

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

**Re: Permission for the following:**

Permission for the development of: segregated cycle lanes and footpath upgrades along the extent of the R510 between Quinn's Cross Roundabout & Raheen Roundabout with dedicated pedestrian and cycle crossing facilities. Upgrade of the traffic signals at Mungret Gate junction to provide both a protected junction arrangement for cyclists & bus priority measures for public transport. 'Front of school' treatment as St. Nessian's National School. Upgrade works to bus stops, side roads junctions, and new road surfacing. Installation of LED public lighting. Surface water drainage works. Landscaping works including tree removal & tree planting. All associated site works.

**At: R510 Quinn's Cross Roundabout & Raheen Roundabout, Limerick**

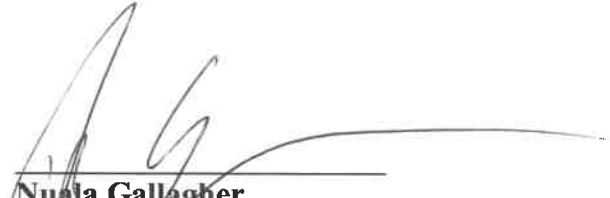
**Planning Reference No. 22/8003**



**Jennifer Mc Nulty  
Executive Planner**

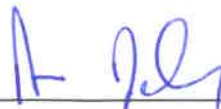


**Nuala O'Connell  
Senior Planner**



**Nuala Gallagher  
Director of Services**

**Pursuant to Section 179 3(a) of the Planning & Development Act 2000 (as amended) this report is submitted to the members of Limerick City & County Council. In accordance with Section 179(4) (b) of the above Act, it is proposed to proceed as indicated in Section 6 of this report.**



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

**Date:** 11. Aug 2012

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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 proposal is to provide segregated cycle lanes along a 500m stretch of the R510 from Quinn's Cross Roundabout to the Raheen Roundabout. This cycle lane project is based on the recommendations of the Limerick Metropolitan Cycle Network Study (LMCNS) which identified the R510 as a primary cycle route in the Mungret/Raheen/Dooradoyle area.

### **Limerick City & County Council proposes the following:**

The proposal as set out is as follows:

- Segregated cycle lanes and footpath upgrades along the extent of the R510 between Quinn's Cross Roundabout & Raheen Roundabout with dedicated pedestrian and cycle crossing facilities.
- Upgrade of the traffic signals at Mungret Gate junction to provide both a protected junction arrangement for cyclists & bus priority measures for public transport.
- 'Front of school' treatment as St. Nessian's National School.
- Upgrade works to bus stops, side roads junctions, and new road surfacing.
- Installation of LED public lighting.
- Surface water drainage works. Landscaping works including tree removal & tree planting.

**The plans and particulars were placed on public display from the 4<sup>th</sup> of May 2022 up to and including 1<sup>st</sup> of June 2022. Submissions and observations were invited up to the 16<sup>th</sup> of June 2022.**

## **3.0 Key Policy Provisions**

### **Limerick Development Plan 2022 – 2028**

#### **Objective TR O5 Limerick – Shannon Metropolitan Area Transport Strategy**

It is an objective of the Council to facilitate the implementation and delivery of the proposals that will be contained in the final Limerick Shannon Metropolitan Area Transport Strategy, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders. This partnership will achieve successful integration between land use and transport planning, and targeted growth along high quality public transport corridors and sustainable higher densities.

#### **Objective TR O6 Delivering Modal Split**

It is an objective of the Council to:

- a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities;
- b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all.

### **Objective TR O7 Behavioural Change Measures**

It is an objective of the Council to:

- a) Continue to implement behavioural change initiatives and ‘softer measures’ aimed at enabling and promoting sustainable travel across Limerick’s workplaces, campuses, schools and communities as identified in LSMATS;
- b) Facilitate and implement school streets and school zones, including slow zones around schools, park and stride facilities and promote and facilitate active travel options for school children, to reduce the health and safety risks associated with traffic congestion, pollution and inactive lifestyles.

### **Objective TR O8 Walking and Cycling Infrastructure**

It is an objective of the Council to:

- a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks, including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;
- b) Maintain and expand the pedestrian route network, infrastructure and where possible, retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

### **Objective TR O9 Limerick Cycle Network**

It is an objective of the Council to implement in full, the Cycle Network, which will be set out in the final LSMATS, with priority given in the short term to delivering the primary cycle network and cycle routes serving schools.

### **Policy TR P6 Delivery of Transport Infrastructure in line with National Policy**

It is a policy of the Council to support the delivery of transport infrastructure identified within the National Planning Framework, National Development Plan 2021-2030 (and any update) and the Regional Spatial and Economic Strategy for the Southern Region and to support enhanced connectivity within Limerick and inter-urban connectivity within the regions.

### **Policy CS P6 LSMATS**

It is a policy of the Council to ensure that the Core Strategy is in line with the objectives of the final LSMATS and the integration of land use planning and transport in reducing the need to travel and promote modal shift from the use of the private car.

### **Objective MF O1 Mungret Framework**

It is an objective of the Council to:

- a) Deliver an exemplar new neighbourhood with a clear identity and character that responds to the natural and historic environment and provides a great place to live.
- b) Deliver a green neighbourhood that encourages healthy lifestyles, offering easy and safe access to amenities and opportunity for play, recreation and learning.
- c) Create a strong and legible structure that leads people to a mixed-use centre at Mungret College, integrates the site with the wider area and strengthens existing centres.
- d) Grow the existing community hub at Mungret College so that it forms a heart for the new neighbourhood and is accessible to all residents.
- e) Protect and celebrate the site’s historic assets including the College, Mungret Abbey and medieval ringforts. f) Embrace the wider landscape and create a green framework across the site that retains the site’s green assets and enhances biodiversity.
- g) **Create a walkable and cycle friendly neighbourhood that provides easy access to schools and amenities through a safe and attractive network of streets and paths.**
- h) Create a legible network of streets defined by new buildings and laid out as part of a clear hierarchy.
- i) Incorporate bus routes through the heart of the neighbourhood, reducing the need to travel by car.

j) Provide a mix of dwelling sizes and types of the highest quality design, materials and energy efficiency, that give the opportunity for every stage of the life cycle and to up or downsize within the neighbourhood.

### 3.1 Habitats directive project screening assessment:

An Appropriate Assessment Screening Report has been undertaken for the proposed development by Doherty Environmental. It is concluded beyond reasonable scientific doubt that there are no likely significant effects from the proposed development the two European sites identified for consideration either alone or in combination with other plans or projects.

### 3.2 Environmental Impact Assessment Screening

An EIAR screening report was undertaken for the proposed development by Minogue & Associates. The development does not fall within any of the threshold requirements for a mandatory EIA as specified in Section 5 of the Planning and Development Regulations 2001 (as amended). The size of the development is limited, located within a modified environment, the development as proposed does not require the preparation of an Environmental Impact Assessment Report.

### 4.0 Submissions with respect to the proposed development

A total of 47 No. written submissions/observations were received and are listed below:

No.	NAME:
1	Ke Li
2	Labour Party
3	Matthew Sealy
4	Maurice Egan
5	Meabh Shine
6	Laura Dowling
7	Stephen Murray
8	Dan Ryan
9	Seamus Cantillon
10	Barry Kinsella
11	John McNerney
12	Leo Dillion
13	MKO on Behalf of the South Court Hotel
14	Thomas Bibby
15	Analog Devices
16	Des O'Leary
17	TD Willie O'Dea on behalf of Laura Fuller
18	The Power Family
19	Subhasis Giri, Debasri Sil, & Shamik Giri
20	Paul Greensmith
21	Sean O'Grady
22	David Frawley
23	Richard & Jacque Fitzpatrick
24	Cllr. Sean Hartigan
25	St Nessans NS Parents Association

26	Margaret McMahon
27	Sinead Ryan
28	Cllr. Fergus Kilcoyne
29	Jean Ryan
30	Valerie Conway
31	Zoe Conway
32	Ruth Scheper
33	Pat & Laura Fuller
34	Rachel Frawley
35	Maria Corbett
36	Dave, Eimear and Matthew Barry
37	Roisin O'Leary
38	Mark Cloonan
39	Mark Noonan
40	St Nessans NS Board of Management
41	Patrick Nash
42	Cllr. Sean Hartigan on behalf of Kilteragh Resident
43	Edel Collins
44	Irish Water
45	Gas Networks Ireland
46	Roads Policing Inspector - An Garda Siochana
47	Roads Traffic & Cleansing Department – Limerick City & County Council

## **SUB (1) Ke Li**

### **Submission Summary:**

1. Parents who drive their children to St Nessan's School will have nowhere to park due to the removal of the hard shoulder and will be forced to block up the R510 Road or park in neighbourhoods in the vicinity of the school
2. Emergency Service's access issues
3. Suggestion made that the school should buy the land next to the school entrance and convert it into parking for school parents.

### **Transportation & Mobility Comments:**

1. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessan's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car

trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

2. With regard to the concerns raised about access for emergency services, the proposed width would be 6.2m, which is within the preferred value as per the DMURS design guidance. The width proposed would allow for access by emergency services through the route. Emergency service vehicles are equipped with navigation systems that outline the fastest, most efficient route to take through an area to reach their destination. The proposed 6.2m road width would give emergency services space to overtake vehicles along the section of the R510 proposed to be developed. In addition to this, the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
3. This is an issue for St. Nessian's Primary Board of Management and the Department of Education

#### **SUB (2) Labour Party**

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

1. Removal of trees adjacent to Blackthorn estate on the R510 and that the trees provide shelter from the noise of traffic while also visually enhancing their community
2. Removal of trees will negatively impact on flora/ fauna and local wildlife

##### **Transportation & Mobility Comments:**

1. The trees identified for removal are adjacent to the green and are noted in the Arboricultural report as Ref 2119 x 4 no. and Refs 2121-22 x 8 no. 2119 tree type are noted as Hornbeam and Category B2 and 2121-22 tree type are noted as Norway maples and Category B2. Category B trees are noted as having moderate value and in such a condition as to be able to make a substantial contribution (a minimum life expectancy of 20 years is suggested). The subcategory 2 identifies that they have mainly landscape value (as opposed to cultural or specific arboricultural value). 76 specimen trees are to be provided along the scheme to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
2. A Landscape Plan and a Biodiversity Plan has been prepared for the proposed scheme which includes native and pollinator friendly planting, bats boxes and bird boxes. The Biodiversity Plan notes that the existing location is not of any particular ecological importance and considers that once the scheme is completed the biodiversity on the site will be increased and that the site will also likely be of more use to pollinators, small mammals and birds.

