

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

**Re: Permission for the following:**

development works from TUS Moylish Campus to the City. Segregated cycle lanes and footpath upgrades along Cratloe Road, Sexton Street North and High Road with a number of dedicated pedestrian and cycle crossing facilities. Upgrade of the traffic signals and junction layout at Hassett's Cross, Cross Road and Belfield Court Junctions to provide a protected junction arrangement for cyclists & bus priority measures of public transport. An inbound bus lane extending along Cratloe Road from Moylish Roundabout to Hassett's Cross. Traffic calming measures on Belfield Court and Belfield Gardens such as raised table junctions and build out with cycle by-pass. Upgrade works to bus stops, side road junctions and new road surfacing. Installation of LED public lighting. Surface water drain works. Landscaping works including tree removal & tree planting and all associated site works.

**At: Cratloe Road, Sexton Street North, High Road, Belfield Court and Belfield Gardens, Limerick**

**Planning Reference No. 22/8014**



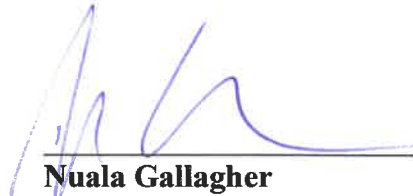
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**Nuala Gallagher**  
**Director of Services**

**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.**



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

**Date: 8<sup>th</sup> November 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 improvement works extending from the TUS Moylish campus at Moylish Roundabout towards the city via Cratloe Road, Sexton Street North, Belfield Court and Belfield Gardens through the largely residential suburbs of Mayorstone, Thomondgate and Belfield on the north side of Limerick City. The project is based on the recommendations of the Revised draft Limerick Metropolitan Area Transport Strategy (LSMATS) which identifies a number of primary radial cycling routes in the Limerick Metro area which include the Caherdavin to Sarsfield Bridge route via Cratloe Road, Sexton Street North, High Road, Belfield and Clancy Strand.

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

The proposal as set out is as follows:

- Segregated cycle lanes and footpath upgrades along Cratloe Road, Sexton Street North and High Road with a number of dedicated pedestrian and cycle crossing facilities
- Upgrade of the traffic signals and junction layout at Hassett's Cross, Cross Road and Belfield Court Junctions to provide a protected junction arrangement for cyclists and bus priority measures for public transport
- An inbound bus lane extending along Cratloe Road from Moylish Roundabout to Hassett's Cross
- Traffic calming measures on Belfield Court and Belfield Gardens such as raised table junctions and build out with cycle by-pass
- Upgrade works to bus stops, side road junctions and new road surfacing
- Installation of LED public lighting, surface water drainage works
- Landscaping works including tree removal and tree planting
- All associated site works

**The plans and particulars were placed on public display from the 3<sup>rd</sup> of August 2022 up to and including 31<sup>st</sup> August 2022. Submissions and observations were invited up to the 14<sup>th</sup> September 2022.**

## **3.0 Key Policy Provisions**

### **3.1 Revised Draft Limerick/Shannon Metropolitan Area Transport Strategy 2040**

#### **9.1.4 Primary Cycle Network**

Defined Primary Routes correspond to those experiencing the highest level of demand. Primary Routes are typically direct and provide medium-long radial connections to key destinations. These routes are supplemented by secondary and feeder routes which provide access to residential catchments and local facilities/services.

#### **Primary Radial Routes**

- Mungret to City Centre along R510, R526,
- Ballinacurra Rd, South Circular Road and Henry Street;
- Ballysimon Road (R527) diverting onto the Old Ballysimon Road in the eastern section;
- City Centre to University of Limerick and National Technology Park along Dublin Road, Old Dublin Road and Plassey Park Road;

- City Centre to Westbury and Ardnacrusha along Corbally Road (R463);
- Caherdavin Cross to Sarsfield Bridge via Cratloe Road, Sexton Street, High Road, Bellefield Gardens and Clancy's Strand; and Ennis Road to Sarsfield bridge

### **MEASURE CC1 Develop a Comprehensive Strategic Cycling Network**

It is the intention of the NTA and the local authorities to:

- Build upon the existing Limerick Metropolitan Cycle Network Study and Shannon and Environs Local Area Plan to deliver a comprehensive cycle network for the LSMA, in a manner consistent with the National Cycle Manual;
- To deliver an integrated, fully connected high-quality cycle network linking all major origins and destinations within the LSMA;
- Develop an Inter-Urban network connecting Limerick City, Shannon, the Metropolitan town centres and Ennis;
- Develop a high-quality cycle network within the Metropolitan Towns of the LSMA;
- Identify local opportunities for permeability and feeder routes to improve links to the primary, secondary and greenway network and enhance the attractiveness of cycling for short trips;
- Maintain and enhance existing infrastructure to a high standard;
- Cooperate with An Garda Síochána in relation to the enforcement road traffic laws as they apply to cycle tracks and lanes.

### **10.4 BUS PRIORITY**

In terms of bus priority, indicative alignments for corridors where it is intended buses can travel without delay are set out in the Proposed 2040 Bus Priority Measures map.

### **MEASURE BC1 Bus Connects Limerick**

It is the intention of the NTA and the local authorities to develop and deliver the Bus Connects Limerick Programme. This will consist of:

- Changes to the service network to include:
  - A 'branch and spine' network;
  - Orbital routes;
  - Additional Radial routes;
  - Increased capacity and frequency; and
  - Demand Responsive Transport in locations where public transport patronage is low.
- Greater levels of bus priority leading to shorter journey times and greater reliability, as follows:
  - Continuous bus lanes on main radials where practicable;
  - Bus gates in certain locations whereby only public transport vehicles and cyclists will be allowed on certain parts of the road network;
  - Other traffic management arrangements which provide bus priority; and
  - New bus-only links.
- Improvements to fleet and other elements to include:
  - Conversion of public transport fleet to zero carbon vehicles; and
  - Improvements to fares, ticketing and interchange services and infrastructure.

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

### **Policy TR P3 Integration of Land Use and Transport Policies**

It is a policy of the Council to support and facilitate the integration of land use and transportation policies ensuring the delivery of sustainable compact settlements served by sustainable modes of transport.

