

**PLANNING REPORT IN ACCORDANCE WITH
SECTION 179 3(a) OF THE PLANNING AND
DEVELOPMENT ACT 2000 (as amended).**

Re: Proposed traffic calming measures for Rathkeale town. the proposed works include: 1. Build outs in strategic locations, 2. Construction of raised table tops, 3. Construction of speed ramps, 4. Footpath and drainage works, 5. Associated signage and bollards.

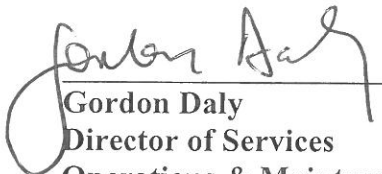
Planning Reference No. 17-8010



**Donogh O'Donoghue
A/Senior Executive Planner**



**Stephane Duclot
A/Senior Planner**



**Gordon Daly
Director of Services
Operations & Maintenance Services**

Pursuant to Section 179 3(a) of the Planning & Development Act 2000, as amended, 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 Section 5 of this report



**Conn Murray
Chief Executive
Limerick City and County Council**

Date: November 2017

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1.0 Foreword

This planning report has been prepared pursuant to Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended).

2.0 Description of the nature and extent of the proposed development

The proposed project is for the construction of traffic calming measures in Rathkeale Town with the aim of improving traffic safety for vehicular and pedestrian traffic throughout the town. The proposed development includes:

- Build outs in Strategic Locations
- Construction of raised table tops
- Construction of speed ramps
- Footpaths and Drainage works
- Associated signage and bollards

The plans and particulars went on public display from 29th September 2017 to 27st October 2017. Submissions and observations had to be submitted by Friday 10th November 2017.

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

It is considered that the proposed improvements will have a positive effect in the area; the proposal will provide traffic calming and improved pedestrian infrastructure. It is envisaged that the works will slow down traffic speeds in Rathkeale Town Centre and they will enhance both vehicular and pedestrian safety. It is considered that no implications arise on the proper planning and sustainable development of the area.

The Limerick County Development Plan 2012 – 2016 sets out the following with respect to development of the road network and use

Policy IN P3: Land Use planning and accessibility

It is policy of the Council to ensure that considerations of accessibility and mobility are properly incorporated into the assessment and planning of land uses and services, and that land uses are connected to good quality transportation infrastructure.

Objective IN O8: Cycle and pedestrian facilities

It is an objective of the Council to encourage the successful incorporation of safe and efficient cycle and pedestrian facilities, and accessible cycleways, footpaths and pedestrian routes into the design schemes for residential, educational, employment,

and recreational developments. Consideration will be given in these schemes to existing or proposed routes where applicable.

Policy IN P7: Road Safety and Capacity

To seek the improvement of road safety and capacity throughout the County, through minimising existing traffic hazards, preventing the creation of additional or new traffic hazards in the road network and securing appropriate signage.

Objective COM O29: Proposed Developments and Design Considerations

It is the objective of the Council to:

- a) Encourage the successful incorporation of safe and efficient cycle ways, accessible footpaths, and pedestrian routes, and general cycling facilities into the design schemes for town centres/neighbourhood centres, residential, educational, employment, recreational developments and other uses. (Refer to Development Management Guidelines)
- b) Provide cycle ways, where appropriate, as part of all road improvement / redesign schemes ensuring, where possible, that cycle ways and footpaths are effectively separated from major vehicular carriageways,
- c) Prioritise the movement of pedestrians and cyclists in proximity to public transport nodes.
- d) Require planning applications for residential, commercial, retail, community, educational and industrial developments to demonstrate the proposal's accessibility for pedestrians and cyclists.
- e) Seek provision of appropriate, well-designed pedestrian ways for residential development proposals to link with amenities and facilities. Such proposals shall adhere to the Guidelines on Sustainable Residential Development in Urban Areas and Urban Design Manual (DEHLG May 2009)

Objective IN O8: Cycle and pedestrian facilities

It is an objective of the Council to encourage the successful incorporation of safe and efficient cycle and pedestrian facilities, and accessible cycleways, footpaths and pedestrian routes into the design schemes for residential, educational, employment, and recreational developments. Consideration will be given in these schemes to existing or proposed routes where applicable.

