

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

**Re:           Permission for the following:**

- (i) Reduction in the width of 2 no traffic lanes on O'Connell Street between Denmark Street and Cecil Street to a maximum of 3.0m each, and subsequent increase in footpath widths.
- (ii) Replacement of one of the two southbound vehicular lanes on O'Connell Street with a southbound bus lane between William Street and Cecil Street.
- (iii) Introduction of a shared surface, where the footpath and the carriageway will be at the same level, on O'Connell Street from the north of Denmark Street to the South of Roches Street. A shared surface is also proposed outside the proposed International Rugby Experience museum just North of Cecil Street.
- (iv) Conversion of all junctions within the proposed development boundary to raised table junctions, which will act as traffic calming measures.
- (v) Relocation of parking and other kerbside vehicular spaces from O'Connell Street to adjacent side street. This space will be adapted to provide wider footpaths and additional pedestrian areas to facilitate people gathering, on street trading, and "spill out zones" from shops and cafes on the street.
- (vi) Provision of street furniture on O'Connell Street including seating areas, trees, planting, bicycle stands and lighting, as well as features such as sculptures, pedestrian plazas and water installations.

**At:**           O'Connell Street, Limerick.

**Planning Reference No. 19/8006**

  
**Darragh Ryan**

**Assistant Planner**



**Stephane Duclot**  
**A/Senior Planner**



**Kieran Lehane**  
**Director of Services**  
**Service Operations Directorate**

**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.**

  
**Pat Daly**  
**Chief Executive**  
**Limerick City & County Council**

**Date:** 10 Sept 2019

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## **1.0 Foreword**

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

## **2.0 Description of the nature and extent of the proposed development**

The proposed works will be carried out at O'Connell Street, Limerick.

**Under this planning application the Applicant, Physical Development Directorate, Limerick City & County Council proposes the following:**

- i. Reduction in the width of 2 no traffic lanes on O'Connell Street between Denmark Street and Cecil Street to a maximum of 3.0m each, and subsequent increase in footpath widths.
- ii. Replacement of one of the two southbound vehicular lanes on O'Connell Street with a southbound bus lane between William Street and Cecil Street.
- iii. Introduction of a shared surface, where the footpath and the carriageway will be at the same level, on O'Connell Street from the north of Denmark Street to the South of Roches Street. A shared surface is also proposed outside the proposed International Rugby Experience museum just North of Cecil Street.
- iv. Conversion of all junctions within the proposed development boundary to raised table junctions, which will act as traffic calming measures.
- v. Relocation of parking and other kerbside vehicular spaces from O'Connell Street to adjacent side street. This space will be adapted to provide wider footpaths and additional pedestrian areas to facilitate people gathering, on street trading, and "spill out zones" from shops and cafes on the street.
- vi. Provision of street furniture on O'Connell Street including seating areas, trees, planting, bicycle stands and lighting, as well as features such as sculptures, pedestrian plazas and water installations.

**The plans and particulars went on public display from 26th of July, 2019 to 23<sup>rd</sup> August 2019. Submissions and observations had to be submitted by 6<sup>th</sup> of September 2019.**

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**Plate 1: Site Layout**

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

#### **Limerick City Development Plan 2010 – 2016\***

The City Development sets out the following with respect to acceptable development in the location in question:

- Land Use Zoning Map – the site is identified for City Centre – Mixed Use

#### **City Centre**

The City Centre is the key driver of economic activity in the Region. The City Centre is the focus for retail, cultural and commercial activity and has the potential for significant expansion and intensification while recognising the need to respect the existing intrinsic historic character of the area in facilitating new development.

The City Centre has seen significant development over the last 10 years. The City Council has begun an ambitious programme of works targeted at improving the attractiveness of the City Centre which includes; the pedestrianisation of the central core, a riverside improvement strategy, and the introduction of an inner orbital route which combined with green routes will facilitate easier access to the centre. The 2030 Economic and Spatial Plan for Limerick sets out the medium and long term strategy for the development of the City - see chapter 3.

#### **Policy EDS.2**

*It is the policy of Limerick City Council to facilitate the sustainable redevelopment of sites identified in the 2030 Economic and Spatial Plan for Limerick.*

#### **City Centre Transformational Projects**

Seven Transformational large scale projects have been identified as follows:

1. A 'World Class' Waterfront – a renaissance of Limerick's entire Waterfront;
2. The 'Limerick Cultural Centre' – an iconic destination building on the Waterfront;
3. 'Great streets' – a transformation of the City's three main streets – O'Connell Street, Catherine Street and Henry Street;
4. A new City Square/Plaza – to define the focal point or 'heart' of the City Centre;
5. A City Centre higher education campus - the creation of a multi-versity combining facilities from Limerick Institute of Technology, University of Limerick and Mary Immaculate College in the heart of the City Centre;
6. Renewal of the Georgian Quarter – a concentrated programme to restore the Georgian part of the City to its former glory; and
7. Colbert Station renewal – a new public transport interchange and enhanced station environment.

#### **Policy CC.1 Limerick 2030**

*It is the policy of Limerick City and County Council to secure the goals and objectives set out in Limerick 2030 – An Economic and Spatial Plan.*

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

## **Limerick 2030 Economic and Spatial Plan for Limerick, (Variation 4, January 2015)**

### **Vision for the City Centre identifies the following key objectives for the City Centre**

1. To establish a 21st Century City Centre economy capable of competing with other European cities and leading the wider City, Metropolitan Area and City-Region economy;
2. To reposition the City Centre as the premier regional shopping destination;
3. To establish a unique tourism offer that takes full advantage of the City Centre's special heritage and environmental characteristics;
4. To make the City Centre once again a desirable place to live by improving the quality of the housing offer in the City Centre;
5. To create a high quality and safe urban environment attractive to investors, employers, residents and tourists which generates a sense of pride in the City;
6. To build upon the City Centre's rich historic character by fully capturing this rich heritage, protecting and enhancing it where appropriate and complementing it with world class design for any new development;
7. To create quality strategic gateways to the City Centre, thereby making it a welcoming experience for visitors;
8. To attract and retain young people by providing learning opportunities through the cooperation of the University of Limerick, Limerick Institute of Technology and Mary Immaculate College, in providing teaching and residential accommodation in the heart of the City Centre.

### **City Centre Transformational Projects – as identified within Limerick 2030 Plan**

- *Great streets' – a transformation of the City's three main streets – O'Connell Street, Catherine Street and Henry Street;*

### **Public Realm Investment should seek to identify the following as essential to Public Realm Investment**

- *Put pedestrians first throughout the City Centre – wider pavements, wider crossing points, etc;*
- *Remove as much extraneous car traffic from the City Centre as possible; • Improved management of on-street parking;*
- *Remove one-way traffic where possible, but especially on Henry Street and Lower Mallow Street;*
- *Reduce the impact of car traffic along the Quays;*
- *Enable the creation of a new City Square or Plaza in the vicinity of Arthur's Quay and Cruises Street;*
- *Manage the traffic flows on O'Connell Street and accommodate the new City Square;*
- *Adopt the 'smarter travel' principles that have been formulated for the City Centre;*
- *Accommodate a new/improved connection between the City Centre and the University of Limerick campus for pedestrians, cyclists and public transport users; • Reduce the dominance of over-sized road signs across the City; Limerick 2030 An Economic and Spatial Plan for Limerick*
- *Adopt a coherent pedestrian signing and way-finding system for the City Centre;*
- *Create the conditions where Limerick City gains a reputation as a safe and easy place for pedestrians to use and as a green transport City*

In rethinking the City Centre Movement Strategy the following objectives are to be considered:

- *Putting the pedestrian first throughout the City Centre with wider pavements, wider crossing points, etc*
- *Removing as much extraneous car traffic from the City Centre as possible;*
- *Reducing and strictly managing on-street parking;*
- *Removing one-way traffic where possible, but especially on Henry Street and Lower Mallow Street; • Creating a new City Centre Square or Plaza at the redeveloped Arthur's Quay shopping centre and on Cruises Street;*
- *Reducing the traffic flows on O'Connell Street;*
- *Adopting the 'Smarter Travel' principles that have been formulated for the City Centre;*
- *Providing a new car park at Colbert Station;*
- *Reducing the dominance of over-sized vehicular signs across the City.*

### **3.1 Habitats Directive Project Screening Assessment**

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

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

<b>1</b>	<b>Impacts on designated rivers, streams, lakes and fresh water dependant habitats and species e.g. bogs or otters -see abstraction/run off etc above.</b>	<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>  Name of sites: <i>Lower river Shannon Sac site.</i>	<b>Yes</b>
<b>2</b>	<b>Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above.</b>	<i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i>	<b>Yes</b>

		Name of site: <i>Lower river Shannon Sac site</i>	
<b>3</b>	<b>Impacts on designated marine habitats and species.</b>	<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>	Yes
<b>4</b>	<b>Impacts on birds in SPAs-</b>	<p><i>Is the development within 1km of a Special Protection Area</i></p> <p>Name of site: <i>Lower River Shannon SAC</i></p>	Yes
<b>5</b>	<b>Cumulative effects</b>	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

An Appropriate Assessment Screening Report was submitted as part of this application prepared by Arup. The report concludes the following:

- There is no potential for the proposed development to significantly impact on Natura 2000 Sites.
- The proposed development is not directly connected with, or necessary to the conservation management of any Natura 2000 sites.
- The proposed development, alone or in combination with other projects, is not likely to have a significant effect on Natura 2000 sites in view of their conservation objectives. It is the view of the planning authority that it is not necessary to undertake any further stage of the Appropriate Assessment process.