### **Policy TR P4 Promotion of Sustainable Patterns of Transport Use**

It is a policy of the Council to seek to implement in a positive manner, in cooperation with other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport's Smarter Travel, A Sustainable Transport Future 2009 – 2020 (and any subsequent updates), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling and walking.

#### **Policy TR P5 Sustainable Mobility and Regional Accessibility**

It is a policy of the Council to support sustainable mobility, enhanced regional accessibility and connectivity within Limerick, in accordance with the National Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

#### **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 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.

### **4.0 Impact of The Scheme**

#### **4.1 Habitats directive project screening assessment:**

An Appropriate Assessment Screening Report has been undertaken for the proposed development by MKO Planning & Environmental Consultants. It is concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed development, individually or in combination with other plans and projects, will not have a significant effect on any European sites.

#### **4.2 Environmental Impact Assessment Screening**

An EIAR screening report was undertaken for the proposed development by MKO Planning & Environmental Consultants. 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.

#### **4.3 Arboriculture Impact Assessment**

An Arboriculture Impact Assessment was carried out by Independent Tree Surveys in May 2022 in accordance with BS 5837:2012 (trees in relation to design, demolition and construction recommendations). A total of 90 trees were surveyed and of those 25 were identified for removal to facilitate the development. An additional 90 trees are to be planted at selected locations to improve the character of the site while also providing addition screening and to compensate for the loss of existing trees. Tree removal works to take place outside bird nesting season and as per Ecologist assessment, retained trees will be protected throughout construction works in accordance with the Arborist's recommendations.

#### **4.4 Archaeological & Heritage Assessment**

There are no recorded monuments or protected structures impacted by the development works identified in the Limerick Development Plan 2022-2028. Site LI005-016001 which is located in off Belfield Gardens is located within the greater 17<sup>th</sup> century defenses Notification Zone and will be required to be notified to the Minister under section 12(3) of the National Monuments (amendment) Act 1994 (Recorded Monument) and section 5(8) of the 1987 Act (Register of Historic Monuments).

#### **4.5 Flood Risk**

The site is not located within a floodzone.



## 5.0 Submissions with respect to the proposed development

A total of 34 No. written submissions/observations were received and are listed below:

No.	Name
1	Stephen Murray
2	Sean Mcilfattrick
3	James Ryan
4	Maurice Egan
5	Limerick Cycling Campaign
6	Mayorstone Coolraine Residents Association
7	Hugh Kelly
8	Martin Collins
9	Anne Cronin
10	Rachel Enright
11	Aine Farrell
12	Maeve Howlett
13	Eoin Buckley
14	Paul Williams
15	Rosie Rutherford
16	Cllr Sasa Novak
17	Conor Mcloughlin
18	Damien Wilmot
19	Cyclist.ie
20	Brian Leddin
21	Limerick Pedestrian Network
22	Richard Burke
23	Michael Woodland
24	Nicole Graham
25	DB McDonald
26	Elizabeth Walters
27	Ivan Thornbury
28	Limerick Chamber
29	Cllr. Conor Sheehan
30	Residents of Farranshone and Belfield Areas
31	The Secretary An Taisce
32	Peter McGann
33	Roisin Buckley

A total of 2 No. written submissions/observations were received following external & internal referrals and are listed below:

1	Roads Policing Inspector - An Garda Siochana
2	Roads Traffic & Cleansing Department – Limerick City & County Council

**SUB (1) Stephen Murray**

**Submission Summary:**

1. Suggestion made that a dutch style roundabout should be considered for Moylish Roundabout
2. Suggestion made that Knockalisheen Road should be considered for a contra flow connection to Ballynanty
3. Welcomes the addition of protected junction arrangements for cyclists
4. Suggestion made that continuous footpaths should be installed at every side road junction across the scheme
5. Suggestion made that cycle stands be installed to facilitate bike parking for businesses along the extent of the scheme

**Transportation & Mobility Comments:**

1. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need to be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

2. Active Travel are currently at Preliminary Design Stage for schemes on Old Cratloe Road and at Brookville Avenue. Active Travel are committed to delivering on the objectives of LSMATS which includes cycle network on High Road / Thomondgate to Clancy Strand, currently indicated as a Primary Route on LSMATS, Killeely Road (Hassets Cross to Watchouse Cross) which will provide connectivity to the Ballynanty area, and Shelbourne Road (Hassets Cross to Union Cross), the latter two indicated on LSMTS as Secondary routes.

3. Noted

4. Continuous footpaths (raised entry treatment) are to be provided at all minor side road junctions along the length of scheme from Moylish Roundabout to the High Road/Thomond Row Junction.

5. Active Travel Team will examine the provision of bike stands along the route of the scheme and this will be progressed during the detailed design phase of the scheme to identify a suitable locations for bike parking in conjunction with the various stakeholders along the route as referenced in section 4 of the Part 8 Planning Report.

**SUB (2) Sean Mcilpatrick**

**Submission Summary:**

1. Welcomes the scheme in principal
2. Queries if 1 crossing point at the High Road & Belfield Court Junction would have less visual impact on the street and houses in the area and requests if the least amount of traffic poles can be used as possible.
3. Queries if paving can be utilised on the scheme instead of concrete footpaths
4. Requests that as many trees as possible can be planted as part of the scheme

**Transportation & Mobility Comments:**

1. Noted

2. Every effort will be made to reduce the amount of traffic signal poles required during the detailed design process.



3. Provision of paving in public realm areas such as the Cross Road area of Thomondgate and the Hassetts Cross area will be considered at detailed design stage but their inclusion will ultimately be determined by factors such as acceptable cost and longterm maintenance issues.

4. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), a total of 25 trees identified in the survey schedule will be removed: comprising 5 category B trees, 18 category C, and 2 category U. The quality and value of the trees to be removed is relatively low, with 80% being of low value or poor quality. New tree planting is proposed within the new layout, with a total of 90 new trees proposed.

### **SUB (3) James Ryan**

#### **Submission Summary:**

1. Welcomes the scheme in principal
2. Requests that any mature trees along the route be preserved where possible and more trees planned to improve the area.
3. Requests that bollards are erected to segregate cycle tracks from traffic
4. Requests bike parking areas for Thomond Park and other business centres along the route.