#### **SUB (3) Matthew Sealy**

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

1. Welcomes the addition of segregated cyclelanes
2. Cars currently park in the hard shoulder and close to the pedestrian crossing near St Nessian's School which is proving unsafe for cyclists

3. Plans fall short in not addressing the lack of facilities at Raheen Roundabout and lack of connectivity between the R526 , Raheen Business Park and R510

4. Welcomes the addition of the Zebra crossing near Courtfields Junction

**Transportation & Mobility Comments:**

1. Noted

2. The safety issues raised are noted but these issues are largely down to the individual behaviour of drivers at school drop off/pick up times

3. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.

The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.

It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.

The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.

4. Noted

**SUB (4) Maurice Egan**

**Submission Summary:**

1. Scheme does not address the lack of active travel facilities at Raheen Roundabout and connectivity between the R526 , Raheen Business Park and R510 for pedestrians & cyclists

**Transportation & Mobility Comments:**

1. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.

The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using



the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.

It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.

The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.

#### **SUB (5) Meabh Shine**

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

1. Scheme does not address the lack of active travel facilities at Raheen Roundabout and connectivity between the R526 , Raheen Business Park and R510 for pedestrians & cyclists

##### **Transportation & Mobility Comments:**

1. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout. The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction. It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport. The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.

#### **SUB (6) Laura Dowling**

**Submission Summary:**

1. Concerned about plans to remove hard shoulder on the R510
2. Queries what alternative parking options will be available to parents of children who attend St. Nessian's.

**Transportation & Mobility Comments:**

1. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessian's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

2. Recent surveys completed by both the School (for its Mobility Plan) and Safe Routes to Schools highlighted that the majority (up to 75.4%) of students travel to the school from the local area of Raheen / Dooradoyle, which is within an 10 minute cycle / 20 minute walking distance of the school. For those who are travelling longer distances, a Park and Stride initiative has been advanced by Transport & Mobility in conjunction with an adjacent business. The Options of Park and Stride and Car-Pooling were also highlighted in the schools Mobility Plan as a potential solution to the acknowledged over-reliance on cars bringing staff and students to/from school. Transport & Mobility are also reviewing opportunities for permeability links through existing and proposed housing developments to reduce the distance required to walk /cycle to school.

The proposal seeks to provide safer options for people who wish to walk and travel by bicycle through the creation of footpaths and segregated cycle lanes which should help to reduce traffic volumes on the R510.

The school developed a Mobility Management Plan as part of application 17/983, which was granted planning permission in 2018. This plan made a number of recommendations to reduce the overreliance on private cars including carpool, park and stride, park and ride, and cyclist of the month. The plan also refers to a Traffic Management Plan which was available on the schools website. These measures and plan should be implemented by the school.

**SUB (7) Stephen Murray**

**Submission Summary:**

1. Supports the addition of segregated cyclelanes
2. Scheme does not address the lack of active travel facilities at Raheen Roundabout and lack of connectivity between the R526 , Raheen Business Park and R510 for pedestrians & cyclists
3. Request for bike stands at Courtfields Centre

**Transportation & Mobility Comments:**

1. Noted
2. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.  
The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.  
It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.  
The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.
3. Management at Courtfield Shopping Centre have been contacted by the Active Travel Team and have confirmed that they will work with LCCC in the provision of bike stands and this will be progressed during the detailed design phase of the scheme to identify a suitable location for bike parking

**SUB (8) Dan Ryan**

**Submission Summary:**

1. Road Safety Audit team site visit was undertaken during Covid lockdown in February 2021 and would not give a true representation of the traffic issues in the area.
2. Loss of some of the existing carpark will lead to a further deterioration in traffic issues in the vicinity of the school leading to safety concerns.
3. Requests consultation with stakeholders to come up with viable options

**Transportation & Mobility Comments:**

1. A Road Safety Audit is an evaluation of a road scheme during design, construction and early operation, to identify potential safety hazards which may affect any type of road user, and to suggest measures to eliminate or mitigate those problems. A Road scheme is one that results in new road construction or permanent change to the existing road or roadside layout.

There is no restriction on the timing of the site visit for a Stage 1 Road Safety Audit and it is the auditor's duty to assess the plans that are provided to them.

Increased traffic volumes, during peak times due to extra workers or school goers using the road, or driver behaviour issues are not specifically addressed in the RSA as the audit considers the proposed change to physical infrastructure. Additional audits will be completed at detailed design and following construction of the scheme.

2. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nesson's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

3. Recent surveys completed by both the School (for its Mobility Plan) and Safe Routes to Schools highlighted that the majority (up to 75.4%) of students travel to the school from the local area of Raheen / Dooradoyle, which is within an 10 minute cycle / 20 minute walking distance of the school. For those who are travelling longer distances, a Park and Stride initiative has been advanced by Transport & Mobility in conjunction with an adjacent business. The Options of Park and Stride and Car-Pooling were also highlighted in the schools Mobility Plan as a potential solution to the acknowledged over-reliance on cars bringing staff and students to/from school. Transport & Mobility are also reviewing opportunities for permeability links through existing and proposed housing developments to reduce the distance required to walk / cycle to school.

The proposal seeks to provide safer options for people who wish to walk and travel by bicycle through the creation of footpaths and segregated cycle lanes which should help to reduce traffic volumes on the R510.

The school developed a Mobility Management Plan as part of application 17/983, which was granted planning permission in 2018. This plan made a number of recommendations to reduce the overreliance on private cars including carpool, park and stride, park and ride, and cyclist of the month. The plan also refers to a Traffic Management Plan which was available on the schools website. These measures and plan should be implemented by the school.

#### **SUB (9) Seamus Cantillon**

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

1. Welcomes the scheme in terms of linking existing & planned infrastructure, provides safe route for children to cycle to school and should alleviate traffic and parking issues at the school.

2. Lack of active travel facilities at Raheen Roundabout and lack of connectivity between the R526, Raheen Business Park and R510 for pedestrians & cyclists

**Transportation & Mobility Comments:**

1. Noted

2. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.

The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.

It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.

The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.

**SUB (10) Barry Kinsella**

**Submission Summary:**

1. Supports the introduction of a cycle lane along the R510

2. Scheme does not address the lack of active travel facilities at Raheen Roundabout and lack of connectivity between the R526, Raheen Business Park and R510 for pedestrians & cyclists

**Transportation & Mobility Comments:**

1. Noted

2. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.

The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.

It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.

The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.

#### **SUB (11) John McNerney**

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

1. The current traffic issues around St Nessian's Primary School including illegal parking are of huge concern
2. Suggests physical barriers are needed to prevent the practice of cars parking illegally
3. Suggests space for lanes can be taken from the green space in front of the houses at Whitethorns.
4. Considers the R510 is now unsuitable for Heavy Traffic and a new road required between Loughmore Roundabout

##### **Transportation & Mobility Comments:**

1. The current traffic issues around St Nessian's listed are noted. These issues are largely down to the individual behaviour of drivers at school drop off/pick up times and any illegal or hazardous parking is an enforcement issue for An Garda Siochana
2. Segregated cycle lanes, reduced carriageway widths and tightened raised junction are all measures that will assist in improving safety for vulnerable road-users.
3. The current design cross section in front of St Nessian's School is limited by available widths and additional space required for setdown or cyclelanes would result in additional cut into the embankment adjacent to Whitethorns estate and the removal of a large number of trees.
4. Travel & Transport Strategy have stated that an outer orbital road is not currently regarded as a requirement as there are alternative routes available towards Mungret/Dock Rd using the national road network through the M7 to the Rossbrien Interchange and travelling north on the N18 taking exit for the Dock Rd/N69 interchange.

#### **SUB (12) Leo Dillion**

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

1. Queries the need for the Bus Gate at Mungret Gate Junction
2. Queries the use of the pencil type bollards at St Nessian's School and suggests alternatives should be considered
3. As the scheme services a school that the width of the cycletrack is not sufficient and needs to be increased according to the NCM guidelines
4. As a primary cycle network corridor it should at a minimum cater for two-abreast cycling to encourage people to make shorter journeys by bike
5. Junction designs are not consistent with the nearby Fr. Russell Road Scheme
6. No detail provided on what the cross section of the junction is

7. Junction treatments on both schemes should be practically identical for all road users to understand how to use them
8. The pedestrian crossing detail at the bus stop is unnecessary and inconsistent with the Fr Russell Road scheme
9. The zebra crossing layout does not align with any guidelines, is incorrect and unnecessary
10. Tactile paving specified is incorrect and does not comply with the NCM guidelines
11. Use of traffic sign RUS 009 unnecessary
12. Queries the need to remove trees to retain 2 lane entry into Raheen Roundabout
13. Outlines measures contained in the NCM to make roundabouts safer
14. Removing the trees is in contravention with strategic objectives of the Southern Environs Local Area Plan
15. Suggestion that cycle tracks should be set back 5m from the junction mouth to allow motorists cross the cycle track before then negotiating their entry to the main carriageway
16. Suggestion to provide pedestrian and cyclist link to Oakfield adjacent to Mungret Gate Junction

