

8th May 2015

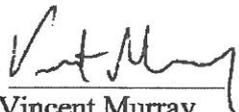
To: The Mayor and Each Member of the Metropolitan District Council

Re: Part VIII Procedure – Park Bridge and Park Canal Traffic Reassignment, Traffic Calming and Pedestrian and Cyclist Improvements for May meeting of Metropolitan District of Limerick.

Dear Mayor and Councillors,

I enclose the Chief Executives Report prepared pursuant to Section 179 of the Planning & Development Act 2000-2014 and Part VIII of the Planning & Development Regulations 2001-2013 in respect of the above proposal for your consideration.

It is proposed to proceed as indicated in the Planning Report.

Signed: 
Vincent Murray
Acting Director of Service
Travel & Transportation

**PLANNING REPORT IN ACCORDANCE WITH
SECTION 179 3(a) OF THE PLANNING & DEVELOPMENT
ACT 2000 - 2014**

Re:

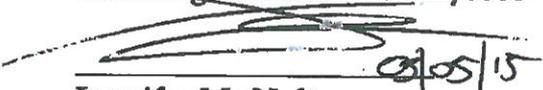
Development Description: The proposed works include:

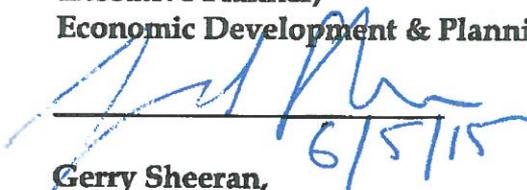
- o Implementation of a one-way traffic system northbound on Park Bridge and one-way traffic system eastbound on a section of Park Road (parallel to Park Canal);
- o Retention of the existing two-way traffic system on Lower Park Road (Canal Section) and Hymees Boreen (Northern End) to serve local access only;
- o Reduction in speed from a 50km/h to 30km/h speed limit zone along a section of Park Road (parallel to Park Canal) and the Park Bridge;
- o Provision of shared surface (in contrast surfacing) on Park Bridge and along a section of Park Road (parallel to Park Canal);
- o Provision of contra flow cycle lanes on a section of Park Road (parallel to Park Canal) and the Park Bridge;
- o Provision of three raised table tops on this section of Park Road as a traffic calming measure;
- o Re-grading of exiting turning head North of park Canal on Lower Park Road;
- o Installation of utility dusting along Park Road (Park Canal); and
- o Provision of all associated signage, bollards, road markings, coloured surfacing, public lighting, sections of new footpaths and ancillary works.

At:

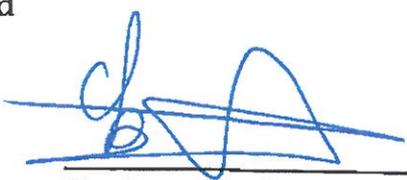
Park Canal Bridge/Park Road

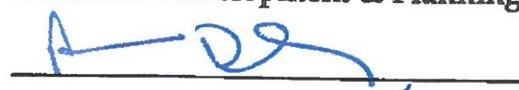
Planning Reference No. 14/8006


Jennifer Mc Nulty,
Executive Planner,
Economic Development & Planning


Gerry Sheeran,
Senior Planner,
Economic Development & Planning


Vincent Murray
Acting Director of Services,
Transport & Travel Department


Stephane Duclot,
Senior Executive Planner
Economic Development & Planning


Pat Daly,
Director of Services,
Economic Development & Planning

Pursuant to Section 179 3(a) of the Planning & Development Act 2000-2014, this report is submitted to the members of Limerick City & County Council. In accordance with Section 179(4)(b) of the above Act, it is proposed to proceed as indicated in the recommendation as made above.


Conn Murray
Chief Executive
Limerick City & County Council

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1.0 Foreword

This planning report has been prepared pursuant to Section 179 of the Planning & Development Act 2000-2014, and Part 8 of the Planning & Development Regulations 2001-2013.

2.0 Description of the nature and extent of the proposed development

The site in question is located at Park Bridge and Park Road. Under this application the Applicant – Limerick Smarter Travel - proposes to implement a one way traffic system northbound on Park Bridge and a one way traffic system eastbound on a section of the Park Road.

Additionally the Applicant proposes the following elements:

- Retention of the existing two-way traffic system on Lower Park Road (Canal Section) and Hymees Boreen (Northern End) to serve local access only;
- Reduction in speed from a 50km/h to 30km/h speed limit zone along a section of Park Road (parallel to Park Canal) and the Park Bridge;
- Provision of shared surface (in contrast surfacing) on Park Bridge and along a section of Park Road (parallel to Park Canal);
- Provision of contra flow cycle lanes on a section of Park Road (parallel to Park Canal) and the Park Bridge;
- Provision of three raised table tops on this section of Park Road as a traffic calming measure;
- Re-grading of exiting turning head North of park Canal on Lower Park Road;
- Installation of utility dusting along Park Road (Park Canal); and
- Provision of all associated signage, bollards, road markings, coloured surfacing, public lighting, sections of new footpaths and ancillary works.

The plans and particulars went on public display from 28th of August 2014 to 10th of October 2014. Submissions and observations had to be submitted by 10th of October, 2014.