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

1. Noted
2. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), a total of 25 trees identified in the survey schedule will be removed: comprising 5 category B trees, 18 category C, and 2 category U. The quality and value of the trees to be removed is relatively low, with 80% being of low value or poor quality. New tree planting is proposed within the new layout, with a total of 90 new trees proposed.
3. A concrete upstand kerb is to be provided between the cycletrack and carriageway to provide vertical segregation and protection to cyclists. A safety buffer will also be provided between the cycletracks and on- street parking areas.
4. Active Travel Team will examine the provision of bike stands along the route of the scheme and this will be progressed during the detailed design phase of the scheme to identify suitable locations for bike parking in conjunction with the various stakeholders along the route as referenced in the Part 8 Planning Report.

### **SUB (4) Maurice Egan**

#### **Submission Summary:**

1. Suggestion made that a dutch style roundabout should be considered for Moylish Roundabout
2. Suggestion that the cycle tracks are increased to 2m in width
3. Suggests that bi-directional cycletracks offer improved safety and accessibility
4. States that the scheme stops short of the city centre, is unconnected and needs to be extended into the city centre.
5. Suggestion made that Belfield Gardens be closed off to through traffic

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

1. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through

the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

2. The design nominally provides for single file + overtaking. The NCM provisions for this are A= 0.25, B= 0.75, C= 0.5, D= 0.25 = minimum width of 1.75m required and 2.0m is provided. 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.

Due to the existing site constraints on Sexton Street north between Hassetts Cross Junction and O'Callaghan Avenue Junction, the cycletrack width will be reduced locally to 1.5m over that section.

3. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.

4. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

5. Active Travel had proposed a filtered Permeability Trial on Bellefield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

#### **SUB (5) Limerick Cycling Campaign**

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

1. Failure to provide continuous cycling infrastructure for a large section of the route significantly undermines its ability to deliver on its objectives and the objectives of LSMATS and suggestion made that either filtered permeability or one-way traffic arrangement to allow for a bi-directional cycle track be considered for Belfield Court/Gardens

2. Realignment of Project Objectives required - The Scheme objectives should be realigned to correlate with the objective and targets set out in LSMATS

3. Consideration should be given to bi-directional cycle tracks as they offer a better level of service to cyclists and micro-mobility.

4. A full solution for cycling infrastructure should be included for the Moylish roundabout to complete the scheme

5. Socioeconomic objectives contained in LSMATS and the Design Guide and Manual

for the Regeneration Areas are not given due consideration or included in the project objectives

6. Acknowledges that the scheme represents an improvement in design approach from previous schemes but urges that there is full segregation provided for cyclists over the whole length of the scheme

**Transportation & Mobility Comments:**

1. Thomond Row & Bellfield Gardens is proposed to be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the NCM.

Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

2. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

3. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.

4. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through

the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

5. The TUS to City Centre route is designed to connect TUS with the City Centre via Thomondgate, Bellefield Gardens and the Ennis Road. However, there are plans, currently in the early stages of design, to connect this scheme via the Old Cratloe Road, with the cycle and pedestrian infrastructure proposed as part of the Coonagh-Knockalisheen Road.

Whilst the content of the Design and Public Realm Code for the Limerick Regeneration Areas 2015 is noted, the focus of this particular scheme is to improve the safety, comfort and security for cyclists, pedestrians and motorists between TUS and the City Centre. The rationale for the scheme, including the planning policy context, is set out within the Planning Report that accompanies this application. The TUS to City Centre route is designed to connect TUS with the City Centre via Thomondgate, Bellefield Gardens and the Ennis Road. However, there are plans, currently in the early stages of design, to connect this scheme via the Old Cratloe Road, with the cycle and pedestrian infrastructure proposed as part of the Coonagh-Knockalisheen Road.

Whilst the content of the Design and Public Realm Code for the Limerick Regeneration Areas 2015 is noted, the focus of this particular scheme is to improve the safety, comfort and security for cyclists, pedestrians and motorists between TUS and the City Centre. The rationale for the scheme, including the planning policy context, is set out within the Planning Report that accompanies this application.

6. Noted

#### **SUB (6) Mayorstone Coolraine Residents Association**

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

1. Concerns that no provision has been made for private car parking for residents on the Cratloe Road section of the scheme

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

1. 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. The existing on-street parking on Cratloe Road is to be removed to allow provision of a city inbound bus lane.

#### **SUB (7) Hugh Kelly**

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

1. Welcomes the scheme in principal
2. Concerned that the scheme stopping short of the city centre undervalues the potential of cycle friendly infrastructure in a city and piecemeal development of cycling infrastructure should be avoided.
3. Concerns that Moylish Roundabout is not designed for cyclist and is unsafe
4. Concerned that the scheme does not connect to Gaelscoil Sáirséal, Thomond Primary school and Thomond College secondary school and that more parents/school children will use the proposed new infrastructure if it goes to the school front gate
5. Concerned that the width of the cycletrack should be 2m as 1.75m is a bit tight
6. Suggest that Belfield Court and Belfield Gardens should be a Bicycle Boulevard, designated and designed to give bicycle travel priority.

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

1. Noted
2. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy



Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

3. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.
4. Active Travel are currently at Preliminary Design Stage for schemes on Old Cratloe Road and at Brookville Avenue. Active Travel are committed to delivering on the objectives of LSMATS which includes cycle network on High Road / Thomondgate to Clancy Strand, currently indicated as a Primary Route on LSMATS, Killeely Road (Hassetts Cross to Watchouse Cross), and Shelbourne Road (Hassetts Cross to Union Cross), the latter two indicated on LSMATS as Secondary routes.
5. The design nominally provides for single file + overtaking. The NCM provisions for this are  $A= 0.25$ ,  $B= 0.75$ ,  $C= 0.5$ ,  $D= 0.25$  = minimum width of 1.75m required and 2.0m is provided. 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. Due to the existing site constraints on Street north between Hassetts Cross Junction and O'Callaghan Avenue Junction, the cycletrack width will be reduced locally to 1.5m over that section.
6. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the NCM.  
Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

**SUB (8) Martin Collins**  
**Submission Summary:**

1. Welcomes the scheme in principal
2. Concerned that the lack of cycling infrastructure at Moylish Roundabout is dangerous and a dutch style design should be considered
3. Suggestion made that a bi-directional cycle lane would be a better use of space, safer and overall aesthetically better.
4. Concerned that the omission of cycling infrastructure on Belfield Court/Gardens is a missed opportunity due to the volumes of through traffic and a bi-directional cycletrack or filtered permeability must be considered

**Transportation & Mobility Comments:**

1. Noted
2. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

3. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.