**Transportation & Mobility Comments:**

1. The provision of a bus gate on the western link of Mungret Gate Junction is an NTA requirement to allow for future bus priority measures in conjunction with the Mungret LIHAF scheme.
2. The pencil type bollard are recommended bollard type for use in front of school environments as outlined in the NTA's Safe Routes to Schools Guide (Version 1 - July 2021)
3. The design nominally provides for single file + overtaking but it is expected that in the proximity of the school there will be limited overtaking requirements during peak activity at school times. Accordingly at the school, the NCM provisions are A= 0.25, B= 0.75, C= 0.5, D= 0.25 = minimum width of 1.75m required and 2.0m provided
4. There is no defined width requirements for a primary cycle network. However, it has been agreed with NTA that the provision of a cycling regime width (B) of 1.25m is acceptable for this route as we are confined to existing road width constraints.
5. There are varying approaches on Junction design, depending on the guidance applied. Limerick City & County Council Active Travel are developing Standard Details for use across Active Travel schemes to ensure consistency. During detailed design, these details will be developed further.
6. Cross section of the side road junction is illustrated on planning drawing RCT-LA-P02, Proposed section A-A
7. Limerick City & County Council Active Travel are developing Standard Details for use across Active Travel schemes to ensure consistency. During detailed design, these details will be developed further.
8. The pedestrian crossing detail at the bus stops is as per the NTA Preliminary Design Guidance Booklet for island bus stop arrangements. As per NTA Guidance, Island Bus Stops are the preferred bus stop option to be used as standard on the Core Bus Corridor project where space constraints allow.
9. As the footpath and cycle track will be at the same level at the pedestrian crossing to eliminate trip hazards, (60mm level difference generally in the scheme), it was deemed necessary to provide Cycleway tactile paving at either side of the pedestrian crossings to warn visually impaired pedestrians of the cycle track. The cycleway paving at the crossing can be reviewed at detail design stage.
10. Cycleway tactile paving will be used in areas where the footpath and cycle track are at the same level as each other throughout the scheme. During detailed design, these details will be developed further and the correct paving will be specified.
11. Noted
12. The trees identified for removal are adjacent to the green and are noted in the Arboricultural report as Ref 2119 x 4 no. and Refs 2121-22 x 8 no. 2119 tree type are

noted as Hornbeam and Category B2 and 2121-22 tree type are noted as Norway maples and Category B2. Category B trees are noted as having moderate value and in such a condition as to be able to make a substantial contribution (a minimum life expectancy of 20 years is suggested). The subcategory 2 identifies that they have mainly landscape value (as opposed to cultural or specific arboricultural value). 76 specimen trees are to be provided along the scheme to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.

13. Roundabout does not form part of the current scheme. The R526/R510 junction arrangements will be reviewed as a separate scheme.
14. The Southern Environs LAP (to be revoked) notes that where mature trees are to be felled, a comprehensive tree survey carried out by a suitably qualified individual, demonstrating that the subject trees are of no ecological or amenity value shall be submitted in conjunction with the planning application. The trees identified for removal at Raheen roundabout are not designated as having significant ecological or amenity value.
15. Side road junctions have been designed as per NTA Preliminary Design Guidance Booklet for Bus Connects and was a specific NTA requirement. The stop line has been positioned to allow traffic waiting to turn on to the mainline to wait behind the cycle track and footpath.
16. Noted

### **SUB (13) MKO on behalf of the South Court Hotel**

#### **Submission Summary:**

1. Outlines intention to submit a planning application for a mixed-use retail and residential development adjacent to the R510
2. Welcomes the upgrade works on the R510
3. Concerns raised regarding the location of the Zebra crossing at Courtfields Junction due to the Existing Road Gradient, footpath continuation on Courtfields Road, Connectivity for the Grange Residential development, stepped access into the Southcourt and connectivity for Blackthorns estate
4. Suggestion made to relocate the zebra crossing further west
5. Suggestion made for an additional Zebra crossing on the R510 leg of Raheen Roundabout

#### **Transportation & Mobility Comments:**

1. Noted
2. Noted
3. Traffic exiting Raheen Roundabout will have 60m forward visibility of the proposed raised zebra crossing and belisha beacons which is more than adequate as per DMURS (49m on a bus route as per DMURS). The zebra crossing is to be raised which will further reduce speeds on approach to the crossing.  
Courtfields Road is outside the site boundary for this scheme. A raised entry treatment, as per NTA Preliminary Design Guidance Booklet, with an uncontrolled pedestrian crossing is proposed for the Courtfields Road/R510 junction.  
The location of the proposed zebra crossing as shown on planning drawing RCT-LA-P02 was deemed the most appropriate location as it is located close to an existing pedestrian desire line from Blackthorns estate and the stepped access at the South Court Hotel. It is offset from the proposed pedestrian/cyclist link to Blackthorns to improve road safety and reduce the risk of collisions between pedestrians and vehicles.
4. Relocation of the crossing further west (Close to Centra) would reduce the crossings effectiveness as pedestrians approaching Courtfields from Blackthorns estate link or the



northern side of the R510 from Raheen Roundabout would not utilise the crossing in that location.

5. The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout.

#### **SUB (14) Thomas Bibby**

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

1. Supportive of the scheme in principal
2. Requests that the cycle tracks need to be wider and suggests that the carriageway could be reduced to 5.5m

##### **Transportation & Mobility Comments:**

1. Noted
2. Whilst it is noted in DMURS that narrower carriageways are one of the most effective ways of calming traffic, it is recommended that the preferred values for arterial and link streets are 6-6.5m due to the number of large vehicles using the R510 road.

#### **SUB (15) Analog Devices**

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

1. Scheme does not address the lack of active travel facilities at Raheen Roundabout and lack of connectivity between the R526, Raheen Business Park and R510 for pedestrians & cyclists

##### **Transportation & Mobility Comments:**

1. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.

The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.

It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.

The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and

BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.

#### **SUB (16) Des O’Leary**

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

1. Objection to tree removal for the provision of cycle-tracks along the R510
2. Concerns that the proposed 3m link to Blackthorns from the R510 will open up the area to the main road, is a safety concern for children and is neither needed or wanted

##### **Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible. The trees identified for removal are adjacent to the green and are noted in the Arboricultural report as Ref 2119 x 4 no. and Refs 2121-22 x 8 no. 2119 tree type are noted as Hornbeam and Category B2 and 2121-22 tree type are noted as Norway maples and Category B2. Category B trees are noted as having moderate value and in such a condition as to be able to make a substantial contribution (a minimum life expectancy of 20 years is suggested). The subcategory 2 identifies that they have mainly landscape value (as opposed to cultural or specific arboricultural value).

2. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorns Estate with the R510. This path emerges between the Raheen Roundabout and the junction between the Courtfields Shopping Centre and the South Court Hotel. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.

The proposal consists of a path that would link the Blackthorns Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorns estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessian’s school or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510.

This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

#### **SUB (17) TD Willie O’Dea on behalf of Laura Fuller**

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

1. Welcomes the addition of the scheme in principal
2. Objection to tree removal for the provision of cycle-tracks along the R510

3. The existing earthwork berm & vegetation act as protection to the estate from traffic noise and as privacy screening from the R5104.
4. Concerns that the proposed 3m link to Blackthorns from the R510 will open up the area to the main road and individuals who are not from the area
5. Suggestion made that a full traffic signal design is required at the Courtfields junction
6. Queries funding for the repair and upkeep of red cycle lane surfacing
7. Concerns raised in relation to tree removal in the vicinity of St Nessian's school
8. Concerns raised that the lack of set down near St Nessian's School will cause commuter displacement parking into the surrounding areas
9. Increases the need for an outer orbital road from Loughmore Roundabout to Mungret and the Dock Road.

**Transportation & Mobility Comments:**

1. Noted
2. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
3. It is not anticipated that the existing hedge will be impacted by the works and additional planting will include native hedging to be planted on a low mound. The earthwork berm at the back of the footpath will be retained as much as possible but may need to be setback at locations to accommodate the scheme.
4. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorns Estate with the R510. This path emerges between the Raheen Roundabout and the junction between the Courtfields Shopping Centre and the South Court Hotel. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.

The proposal consists of a path that would link the Blackthorns Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorns estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessian's school or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510.

This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

5. A full traffic signal design at the Courtfields Junction has not been identified as a requirement by the Roads Traffic and Cleansing Department of LCCC at this stage.
6. Maintenance or Repair of the cycle track surfacing will be managed by the Roads Operations & Maintenance department of LCCC in conjunction with Active Travel
7. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with

an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.

8. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessian's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

9. Travel & Transport Strategy have stated that an outer orbital road is not currently regarded as a requirement as there are alternative routes available towards Mungret/Dock Rd using the national road network through the M7 to the Rossbrien Interchange and travelling north on the N18 taking exit for the Dock Rd/N69 interchange

## **SUB (18) The Power Family**

### **Submission Summary:**

1. Reference to the existing Land Dedication Agreement and that the homeowners sightlines are being compromised as a result of the scheme
2. Suggestion made that the cycletrack is relocated to the opposite side of the R510 adjacent to Oakfield
3. Objection to the shortening of the right turn lane in front of the homeowners property
4. Transfer of the Lands outlined in the Land Dedication Agreement was not undertaken by LCCC and the area is still being maintained by the homeowner

### **Transportation & Mobility Comments:**

1. Sightlines have been checked and verified to be 50m to the nearside kerbs in both directions @ 2.4m setback from the road edge (cycletrack edge). DMURS states that forward visibility in 50km/hour zones should be 49m on bus routes @ a 2.4m set back from the road edge.
2. It is preferable that the cycle facility would remain constant along the entire length of a road to deliver an attractive Quality of Service for the user. All options for the proposed road layout have been technically assessed and the option as per the content of the current application, with cycle lanes on both sides of the R510, is considered to be the most practical given the constraints of the site and overall development area. A single cycle

track is required on both side of the R510 between Mungret Gate Junction and Quinns Cross Roundabout to provide a more direct route between both junctions eliminating the need for additional carriageway crossings.

3. The existing right turn lane measures approximately 140m in length, the length of the lane has been reduced to 70m, approx. the length of 12 queuing cars which is adequate for the junction. The length of the lane was also reduced to minimise the impact the proposed works will have on the existing trees and embankment on the other side of the road at Oakfield, keeping the lane at its current length would result in the landscaped area being removed in areas. A break will be incorporated in the ghost island roadmarking in front of the property to allow access to driveway entrance/exit.
4. Whilst the grassed verge may be maintained by the homeowner, the lands were dedicated to Limerick City and County Council under a land dedication agreement in 1990 for use as part of the public highway.