3.0 Likely implications, if any, with respect to the proper planning and sustainable development of the area

Limerick City Development Plan 2010 – 2016*

Chapter 5 Transportation

Policy TR.1 Strategic Transportation Issues

It is the policy of Limerick City Council* to implement the objectives and strategies of the National Development Plan, Transport 21, Smarter Travel and any other transport plans that may arise during the lifetime of this development plan including the proposals contained in Mid-West Area Strategic Plan and Public Transport Feasibility study.

Smarter Travel

Smarter Travel is a new government policy which sets out a long-term plan to achieving a sustainable transport system for Ireland. The plan outlines how this can be achieved through a range of actions such as encouraging modal shift away from the car, promoting fuel efficiency and new technology, and improved planning. The plan recognises that current transport and travel trends in Ireland are unsustainable, and that if we continue with present policies, congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer and quality of life will decline.

**Please note 'Limerick City Council' is now Limerick City & County Council (LCCC) – this document was prepared before the amalgamation of the Local Authority.*

The goals of Smarter Travel are to:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport.
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- Reduce overall travel demand and commuting distances travelled by the private car.
- Improve security of energy supply by reducing dependency on imported fossil fuels.
- The key targets of Smarter Travel are to reduce work-related commuting by car from 65% to 45%, and increase other modes such as walking, cycling, public transport and car pooling to 55%.

Policy TR.9 Cycling & Walking

It is the policy of Limerick City Council to prioritize the provision of safe facilities for Pedestrians and Cyclists throughout the City.

- Promote cycling and walking as healthy modes of transport.
- Implement the measures contained in the National Cycle Policy Framework (NCPF) and the Smarter Travel Policy Framework produced by the Department of Transport.
- Establish a complete network of cycleways throughout the City.
- Update and implement the Limerick Cycle Strategy.
- Design a city cycle network with emphasis placed on promoting safety and shortening journey time. The cycle network will be a combination of dedicated cycle lanes on the road and dedicated off road cycle-lanes. The network will be clearly identifiable through signposting and road marking.
- Continually upgrade the condition of existing footpaths and cycleways.
- Provide controlled crossings at location where they are warranted.
- Limerick City Council will provide secure cycle parking at locations around the City.
- Will require that secure covered cycle parking facilities be provided close to building entrances for new office blocks, apartment blocks, schools, shopping centres etc.
- Require planning applicants to demonstrate that their development proposals will be easily accessible by pedestrians, cyclists and public transport users.
- Require planning applicants where appropriate to submit detailed designs of the facilities required by cyclists.
- To facilitate the extension, improvement, and development of the riverside walkways and footpaths along the Shannon River and its tributaries while ensuring the conservation value of the designated River areas are maintained.

Chapter 16 Development Management

Smarter Travel & Green Routes

The Government is committed to developing cycling as one of the most desirable modes of travel, it being good for your health, the economy and the environment. The last three decades have seen a steady decline in people using cycling as a means of transport. The National Cycle Policy Framework (NCPF) sets out objectives to the year 2020 to achieve reversal of this situation. As part of the policy, the *Smarter Travel* funding initiative has been introduced to help support the delivery of sustainable transport projects nationwide. Green Routes are regulated traffic management measures designed to provide priority for the efficient movement of commuters, shoppers and tourists by bus/bicycle. Green Routes will greatly improve the frequency and reliability of bus services, provide for improved bus service expansion, introduce new and improved pedestrian crossing facilities and provide better facilities for cyclists. Any new development proposal shall take account of the location of the proposed green routes and factor these routes into the overall development at the design stage.

3.2 Habitats Directive Project Screening Assessment

Both construction and operating phases of the proposed development to be considered.

<p>Construction Phase: N/A</p> <p>Are effects significant? N/A</p> <p>Are substantial works required: No</p> <p>Are effects significant? No</p> <p>Operating phase effects: Are effects significant? No</p>	<p>Ex-situ effects: Are effects significant? Yes/No</p> <p>Run-off: Are effects significant? Yes/No</p> <p>Abstraction: Are effects significant? Yes/No</p> <p>Displacement: Are effects significant? Yes/No</p>
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Identification of Natura 2000 sites which may be impacted by the proposed development

1	<p>Impacts on designated rivers, streams, lakes and fresh water dependant habitats and species e.g. bogs or otters -see abstraction/run off etc above.</p>	<p><i>Is the development in the relevant catchment of or immediately up/downstream of a watercourse that has been designated as a Natura 2000 site?</i></p> <p>Name of sites: Lower river Shannon Sac site.</p>	No
2	<p>Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above.</p>	<p><i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i></p> <p>Name of site:</p>	No

3	Impacts on designated marine habitats and species.	<p><i>Is the development located within marine or intertidal areas or within 5 km of a SAC site whose qualifying habitats or species include the following habitats: Salmonid, Lamprey Mudflats, sandflats, saltmarsh, shingle, reefs, sea cliffs</i></p> <p>Name of site: <i>Lower river Shannon Sac site</i></p>	No
4	Impacts on birds in SPAs-	<p><i>Is the development within 1km of a Special Protection Area</i></p> <p>Name of site:</p>	No
5	Cumulative effects	<p>Would consideration of a number of significant projects nearby such as forested areas, quarries, wind energy together with the proposed development significantly increase the impacts listed above:</p>	No

An Appropriate Assessment Screening Report Prepared by Ecofact Environmental Consultants and submitted on file 28/08/14. The screening assessment concluded that the project will not have a negative impact on the River Shannon SAC site or the River Shannon and Fergus Estuaries. The project will not impact on the European Natura 2000 sites. Accordingly, the Planning Authority is of the view that the development will not have any significant impacts on any Natura 2000 sites. Therefore an Appropriate Assessment (AA) is not considered necessary in this case.

