

**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 Fr. Russel Rd between Quinn's Cross Roundabout and the junction with Gouldavoher with dedicated pedestrian and cycle crossing facilities. Upgrade of footpath and cycling facilities at Racefield Roundabout. Upgrade works to bus stops including the provision of a bus layby. Upgrade works to side road junctions, and new road surfacing. Landscaping works including tree removal and tree planting. Installation of LED public lighting. Surface water drainage works. All associated site works.

At: Fr. Russell Road, Limerick

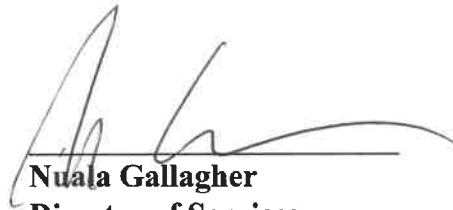
Planning Reference No. 22/8002



Jennifer Mc Nulty
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Nuala O'Connell
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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' 2022

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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 Fr. Russell Road (L-1429) from Quinns Cross to the junction with the Gouldavoher residential area. This cycle lane project is based on the recommendations of the Limerick Metropolitan Cycle Network Study (LMCNS) which identified Fr. Russell Road as part of the secondary cycle network with facilities linking between the primary cycle network at the R510 at Quinn'S Cross Roundabout and the R526 at St. Paul's roundabout.

Limerick City & County Council proposes the following:

The proposal as set out is as follows:

- Segregated cycle lanes on both sides along Fr. Russell Road between Quinn's Cross Roundabout & the junction with Gouldavoher
- Upgrade of footpath& cycling facilities at Racefield Roundabout
- Separated cycle lanes from the road carriageway by use of upstand kerb
- Incorporating improvements to crossing facilities for pedestrians & cyclists at junctions
- Modifications to footpath widths
- Works to bus lanes & stops including provision of a bus layby
- Modifications to drainage, line markings and signage
- Landscaping works including tree removal and replacement through replanting
- Installation of public lighting
- Upgrade works to side road junctions & new road surfacing

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

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 41 No. written submissions/observations were received and are listed below:

No.	Name
1	Aine Farrell
2	Lea M
3	Stephen Murray
4	Roads Department
5	Maria Corbett
6	Leo Dillon
7	Matthew Sealy
8	David Tobin
9	Maurice Egan
10	Sam McCormack
11	Brian Haugh
12	Meabh Shine
13	Donogh Sweeney
14	Mary Cronin
15	Helen Fitzgerald and others
16	Tony Fitzgibbon
17	Seamus Cantillon
18	Barry Kinsella
19	Aidan Hogan
20	Barry McCarthy
21	Eoin Buckley
22	Cecilia Benaglia
23	Maeve O'Sullivan
24	Niall Keogh
25	Thomas Bibby
26	Johanna Laukkanen
27	Anne and John Duckett
28	Niamh McMahon
29	Robert and Angela Lowe
30	Tony Fitzgibbon
31	Irish Water
32	Melanie Power
33	Raymond O'Connell
34	St. Pauls NS Parents Association
35	John, Mary, Mark, Darragh, Ian, Lorraine McGarry
36	Claire Singleton
37	Jack Finucane
38	Joan Grace
39	John Barron and others

40	Sheila Mulcahy
41	Ann Marie Hartnett

SUB (1) Aine Farrell

Submission Summary:

1. Fully supportive of plan.

Transportation and Mobility Comments:

1. Noted.

SUB (2) Lea M

Submission Summary:

1. Request for pedestrian crossing between the 301 bus stops on Fr Russell rd. to facilitate crossing for people with limited mobility and intellectual disabilities.

Transportation and Mobility Comments:

1. In addition to the re-constructed zebra crossing west of the Racefield Roundabout, the Scheme also includes for a new zebra crossing at Ballinvoher, a raised crossing at Mount Russell and a re-constructed crossing at Gouldavoher. The crossings are spaced at less than 300m.

SUB (3) Stephen Murray

Submission Summary:

1. Supportive of scheme.
2. Requests continuous footpaths at every junction.
3. Request for bike stands.
4. Request Dutch style roundabout.
5. Cycle lanes should be fully segregated from both motor traffic and pedestrians.

Transportation and Mobility Comments:

1. Noted.
2. Design proposes continuous footpaths.
3. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
4. The AADT on the roadway is too high for Dutch style 'segregated cycle track on roundabout' arrangement as per recommendations in the NCM.
5. Noted. Segregation is from traffic and pedestrians.

SUB (4) Roads Department

Submission Summary:

Traffic and Pedestrian Issues:

1. 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, which shall clearly show the recommendations.