#### **SUB (19) Subhasis Giri, Debasri Sil, Shamik Giri**

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

1. Removal of trees for the provision of the scheme

##### **Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.

#### **SUB (20) Paul Greensmith**

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

1. Objection made to the removal of trees
2. Believes that a EIA is required due to the significant negative impact to both environment and residents of Blackthorns
3. Objects to increased access permeability to Blackthorns as it will lead to increased and unnecessary public access to a residential area

##### **Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
2. Limerick City & County Council's appointed ecologist has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the Roads Act 1993 (S.I. No 14 of 1993) as amended and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that EIA is not required in respect of this proposed development.
3. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorns Estate with the R510. This path emerges between the Raheen Roundabout and the junction between the Courtfields Shopping Centre and the South Court Hotel. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the

Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.

The proposal consists of a path that would link the Blackthorns Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorns estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessian's school or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510.

This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

#### **SUB (21) Sean O'Grady**

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

1. The Road Safety Audit takes no account of the reduction in the grass margin at the front of the property and the safety and sightline issues that result
2. Objection to the shortening of the right turn lane in front of the homeowners property
3. No reference in the plans to the to public sewerage connection to be provided to the property by private developer

##### **Transportation & Mobility Comments:**

1. Sightlines have been checked and verified to be 50m to the nearside kerbs in both directions @ 2.4m setback from the road edge (cycletrack edge). DMURS states that forward visibility in 50km/hour zones should be 49m on bus routes @ a 2.4m set back from the road edge.
2. The existing right turn lane measures approximately 140m in length, the length of the lane has been reduced to 70m, approx. the length of 12 queuing cars which is adequate for the junction. The length of the lane was also reduced to minimise the impact the proposed works will have on the existing trees and embankment on the other side of the road at Oakfield, keeping the lane at its current length would result in the landscaped area being removed in areas. A break will be incorporated in the ghost island roadmarking in front of the property to allow access to driveway entrance/exit.
3. Having regard to the planning permission granted under Planning Ref. 16/1196 it is noted that there is no condition requiring connection of the original dwellings along the R510 to the foul sewer. In this respect, this is not an enforcement issue for the Planning Authority. It is noted that this matter relates to a private agreement between the developer and the dwelling owners. In this respect, the homeowner should consult with the developer and Irish Water in relation to the connections of their dwellings to the public foul sewer.

#### **SUB (22) David Frawley**

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

1. The proposed removal of trees
2. The proposed part or full removal of the grass bank in front of my house
3. The overall aesthetic impact of the finished proposal
4. The devaluation of their property
5. The Public Consultation process by Limerick City and County Council

**Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
2. A small section of the grass embankment in the green area in front of Whitethorns estate will be setback to accomodate the island bus stop arrangement. It will be reshaped, landscaped and seeded to match the existing embankment.
3. The scheme will be constructed to current best practice in standards as per the National Cycle Manual and National Transport Authority Design Guidance
4. The separation distance involved between the proposed development and the dwelling in question is approximately 20m, measured from the site boundary to the front boundary of the dwelling in question. In addition to this, given the established nature of the R510 as a regional road as well as the nature, scale and extent of works proposed, the proposal is not considered materially harmful to the amenity of the residents of this property nor is it considered to cause any material devaluation.
5. Whilst it is regrettable that the objector was not able to make contact with the relevant person when they contacted the Council, the application was advertised in accordance with the statutory requirements of article 81 of the Planning & Development Regulations (as amended). Details of the plans and particulars, which gave detailed information regarding the proposal, were available to inspect online and within the Council offices in Merchant's Quay and Dooradoyle as per the public notices.

**SUB (23) Richard & Jacque Fitzpatrick**

**Submission Summary:**

1. Objection made to the removal of trees for the provision of the scheme

**Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.

**SUB (24) Cllr. Sean Hartigan**

**Submission Summary:**

1. It is imperative that as much trees as feasible are retained
2. Ensure that if trees are removed this is done outside the nesting season
3. Ensure that if trees are removed that measures are in place to protect bats which may be using these trees.
4. Replaced trees with enough semi mature native trees to compensate for the loss in carbon sequestration, biodiversity and amenity value
5. Landscape to increase biodiversity and amenity value in line with the National Biodiversity Plan.
6. Plant native trees as replacement.

7. Manage green areas for native self-seeding wildflowers
8. Ensure that lighting is bat friendly
9. The tree protection plan opens as a collection of maps, there should be a document detailing how retained trees will be protected during construction
10. There should be a landscape plan showing details of mitigation landscaping, including lists and locations of native trees to be planted and areas to be managed for wildlife and details of how this area will be managed in the future

**Transportation & Mobility Comments:**

1. As many trees as possible are being retained in line with our landscaping plans
2. No trees are proposed to be removed during the nesting season
3. A bat activity survey has been commissioned to identify any trees with bat roost potential
4. Trees to be replaced will be native with a minimum tree girth of 16-20cm
5. The scheme will be landscaped to increase biodiversity and amenity value
6. Native trees will be replanted – details of species are included on the Landscape Plans
7. Native self-seeding wildflowers will be incorporated into the seeding mix
8. This will be included at Detailed design stage as part of the scheme lighting design
9. Section 7.0 of the Arboricultural Impact Assessment which was submitted details how retained trees will be protected during construction and should be read in conjunction with the Tree Protection Plan.
10. The landscape plans which were submitted detail indicative lists and locations of areas to be managed for wildlife and native trees to be planted.

**SUB (25) St. Nessan's NS Parents Association**

**Submission Summary:**

1. Welcome and support the development of cycle lanes and will continue to promote Active Travel
2. State that the parents councils have not been included in discussions to date and request a meeting with the LCCC
3. The removal of setdown areas outside the school will lead to safety issues within the school carpark and increased traffic management issues in the surrounding housing estates
4. Current car park is inadequate for the number of staff with some parking outside the school. Car park has also to cater for buses.

**Transportation & Mobility Comments:**

1. Noted
2. Meetings were held on a number of occasions during the preliminary design process with representatives from the schools Board of Management.
3. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessan's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car



trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

4. The existing carpark is not in school ownership but is being used informally by staff. Limerick City & County Council is not required to provide staff carparking to schools and the provision of dedicated school staff carparking is an issue for the school and the Department of Education.

## **SUB (26) Margaret McMahon**

### **Submission Summary:**

1. Concerns with wastage of public money
2. States that it is a perfectly functioning road
3. Consideration to be given to parking issues at the school

### **Transportation & Mobility Comments:**

1. The provision of sustainable modes of transport is essential in accordance with the Climate Action Plan, National Development Plan and Regional Spatial and Economic Strategy. Limerick City and County Council is committed to developing sustainable modes of transport including the provision of pedestrian and cycling infrastructure as a priority and subject to funding.
2. Whilst the objector's opinion is noted, the provision of sustainable modes of transport is essential in accordance with the Climate Action Plan, National Development Plan and Regional Spatial and Economic Strategy. Limerick City and County Council is committed to developing sustainable modes of transport including the provision of pedestrian and cycling infrastructure as a priority and subject to funding.
3. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessan's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting

to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

### **SUB (27) Sinead Ryan**

#### **Submission Summary:**

1. Objection made to the removal of trees for the provision of the scheme
2. Outlines the benefits of the trees on air pollution, mental health, privacy, noise pollution and absorption of sewage smell
3. Suggestions made that a two-way cycle track is created on the Courtfields Centre side of the R510
4. Suggestion made that the cycle track is rerouted via Church Road

#### **Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
2. Native trees are to be replanted to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible
3. It is important that the cycle facility would remain constant along the entire length of a road to deliver an attractive Quality of Service for the user. All options for the proposed road layout have been technically assessed and the option as per the content of the current application, with cycle lanes on both sides of the R510, is considered to be the most practical given the constraints of the site and overall development area. A single cycle track is required on both side of the R510 between Quinns Cross Roundabout & Raheen Roundabout to provide a more direct route between both junctions eliminating the need for additional carriageway crossings.
4. The Quinns Cross to Raheen scheme has been developed in line with the NTA project approvals process. This included an initial appraisal and an Options assessment. The initial appraisal included proposed cycle route along Church Road but this route would score less in terms of several of the main evaluation criteria and particularly on Safety due to the number of driveways along the route and accordingly did not progress to Preliminary Design

### **SUB (28) Cllr. Fergus Kilcoyne**

#### **Submission Summary:**

1. Concerns raised that pull in areas should be provided for the bus stops on the R510 and not inline stops as shown
2. Welcomes the provision of cycle tracks in principal
3. Suggests exploring if alternatives cycling measures can be provided for
4. Concerns made on lack of pull in areas for parents at St Nessans and the knock on effect into nearby housing estates
5. Requests further engagement with local residents by LCCC

#### **Transportation & Mobility Comments:**

1. In a move from conventional car-dominant design solutions toward those which prioritise sustainable modes of transport including Public Transport, NTA guidance advises against

the use of bus lay-bys in urban areas as they can present significant operational difficulties for bus services and negative impacts for bus users such as:

- Bus delays re-joining the traffic stream from the lay-by
- Bus laybys widen the carriageway area resulting in potential for increased speed, difficulty for pedestrians to cross and an unattractive street environment
- Bus laybys often attract short duration car parking which can be exacerbated in close proximity to schools

The planned future rollout of the TFI leap card across all city routes will help increase use of contactless payment and result in reduced pickup/drop-off times at bus stops

2. Noted

3. It is important that the cycle facility would remain constant along the entire length of a road to deliver an attractive Quality of Service for the user. All options for the proposed road layout have been technically assessed and the option as per the content of the current application, with cycle lanes on both sides of the R510, is considered to be the most practical given the constraints of the site and overall development area. A single cycle track is required on both side of the R510 between Quinns Cross Roundabout & Raheen Roundabout to provide a more direct route between both junctions eliminating the need for additional carriageway crossings.

4. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessan's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

5. Meetings have been held between LCCC Active Travel and various stakeholders

**SUB (29) Jean Ryan**

**Submission Summary:**

1. Objection made to the removal of trees for the provision of the scheme & Outlines the benefits of the trees on air pollution, mental health, privacy, noise pollution and absorption of sewage smell
2. Suggestions made that a two-way cycle track is created on the Courtfields Centre side of the R510 or that the cycle track is rerouted via Church Road

**Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
2. It is important that the cycle facility would remain constant along the entire length of a road to deliver an attractive Quality of Service for the user. All options for the proposed road layout have been technically assessed and the option as per the content of the current application, with cycle lanes on both sides of the R510, is considered to be the most practical given the constraints of the site and overall development area. A single cycle track is required on both side of the R510 between Quinns Cross Roundabout & Raheen Roundabout to provide a more direct route between both junctions eliminating the need for additional carriageway crossings.  
The R510 Quinns Cross to Raheen Roundabout scheme has been developed in line with the NTA project approvals process. This included an initial appraisal and an Options assessment. The initial appraisal included proposed cycle route along Church Road but this route would score less in terms of several of the main evaluation criteria and particularly on Safety due to the number of driveways along the route and accordingly did not progress to Preliminary Design as a Primary Cycle Route.

#### **SUB (30) Valerie Conway**

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

1. The removal of trees along the R510 for the provision of the scheme
2. The proposed 3m link to Blackthorns from the R510 will open up the area to the main road and will increase the risk of anti-social behaviour
3. The removal of hard shoulder near St.Nessans school will make the area more dangerous in the vicinity of Lower Church Road
4. The narrowing of the carriageway will cause difficulty for vehicles to pull in to let emergency services vehicles pass

##### **Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
2. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorns Estate with the R510. This path emerges between the Raheen Roundabout and the junction between the Courtfields Shopping Centre and the South Court Hotel. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.  
The proposal consists of a path that would link the Blackthorns Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorns estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessan's school

or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510. This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

3. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessan's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved. While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.
4. With regard to the concerns raised about access for emergency services, the proposed width would be 6.2m, which is within the preferred value as per the DMURS design guidance. The width proposed would allow for access by emergency services through the route. Emergency service vehicles are equipped with navigation systems that outline the fastest, most efficient route to take through an area to reach their destination. The proposed 6.2m road width would give emergency services space to overtake vehicles along the section of the R510 proposed to be developed. In addition to this, the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

**SUB (31) Zoe Conway**

**Submission Summary:**

1. The removal of trees along the R510 for the provision of the scheme

2. The proposed 3m link to Blackthorns from the R510 will open up the area to the main road and will increase the risk of anti-social behaviour
3. The removal of hard shoulder near St.Nessans school will make the area more dangerous in the vicinity of Lower Church Road
4. The narrowing of the carriageway will cause difficulty for vehicles to pull in to let emergency services vehicles pass

**Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.

2. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorns Estate with the R510. This path emerges between the Raheen Roundabout and the junction between the Courtfields Shopping Centre and the South Court Hotel. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.

The proposal consists of a path that would link the Blackthorns Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorns estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessian's school or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510.

This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

3. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessian's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information

as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved. While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

4. With regard to the concerns raised about access for emergency services, the proposed width would be 6.2m, which is within the preferred value as per the DMURS design guidance. The width proposed would allow for access by emergency services through the route. Emergency service vehicles are equipped with navigation systems that outline the fastest, most efficient route to take through an area to reach their destination. The proposed 6.2m road width would give emergency services space to overtake vehicles along the section of the R510 proposed to be developed. In addition to this, the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

#### **SUB (32) Ruth Scheper**

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

1. Objection to tree removal for the provision of cycletracks along the R510

##### **Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.

#### **SUB (33) Pat & Laura Fuller**

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

1. Welcomes the addition of the scheme in principal
2. Objection to tree removal for the provision of cycletracks along the R510
3. The existing earthwork berm & vegetation act as protection to the estate from traffic noise and as privacy screening from the R5104.
4. Concerns that the proposed 3m link to Blackthorns from the R510 will open up the area to the main road and individuals who are not from the area
5. Suggestion made that a full traffic signal design is required at the Courtfields junction
6. Queries funding for the repair and upkeep of red cycle lane surfacing
7. Concerns raised in relation to tree removal in the vicinity of St Nessan's school
8. Concerns raised that the lack of setdown near St Nessan's School will cause commuter displacement parking into the surrounding areas
9. Increases the need for an outer orbital road from Loughmore Roundabout to Mungret and the Dock Road.

### **Transportation & Mobility Comments:**

1. Noted
2. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
3. It is not anticipated that the existing hedge will be impacted by the works and additional planting will include native hedging to be planted on a low mound. The earthwork berm at the back of the footpath will be retained as much as possible but may need to be setback at locations to accommodate the scheme.
4. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorns Estate with the R510. This path emerges between the Raheen Roundabout and the junction between the Courtfields Shopping Centre and the South Court Hotel. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.

The proposal consists of a path that would link the Blackthorns Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorns estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessan's school or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510.

This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.
5. A full traffic signal design at the Courtfields Junction has not been identified as a requirement by the Roads Traffic and Cleansing Department of LCCC at this stage.
6. Maintenance or Repair of the cycle track surfacing will be managed by the Roads Operations & Maintenance department of LCCC in conjunction with Active Travel
7. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
8. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes



to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessan's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

9. Travel & Transport Strategy have stated that an outer orbital road is not currently regarded as a requirement as there are alternative routes available towards Mungret/Dock Rd using the national road network through the M7 to the Rossbrien Interchange and travelling north on the N18 taking exit for the Dock Rd/N69 interchange

#### **SUB (34) Rachel Frawley**

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

1. Queried if the green area in front of the houses on Whitethorns is affected by the works

##### **Transportation & Mobility Comments:**

1. A small section of the grass embankment in the green area in front of Whitethorns estate will be setback to accommodate the island bus stop arrangement. It will be reshaped, landscaped and seeded to match the existing embankment.

#### **SUB (35) Maria Corbett**

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

1. In favour of offering people alternatives to car travel
2. Objection to tree removal for the provision of cycletracks along the R510 and queries if the council has considered transplanting them.
3. Outlines an issue with an underground Irish Water Pumping station within Blackthorns estate and that the trees help with the absorption of sewage odour
4. Suggestions made that the cycle track is rerouted via Church Road

##### **Transportation & Mobility Comments:**

1. Noted
2. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible. The appointed arboriculturalist for the scheme has stated that the said trees are too large to transplant and would have little chance of survival if they were transplanted.
3. Any foul sewerage issues or resultant odour in the area is a matter for Irish Water

4. The R510 Quinns Cross to Raheen Roundabout scheme has been developed in line with the NTA project approvals process. This included an initial appraisal and an Options assessment. The initial appraisal included proposed cycle route along Church Road but this route would score less in terms of several of the main evaluation criteria and particularly on Safety due to the number of driveways along the route and accordingly did not progress to Preliminary Design as a Primary Cycle Route.

**SUB (36) Dave, Eimear and Matthew Barry**

**Submission Summary:**

1. Objection to the pedestrian crossing location near Courtfields Junction
2. Objection to the proposed 3m wide pedestrian and cyclist link to Blackthorn Housing Estate
3. Objection to tree removal for the provision of cycletracks along the R510
4. Appropriate Assessment by disturbance of existing biodiversity
5. Impacts on Biodiversity
6. Loss of Market Value to Blackthorn property value
7. Suggestion made that the cycle track is rerouted via Lower Church Road

**Transportation & Mobility Comments:**

1. The location of the proposed zebra crossing as shown on planning drawing RCT-LA-P02 was deemed the most appropriate location as it is located close to an existing pedestrian desire line from Blackthorn's estate and the stepped access at the South Court Hotel. It is offset from the proposed pedestrian/cyclist link to Blackthorn's to improve road safety and reduce the risk of collisions between pedestrians and vehicles.
2. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorn's Estate with the R510. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.  
The proposal consists of a path that would link the Blackthorn's Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorn's estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessan's school or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510.  
This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.
3. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
4. As outlined in the Appropriate Assessment (AA) Screening Determination, an Appropriate Assessment Stage 1 Screening Report was prepared by Limerick City and County

Council's appointed ecologist and concluded that the scheme will not either individually or in combination with any other plan or project adversely affect the integrity of any European Site.

5. A Landscape Plan and a Biodiversity Plan has been prepared for the proposed scheme which includes native and pollinator friendly planting, bats boxes and bird boxes. The Biodiversity Plan notes that the existing location is not of any particular ecological importance and considers that once the scheme is completed the biodiversity on the site will be increased and that the site will also likely be of more use to pollinators, small mammals and birds.
6. Given the established nature of the R510 as a regional road as well as the nature, scale and extent of works proposed, the proposal is not considered materially harmful to the amenity of the residents of this estate nor is it considered to cause any material devaluation.
7. The R510 Quinns Cross to Raheen Roundabout scheme has been developed in line with the NTA project approvals process. This included an initial appraisal and an Options assessment. The initial appraisal included proposed cycle route along Church Road but this route would score less in terms of several of the main evaluation criteria and particularly on Safety due to the number of driveways along the route and accordingly did not progress to Preliminary Design as a Primary Cycle Route.

#### **SUB (37) Roisin O'Leary**

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

1. Objection to tree removal for the provision of cycletracks along the R510
2. Concerns that the proposed 3m link to Blackthorns from the R510 will open up the area to the main road, is a safety concern for children and is neither needed or wanted

##### **Transportation & Mobility Comments:**

1. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible. The trees identified for removal are adjacent to the green and are noted in the Arboricultural report as Ref 2119 x 4 no. and Refs 2121-22 x 8 no. 2119 tree type are noted as Hornbeam and Category B2 and 2121-22 tree type are noted as Norway maples and Category B2. Category B trees are noted as having moderate value and in such a condition as to be able to make a substantial contribution (a minimum life expectancy of 20 years is suggested). The subcategory 2 identifies that they have mainly landscape value (as opposed to cultural or specific arboricultural value).
2. There is currently an informal path that has developed over time that connects the green space in the south-east corner of the Blackthorns Estate with the R510. This path emerges between the Raheen Roundabout and the junction between the Courtfields Shopping Centre and the South Court Hotel. This path is clearly well used given its worn nature and indicates that there is a natural desire line between the estate and the R510 to access the Courtfields Shopping Centre and the South Court Hotel on the opposite side of the road as well as general access to the R510.