### 3.2 Environmental Impact Assessment Screening Report

An Environmental Impact Assessment Screening Report was submitted as part of this application prepared by Arup. The report concludes that significant environmental effects are unlikely to arise from the proposed development for the following reasons:

- The type of construction work involves normal routine construction methodologies. The project is not complex in nature and the effects on the environment are well known and can be managed successfully. The use of natural resources and the generation of waste will be kept to an absolute minimum. Standard construction good practices are proposed and will ensure that the potential effects of the proposed development are reduced to give at most a short term negative effect at a local scale.
- No likely significant effects are identified on the geographical area in which the works are proposed
- No likely significant effects are identified on the environment in which the works are proposed

### 3.3 Land Acquisition

Limerick City & County Council is the owner of the site.

### 4.0 Submissions with respect to the proposed development

A total of 62 x No. written submission/observation was received and is listed below:

LIST OF SUBMISSIONS RECEIVED	
SUB REF:	FROM:
1.	Gerry McCormack 66 Ashbrook Gardens, Ennis Road, Limerick V94 TFT8
2.	Elizabeth Sheehan 105 Meadow Brook, Mill Road, Limerick
3.	Martin Purcell 26 Cherry Avenue, Caherdavin Lawn, Limerick V94 P26P
4.	David O'Mahony 120 O'Connell Street, Limerick
5.	Gerard Wallace 55 Carraig Midhe, Corbally, Limerick
6.	Martin Mullally Flat 1, 58 Catherine Street, Limerick
7.	Sean Mc Ilfatrick 2 Inglewood Villas, Thomondgate, Limerick V94DYW2
8.	John Byrne 205 Mount Kennet House, Limerick
9.	Kevin O'Connor 93 Glenside, Newtown, Annacotty, Limerick W94V4H3
10.	Rory Cahill 24 Milltown Manor, Castletroy, Limerick
11.	Fire & Emergency Services, Limerick City & County Council
12.	Transport Infrastructure Ireland
13.	Irish Water
14.	Brian Connolly 33 Ard Thomain, Sli na Manach, Mungret, Limerick V94 R9DT
15.	Padhrick Ryan 4 Castle Court, Castleconnell, Limerick
16.	Bruce Harper 216 Woodhaven, Newtown, Limerick V94 HCF1
17.	Eoin Ó Conchúir 69 Céide Chloch an Mhéara, Cloch an Mhéara, Luimneach V94 PR9K
18.	Barry Hogan 1 Lissanalta Grove, Dooradoyle, Limerick V94 FW1E
19.	Kate McBrearty 11 Bellevue Court, Dooradoyle, Limerick

20. Dáire English 38 Lansdowne Park, Ennis Road, Limerick V94 P9KX
21. Damien Wilmot 7 Glenview Gardens, Limerick
22. Eoin Naughton Rosbrien House, Ryedale, Ballyclough, Limerick V94 H7RF
23. Mike McLoughlin 117 Glenside, Annacotty, Limerick
24. Thomas Bibby 9 Frederick House, Steamboat Quay, Dock Road, Limerick V94 VN22
25. Maria McGloughlin 7 Templeville, Punch's Cross, Limerick
26. Dr. Martin Walsh 12 St Munchins Drive, Shannon Banks, Limerick
27. Majella Fagan Dunraven Centre, LEDP, Roxboro, Limerick V84YH58
28. Tony Clarke City Centre Car Park, Thomas St, Limerick
29. Eoin O'Kelly 10 Islandview, Corbally Road, Limerick V94 ADP7
30. Mark Tiernan Tiernan Properties, Arthurs Quay House, Arthurs Quay, Limerick
31. Nigel Dugdale 3 Cathedral Court, Pennywell, Limerick
32. Micheal O'Connell 7 Brookville Gardens, Clareview, Limerick
33. Aidan Hogan Knockrobin', Ballycummin Road, Raheen, Limerick, V94 D041
34. Kathryn Keane 22 Greenview Drive, The Fairways, Limerick
35. Noel Ryan 200 Castletroy, Castletroy, Limerick
36. Rachel Enright Glenview Gardens, Farranshone, Limerick, V94 PHC0
37. James Griffin 126 Reliance Way, Oxford, Oxfordshire, United Kingdom, OX4 2FQ
38. Anne Kavanagh 10 Hilltop Drive, Dooradoyle, Limerick, V94 KC1Y
39. Eoin Buckley 3 Castlewell, Courtbrack Ave, Limerick, V94 XKX9
40. Niall Quinn Ballykeelaun, Parteen, Co. Clare
41. Conor Hourigan Mona Lodge, Portcrusha, Montpelier, Limerick v94wft7
42. Clara Clark 17 Pine Lawn, Newtownpark Avenue, Blackrock, Co. Dublin A94 X956
43. Martha Potter Knockainey Road, Hospital, Limerick V25RP26
44. Laura Gleeson 2 Monaleen Heights, Castletroy, Limerick
45. Colette Quinlivan Units 2/3, Parkview Court, Lord Edward Street, Limerick
46. Cathal Maher 32 Rushbrook Avenue, Templeogue, Dublin 6W
47. Kennedy O'Brien Killoughteen, Newcastle West, Co. Limerick
48. Micheal O'Dwyer EPA Inspectorate, McCumiskey House, Richview, Clonskeagh Road, Dublin 14 D14YR62
49. Kieran Walsh 12 St Munchins Drive, Shannon Banks, Limerick
50. Ailish Drake c/o 5 Castle Street, Kings Island, Limerick
51. Catriona Cahill 96 O'Connell Street, Limerick
52. John Cosgrove, Daingean, Baile ui Mhoalchaisi, Mungret, Limerick
53. Anne Cronin 11 Bellefield Gardens, Ennis Rd, Limerick V94 FX3K
54. Shane Reynolds 53 Elm Vale, Riverbank, Annacotty, Limerick
55. Conor Buckley 99 O'Connell Street, Limerick V94 P8CY
56. Stephen Murray 72 O'Connell Street, Limerick
57. Alan McCormack 28 Corbally Road, Limerick V94 N2HT
58. Tadhg Kearney 14 Thomas Street, Limerick V94 EYW1
59. Ryan Gibbons 13 The Cloisters, North Circular Road, Limerick
60. Sean Lynch 5 The Hawthorns, Briarfield, Castletroy, Limerick V94FP5H
61. Rian Mac Giobúin 13 The Cloisters, North Circular Road, Limerick
62. Environment Section, Planning and Environment Dept, Limerick City and County Council

#### 4.1 Submissions:

##### **SUB (1) Gerry McCormack**

Submission received on the 12<sup>th</sup> of August 2019:

##### **Submission Summary:**

Submission expressed disappointment that traffic is not removed from O'Connell Street. except for public transport and cyclists.

Not partly pedestrianising O'Connell Street is a big mistake and a great opportunity lost

##### **Design & Delivery Section Comments:**

A number of options were studied and assessed at earlier stages of the project.

A modelling exercise was carried out on a number of options and the outcome of this exercise shows that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept significant additional car traffic that would be diverted from O'Connell Street through pedestrianisation.

The 6m mobility strip through the 4 blocks is the optimal proposal that has least impact on current traffic movements but also can accommodate future sustainable transport solutions

##### **Planning Authority Comment:**

Noted

##### **SUB (2) Elizabeth Sheehan, 105 Meadow Brook, Mill Road, Limerick**

Submission received on the 12<sup>th</sup> of August 2019:

##### **Submission Summary:**

The proposal does not provide for segregated cycle lanes which are necessary for more environmentally friendly future for Limerick City.

##### **Design & Delivery Section Comments:**

Under the current proposal O'Connell Street will become a pedestrian priority area and cyclists will share a dedicated southbound bus lane. The proposed speed limit will be 30kph to greatly enhance safety for all road users, and will only allow cyclists and buses to share the same lane more safely. The design will also accommodate with minimal amendments a two-way dedicated public transport corridor with segregated cycle ways if required under the Limerick Shannon Metropolitan Area Transport Strategy.

##### **Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (3) Martin Purcell, 26 Cherry Avenue, Caherdavin Lawn, Limerick**

Submission received on the 12<sup>th</sup> of August 2019:

**Submission Summary:**

The proposal was welcomed in this submission. The submission includes a proposal to pedestrianise the whole area except for crossings and to restrict bicycles to specific pathways. If vehicles must be permitted only allow zero emission types of vehicles

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation. Regulation of types of vehicles using the street is beyond the scope of the project

**Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (4) David O'Mahony, 120 O'Connell Street, Limerick**

Submission received on the 12<sup>th</sup> of August 2019:

**Submission Summary:**

Low Impact on Public Realm, lack of detailed transport Plan, CCTV Provision, banner and marketing points, pedestrian priority street.

The submission address 4 elements of the proposal

- a) Incorporation of centre point or clearly recognised meeting place between Denmark St and Roches ST to lift the street above the ordinary. This would involve diversion of traffic around this area.
- b) Removal of on street parking and public service vehicles is welcomed. Alternative arrangements need to be shown. Concern expressed around access points for delivery vehicles.
- c) CCTV plan should be tested and incorporated into the street remodelling
- d) Concern expressed at buses and cyclists sharing the same space safely. Also concerned that footpaths would become cycle routes jeopardising pedestrian space

**Design & Delivery Section Comments:**

a) The current vehicle infrastructure across the wider city is not yet ready to accept cars that would be diverted from O'Connell St through pedestrianisation of a section of same. Focal points will be provided throughout the scheme including the proposed art intervention proposal for Thomas Street junction and the extended pedestrian area at the entrance to Arthurs Quay.

b) Private car parking and car parking on adjacent street will cater for the 38car parking spaces that are been removed from O'Connell Street. The current plan includes a drawing

showing alternative loading bays and parking spaces of O'Connell Street. A full delivery strategy will be delivered in tandem with the scheme.

c) Banner and marketing points shall be assessed as part of the detailed design, but it is not proposed to increase coverage of existing CCTV system, although sufficient underground ducting shall be installed for same for the purposes of future proofing.

d) Under the current proposal O'Connell Street will become a pedestrian priority area and cyclists will share a dedicated southbound bus lane. The proposed speed limit will be 30kph to greatly enhance safety for all road users, and will only allow cyclists and buses to share the same lane more safely. The design will also accommodate with minimal amendments a two-way dedicated public transport corridor with segregated cycle ways if required under the Limerick Shannon Metropolitan Area Transport Strategy.

**Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (5)** Gerard Wallace, 55 Carrraig Midhe, Corbally, Limerick

Submission received on the 12<sup>th</sup> of August 2019:

**Submission Summary:**

Submission is concerned about the removal of taxi ranks and the impact on taxi drivers and their families.

**Design & Delivery Section Comments:**

The plan shows the removal of taxi ranks which shall be relocated to the adjacent Shannon Street and Lower Cecil Street.

**Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (6)** Martin Mullaly, Flat 1, 58 Catherine Street, Limerick

Submission received on the 12<sup>th</sup> of August 2019:

**Submission Summary:**

Submission details that segregated cycle lanes using kerbs to protect cyclist are required. Wider cycle lanes for future e bikes and e cargo bikes would be desirable cycle lanes are made from recycled plastic in the Netherlands and every panel allows access points for repairs, power and water supplies to run inside the cycle lane.

**Design & Delivery Section Comments:**

Under the current proposal O'Connell Street will become a pedestrian priority area and cyclists will share a dedicated southbound bus lane. The proposed speed limit will be 30kph to greatly enhance safety for all road users, and will only allow cyclists and buses to share the same lane more safely. The design will also accommodate with minimal amendments a two-way dedicated public transport corridor with segregated cycle ways if required under the Limerick Shannon Metropolitan Area Transport

Strategy.

**Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (7) Sean Mc Ilfatrick, 2 Inglewood Villas, Thomondgate, Limerick**

Submission received on the 12<sup>th</sup> of August 2019:

**Submission Summary:**

Disappointed with proposal, submission looks for a people friendly toxic fume free space with more trees than are proposed and seating that is visually softer than Bedford Row and Thomas Street.

**Design & Delivery Section Comments:**

The project promotes sustainable modes of movement such as walking and cycling and provides significant additional people friendly footpath space. The tree planting proposal is maximised with due attention the underground vaults, that permeate the street. This will be increased during detailed design where possible, in addition to soft landscaping. Types, quantity and location of seating will be determined in the detailed design.

**Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (8) John Byrne, 205 Mount Kennet House, Limerick**

Submission received on the 10<sup>th</sup> of August 2019:

**Submission Summary:**

Submission states that the plan for joint use of space between cars, buses and pedestrians is flawed and that full pedestrianisation is needed

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

**Planning Authority Comment:**

Noted

**SUB (9) Kevin O'Connor, 93 Glenside, Newtown, Annacotty, Limerick. W94 V4H3**

Submission received on the 12<sup>th</sup> of August 2019:

**Submission Summary:**

Submission appeals for full pedestrianisation of O'Connell St and sees the current proposal as a missed opportunity

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

**Planning Authority Comment:**

Noted

**SUB (10) Rory Cahill, 24 Milltown Manor, Castletroy, Limerick**

Submission received on the 12<sup>th</sup> of August 2019:

**Submission Summary:**

Submission calls for full pedestrianisation of O'Connell St. The current proposal of eliminating a lane of traffic and parking makes the street worse for motorists and not much better for pedestrians

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

**Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (11) Fire and Emergency Services, Limerick City and County Council**

Submission received on 13<sup>th</sup> of August, 2019.

**Submission Summary:**

No objection

**Design & Delivery Section Comments:**

Noted

**Planning Authority Comment:**

Noted

**SUB (12) Transport Infrastructure Ireland**

Submission received on the 21<sup>st</sup> August 2019:

**Submission Summary:**

No specific observations to make

**Design & Delivery Section Comments:**

Noted

**Planning Authority Comment:**

Noted

**SUB (13) Irish Water**

Submission received on the 21<sup>st</sup> August, 2019:

**Submission Summary:**

The applicant is to ensure their proposed design affords for the following:

- There is an existing watermain with services on O'Connell Street in the centre of the carriageway over the existing live combined sewer. The areas affected by this watermain are as follows:
  - O'Connell Street from its junction with Denmark Street/ Patrick Street to its junction with Sarsfield Street/ William Street
  - O'Connell Street from its junction with Roches Street/Shannon Street to its junction with Cecil Street.
  - The proposed construction works may affect the existing individual lead connection joints for properties supplied from the existing 8" watermain. The existing property connections from these sections of Public watermain are lead connections and very susceptible to fracture when exposed. Throughout the duration of the works there is a high risk of leakage and/or bursts of the watermains and service connections to the properties supplied by the watermain. If the existing service connections are damaged they shall be repaired/ replaced with HDPE for the main watermain sections and MDPE for the individual service connections. All works to be as per Irish Water specifications. Prior to any construction, the applicant is required to contact Irish Water in respect of diversion/build over to [diversions@water.ie](mailto:diversions@water.ie).
- The integrity, operation and access to the sewer and watermain systems shall not be compromised by the proposed development works.
- The proposed development works involved shall not adversely affect the operation of the foul sewer, surface water and watermain networks for the adjoining properties.
- All watermains installed, as part of this planning permission, must pass a pressure test and are leak free before been put into service. Certification of these pressure tests shall be submitted to Irish Water by the Applicant's Engineer.
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**Design & Delivery Section Comments:**

Irish Water infrastructure will be dealt with in the detailed design stage.



**Planning Authority Comment:**

Noted. Appropriate Action to be attached

**SUB (14) Brian Connolly, Ard Thomain, Sli na Manach, Mungret, Limerick**

Submission received on the 26<sup>th</sup> August, 2019:

**Submission Summary:**

Submission outlines the benefits of full pedestrianisation in other cities and questions why we need vehicular traffic movement on O'Connell St.

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

**Planning Authority Comment:**

Noted

**SUB (15) Padhraic Ryan, 4 Castlecourt, Castleconnell, Limerick.**

Submission received on the 27<sup>th</sup> August, 2019:

**Submission Summary:**

Submission proposes that traffic should be routed around O'Connell St and the street should be upgraded after publication of the Limerick Transport Strategy. The current proposal lacks creativity- no playgrounds, gardens or sculptures and grey paving is bland. Colour and creativity is needed.

**Design & Delivery Section Comments:**

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

The scheme provides inbuilt flexibility in how it can be used that will allow alteration with relative ease if required under the Limerick Shannon Metropolitan Area Transport Strategy. There are a number of focal points and planting provided in the scheme and these will be further developed as part of the detailed design stage.

**Planning Authority Comment:**

Noted

**SUB (16) Bruce Harper, 216 Woodhaven, Newtown, Limerick**

Submission received on the 30<sup>th</sup> August 2019:

**Submission Summary:**

Submission states that failing to install a segregated cycle lane and a bus network maintains the dominance of the private car.

Pedestrianisation was prioritised in the Limerick Movement Framework, Smarter travel policy and the National Cycling Plan and there is concern these are being ignored. Concern that there is no identifiable priority for cyclists or pedestrians

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon Metropolitan Area Transport Strategy

**Planning Authority Comment:**

Noted

**SUB (17) Eoin O' Conchuir, 69 Ceide Chloch an Mheara, Luimneach**

Submission received on the 3<sup>rd</sup> of September, 2019:

**Submission Summary:**

1. Submission proposes Patrick st to William St redesigned to 1 lane of vehicular traffic
2. Submission proposes a 90 deg turn westward at Arthurs Quay
3. Submission proposes a redesign of north laneway access at Denmark St to have a continuous footpath
4. Submission proposes reduction of vehicular traffic on lwr Cecil St to 1 lane to increase pedestrian safety and reduction of border radii on Cecil St
5. Submission proposes shark teeth against the flow of traffic on ramp run ups to enhance pedestrian priority
6. Submission proposes 30kmph speed limit

**Design & Delivery Section Comments:**

1. This was examined during option selection stage. Following extensive traffic modelling, it was concluded that the section of O'Connell Street between Patrick Street and William Street requires two lanes of vehicular traffic in order to divert traffic effectively on William Street along the original Inner Orbital route and avoid extensive queuing from traffic that is already endeavouring to avoid O'Connell Street.
2. The area between Arthur's Quay and Burger King is earmarked as a public pedestrian plaza under Limerick 2030 proposals. In the interim, this area is subject to proposed traffic calming measures including ramps, a significantly narrowed carriageway on a shared surface, and bollards at the edge of the carriageway in order to reduce traffic speeds on O'Connell Street.
3. All approaches to this junction are ramped, thus providing a continuous surface at the pedestrian crossing from the footpath, and requiring vehicles to ramp up from O'Connell Street and ramp down on Denmark Street. The provision of the loading

bay removes the existing merge on Denmark Street, reducing pedestrian crossing distance and providing a traffic calming measure.

4. One lane of private traffic from Lower Cecil Street turns onto O'Connell Street, with the second lane continuing east onto Cecil Street. The next street providing this eastbound movement is Sarsfield Street, and Cecil Street therefore serves a function of diverting eastbound traffic prior to the busy junctions of Henry Street/Sarsfield Street and O'Connell Street/Sarsfield Street.
5. The proposed design has been carried out in accordance with the geometric standards of DMURS and the Traffic Signs Manual.
6. LCCC are currently progressing the introduction of a 30km/h speed limit in the city centre as a separate proposal.