4. Thomond Row & Bellfield Gardens is proposed to be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the NCM.

Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

**SUB (9) Anne Cronin**  
**Submission Summary:**



1. Failure to provide continuous cycling infrastructure for a large section of the route significantly undermines its ability to deliver on its objectives and the objectives of LSMATS and suggestion made that either filtered permeability or one-way traffic arrangement to allow for a bi-directional cycle track be considered for Belfield Court/Gardens
2. Consideration should be given to bi-directional cycle tracks as they offer a better level of service to cyclists and micro-mobility.
3. A full solution for cycling infrastructure should be included for the Moylish roundabout to complete the scheme
4. Urges the local authority to conduct a Health Impact Assessment on the preferred route - particularly the Bellfield Gardens section of the route as it is a residential street accommodating a maternity hospital and experiences significant congestion each morning from 8am -9am
5. Concerns that the proposals do not show enough ambition for the Thomond Row & Bellfield Gardens section and that it remains unsafe by allowing the same volume of traffic to pass through the residential area.

**Transportation & Mobility Comments:**

1. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

2. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.

3. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

4. Active Travel in conjunction with the Environmental Department of Limerick City and County Council are progressing the inclusion of air monitoring (NO<sub>2</sub>) along the route of the scheme.

5. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

#### **SUB (10) Rachel Enright**

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

1. Welcomes the scheme in principal
2. Concerned that not enough has been done to link the individual communities to the route such as Killeely and Ballynanty.
3. Suggestion made that a bi-directional cycle lane would be more attractive to inexperienced cyclists, people with young children and youths cycling in groups.
4. Request that efforts should be made to ensure the fittings, signage etc is soft and more in keeping with the environment.
5. Concerned that the omission of cycling infrastructure on Belfield Court/Gardens is a missed opportunity and a bi-directional cycletrack must be considered

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

1. Noted
2. Active Travel are currently at Preliminary Design Stage for schemes on Old Cratloe Road and at Brookville Avenue. Active Travel are committed to delivering on the objectives of LSMATS which includes cycle network on High Road / Thomondgate to Clancy Strand, currently indicated as a Primary Route on LSMATS, Killeely Road (Hassets Cross to Watchouse Cross), and Shelbourne Road (Hassets Cross to Union Cross), the latter two indicated on LSMATS as Secondary routes.
3. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.
4. The type of street fittings and signage used in the scheme will need to conform to regulatory signage requirements but consideration will be given to keeping these to a minimum where possible.
5. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic

speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Bellfield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

**SUB (11) Aine Farrell**

**Submission Summary:**

1. Supports the scheme in principal
2. Concerns raised that the shared surface proposed for cyclists on Bellfield Gardens is unsafe due to the level of through traffic and Suggestion made that either filtered permeability or a one-way traffic system is introduced to allow for installation of a bi-directional cycletrack on Bellfield Court/Gardens.

**Transportation & Mobility Comments:**

1. Noted
2. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Bellfield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

**SUB (12) Maeve Howlett**

**Submission Summary:**

1. Welcomes the scheme in principal
2. Concerns that the proposal on Bellfield Court & Bellfield Gardens does not meet the objectives set in LSMATS, the Sustainable Mobility Policy and other regional and national development plans.
3. Concerns that the absence of cycling infrastructure on Bellfield Gardens will significantly reduce the attractiveness of the overall route and the Traffic calming measure identified for Bellfield gardens are not sufficient
4. Suggestion that either filtered permeability is introduced to eliminate through traffic or vehicular traffic is reduced to a one way system to allow the installation of a bi-directional cycle track

**Transportation & Mobility Comments:**

1. Noted

2. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

3. Thomond Row & Bellefield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellefield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

4. Active Travel had proposed a filtered Permeability Trial on Bellefield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

**SUB (13) Eoin Buckley**

**Submission Summary:**

1. Supports the submissions made that request the scheme is extended to the city centre
2. Supports the submissions made that request removal of the volume of through vehicular traffic on Bellefield Gardens
3. Supports the submissions made that bi-directional cycle tracks encourage more families and groups to cycle regularly both for transit and as a leisure activity.

**Transportation & Mobility Comments:**

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

**SUB (14) Paul Williams**

**Submission Summary:**

1. Concerns that the proposals on Bellefield Gardens are poor and do not get cyclists to the city centre in a safe manner

**Transportation & Mobility Comments:**

1. Thomond Row & Bellefield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellefield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

LSMATs revised Draft identifies the indicative Primary Network Routes for the City and

this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

**SUB (15) Rosie Rutherford**

**Submission Summary:**

1. Welcomes the provision of segregated cycle facilities
2. Concerns raised that the proposals on Bellefield Gardens are not attractive and safe to cycle on
3. Requests if improvements could be extended north on Killeely road to Watch house Cross

**Transportation & Mobility Comments:**

1. Noted
2. Thomond Row & Bellefield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellefield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.
3. Active Travel are currently at Preliminary Design Stage for schemes on Old Cratloe Road and at Brookville Avenue. Active Travel are committed to delivering on the objectives of LSMATS which includes cycle network on High Road/Thomondgate to Clancy Strand, currently indicated as a Primary Route on LSMATS, Killeely Road (Hassets Cross to Watchhouse Cross), and Shelbourne Road (Hassets Cross to Union Cross), the latter two indicated on LSMATS as Secondary routes.

**SUB (16) Cllr. Sasa Novak**

**Submission Summary:**

1. Requests that Moylish Roundabout is considered as a dutch style design or a signalised junction
2. Welcomes the tightening of the side road junctions and continuous footpaths at Mayorstone upper and Mayorstone Court
3. Requests if protected corner islands can be considered at Hassett's Cross
4. Welcomes the narrowing of Sexton Street North and the landscaping plans
5. Welcomes the landscaping plans around Frazers Corner and requests further consultation with local residents on the place-making interventions
6. Requests that the Bellefield Court and Bellefield Gardens section of the scheme is reconsidered as the proposed design does not provide for the safety and priority of people walking and cycling and requests an alternative design in conjunction with the development of a traffic management plan for the area.
7. Request that unnecessary tree removal is avoided where possible and that any dividers and separators introduced as part of this scheme are the multifunctional dividers, similar to the ones used in the Safe Routes to School scheme for the Model School or the planters used on Nicholas Street

**Transportation & Mobility Comments:**

1. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

2. Noted

3. Hassett's Cross Junction is proposed as a protected junction arrangement. Protective islands for cyclists will be incorporated as part of junction arrangement at detailed design stage.