The proposal consists of a path that would link the Blackthorns Housing Estate with the R510. The proposed path would formalise the existing informal route through the trees

and emerge a short distance from the proposed zebra crossing. Currently, residents who wish to travel to the R510 on foot would have to leave the Blackthorns estate via Church Road and travel east or west to connect with the access to the R510 close to St Nessan's school or the R526 across the road from Raheen Church. The benefits of the proposed footpath are shorter journey times on foot to the shopping centre, hotel and access to the Raheen Roundabout, as well as increased accessibility, connectivity, and permeability, by means of a purpose built footpath between the estate and the R510.

This aspect of the proposal is considered to be consistent with the guidance in the NTAs Permeability: Best Practice Guide which seeks to promote permeability for pedestrians and cyclists. The proposed footpath is also considered to be consistent with Objective TR 08 – Walking and Cycling Infrastructure of the Limerick Development Plan (2022-2028). Objective TR 08 seeks to, amongst other things, improve and provide clear, safe, and direct pedestrian linkages between shopping areas and residential areas and to expand the pedestrian route network into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

#### **SUB (38) Mark Noonan**

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

1. Welcomes the scheme in principal
2. Raises issue that it does not address the lack of active travel facilities at Raheen Roundabout and lack of connectivity between the R526 , Raheen Business Park and R510 for pedestrians & cyclists

##### **Transportation & Mobility Comments:**

1. Noted
2. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.  
The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.  
It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.  
The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.

## **SUB (39) Mark Cloonan**

### **Submission Summary:**

1. Request made that the trees adjacent to Blackthorns estate are transplanted and moved into the estate
2. Outlines the benefits of the trees on air pollution, mental health, privacy, and noise pollution
3. Suggestions made that a two-way cycle track is created on the Courtfields Centre side of the R510 or that the cycle track is rerouted via Church Road

### **Transportation & Mobility Comments:**

1. The appointed arboriculturalist for the scheme has commented that the said trees are too large to transplant and would have little chance of survival if they were transplanted.
2. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), 22 trees were identified for removal to facilitate the proposed scheme with an additional 1 tree identified for removal due to poor condition. 76 specimen trees are to be provided to compensate for the loss of existing trees and to provide additional screening. In addition, where any of the trees identified can be retained, by the provision of cellweb tree root protection or other intervention, this will be facilitated where possible.
3. It is important that the cycle facility would remain constant along the entire length of a road to deliver an attractive Quality of Service for the user. All options for the proposed road layout have been technically assessed and the option as per the content of the current application, with cycle lanes on both sides of the R510, is considered to be the most practical given the constraints of the site and overall development area. A single cycle track is required on both side of the R510 between Quinns Cross Roundabout & Raheen Roundabout to provide a more direct route between both junctions eliminating the need for additional carriageway crossings.

The scheme has been developed in line with the NTA project approvals process. This included an initial appraisal and an Options assessment. The initial appraisal included proposed cycle route along Church Road but this route would score less in terms of several of the main evaluation criteria and particularly on Safety due to the number of driveways along the route and accordingly did not progress to Preliminary Design as a Primary Cycle Route.

## **SUB (40) St Nessan's NS Board of Management**

### **Submission Summary:**

1. Concerns the initial impact of the scheme may contribute negatively to an already unsafe situation
2. Does not support any significant reduction or elimination of set down zones/parking until current safety concerns are addressed
3. Requests that the NTA monitor the traffic situation around the school at the drop-off and collection times during school term to assess the current risks
4. Concerns that the removal of the parking on the road outside the school will create further traffic management issues
5. Highlights current issues with the stop, drop and go Zone
6. Outlines the current volumes of movement attending the school and that the current staff parking is inadequate
7. Queries what plans are being considered to reduce traffic volumes on the R510 and if some types of vehicles can be diverted
8. Queries what traffic management measures will be put in place to assist the school
9. Outlines that 15 pupils will require SNA assistance at drop off and collection times in the new school term
10. The type of barrier to be used between the cyclelane and the carriageway
11. Removal of Iron Railings along the path near the school

12. Outlines that many parents are not living close enough to the school to walk or cycle and public transport is not available
13. Outlines the board of management commitment to promotion of Active Travel and efforts implemented by the school

**Transportation & Mobility Comments:**

1. Issues regarding traffic management, overreliance on cars, and traffic hazards were all highlighted by the school in the Mobility Management Plan submitted as part of application 17/983. This plan recommended a number of measures that should be implemented by the school to alleviate these concerns. The plan also highlighted the high number of children that walk to school as well as the low number of children cycling to school (only 0.34% of students surveyed). The current application seeks to provide safe cycling and walking infrastructure for children and staff travelling to and from the school which should contribute to improvements on the current situation.
2. There are no official set down areas or parking outside of the school grounds. Parents and teachers currently park in the hard shoulder of the R510 which is an informal arrangement.
3. The issue of traffic management was raised in the Mobility Management Plan submitted with application 17/983. The plan outlined details of the situation at drop-off/pick up times and recommended measures to address the situation.
4. There are no official set down areas or parking outside of the school grounds. Parents and teachers currently park in the hard shoulder on the R510 which is an informal arrangement.
5. These matters are largely down to the individual behaviour of drivers at school drop off/pick up times
6. The school has not sought to address the issue of inadequate staff parking and has previously stated in the most recent planning application 17/983, where concerns were raised by the Council's Roads section regarding the car park and parking situation, that the school does not own the car park to the front of the school.
7. The proposal seeks to provide safer options for people who wish to walk and travel by bicycle through the creation of footpaths and segregated cycle lanes which should help to reduce traffic volumes on the R510.
8. The school developed a Mobility Management Plan as part of application 17/983, which was granted planning permission in 2018. This plan made a number of recommendations to reduce the overreliance on private cars including carpool, park and stride, park and ride, and cyclist of the month. The plan also refers to a Traffic Management Plan which was available on the schools website. These measures and plan should be implemented by the school.
9. The school has not sought to provide specialist parking for the 15 pupils and has previously stated in application 17/983 that they do not own the land associated with the car park to the front of the school.
10. There are no barriers or railings to be installed between the cycletrack and carriageway. A 250mm wide concrete kerb will provide segregation and protection for the cyclist from the carriageway.
11. Pedestrian Guardrails reduce the available footpath width and give rise to feelings of constraint and restriction to pedestrians. They are also a hazard to cyclists and are especially restrictive for cyclists who wish to cycle 2 abreast or overtake
12. The Mobility Management Plan submitted with application 17/983 stated that 75.4% of students surveyed travel to the school from the Raheen/Dooradoyle area which is significant number in terms of the school population.
13. These measures are noted and considered to be positive steps in addressing traffic issues.

**SUB (41) Patrick Nash**

**Submission Summary:**

1. Concerns that the scheme would have major impact on their business operation

2. States that no meaningful discussion has taken place to date
3. Current issues with accessing the business premises due to pedestrians, cyclists and traffic
4. Suggestion made that the cycletrack is relocated to the opposite side of the R510 adjacent to Oakfields
5. The area around the school is currently dangerous and cyclelanes will make it worse
6. Queried should the cyclist not be one meter clear of the pedestrian
7. Queries the planning process and the reference to the scheme in the LCCC Southern Environs Local Area Plan
8. States that a sewerage and stormwater connection are outstanding by LCCC

**Transportation & Mobility Comments:**

1. Access would still be maintained to the property as per existing levels.
2. LCCC representative met with the property owner during the course of preliminary design in Q3 2021 to discuss the proposed scheme.
3. Although alterations are proposed to the road layout, vehicles exiting the site would still have an area of space at the entrance/exit to stop and check for oncoming pedestrians, cyclists and vehicles prior to entering the carriageway, in the same manner as the current situation. The proposal is not considered to materially worsen existing access/egress conditions.
4. It is preferable that the cycle facility would remain constant along the entire length of a road to deliver an attractive Quality of Service for the user. All options for the proposed road layout have been technically assessed and the option as per the content of the current application, with cycle lanes on both sides of the R510, is considered to be the most practical given the constraints of the site and overall development area. A single cycle track is required on both side of the R510 between Mungret Gate Junction and Quinns Cross Roundabout to provide a more direct route between both junctions eliminating the need for additional carriageway crossings.
5. The footpaths, cycle lanes and carriageways have been designed in accordance with DMURS and the National Cycle Manual standards in terms of widths and overall design. The proposal includes segregated cycle lanes and footpaths to separate individual pedestrians, cyclists and vehicles from one another which would provide a safer environment than the current situation on the R510 and is therefore considered to be a significant improvement.
6. The 1m clearance distance referenced is in respect of cars and cyclists. It is broadly accepted that cyclist speeds would not pose a serious risk of harm to the pedestrian on the adjacent footpath and a 1m distance is not required – National Cycle Manual advice is 0.25m clearance from the cycle area to the kerb of the footway.
7. The proposal is subject to the statutory Part 8 Planning Process and is a reserved function of LCCC
8. Having regard to the planning permission granted under Planning Ref. 16/1196 it is noted that there is no condition requiring connection of the original dwellings along the R510 to the foul sewer. In this respect, this is not an enforcement issue for the Planning Authority. It is noted that this matter relates to a private agreement between the developer and the dwelling owners. In this respect, the homeowner should consult with the developer and Irish Water in relation to the connections of their dwellings to the public foul sewer.