The development has been subject of an Appropriate Assessment Screening in accordance with Article 6 (3) of the EU Habitats Directive (Directive 92/43/EEC) and the Planning & Development Acts 2000-2014.

3.3 Land Acquisition

As per Question 7 of the planning application form the Applicant states the following - the Applicant is the owner of the site i.e. Limerick City & County Council.

3.4 Conclusion

The proposed development is considered to be acceptable in principal and would offer a positive area as per the Schedule of Conditions hereby attached. It is considered that the proposed development is in accordance with policies of the *Limerick City Development Plan 2010 - 2016* and the strategy for th Smarter Travel initiative and is therefore acceptable as per the requirements of proper planning and sustainable development of the area.

4.0 Submissions with respect to the proposed development

A total of 81 x No. written submissions/observations was received and are listed below:

LIST OF SUBMISSIONS RECEIVED	
SUBMISSION REFERENCE: FROM:	
1.	Ms. Sheila Clancy, No. 1 Troylock, Lower Park, Corbally, Limerick
2.	Mr. Tony Buckley Chairman, Carabullawn Residence Association, No. 39 Carabullawn , Lower Park, Corbally, Limerick – <i>included are 85 No. signatures.</i>
3.	Mr. Michael Mc Namara, No. 1 Carrabullawn, Lower Park Road, Corbally, Limerick
4.	Ms. Carmel Naughton, Carriglea Residents Association, Carriglea, Corbally, Limerick
5.	Mr. Ken O’Grady, No. 4 Cois Abhainn, Lower Park, Corbally, Limerick
6.	Mr. Peter Sheehan, Multiple Signatures, No. 3 Troyslock, Lower Park, Corbally, Limerick
7.	Mr. Adam Kearney, No. 56 Siul na hAbhann, Mill Road, Corbally, Limerick
8.	Mr. Aidan Finn, aidan.finn@tipperarycoco.ie
9.	Mr. Ivan Hickey, No. 25 Carabullawn, Lower Park, Corbally, Limerick
10.	Ms. Eileen McNamara, Mallick House, Lower Park, Corbally, Limerick
11.	Maria & Gearoid Fitzsimons, No. 14 Cois Abhainn, Lower Park, Corbally, Limerick
12.	Ms. Michelle O’Sullivan, No. 44 Park Gardens, Corbally, Limerick
13.	Ms. Melissa Carty, No. 42 Grianan, Westbury, Co. Clare
14.	Ms. Roisin Quilligan, roisinquilligan@gamil.com
15.	Ms. Fiona Sheils, Fiona_sheils@mentor.com
16.	Mr. Conor Sheils, conor_sheils@dell.com
17.	Mr. Willie O’Dea TD, wilie.odea@Oireachtas.ie
18.	Mr. John Ryan, No. 15 Park Gardens, Corbally, Limerick
19.	Mr. Leonard Manley, leonard.manley@united-drug.com
20.	Ms. Mary Power, marypower300@gmail.com
21.	Mr. Brendan McKernan, No. 24 Brookhaven Walk, Mill Road, Corbally, Limerick
22.	Mr. Patrick Brennan, Chairman Park Garden Residents Association, No. 10 Park Gardens, Corbally, Limerick
23.	Donal & Mary Stundon, Roncalli, Lower Park, Corbally, Limerick
24.	Mr. Owen Tierney, Lower Park Residents, No. 7 Canal Bank, Lower Park, Corbally, Limerick
25.	Mr. Gabriel Peters, No. 20 The Meadows, Lower Park, Corbally, Limerick
26.	Ms. Marie Begley, marie.begley@analog.com
27.	List of 41 x No. multiple signatures from Corbally Area
28.	Mr. Sean Willis, No. 11 Abbeylock, Corbally, Limerick
29.	Ms. Phyllis Sheehan, phyliss.sheehan@ul.ie
30.	Mr. Anthony Liddane, Principal, St. Patrick’s Boys National School, Dublin Road, Limerick
31.	Ms. Sara Flood, sara.flood@gmail.com
32.	Ms. Teresa Kennedy, teresa.kennedy@ul.ie
33.	Ann Noonan & Donal O’Gorman, Chairperson BOM, St. Patrick’s Girls National School, Dublin Road, Limerick
34.	Ms. Stephanie O’Halloran, steph.ohalloran@gmail.com
35.	Mr. Joseph Murray, joseph.murray@ul.ie
36.	Mr. Ger Ryan, No. 48 Brookhaven Walk, Mill Road, Corbally, Limerick
37.	Niall & Jillian Furlong, An Bhruach, Canal bank, Corbally, Limerick
38.	Ms. Ciara Long, Secretary Silverbrook Residents Committee, No. 49 Silverbrook, Mill Road, Corbally, Limerick
39.	Ms. Teresa Elliott - No correspondence address given.
40.	Mr. Jake Elliott - No correspondence address given.
41.	Ms. Danielle Elliott - No correspondence address given.
42.	Linda Ryan & Niall Frawley, No. 7 Carriglea, Corbally, Limerick
43.	Clive & Rose Cheevers, No. 8 Cois Abhainn, Lower Park, Corbally, Limerick
44.	Mr. Owen Shaughnessy, Chairman, St. Patricks GAA Club, No. 42 Well Field, Garra Eoin,