Rathkeale Local Area Plan 2012-2018, as extended until 2022 sets out the following:

Policy T1 It is the policy of the Council to improve accessibility; reduce dependence on private car transport and encourage the use of energy efficient forms of transport and alternatives to the private car.

Policy T2: It is the policy of the Council to ensure that all proposals shall comply with the policies, objectives and development management standards of the Limerick County Development Plan, 2010 – 2016 as varied, in relation to transport and infrastructure and the objectives outlined below.

Objective T3: Network of pedestrian and cycle facilities

It is an objective of the Council to encourage walking and cycling as more convenient, popular and safe methods of movement in Rathkeale, and facilitate the provision of an attractive and coherent network of off-road footpaths and cycle facilities. This will be achieved by:

- (a) Secure cycle parking facilities will be sought at appropriate locations as opportunities arise.
- (b) Combined off-road footpath and cycleway links will be encouraged along the proposed distributor road and along the Deel river
- (c) A pedestrian/cycle network will be encouraged where identified in Appendix 1, map 2 linking existing and proposed residential areas to each other and to amenity areas and to provide connections to the town centre.

3.2 Habitats Directive Project Screening Assessment

| | |
|---|---|
| Construction Phase: N/A Are effects significant? N/A Are substantial works required: No Are effects significant? No Operating phase effects: Are effects significant? No | Ex-situ effects: Are effects significant? No Run-off: Are effects significant? No Abstraction: Are effects significant? No Displacement: Are effects significant? No |
|---|---|

Identification of Natura 2000 sites which may be impacted by the proposed development

| | | | |
|---|--|--|----|
| 1 | Impacts on designated rivers, streams, lakes and fresh water dependant habitats and species e.g. bogs or otters -see abstraction/run off etc above. | <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> | No |
| 2 | Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above. | <i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i> | No |

| | | | |
|---|---|---|----|
| 3 | Impacts on designated marine habitats and species. | <i>Is the development located within marine or intertidal areas or within 5 km of an SAC site whose qualifying habitats or species include the following habitats: Salmonid, Lamprey Mudflats, Sandflats, Saltmarsh, Shingle, Reefs, Sea Cliffs</i> | No |
| 4 | Impacts on birds in SPAs- | <i>Is the development within 1km of a Special Protection Area</i> | No |
| 5 | Cumulative effects | 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: | No |

Conclusion

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 (as amended). 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.

3.2. Land Acquisition:

City+

All lands required for the scheme are in the control of Limerick County Council.

3.3 Conclusion

The proposed development is considered to be acceptable in principle and would offer a positive asset to the County.

4.0 Submissions with respect to the proposed development

A total of 14 written submissions/observations were received and are listed below:

| LIST OF SUBMISSIONS RECEIVED | | |
|------------------------------|--|---------------|
| Submission Ref. | Submitted By | Date Received |
| No. 1 | The Beehive - Meabh O'Kelly | 13/10/2017 |
| No. 2 | Patrick & Agnes Geoghegan | 19/10/2017 |
| No. 3 | Tom White, Whites Foodstore & Texaco Filling Station | 19/10/2017 |
| No. 4 | Holy Trinity Church - Rev Cannon Patrick Comerford & Susan Shorten | 20/10/2017 |
| No. 5 | Nina & Kenny Gonzalez | 20/10/2017 |
| No. 6 | Rathkeale No.2 Green Schools' Committee | 20/10/2017 |
| No. 7 | Rathkeale No.2 NS Rev Cannon Patrick Comerford & Niall West | 20/10/2017 |
| No. 8 | Alison Geoghegan | 23/10/2017 |
| No. 9 | Linda O'Donovan | 23/10/2017 |
| No. 10 | Christina Supple | 25/10/2017 |
| No. 11 | Rathkeale Community Council - Pat Neville | 10/11/2017 |
| No. 12 | Stephen Keary Elected Member, Limerick City & County Council | 10/11/2017 |
| No. 13 | Rathkeale Pre-School Cohesion Project - David Breen | 10/11/2017 |
| No. 14 | St Joseph's Boys' National School & St. Anne's Primary School | 10/11/2017 |

