

**CHIEF EXECUTIVE'S REPORT & RECOMMENDATION IN ACCORDANCE
WITH SECTION 179 3(a) OF THE PLANNING & DEVELOPMENT
ACT 2000 (AS AMENDED)**

Re: Permission for the following:

PERMISSION for development works that will consist of: (a) Segregated cycle lanes, shared carriageway and footpath upgrades/reconstruction commencing on the R526 (north-east of Ballykeefe Roundabout), along South Circular Rd, Henry St and terminating at Mill Lane in Limerick City Centre, with dedicated pedestrian and cycle crossing facilities throughout. (b) Traffic calming measures including raised table junctions, upgrade of junctions, reduced carriageways, changes to speed limits, and insertion of traffic signals at the Ashbourne Ave/New Street and Henry St/Mallow St junctions. (c) Removal of and redistribution of on-street parking bays to facilitate cycle lanes along the length of scheme. (d) Traffic restrictions to include vehicular access from the SCRd to City Centre diverted to Ballinacurra Road, removal of right turn from Ballinacurra Road to SCRd, Lifford Ave to SCRd, removal of left turn from Boreen a Tobair to SCRd, extension of existing one way system on SCRd to junction with Clontarf Place, and creation of one way streets to include Quin Street, St Gerard Street, and Mill Lane. (e) Infill car parking area to include 10 spaces on corner of South Circular Road and Laurel Hill Avenue. (f) Road resurfacing, road markings, colored surfacing, surface water and foul drainage works, public lighting, services, and landscaping works including removal of one tree at junction of South Circular Road/Lifford Avenue. (g) The proposed works are located within Architectural Conservation Areas 1 and 2 and adjacent to, but not within, the curtilages of a number of protected structures. (h) All associated site works.

At: Dooradoyle to Limerick City - from east of Ballykeefe roundabout to Bishops quay via South Circular Road, Henry Street and Mill Lane

Reference Number 22/8018

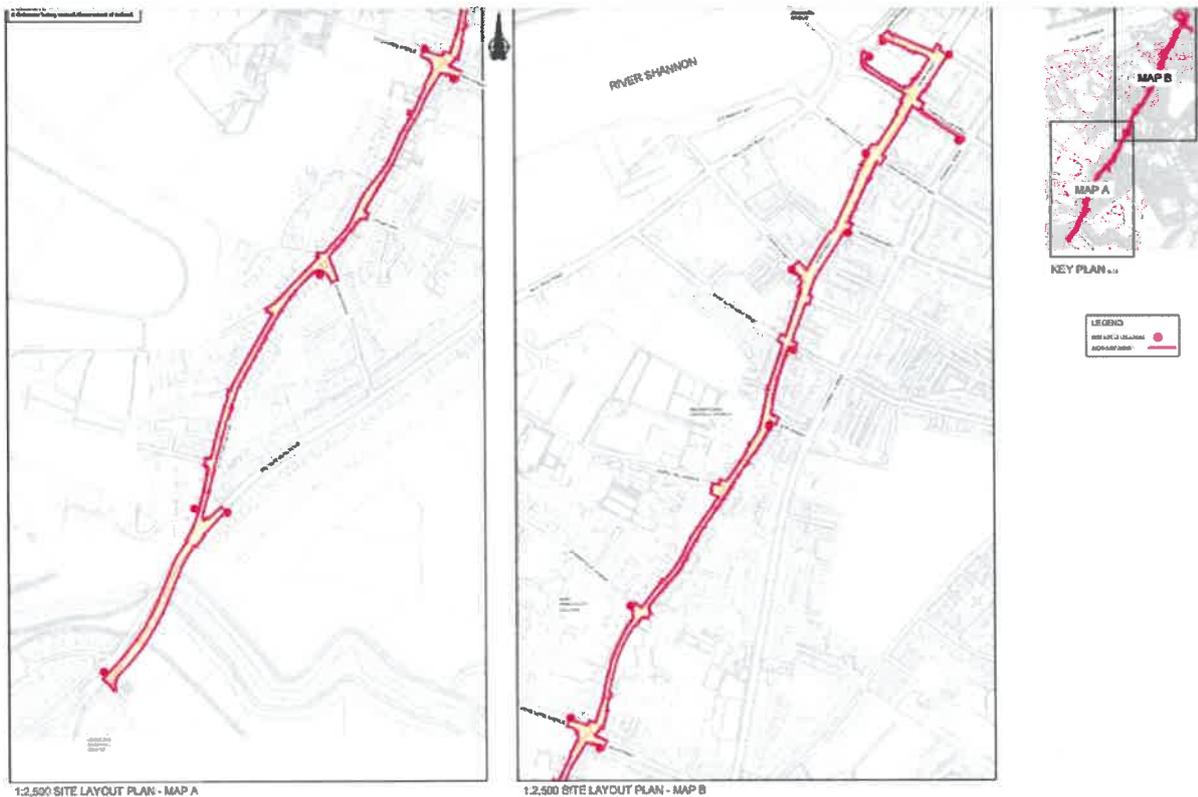
1.0 Foreword

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

2.0 Description of the nature and extent of the proposed development

The proposal is to provide segregated cycle lanes, shared carriageway and footpath upgrades/reconstruction commencing on the R526 (north-east of Ballykeefe Roundabout), along South Circular Rd, Henry St and terminating at Mill Lane in Limerick City Centre, with dedicated pedestrian and cycle crossing facilities throughout. This cycle lane project is based on the recommendations of the Limerick Metropolitan Cycle Network Study (LMCNS) which identified this route as part of the primary cycle network.

2.1 Site Location



2.2 Proposed Development as per Public Notice Submission Period:

The plans and particulars were placed on public display from the 28th of September 2022 up to and including 26th of October 2022. Submissions and observations were invited up to the 10th of November 2022.

The nature and extent of the proposed development is as follows:

- Segregated cycle lanes, shared carriageway and footpath upgrades/reconstruction commencing on the R526 (north-east of Ballykeefe Roundabout), along South Circular Road, Henry St and terminating at Mill Lane in Limerick City Centre;
- Dedicated pedestrian and cycle crossing facilities throughout;
- Traffic calming measures including raised table junctions, upgrade of junctions, reduced carriageways, changes to speed limits, and insertion of traffic signals at the Ashbourne Ave/New Street and Henry St/Mallow St junctions;
- Removal of and redistribution of on-street parking bays to facilitate cycle lanes along the length of scheme;
- Traffic restrictions to include vehicular access from the South Circular Road to City Centre diverted to Ballinacurra Road, removal of right turn from Ballinacurra Road to South Circular Road, Lifford Ave to South Circular Road, removal of left turn from Boreen a Tobair to South Circular Road, extension of existing one way system on South Circular Road junction with Clontarf Place, and creation of one way streets to include Quin Street, St Gerard Street, and Mill Lane;
- Infill car parking area to include 10 spaces on corner of South Circular Road and Laurel Hill Avenue;
- Road resurfacing, road markings, colored surfacing, surface water and foul drainage works, public lighting, services, and landscaping works including removal of one tree at junction of South Circular Road/Lifford Avenue;
- The proposed works are located within Architectural Conservation Areas 1 and 2 and adjacent to, but not within, the curtilages of a number of protected structures;
- All associated site works.

3.0 Submissions with respect to the proposed development

A total of 1010 No. written submissions/observations were received and are listed below. Note within the numbered 1010, 7 were withdrawn, 5 were duplicate/errors, and 23 were multiple submissions by same individual. Therefore, there was a total of 975 submissions received.

During the course of the preparation of this Chief Executives report, it has been brought to the attention of the Local Authority that an objection has been submitted by an individual that is under the age of 18 without the consent of their parents. A parent of this individual has requested that the objection be withdrawn as the address provided by their child is not their home address and the child was unaware of the content of the submission or proposal. Therefore, this objection has been withdrawn.

The Local Authority accepts submissions and observations regarding planning applications in good faith and it is not always possible to verify the addresses of every submission or observation made. However, from a review of the address provided with the objection discussed above, it is noted that approximately 25 other submissions have listed that address or 'care of' that specific address. These submissions are all similar in content, with the exception of the signature, to a template submission that was provided and signed by 348 individuals. Two other similar templates have been signed and submitted by 90 and 20 separate individuals respectively. Again, whilst it is difficult to verify the validity of the addresses provided on all the submissions associated with these three templates, it is noted that a significant number have been provided with the same address, some of which are commercial premises, or an address has been provided for the individual.

The total number of submissions received from these three templates is 458, which represents approximately 47% of the total submissions received.