**Planning Authority Comment:**

Noted

**SUB (18) Barry Hogan, 1 Lissnalta Grove, Dooradoyle**

Submission received on the 4<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states that as long as street is not fully pedestrianised there will be no sense of space. The city will have no centre. Proposes taking out vehicles and bollards and breaking up the corridor with misaligned trees or features.

**Design & Delivery Section Comments:**

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation. There will be a central area to the scheme through the provision of extended pedestrian area at Thomas St and an art intervention proposal at this location. There is also a horizontal deflection on at the Thomas St junction which breaks up the corridor

**Planning Authority Comment:**

Noted

**SUB (19) Kate McBrearty, 11 Bellvue Court, Dooradoyle**

Submission received on the 4<sup>th</sup> September 2019:

**Submission Summary:**

Submission states too much thought for the private car and not enough for public transport and active travel i.e. walking and cycling.  
Proposes removal of cars from O'Connell St and provision of bus lanes cycle lanes and footpaths only

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The current car infrastructure across the wider city is not yet ready to accept the significant

additional car traffic that would be diverted from O'Connell St through pedestrianisation.

The shared surface vehicular corridor will allow flexibility for alternative uses in the future and can be amended relatively easily to provide cycle lanes if required under the Limerick Shannon Metropolitan area Transport Strategy

**Planning Authority Comment:**

Noted

**SUB (20)** Daire English, 38 Lansdowne Park, Ennis Road, Limerick

Submission received on the 4<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states the project should be considered as a linear park using sustainable urban drainage systems (SUDS) and biodiverse planting. Too much single hard surface in the proposal – a mix of permeable, semi permeable surfaces with priority for planting and SUDS is vital to push towards biodiversity in our streets.

**Design & Delivery Section Comments:**

The proposal incorporates the planting of large and smaller tree species at junctions and other locations along the 4 block length of the scheme. This will be supplemented by further planting to be specified at detail design stage. The proposal intends to create a backdrop for more positive engagement with the City through much reduced traffic volumes, greater cyclist and bus accessibility, wider and improved footpaths, reduction in urban clutter and increased landscaping.

**Planning Authority Comment:**

Noted

**SUB (21)** Damien Wilmot, 7 Glenview Gardens, Limerick.

Submission received on the 4<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission requests pedestrianisation from William St to Roches St. and a cycle lane on O'Connell St. Also requests extension of bus lane to Punches Cross  
Submission further requests Sarsfield Memorial to be moved to O'Connell St and the pedestrianisation of upper Thomas St and Catherine St

**Design & Delivery Section Comments:**

The current car infrastructure is not ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation.

The shared surface in the scheme allows for flexibility to convert areas to cycle lanes with relative ease in the future if required.

The Sarsfield Monument, Upper Thomas St., Catherine St and Bus lane to Punches Cross are

beyond the scope of this project.

**Planning Authority Comment:**

Noted

**SUB (22)** Eoin Naughton, Rosbrien House, Ryedale, Ballyclough, Limerick

Submission received on the 4<sup>th</sup> of September, 2019:

**Submission Summary:** Submission requests a two way cycle track and that public transport should have priority at traffic signals. Noted that illegal parking in bus stops creates difficulties. Submission requests more trees and planters and extension of the scheme to Barrington St.

**Design & Delivery Section Comments:**

The shared surface in the proposal will allow for flexible use and ease of conversion if required. Illegal parking will need to be addressed as an enforcement issue.

Modelling of various options showed that vehicle infrastructure is not currently able to take the traffic that would be diverted from O'Connell St through full pedestrianisation of a superblock

**Planning Authority Comment:**

Noted

**SUB (23)** Mike McLoughlin, 117 Glenside Annacotty, Limerick

Submission received on the 4<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states that shared spaces will not work with the volume of traffic expected. Original submissions calling for pedestrianisation were ignored

**Design & Delivery Section Comments:**

The shared space will provide a 6m wide corridor for vehicular traffic with 1 lane dedicated to buses and cyclists over 3 blocks and the other lane for general vehicular traffic. This will present a significant reduction in anticipated traffic volumes and together with the 30kph speed limit is designed to provide a safe shared space for cars, pedestrians and cyclists.

Full pedestrianisation was assessed and modelling of this option indicated that the current car infrastructure would not be able to take the additional traffic that would be diverted from O'Connell St..

**Planning Authority Comment:**

Noted

**SUB (24)** Thomas Bibby, 9 Fredrick House, Steamboat Quay, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission requests the plans to be revised to remove through traffic. The street has enough room for green spaces, playgrounds, exhibition spaces.

**Design & Delivery Section Comments:**

Full pedestrianisation was assessed and modelling of this option indicated that the current car infrastructure would not be able to take the additional traffic that would be diverted from O'Connell St.

The scheme will provide planting, street furniture an art intervention piece and the flexibility to convert the space to different uses as required.

**Planning Authority Comment:**

Noted

**SUB (25)** Maria McLoughlin, 7 Templeville, Punch's Cross, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission proposes no vehicular traffic, 1 bus lane and 1 cycle lane. Segregated cycle lane would improve pedestrian and cyclist safety

**Design & Delivery Section Comments:**

Full pedestrianisation was assessed and modelling of this option indicated that the current car infrastructure would not be able to take the additional traffic that would be diverted from O'Connell St. The shared space provides the flexibility to convert lanes as required in the future.

**Planning Authority Comment:**

Noted

**SUB (26)** Dr. Martin Walsh, 12 St Munchins Drive, Shannon Banks, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

The submission states that continued prioritisation of vehicular access over pedestrians will not revitalise the city. Proposed layout has the potential to cause pedestrian accidents

- Unhappy that all vehicular transport will not be removed
- Concerned about how traffic management will be integrated into redevelopment of Arthur's quay

- Concerned about potential for pedestrian accidents at the proposed raised surface locations
- Concerned about potential for pedestrian accidents at Sarsfield/WilliamSt and O'Connell St
- Concerned about potential for pedestrian accidents at Shannon St/Roches St and O'Connell St
- Concerned that bus lane will cause difficulties for motorists, pedestrians and bus drivers
- Concerned about how bus drivers will merge with traffic after scheme ends
- Concerned with lack of bicycle infrastructure
- Concerned about lack of overall traffic management plan
- Concerned about the proposal to remove existing kiosks
- Concerned that any materials used would not be safe and would not clean easy
- Concerned that scheme does not connect our Georgian areas with the medieval areas of the city.
- Concerned that public transport is not being prioritised
- Concerned that removal of taxi ranks to Shannon st will cause traffic problems on this street.

**Design & Delivery Section Comments:**

Full pedestrianisation was assessed and modelling of this option indicated that the current car infrastructure would not be able to take the additional traffic that would be diverted from O'Connell St. The proposal ensures that the street can adapt to a variety of different outcomes in the future including for example a fully pedestrian street or a two way bus corridor

A number of road safety audits will be carried out as part of the design process to ensure the scheme addresses the safety of all road users

**Planning Authority Comment:**

Noted

**SUB (27)** Majella Fagan, Dunraven Centre, LEDP, Roxboro, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission has been reviewed by members of the Irish Wheelchair Association. Existing wheelchair accessible space are being relocated. Request for additional spaces and that wheelchair accessible spaces are located as close to O'Connell St as possible

**Design & Delivery Section Comments:**

The design retained existing spaces as close to O'Connell St as possible. Provision of additional wheelchair accessible spaces can be assessed as part of the detailed design stage.

**Planning Authority Comment:**

Noted

**SUB (28)** Tony Clarke, City Centre Car Park, Thomas St., Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

The submission details the following concerns:

- Vehicular delay on O'Connell St and the Wickham St area.
- Removal of on street parking will be to the detriment of the economy of Limerick City centre

Suggestions:

- Make Uppr Gerald Griffin St two way
- LILO at Wickham St/Thomas st junction
- New street between Wickham St and Uppr Gerald griffin St
- Relocate the cycle lane to Thomas St and Foxes Bow

**Design & Delivery Section Comments:**

- The proposed design is likely to cause an increase in travel time by private cars on O'Connell St. This is in order to facilitate public transport via the bus lane and to improve the pedestrian and cyclist environment on O'Connell St and in the city centre. Redistributing space between the private vehicle and more sustainable modes of transport is a key element of the scheme
- On street parking currently devotes a large proportion of O'Connell St to the private vehicle. Redistributing space between the private vehicle and more sustainable modes of transport is a key element of the scheme

Suggestions

- These suggestions all lie outside the scope of the proposed O'Connell St Revitalisation project but will be considered as part of the overall Limerick Shannon Metropolitan Area Transport Strategy which is currently being developed.

**Planning Authority Comment**

Noted

**SUB (29)** Eoin O'Kelly, 10 Islandview, Corbally Road, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states traffic should be completely removed. Shared spaces do not work as cars/vans command the road.

Proposed cycling infrastructure is inadequate.



**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation. The design can accommodate with minimal amendments a two-way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon Metropolitan Area Transport Strategy

**Planning Authority Comment:**

Noted

**SUB (30) Mark Tiernan, Tiernan Properties, Arthurs Quay House, Limerick**

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:** The detailed submission has many observations and details the following key issues:

- Scope is too restricted and should include all city centre streets, a review is needed of the one way system
- Request for Arthurs Quay junction not to be impeded or restricted

**Design & Delivery Section Comments:**

- The Limerick Shannon Metropolitan Area Transport Strategy is currently being progressed and will examine the transport network of the overall city region and create a long term plan for improvements to public transport services, cyclist and pedestrian provision and street network operation.
- This junction will be altered during the works and therefore some temporary closures of short duration may be required. Alternative accesses will be well notified and signed for the duration of any short closures. The area between Arthur's Quay and Burger King is earmarked as a public pedestrian plaza under Limerick 2030 proposals but this will not be implemented as part of this scheme

**Planning Authority Comment:**

Noted

**SUB (31) Nigel Dugdale, 3 Cathedral Court, Pennywell, Limerick**

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission details the deliverables of the 2030 Economic and Spatial strategy.