2. The following shall be submitted at detail design stage:

- 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.
- It is not clear what cyclist are to do when they reach the raised Zebra Crossing at/near the small roundabout on Fr. Russell Road/Oakfield/Inis Mor, at/near Ballinvoher junction and at/near Mount Russell junction.
- The Road Markings and signage at or in advance of all the Zebra Crossings & Toucan Crossing shall be revised in line with “TII Pedestrian Crossing Specification and Guidance Document” & the “Traffic Signs Manual”.
- No advanced signage indicated on the layouts for raised ramps.
- Need to examine the revising of existing signage on the ends of the existing cycle tracks as they will contradict the new layouts.
- On the 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.
- No advanced signage indicated on the layouts for the proposed entry treatments raised (ramp) inside junctions.
- Full details of the Zebra Crossing & Toucan Crossing infrastructure shall be submitted at detailed design stage, which shall include that the crossing 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.
- Raised Entry treatment with junction kerb radii tightened is proposed. The raised ramp does not appear to go back into the junction the appropriate minimum distance of 6.0m to allow a full vehicle to take off at the junction while fully at the same level.
- Raised Entry treatment with junction kerb radii tightened is proposed. Auto tracking simulation should be provided to demonstrate that the proposed junction layouts will operate safely.
- The cross sections show the cycle track falling towards the footpath and the footpath falling towards the cycle track, which will result in ponding. No details have been provided as to how this will be addressed.
- Bus road markings are missing.
- Signage not indicated for start/end of cycle track or tactile paving.

3. A cross section through the raised ramps should be submitted for approval at detail

design stage.

4. 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 access shall be increased to a minimum of 150mm with reinforcing mesh.
5. The Developer shall provide Limerick City and County Council Roads Engineering Staff with a minimum 2 weeks notice prior to any footpath construction.
6. 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.
7. 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.
8. 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".
9. Any planting in the vicinity of the junctions or crossing points as part of the proposed landscape plan shall not impede sightlines.
10. The design at junctions and at or approaching crossing points shall be in line with the "National Cycle Manual". Full details to be submitted at detail design stage.
11. Care must be taken when constructing table top ramps, if the kerb height exceeds 75mm if the raised Zebra Crossing the height of ramp it will exceed guidelines of 75mm. The sloped sections of the ramp will then have to be extended. A cross section of the raised Zebra Crossing should be submitted at detail design stage

Public Lighting Arrangements:

1. 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

Storm Water Management:

1. 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.
2. With the introduction of ramps, drainage be affected. Full details to be submitted at detailed design stage to address this issue.
3. What SuDs measures will be introduced?

Transportation and Mobility Comments:

1. Traffic and Pedestrian Issues
All detail design issues raised shall be submitted to the Roads department at detailed design phase of the scheme
2. Public Lighting Arrangements
Details will be submitted to the Roads section for agreement before commencement of construction
3. 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.

SUB (5) 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 (6) Leo Dillon

Submission Summary:

1. Cycle paths too narrow to allow two abreast cycling or for incline and nearby school.
2. Side road entry detail does not force traffic to slow sufficiently.
3. Against removal of trees for bus layby.
4. Cyclists unable to make right turns at Russell Court or Belvedere Court.
5. Fully segregated cycle lanes (Dutch style) and tactile paving use.

Transportation and Mobility Comments:

5. This is a retrofit scheme and therefore it is not feasible to provide consistent wider cycle facilities within the available boundaries.
6. The junction radii are shown to be tightened significantly in accordance with DMURS guidance on the side roads to reduce traffic turning speeds. The side road junctions will also feature a raised entry treatment again to slow vehicles approaching FRR from the side roads. Junction tightening reduces the crossing distances of side roads for non-motorised users in accordance with the recommendations of DMURS.
7. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
8. A length of bevelled kerb is proposed where right turns by cyclists are needed. A raised table junction is proposed at Russell Court with cyclists at the same level as the roadway. Right turning cyclists will be accommodated. At Belvedere Court a bevelled kerb will be provided in advance of the bus layby.
9. The AADT on the roadway is too high for Dutch style 'segregated cycle track on roundabout' arrangement as per recommendations in the NCM.

SUB (7) Matthew Sealy**Submission Summary:**

1. Welcomes addition of cycle lanes.

Transportation and Mobility Comments:

1. Noted.

SUB (8) David Tobin**Submission Summary:**

1. Designated as a secondary route with Grade B level of service, reconsider as primary route with Grade A level of service.
2. Proposed design only allows for single file cycling. All routes should allow safe two abreast cycling. Proposes a forgiving kerb between footpath and cycle lane.
3. Horizontal segregation between cycle track and carriageway should be maximised.
4. Minor Road side entrances - wider buffer zone between cycle track and carriageway should be provided, proposes alternative kerb.
5. Gouldavoher/Russell Court raised table junction - proposes alternative raised entrance and raised pedestrian crossing on the main road.
6. Toucan crossing at Gouldavoher/Russell Court junction - toucan crossing invites cycling on footpath, should remain as pedestrian crossing.
7. Cycle Track access points at Gouldavoher/Russell Court junction - no access points to cycle tracks opposite minor roads.
8. New bus bay opposite Belvedere Court - no need to remove trees, keep bus stop on line.
9. High Meadows cycle access - 2 pedestrian links, provide cycle links also.
10. Ballinvoher Junction Table - proposes alternative entrance with raised pedestrian crossing.
11. Ballinvoher Zebra Crossing - cycle lane should run through crossing.