**SUB (42) Cllr. Sean Hartigan on behalf of Kilteragh Resident**

**Submission Summary:**

1. Welcomes the scheme in principal
2. Scheme does not address the lack of active travel facilities at Raheen Roundabout and lack of connectivity between the R526 , Raheen Business Park and R510 for pedestrians & cyclists.
3. Suggestions made of additional zebra crossings at Raheen Roundabout

### **Transportation & Mobility Comments:**

1. Noted
2. Raheen Roundabout and the R526 route east/west of the roundabout are identified in the Revised Draft LSMATS as both a short term frequent bus network route and a proposed 2040 bus priority network route. LSMATS highlights the requirement to provide sustainable travel opportunities to Raheen as a main suburban employment site and in particular enhanced accessibility from the city centre. This location is also identified in the Revised Draft LSMATS as a potential Park & Ride location for traffic from the M20/N21 and the indicative location is west of the Raheen roundabout.  
The future arrangements at the Raheen R510/R526 /Raheen Industrial Estate junction will need to take account of the volume and type of vehicles and cyclists who will be using the junction (dependant on BusConnects decisions on routes and Park & Ride) and the future arrangement will require significant remodelling of the junction.  
It was decided to progress the active travel measures at the R510 ahead of the adoption of LSMATS and BusConnects designs to deliver on the Objectives in the Development Plan on the promotion of a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport.  
The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout. While Church Road is not preferred as the Primary Cycle Route at this location, consideration will also be given to reducing the speed limit along this road to make it more suitable for use as a shared street. It is proposed that these measures will be progressed in parallel with the Detailed Design of the scheme currently at Part 8 and any local measures will be included in the overall construction package. During the Detailed Design process, more certainty will be available on LSMATS and BusConnects and more information will be available on the proposed Raheen junction. Any future junction design will be subject to a separate Statutory approvals process.
3. The proposed active travel measures on the R510 will ultimately link to the future junction proposals but in the short-term, funding has been requested for interim measures to be advanced to link the proposed R510 cycle tracks and footpaths to the Ballycummin Road by provision of improved crossing points on the R526 and/or improved crossing arrangements at the roundabout.

### **SUB (43) Edel Collins**

#### **Submission Summary:**

1. Objection made to the cycle lanes outside a primary school due to loss of parking on the road outside the school
2. Concerns that the school currently have no plans in place for alternative parking and that a number of parents do not live close enough to be able to walk or cycle to school
3. Queried if there are stats available on how many people cycle and drive to the school

#### **Transportation & Mobility Comments:**

1. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the school including car-pooling and Park and Stride initiatives. A Safe Routes



to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nesson's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

2. Recent surveys completed by both the School (for its Mobility Plan) and Safe Routes to Schools highlighted that the majority (up to 75.4%) of students travel to the school from the local area of Raheen / Dooradoyle, which is within an 10 minute cycle / 20 minute walking distance of the school. For those who are travelling longer distances, a Park and Stride initiative has been advanced by Transport & Mobility in conjunction with an adjacent business. The Options of Park and Stride and Car-Pooling were also highlighted in the schools Mobility Plan as a potential solution to the acknowledged over-reliance on cars bringing staff and students to/from school. Transport & Mobility are also reviewing opportunities for permeability links through existing and proposed housing developments to reduce the distance required to walk / cycle to school.

The proposal seeks to provide safer options for people who wish to walk and travel by bicycle through the creation of footpaths and segregated cycle lanes which should help to reduce traffic volumes on the R510.

The school developed a Mobility Management Plan as part of application 17/983, which was granted planning permission in 2018. This plan made a number of recommendations to reduce the overreliance on private cars including carpool, park and stride, park and ride, and cyclist of the month. The plan also refers to a Traffic Management Plan which was available on the schools website. These measures and plan should be implemented by the school.

3. Recent surveys have been undertaken by both the School in 2017 (for its Mobility Plan) and by the NTA's Safe Routes to Schools Programme in 2021.

The survey by the school highlighted that the majority (up to 75.4%) of students travel to the school from the local area of Raheen / Dooradoyle, which is within an 10 minute cycle / 20 minute walking distance of the school.

The Safe Routes to Schools Parent Survey was distributed to all parents during October 2021 with a total of 288 responses received, representing 432 students (61% of the school population based on a total of 708). The data showed of the responses received, 39.6% of students travel by car, 36.3% walk, 11.3% Park and Stride (Park and Stride is where a student is driven some of the way and walk at least 5 minutes the rest of the way), 5.8% by school bus, 2.8% scoot, 2.1% cycle and 2.1% using public transport.

## **SUB (44) Irish Water**

### **Submission Summary:**

Please accept this submission in respect of the above-referenced planning application for development at R510, Quinn's Cross Roundabout & Raheen Roundabout, Limerick. Irish Water has reviewed the proposed development and would like to make the following observations:

1. Please note, Irish Water records indicate there is an infrastructure along the R510 within the red line boundary of the application that can be affected by any build over, reduced cover level or any construction works around them. Irish Water require the applicant to engage with Irish Waters Diversions team prior to commencement to ensure that the existing assets will not be affected by any temporary or permanent works, along this route. Irish Water has no objection in principle to the proposed development and request any grant of permission be conditioned as follows:
2. The applicant must engage with Irish Waters Diversions Team prior to commencement of any works to apply for a build over/near application providing layout drawing(s) showing the existing and proposed footpath/cycle route, location of the existing IW mains, any cross section to confirm the cover level of the main during any temp. or permanent works to ensure the appropriate protection of any existing assets.  
Irish Water does not permit any build over of its assets, any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Irish Water for written approval prior to works commencing.
3. Separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details.
4. All development shall be carried out in compliance with Irish Water Standards codes and practices.

Reason: To ensure adequate provision of water and wastewater facilities.

**Transportation & Mobility Comments:**

1. Noted
2. Noted
3. Noted
4. Noted

**SUB (45) Gas Networks Ireland**

**Submission Summary:**

You recently contacted Gas Networks Ireland and requested information on its infrastructure in the vicinity of your forthcoming works. The Gas Transmission Pipeline in the general area of interest to you is shown, in RED, on the drawing attached. Please treat all Gas Networks Ireland Drawings as 'indicative' only.

To verify the in situ position of the Gas Transmission Pipeline please contact Brendan Creedon of our Engineers, IPEC, at 087-275 2653. All work in the vicinity of a Gas Transmission Pipeline must be completed in compliance with the attached 'Code of Practice 2021.

The Gas Distribution Network in the vicinity is shown, in GREEN and/or in BLUE on the drawing attached. Please refer to the attached Safety Advice Booklet for guidance on working in the vicinity of this infrastructure.

**Transportation & Mobility Comments:**

Noted

**SUB (46) Sgt. Kevin Burke on behalf of the Roads Policing Inspector, An Garda Siochana**

**Submission Summary:**

I am replying on behalf of the Roads Policing Inspector and I have reviewed the proposal as required:

1. In the Road Safety Audit Stage 1 report at 1.5 on page 1, it detailed analysis of the Road Safety Collision map 2002-2016 for the area. I can confirm that there was a fatal Road Traffic Collision at Quinn's Cross in 2017 which was outside the scope of the review date but may be relevant owing to the proximity to the project.
2. I also reviewed the plans on the proposal which included proposed changes to road layout at St Nessian's National School. Approx. 700 children attend the school and there are currently hard shoulder flanking each lane for a few hundred meters allowing parents/guardians to drop and collect children. It is not illegal to park in a hard shoulder and parking there do not affect they flow of traffic. The attached plan appears to eliminate both hard shoulders which will displace these vehicles. This could ultimately lead to considerable illegal parking in the area at school times  
Causing considerable traffic congestion. My concern is that the remedy offered for this could potentially fall to enforcement which cannot offer long term solutions and could be mitigated in the projects planning stage.
3. If this will be case, has there been consideration given to the accommodating alternative parking and will there been engagement with the school and parent groups to highlight this.

**Transportation & Mobility Comments:**

1. Noted
2. There are no official set down areas or parking available outside of the school grounds. Parents and teachers currently park in the car park at the front of the school that is not in school ownership or the hard shoulder of the R510, which is an informal arrangement. The scheme, as proposed, promotes the use of sustainable modes of transport and aims to reduce the current over reliance on cars for staff and students travelling to and from school. The school's 2018 Mobility Management Plan (submitted to support planning application 17/983) highlighted a number of opportunities to reduce the car numbers arriving at the

school including car-pooling and Park and Stride initiatives. A Safe Routes to Schools survey undertaken in 2021, representing over 60% of students, demonstrates a willingness to move from cars to cycling/walking to school where appropriate and if safer options are available. Of those surveyed 95% indicated support of proposals to improve walking and cycling routes to the school. As the majority of students attending St Nessan's NS are living within 20 minutes walking distance (10 minute cycle distance) of the school (information as captured by the survey), it is considered that the number of car trips associated with school drop-off will significantly reduce if the local cycling, walking and public transport infrastructure is improved.

While it may not be possible to create a full reduction in car trips at peak school times, Active Travel are encouraged by the results of the parent survey and expect that there will be a significant increase in walking and cycling to school and consequent reduction in car usage. It is expected that this modal shift will lead to further uptake with children wanting to join their friends on the walk, cycle or bus trips to and from school. Any remaining car usage is anticipated to be distributed throughout the nearby streets resulting in a safer situation at the school entrance and approaches which currently suffers from significant traffic congestion.

3. Alternative parking arrangements for the school does not form part of this application. However, Active Travel will continue to work with and positively engage with the school on future proposals and the proposals outlined in their Mobility Management Plan.

### **SUB (47) Roads Traffic & Cleansing Department– Limerick City & County Council Submission Summary:**

#### **1. Road Safety Audit**

The Road Safety Auditor has carried out there audit on layouts that have not been submitted as part of the Planning Application and differs to those that the Road Section have available to them to make comment on. A stage 2, 3 & 4 Road Safety Audit is required for the proposed scheme shown on the layouts submitted as part of the Part 8 application and must include VRU & Vehicles. The Site Layout Plan shall be revised to clearly show the recommendations of the Road Safety Audit. This information shall be submitted at detailed design stage.