Number	Name
1	Lauren Tuite
2	John Byrne
3	Thomas Bibby
4	Jeni O'Regan
5	Paul Williams
6	Maria McGloughlin
7	DJ Ryan
8	Tony Fitzgibbon
9	David Tobin
10	Neil Heffernan
11	Gerry O'Reilly
12	Stephen Murray
13	Lorna Moloney
14	Janet Kingston
15	Anne Holmes
16	Mark Moloney
17	Margaret Mason
18	Deirdre McCarthy
19	Will Andrews
20	Withdrawn submission
21	John Hassett
22	Ruairi Nealon
23	Clíodhna O Callaghan
24	Eoin O'Callaghan
25	Sinead Dunworth
26	Anthony O'Connell
27	David Keane
28	Verena Tarpey
29	Maeve Tynan
30	Stephen Ryan
31	Ailbhe Kenny
32	Danielle Caplis
33	Maurice Egan
34	Hugh Heffernan
35	Joe Brooks
36	Gerard Nolan
37	Rachel Enright
38	Withdrawn submission
39	CopyThat! (company name)
40	Brian Haugh

41	Henry Street Residents & Businesses
42	Nicole Dunphy
43	Gemma Leddin
44	Elaine Lynch
45	Maria Foley
46	Ken O'Neill
47	David Walsh
48	Richard Allen
49	Kieran Breheny
50	Elizabeth Sheehan
51	Paul Keehan
52	Fin O'Driscoll
53	Patrick Punch
54	Marie McConn
55	Mandy Neilon
56	Michelle O'Donnell
57	Sam Kingston
58	Sarah Hudson
59	John Humphreys
60	Dermot McConn
61	Mary O Connor
62	Johanna O'Connor
63	Gemma Morris
64	Caoimhe Garry
65	The John Nash Charity Sheltered Housing
66	Christine Garry
67	MULTIPLE See 21 John Hasset
68	Richard Bowles
69	James Hodgkinson
70	Aisling Lohan
71	Eoin Flannery
72	Ruth Clifford
73	Geraldine Pierse
74	Owen Mescall
75	Rory Costello
76	Limerick Cycling Campaign
77	Kevin Kennedy
78	Shane O Connor
79	Elenora Hogan
80	J Kloos
81	OneWorld Preschool
82	Elaine Haugh Hayes
83	Martin Walsh
84	Lifford park residents association
85	Dale Harrow
86	Anne Johnston

87	Greg Leddin
88	Conor Ryan
89	Trevor Hickey
90	Colette McNamara
91	Tim O Dwyer
92	Timothy Glynn
93	Margaret Harper
94	Jack Quinn
95	John Brennan
96	Sinead Doyle
97	Vincent Gleeson
98	Mary Mollica
99	Mary Sinnott
100	Colette Henchy
101	Elaine Murtagh
102	Avril Joyce
103	Damian Coughlan
104	Denis O'Dwyer
105	Tony & Anne Flannery
106	Orla Barry
107	Neil O Sullivan
108	Vera McNamara
109	MULTIPLE See 21 John Hassett
110	John Gleeson
111	Declan Wrynn
112	Edward English
113	Gerry Nellis
114	MULTIPLE See 11 Gerry o Reilly
115	Fiona Noctor
116	Gillian Quinlan
117	Martina Walsh
118	Claire Shee
119	M Shee
120	Paddy Egan
121	Aine Nic Charthaigh
122	J. Kavanagh
123	Daniel Walsh
124	Randel Hodkinson
125	Stuart Calton
126	Johanna Healy
127	Cathal O Donabhain
128	Antonio Calderón
129	Aine Farrell
130	Maeve Howlett
131	Withdrawn submission
132	Eddie O'Donovan

133	Tessa Greally
134	Johnny Johnson
135	Analog Devices / Elaine O'Connell
136	Brian Downes
137	Siobhan Kennedy
138	Megan McGinley
139	Gerard Hodkinson
140	Limerick School Project Board of Management
141	Jan Hayes
142	Moya Ni Cheallaigh
143	David Keary
144	Miriam Delaney
145	Louise Lynch
146	Rosie Rutherford
147	Simone Casey
148	Grainne McInerney
149	Stephen Power
150	Residents of Naughton's Place
151	Leo Dillon
152	Eoin Naughton
153	Margaret O'Keeffe
154	Mary I Students Union
155	Ballinacurra Residents Association
156	Bruce Harper
157	John Egan
158	John Kelly
159	Brian Moloney
160	Desmond Leddin
161	David Phelan
162	Eugene Nicholas
163	Stuart Servis
164	Rachel O 'Donoghue
165	Denis O'Keeffe
166	Deirdre McGrath
167	John Herbert
168	Maria O 'Dwyer
169	Michael Andrews
170	Orla O 'Dwyer
171	Peter Spencer
172	Pat Fitzpatrick
173	Melissa Flannery
174	Tommie Kennedy
175	Conor Flannery
176	Niall Enright
177	Martin Collins
178	Anne O'Sullivan

179	G McNamara
180	Gaye O'Dwyer
181	Conor Little
182	Catherine McCrann
183	Austin Newman
184	Richard Coyne
185	Eugene Pratt
186	Limerick Cycle Bus c/o Anne Cronin
187	Liam Toland
188	Richard Kirwan
189	John Stapleton
190	Annette Staunton
191	Roisin Buckley
192	Martina Shanahan
193	Donal McAuliffe
194	Sinead Ryan
195	Sinead Clifford
196	Eoin Buckley
197	Richard Bourke
198	Aoife McCarthy
199	Kevin Long
200	Ajay Vijayakumaran
201	Tom Maguire
202	Yvonne Cook
203	Murrough O Byrne
204	Lorraine Turner
205	Siobhan O'Neill
206	Karen Collins
207	Richard Cotterell
208	Tony Chawke
209	Siobhán Sweeney
210	Conor Griffin
211	Anne Kavanagh
212	Per Johansson
213	Emmett Ryan
214	Hugh Fergusson
215	Miljan Elcic
216	Limerick Pedestrian Network
217	Declan Hartnett
218	Eleanor Giraud
219	Aidan O'Dea
220	Gavin Cummins
221	Steve Culligan
222	Turlough O'Brien
223	Caroline Clifford
224	Alan McCormack

225	Anne Nospickel
226	Madeleine Lyes
227	Barry Shanahan
228	John McNamara
229	Ivan Thornbury
230	Robert Drohan
231	Matthew Sealy
232	Dalton Greene
233	Denise Hanly
234	Ke Li
235	Laurel Hill FCJ Schools
236	Michael O'Connor
237	Aidan Hogan
238	Mícheál Keating
239	Ray Burke
240	Gavin O'Neill
241	MULTIPLE See submission 10 (Neil Heffernan)
242	Eric Fitzgerald
243	Rob Shanahan MRIAI
244	Katie Verling
245	Shane Gleeson
246	Róisín Ní Dhonabháin
247	Valerie Moore
248	Eimear Hogan
249	Cyclist.ie
250	Conor Mc Loughlin
251	Tony Howlett
252	Tom O Halloran
253	Siobhán Gallagher
254	Alan McNamara
255	Sean Maloney
256	David Blake
257	Fiona McPhillips
258	Eileen O'Connor
259	Anne Power
260	Liam Murphy
261	Conor Smyth
262	Seán Noel Healy
263	Brian Buckley
264	Sarah Clifford
265	Fiona Malone
266	Patrick Kiely
267	MULTIPLE See submission 257 (Tom O Halloran)
268	Brian Leddin
269	An Taisce Limerick
270	Joe Gilligan

271	Ester Redlichová
272	Kevin Real
273	Stefania Bardi
274	Mike McKillen
275	John Curtin
276	Billy O'Grady
277	David Healy
278	Ann Fitzgerald
279	Seamus Ryan
280	Niall Quinn
281	Mark O'Connor
282	Elaine Riordan
283	Victoria Brunetta
284	Nóirín Meade
285	Town & Country Resources Limited
286	Meabh Haugh
287	Anne Cronin
288	Orla Walsh
289	Cormac Walsh
290	Conor D Buckley
291	Derek O 'Dwyer
292	Rose O 'Dwyer
293	James O'Mahony
294	Cathal O'Shea
295	Geraldine O'Dea
296	Environmental Trust Ireland
297	Peter McGann
298	Andrew Moloney
299	Annette O'Donovan Staunton
300	Peter Haverty
301	Brian Hassett
302	Sinead Dunworth Cummins
303	MULTIPLE See submission 220 Gavin Cummins
304	Helen Delaney
305	Deirdre McCarthy
306	Paula Conheady
307	Dr. Judith Hill
308	Eibhear O Deaghaidh Principle
309	Jennifer Sheehan
310	Finion & Kay O'Driscoll
311	Dr.Paul Gadie & Ann Lyons
312	Withdrawn submission
313	Noel Newman
314	Kitty Newman
315	Limerick Chamber c/o Sean Golden
316	Alice Hynes

317	Mike Quayle
318	Sinead O'Connor
319	Tony & Anne Flannery
320	Eleanor & Charlie Hempenstall
321	Lauren Hurson
322	MULTIPLE See submission 104 Denis O'Dwyer
323	MULTIPLE See submission 104 Denis O'Dwyer
324	Aoibheann Connolly
325	Brian Connolly
326	David Kennedy
327	Mary Noble
328	Micheal Hynes
329	Gerard Hurson
330	Noel McCarthy
331	Marie Ward
332	Millie Hassett
333	Ben McNamara
334	Vera McNamara
335	Liam Relihan
336	Michelle Quigley
337	Jo Brady
338	Lisa Hempenstall
339	Jordana Noble
340	Barry and Aileen Healy
341	Karl Healy
342	Kellymarie Healy
343	Harriet Bejeryd
344	Trena Kennedy
345	Georgina Walsh
346	Jackie McDonnell
347	Deirdre Gloster
348	Mary Doyle
349	Mary Riordan
350	Caoimhe Ni Laoi
351	Philomena Downes
352	Andrew Tier
353	Alexandre Baldin
354	Matt Lamb
355	John Broderick
356	Rachel Borriger
357	Thomas Hartney
358	Shane Eades
359	Mary Bugler
360	Michael & Vera Nash
361	Robert Davern
362	Catherine McLoughlin

363	Patricia Martin
364	Sarah O'Callaghan
365	Dermot O'Mahony
366	Alison Goodchild
367	Peter Goodchild
368	Melissa Borriger
369	Owen Doran
370	Marie Feeney
371	Frank Feeney
372	John King
373	Mary McEvoy
374	Katherine Gerdwin
375	Siobhán Johnson
376	Karina Ui Fhlaithbheartaigh
377	Jean Anne De Courcy
378	Adam Borriger
379	Stephen Brookes
380	Justin Gearing
381	Marli Serfontein
382	Daryl Boothe
383	Lia Sosa
384	Philomena Roberts
385	Maria De La Torre
386	Rachel Costelloe
387	Eoin Costelloe
388	Declan Keane
389	Brandon Duffy
390	Andrew Keane
391	Eileen Punch
392	Collette O'Hagan
393	Elizabeth O'Hagan
394	Nancy Mulcahy
395	Jack English
396	Mae Fabler
397	Tony Keane
398	Niall O'Dwyer
399	Tonia O'Dwyer
400	David Vincent Lohan
401	Eileen Geoghegan
402	James Flannery
403	Cillian Flynn
404	Mary Egan
405	Michelle Bugler
406	Richard Keane
407	Lloyd Horgan
408	Maire O'Mahony