12. Racefield Roundabout - should not have shared space on roundabout, suggests design similar to Tallaght roundabout NCM.
13. Continuous Footways – implemented correctly and consistently.
14. Proposed Quietway

Transportation and Mobility Comments:

1. Father Russell Road is identified as a ‘Secondary Route’ in the Proposed Cycle Network in the Limerick Metropolitan Cycle Network Study. This cycle network study currently forms the basis of the LSMATS cycle network in terms of primary and secondary route selection within the proposed Limerick Cycle Network. Objective TR 09 – Limerick Cycle Network, of the interim Limerick Development Plan (2022-2028), seeks to implement this network in full. Grade B is the highest achievable quality of service in this retrofit scheme.
2. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all. The kerb detail between the footpath and cycle track will be reviewed at detailed design.
3. Horizontal segregation between cycle track and carriageway is as per NCM.
4. Detail of the construction arrangement of the segregation between cycle track and carriageway at the side road junctions will be further reviewed at detail design stage.
5. In view of the proximity of the staggered junctions to Russell Court and Gouldavoher it is proposed to combine as a raised table junction as a traffic calming measure.
6. The toucan crossing is proposed to provide for crossing of the roadway by vulnerable cyclists on a desire line between Gouldavoher and Russell Court.
7. A raised table junction is proposed with cyclists at the same level as the roadway. Right turning cyclists will be accommodated in this regard.
8. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
9. The pedestrian link is sufficient at this location, landscaping is proposed in this area.
10. A raised table junction is proposed at Ballinvoher as a traffic calming measure along the roadway.
11. Ballinvoher Zebra Crossing – layout and tactile paving to be confirmed at detail design.
12. Cyclists will be segregated from the roundabout traffic. Details of separation between cyclists and pedestrians between the shared crossings to be further reviewed at detailed design stage.
13. Continuous footways are proposed.
14. The feasibility of a quietway will be reviewed but does not form part of this application.

SUB (9) Maurice Egan

Submission Summary:

1. Supportive of proposed works.
2. Proposed Quietway through Russell Court
3. Against removal of trees for bus layby.

Transportation and Mobility Comments:

1. Noted.
2. The feasibility of a quietway will be reviewed but does not form part of this application.
3. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

SUB (10) Sam McCormack

Submission Summary:

1. Welcomes addition of cycle lanes.

Transportation and Mobility Comments:

1. Noted.

SUB (11) Brian Haugh

Submission Summary:

1. Welcomes addition of cycle lanes.

Transportation and Mobility Comments:

1. Noted.

SUB (12) Meabh Shine

Submission Summary:

1. Supports the plan.
2. Notes need for upgrade of St.Paul's roundabout and positive alternative route through Russell Court.
3. Against removal of trees for bus layby.

Transportation and Mobility Comments:

1. Noted.
2. The feasibility of a quietway will be reviewed but does not form part of this application.
3. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

SUB (13) Donogh Sweeney

Submission Summary:

1. Against removal of trees for bus layby.

Transportation and Mobility Comments:

1. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

SUB (14) Mary Cronin

Submission Summary:

1. Against removal of trees for bus layby.
2. Safety at bus layby.
3. Concerned junction tightening at Gouldavoher will cause further delays as Mungret bound traffic won't have left turn space.

Transportation and Mobility Comments:

1. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
2. All stages of this scheme's development are subject to a Road Safety Audit as per TII publications. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
3. The junction radii are shown to be tightened significantly in accordance with DMURS guidance on the side roads to reduce traffic turning speeds. The side road junctions will also feature a raised entry treatment again to slow vehicles approaching FRR from the side roads. Junction tightening reduces the crossing distances of side roads for non-motorised users in accordance with the recommendations of DMURS.

SUB (15) Helen Fitzgerald & Others

Submission Summary:

1. Against removal of trees for bus layby.
2. Safety at bus layby
3. Concerned junction tightening at Gouldavoher will cause further delays as Mungret bound traffic won't have left turn space.

Transportation and Mobility Comments:

1. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
2. All stages of this scheme's development are subject to a Road safety Audit as per TII publications. The Road Safety Audit assess the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages

of the Scheme.

3. The junction radii are shown to be tightened significantly in accordance with DMURS guidance on the side roads to reduce traffic turning speeds. The side road junctions will also feature a raised entry treatment again to slow vehicles approaching FRR from the side roads. Junction tightening reduces the crossing distances of side roads for non-motorised users in accordance with the recommendations of DMURS.

SUB (16) Tony Fitzgibbon

Submission Summary:

1. Safety Concerns
2. Link Road between N18 and R256.

Transportation and Mobility Comments:

1. All stages of this schemes development are subject to a Road safety Audit as per TII publications. The Road Safety Audit assess the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
2. Link roads do not form part of this application.