Will O'Connell street form the centre piece that ties all the city wide developments together. Should we wait for a cohesive transport strategy.

**Design & Delivery Section Comments:**

The O'Connell St revitalisation project will create a back drop to more positive engagement with the city through much reduced traffic volumes, greater cyclist and bus accessibility, wider and improved footpaths, reduction in urban clutter, increased landscaping and trees and will generally contribute to a more pleasant environment for those who currently live and work in the city centre and for the anticipated increase in working and residential populations of Limerick

The proposal retains the flexibility to accommodate the outcome of the Limerick Shannon Metropolitan Area Transport Strategy and can be amended to provide a number of options with relative ease.

**Planning Authority Comment:**

Noted

**SUB (32)** Michael O'Connell, 7 Brookville Gardens, Clareview, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission requests installation of drinking fountains and recycle bins in the city centre

**Design & Delivery Section Comments:**

These items will be considered as part of the detailed design

**Planning Authority Comment:**

Noted

**SUB (33)** Aidan Hogan, Knockrobin, Ballycummin Rd., Raheen, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission contends that the plan falls short of realising the project's vision principally by failing to pedestrianise the street.

Shared spaces do not work as they retain dominance of the car and cyclists must defer to cars due to their relative vulnerability.

Little Catherine St and Thomas St are pedestrianised and work very well.

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

The shared surface vehicular corridor will allow flexibility for alternative uses in the future and can be amended relatively easily to provide cycle lanes if required under the Limerick

Shannon Metropolitan Area Transport Strategy.

**Planning Authority Comment:**

Noted

**SUB (34)** Kathryn Keane, 22 Greenview Drive, The Fairways Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

The author really likes the proposed layout but is concerned that moving deliveries to side streets will place too much demand on small spaces. Notes that bike lanes will be required for people to get to the street without vehicles.

**Design & Delivery Section Comments:**

The project proposes a 6m shared space over the 4 blocks under development and includes the removal of all loading and parking bays to create bigger pedestrian, landscaping, seating and features areas. As a result, loading is shown on side streets adjacent to the development. As the project progresses, a deliveries strategy will be developed so that, on completion the optimum loading and unloading can take place.

The shared surface vehicular corridor will allow flexibility for alternative uses in the future and can be amended relatively easily to provide cycle lanes if required under the Limerick Shannon Metropolitan Area Transport Strategy

**Planning Authority Comment:**

Noted

**SUB (35)** Noel Ryan, 200 Castletroy, Castletroy, LimerickLimerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states that cycle lanes should top the bill. Should also create safe cycle links to UL and the Greenway in Rathkeale

**Design & Delivery Section Comments:**

The shared surface vehicular corridor will allow flexibility for alternative uses in the future and can be amended relatively easily to provide cycle lanes if required under the Limerick Shannon Metropolitan Area Transport Strategy.

Cycle links to UL and the Rathkeale Greenway are beyond the scope of this project.

**Planning Authority Comment:**

Noted

**SUB (36)** Rachel Enright, Glenview gardens, Farranshone, , Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission acknowledges the wider footpaths proposed are needed but segregated cycle lanes are needed. Would like to see full pedestrianisation with the exception of public transport and cycle infrastructure. Cars should be directed to the car parks on the perimeter of the main retail areas.

**Design & Delivery Section Comments:**

The wider footpaths improve the pedestrian offering greatly and allow for the installation of planting, water features and street seating to create a sense of place.

The shared surface vehicular corridor will allow flexibility for alternative uses in the future and can be amended relatively easily to provide cycle lanes if required under the Limerick Shannon Metropolitan Area Transport Strategy.

A number of options were assessed and modelled in earlier stages of the project. The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

**Planning Authority Comment:**

Noted

**SUB (37)** James Griffin, 126 Reliance Way, Oxford, Oxfordshire, UK OX4 2FQ

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states that the proposed design is too fixed on the movement of vehicles and the streets should be given back to pedestrians, cyclist and public transport users. Street should not be used for private vehicles when completed. Expresses concern that proposed features in the scheme will not be of any benefit if they are not well maintained. Street should be developed as a destination and place.

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

The shared surface vehicular corridor will allow flexibility for alternative uses in the future and can be amended relatively easily to provide cycle lanes if required under the Limerick Shannon Metropolitan Area Transport Strategy.

The features in the current proposal are designed to create a sense of place – the planting, water feature, seating and lighting will all contribute to a vibrant space that can be readily transformed for events and entertainment and that will become an attractive destination. Maintenance of the entire scheme including it's features will be addressed in the Council's

annual budget.

**Planning Authority Comment:**

Noted

**SUB (38)** Anne Kavanagh, 10 Hilltop Drive, Dooradoyle, Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

The submission details a number of points listed below and responses are in the same sequence

- Street vendors are not a good idea, there are enough junk food outlets
- Sheltered areas are vital particularly close to bus stops
- Awnings on shop fronts should be encouraged
- Dunnes Stores should not be kept as an empty shop
- Bedford Row/Thomas st should be a pivotal area, it could have a feature to reflect the history of the city.
- O'Connell st should be full pedestrianised but it may be too much initially
- Deliveries to businesses should be managed and co ordinated. Articulated vehicles should not use the street.
- Street should have as much green and planting as possible
- Sculptures could have a theme
- Street should be child friendly in features and enhancements, there should be a garda presence and it should be kept clean

**Design & Delivery Section Comments:**

- The proposed kiosks have not been allocated to a particular use as yet and will be further considered in the detailed design stage
- Bus shelters will be considered at the detailed design stage
- Awnings on shop fronts are beyond the scope of this project
- Building occupancy is beyond the scope of this project
- The Thomas St junction is proposed to be a central area of the scheme. There will be no vehicular access from Thomas st to O'Connell st and the additional space as the road curves will allow for the installation of an art intervention piece to make this junction a focal point.
- After modelling of numerous options full pedestrianisation was not deemed to be optimum at this time. The nature of the proposed layout allows for alteration to alternative uses with relative ease.
- Deliveries and loading bays are on side streets in the proposal and a full delivery strategy will be developed as the project progresses to be complete when the scheme is complete.
- Planting and greenery will be featured to the largest extent possible.

- There is a separate competition in place to provide an art intervention piece. Additional sculptures/features can be considered as part of the detailed design.
- The street will aim to be welcoming and attractive to all users including children and will be maintained by the Council on completion. Garda presence on the street is beyond the scope of this project.

**Planning Authority Comment:**

Noted

**SUB (39)** Eoin Buckley, 3 Castlewell, Courtbrack Ave., Limerick

Submission received on the 5<sup>th</sup> of September, 2019:

**Submission Summary:**

The plan prioritises vehicular traffic and the shared spaces are unworkable. The arterial bus lane will see 10T vehicles moving at 50kph through the shared space which will result in an accident or the continued dominance of vehicular traffic. Vehicular traffic should be removed.

Plan should have the following objectives:

- Promotion of walking and cycling in the city
- Provide a safe environment for users of the city
- Improve ease of movement particularly for vulnerable road users
- Promote low carbon strategies
- Moderate unnecessary vehicular traffic

**Design & Delivery Section Comments:**

After modelling of a number of options, the shared space in the current scheme is thought to offer the optimum proposal at this time. The space has, by design, the flexibility to be modified for alternative uses with relative ease. A speed limit of 30kph will apply throughout the development.

- The scheme provides an additional 1,750 m<sup>2</sup> of pedestrian area and a shared lane for cyclists to improve walking and cycling
- The design adheres to all necessary health and safety standards
- Ease of movement is enhanced by wider footpaths, narrower vehicular lanes and attention is paid to all vulnerable users.
- LCCC promotes low carbon strategies in line with National Policy and local Development and Climate Action plans
- Vehicular traffic will be significantly reduced in the current proposal which also provides the flexibility for further change with relative ease.

**Planning Authority Comment:**

Noted

**SUB (40) Niall Quinn, Ballykeelaun, Parteen, Co. Clare**

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

The plan prioritises vehicular traffic and primarily private transient commuter traffic, it is essentially a stretch of dual carriageway. Shared surface on Howleys Quay still prioritises vehicles. Raised tables are welcome but the through road is near bullet straight and should be heavily chicaned.

Submission also refers to:

- Repair works to footpaths in Corbally
- Pedestrian crossing at St Mary's Cathedral

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in earlier stages of the project. The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through pedestrianisation.

The shared surface vehicular corridor will allow flexibility for alternative uses in the future and can be amended relatively easily to provide cycle lanes if required under the Limerick Shannon Metropolitan Area Transport Strategy.

The scheme provides a horizontal deflection at the Thomas St – O'Connell St junction which is intended to feature an art intervention installation for which a competition is taking place concurrently with the project. The 270m length of the scheme does not lend itself to further chicanes.

Repairs to footpaths in Corbally and the pedestrian crossing at St. Mary's Cathedral are beyond the scope of this project.