409	Richard Doherty
410	Victor Nascimento Paciullo
411	R.J. Hitchings
412	Peter McLoughlin
413	Perpetua Downes
414	Peter Byrne
415	Nicola Smith
416	Larissa & Theodor Mirtschink
417	Gerard Nolan
418	John Walsh
419	Virginia Long
420	John O'Brien
421	Phil G. Mahony
422	Paddy Nolan
423	MULTIPLE See submission 384 (Philomena Roberts)
424	Anne O'Shaughnessy
425	Fiona & Maurice Fitzgerald
426	Dr. Eleanor Walsh
427	Margaret Hough
428	Michelle Jones
429	Dr. Una Ni Bhroimeil
430	Thumbelinas Creche
431	MULTIPLE See submission 104 Denis O Dwyer
432	Navan Cycling Initiative c/o Dave Anderson
433	Michelle Dillon
434	Professor Michael Healy
435	Eoin Martin
436	Hugh McMahan
437	Denis & Fena Broderick c/o Denis Broderick-Nally
438	Declan Feeney
439	John & Paula Ahern
440	Joe & Berrie O'Connell
441	Dorothy Kelly
442	Noreen Myers
443	Carol Hanrahan Anne Menton Hanrahan
444	Kevin Stevenson
445	Mary Collins
446	Niamh Armstrong
447	Paul Comerford
448	Mary Madden
449	Mary Guiney
450	Louise Mulvihill
451	Neil Dorgan
452	Patrick O'Donnell
453	Mary Harrington
454	Patricia Northine

455	MULTIPLE See submission 298 Andrew Moloney
456	Tony and Anne Flannery
457	Michael Madden
458	Siobhan, Caoimhe, Roisin Hawkins
459	John Lawlor
460	Jean Nolan
461	Mary Nolan
462	Peggy Kirby
463	Gerry Noble
464	J O'Brien
465	MULTIPLE See submission 335 Liam Relihan
466	Michael R McCormack
467	Emily O'Dwyer
468	Saoirse O'Connor
469	Eoghan Carey
470	Cian Buckley
471	Multi-Storey (Limerick) Ltd. c/o Tony Clarke Managing Director
472	MULTIPLE See submission 289 Cormac Walsh
473	Kate O'Neill
474	Catherine Long
475	Tara Robinson
476	Tony Clarke School Books & Supplies c/o Eva Clarke Managing Director
477	John Foley c/o An Post
478	Séighin Ó Ceallaigh
479	Glen Fleming
480	Cathal McCarthy
481	Michelle Hayes President, Environmental Trust Ireland
482	Anthony Dollard
483	Jess O'Neill
484	Jason O'Donoghue
485	R Prendiville
486	David James Greaney
487	Fiona Baily
488	Willie O'Dwyer
489	Mike Connor
490	John O'Brien
491	Tom Harrington
492	John Ryan
493	Morgan O'Leary
494	John Feeney
495	Neil Murray
496	Bobby Schmuda
497	May O'Hanrahan
498	Mathew Stapleton
499	John Curtin
500	Jennifer Moren

501	Helen McCormack
502	David Hogan
503	Donna Ronan
504	John Ryan
505	Anne Malone
506	Michael Noonan
507	Alex Stafford
508	Michael Murray
509	David Hickey
510	Kevin Kelly
511	Leo Massey
512	Michael Leahy
513	Donal Burke c/o Cantor Fitzgerald
514	Richard Hickey
515	Libby Hickey
516	Gerard Fitzgerald
517	Jude Williams
518	Odhran Flannery
519	Joanne Sheedy
520	Eve Flannery
521	Anthony Costelloe
522	Suzanne Hickey
523	MULTIPLE See submission 413 Perpetua Downes
524	Fiona Lysaght
525	Gerard Mullins
526	Larry Hickey
527	Michael O'Connell
528	Michael Long
529	John Joe
530	Tony O'Brien
531	Sean O'Connor
532	G Buckley
533	Walter P O'Brien
534	Anthony Bromell
535	Juan Fitzgerald
536	Kevin
537	Marjorie Bourke
538	Shane Benson
539	Seamus Rawson
540	Mary Meehan
541	John Reddan
542	Michael Clancy
543	Dermot O'Connor
544	Turyal
545	Oisín Fenton
546	Cian Egan

547	Rebecca Dunne
548	Kaitlynn Murphy
549	Abdul Ghani
550	Salman Safi
551	Barry Scanlan
552	Dr. J. Stevens
553	Deal Cleary
554	Mary O'Connor
555	Ger O'Brien
556	Gary Lysaght
557	Jason Sims
558	Patrick Lowe
559	Triona Graham
560	Jason Lillis
561	W. Chan-Haynes
562	Peter Byrnes
563	Frank Downes
564	Louole Lasson
565	Mercedes Byrne
566	Paul Sheehan
567	Muireann Mc Mahon
568	Ian Donnellan
569	H McMahan
570	Lamin Samuel
571	Cian Kavanagh
572	Mike Frawley
573	Dave O'Connor
574	John Ryan
575	Geraldine O' Connell
576	Irena Zuiiauiene
577	Jerry Kennedy
578	Eleanor Beirne
579	Denise Kennedy
580	Catalim Sadsanca
581	Elizabeth Kingston
582	Tony Doolan
583	Georgia Corcoran
584	Patricia Bennis
585	Alan Bunworth
586	Denis Castea
587	Mena Fogarty
588	Daniel Nedlcu
589	Margaret Robinson
590	Yasser Ayyyb
591	Margaret Mc Mahon
592	Killian Fitzgerald

593	Bagdan Tramadfin
594	Mike Costelloe
595	Jubair Abdui Peuman
596	Thomas Kirby
597	Edward Jennings
598	Megan Duffy
599	Katie Foyle
600	Ann Mc Carthy
601	Iwone Bielosklo
602	Andrew Foley
603	Anne Leech
604	Pat Kiely
605	Mairéad Ryan
606	Catherine O'Connor
607	Phyllis Quinn
608	Gerry Carroll
609	Mike McLoughlin
610	Claire McLoughlin
611	Anne & Mike Mc Loughlin
612	John Foley
613	Anthony Costello
614	MULTIPLE See submission 336 (Michelle Quigley)
615	Deirdre Mc Donnell
616	Thomas Downes
617	David Foley
618	Wesley Carrier
619	William Cussen
620	Eleana Gleeson
621	Claire Waters
622	Angela Collins
623	Derek Higgins
624	Brenda Higgins
625	Marie Deignan
626	Majella Comerford
627	Nicholas Griffin
628	Anne Kennedy
629	Garrett Kennedy
630	Ciara Higgins
631	Withdrawn submission
632	Eileen/James Reilly
633	Kevin Nolan
634	Ruth Bourke
635	Dundon Callanan Llp Solicitors
636	Prof. Alan Donnelly
637	Mary O'Connell
638	Liam Ferrie

639	Cathal Mc Carthy
640	Laura Chawke
641	Pat Hall
642	Charles Elliot
643	Marian Hickey
644	Steven Shusarski
645	Linda Frawley
646	Liz Lynam
647	Tom Larkin
648	Patsy Pomeroy
649	Joesph Body
650	Limerick Green Party
651	Zakariah
652	Kitty McNamara
653	Tina Morin
654	Louise O'Connor
655	Ameenah Hussaini
656	Ber Power
657	Stacie Browne
658	Louise O'Sullivan
659	Riducu Ibishourai
660	Garry Carroll
661	Ronan Mc Loughlin
662	Imrom Mohamad
663	Liam MacMathuna
664	Nuala Browne
665	Yousaf Darwari
666	Patrick Logue
667	Nailb Amini
668	E O' Dochartaigh
669	Sarah King
670	Eoin O'Connell
671	Muhammad Afzal
672	Thomas Shanaha
673	Joe Kiely
674	Fiona Lysaght
675	Eoin Walsh
676	Owne Burler
677	Rose O'Dwyer
678	Grace Mulqueen
679	Siobhan Greney
680	Mags Flannery
681	Catherine Keyes
682	Miles Jhon
683	Anne Flannery
684	John Earls

685	Mary O'Halloran
686	Dennis O'Sullivan
687	Noulhaor Faizi
688	Ellen Breen
689	Richard Fitzgerald
690	Hassan Henry
691	Jamie O'Donoghue
692	Valerie O'Connor
693	Ziqulislam Zia
694	Claudia Galvin
695	Garry Kelly
696	G Keating
697	Mary Lenihan
698	Denis O' Dwyer
699	Jane Fitzgibbon
700	Willie Sexton
701	Jonathan Mc Inerney
702	Evelina Fernandez
703	Garry Quinlivan
704	Deirdre Gorman
705	Louise Mulcahy
706	Dan Phillips
707	Stephen Coughlan
708	Dariusz Borkowskl
709	Mary Rawson
710	Eoin Greaney
711	Aoife Lehane
712	Benjamin Ragan
713	Ava Foley
714	Ciannait Lehane
715	Pauline Lehane
716	Kamran Khan
717	Michael Lehane
718	Abdullah Bizwahid
719	Aoibheann O' Dea
720	Paul Cusack
721	The Customers of Bua Barbers
722	Shanhab Farley
723	Nori
724	Adul Aziz
725	Abakar Abdulla
726	Syrl
727	Stephen Ivan
728	Noorzaman Alamzi
729	Hayley Purcell
730	Mary Purcell