SUB (17) Seamus Cantillon

Submission Summary:

1. Supports the plan.
2. Notes need for upgrade of St.Paul's roundabout and positive alternative route through Russell Court.
3. Against removal of trees for bus layby.

Transportation and Mobility Comments:

1. Noted.
2. The feasibility of a quietway will be reviewed but does not form part of this application. St. Paul's roundabout will be addressed as part of a separate scheme.
3. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

SUB (18) Barry Kinsella

Submission Summary:

1. Supportive of improvement works.
2. Notes need for upgrade of next section.

Transportation and Mobility Comments:

1. Noted.
2. A separate scheme is being progressed to include the remaining section of Fr Russell Rd, St.Paul's roundabout and Ballykeefe roundabout. The feasibility of a quietway will be reviewed but does not form part of this application.

SUB (19) Aidan Hogan

Submission Summary:

1. Supportive of improvement works.
2. Notes need for upgrade of next section.

Transportation and Mobility Comments:

1. Noted.
2. A separate scheme is being progressed to include the remaining section of Fr Russell Rd, St.Paul's roundabout and Ballykeefe roundabout. The feasibility of a quietway will be reviewed but does not form part of this application.

SUB (20) Barry McCarthy

Submission Summary:

1. Supportive of improvement works.

Transportation and Mobility Comments:

1. Noted.

SUB (21) Eoin Buckley

Submission Summary:

1. Supportive of improvement works.
2. Notes need for upgrade of next section.
3. Against removal of trees for bus layby.
4. Design points as raised by David Tobin and Leo Dillon.
5. Suggest a dedicated Public Engagement Rep due to misinformation regarding project.

Transportation and Mobility Comments:

1. Noted
2. A separate scheme is currently being progressed to include the remaining section of Fr Russell Rd, St.Paul's roundabout and Ballykeefe roundabout. The feasibility of a quietway will be reviewed but does not form part of this application.
3. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
4. See responses to respective submissions.
5. Limerick Active Travel has a dedicated Communications Officer on the team. The Communication Officer's role includes updating Elected Members and members of the public as necessary.

SUB (22) Cecilia Benaglia

Submission Summary:

1. Strategy for implementing LSMATS quickly.

Transportation and Mobility Comments:

1. Fr Russell Rd is identified as a cycle route in LSMATS.

SUB (23) Maeve O'Sullivan

Submission Summary:

1. Disability access at Ballinvoher junction.

Transportation and Mobility Comments:

1. A raised zebra crossing of FRR is proposed at Ballinvoher which will be at the same level of the footpaths on either side of the road. The crossing of Ballinvoher Road will also be raised to footpath level in accordance with the recommendations of DMURS.

SUB (24) Niall Keogh

Submission Summary:

1. Against removal of trees for bus layby.
2. Concerned junction tightening at Gouldavoher will cause further delays as Mungret bound traffic won't have left turn space.
3. Against CPO of gardens.

Transportation and Mobility Comments:

1. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
2. The junction radii are shown to be tightened significantly in accordance with DMURS guidance on the side roads to reduce traffic turning speeds. The side road junctions will also feature a raised entry treatment again to slow vehicles approaching FRR from the side roads. Junction tightening reduces the crossing distances of side roads for non-motorised users in accordance with the recommendations of DMURS.
3. There is no CPO of gardens proposed as part of this application.

SUB (25) Thomas Bibby

Submission Summary:

1. Supportive of improvement works.
2. Suggests narrowing carriageway widths further.
3. Consider 2-way cycle lane.

Transportation and Mobility Comments:

1. Noted.
2. Father Russell Road is a bus route, further narrowing of carriageway is not preferable from this perspective.
3. 1-way segregated cycle tracks are preferred due to the number of side road junctions and driveway accesses. The 1-way cycle tracks will also help to retain the existing road centerline close to the current location.

SUB (26) Johanna Laukannen

Submission Summary:

1. Supportive of improvement works.
2. Trees should be saved where possible.

Transportation and Mobility Comments:

1. Noted.
2. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

SUB (27) Anne and John Duckett

Submission Summary:

1. Splitting the scheme is unfair.
2. Tree removal
3. Request speed limit reduced to 30km/hr.
4. Traffic delays due to refuse vehicles/oil delivery/buses/car breakdown. Delays to emergency services.
5. Percentage of road given to cyclist unfair.
6. Very few children cycle to school.
7. Residents have surveyed the traffic.
8. Risks associated with bollards to cyclists.
9. Weight restriction not implemented.
10. Council obliged to seek a balance in various interests. Council trying to enforce a traffic ideology.
11. Council to consider health safety security and comfort of cyclists, pedestrians and motorists.
12. No consultation
13. Council aggressively restrict road space to 6m.
14. Would prefer shared footpath
15. Lots of entrances
16. Scheme will increase dangers to cyclists
17. Quietway

Transportation and Mobility Comments:

1. This scheme is phase 1 of a series of schemes. Fr. Russell Rd Phase 2 and St Pauls roundabout, which are more technically detailed, are currently being progressed and will follow on shortly from Phase 1
2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
3. The scheme has been designed in line with the prescribed design guidance documents at the current speed limit of 50km/hr. A reduction in speed limit is not part of this scheme.