Limerick

45. Ms. Majella Coleman, No. 17 Cois Abhaninn, Lower Park, Corbally, Limerick
46. Ms. Sinead Ni Choiligh, No. 20 Cois Abhainn, Lower Park, Corbally, Limerick
47. Mr. Kieran Elliott - No correspondence address given.
48. Mr. James Elliott - No correspondence address given.
49. Ms. Lavina Duggan, Chairperson Spring Grove Residents Association, No. 56 Spring Grove, Mill Road, Corbally, Limerick
50. Mr. Niall Rowen Secretary, Fine Gael, Corbally Branch, No. 18 Park Gardens, Corbally, Limerick
51. Mr. Mark Whitaker, McCarthy Keville O'Sullivan Planning & Environmental Consultants
52. Mr. Cillian Burke, Mastienos, Silverbrook, Mill Road, Corbally, Limerick
53. David & Aileen O'Dwyer, No. 5 Park Gardens, Corbally, Limerick
54. Ms. Brid Joyce, No. 75 Spring Grove, Mill Road, Corbally, Limerick
55. Ms. Anne-Marie Burke McGreen No. 69 Silverbrook, Mill Road, Corbally, Limerick
56. Ms. Siobhan O'Dwyer, odwyersi@yahoo.ie
57. Bishop Brendan Leahy c/o Rev. Paul Finnerty, Diocesan Office, Social Service Centre, Henry Street, Limerick
58. Ms. Deirdre Mulcahy, deemulcahy@gmail.com
59. Mr. Cathal Ferris, cathal.ferris@gmail.com
60. Sheila & Liam Walsh, No. 6 Carriglea, Corbally, Limerick
61. Ms. Rachel Warren, rachelwarren71@gamil.com
62. Ms. Marie Therese Loughran, No. 36 Spring Grove, Mill Road, Corbally, Limerick
63. Ms. Deirdre Cross, deirdre.cross1@gmail.com, Cross & Dore Families
64. Ms. Sharon Slattery, sharon.slattery@gmail.com
65. Ms. Janice O'Connell, janice.oconnell@lit.ie
66. Ms. Karol Canty, No. 34 Glenbrook, Old Singland Road, Limerick
67. Ms. Daire Casey, Facilities Manager, United Drug Wholesale, Johnsgate House, Old Clare Street, Limerick.
68. Mr. Martin Walsh, martin.walsh@hotmail.com
69. Catherine & Gary O'Hanlon, ohanlonfamily@gmail.com
70. Ms. Carol-Anne Murphy, No. 38 Riverdale, Westbury, Corbally, Limerick
71. Ms. Mary Dundon, Glucksman Library, University of Limerick, Limerick
72. Flannan & Barbara Brennan, Caragh, Lower Park, Corbally, Limerick
73. Louise & Eugene Brennan, Cnoc Mhuire, Lower Park, Corbally, Limerick
74. Edel & Mike Clancy, Liafail, Lower Park, Corbally, Limerick
75. Mr. Kevin Keane, No. 27 Carabullawn, Lower Park, Corbally, Limerick
76. Ms. Tracey Moloney, No. 77 Spring Grove, Mill Road, Corbally, Limerick
77. Kelly Gavin, kellygavin3@gmail.com
78. Very Reverend Fr. David Gibson PP - No correspondence address given.
79. Mr. Gabriel Peters, No. 20 The Meadows, Lower Park, Corbally, Limerick
80. Ms. Teresa McMahon, Administrator Department of Accounting & Finance, Kemmy Business School, University of Limerick, Limerick
81. Dan Sheehan Chief Superintendent, An Garda Siochana, Henry St. Garda Station, Limerick

Issues Raised – Summary (in no particular order):