731	B. Power
732	Abdullah
733	Danny Wallace
734	Kihler Mendouza
735	Ber Galvin King
736	MULTIPLE See submission 45 (Maria Foley)
737	Caroline Silva
738	Eoin Morrison
739	Sadilca
740	Duplicate See submission 739
741	Yaser Haloum
742	Rick Sheedy
743	Danny Coleman`
744	Paul Anayo-Vrioreme
745	Conor Butler
746	Seamus O' Connor
747	Triona Cavanagh
748	Neil Doherty
749	Kris Docherty
750	Roberto Silva
751	Maeve Callanan & John Mullins
752	David Geary
753	John Sweeney
754	Blandine Fitzgerald
755	Duplicate. See submission 754
756	Tom O' Connor
757	Medical Centre c/o Bernie Sheehan
758	Charlie Hayes
759	Robert Hayes
760	Bobby Hayes
761	James Clifford
762	Ann Marie Croucher
763	Kevin Hamed
764	Ann Marie Costelloe
765	Jason Higgins
766	Barry Burke
767	Michael Murphy
768	Noel Costelloe
769	Marius Zalinski
770	Jackie Ryan
771	Ana Maria Pinitilie
772	Sarah Power
773	Lili Elena Zalinski
774	Paul O' Shaughnessy
775	Joanna Sadzana
776	Christy Ryan

777	Carmel Hickey
778	Catherine O Joughen
779	Nicoleta Vina
780	Teresa Hayes
781	Gabriel Carroll
782	Joe O' Carroll
783	Shaun Coughlan
784	Mary Marron
785	Teresa Fitzgerald
786	Fiachra Casey
787	Breda O' Brien
788	Norma Donnelly
789	Mary Ryan
790	Carol Moloney
791	Brendan Clifford
792	Owen Silke
793	Pov Pheung
794	Ray D'arcy
795	Tom Maguire
796	Geoff Dooley
797	Clarice Gleeson
798	James Mc Namara
799	Tony Flannery
800	Brendan Mc Cormack
801	Evelyn Fennelly
802	Mike Ryan
803	David Hinchy
804	Eileen Scanlan
805	Abdullah Sidigi
806	Mohannad Ivases Ketatz
807	Bahaeddin Tanabulse
808	Bahader Khan
809	Nassan Maydi
810	Mohammad Suman
811	Mike Tully
812	Mary Moran
813	Mary Buckley
814	Ezatull
815	Waliminawal
816	Yana
817	Caroline Hartnett
818	Michael Finnan
819	Sarah Mc Cormack
820	Patsy Aherne
821	Jennifer Woulfe
822	Joan Byrt

823	George Quinlivan
824	John Foley
825	MULTIPLE See submission 800 Brendan Mc Cormack
826	Eadaoin Holland
827	Khoshhal Kakar
828	MULTIPLE See submission 414 Peter Byrne
829	Joan Swift
830	MULTIPLE See submission 457 Michael Madden
831	Eithne Kennedy
832	Gerard Kennedy
833	Moira Kennedy,
834	Anne Dolan
835	Alex O' Neill Solicitors
836	Catherine O' Riordan
837	Mary Mcaleden
838	Geraldine Quinlan
839	Gemma Lyons
840	Murtaza Hambi
841	Umeeb Hamdi
842	Niaze Hedayatullah
843	Suane Suerada
844	Mustafa
845	Fazal Rhim
846	John Mahmot
847	Karim Hamsi
848	Nimatullah Mohmand
849	Marie Cantillon
850	Ger O'Halloran
851	Eugene O'Brien
852	Michelle Madden
853	Ed Moloney
854	Mary Byrne
855	Paul Binley
856	Anne Binley
857	Fiona McPhillips & Emmet Peters
858	David Culligan
859	Ronan Flatley
860	Martin Sisk
861	Julian Bloomer
862	Saheed Ojo
863	Mokhtar
864	Hassan Zaid
865	Omar Khan
866	Mohammad Gull
867	MULTIPLE See submission 441 Dorothy Kelly
868	Sharamali Makik Ali

869	Peter Shorten
870	Lisa O'Connor
871	Patrick O'Neill
872	Paul O'Halloran
873	Deirdre Morrissey
874	Anthony McCauley
875	Lucy Casey
876	Withdrawn
877	Barry Looney
878	Sean Magner
879	Stephen O'Rourke
880	Ger O'Byrne
881	Marie Therese Loughran
882	Charlene Fitzgerald
883	Rachel Foley
884	Jason Redden
885	MULTIPLE See submission 479 Glen Fleming
886	MULTIPLE See submission 49 Kieran Breheny
887	Seelan Reddy
888	Pat O'Shea
889	Elaine Murnane
890	Clifford Bourke
891	Nicola McMahan
892	Lisa Egan
893	David & Geraldine Keary
894	Anne Malone
895	Cherime Salamah
896	Nodhlog Salamah
897	Sarah Soletto
898	Bill Phelan
899	Lisa Collins
900	Caroline Stewart
901	Mary Delaney
902	Pat O'Sullivan
903	Liz Mulcahy
904	Michael Galvin
905	DUPLICATE See submission 903 Liz Mulcahy
906	Eithne Hanrahan
907	Sarah Mulcahy
908	Noreen Mulcahy
909	Des & Marie Noonan
910	Don O'Byrne
911	Withdrawn submission
912	Tim Egan
913	Kathy O'Shea
914	Domhnall Kearney

915	Gary O'Reilly
916	James Coursey
917	Kevin Bromell
918	Michelle Glasheen
919	Therese Brophy
920	Helen & Robert Stewart
921	Owen Silke
922	Kieran Mc Donagh
923	Tommy Pratt
924	Anthony Costello
925	Tony & Anne Flannery
926	Miriam Callanan
927	Colette Fogarty
928	Eric Moloney
929	Siobhan Gloux
930	Anne Leech
931	Michael Leech
932	Vanessa Flood
933	Tom Muldowney
934	Mark Moloney
935	Patrick Moloney
936	Ellie Moloney
937	Duplicate see submission 936
938	Hannah Moloney
939	Conor Barry
940	Evan McCarthy
941	Kevin Jennings
942	Ailín McMahon
943	Liam Keogh
944	Gerardine Madden
945	David (Declan) Madden
946	Claire Noonan
947	Aoife Coleman
948	Gary Maher
949	Patrick O'Dwyer
950	Susan Grace
951	Chloe Grace
952	Lily D'Agostino
953	Alan Naughton
954	Marie Keogh
955	Bridget Ryan
956	Ray Cunningham
957	Michael Keane
958	Lorraine Cavanagh
959	Paul Allen
960	Paddy Healy

961	Owen O'Halloran
962	Withdrawn submission
963	Trish Kinsella
964	Pauline Behan
965	Stephanie McNamara
966	James O'Connell
967	Transport Infrastructure Ireland
968	Donough Canon O'Malley
969	Eoghan Power
970	Elizabeth O'Neill
971	John O'Neill
972	Elaine Howard
973	Deirdre Taylor
974	Dr. Sabine Egger
975	Eric Fitzgerald
976	Norbert Hoffman
977	Rob Shanahan
978	Richard Rice
979	Grainne Faller
980	Patricia Croker
981	Viktovijja Silickaite
982	Stephen Grimes
983	Patrick Hanly
984	Susan Cusack
985	John Sheehy
986	Gillian McNamara
987	John Riordan
988	Kevin Hoare
989	Marie Ward Nancy Mulcahy
990	Tim Duggan
991	Pat Ryan
992	Claire Quinlan
993	The Resident 26 Lifford Gardens
994	Residents c/o Richard Leonard
995	MULTIPLE See submission 555 Ger O'Brien
996	Caroline Long/ Limerick City Centre Traders Association
997	Patrick and Caroline O'Byrne
998	Duplicate See submission 904 Michael Galvin
999	The Resident 26 Lifford Gardens
1000	The Resident Loretto
1001	Brian Condon
1002	Siobhan Johnson
1003	The Resident 7 Mount Park
1004	Charles Hemenstall
1005	Eleanor Hemenstall

1006	Frank Quilty and Samira Kaissi
1007	Evelyn Cosgrave
1008	Tony Reeves
1009	Patricia Kieran
1010	Mid West Road Design Office

1. SUBMISSION Lauren Tuite

Submission Summary:

1. Supportive of scheme
2. Will make area more accessible for all ages walking and cycling

Chief Executive Response:

1. & 2. Noted

2. SUBMISSION John Byrne

Submission Summary:

1. Full support of the scheme
2. Has given up cycling to work as felt unsafe, will recommence if this scheme is installed

Chief Executive Response:

1. & 2. Noted

3. SUBMISSION Thomas Bibby

Submission Summary:

1. Very good proposal, commends the design
2. Filter at Lifford Avenue will transform road to a low traffic neighbourhood

Chief Executive Response:

1. & 2. Noted

4. SUBMISSION Jeni O'Regan

Submission Summary:

1. See above (Reference submission 3)

Chief Executive Response:

1. Noted

5. SUBMISSION Paul Williams

Submission Summary:

1. Very good proposal
2. Safer area and accessible for all ages

Chief Executive Response:

1. & 2. Noted

6. SUBMISSION Maria McLoughlin

Submission Summary:

1. General approval
2. Suggests a cycle path to be included on link roads between SCR/Henry St and O'Connell Ave

Chief Executive Response:

1. Noted
2. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs.

7. SUBMISSION DJ Ryan

Submission Summary:

1. Missed opportunity to route the cycle lane using old racecourse lands. Bring cycle lane to back of houses on SCR, through Mary I to corner of SCR/Summerville Ave.
2. Bike lanes should be added to racecourse land as part of consultation in that planning

Chief Executive Response:

1. 1. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
2. Outside the scope of this Part 8.