SUB (1) The Beehive- Maeve Kelly -

Submission description

The Beehive Rathkeale Community Childcare Ltd. is a busy crèche with after school care. In the afternoon they have four school collections, one being the Rathkeale No.2 NS. In accordance with their Route Risk Assessments they cross the road at the No.2 NS as this location has the best visibility and the foot path on the school side terminates before the bridge, a less safe location to cross the road. The existing signage is inadequate and the footpaths are poor quality. There is a pedestrian crossing at St. Anne's Primary School and one should also be provided here at the Rathkeale No.2 School.

The crèche facility is adjacent to Well Lane with the playground located inside the boundary wall. Concern for the safety of the children in the event of an accident on Well Lane due to speeding traffic. traffic calming measure be installed on Well Lane as a matter of urgency.

Operations & Maintenance Services Comments:

At the Adare Rathkeale District Meeting held on 10th October, 2017, on the proposal of Cllr Adam Teskey, seconded by Cllr Kevin Sheahan, it was agreed that 'this local authority consider a pedestrian crossing to facilitate the students at Rathkeale No2

National School at Church Street, Rathkeale and upgrading of relevant road markings to identify the school for the mainstream traffic that enter and leave the town at this point’.

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (2) Patrick & Agnes Geoghegan

Submission description

They have lived on Church Street for over 51 years and that it is a busy road for traffic entering the town. There is a need for a speed ramp and pedestrian crossing on Church Street to facilitate pedestrians including school children.

They request the provision of a footbridge over the river Deel as the existing bridge is too narrow for the size of vehicles using it. A pedestrian bridge would also enhance access to the Sli na Slainte and Greenway.

The footpaths on Church Street are in a poor condition and have requested numerous times to have them repaired.

Finally they note that there are issues with littering and dog fouling along Church Street and that the provision of litter bins and signage would be of benefit.

Operations & Maintenance Services Comments:

It is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

The other issues raised in the submission do not form part of this current Part 8 proposal but are noted.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (3) Tom White, Whites Foodstore & Texaco Filling Station

Submission description

Welcomes the proposal for traffic calming measures in Rathkeale Town but not in agreement with the location of Table Top Ramp 1 (TT1). Concern this ramp and built-outs would impede delivery trucks accessing and egressing his premises. He considers that three ramps are not necessary along 500m of New Line Road while there is no proposal for a ramp at the Secondary School on the Ballingarry Road.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate two of the Table Top Ramps along New Line Road. Table Top Ramp 1 (TT1) will be relocated to the Ballingarry side (South Eastern) of the entrance to the Secondary School on the Ballingarry Road. Table Top 2 will be relocated to the Ballingarry side (Eastern) of the junction between Well Lane and the Ballingarry Rd (R518). It is also proposed to install a pedestrian crossing as part of this Table Top Ramp to facilitate children walking to and from the secondary school.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (4) Holy Trinity Church - Rev Cannon Patrick Comerford & Susan Shorten

Church Street is a busy road leading to Rathkeale Town with traffic travelling at high speed. They have two main areas of concern;

The first is for the safety of children crossing the road to get to and from the Rathkeale No2 NS. They state that children have to cross the road as the footpath only extends a few hundred meters on either side of the school. Pedestrians crossing the road for Church Services is also an issue.