1. Emergency Access
 2. Increase in traffic and safety on Park Bridge
 3. Traffic congestion
 4. Health and safety
 5. Access to school, church and Dublin Road and beyond
 6. Flooding
 7. Traffic light solution proposed as an alternative
- Emergency Access – Emergency Services (Ambulance, Fire Brigade or Gardai Siochana) in an emergency will potentially have a barrier to negotiate at times. All traffic leaving Lower Park will have to exit by the railway gates to an already congested area i.e. Pa Healy Rd for journeys to Dublin Road and at Grove Island roundabout leading to the City Centre to the Corbally Road which is heavily congested at peak times anyway. The change will compound congestion. The residents in the Lower Park area have no other option in an emergency but to take this route. As a road safety issue we see no reason why LCCC could not adapt the Parteen bridge traffic light system that works very well to the canal bridge. It has been raised many times at our meetings. We feel these changes do not improve everyday life in what is a largely populated area for our residences in any way - *Planning Authority Comment - Noted.*
 - Traffic Congestion - 18 scheduled trains per day – traffic delays resulting as the area is blocked by trains - *Planning Authority Comment - Noted.*
 - Health & Safety - *Planning Authority Comment - Noted.*
 - Park Bridge is difficult at times but users are aware of this and facilitate other drivers coming towards them. At the moment the traffic is heavy and will get worse if the new system goes ahead. It will also put extra traffic on Pa Healy Road, which in turn will cause a back log on to the Dublin Road at peak times where there is a primary school at the corner of the junction - *Planning Authority Comment - Noted.*
 - The proposed development is a major imposition on everyone living in the area and those who use the road to cross to the Dublin Road side of the city. *Planning Authority Comment - Noted.*
 - This proposal will make traffic far worse in the area and turn Park/Lower Park into a cul de sac. Adding to this there are several trains a day which would effectively trap people until such time as train passes. This can at times take ten minutes and in the case of an emergency this is wholly unacceptable. *Planning Authority Comment - Noted.*
 - If LCCC wishes to improve traffic in the area – the approach road to the Corbally roundabout should be widened. This would go some way to alleviate some of the traffic congestion experienced by those who have to use the area on a daily basis. *Planning Authority Comment - Noted.*
 - The traffic implications of this proposal will have massive implications for the already overcrowded Corbally Road which is gridlocked at the best of times, but especially in the mornings when people are trying to get to work and school. The yellow box at the traffic light junction near O’Driscolls is never adhered to by traffic coming from the Mill Road, as people are always breaking the red lights to get into the line of traffic. This makes it impossible to get out of Roseville Gardens, Rosendale Gardens, Park Gardens and Carriglea Estates at the best of times. *Planning Authority Comment - Noted.*
 - The only road outlet that allows the traffic to move at peak times is the overflow of traffic that turns off onto the Old Park Road junction across from O’Driscolls pub. The volume of traffic. *Planning Authority Comment - Noted.*
 - The reduction in speed limits should be extended to all residential estates in the county. *Planning Authority Comment - Noted.*
 - Allow for an extended two lane entry to the Grove Island Roundabout from Corbally Road. *Planning Authority Comment - Noted.*
 - Traffic light solution at either end of the bridge would be more practical. *Planning Authority Comment - Noted.*

- Peak time congestion. Substantial delays at the Grove Island exit at peak times. Corbally road cannot take anymore congestion. *Planning Authority Comment - Noted.*
 - Access to area – flooding can lead to huge issues accessing the area. *Planning Authority Comment - Noted.*
 - The development is premature pending the completion of the northern link road and proper flood defences. *Planning Authority Comment - Noted.*
 - ARUP Report – incorrect assumptions with regard to travel times at peak hours and not a true reflection of the existing situation. *Planning Authority Comment - Noted.*
 - Health and safety concerns with regard to St. Patrick’s Girls and boys schools on the Dublin Road. *Planning Authority Comment - Noted.*
 - A number of things should be improved along the route – lighting, paving etc - *Planning Authority Comment - Noted.*
 - Reasonable access to the school will be effected - *Planning Authority Comment - Noted.*
 - Cycling is not permitted by the school due to the dangerous nature of the Dublin Road - *Planning Authority Comment - Noted.*
 - Effect parent and student body through traffic congestion - *Planning Authority Comment - Noted.*
 - Proper consultation process needed - *Planning Authority Comment - Noted.*
-

Location of Site & Inspection Photographs:





5.0 Applicant's response to submission/s

The Applicant Limerick Smarter Travel was requested to address the issues raised in Section 4.0 of this Report. This was done so in a Report received on the 9th of April by the Planning Authority. As per Section 3 of this report the Applicant has now proposed to amend the proposal as follows:

Modified Design:

Design Approach and Methodology

A modified design has been produced by Mouchel and ARUP Consulting Engineers for Park Bridge which includes a Road Safety Audit Stage 1 carried out on 23rd February 2015.

The designs have been prepared with reference to relevant guidance documents, including the following:

- Design Manual for Urban Roads and Streets (DMURS) issued by the DTTAS and the Department for Environment, Community and Local Government (2013);
- Traffic Signs Manual, issued by the Department of Transport (2010);
- Traffic Management Guidelines, issued by the Department of Transport, the Dublin Transportation Office, and the Department of the Environment and Local Government (2003); and
- National Cycle Manual, published by the National Transport Authority (2011).

These proposed measures are detailed further in the following sections and should be read in accordance with Drawing No. 1057401-001-017 and Drawing No. c-1400-001.

Preferred Option - Option 6: Traffic Signals at the Junction of Park Road, Canal Bank