8. SUBMISSION Tony Fitzgibbon

Submission Summary:

1. Huge loss of residential parking for elderly population
2. Scheme benefits 2% of the population to the detriment of 98%.
3. Need measures like speed limits, traffic calming and parking

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The scheme is designed to improve safety for all road users including pedestrians, cyclists and drivers and will provide more sustainable transport options for people.
3. Traffic calming is proposed as part of the proposal through narrowing of carriageway, junction tightening, raised junctions, staggered parking, speed reduction

9. SUBMISSION David Tobin

Submission Summary:

1. Victim of dangerous driving on this road, suffered serious injuries. Relieved Council working to improve safety for pedestrians and cyclists.
Work on this project will save people from serious and lifelong injuries.

Chief Executive Response:

1. Noted

10. SUBMISSION Neil Heffernan

Submission Summary:

1. Very good scheme, 100% supportive will improve access to city, health and fitness.
2. Asks for scheme to be extended down Henry St and Cecil St or Glentworth St to connect with O'Connell St.
3. Fully supportive of the scheme as it has the potential to transform Limerick with cross city routes

Chief Executive Response:

1. Noted
2. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs.

11. SUBMISSION Gerry O'Reilly

Submission Summary:

1. Fully support the scheme. Identifies a few problems
2. Chinese shop will have illegal parking
3. O'Curry St - drivers can speed entering and exiting, suggests raised table top or narrowing
4. One way on Gerard Street won't work, people won't obey the signs.
5. Filtered permeability
Lower SCR residents can park in Church car park
6. Right turn from Lifford Ave will cause gridlock, drivers will race to catch lights on Ballinacurra Road
7. Parked cars slow down traffic - car spaces where taken away, traffic would run much smoother - believe all main routes shouldn't have cars spaces as cars belong in car parks
8. Benefits:
Thousands of users - students, children, etc.
Little number of emergency vehicles use area anyway
Church car park is for parking cars
Greenway will help businesses
Will help job creation and foreign investment opportunity
9. Will free up congestion and we can promote ourselves for having the safest roads in the country

Chief Executive Response:

1. Noted
2. Off-street parking bays for these premises are proposed as part of the application.
3. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
4. Motorists not obeying signs is a matter of traffic enforcement and the responsibility of drivers to adhere to.
5. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
6. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
7. Noted
8. Noted
9. Noted

12. SUBMISSION Stephen Murray

Submission Summary:

1. Fully supports this crucial scheme
2. Filtered permeability could be improved if both lanes closed to traffic
3. Left turn to Crescent shopping centre should be removed, cycle lane ends just before it
4. Retain current cycle lane to south of Ballinacurra Road for Baggot Estate and Ballinacurra Road continuity
5. Provide bike stands at e.g. Fennessys, Sextons, PO, church and Mary I

Chief Executive Response:

1. Noted
2. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
3. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures
4. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
5. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.

13. SUBMISSION Lorna Moloney

Submission Summary:

1. Needs on street parking as no rear access to property.
2. Adjoining streets used by residents of those streets.
3. Parking further away not safe late at night.
4. Operates a business requires loading and unloading.
5. Seating will attract loitering

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets
3. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets
4. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
5. The proposed seating will be reviewed at detailed design.

14. SUBMISSION Janet Kingston

Submission Summary:

1. Removal of parking from Richmond Terrace will have safety implications for residents of sheltered housing.
2. Parking in other streets not desirable due to proximity and anti-social behaviour on Henry St

Chief Executive Response:

1. 1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

15. SUBMISSION Anne Holmes

Submission Summary:

1. Very supportive of scheme, not currently safe to walk or cycle, scheme badly needed

Chief Executive Response:

1. Noted

16. SUBMISSION Mark Moloney

Submission Summary:

1. Scheme makes it awkward for residents on the route by removing parking
2. Reroute scheme down Ashbourne Ave to Dock rd.

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved

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footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

2. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

17. SUBMISSION Margaret Mason

Submission Summary:

1. Scheme will cause disruption to residents on route by removing parking. Elderly parents will need for supports in years to come.
2. School drop offs will take longer

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

18. SUBMISSION Deirdre McCarthy

Submission Summary:

1. Welcomes cycle lanes
2. Loss of parking a problem for business owner, ratepayer and city resident.
3. One way system might work

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Submissions have been received regarding the extension of the Henry St one-way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.

19. SUBMISSION Will Andrews

Submission Summary:

1. Smart progressive investment in transport will reduce greenhouse gas emissions and improve health and sustainability provides links to major nodes - hospital Dooradoyle/Raheen/Ballykeeffe

Chief Executive Response:

1. Noted

21. SUBMISSION John Hassett

Submission Summary:

1. Pensioner on Southern end of SCR
2. Concerned about restricted access and increased, volumes of traffic due to nursing home and housing scheme
3. Will be queues at Lifford Park and SCR junctions to Ballinacurra rd - should install traffic lights
4. No change to parking on Lifford Ave - currently effectively one way for 50m staggered parking will remove sightline, heighten delays and danger to cyclist
5. Kerbs and planted areas will remove parking for crèche.
6. Bin and oil lorries reversing down Greenpark Ave more difficult
7. Local submissions should have more weight than submissions from Dublin
8. Many long-term elderly residents require parking and unable to make a submission on this platform.
9. Plan prepared from desktop with little on the ground enquiries.
10. Doesn't want quality of life or freedom of movement destroyed as a sop to cycling lobby
11. Table 1: Car Parking Assessment of the Proposed Scheme is, at the very least, misleading and might reasonably be described as self-serving
simple truth is that there will be a loss of 31 Car Parking Spaces

Chief Executive Response:

1. Noted
2. Access and egress to homes will be maintained to existing levels.
Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1

"Signalisation of Ballinacurra/SCR Junction" and Modification 2 "Signalisation of Ballinacurra/Lifford Ave" is proposed.

4. Lifford Avenue is currently outside the scope of the scheme.
5. Planted area is too close to the junction to be suitable for parking
6. Access is maintained to Greenpark Ave.
7. All submissions with respect to the proper planning and sustainable development of the area in which the proposed development is situated, are considered in the assessment of the application.
8. Submissions can be made via 'MyPoint' on the Limerick City & County Council website, by email, or by posted letter.
9. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
10. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.
11. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained

22. SUBMISSION Ruairí Nealon

Submission Summary:

1. Supports the scheme, cycles frequently from Dooradoyle.
2. Would like to see attention to design at Fennessys junction
Junctions most critical area for vulnerable road users.
3. Scheme will provide safer connectivity and reduce rat running.
4. Should be linked with O'Connell St and Shannon bridge cycle lane

Chief Executive Response:

1. Noted
2. Noted - this will be considered at detailed design and in line with design standards
3. Noted
4. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs.

23. SUBMISSION Clíodhna O'Callaghan

Submission Summary:

1. Endorses the scheme as a local resident, will bring improvements to mental and physical health

Chief Executive Response:

1. Noted

24. SUBMISSION Eoin O'Callaghan

Submission Summary:

1. Endorses scheme, requests provision of continuous footpaths across minor junctions for pedestrian priority.

Chief Executive Response:

1. Noted, pedestrian priority at junctions is proposed as part of the scheme.

25. SUBMISSION Sinead Dunworth

Submission Summary:

1. Resident on Summerville Ave, supports the scheme, parent of 4 children currently very dangerous to actively travel to school. Scheme will provide safer streets, improve mental and physical health and reduce air and noise pollution

Chief Executive Response:

1. Noted

26. SUBMISSION Anthony O'Connell

Submission Summary:

1. Residents of sheltered housing complex need to be able to park outside their building on Richmond Terrace.
2. Emergency Services access.
3. Generally in favour of cycle schemes

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
3. Noted

27. SUBMISSION David Keane

Submission Summary:

1. Supports one way from SCR/Ballinacurra junction to SCR/Lifford junction. Supports the removal of the right turn from Ballinacurra to SCR. Supports the filtered permeability
2. Concerned about impact on parking

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that, there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

28. SUBMISSION Verena Tarpey

Submission Summary:

1. Resident on Ashbourne Ave, welcomes the plan. Currently walks/cycles/bus as much as possible. This is a step to enhance living/working/studying in the city

Chief Executive Response:

1. Noted

29. SUBMISSION Maeve Tynan

Submission Summary:

1. Endorses the scheme, - appreciates the traffic calming, aim to provide safe cycle ways, potential to improve overall quality of life

Chief Executive Response:

1. Noted

30. SUBMISSION Stephen Ryan

Submission Summary:

1. Retailer in Limerick, in favour of cycle lanes. Making a one way street and allowing business and resident parking makes more sense.

Chief Executive Response:

1. Noted

31. SUBMISSION Ailbhe Kenny

Submission Summary:

1. Very supportive of scheme
2. Will enhance the liveability of the City
3. Walking and cycling cheaper options and will reduce cost of living
4. Will provide safe access for active travel to 5 schools and college for future generations
5. Reduced collisions and road traffic accidents
6. Will result in reduced carbon emissions
7. Air and noise pollution will be reduced
8. Switch to walking and cycling will reduce congestion
9. Studies show cycling infrastructure boosts local economy particularly for food and retail
10. Filtered permeability will prevent rat running, makes area more attractive, would prefer cul de sac at Lifford Ave
11. Will improve mental and physical health
12. Cycle lanes will make spaces bike friendly
13. Cycle lanes will prevent cyclists using footpaths

Chief Executive Response:

1. – 14. Noted

32. SUBMISSION Danielle Caplis

Submission Summary:

1. Welcomes safer cycling routes but has concerns about changes to residents parking from a safety perspective.
2. Speed and amount of traffic on the street needs to be reduced,
3. Removing parking will reduce pedestrian safety.
4. Reduce traffic, slow traffic or make road one way.