4. The proposed scheme has provision for 2 way vehicular access and additional delays to traffic due to service vehicles are not expected. The road carriageway has been designed at 6m width. This allows 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.
5. This is a retrofit scheme and the footpath and cycle lane width are maximised for the purpose of reduced speed and increased safety for all. The 6.0m carriageway width is in line with DMURS design guidance.
6. The scheme is intended to promote cycling as a sustainable mode of transport for all
7. Limerick City and County Council have carried out traffic surveys to inform the design of the scheme.
8. Bollards are not proposed as part of the scheme
9. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
10. The scheme is being developed in line with National Policy and the objectives of the Limerick Development Plan 2022 – 2028.
11. The object of the scheme is to deliver improved safety, comfort and security for cyclists along with pedestrians and the mobility impaired on the L-1429 Fr. Russell Rd. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
12. The statutory consultation process required under Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) has been carried out.
13. This is a retrofit scheme. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
14. The scheme provides segregated cycle lanes to provide maximum safety for pedestrians and cyclists in line with the design guidance in DMURS and the National Cycle Manual.
15. The scheme is a retrofit scheme and entrances have been accommodated where they occur.
16. The scheme has been designed to provide segregated cycle lanes which provide maximum safety for cyclists
17. A quietway will be considered but does not form part of this scheme.

SUB (28) Niamh McMahon

Submission Summary:

1. Splitting the scheme is unfair.
2. Tree removal
3. Request speed limit reduced to 30km/hr.
4. Traffic delays due to refuse vehicles/oil delivery/buses/car breakdown. Delays to emergency services.
5. Percentage of road given to cyclist unfair.
6. Very few children cycle to school.
7. Residents have surveyed the traffic.
8. Risks associated with bollards to cyclists.
9. Weight restriction not implemented.
10. Council obliged to seek a balance in various interests. Council trying to enforce a traffic ideology.
11. Council to consider health safety security and comfort of cyclists, pedestrians and motorists.
12. No consultation

13. Council aggressively restrict road space to 6m.
14. Would prefer shared footpath
15. Lots of entrances
16. Scheme will increase dangers to cyclists
17. Quietway

Transportation and Mobility Comments:

1. This scheme is phase 1 of a series of schemes. Fr. Russell Rd Phase 2 and St Pauls roundabout, which are more technically detailed, are currently being progressed and will follow on shortly from Phase 1
2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
3. The scheme has been designed in line with the prescribed design guidance documents at the current speed limit of 50km/hr. A reduction in speed limit is not part of this scheme.
4. The proposed scheme has provision for 2 way vehicular access and additional delays to traffic due to service vehicles are not expected. The road carriageway has been designed at 6m width. This allows 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.
5. This is a retrofit scheme and the footpath and cycle lane width are maximised for the purpose of reduced speed and increased safety for all. The 6.0m carriageway width is in line with DMURS design guidance.
6. The scheme is intended to promote cycling as a sustainable mode of transport for all
7. Limerick City and County Council have carried out traffic surveys to inform the design of the scheme.
8. Bollards are not proposed as part of the scheme
9. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
10. The scheme is being developed in line with National Policy and the objectives of the Limerick Development Plan 2022 – 2028.
11. The object of the scheme is to deliver improved safety, comfort and security for cyclists along with pedestrians and the mobility impaired on the L-1429 Fr. Russell Rd. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
12. The statutory consultation process required under Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) has been carried out.
13. This is a retrofit scheme. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
14. The scheme provides segregated cycle lanes to provide maximum safety for pedestrians and cyclists in line with the design guidance in DMURS and the National Cycle Manual.
15. The scheme is a retrofit scheme and entrances have been accommodated where they occur.
16. The scheme has been designed to provide segregated cycle lanes which provide maximum safety for cyclists
17. A quietway will be considered but does not form part of this scheme.

SUB (29) Robert and Angela Lowe

Submission Summary:

1. Objects to bus layby due to tree removal, flower beds and commemorative plaque.
2. Layby should be at the bus stops current position, no privacy issue there and less likely to cause congestion.
3. Object to junction tightening at the Gouldavoher estate as there is a need for left hand turn lane.

Transportation and Mobility Comments:

1. A bus layby is required as this is the bus terminus for route 301. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
2. There is insufficient space for a lay by at the current bus stop location
3. The junction radii are shown to be tightened significantly in accordance with DMURS guidance on the side roads to reduce traffic turning speeds. The side road junctions will also feature a raised entry treatment again to slow vehicles approaching FRR from the side roads. Junction tightening reduces the crossing distances of side roads for non-motorised users in accordance with the recommendations of DMURS.