**Planning Authority Comment:**

Noted

**SUB (41) Limerick Chapter of the Irish Georgian Society**

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

The submission discusses the project under headings as follows:

- Basements: Requests further survey information to clarify the condition of basements along O'Connell St.
- Conservation Impact: Many buildings along the street are protected structures and no architectural heritage Impact assessment has been included.
- Drawings: The drawings are not sufficient, they are not dimensioned and there are no elevations of the streetscape

- Surface Treatment Numerous material changes (up to 11 ) are inappropriate for a historic centre. LCCC should commit to a public realm restoration plan and O'Connell St should be in line with this plan
- One Way traffic/Pedestrian Priority Expresses dismay that 1 way traffic is to remain. Two way traffic is much more appropriate for city centres Pedestrians and cyclists should be at the centre of the scheme. Shared space has not worked well in Howleys Quay. Suggests full pedestrianisation of Augustinian block

**Design & Delivery Section Comments:**

- Basements: It will be a condition of the construction project that every effort is made to protect the existing basements present throughout the scheme
- There are no elevations of the street scape as no work is being carried out on the streetscape. It is felt that photomontages provide the detail required for the part 8 application
- Surface Treatment Material changes have been used to identify, interalia, crossings, hazards, building delineations and other features. The precise surface treatments will be subject to further review in the detail design stage  
A public realm restoration plan is beyond the scope of this project.
- One Way traffic/Pedestrian Priority After modelling of numerous options full pedestrianisation was not deemed to be optimum at this time. The nature of the proposed layout allows for alteration to alternative uses and formations including tow way traffic with relative ease.

**Planning Authority Comment:**

Noted

**SUB (42)** Clara Clark, 17 Pine Lawn, Newtown Park Avenue, Blackrock, Co. Dublin

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Cycling without age

Submission promotes safe segregated cycling and notes that to create a safe environmentally friendly city there is a need to create better public transport options and provide cycling and bicycle parking facilities. Requests segregated cycling routes, increased car parking charges and a reduction in car parking spaces.

**Design & Delivery Section Comments:**

After assessment and modelling of a number of options it was felt that the current proposal is the optimum proposal for now. With retention of one way traffic and the limited existing cycle network there would not be a significant increase in cycling connections over the relatively short distance of Phase 1. The scheme does however provide inbuilt flexibility in how it can be used that will allow alteration with relative ease if required under the Limerick Shannon Metropolitan Area Transport Strategy.



The reconfiguring of the lanes results in the removal of 38 on street parking spaces. Parking charges would have to form part of an overall traffic management strategy and is beyond the scope of this scheme

**Planning Authority Comment:**

Noted

**SUB (43)** Martha Potter, Knockainey Road, Hospital, Limerick  
The Step Forward Disability Group

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

The submission is in the form of an audit by the Step forward Disability Group

- Shared spaces present difficulties as the footpath keeps people safe from traffic and if this is removed there are no guides to let people with disabilities know when they are on the footpath or the road.
- Cursory Crossing do not work for people with sight issues as they are not sure when they can cross the road safely
- New works should ensure that all drainage covers openings are in safe areas
- Street furniture areas need to be clearly defined
- Street signage should be reduced or removed.
- Materials should be chosen to ensure they are not slippery when wet.
- People with hearing difficulties can not hear the sound of bollards moving up and down.
- Tactile surfaces need to be clearly defined.
- Request access officers to work in partnership with engineers, planners and businesses.

**Design & Delivery Section Comments:**

- Shared spaces where used will be audited to ensure they meet required safety standards
- There will be designated crossings with tactile paving to assist people with sight disabilities
- Drainage cover openings will be progressed during detail design and will meet required safety standards
- Street furniture will be placed to ensure maximum definition
- Street signage will be kept to a minimum to reduce clutter
- Pavement surfaces will meet the slip resistance criteria required
- Types of bollards will be progressed at detail design stage and will consider the impact on hearing impaired people
- Tactile surfaces will be clearly defined.
- LCCC will continue to engage with access officers as the project progresses.

**Planning Authority Comment:**

Noted

**SUB (44)** Laura Gleeson, 2 Monaleen Heights, Castletroy, Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Disappointed that plan prioritises cars above pedestrians and cyclists. It is time to pedestrianise O'Connell St.

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation

**Planning Authority Comment:**

Noted

**SUB (45)** Colette Quinlivan, Unit 2/3 Parkview Court, Lord Edward St, Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

National Council for the Blind of Ireland does not recommend the use of shared space. Footpaths with kerbs are required for the safety of pedestrians with impaired vision and/or other disabilities.

**Design & Delivery Section Comments:**

The plan proposes shared space over three blocks of O'Connell St and includes various measures to protect the safety of all road and footpath users including tactile paving, bollards, street furniture guard rails and a 30kph speed limit. The scheme will be subject to a number of road safety audits throughout the detail design and construction stages to ensure all safety standards are met.

**Planning Authority Comment:**

Noted

**SUB (46)** Cathal Maher, 32 Rushbrook Ave., Templeogue, Dublin 6W

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission notes that all cycling infrastructure has been omitted

**Design & Delivery Section Comments:**

The scheme as proposed includes a bus, public transport and cycle lane over 3 blocks and a number of bicycle parking areas will be provided.

The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon Metropolitan Area Transport Strategy

**Planning Authority Comment:**

Noted

**SUB (47)** Kennedy O'Brien, Killougheen, Newcastle West, Co. Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states previous public engagement indicated the street require more pedestrianisation. Particular issues detailed in the submission are noted below

- Shared surface is unacceptable and dangerous
- Pedestrianise more of the street, provide a single bus lane and segregated bike lanes
- Take accessibility for people with disabilities into account
- Include more public seating areas and facilities for street artists.
- Developments on Arthurs Quay and Limerick 2030 are ignored
- Consider some sort of cover or awning
- Features should have a maintenance plan included.
- Consider superblock proposal
- Consider a kiosk that could be utilised by the Gardai.

**Design & Delivery Section Comments:**

- Shared surface will be designed to ensure required safety standards are met
- The current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation
- Accessibility for people with disabilities will be taken into account
- Public seating and facilities for street artist will be considered as part of the detail design
- The scheme is very cogniscent of complementary developments in the City and the design of the scheme has identified O'Connell St as the principal connector between all of the city centre developments. The proposal recognises the anticipated population growth from these developments and seeks to breathe new life into

O'Connell St for pedestrians and residents and to redefine its role as a destination and a more visually appealing urban connector within the city.

- An awning or canopy has not been included in the proposal.
- A maintenance plan will be implemented by the operations department
- A number of options were assessed and modelled in the earlier stages of the project. One outcome of this process showed that the current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation
- Proposed kiosks will be further progressed and allocated during the detail design stage

**Planning Authority Comment:**

Noted

**SUB (48)** Michael O'Dwyer, EPA Inspectorate, Clonskeagh Rd., Dublin

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission requests the incorporation of an Air Quality Monitoring Station

**Design & Delivery Section Comments:**

This will be assessed and a suitable location agreed with the EPA

**Planning Authority Comment:**

Noted

**SUB (49)** Kieran Walsh, 12 St. Munchin St., Shannon Banks, Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission favours full pedestrianisation. Requests that areas are "disability proofed"

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation

The project will take account of the needs of the disabled community

**Planning Authority Comment:**

Noted

**SUB (50)** Liveable Limerick, 5 Castle St, Kings Island, Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission in respect of the development proposal noting the following concerns:

1. Call for private vehicles to use alternative routes to reduce traffic flow on O'Connell Street;
2. Call for further reduction in speed limit from proposed 30km/h to 15km/h;
3. Call for replacement of traffic light signaling at junction with four-way stop sign junctions or pedestrian priority crossing;
4. Call for key pedestrianised areas to be identified and designed as plazas with no through-traffic;
5. Call for prioritization of pedestrians over through-traffic in terms of detail design;
6. Call for independent expert review of pedestrian prioritization in proposal;
7. Call for safer measures for pedestrians and cyclists through further reduced speed limit;
8. Call for material selection that reflects the historic context.

**Design and Delivery Services Comments:**

The contents of the submission are noted. Comments as follows:

1. LCCC acknowledges the need for an orbital route to bypass the city center. While it is beyond the scope of this proposal, Limerick Shannon Metropolitan Area Transport Strategy, which has commenced for Limerick, will produce a framework plan with an important aim to reduce through-car movement. Essentially, through-cars will be accommodated by orbital/bypass routes with car traffic having business in city centre to be directed to most appropriate car park.
2. LCCC will consider the introduction of a 20km/h limit along the shared surface section with 30km/h elsewhere in the city centre.
1. LCCC have proposed a pedestrian-priority project that will prioritise pedestrians over through-traffic at all junctions of the project. LCCC will keep pedestrians at the centre of all decisions during detailed design.
2. The National Transport Authority (NTA) has commenced the Limerick Shannon Metropolitan Area Transport Study for Limerick. Once completed, this strategy will set out the way people will move around, through and into and out of Limerick City. The NTA have strongly indicated that they will recommend the provision of two dedicated bus lanes on O'Connell Street. LCCC have taken this on board and have made provision for this by ensuring that the proposed lanes are adaptable and can evolve in response to the recommendations of the Transport Strategy.
3. LCCC have proposed a pedestrian-priority project that will prioritise pedestrians over through-traffic along the extent of the project. LCCC will keep pedestrians at the centre of all decisions during detailed design.