Chief Executive Response:

1. Noted
2. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

3. The proposal is designed to improve pedestrian safety by widening footpaths where possible and through measures including traffic calming which should reduce the volume of vehicular traffic using the route.
4. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.

33. SUBMISSION Maurice Egan

Submission Summary:

1. Wait time at crossings controlled to minimise wait times for pedestrians and cyclists to encourage cyclists coming from Baggot Estate.
2. Filtered permeability should allow passage of nonstandard cargo bicycles and tricycles

Chief Executive Response:

1. Noted – this will be considered at detailed design
2. Noted – this will be considered at detailed design

34. SUBMISSION Hugh Heffernan

Submission Summary:

1. Firmly supports measures, believes cycle lanes will be overwhelmingly positive scheme demonstrates walkable nature of city
2. Segregated lanes will make commutes much safer for pedestrians, cyclists and more vulnerable.
3. Makes neighbourhoods more pleasant places to live
4. Important for LA to demonstrate their commitment to environment and health issues

Chief Executive Response:

1. – 4. Noted

35. SUBMISSION Joe Brooks

Submission Summary:

1. Safe access to on street parking between Lifford Ave and Gurteen Gardens
Most cars on this stretch park facing Childers Road, involving a u-turn on Lifford Ave when travelling south. This risky manoeuvre will be more risky with increased traffic on Lifford Ave. Suggests turning circle on Ballinacurra Road , which would also act as a traffic calming measure.

Chief Executive Response:

1. Design is in accordance with national guidance

36. SUBMISSION Gerard Nolan

Submission Summary:

1. Filtered permeability will create rat run on Lifford Ave. Permeability meant to permit the movement of people by walking or cycling, not achieved when traffic can travel in both directions after the junction
2. Access to work and local services should be available to motor users as well as pedestrians and cyclists.

Chief Executive Response:

1. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

37. SUBMISSION Rachel Enright

Submission Summary:

1. Fully supports scheme, footpaths currently too narrow and road congested at peak times. Safe alternative mode of travel will enhance neighbourhood immensely. Enthused by the prospect of allowing her children to cycle safely from the north side.

Chief Executive Response:

1. Noted

39. SUBMISSION CopyThat!

Submission Summary:

1. .Business owner on Henry St., very much against the proposal.
2. . Many people have no access to off street parking, will be seriously discommoded. Impossible to operate business without parking outside the premises.
3. Not safe to park a few blocks away, not good enough to suggest residents can park on adjoining streets doesn't take needs of residents and business owners of Henry St into account.

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

40. SUBMISSION Brian Haugh

Submission Summary:

1. Welcomes project, will provide safe access for pedestrians and cyclists to schools and college. Pleased to see potential linkage to Fr Russell Rd and Canal bank. Public realm enhancements in Henry St will enhance the area.
2. Concerned one way on Gerard St will result in faster traffic speeds.
3. Notes no safe access from SCR to Modh Scoil, suggests contra flow cycle lane on Quinn St

Chief Executive Response:

1. Noted
2. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions.
3. Cycle facilities on these side roads was outside the scope of this project.

41. SUBMISSION Henry Street Residents and Businesses

Submission Summary:

1. Adversely affect people who live and operate businesses on Upper Henry Street. Both sides of the street require access to their premise for maintenance, offloading supplies and customer parking. Expresses the view that essential the needs of the residents and business community is prioritised. They have played a key part in creating a vibrant and liveable city.
2. Loss of access to maintain property.
3. Increase in noise pollution and increase in traffic danger
Traffic on footpath edge would result in increase in noise and air pollution. Expresses a view that traffic adjacent to the footpath increases the danger for pedestrians in particular the more vulnerable (children).
4. Suggestion made that if the proposed one-way was extended to Mount Kenneth it would address the groups concerns in terms of access to maintain property; allow for parking both side of the street and provide a buffer for residents from traffic pollution.
5. Raises concerns on the proposed street furniture and its location. The area currently experiences anti-social behaviour and the resident have concerns that seating will exacerbate the existing problem.

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate.
3. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
4. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
5. The seating at the corner of O'Curry St/Henry St will be reviewed at detail design.

42. SUBMISSION Nicole Dunphy

Submission Summary:

1. Good attrition, would like to offer it support. Parking is already tight. Love to see traffic calmed on the street.

Chief Executive Response:

1. Noted

43. SUBMISSION Gemma Leddin

Submission Summary:

1. Strongly objects to bike route.
2. Removal of parking from outside her premises affects her safety and security, will prevent medical access and access to bring in groceries.
3. Use of parking in front of her house has garnered her an easement to allow her to continue doing this.

Submission on behalf of her sister who also live at different address on SCR, same issues, need medical access there is no options for any vehicles to pull in and park
Should be able to park outside our house

Chief Executive Response:

1. Noted
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists.

44. SUBMISSION Elaine Lynch

Submission Summary:

1. Fully supports the scheme, would be an amazing transformation. Very progressive plan that prioritises safety of pedestrians and cyclists. People adapt to change quickly

Chief Executive Response:

1. Noted

45. SUBMISSION Maria Foley

Submission Summary:

1. Lack of parking facilities, Requests retention of parking and make street one way
2. Elderly/Disabled require direct access outside of the post office, and now will not be able to park outside it
3. Grave concerns for the viability of the Post Office if the plans go ahead.
4. Lack of parking will make her business unviable.
5. Copy of comments in submission 418

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. No on-street parking bays are proposed directly outside the post office on Henry Street due to the siting of a proposed zebra crossing which would improve pedestrian access and safety at this location. However, on-street parking bays are proposed on Henry Street between the junction of O'Curry Street and Windmill Street and outside the Old Villiers School, which are located approximately 10-20 metres from the post office.
3. The proposal is not considered to materially harm the viability of the post office. Access would be maintained to existing levels with slight changes to parking arrangements directly outside the premises but with improved access for pedestrians and cyclists.
4. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
5. See response to submission 418.

46. SUBMISSION Ken O'Neill

Submission Summary:

1. Excellent plan in general.
2. Suggestions below: consistent road markings, include maintenance plan for slippery surface, include energy efficient lighting from Ballinacurra Road to SCR junction, include signage to denote ACA, incorporate artistic sculpture, include moss wall feature, include native fruit trees alongside walking area and wildflower area at Lifford Ave junction.
3. All speeds should be < 30kph
4. Retrofit brownfield site at Courtbrack Ave, expand cycle and walking lanes to include this facility

Chief Executive Response:

1. Noted
2. Noted - these will be considered at detailed design and in line with design standards.
3. The scheme has been designed in line with the prescribed design guidance documents at the current speed limit of 50km/hr. A speed reduction 30km/hr is proposed for the section of shared street.
4. Outside the scope of this Part 8.

47. SUBMISSION David Walsh

Submission Summary:

1. Supports cycling but not these plans, insufficient consultation.
2. Removal of on street parking makes city living unattractive and devalues properties.
3. No consideration for on street parking for houses with no parking particularly between Mary I and Redemptorists.
4. No set down area for emergency vehicles, care assistants family visitors and home and parcel deliveries

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

48. SUBMISSION Richard Allen

Submission Summary:

1. No overall traffic impact assessment
2. Junction SCR/Ballinacurra Rd more challenging than at present, needs review
3. Shared thoroughfare from SCR to Greenpark no improvement in safety
4. No impact on traffic volumes on Lifford Ave
5. Access from Lifford Ave to Boreen an Tobair not clear
6. Plans for bus parking for Mary I students
7. Plans for drop off for schools

8. Mount Gerard Court no go area during drop offs, make resident access only
9. Make Summerville Ave 2 way and eliminate on street parking, make shared thoroughfare
10. Many cars park on footpath during services at Redemptorists.
11. Purchase land at former St Clements to provide resident parking
12. Home deliveries not provided for
13. Traffic impact assessment for making Quin St and Gerard St one way
14. What is impact on traders

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
2. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed.
3. Traffic calming measures are proposed along this section of the route which are considered to be an improvement on the current situation.
4. Noted
5. Access from Lifford Ave to Boreen an Tobair would remain the same as existing. Drivers would be prevented from turning right along the SCRd but could still drive straight through the junction from Lifford Ave to Boreen an Tobair.
6. There are no plans proposed for bus parking for Mary I students within the extents of the scheme. However, bus access is provided via the rear entrances to Mary I as these are considered to be more accessible locations and will remain as such.
7. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
8. and 9. This is currently outside the scope of the scheme.
10. Parking enforcement concerning the use of on-street parking bays would continue in the same manner as existing and would be enforced by the Local Authority
11. This land is outside of the control of the local authority and within private lands.
12. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
13. The impact of making Quin and St Gerard Streets one-way has been assessed as part of the proposal and has been found to be the optimum solution with regard to traffic management in the context of the scheme and surrounding area.
14. Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.

49. SUBMISSION Kieran Breheny

Submission Summary:

1. Removal of on street parking especially where no rear access, expectation of on street parking
2. No provision for deliveries especially large ones,
3. Pedestrian safety negatively impacted ,
4. Area will become less attractive to owner-occupiers or long term renters.
5. Address traffic by speed limits, crossings calming, this will negate the need for a segregated cycle lane
6. Car Parking Report - indicates I have rear access to my house, which I don't.
7. Copy of comments in submission 885

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. The proposal will improve pedestrian safety by widening footpaths where possible and implementing traffic calming measures.
4. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
5. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
6. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
7. Refer to response to submission 885

50. SUBMISSION Elizabeth Sheehan

Submission Summary:

1. Fantastic to see a cycle lane put in

Chief Executive Response:

1. Noted

51. SUBMISSION Paul Keehan

Submission Summary:

1. Does not agree with plan.
2. Reason for congestion is school and college.
3. Drop offs will mean car doors opening onto cycle lanes and blocking them.
4. Removal of parking unacceptable adjacent roads already at capacity.
5. Many residents elderly and limited mobility, home helps, deliveries etc won't be able to park

Chief Executive Response:

1. Noted
2. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
5. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

52. SUBMISSION Fin O'Driscoll

Submission Summary:

1. Against the plan
2. Section between Mary I and Redemptorists currently has 30 spaces, 21 properties without a driveway.
3. No provision for deliveries, home helps, visitors.
4. School parking will be an issue and parking for churchgoers.
5. Dock Rd a better location for cycle lane.
6. Risks to cyclists for car doors opening onto lane and cars reversing out of driveways.
7. Insufficient consultation.