The second issue is the poor condition of the existing footpaths along Church Street as this is part of the Sli na Slainte for Rathkeale and that the whole community would benefit if they were upgraded.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

The other issue, regarding the condition of the footpaths on Church Street, raised in the submission does not form part of this current Part 8 proposal but is noted.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (5) Nina & Kenny Gonzalez

Submission description

Concern regarding the absence of any proposal to provide traffic calming measures or a pedestrian crossing on Church Street. They state that they no longer cycle to or from the school as they consider it too dangerous following incidents with cars passing too fast and too close.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school. This should reduce traffic speed near the school and make it safer for cyclists also.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (6) Rathkeale No.2 Green Schools Committee

Submission description

Submission made on behalf of all the children attending the Rathkeale No.2 School. They stated that they were disappointed to see that there were no plans to provide a speed ramp or pedestrian crossing on Church Street. In 2013 they carried out an audit as part of the Green Schools Travel theme. They identified a number of issues including traffic speed, footpath condition, dog fouling and the lack of a pedestrian crossing. Unfortunately they did not get a response from the council on these issues. They make regular trips to the library and that some students walk home from school or to the crèche and all are required to cross the road.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school. The other issues raised in

the submission , regarding footpath condition and dog fouling, do not form part of this current Part 8 proposal but are noted.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (7) Rathkeale No.2 NS - Rev Cannon Patrick Comerford & Niall West.

Submission description

Church Street is a busy street with fast moving traffic. They noted that there is no safe place to cross the road and that previously erected warning lights appear ineffective as the road widens at the school. They had 3 issues they wanted to highlight; firstly, they noted that a lot of children attend the school for early morning care, many students attend the crèche for after school care and extracurricular workshops cater for children from a wider area. They feel that a pedestrian crossing as per the one installed at St Anne's school would reduce the risk of an incident for children crossing the road. Secondly, they sought the provision of road markings at the school main entrance to prevent cars stopping at the entrance and blocking the view of children coming to and from school. Finally, they raised the issue of the possibility of upgrading the footpaths on Church Street as it is part of the SLi na Slainte and would benefit the whole community.

Operations & Maintenance Services Comments:

Firstly having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

Secondly, as part of the Table Top Ramp and Pedestrian Crossing, road markings will be provided to prevent parking in the vicinity of the crossing.

The third issue raised in the submission does not form part of this current Part 8 proposal but is noted.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (8) Alison Geoghegan

Submission description

Church Street is a busy road and she is concerned that there is no safe place to cross the road. Her children sometimes walk to their grandparents' house or the crèche after school, and while there is a footpath on both sides of the street, it is in poor condition

and the children are required to cross the road and currently there is no safe place to do so. She also pointed out that the existing school warning lights appear ineffective and that the Rathkeale No.2 School was the only school without a safe crossing for children.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (9) Linda O'Donovan

Submission description

Linda O'Donovan noted that the current proposal has no plans for traffic calming measures on Church Street despite the issue being raised at the September Municipal District meeting of the City & County Council. She has been concerned for many years with the speed of traffic passing the school and that footpaths in the area are "not quite fit for purpose". She feels that a pedestrian crossing would benefit all but in particular the children attending the Rathkeale No.2 School.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

The footpath issue raised in the submission does not form part of this current Part 8 proposal but is noted.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (10) Christina Supple

Submission description

Christina Supple stated that she has been living in Rathkeale for the past 11 years and has a child attending the Rathkeale No.2 School on Church Street. She is concerned

that there is no pedestrian crossing at the school that is located on a bust road leading into Rathkeale town.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (11) Rathkeale Community Council - Pat Neville

Submission description

The community council noted the traffic calming proposals for Rathkeale town and stated that they strenuously objected on 3 points. Firstly, the table top ramps at the junction of New Road and Main Street is unwarranted, a danger to traffic and would hinder large vehicles turning at the junction. Secondly, traffic calming close to the junction with Main Street and Well Lane is dangerous for vehicles turning left onto Well lane. Thirdly, there is no issue with speeding traffic on Main Street and the council should concentrate on proposals on other areas of the town. The community council also made four observations that are summarised as follows.

1. No proposals for traffic calming measures on Church Street.
2. It would be beneficial to consider the realignment of the New Road and New Line through the Mart grounds.
3. A permanent traffic management system should be considered for Rathkeale town.
4. A traffic warden would help reduce delays and disruption caused by inappropriate parking.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate one of the Table Top Ramps from the junction of Main Street and Well Lane to Church Street in the vicinity of the Rathkeale No.2 NS.