4. Noted

5. Noted

6. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

7. As summarised in the Planning Report (and with further detail in the arboricultural impact assessment), a total of 25 trees identified in the survey schedule will be removed: comprising 5 category B trees, 18 category C, and 2 category U. The quality and value of the trees to be removed is relatively low, with 80% being of low value or poor quality. New tree planting is proposed within the new layout, with a total of 90 new trees proposed.

#### **SUB (17) Conor McLoughlin**

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

1. Supports the submission made by Limerick Cycling Campaign
2. Suggests that a bi-directional cycletrack on one side of the road from Moylish Roundabout to Bellefield Gardens would be better considering the plans for one on Brookville Avenue as concerned that swapping between bidirectional lanes and individual lanes on either side of the road is not safe and does not encourage more people to cycle

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

1. Noted
2. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.

#### **SUB (18) Damien Wilmot**

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

1. Requests that the segregated facilities are extended beyond the High Road & Belfield Court Junction to the city centre.

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

1. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved. Thomond Row & Bellefield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellefield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

#### **SUB (19) Cyclist.ie**

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

1. Welcome the scheme in principal
2. Queries as to why even temporary cycling infrastructure is not included on Old Cratloe Road through Moylish Roundabout and on High Road to Thomond Bridge
3. Welcome the bus stop island arrangements but query why the cycletracks at these locations appear to be unacceptably narrow
4. Query the choice of Zebra Crossings at some locations as opposed to toucan crossings
5. Welcome the use of raised side road entry treatments as they provide additional protection to pedestrians and cyclists.
6. Suggests that the deflection of the cycletrack at the Cross Road junction be straight through
7. Welcome the protected junction arrangements at Hasset's Cross, Cross road and Bellefield Court Junction and their further
8. Welcome the commitment to review bike parking along the scheme with business owners and particularly Thomond Park as a key visitor attractor
9. Concerned that the low level of interventions proposed on Bellefield Court & Bellefield Gardens are not adequate and suggest that they are upgraded to discourage through traffic and provide clear walking and cycling space

**Transportation & Mobility Comments:**

1. Noted
2. Active Travel are currently at Preliminary Design Stage for schemes on Old Cratloe Road and at Brookville Avenue. Active Travel are committed to delivering on the objectives of LSMATS which includes cycle network on High Road / Thomondgate to Clancy Strand, currently indicated as a Primary Route on LSMATS, Killeely Road (Hassets Cross to Watchhouse Cross), and Shelbourne Road (Hassets Cross to Union Cross), the latter two indicated on LSMATS as Secondary routes.
3. The cycletrack narrowing on approach to the bus stop island arrangement is a detail taken from the NTA's Preliminary Bus Connects Design Guidance Document. As the cycletrack deflects behind the bus stop, the cycletrack is proposed to narrow to 1.5m to try reduce cycling speed and restrict overtaking on approach to the pedestrian priority crossing point.
4. The use of zebra and toucan crossings along with the introduction of parallel crossings will be reviewed further at detailed design stage of the scheme
5. Noted
6. The Cross Road junction is proposed as a protected junction arrangement for cyclists. A straighter through route will be explored at detailed design stage.
7. Noted
8. Noted
9. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

**SUB (20) Brian Leddin****Submission Summary:**

1. Welcomes the scheme in principal and the inclusion of continuous footpaths across side road junctions
2. Requests that improvements are needed at Moylish Roundabout such as a dutch style design or a signalised junction.
3. Request that the scheme is extended on Old Cratloe Road to provide connectivity with Thomond College
4. Concern that from High Road/ Belfield Court junction to the Bellefield Gardens/Ennis Road junction that it should be carefully considered whether the departure from segregated cycle track on this section undermines the objectives of the overall scheme.
5. Suggestion made that the left turn lane from Ennis Road to Clancy Strand is seldom used and unnecessary and that the scheme could be extended, utilising this space to install a segregated cycle track as far as Sarsfield Bridge. It also would provide an opportunity to improve the junction as it is the primary artery to the north side of the city

**Transportation & Mobility Comments:**

1. Noted
2. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

3. Active Travel are currently at Preliminary Design Stage for schemes on Old Cratloe Road and at Brookeville Avenue. Active Travel are committed to delivering on the objectives of LSMATS which includes cycle network on High Road / Thomondgate to Clancy Strand, currently indicated as a Primary Route on LSMATS, Killeely Road (Hassets Cross to Watchhouse Cross), and Shelbourne Road (Hassets Cross to Union Cross), the latter two indicated on LSMATS as Secondary routes.
4. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.  
Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.
5. Active Travel are currently developing a scheme for the Ennis Road from its junction with Brookeville Ave to Sarsfield Bridge. The scheme will examine all junctions along its route and where possible junctions will be tightened to reduced crossing distance for pedestrians. In addition traffic modelling is being undertaken to assess right turning lanes and filter lanes.

#### **SUB (21) Limerick Pedestrian Network**

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

1. Welcomes the scheme in principal and the proposed layout at Hassett's cross junction
2. Requests that access for vehicles onto the pavement at the south east corner of Hassetts Cross is restricted and that this area is landscaped.
3. Requests the addition of a raised pedestrian crossing across the Cross Road T junction
4. Requests that the scheme must be extended to the city centre and highlights the lack of any significant proposals on the Bellefield Gardens section to reduce the traffic conjection that exists at peak times
5. Requests that the scheme should be extended to include improvement works along High Road to Thomond Bridge as it is heavily used by residents as a walking route to the river front and by visitors to the key attractors such as King Johns Castle and Thomond Park.

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

1. Noted
2. This area is owned by a third party outside the extents of this scheme and the area has been subject to a planning application for a development
3. Cross Road junction is proposed as a signalised junction similar to the current



arrangement. The addition of a raised side road treatment will be explored at detailed design stage.

4. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

5. Active Travel are currently at Preliminary Design Stage for schemes on Old Cratloe Road and at Brookville Avenue. Active Travel are committed to delivering on the objectives of LSMATS which includes cycle network on High Road / Thomondgate to Clancy Strand, currently indicated as a Primary Route on LSMATS, Killeely Road (Hassets Cross to Watchouse Cross), and Shelbourne Road (Hassets Cross to Union Cross), the latter two indicated on LSMATS as Secondary routes.

#### **SUB (22) Richard Burke**

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

1. Requests that consideration is given to include either Filtered permeability to eliminate through traffic or reallocation of road space to enable a bi-directional cycle lane on Bellefield Gardens for complete connectivity.

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

- 1 Active Travel had proposed a filtered Permeability Trial on Bellefield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

#### **SUB (23) Michael Woodland**

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

1. Request made that the loading bay is retained on Sexton Street North for deliveries to the business premises at the corner of O'Callaghan Avenue.
2. Outlines the history of traffic problems associated with Johnseys shop on O'Callaghan Ave and outlines the conditions that were attached to planning permission 21/1435

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

1. The existing loading bay on Sexton Street North will be retained in a position slightly east of the current position to allow for deliveries to the business premises. This relocation will accommodate the proposed zebra crossing and associated sightlines. A drawing of the revised layout is provided - **Drawing Ref 19-003-LCCC-CR-S2-0003 Revision P0.14**. Active Travel consider that a condition should be included by Planners

to require the layout to comply with the referenced drawing.

2. Noted

**SUB (24) Nicole Graham**

**Submission Summary:**

1. Opposition raised to installation of cycle tracks on Sexton Street North.
2. Concerned that the existing parking situation in the area which is outlined as challenging will be made worse
3. Would welcome a plan prioritising residents when it comes to on-street parking instead.

**Transportation & Mobility Comments:**

1. 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.
2. There is currently no formal on-street parking along Sexton St North as parking currently occurs along the hard shoulder of the carriageway which is denoted by a broken yellow line. Formal parking being largely provided in front of residential units under the scheme as detailed in section 3.7 of the Part 8 Planning report.
3. 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.

**SUB (25) DB McDonald**

**Submission Summary:**

1. Request made that the loading bay is retained on Sexton Street North for deliveries to the business premises at the corner of O'Callaghan Avenue

**Transportation & Mobility Comments:**

1. The existing loading bay on Sexton Street North will be retained in a position slightly east of the current position to allow for deliveries to the business premises. This relocation will accommodate the proposed zebra crossing and associated sightlines. A drawing of the revised layout is provided - **Drawing Ref 19-003-LCCC-CR-S2-0003 Revision P0.14**. Active Travel consider that a condition should be included by Planners to require the layout to comply with the referenced drawing

**SUB (26) Elizabeth Walters**

**Submission Summary:**

1. Request made that the loading bay is retained on Sexton Street North for deliveries to the business premises at the corner of O'Callaghan Avenue

**Transportation & Mobility Comments:**

1. The existing loading bay on Sexton Street North will be retained in a position slightly east of the current position to allow for deliveries to the business premises. This relocation will accommodate the proposed zebra crossing and associated sightlines. A drawing of the revised layout is provided - **Drawing Ref 19-003-LCCC-CR-S2-0003 Revision P0.14**. Active Travel consider that a condition should be included by Planners to require the layout to comply with the referenced drawing

**SUB (27) Ivan Thornbury**

**Submission Summary:**

1. Welcomes the scheme in principal from TUS Moylish to Belfield Court Junction
2. Concern that the scheme falls short, is stop start infrastructure and does not extend to the city centre
3. Concern at the crossing arrangement at Hassetts Cross and the danger presented to cyclists by left turning vehicles

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

1. Noted
2. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.
3. Hassett's Cross Junction is proposed as a protected junction arrangement for cyclists. This traffic signal arrangement is designed to remove any uncontrolled conflict between pedestrians, cyclists and vehicles whilst also providing advanced signalling for public transport vehicles. The protection of the cyclist and signal phasings will be examined further at detailed design stage.

### **SUB (28) Limerick Chamber**

1. Welcomes the scheme in principal
2. Recommends that an options analysis is included in any future Active Travel Schemes by ensuring transparency and clarity around the preferred route
3. Concerns raised over the lack of connectivity provided by the scheme to the city centre
4. Concerns raised over the lack of segregated cycling infrastructure provided on Belfield Court and Bellfield Gardens
5. Requests that the option of a bi-directional cycletrack arrangement be investigated and outlines the benefits of this option.
6. Consideration should be given to differentiating the colour of the cycletracks from the main road and highlights the benefits of doing so
7. Recommends that either filtered permeability is introduced to eliminate through traffic or vehicular traffic is reduced to a one-way system to allow the installation of a bi-directional cycle track
8. Request that a dutch style design or similar is considered for Moylish Roundabout for cyclists
9. Requests that bus shelters are included at all bus stops and safe bike parking is provided at some stops.
10. Request that consideration is given to bus lay-bys where possible to relieve traffic congestion
11. Request that a review of bus stop locations is considered to help increase the catchment of areas served by public transport.
12. Request that it is investigated if a bus stop could be provided within TUS Moylish Campus to serve the growing student population
13. Request that the cycle tracks are kept as wide as possible along the route to provide safety to cyclists.
14. Welcome the biodiversity plans for the scheme especially the inclusion of more trees
15. Welcome the reallocation of private car space to active travel but recommends that where possible residents who need a vehicle are considered.
16. Welcomes the recommendation of the Road Safety Audit that the footpaths in the Belfield area are addressed

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

1. Noted
2. Noted. The preferred route of the scheme is outlined in section 1.2 Schem Objectives of the Part 8 Planning Report.



3. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.
4. Thomond Row & Bellefield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellefield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.
5. 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 route between Moylish Roundabout and High Road/Bellefield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.
6. The NCM currently advises the use of coloured surfacing to cycletracks only in areas of conflict such as crossing points or signalised junctions. An updated NCM is shortly due for release by the NTA and any updates to the guidance on the use of coloured surfacing will be considered at detailed design stage.
7. Active Travel had proposed a filtered Permeability Trial on Bellefield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.
8. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these

measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

9. Bus shelters will be provided at all stops where possible
  10. 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
11. The proposed locations of bus stops along the scheme have been reviewed and the locations predominantly remain as per existing with some amendments due to existing site constraints.
  12. The TUS Moylish campus is located outside the scope of this scheme on Old Cratloe Road. Active Travel are currently progressing a scheme on Old Cratloe Road which will review locations of all bus stops including the TUS Moylish campus.
  13. The design nominally provides for single file + overtaking. The NCM provisions for this are A= 0.25, B= 0.75, C= 0.5, D= 0.25 = minimum width of 1.75m required and 2.0m is provided. 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. Due to the existing site constraints on Street north between Hassetts Cross Junction and O'Callaghan Avenue Junction, the cycletrack width will be reduced locally to 1.5m over that section.
  14. Noted
  15. Noted
  16. Noted

**SUB (29) Cllr. Conor Sheehan**

**Submission Summary:**

1. Welcomes the scheme in principal from TUS Moylish to High Road.
2. Concerned at the lack of proper segregation and filtered permeability along Bellefield Gardens and that the current proposal to create a shared surface along Bellefield Gardens is inadequate
3. Requests that the design is changed to include filtered permeability or segregated facilities on Bellefield Gardens
4. Requests that a filtered permeability trial is considered on Bellefield Gardens as an interim measures as has been done in other Local Authorities.

**Transportation & Mobility Comments:**

1. Noted
2. Thomond Row & Bellefield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellefield Gardens (both 30kph zones). The AADT figure on Bellefield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellefield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

3. Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

4. As per response no. 3 above

### **SUB (30) Residents of Farranshone and Belfield Areas**

#### **Submission Summary:**

1. Welcomes the scheme in principal
2. Concerns that the proposal on Belfield Court & Bellfield Gardens does not meet the objectives set in LSMATS, the Sustainable Mobility Policy and other regional and national development plans.
3. Concerns that the absence of cycling infrastructure on Bellfield Gardens will significantly reduce the attractiveness of the overall route and the Traffic calming measure identified for Belfield gardens are not sufficient
4. Suggestion that either filtered permeability is introduced to eliminate through traffic or vehicular traffic is reduced to a one way system to allow the installation of a bi-directional cycle track

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

1. Noted
2. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.
3. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.
4. Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

### **SUB (31) The Secretary An Taisce Limerick**

#### **Submission Summary:**

1. Welcomes the scheme in principal
2. Suggestion made that a number of additional place making interventions could be included at Thomond Park and High Road

3. Request made for more age friendly seating along the route
4. Recommend that a review of the single lane cycle tracks and to consider the use of bi-directional cycle tracks as they are more beneficial to groups and families to encourage uptake
5. Request made that Moylish Roundabout is redesigned as a dutch style roundabout
6. Request made that the scheme is extended on the Ennis Road towards the city by the removal of the Left turn lane onto Clancy Strand
7. Request to revisit the Bellefield Gardens section and consider a segregated cycle track facility
8. Recommend the revision of all speed limits along the route to 30km/h to reduce road collision fatalities

**Transportation & Mobility Comments:**

1. Noted
2. Noted. These will be explored further at detailed design stage
3. Noted. These will be explored further at detailed design stage
4. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.
5. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.
6. Active Travel are currently developing a scheme for the Ennis Road from its junction with Brookeville Ave to Sarsfield Bridge. The scheme will examine all junctions along its route and where possible junctions will be tightened to reduced crossing distance for pedestrians. In addition traffic modelling is being undertaken to assess right turning lanes and filter lanes.
7. Active Travel had proposed a filtered Permeability Trial on Bellefield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.
8. Thomond Row and Bellefield Gardens are 30kph Speed Limit roads. Cratloe Road,



Sexton Street North and High Road will be assessed as part of the ongoing speed limit reviews undertaken by the Roads, Traffic & Cleansing Department of Limerick City and County Council

**SUB (32) Peter McGann**

**Submission Summary:**

1. Supports the submission made by Limerick Cycling Campaign.
2. Supports upgrades to the infrastructure in general
3. Concerns raised with the shared surface arrangement on Belfield and how cyclists are to cross over the bridges to the city
4. Queries if Moylish Roundabout is going to be upgraded to a dutch style roundabout as part of the schem

**Transportation & Mobility Comments:**

1. Noted
2. Noted
3. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

4. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

**SUB (33) Roisin Buckley**

**Submission Summary:**

1. Failure to provide continuous cycling infrastructure for a large section of the route significantly undermines its ability to deliver on its objectives and the objectives of LSMATS and suggestion made that either filtered permeability or one-way traffic arrangement to allow for a bi-directional cycle track be considered for Belfield Court/Gardens
2. Consideration should be given to bi-directional cycle tracks as they offer a better level of service to cyclists and micro-mobility.
3. A full solution for cycling infrastructure should be included for the Moylish roundabout to complete the scheme

4. Urges the local authority to conduct a Health Impact Assessment on the preferred route - particularly the Bellfield Gardens section of the route as it is a residential street accommodating a maternity hospital and experiences significant congestion each morning from 8am -9am

5. Concerns that the proposals do not show enough ambition for the Thomond Row & Bellfield Gardens section and that it remains unsafe by allowing the same volume of traffic to pass through the residential area.

**Transportation & Mobility Comments:**

1. LSMATS revised Draft identifies the indicative Primary Network Routes for the City and this includes a Primary route from Caherdavin Cross to Sarsfield Bridge. It is currently proposed to develop a future primary route along High Road and Clancy Strand to deliver on the objective of LSMATS but this link cannot be progressed currently due to a number of existing constraints. The proposed linkage to the City via Bellefield Gardens and connection to a scheme at Preliminary Design on the Ennis Road will achieve city connectivity, in the short term. The Active Travel Team are committed to the delivery of a Primary Cycle network as outlined in LSMATS and will develop future schemes to achieve this once the current constraints can be resolved.