4. A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city. The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through full pedestrianisation. This project actively promotes walking, cycling and public transport by:
- removing car parking and loading bays completely from O'Connell Street,
  - reducing private car movement to one lane,
  - reducing the speed limit to 30km/h,
  - increasing footpath widths significantly,
  - providing a dedicated southbound bus lane, that can be shared with cyclists at 30km/h.
- Removal of on-street car parking will improve bus access to serve at bus stops. Use of public transport will be easier, more efficient and faster than driving. This proposal will make private car movement through O'Connell Street more difficult and less attractive. The proposal ensures that the street can adapt to a variety of different outcomes in the future including for example a fully pedestrian street or a two way bus corridor. The proposal includes significantly wider and better quality footpaths, single-level surface, reduction in urban clutter, better landscaping and street furniture, all of which will contribute towards a better and more accessible public realm.
5. LCCC will consider the introduction of a 20km/h limit along the shared surface section with 30km/h elsewhere in the city centre. This would increase pedestrian and cyclist safety particularly when taken in conjunction with raised tables and reduced junction widths.
6. LCCC acknowledge the significance of material selection, and present that the current proposed selection of granite is for its durability properties. However, LCCC will consider closely all surface treatment during detailed design.

**Planning Authority Comment:**

Noted

**SUB (51)** Catriona Cahill, 96 O'Connell St., Limerick on behalf of Limerick Chamber

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

The Chamber calls for Elected Representative to vote for approval the proposed.

The Chamber made a detailed submission and the core issues are highlighted below

- A sensory plan to be developed including a lighting masterplan
- Calls for a commitment to using one lane as a designated public transport route only
- Requests that the bus stop outside the International Rugby Experience is relocated.

- Communicate an updated vision for integration of developments set out in Limerick 2030 Economic and Spatial Plan
- Calls for an Integrated Traffic Management Strategy for Limerick City and County
- Requests that, when the current proposed scheme is approved, immediate attention is turned to the development of plans for the continuation of improvements from Cecil St to the crescent – Phase 2
- Provide age friendly seating, play areas and increased greenery in the plan.
- Review location of art intervention at Thomas st – an interactive art s project that spans the length of the street would be preferable.
- Reconsider the design and placement of the water feature.
- Highlight the location of water access points
- Introduce public water fountains.
- Will a delivery strategy be developed.
- Can a way signing campaign be included
- Has the impact on traffic flows of the bus stop at Patrick st been assessed.
- Can a dedicated cycle lane be considered
- Can the street vendor kiosks be removed
- Can an adequate budget to maintain the development be ensured.
- Can a building restoration initiative be considered to complement the street works
- Will resources be provided to ensure the new layouts be enforced
- Have CCTV locations been discussed with the Gardai.

#### **Design & Delivery Section Comments:**

1. A number of options were assessed and modelled in earlier stages of the project. The outcome of this process showed that the current proposal would have the least negative impact on traffic volumes across the city. The current car infrastructure across the wider city is not yet ready to accept the significant additional car traffic that would be diverted from O'Connell St through full pedestrianisation. The proposal ensures that the street can adapt to a variety of different outcomes in the future including for example a fully pedestrian street or a two way bus corridor. LCCC acknowledges the need for a reduction in through-car movement and traffic speeds in the city. This proposal reflects that need. LSMATS, currently in preparation, will produce a framework plan with an important aim to reduce through-car movement. Essentially, through-cars will be accommodated by orbital/bypass routes with car traffic having business in city centre to be directed to most appropriate car park. Speed control measures will be included as a requisite of any developing schemes.
2. The National Transport Authority (NTA) has commenced the Limerick Shannon Metropolitan Area Transport Study for Limerick. Once completed, this strategy will set out the way people will move around, through and into and out of Limerick City. The NTA have strongly indicated that they will recommend the provision of two dedicated bus lanes on O'Connell Street. LCCC have taken this on board and have made provision for this by ensuring that the proposed lanes are adaptable and can evolve in response to the recommendations of the Transport Strategy.
3. LCCC acknowledges the need for a reduction in through-car movement and traffic speeds in the city. This proposal reflects that need. Limerick Shannon Metropolitan Area Transport Strategy, currently in preparation, will produce a framework plan with an important aim to reduce through-car movement. Essentially, through-cars

will be accommodated by orbital/bypass routes with car traffic having business in city center to be directed to most appropriate car park. Speed control measures will be included as a requisite of any developing schemes.

4. LCCC acknowledges the need for an orbital route to bypass the city center. While it is beyond the scope of this proposal, LSMATS, which has commenced for Limerick, will produce a framework plan with an important aim to reduce through-car movement. Essentially, through-cars will be accommodated by orbital/bypass routes with car traffic having business in city center to be directed to most appropriate car park.
5. LCCC acknowledges the call for an update and recommunication of Vision for integration of developments set out in Limerick 2030 Economic and Spatial Plan. However, this is beyond the scope of this project.
6. LCCC acknowledges the need for a Traffic Management Study for the city. While it is beyond the scope of this proposal, an Integrated Traffic Management Study at localized street level will follow on from the LSMATS, which has commenced for Limerick.
7. LCCC commenced work on a sensory experience for O'Connell Street during design stage, and will continue to develop this during detailed design.
8. LCCC commenced work on a lighting strategy for O'Connell Street during design stage, and will continue to develop this during detailed design.
9. LCCC has recently met with the Older Person's Forum, and will continue to liaise with them during detailed design to ensure accessibility of the proposal. An Age Friendly Walkability Audit may form part of this liaison.
10. LCCC has recently met with the Older Person's Forum, and will continue to liaise with them during detailed design to ensure suitable street furniture appropriate for all age groups and abilities.
11. The proposal includes significantly wider and better quality footpaths, reduction in urban clutter, better landscaping and street furniture, all of which will contribute towards a better public realm. Work is being developed on a sensory plan for O'Connell Street and increased soft landscaping, additional trees and planting will be looked at closely during detailed design.
12. The Public Art Intervention Commission has commenced. LCCC acknowledges the concerns of the Chamber, but would submit that spreading the considerable budget across a number of interventions could dilute the impact of a high quality larger piece.  
However, if a submission for commission includes a series of high quality artworks along the street, is considered achievable and deliverable by the adjudicators, and is deemed the best submission received, there is no reason why this would not be selected.
13. The proposal includes the addition of water features in the layout. LCCC will study this provision more closely during Detail Design stage. Location of water features will be included in this closer study.
14. LCCC will study the provision and location of water access points closely during Detail Design stage.
15. The proposal includes the addition of water features in the layout. LCCC will study this more closely during Detail Design stage. The provision of addition public water fountains will form part of this study.
16. LCCC can commit to the preparation of a Delivery Strategy to manage flow of commercial delivery vehicles.



17. LCCC has commenced a city-wide way-finding campaign, and this is anticipated to be underway by mid-2020.
18. Noted. A proposed bus stop at Patrick Street will remain as part of the proposal.
19. LCCC will study the location of the proposed bus stop at the International Rugby Experience during detailed design.
20. LCCC acknowledges that there is no dedicated single use lane for cyclists at present. However, the adaptability of the proposal allows for the provision of dedicated cycle lanes in the near future following completion of the Limerick and Shannon Metropolitan Area transport Strategy (LSMATS).
21. LCCC acknowledges the suggestion to omit street vendors from O'Connell Street. However, it is anticipated that the space provision for street vendors would be in tandem with a more regulated programme of on-street food stalls.
22. LCCC is working to ensure proper upkeep of this project on completion;
23. LCCC acknowledges the need for a Restoration Strategy, but this is beyond the scope of this project.
24. LCCC will ensure that traffic enforcement is implemented and well-resourced on completion of this project. LCCC will also liaise with An Garda Síochána during the execution of the project, and will raise the issue of increased Garda presence.
25. The proposal will retain all CCTV operational in the O'Connell Street area, and additional ducting will be installed as part of the works to facilitate future additional CCTV installation as required. The installation of CCTV requires input from An Garda Síochána input, and this process will be followed in line with LCCC CCTV installation protocol.

**Planning Authority Comment:**

Noted

**SUB (52)** John Cosgrove, Daingean, Baile Ui Mhoalchaisi, Mungret, Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission requests removal of all private cars from O'Connell St

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation

**Planning Authority Comment:**

Noted

**SUB (53)** Anne Cronin, 11 Belfield Gardens, Ennis rd., Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states concept of O'Connell St as a "movement corridor" which maintains through traffic is a negative aspect of the proposal. A movement corridor is a road and not a destination, traffic and vehicular modes of transport are a priority in the design.

Shared space doesn't work in this design as cars, buses and HGVs dominate.

Proposes reduction of speed limit to 10kph-20kph.

Asks for contra flow segregated cycle lanes to be considered. A safe cycling network allows an 8 year old to cycle unaccompanied. This is not the case with the current proposal

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation

The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon Metropolitan Area Transport Strategy

**Planning Authority Comment:**

Noted

**SUB (54)** Shane Reynolds, 53 Elm Vale, Riverbank, Annacotty, Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission calls for greater pedestrianisation and accessible routes for cyclists. One way systems should be reviewed and delivery vehicles should be restricted.

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal will have the least negative impact on traffic volumes across the city.

The current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation

The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon

Metropolitan Area Transport Strategy. A review of the one way systems will form part of the Transport Strategy.

Loading bays have been relocated to adjacent streets under the current proposal and a full delivery strategy will be undertaken concurrently with progression of the scheme.

**Planning Authority Comment:**

Noted

**SUB (55)** Conor Buckley, 99 O'Connell St., Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

The submission details the concerns of the Limerick Cycle Bus, an initiative that aims to get children of school-going age to and from school safely.

Submission Observations are summarised below:

- Lack of provision of any segregated cycling infrastructure,
- Continued facilitation of through traffic in the form of dual lane one directional roads is a disincentive to cyclists and restricts modal shift to cycling
- Contra flow cycle lane would meet many objectives of the scheme
- Number of bollards will present an unnecessary threat to cyclists and pedestrians, enforcement of illegal parking would reduce need for bollards

**Design & Delivery Section Comments:**

- The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon Metropolitan Area Transport Strategy.
- A review of the one way systems will form part of the Transport Strategy.
- Lanes can be amended with relative ease if required under the Limerick Shannon Metropolitan Area Transport Strategy
- The number, type and location of bollards will be progressed at the detail design stage and will be utilised with maximum safety of all road users a priority.