The other issues raised in the submission relating to road realignment, traffic management systems and traffic wardens do not form part of this current Part 8 proposal but are noted

Planning Departments Comments:

The Planning Authority notes the above.

SUB (12) Stephen Keary Elected Member, Limerick City & County Council

Submission description

Welcomed the proposal for the traffic calming measures for the town. However, he considers that speed ramps are required at three additional locations; Old Limerick Rd at Roche's Garage, the Old Newcastle West Rd at Rathkeale No.2 School and the Ballingarry Road near Cois Deel Estate. He also noted that a pedestrian crossing at the Rathkeale No.2 School would be beneficial. He is aware of the budgetary constraints and noted that if the additional measures are approved at this stage they could be installed at a later date when funding is available.

Operations & Maintenance Services Comments:

Having considered this and other submissions, it is proposed to relocate two of the Table Top Ramps along New Line Road. Table Top Ramp 1 (TT1) will be relocated to the Ballingarry side (South Eastern) of the entrance to the Secondary School on the Ballingarry Road. TT2 will be relocated to the Ballingarry side (Eastern) of the junction between Well Lane and the Ballingarry Rd (R518). It is also proposed to install a pedestrian crossing as part of this Table Top Ramp to facilitate children walking to and from the secondary school.

It is also proposed to relocate one of the Table Top Ramps from Main Street to Church Street in the vicinity of the Rathkeale No.2 NS. It is also proposed to install a pedestrian crossing as part of the Table Top Ramp to facilitate children walking to and from the school.

The current proposals for the Old Limerick road are considered adequate at this stage.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (13) Rathkeale Pre-School Cohesion Project - David Breen

Submission description

The management committee of Rathkeale Pre-School Cohesion Project wished to communicate their support for the proposed traffic calming measures. They recognise the challenges that exist in the town regarding traffic and are hopeful that the measures proposed will contribute to the safety of residents and visitors of the town.

Operations & Maintenance Services Comments:

Noted

Planning Departments Comments:

The Planning Authority notes the above.

SUB (14) St Joseph's Boys' National School & St. Anne's Primary School

Submission description

The boards of Management of the two schools welcomed the efforts to make the town a safer place to live and work. They noted that they had a previous meeting with the council regarding traffic calming and traffic management near the schools on Thomas Street and New Rd. At that meeting it was agreed to install a pedestrian crossing on New Road and two speed ramps on Thomas Street. They had hoped these speed ramps would have been Table Top Ramps as they would have a greater effect on slowing high powered vehicles using Thomas Street.

They welcomed the proposal to extend the footpath at the top of Thomas Street. However, they fear that Thomas Street and Fairhill will become a “rat run” once the ramps are installed on Main Street.

They made two proposals. Firstly, that at least one of the ramps on Thomas Street be made into a Table Top Ramp and secondly, that speed ramps be installed on the Fairhill Rd from 1 St. Mary’s Terrace to the junction with Roche’s Road.

Operations & Maintenance Services Comments:

It is proposed to relocate one of the Table Top Ramps on Main Street to Church Street and from New Line Rd to further out the Ballingarry Rd. This will result in there being two speed ramps on each of; Main Street, Thomas Street, Well Lane and New Line Road. This should prevent the formation of a “rat run” to avoid the ramps.

Unfortunately, there is little difference in the impact of Table Top Ramps to Round Top Ramps on large 4X4 vehicles designed for rough terrain. There are restrictions on the size of ramps that can be installed to cater for all road users.

Traffic calming measures are not being proposed at this stage for Fairhill but may be considered at a later stage if the current proposals prove successful.

Planning Departments Comments:

The Planning Authority notes the above.

5.0 Action taken by Local Authority

It is proposed to proceed with the development in accordance with the drawing submitted 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 29/09/2017 and the report received by the Planning Authority on 13/11/17, except as may otherwise be required in order to comply with the following conditions.
Reason - In order to clarify the development to which this permission applies.