SUB (30) Tony Fitzgibbon

Submission Summary:

1. Splitting the scheme is unfair.
2. Tree removal
3. Request speed limit reduced to 30km/hr.
4. Traffic delays due to refuse vehicles/oil delivery/buses/car breakdown. Delays to emergency services.
5. Percentage of road given to cyclist unfair.
6. Very few children cycle to school.
7. Residents have surveyed the traffic.
8. Risks associated with bollards to cyclists.
9. Weight restriction not implemented.
10. Council obliged to seek a balance in various interests. Council trying to enforce a traffic ideology.
11. Council to consider health safety security and comfort of cyclists, pedestrians and motorists.
12. No consultation
13. Council aggressively restrict road space to 6m.
14. Would prefer shared footpath
15. Lots of entrances
16. Scheme will increase dangers to cyclists
17. Quietway

Transportation and Mobility Comments:

1. This scheme is phase 1 of a series of schemes. Fr. Russell Rd Phase 2 and St Pauls roundabout, which are more technically detailed, are currently being progressed and

will follow on shortly from Phase 1

2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
3. The scheme has been designed in line with the prescribed design guidance documents at the current speed limit of 50km/hr. A reduction in speed limit is not part of this scheme.
4. The proposed scheme has provision for 2 way vehicular access and additional delays to traffic due to service vehicles are not expected. The road carriageway has been designed at 6m width. This allows 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.
5. This is a retrofit scheme and the footpath and cycle lane width are maximised for the purpose of reduced speed and increased safety for all. The 6.0m carriageway width is in line with DMURS design guidance.
6. The scheme is intended to promote cycling as a sustainable mode of transport for all
7. Limerick City and County Council have carried out traffic surveys to inform the design of the scheme.
8. Bollards are not proposed as part of the scheme
9. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
10. The scheme is being developed in line with National Policy and the objectives of the Limerick Development Plan 2022 – 2028.
11. The object of the scheme is to deliver improved safety, comfort and security for cyclists along with pedestrians and the mobility impaired on the L-1429 Fr. Russell Rd. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
12. The statutory consultation process required under Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) has been carried out.
13. This is a retrofit scheme. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
14. The scheme provides segregated cycle lanes to provide maximum safety for pedestrians and cyclists in line with the design guidance in DMURS and the National Cycle Manual.
15. The scheme is a retrofit scheme and entrances have been accommodated where they occur.
16. The scheme has been designed to provide segregated cycle lanes which provide maximum safety for cyclists
17. A quietway will be considered but does not form part of this scheme.

SUB (31) Irish Water

Submission Summary:

1. The applicant must engage with Irish Water Diversions Team prior to commencement of any works to apply for a build over/near application to ensure the appropriate protection of any assets during construction phases of the proposed development.
2. Irish Water does not permit any build over 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.

Transportation and Mobility Comments:

All conditions will be agreed and complied with at detail design and construction stages of the proposed scheme.

SUB (32) Melanie Power

Submission Summary:

1. It is unfair to split the scheme.
2. There will be delays to ambulances.
3. There is a weight restriction on the road. The proposed scheme does not address overweight vehicles using a residential road as a through road.
4. Concerns for safety of pedestrians and cyclists.
5. Cars will not be able to overtake which will lead to accidents.
6. Fr Russell Rd should be a restricted road – excluding through traffic.

Transportation and Mobility Comments:

1. This scheme is phase 1 of a series of schemes. Fr. Russell Rd Phase 2 and St Pauls roundabout, which are more technically detailed, are currently being progressed and will follow on shortly from Phase 1
2. 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.
3. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
4. This is a retrofit scheme and the footpath and cycle lane width are maximised for the purpose of reduced speed and increased safety for all.
5. The carriageway widths are compliant with DMURS design guidance and will permit vehicular traffic to overtake within the rules of the road
6. The Father Russell Road is a local road within the road network. There are no plans as part of the current application to restrict access to cyclists, pedestrians, residents and emergency vehicles.

SUB (33) Raymond O'Connell

Submission Summary:

1. Bus layby location is too close to Blackberry Lane
2. Objects to bus layby due to tree removal, flower beds and commemorative plaque.

Transportation and Mobility Comments:

1. Bus layby is required at this terminus as it is the terminus for bus route 301
2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

SUB (34) St.Pauls NS Parents Association**Submission Summary:**

1. Supportive of improvement works, essential development for students of the school.

Transportation and Mobility Comments:

1. Noted.

SUB (35) John, Mary, Mark, Darragh, Ian and Lorraine McGarry**Submission Summary:**

1. Objects to the scheme, road is one of the busiest in limerick.
2. Save trees.

Transportation and Mobility Comments:

1. Noted
2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

SUB (36) Claire Singleton**Submission Summary:**

1. Splitting the scheme is unfair.
2. Tree removal Request
3. Speed limit reduced to 30km/hr.
4. Traffic delays due to refuse vehicles/oil delivery/buses/car breakdown. Delays to emergency services.
5. Percentage of road given to cyclist unfair.
6. Very few children cycle to school.
7. Residents have surveyed the traffic.
8. Risks associated with bollards to cyclists.
9. Weight restriction not implemented.
10. Council obliged to seek a balance in various interests. Council trying to enforce a traffic ideology.
11. Council to consider health safety security and comfort of cyclists, pedestrians and motorists.
12. No consultation
13. Council aggressively restrict road space to 6m.
14. Would prefer shared footpath
15. Lots of entrances
16. Scheme will increase dangers to cyclists
17. Quietway