Road and the Towpath

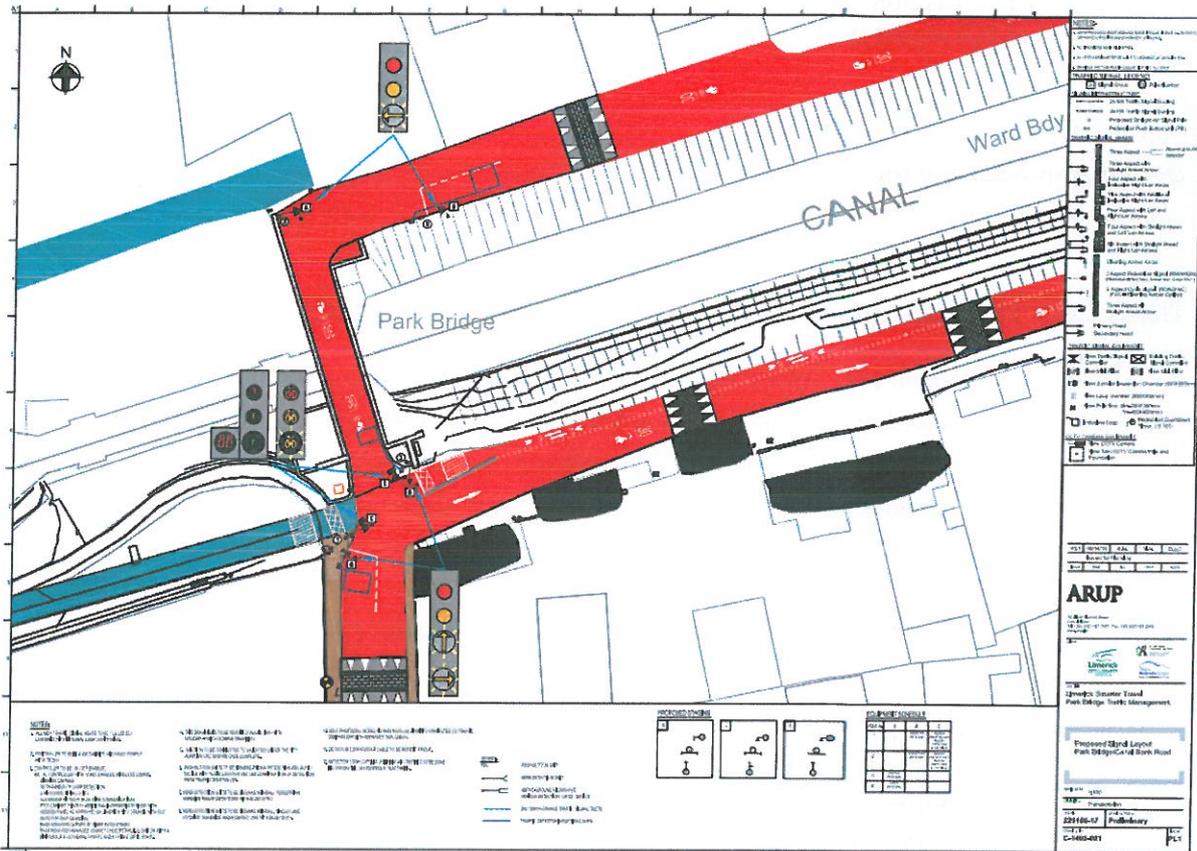
Limerick Smarter Travel and design consultants (Mouchel and ARUP Consulting Engineers) examined the possibility of other design options for an acceptable proposal which would not only meet the objectives of Limerick Smarter Travel, mitigate existing road safety conflict zones and improve safety but also meet the needs of local residents, community groups and commuters. LST identified five conflict zones within the site location which would define what design would be acceptable in overcoming all conflict points. Six options were considered during this process with a final option (Option 6) meeting the objectives of the Limerick Smarter Travel Project, approval by the Consulting Engineers but also taking into account concerns raised by the public. (All six options considered are displayed in Section 2.4 of this document).

Traffic Signals at Park Bridge

Option 6 includes traffic signals at Park Bridge to control the movement of vehicles travelling in opposite directions over the bridge. As the narrow width of the bridge cannot accommodate two opposing vehicles, the traffic lights will only allow one movement at a time to avoid the risk of two opposing vehicles arriving on the bridge at the same time. This means that both the northbound and southbound traffic across the bridge will be controlled by two separate phases. A form of detection will be installed on the bridge to ensure that the subsequent traffic phase cannot be activated until all traffic from the previous traffic phase has cleared the bridge.

Because of the proposed movement options and indeed proposed restrictions on both sides of the bridge, the use of green arrows was required to control vehicular traffic approaching the proposed shared surface, including the bridge. Due to concerns over how the green arrows would be

interpreted by motorists, it was considered that the use of flashing amber arrows instead of green arrows would introduce a necessary case of vigilance on the part of the motorists. Flashing amber arrows indicate that the motorists must yield to conflicting traffic movements including pedestrians and cyclists and may only proceed if safe to do so. It was agreed that the flashing amber arrows would oblige all motorists to proceed with caution, reducing the risk to vulnerable road users such as pedestrians and cyclists who may be using the shared space and the bridge.