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
4. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.
5. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
6. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
7. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

53. SUBMISSION Patrick Punch

Submission Summary:

1. Overall plan to reduce traffic welcomed, gridlock at school times.
2. Proposed removal of parking will have big impact on community including deliveries, safety, security.
3. Environmental impact report should take cognisance of need of the community

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

3. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.

54. SUBMISSION Marie McConn

Submission Summary:

1. Would like to see reduction in traffic volumes
2. Illegal parking at school drop offs currently not enforced
3. Filtered permeability will mean only 2 routes to exit that area.
4. Lifford Ave crossing lane(s) to turn left or right and poor visibility make junction dangerous.
5. 400 houses need to access Ballinacurra Rd, need full lights at SCR/Ballinacurra rd junction
6. Reduction in parking will affect quality of life for elderly, mobility impaired residents
7. Junction at SCR/Boreen an Tobair should be straight crossroads.
8. Impact on residents from Fennessys to Gerard St - not feasible to ask elderly people to park in communal space at Laurel Hill Ave especially on dark wet nights. Anti-social behaviour an issue

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
2. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. Parking enforcement is a matter for An Garda Siochana. However, Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
4. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
5. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed.
6. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

7. Proposed design is in accordance with national design standards.
8. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

55. SUBMISSION Mandy Neilon

Submission Summary:

1. Wrong Plan in the wrong place
2. Removal of parking will make area less liveable and will devalue houses, will push people to the suburbs.
3. No difference to cost of living except increase in petrol use due to parking further away from homes
4. SCR reasonably quiet and cyclist friendly except at school drop offs and collection. This is a traffic management issue and shouldn't discriminate against residents, pedestrians and car owners
5. Reduce speed and reduced volume will result in reduced road collisions
6. Increase in emissions as cars will be idling longer for drop offs. Scheme won't impact congestion, people in suburbs being facilitated at expense of residents. Less through traffic will reduce congestion and make it safer for cyclists
7. Impact on local businesses - deliveries, loading, customer access. Scheme will close businesses
8. Cycling is not the only way to promote healthy living, shouldn't be prioritised at the expense of residents
9. Scheme is undemocratic and ill conceived

Chief Executive Response:

1. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
2. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
3. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets
4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times

and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

5. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
6. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

7. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
8. The scheme is designed to improve safety for all road users including pedestrians, cyclists and drivers and will provide more sustainable transport options for people.
9. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

56. SUBMISSION Michelle O'Donnell

Submission Summary:

1. Strongly opposed to scheme, road is too narrow
2. Negative impact for residents and businesses as won't be able to park near shops
3. Carers and doctors for elderly residents also won't be able to park
4. Emphasis should be on walking rather than cycling

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
4. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.

57. SUBMISSION Sam Kingston

Submission Summary:

1. Plan totally disregards needs of elderly residents - ambulance bays, taxis, visitors, unloading, plumbers, decorators, painting of buildings not provided for.
2. Disregarding wishes of 98% of the population in favour of 2%

Chief Executive Response:

1. Visitors, delivery drivers, and maintenance & repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries. No ambulance bays are proposed to be removed as part of the proposal.
2. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.

58. SUBMISSION Sarah Hudson

Submission Summary:

1. Strongly supportive of scheme
2. Filtered permeability won't work as cars will treat barrier like a parked car and manoeuvre around it. Full block here or at Ballinacurra Rd/SCR junction would be more effective

Chief Executive Response:

1. Noted
2. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.

59. SUBMISSION John Humphreys

Submission Summary:

1. Welcomes the proposed scheme

Chief Executive Response:

1. Noted

60. SUBMISSION Dermot McConn

Submission Summary:

1. Sees the benefits of reduced commuter traffic but significant problems with residential parking.
2. Lifford Ave/Ballinacurra Rd and SCR/Ballinacurra Rd both dangerous due to need to cross multiple lanes. Both should be signalised

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction and Ballinacurra/SCR junction, the proposals have been assessed in terms of design criteria and road safety. Modification 1 "Signalisation of Ballinacurra/SCR junction" and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" are proposed.

61. SUBMISSION Mary O'Connor

Submission Summary:

1. Lifford Ave will be gridlocked with additional traffic and lack of space for 2-way traffic at the top.
2. New junction at Bothair an Tobair not safe
3. Concerned about access for emergency vehicles and deliveries
4. Ballinacurra rd will have serious delays for regular and emergency vehicles
5. Have ambulance and fire brigade been consulted?
6. Loss of parking and access for services to those residences a cynical move to disregard needs of elderly residents
7. Plan will close local businesses,
8. Will affect City centre also as people stuck in traffic and no parking

Chief Executive Response:

1. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
2. The junction at the Bothar an Tobair has been designed in accordance with best practice and guidance and is considered to be an improvement.
3. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
1. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
2. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in

the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

5. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
6. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate.
7. The proposal would facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
8. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

62. SUBMISSION Johanna O'Connor

Submission Summary:

1. Makes more sense to continue existing shared cycle/bus lane from Punches Cross into town
2. Fails in duty of care to elderly residents, Impact re deliveries, services, confidence around travel
3. Lack of serious and meaningful consultation
4. Impact on Ballinacurra residents due to increased traffic, pollution and noise
5. Impact on commuters on Ballinacurra rd with increased traffic
6. Impact on parents and students at schools and college who live too far away to cycle
7. Adverse effect on business owners due to drop in footfall
8. Impact on residents of Lifford ave due to increases traffic
9. Loss of 48 car parking spaces
10. Rename road from Fennessys to Redemptorists to Scholars Walk
11. Upgrade footpaths on SCR
12. Address volume and speed on Ballinacurra and SCR - more crossings and ramps on Ballinacurra Road
13. Ensure enforcement of traffic laws to prevent congestion
14. Trees and rain gardens welcomed
15. Use car park at rear of Redemptorists or other areas
16. Cycle lane on Dock rd instead

17. Invest in Baggot Estate instead to create a wooden playground

Chief Executive Response:

1. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
4. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses
5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
7. The proposal would facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
8. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

9. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists.
10. Renaming does not form part of this Part 8.
11. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.
12. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
13. Traffic Enforcement is a matter for An Garda Síochána
14. Noted

15. This land is outside of the control of the local authority and within private lands.
16. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
17. This is currently outside the scope of the scheme.

63. SUBMISSION Gemma Morris

Submission Summary:

1. Objects to scheme, would make more sense to have it on O'Connell Ave or Dock rd.
2. Removing existing parking will create a larger problem for residents, deliveries, emergency vehicles, utilities .
3. School drop offs will become unsafe for children and cyclists
4. Parking for match days/festival/novena etc. negatively impacted
5. Removal of parking will increase traffic from Summerville Ave., Ashbourne Ave and SCR
6. Park and ride, reduce speed limit, traffic calming , enforce parking regs better solution

Chief Executive Response:

1. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
4. Visitors attending large sporting events in Limerick are encouraged to park in multi storey car parks and avail of public transport or travel by foot to the City's stadiums. Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.
5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
6. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction

Parking enforcement concerning the use of on-street parking bays would continue in the same manner as existing and would be enforced by the Local Authority

64. SUBMISSION Caoimhe Garry

Submission Summary:

1. Strongly supports scheme and promotion of cycling and walking

Chief Executive Response:

1. Noted

65. SUBMISSION The John Nash Charity Sheltered Housing

Submission Summary:

1. Complex for older people, needs to have close access to pick up and drop off facility outside their homes.
2. No parking/ambulance bay vital for safety of residents

Chief Executive Response:

1. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets
2. No ambulance bays are proposed to be removed as part of the proposal.

66. SUBMISSION Christine Garry

Submission Summary:

1. Fully supports scheme, would be fantastic transformation of Limerick, would allow parents to let their children walk/cycle safely

Chief Executive Response:

1. Noted

68. SUBMISSION Richard Bowles

Submission Summary:

1. Welcomes the plan. The proposed cycle lanes will enable more parents and children to access schools safely. Safe active travel for residents to and from city. Will benefit the 3rd level students. Uses a car but cycle lanes will provide potential for public transport and walking/cycling.

Chief Executive Response:

1. Noted

69. SUBMISSION James Hodkinson

Submission Summary:

1. Drop in sessions, which I attended, were completely useless
Huge number of people who turned up and were opposed to these changes.
2. Elderly people feel they will become prisoners in their own homes as family, friends and carers will be unable to find parking when coming to visit them.
3. Taxis and cars will be unable to pull up and stop in busy traffic lanes in order to pick up or drop off residents to their own homes

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate.
3. Visitors and taxi drivers are anticipated to use selected parking bays along the route or side streets where appropriate.