**Planning Authority Comment:**

Noted

**SUB (56)** Stephen Murray, 72 O'Connell St., Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission expresses disappointment at the lack of segregated cycle lanes

**Design & Delivery Section Comments:**

The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycle ways if required under the Limerick Shannon Metropolitan Area Transport Strategy.

**Planning Authority Comment:**

Noted

**SUB (57)** Alan McCormack, 28 Corbally Rd., Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission on behalf of the Limerick Cycling Campaign

The main items in the submission are summarised below:

- A contraflow cycle lane would provide permeability for people who cycle.
- A multi lane one-way system creates a hostile environment for people who want to cycle.
- Partial pedestrianisation has been identified as a measure to be implemented in the Movement Framework study
- Secure bike parking facilities are required
- Shared surface needs a 20kph speed limit
- Was a quality audit including a cycle audit carried out
- What are the traffic volumes for O'Connell St
- Bus lane is unconnected to other bus lanes and not a network
- Cycle network is non existent
- Which part of the space formerly allocated to cars now provides cyclist priority

**Design & Delivery Section Comments:**

- The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon Metropolitan Area Transport Strategy.
- A review of the one way systems will form part of the Transport Strategy. Point above also refers
- A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation

- Secure bike parking facilities will be assessed in the detail design
- It is proposed to introduce a 30kph speed limit across a number of streets and in conjunction with other DEMURS design measures such as variety of materials, variety of finishes, avoiding raised kerb lines and minimising the width of carriageway and corner radii it is expected that vehicles will travel at appropriately low speed through the extents of the scheme. A 20kph speed limit can be considered as part of the detail design.
- A stage 1 Road Safety Audit was carried out on the scheme which includes for pedestrian, cyclist and vehicular uses of the street.
- Hourly traffic volumes in the opening year will be in excess of 110 vehicles per hour on O'Connell St. The Limerick Shannon Metropolitan Area Transport Strategy will create a long term plan for improvements to public transport services. It is expected this strategy will further reduce vehicular volumes in the city centre.
- Public transport services will be addressed as part of the Limerick Shannon Metropolitan Area Transport Strategy.
- The cycle network will be addressed as part of the Limerick Shannon Metropolitan Area Transport Strategy.

The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycleways if required under the Limerick Shannon Metropolitan Area Transport Strategy.

**Planning Authority Comment:**

Noted

**SUB (58)** Tadhg Kearney, 14 Thomas St., Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission on behalf of the Limerick City Centre Business Forum.

The principal issues the Forum wish to have addressed in the O'Connell St. Revitalisation plan are indicated below

- Transport  
Current proposal retains the primary function of the street the movement of vehicles, public realm space should have primacy.
- Public Realm
  1. Water feature should be restored to its full size and relocated to Lower Thomas St.
  2. Public realm improvement should be continued up Lower Cecil St to incorporate the full side of the Rugby Museum

3. The detail of street furniture, landscaping and tree planting needs clarification and the process should be inclusive and ambitious
4. A feasibility study should be carried out to investigate the potential of constructing a roof structure over two blocks.
5. Statue of Patrick Sarsfield should be relocated to Lower Thomas St
6. Plan needs to be flexible and adaptable to accommodate other future developments

**Design & Delivery Section Comments:**

- Transport  
A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal is the optimum proposal at this time  
The plan has been designed with the flexibility to accommodate with minimal amendments potential variations to the current layout
- Public Realm
  1. Position and size of water feature can be considered at detail design stage
  2. Extent of works on Lower Cecil St will have funding implications but can be considered at detail design stage
  3. Details of street furniture, landscaping and planting can be considered at detail design stage
  4. There is a competition currently in place for the installation of an art intervention.
  5. Relocation of statue can be looked at during the detail design stage.
  6. Plan has the flexibility to be amended temporarily for events and gatherings and more permanently with relative ease

**Planning Authority Comment:**

Noted

**SUB (59)** Ryan Gibbons, 13 The Cloisters, North Circular Rd., Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission states allowing through traffic and removing parking are not compatible. Pedestrianise or provide set down areas. Traffic should be slowed by introducing chicanes. The submission details:

- No segregated cycle lanes
- A covered urban space could be provided
- There is scope for more greening with vertical gardens, parklets, roadside vegetation, roof gardens and green facades
- Interactive features such as open air theatres, oversized furniture, street table tennis, trampolines and more are great ways to encourage people into the city

- Build playgrounds and sporting facilities
- Smart street with tiles that create kinetic energy from footsteps recently launched in London. Pavegen technology should be looked at, in addition to Street furniture and paint that remove emissions where possible

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal is the optimum proposal at this time. The plan has been designed with the flexibility to accommodate with minimal amendments potential variations to the current layout. There is a horizontal deflection proposed at the Thomas St junction

- The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycle ways if required under the Limerick Shannon Metropolitan Area Transport Strategy.
- There is an art intervention competition running currently and the outcome of this is awaited with regard to further features on the street
- Extent of green space will be finalised in the detail design stage
- Interactive features will be considered as part of the detail design stage
- Playgrounds and sporting facilities have not been actively considered as the available space would not make these possible at this time
- Smart street technology can be considered at detail design stage.

**Planning Authority Comment:**

Noted

**SUB (60)** Sean Lynch, 5 The Hawthorns, Briarfield, Castletroy, Limerick.

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission proposes at least part pedestrianisation of O'Connell St. Commuters do not need to drive down O'Connell St. Also notes there is no provision for a cycle lane which is a deterrent to cyclists coming from all around the city particularly from Castletroy and UL through the river path.

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current car infrastructure across the wider city is not yet ready to accept significant car traffic that would be diverted from O'Connell St through pedestrianisation.

The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycle ways if required under the Limerick Shannon Metropolitan Area Transport Strategy.

**Planning Authority Comment:**

Noted

**SUB (61)** Rian Mac Giobuin, 13 The Cloisters, North Circular Rd., Limerick

Submission received on the 6<sup>th</sup> of September, 2019:

**Submission Summary:**

Submission is on behalf of EireannachTharLear

- Submission states allowing through traffic and removing parking are not compatible. Pedestrianise or provide set down areas. Traffic should be slowed by introducing chicanes.
- No dedicated cycle lanes
- Covered urban space
- Green the City
- Use Interactive features and street art
- Build playgrounds and sporting facilities
- Use clean technology

**Design & Delivery Section Comments:**

A number of options were assessed and modelled in the earlier stages of the project. The outcome of this process showed that the current proposal is the optimum proposal at this time. The plan has been designed with the flexibility to accommodate with minimal amendments potential variations to the current layout. There is a horizontal deflection proposed at the Thomas St junction

- The design can accommodate with minimal amendments a two –way dedicated public transport corridor with segregated cycle ways if required under the Limerick Shannon Metropolitan Area Transport Strategy.
- There is an art intervention competition running currently and the outcome of this is awaited with regard to further features on the street
- Extent of green space will be finalised in the detail design stage
- Interactive features will be considered as part of the detail design stage
- Playgrounds and sporting facilities have not been actively considered as the available space would not make these possible at this time
- Smart street technology can be considered at detail design stage.

**Planning Authority Comment:**

Noted



**SUB (62) Environment Section, Limerick City & County Council**

Submission received on the 4<sup>th</sup> of September, 2019:

**Submission Summary:**

Requirement for a Refurbishment / Demolition Asbestos Survey to be completed in accordance with Section 8 of the HSA Asbestos Guidelines and issued to the Planning Authority.

**Design & Delivery Section Comments:**

Refurbishment / Demolition Asbestos Surveys will be undertaken as a precursor to demolition works and can be copied to the Planning Authority if required.

**Planning Authority Comment:**

Noted

**5.0 Actions taken by Local Authority**

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 26/07/9, 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.

2. During construction of the proposed development, the following shall apply-
  - a. Prior to commencement of development final details with regard to working hours shall be submitted for the written agreement of the planning authority.
  - b. No surface water run-off shall be discharged onto public roads, foul sewers or adjacent property.
  - c. Adequate car parking facilities shall be provided on site for all workers and visitors.

Reason – To protect the residential amenities of the area in the interest of proper planning and sustainable development

3. The wheels and underside of all construction traffic leaving the site shall be cleaned, as required, to prevent soiling of public roads. A wheel washing facility, including water jets or other approved cleansing method shall be provided close to the site exit. In the event that any public roads become soiled by construction traffic from the site, these roads shall be cleaned immediately.

Reason - In the interest of the proper planning and sustainable development of the area, road safety and to protect the amenity of the area

4. The applicant is to note the Irish Water Report on file dated 21/08/19.

Reason: In the interest of proper planning and public health and safety

5. Prior to the commencement of this development the site developer or appointed contractor shall submit to Planning & Environmental Services for agreement in writing a site specific waste management plan for the recovery/disposal of all wastes arising from the demolition, refurbishment and/or construction related activities of this development. The waste management plan shall include:
- a. A list of proposed authorised waste collection permit holders to be employed
  - b. A list of the proposed waste facility permitted sites at which the wastes may be recovered or disposed of.
  - c. Estimates of the proposed tonnages of construction and demolition (C&D) wastes by type e.g. soil and stone, rubble, wood, metal and plastic. A template waste management plan can be found at:<https://www.limerick.ie/council/construction-and-demolition-waste>.
  - d. If asbestos containing materials have been identified as present, they shall be included in items a, b and c above.

Reason: In the interests of public safety and residential amenity