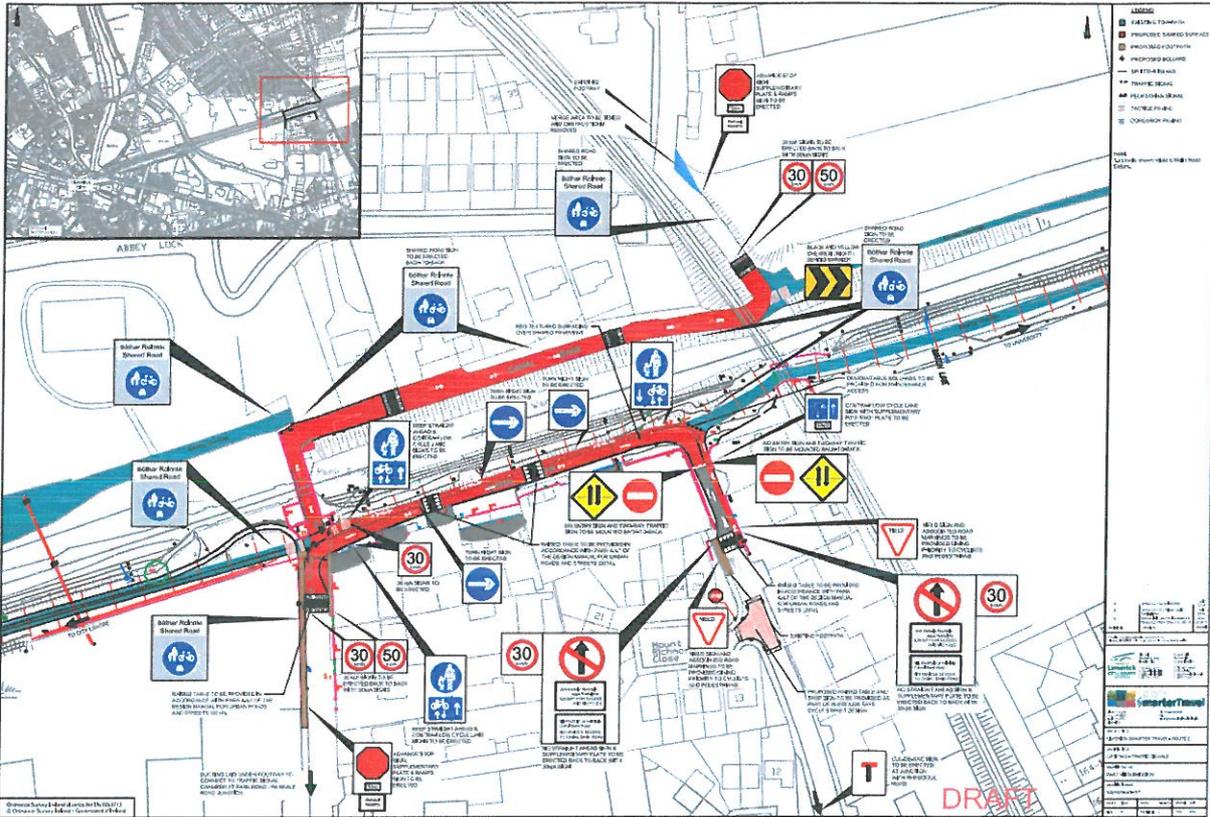


Drawing No. C-1400-001 Proposed Signal Layout (ARUP Consulting Engineers)

After considering flashing amber arrows instead of green arrows was the preferred option, it was noted that the Chapter 9 of the Traffic Signs Manual only provides for right and left turning flashing amber arrows, i.e. it made no provision for allowing a vertical-facing flashing amber arrow for straight on movement. However, further investigation of the current Statutory Instruments of the Roads Traffic Regulations indicates that there is no specific prohibition that directly prohibits the use of the vertical facing flashing amber arrow. This matter was discussed with the Department of Transport Tourism and Sport (DTTAS) and the DTTAS has no objection to proceeding with a vertical facing flashing amber arrow.

As mentioned above, the Limerick Smarter Travel – Route 2 scheme is a strategic flagship route between the City Centre and the University of Limerick, which passes Park Bridge to the south at the junction of Park Road and Canal Bank Walk. It is anticipated that the upgrading of the towpath will result in an increase in pedestrian and cyclist traffic in the vicinity of Park Bridge. To account for this, the east-west and west-east movement on Route 2 across the southern landing of the bridge is to be controlled with a Toucan Crossing for pedestrians and cyclists.

Notwithstanding the above, all other pedestrian and cyclist movement across the bridge and also all other approaches to the bridge are to continue as per the current arrangement, i.e. pedestrians and cyclists will travel uncontrolled with all other traffic. The introduction of the shared space concept on the bridge as well as the proposed static signage on all approaches will ensure that all road users are aware of the shared nature of the bridge and its environs and will proceed with due care and caution.



Drawing No. 1057401-001-017 Option 6 – Flashing Amber Traffic Signals (Mouchel)