Transportation and Mobility Comments:

1. This scheme is phase 1 of a series of schemes. Fr. Russell Rd Phase 2 and St Pauls roundabout, which are more technically detailed, are currently being progressed and will follow on shortly from Phase 1

2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
3. The scheme has been designed in line with the prescribed design guidance documents at the current speed limit of 50km/hr. A reduction in speed limit is not part of this scheme.
4. The proposed scheme has provision for 2 way vehicular access and additional delays to traffic due to service vehicles are not expected. The road carriageway has been designed at 6m width. This allows 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.
5. This is a retrofit scheme and the footpath and cycle lane width are maximised for the purpose of reduced speed and increased safety for all. The 6.0m carriageway width is in line with DMURS design guidance.
6. The scheme is intended to promote cycling as a sustainable mode of transport for all
7. Limerick City and County Council have carried out traffic surveys to inform the design of the scheme.
8. Bollards are not proposed as part of the scheme
9. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
10. The scheme is being developed in line with National Policy and the objectives of the Limerick Development Plan 2022 – 2028.
11. The object of the scheme is to deliver improved safety, comfort and security for cyclists along with pedestrians and the mobility impaired on the L-1429 Fr. Russell Rd. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
12. The statutory consultation process required under Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) has been carried out.
13. This is a retrofit scheme. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
14. The scheme provides segregated cycle lanes to provide maximum safety for pedestrians and cyclists in line with the design guidance in DMURS and the National Cycle Manual.
15. The scheme is a retrofit scheme and entrances have been accommodated where they occur.
16. The scheme has been designed to provide segregated cycle lanes which provide maximum safety for cyclists
17. A quietway will be considered but does not form part of this scheme.

SUB (37) Jack Finucane

Submission Summary:

1. Vehicles currently exceed the weight restriction on the road.
2. Cars speed on the road.
3. If it is narrowed it will turn the road into a carpark and have a detrimental effect on residents/environment due to emissions of slow moving vehicles.
4. It will be difficult to access houses because of the cycle lane.
5. A Quietway through Russell Court should be the permanent solution

Transportation and Mobility Comments:

1. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
2. The scheme has been designed to lower traffic speed and to provide safer infrastructure for all road users.
3. Narrowing of the carriageway will provide a safer environment for all road users and should reduce the volume of cars on the route thereby reducing emissions.
4. Access to houses will be provided in line with DMURS design guidance.
5. A Quietway will be considered but does not form part of this scheme

SUB (38) Joan Grace

Submission Summary:

1. Splitting the scheme is unfair.
2. Tree removal Request
3. Speed limit reduced to 30km/hr.
4. Traffic delays due to refuse vehicles/oil delivery/buses/car breakdown. Delays to emergency services
5. Percentage of road given to cyclist unfair
6. Very few children cycle to school
7. Residents have surveyed the traffic
8. Risks associated with bollards to cyclists
9. Weight restriction not implemented.
10. Council obliged to seek a balance in various interests. Council trying to enforce a traffic ideology.
11. Council to consider health safety security and comfort of cyclists, pedestrians and motorists.
12. No consultation
13. Council aggressively restrict road space to 6m.
14. Would prefer shared footpath
15. Lots of entrances
16. Scheme will increase dangers to cyclists
17. Quietway

Transportation and Mobility Comments:

1. This scheme is phase 1 of a series of schemes. Fr. Russell Rd Phase 2 and St Pauls roundabout, which are more technically detailed, are currently being progressed and will follow on shortly from Phase 1
2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
3. The scheme has been designed in line with the prescribed design guidance documents at the current speed limit of 50km/hr. A reduction in speed limit is not part of this scheme.
4. The proposed scheme has provision for 2 way vehicular access and additional delays to traffic due to service vehicles are not expected. The road carriageway has been designed at 6m width. This allows 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.
5. This is a retrofit scheme and the footpath and cycle lane width are maximised for

the purpose of reduced speed and increased safety for all. The 6.0m carriageway width is in line with DMURS design guidance.

6. The scheme is intended to promote cycling as a sustainable mode of transport for all
7. Limerick City and County Council have carried out traffic surveys to inform the design of the scheme.
8. Bollards are not proposed as part of the scheme
9. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
10. The scheme is being developed in line with National Policy and the objectives of the Limerick Development Plan 2022 – 2028.
11. The object of the scheme is to deliver improved safety, comfort and security for cyclists along with pedestrians and the mobility impaired on the L-1429 Fr. Russell Rd. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
12. The statutory consultation process required under Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) has been carried out.
13. This is a retrofit scheme. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
14. The scheme provides segregated cycle lanes to provide maximum safety for pedestrians and cyclists in line with the design guidance in DMURS and the National Cycle Manual.
15. The scheme is a retrofit scheme and entrances have been accommodated where they occur.
16. The scheme has been designed to provide segregated cycle lanes which provide maximum safety for cyclists
17. A quietway will be considered but does not form part of this scheme.