Active Travel had proposed a filtered Permeability Trial on Bellfield Gardens over a 3 week period in November 2022. Arising from the large number of submissions received during the public consultation for the trial, the trial did not proceed as planned. Active Travel are currently reviewing the submissions received and will prepare recommendations on any future trials in the area. It is considered that the works proposed under this Part 8 would not impede any future trial progressing and the junction tightening and junction upgrades proposed would actually be beneficial to any future trial.

2. 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 route between Moylish Roundabout and High Road/Belfield Court junction, has been approved by NTA to progress as a scheme through Part 8 process. It is acknowledged (Scottish "Cycle by Design" 2021) that one-way cycle tracks are preferred to two-way cycle tracks when adjacent to the road carriageway, as they provide greater certainty to all road users of expected cycle movements and the interactions to be managed. It is also noted that two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas. The NTA also noted that due to the numbers of businesses and driveways and associated crossing points, one-way cycle infrastructure was the preferred option for this scheme.

3. Both the Old Cratloe Road link and the Cratloe Road links of the Moylish 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. The future needs at Moylish Roundabout will need be modelled depending on predicted traffic volumes and composition and available space. It was decided to progress the current scheme 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. Measures are proposed through the associated Brookeville Avenue and Old Cratloe Road Active Travel schemes, to link all 4 arms of the Moylish roundabout through the provision of improved crossing arrangements at the roundabout and these measures will be progressed. Any future junction design, associated with LSMATS / Bus Connects, will be subject to a separate Statutory approvals process.

4. Active Travel in conjunction with the Environmental Department of Limerick City and County Council are progressing the inclusion of air monitoring (NO<sub>2</sub>) along the route of the scheme.

5. Thomond Row & Bellfield Gardens is proposed be upgraded to a shared surface with



traffic calming features such as raised tables and chicanes being introduced to reduce traffic speeds and increase driver awareness resulting in improved conditions for cyclists and pedestrians. Traffic counts were also carried out by Limerick City & County Council in November 2021 on Thomond Row & Bellfield Gardens (both 30kph zones). The AADT figure on Bellfield Court Road was recorded at 3,200 vehicles per day with the AADT on Bellfield Gardens recorded at 3,100 vehicles per day which falls within the allowable threshold for a shared street facility as outlined in the Guidance Graph in section 1.7.4 of the National Cycle Manual.

**SUB (1) Sgt. Kevin Burke on behalf of the Roads Policing Inspector, An Garda Siochana**

**Submission Summary:**

I have reviewed the attached plans and planning reports as required in relation to the above mentioned proposed works. The current level of road works ongoing in the City centre have highlight the resultant traffic disruption caused by long projects. I have concerns that the proposed works from TUS to the city centre are on arterial routes on that quadrant of city and the effect on traffic could be severe during peak times. These routes are also along and through residential areas which could adversely effect the residents for the duration of the project, either as a result of the works themselves or from additional traffic diverting around the works. While these are just concerns, I would be obliged if Limerick City and County Council were made aware of them please.

**Transportation & Mobility Comments:**

1. Noted. Traffic Management Plans for the works will be developed by the appointed contractor in consultation with the Roads, Traffic & Cleansing Departments of Limerick City and County Council and the Roads Policing Unit at Henry Street Garda station.

**SUB (2) Roads Traffic & Cleansing Department of Limerick City & County Council**

**Submission Summary:**

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. This information shall be submitted at detailed design stage.
2. This active travel plan at or near Johnsey's Foodstore on Sexton Street North contradicts that, which is already permitted under planning application 21/1435. Condition 3 of this permitted application states that Sexton Street North must be the only area used for deliveries. With the design shown and the inclusion of a Zebra Crossing with buildouts will prevent the implantation of the permitted application 21/1435. A revised Site Layout Plan shall be submitted to the Planning Authority at detailed design stage to address this issue.
3. The following shall be submitted at detail design stage:
  - Include for advanced signage to indicate for the Zebra Crossings/Toucan Crossings and raised ramps.
  - 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.
  - Indicate sightlines and the junctions.
  - It is not clear what cyclist are to do when they reach the raised Zebra Crossings at Cratloe Roundabout.
  - A cross section of the raised Zebra/Toucan Crossings should be submitted for

approval. If the raised Zebra Crossing is at the same height it will exceed guidelines of 75mm the sloped sections of the ramp shall be extended.

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 junctions/accesses 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 docketts (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. 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.
11. 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?
12. 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. A stage 2, 3 & 4 Road Safety Audit including VRU & Vehicles will be submitted at detailed design stage.
2. The existing loading bay on Sexton Street North will be retained in a position slightly east of the current position to allow for deliveries to the business premises. This relocation will accommodate the proposed zebra crossing and associated sightlines. A drawing of the revised layout is provided - **Drawing Ref 19-003-LCCC-CR-S2-0003 Revision P0.14**. Active Travel consider that a condition should be included by Planners to require the layout to comply with the referenced drawing.
3. The issues raised shall be submitted to the Roads Traffic & Cleansing department at detailed design phase of the scheme for review.
4. Noted
5. Noted
6. Noted

7. Noted
8. Noted
9. Noted
10. Public Lighting Arrangements: Details will be submitted to the Roads section for agreement before commencement of construction
11. 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.
12. Conclusion: All issues raised shall be submitted to the Roads department at detailed design phase of the scheme

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

### **Principle of Development**

The proposed development is to provide improvement works including cycle lanes along a 1650m stretch between Moylish Campus Roundabout and the junction between Belfield Gardens and the Ennis Road. The site is located in the Limerick Metropolitan Area. This cycle lane project is based on the recommendations of the Revised Draft Limerick/Shannon Metropolitan Area Transport Strategy 2040 (LSMATS) which identified the Caherdavin Cross to Sarsfield Bridge via Cratloe Road, Sexton Street, High Road, Belfield Gardens and Clancy's Strand as the primary cycle network. 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.

## **7.0 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.

## **8.0 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 3<sup>rd</sup> day of August 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. A stage 2, 3 & 4 Road Safety Audit shall be prepared. The Site Layout Plan shall be revised in accordance with the Road Safety Audit.

Reason – in the interest of traffic, pedestrian and cyclist safety.

3. 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

- 4. 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.

- 5. 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.

- 6. The existing loading bay on Sexton Street North will be relocated as per revised layout drawing Ref 19-003-LCCC-CR-S2-0003 Revision P0.14.

Reason – in the interest of orderly development and residential amenity.