Existing Road Safety Conflict Zones

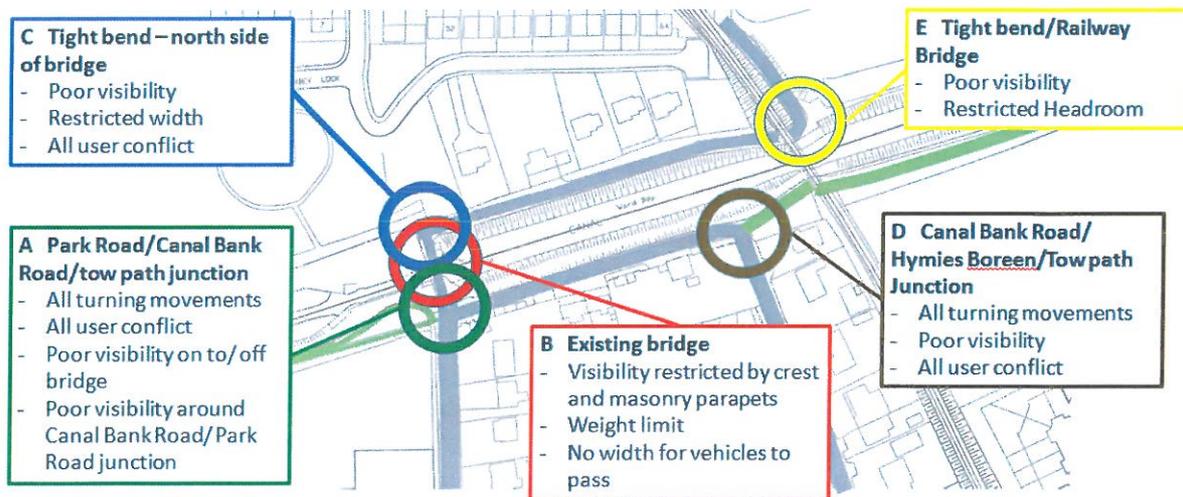


Figure 1 – Conflict Zones within Site Location

Shared Surface

The proposals allow for making the paved areas defined by Canal Bank Road, the Canal Bridge and Canal Bank (north side of canal) and their immediate approaches as a Shared Road with the only defined space for different types of user being along Canal Bank Road. The shared surface is defined by providing a red surface finish to the pavement, a reduced speed limit of 30kmh, advance and repeater signage and road markings. Raised tabletops are also provided on the approaches to the Shared Road and at intervals along the Shared Road to deter inappropriate vehicle speed.

Park Road

A raised tabletop will be installed at the approach to the junction with Canal Bank Road which will delineate the start of the shared road. This will also be the commencement of the 30kmh speed limit. The edge of carriageway on the approach to the bridge and as it intercepts with the towpath will be delineated by paving surface and road markings to provide deflection for vehicles travelling across the bridge which will aid in maintaining lower speeds within the shared road.

Canal Bridge

The bridge surface will have road marking symbols on the approach surface to indicate the speed limit and the shared use.

Canal Bank and Lower Park

The shared road runs along the length of the Northside of the Canal bank on Lower Park Road and under the railway bridge and stops approximately 30m from the corner on Lower Park. A raised table top (traffic calming measure) will be provided at the Lower Park approach to the shared road and a further two raised tabletops will be located on Canal Bank to deter inappropriate speed.

There is an obstruction (remnants of a masonry wall and pillar) within the verge of Lower Park at the sharp bend approximately 40m from the start of the shared road which is a hazard to vehicles. It is proposed to remove this obstruction and reinstate the verge.

Canal Bank Road

Canal Bank Road is to be made a 1-way road for eastbound vehicles only. As this is also the towpath and cycle route it is, after the Park Road junction crossing point, identified as the section of the shared road with the greatest interaction between all road users. As such the following features are to be installed:

- To permit westbound cyclists/pedestrians to use this section of road a defined shared walkway/cycleway is required and this is delineated alongside the canal. This walkway/cycleway will be delineated as a 2-way walkway/cycleway.
- Delineation of the paved area will be provided along the whole length of the road in the form of road markings; two linear broken white lines with diagonal hatching and also transverse raised rib markings.
- Signage identifying the intended use of the shared road by cyclists, vehicles and pedestrians.
- Installation of a 20m long narrow kerbed island at the west end of the road to delineate between the road and the dwell area for the footway/cycleway.
- Installation of Corduroy and Blister paving on the approach to the stop line for the traffic signals.
- At the east end of Canal Bank Road, demountable bollards will be installed across the towpath.

Hymee's Boreen

Hymee's Boreen is to be made a 1-way southbound road for a short length of 10m at its northern end. This makes the road a cul-de-sac when approached from Rebogue Road (see also 3.2.10 below). Features to be installed are:

- Maintaining vehicular access to all properties on the road from both directions.
- Provide a delineated cycleway northbound along the short length of 1-way road.
- Provide a raised platform north of Mount Richmond Close.

- Signage and road markings to delineate the change from 1-way to 2-way vehicular use.

Canal Towpath

The towpath currently has a barrier and gateway system installed immediately west of its junction with Park Road. This feature will be relocated approximately 10m further west along the towpath to provide an appropriate size of dwell area for pedestrians and cyclists to wait during the phases of the traffic signals. Both Corduroy and Blister surface paving will be provided to inform users of the stop line ahead and to assist the visually impaired users.

Road Signs, Road Markings and Street Lighting

The design includes appropriate signage and road markings as required, and with reference to the Traffic Signs Manual. The proposed signage is shown in Drawing No. 1057401-001-017 provided in the Appendix A.

In addition to the signage installed within the shared road area, advance signs will be installed on the approaches on Park Road and Lower Park to indicate the shared road, the 30kmh speed limit and the ramps. The detailed design of the road signs will rationalise the positions and numbers of posts required to avoid undue clutter along the roadside verges and footways.

The shared road is currently lit and it is not proposed to provide additional lighting.

Off-site works

There are limited off site works, primarily at the Rebogue Road/Hymee's Boreen junction where signage is to be installed indicating that there is no vehicular access to Canal Bank Road. This scheme overlaps with the Rhebogue Neighbourhood Greenway Route (LST Previous Part 8) at this location and liaison will continue regarding the locations of signs.

6.0 Action taken by Local Authority

It is proposed to proceed with the development in accordance with the information submitted on file dated the 28th of August, 2014 and the 9th of April, 2015 and the details and specifications contained in this report.

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 28/08/14 and the additional information submitted 09/04/15.

Reason - In order to clarify the development to which this permission applies.