accidents to traffic numbers than possibly any other road in the country. The N81 is not just a National Secondary Road, it is a most dangerous National Secondary Road. Its upgrade is the most important issue in the general area and it is imperative that it is kept at the top of the agenda and that the works are carried out. This could be done in three phases depending on available funding.

The upgrade of the N81 should not be viewed in isolation and link roads similar to the M9 to Athy, from Baltinglass and Dunlavin to the old N9 should be examined. Both distances are minimal and the route alignment is user friendly.

It's vitally important that the N81 remains as a priority in the RSES.

I appreciate if these observations could be acknowledged and taken into consideration.

Yours sincerely,
Billy Timmins