SUB (39) John Barron and others

Submission Summary:

1. Privacy issues due to where the bus stop is currently located.

Transportation and Mobility Comments:

1. This concern will be referred to Bus Eireann.

SUB (40) Sheila Mulcahy

Submission Summary:

1. Splitting the scheme is unfair.
2. Tree removal Request
3. Speed limit reduced to 30km/hr.
4. Traffic delays due to refuse vehicles/oil delivery/buses/car breakdown. Delays to emergency services.
5. Percentage of road given to cyclist unfair.
6. Very few children cycle to school.
7. Residents have surveyed the traffic.
8. Risks associated with bollards to cyclists.
9. Weight restriction not implemented.
10. Council obliged to seek a balance in various interests. Council trying to enforce a traffic ideology.
11. Council to consider health safety security and comfort of cyclists, pedestrians and motorists.

12. No consultation
13. Council aggressively restrict road space to 6m.
14. Would prefer shared footpath
15. Lots of entrances
16. Scheme will increase dangers to cyclists
17. Quietway

Transportation and Mobility Comments:

1. This scheme is phase 1 of a series of schemes. Fr. Russell Rd Phase 2 and St Pauls roundabout, which are more technically detailed, are currently being progressed and will follow on shortly from Phase 1
2. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.
3. The scheme has been designed in line with the prescribed design guidance documents at the current speed limit of 50km/hr. A reduction in speed limit is not part of this scheme.
4. The proposed scheme has provision for 2 way vehicular access and additional delays to traffic due to service vehicles are not expected. The road carriageway has been designed at 6m width. This allows 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.
5. This is a retrofit scheme and the footpath and cycle lane width are maximised for the purpose of reduced speed and increased safety for all. The 6.0m carriageway width is in line with DMURS design guidance.
6. The scheme is intended to promote cycling as a sustainable mode of transport for all
7. Limerick City and County Council have carried out traffic surveys to inform the design of the scheme.
8. Bollards are not proposed as part of the scheme
9. Enforcement of weight restrictions is outside the powers of Limerick City and County Council
10. The scheme is being developed in line with National Policy and the objectives of the Limerick Development Plan 2022 – 2028.
11. The object of the scheme is to deliver improved safety, comfort and security for cyclists along with pedestrians and the mobility impaired on the L-1429 Fr. Russell Rd. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all.
12. The statutory consultation process required under Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) has been carried out.
13. This is a retrofit scheme. The footpath and cycle track width are maximised and the road width minimised for the purpose of reduced speed and increased safety for all
14. The scheme provides segregated cycle lanes to provide maximum safety for pedestrians and cyclists in line with the design guidance in DMURs and the National Cycle Manual.
15. The scheme is a retrofit scheme and entrances have been accommodated where they occur.
16. The scheme has been designed to provide segregated cycle lanes which provide maximum safety for cyclists
17. A quiet way will be considered but does not form part of this scheme.

SUB (41) Ann Marie Hartnett

Submission Summary:

1. Agree with principal of cycle lanes and measures to reduce volume of cars/trucks
2. High volume of traffic on the road, non-adherence to speed limit
3. No Road Safety Audit
4. Difficulty for residents exiting their homes onto Fr Russell Rd due to speed of cars.
5. Against removal of trees

Transportation and Mobility Comments:

1. Noted
2. The proposed scheme narrows the carriageway, encouraging drivers to travel at a lower speed.
3. All stages of this schemes development are subject to a Road safety Audit as per TII publications. The Road Safety Audit assess the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme. A Stage 1 audit has been completed.
4. The scheme has been designed to lower traffic speed and to provide safer infrastructure for all road users.
5. Where possible trees are proposed to be retained. However, the proposed removal of trees is required to facilitate the construction of the proposed scheme. A replanting scheme is proposed to offset the loss of trees, details of which are contained within the Biodiversity Management Plan and Landscape Plans that accompany the application. A total of 46 trees will be planted.

5.0 Summary of key planning issues:

Principle of Development

The proposed development is to provide segregated cycle lanes along a 500m stretch of the Fr. Russell Road (L-1429) from Quinns Cross to the junction with the Gouldavoher residential area. 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 Fr. Russell Road as part of the secondary cycle network with facilities linking between the primary cycle network at the R510 at Quinn'S Cross Roundabout and the R526 at St. Paul's roundabout. 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 include Gouldavoher Estate, Russell Court, Belvedere, Mount Russell, Abbey Court, Ballinvoher, Whitethron, Racefield Junction & Quinns Cross Roundabout.
- Removal of trees – 17 trees from public land and a hedge row on private land. All trees and the hedgerow will be replanted as part of the development. Detailed landscaping plan and biodiversity plan submitted as part of this application.
- Biodiversity & Landscaping Plans - Mitigation measures set out with regard to protection of bats.

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 4th 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.