#### **2. Traffic & Pedestrian Issues**

- The pedestrian area at the ramp near Raheen Roundabout does not allow much room for pedestrians wait to cross. The use of the green areas should be considered to create more room for pedestrians.
- The cross section at the all the junctions, shows that a vehicle on the internal road exiting the site to the R510 has to cross a 1.5m ramp, 2.0m wide footpath, a 1.75m wide cycle track all of which are at different levels. The Road Section has concerns regarding this cross and may pose difficulty for motorists to navigate especially at the South Court Hotel/Retail junction, as this junction is very busy and is already at an incline. The footpath must not be taken through the junction and the ramp shall be extended 6.0m back into to the junction to allow one vehicle to be full mounted on the ramp before taking of at the junction.
- It is not clear what cyclist are to do when they reach the raised Zebra Crossings on the R510 at or near the South Court Hotel, Mungret National School or at Quins Cross Roundabout.
- The layout of the cycle track on the approach to the Zebra Crossings/Toucan Crossings and departures are not in line with the "National Cycle Manual", as the potential hazard for a cyclist (Zebra Crossing) has not been indicated to them.
- On the MHL layouts submitted as part of the Part 8 application, the cross sections dimensions include kerbs this is misleading, as the kerb will not form part of the usable surface.
- Include for advanced signage for the Zebra Crossings/Toucan Crossings and signage to indicate that they are raised ramp.

- It is unclear how it is intended that cyclists on the existing carriageway, exiting the Raheen Roundabout onto the R510, or the proposed cycle link from Blackthorn Housing Estate can safely or directly access the start of the proposed off road cycle track. A lack of adequate safe access point may result in cyclists remaining on the narrowed carriageway where they would be at increased risk of being struck by passing vehicle and may result in conflicts at these locations.
- It is not clear what colour is proposed for the cycle track, the approaches to Zebra Crossings and Toucan Crossings and through junctions must be revised in line with the "National Cycle Manual".
- The road markings proposed for the Zebra Crossings and Toucan Crossings do not appear in line with "TII Pedestrian Crossing Specification and Guidance Document". Full details of the Zebra Crossing/Toucan Crossing infrastructure, which shall include that the Zebra Crossings has its own lighting mounted on the same pole as the beacon in line with "TII Pedestrian Crossing Specification and Guidance Document". This will require two different power supplies 24hr for the beacon and dawn to dusk for the lighting.
- Drop kerbs have been shown opposite priority junctions and other junctions throughout the scheme at the South Court Hotel, Courtfield Shopping Centre and Church Road. However, the dropped kerbs appear short. This results in a tight angle that cyclists have to navigate to exit the carriageway quickly. This may contribute to cyclist injury due to loss of control or if struck by a vehicle when attempting to access the cycle track.
- Visibility at the proposed exit from the existing car park area at the front of St. Nessan's School may be restricted by parked vehicles in school car park to the southeast. A lack of adequate visibility may contribute to turning conflicts at the proposed exit.
- Inter-visibility between pedestrians crossing and drivers of vehicles approaching the Zebra Crossing at Mungret National School may be restricted by buses stopped on the on-road bus stops on either side of the pedestrian crossing. A lack of adequate visibility plays may contribute to a pedestrian collision at this location.
- The location of the bus parking bay shown in the car park near the entrance could create difficulty for other vehicles to get by. If children have to exit the bus into the traffic lane may contribute to a pedestrian collision at this location.
- The location of the accessible car parking space shall be examined, as it may not be located in its most suitable location for the end user.
- A pedestrian route shall be introduced for the school car park in the interest of safety.
- The lighting at the R510 junction with the LIHAF Road must be examined. Prior to their upgrade some years ago they had a 2m outreach arm which allowed the light from the luminaire not to be affected by the nearby trees, particularly when the trees have leaves on them. This now creates dark spots making it difficult to see pedestrians and the traffic signals clearly.
- The phasing details of the proposed revamp to the existing signals at the LIHAF Road have not been provided. It is not clear how the bus lane and traffic lanes will operate.
- The detail of the proposed bollard shown along the footpaths on both sides of the R510 fronting the National School and around the school car park must be agreed with the Road Section prior to the commencement of construction works and must include for a reflective strip and a retention socket for maintenance.
- Appropriate signage and tactile paving is required on the proposed 3m wide pedestrian and cyclist link to Blackthorn Housing Estate & Church Road. How will a cyclist safely access the cycle track from here?
- A kerb height of 120mm is proposed, if the raised Zebra Crossing is at the same height it will exceed guidelines of 75mm. It is not clear the sloped sections of the ramp will be extended. A cross section of the raised Zebra Crossing should be submitted for approval.

- Footpaths for the proposed development shall be constructed in concrete and shall be in line with "TII Specification for Road Works Series 1100 — Kerbs, Footways and Paved Areas. The footpaths shall have a minimum width of 2.0m, shall be continuous, suitably dished at all junctions, crossing points and include for appropriate tactile paving. The dishing of footpaths shall be constructed in accordance with the "Guidance on the use of Tactile Paving Surfaces Document". Footpath depth at vehicular junctions/accesses shall be increased to a minimum of 180mm with reinforcing mesh.
- The Developer shall provide Limerick City and County Council Roads Engineering Staff with a minimum 2 weeks notice prior to any footpath construction.
- The road construction should be in accordance with the "Recommendations for Site Development Works for Housing Areas" and the bituminous layers should be in accordance "TII Publications NRA Specification for Road Works Series 900 Road Pavement-Bituminous
- Materials". The binder and surface course shall be machine laid. Photographic evidence & copies of docket (which shall have the date
- time/location) must be submitted to the Planning Authority upon completion of any phase of the development.
- The type of traffic calming indicated by the applicant for the development consists of ramps, which are flat top ramps (raised platforms); these shall be constructed in line with diagram 6.34 of the "Traffic Management Guidelines" from the Department of Transport.
- Road Markings are to be in accordance with "IS EN 1436 European Standard for Road Markings" & in accordance with the "Traffic Signs Manual". Road Signs are to be in accordance with "IS EN 1436 European Standard for Road Markings" & in accordance with the "Traffic Signs Manual".
- Any planting in the vicinity of the junctions or crossing points as part of the proposed landscape plan shall not impede sightlines.

### 3. Public Lighting Arrangements:

The light design for the scheme shall be in line with Limerick City and County Council's Public Lighting Specification. Full details to be submitted and agreed with the Road Section prior to the commencement of construction.

### 4. Storm Water Management:

The storm water for the scheme shall be in line with Limerick City and County Council's Specification. Full details to be submitted and agreed with the Road Section prior to the commencement of construction.

With the introduction of ramps, drainage be affected. Full details to be submitted at detailed design stage to address this issue.

What SUDs measures will be introduced at the carpark to the National School?

### 5. Conclusion

There are a number of items that require review and re-submission by the applicant. Central services are happy to facilitate a meeting to discuss/clarify any of the points outlined above. Should you require any additional information please do not hesitate to contact Seamas O Reilly SEE/Tony Carmody SET Central Services.

### **Transportation & Mobility Comments:**

#### 1. Road Safety Audit

A stage 2, 3 & 4 Road Safety Audit including VRU & Vehicles will be submitted at detailed design stage.

#### 2. Traffic & Pedestrian Issues

All detailed design issues raised shall be submitted to the Roads department at detailed design phase of the scheme

#### 3. Public Lighting Arrangements

Details will be submitted to the Roads section for agreement before commencement of construction

**4. Storm Water Management**

Storm water specification and drainage details will be submitted to the Road department at detail design stage. SUDs measures will be introduced as appropriate where area and drainage levels permit.

**5. Conclusion: All issues raised shall be submitted to the Roads department at detailed design phase of the scheme**

## **5.0 Summary of key planning issues:**

### **Principle of Development**

The proposed development is to provide segregated cycle lanes along a 500m stretch between Quinn's Cross Roundabout and Raheen Roundabout with dedicated pedestrian and cycle crossing facilities. The site is located in the Limerick Metropolitan Area. This cycle lane project is based on the recommendations of the Limerick Metropolitan Cycle Network Study (LMCNS) which identified the R510 as the primary cycle network between Quinn's Cross Roundabout and the Raheen Roundabout. The route is therefore part of the coherent, direct, attractive and comfortable facilities to encourage cycling as a sustainable transport option. The proposal at this location is consistent with the policies and objectives of the Limerick Development Plan, 2022-2028.

### **Layout**

The layout will consist of:

- Provision of cycle lanes in line with the relevant national standards
- Junction improvements for pedestrian and cyclists
- Improve safety at St. Nessian's primary school
- Removal of trees – 23 trees from public land and a hedge row on private land. Tree numbers lost will be replanted as part of the development. Detailed tree survey, landscaping plan, biodiversity plan and tree roost survey submitted as part of this application
- Biodiversity Plan, Landscaping Plan, Tree Survey & Tree Roost Survey - Mitigation measures set out with regard to protection of trees for retention and bat roosts etc

## **6.0 Conclusion**

It is considered that the proposed development is in accordance with the relevant objectives and policies set out in the Limerick Development Plan 2022 - 2028 and the proper planning and sustainable development of the area. The proposed development is considered to be acceptable in principle and shall be carried out in accordance with the actions for the Local Authority hereby attached.

## **7.0 Action taken by Local Authority**

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 4<sup>th</sup> day of May 2022, 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. No work shall take place on site outside the hours of 8.00 a.m. to 8.00 p.m. Monday to Friday and 8.00 a.m. to 4.00 p.m. Saturday, or on Sundays or public holidays, unless otherwise agreed in writing by 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. A final Construction & Environmental Management Plan shall be prepared prior to commencement. This plan shall provide details of intended construction practice for the development, including surface water management, noise/vibration, traffic management and tree protection measures and off-site disposal of construction/demolition waste.

Reason - In the interests of public safety and residential amenity.

4. Prior to the commencement of this development the site developer or appointed contractor shall submit 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 be prepared in line with Waste Management Act 1996 (as amended).

Reason - In the interests of proper planning and sustainable development.