70. SUBMISSION Aisling Lohan

Submission Summary:

1. Not one business, home owner or resident was consulted
2. How is anyone in the area to get any work done to their properties? Few remaining parking spaces will be so sought after there will be no place for a work van to park anywhere near someone's home
3. Questions data in parking report
4. Not reasonable to take away peoples parking

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
3. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
5. 4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

71. SUBMISSION Eoin Flannery

Submission Summary:

1. A vital part of ensuring that Limerick city becomes a fully liveable environment in which to live

Chief Executive Response:

1. Noted

72. SUBMISSION Ruth Clifford

Submission Summary:

1. Fully support this proposal.
Encourage the next generation of active travellers in a safer, healthier, more climate-friendly and inclusive environment.
Will improve the health and wellbeing of our community.
Limerick city deserves safe travel systems

Chief Executive Response:

1. Noted

73. SUBMISSION Geraldine Pierse

Submission Summary:

1. Concern with parking - renovations etc.

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate

74. SUBMISSION Owen Mescall

Submission Summary:

1. Developed without meaningful prior engagement
2. Removes access and controls the movements of residents
3. Rather bizarre public consultations, an exercise in box-ticking, and did not receive a satisfactory answer.
4. How was the route decided? Proposed plan needs a major rethink

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. Access and egress to homes will be maintained to existing levels
2. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
4. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

75. SUBMISSION Rory Costello

Submission Summary:

1. I strongly support the proposal for a number of reasons:
2. Provide a continuous cycleway from Dooradoyle to the city centre. In the mornings this area is generated by parents dropping kids to school. Many would like their children to cycle to school but do not feel it is safe.
3. Will reduce the number of people driving to schools in the morning, clogging up the roads.

Chief Executive Response:

76. SUBMISSION Limerick Cycling Campaign

Submission Summary:

1. Welcomes the scheme
2. Left hand turn lane to shopping centre not needed, space to be given to cycle lane.
3. Continuous footpaths should be provided at Crescent left hand turn.
4. Bus stop on flyover to be removed.
5. Request amendment to junction of SCR and Ballinacurra Rd - yield should be for cars not cyclists.
6. Request crossing on Ballinacurra Rd to be raised.
7. Request bollards to be removed on link into Baggott estate
8. Caution that any further accommodation works along the main thoroughfare risks undermining the goals of this project.
9. Filtered permeability - suggested removal of parking, one-way system and segregated lanes or full filtered permeability.
10. Request traffic counts are undertaken after scheme implemented.
11. Welcomes chicane style parking.
12. Request raised table junction near Fennesseys junction/Scoil Mhathair De.
13. Junction clarity between Mary Immaculate Colleges Campuses.
14. Crossing at Quin St to be Toucan Crossing.
15. Allow for a segregated cycle lane to connect Model School to scheme
16. Suggests to raise all junctions, this measure would reduce traffic speed in particular downhill from Redemptorist Church.
17. Housing in the area has adequate parking.
18. Significant car park proposed.
19. Any retention of on street parking along this stretch post consultation would invalidate the project aims completely and must be avoided at all costs.
20. Request raised table junction at SCR/St Gerard St.
21. Further tightening for left hand turn from O'Curry St towards Henry St.
22. Suggests the sheltered housing at Richmond Terrace be facilitated with access for GP and ambulances.
23. Requests cycle lane to be raised at Henry St/Mallow St junction.
24. Requests Shannon Bridge Roundabout to be looked reviewed at a future date.
25. Ask that landscaping does not impede cycle lanes.
26. Henry St one-way.
27. Strongest plan to date.

Chief Executive Response:

1. Noted
2. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures.
3. Noted this will be included at detail design.
4. To be reviewed with Bus Eireann/Bus Connects.

5. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed. Cyclist phasing will be reviewed at detail design.
6. Primary bus route preference is not to have raised junctions/crossings.
7. Noted to be reviewed as part of Baggot estate scheme.
8. Noted.
9. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
10. Noted.
11. Noted.
12. Noted this will be reviewed at detail design.
13. The junction of Summerville Avenue and SCR is planned as a raised junction table in accordance with the Traffic Signs Advice Note: The Shared Space Sign
14. Toucan crossing is intended to be provided here, detailed design will show extra cycle push button as required.
15. This is outside the scope of the proposed Part 8.
16. Noted.
17. Noted.
18. Noted.
19. Noted.
20. Noted this will be reviewed at detail design.
21. The radius is currently 4.5m. Given the angle of approach of O'Curry St to Henry St this is required for larger vehicle turning including refuse truck.
22. Noted.
23. Noted this will be reviewed at detail design.
24. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs.
25. Noted.
26. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
27. Noted.

77. SUBMISSION Kevin Kennedy

Submission Summary:

1. One-way system from Fennesys pub to Lifford Gardens is not conducive with a free flowing, transport orientated city network, only lead to more congestion on subsequent approach roads

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times

and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

78. Shane O'Connor

Submission Summary:

1. Strongly object to the proposed works
2. Increased Traffic these proposals will cause, will lead to utter chaos at peak times
This proposal will increase the length of commute times for people
3. Health and safety of BOTH residents and cyclists

Chief Executive Response:

1. Noted
2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. The scheme is designed to improve safety for all road users including pedestrians, cyclists and drivers and will provide more sustainable transport options for people.

79. SUBMISSION Elenora Hogan

Submission Summary:

1. There will be limited parking on South Circular Road
2. There is potential for gridlock. There will have to be a designated set of Traffic Lights and not just a Pedestrian Crossing. Serious impact on the lives of residents. Many of the residents are elderly and those on the right hand side have no space to take their cars off the road.
3. Traffic at school drop off.

Chief Executive Response:

1. 1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction and Ballinacurra/SCR junction, the proposals have been assessed in terms of design criteria and road safety. Modification 1 "Signalisation of Ballinacurra/SCR junction" and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" are proposed.

3. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

80. SUBMISSION J Kloos

Submission Summary:

1. Proposed two-way cycle lane in SCR is a nonsense, the road is too narrow for it in many parts:
2. It is unsafe to have bicycles going in opposite directions next to a car lane
3. The construction of it is hugely negatively impacting on all the people living and having shops alongside it.
4. All the proposed scheme will do is push many more cars onto Ballinacurra Rd / O'Connell Ave

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS.
2. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
3. The proposal would facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

81. SUBMISSION OneWorld Preschool

Submission Summary:

1. Nowhere for parents to park while they drop and collect their small preschool children (who cannot cycle!)
2. Anyone visiting our school or working within, be it staff or external workers, deliveries, etc, have nowhere to park

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.

82. SUBMISSION Elaine Haugh Hayes

Submission Summary:

1. Inadequate space for emergency services
2. Penalized on the Valuation of our property
3. Parking has been removed, the subsequent traffic chaos will make it impossible to enter or exit my residence safely
4. Onsite facilities to house bikes
5. Parking arrangements are totally inadequate

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
2. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
3. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in

the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

4. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
5. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate.

83. SUBMISSION Mairtin Walsh

Submission Summary:

1. Loss of parking at front of my house and those of my close neighbours, which will inconvenience guests visiting me, courier drivers delivering to me, tradesmen doing work
2. Bought and refurbished houses on SCR and Henry St on the basis that on street parking is available

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Visitors, delivery drivers, maintenance & repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
2. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme. Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.

84. SUBMISSION Lifford Park Residents Association

Submission Summary:

1. Car parking no longer available, not enough replacement car park spaces. Impact on residents who lose car park spaces
2. New Street will become a bottle neck at peak times
3. Full set traffic lights required at: (a) Ashbourne avenue./Fennessey corner; (b) Lifford Avenue/ Ballinacurra and (c) Ballinacurra creek
4. Proper compensation should be provided to reflect any additional costs incurred to remodel gardens etc.

5. Loss in value of houses also needs to be addressed

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Fennesseys junction is proposed to be signalised. Proposed signals will be interconnected with nearby traffic signals to manage traffic flows.
3. Fennesseys junction is proposed to be signalised. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 “Signalisation of Ballinacurra/Lifford Ave Junction” is proposed. Modification 1 “Signalisation of Ballinacurra/SCR Junction” is proposed.
4. No gardens are proposed to be altered as part of the proposed scheme.
5. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.

85. SUBMISSION Dale Harrow

Submission Summary:

1. Parking becoming a major issue
2. Width of the footpaths is also a concern - living with someone require assistance of a Walking Aid. Footpaths will not permit someone to walk alongside

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.

86. SUBMISSION Anne Johnston

Submission Summary:

1. Gravely and adversely affect every resident and business owner
2. Elderly not in a position to walk long distances, isolated, H&S risk
3. Ambulance bay /drop off/pick up area

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS. The proposal would provide safer conditions for all road users including pedestrians, cyclists and motorists through, where possible, wider footpaths, segregated cycle lanes and traffic calming measures.
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. No ambulance bays are proposed to be removed as part of the proposal.

87. SUBMISSION Greg Leddin

Submission Summary:

1. Strongly in favour of proposal - cycle lane will contribute to a healthier lifestyle
In favour of proposal - we need to prioritise the health of our community. A legacy project would lead to a healthier, safer city.

Chief Executive Response:

1. Noted

88. SUBMISSION Conor Ryan

Submission Summary:

1. In favour of proposal - would deter non-residents from using this route as a "rat-run" and ensure traffic adheres to the primary routes

Chief Executive Response:

1. Noted

89. SUBMISSION Trevor Hickey

Submission Summary:

1. Strongly in favour of this proposal - plans will significantly improve the journey from Dooradoyle to the city

Chief Executive Response:

1. Noted

90. SUBMISSION Colette McNamara

Submission Summary:

1. Plan compromises pedestrian safety.
2. Inadequately addresses the safety of cyclists
3. Plan will increase volume of traffic at Lifford Ave - Proposed no left turn out of Boreen A Tobair on to S. C. Rd. will impact hugely –
4. No plan to provide traffic lights or any safety measures for traffic from Ballinacurra Road to Lifford Avenue –
5. Restricted Access from Lifford Avenue to Boreen A Tobair
6. Footpaths on S.C. Rd from Fennessys to Laurel Hill Avenue are inadequate to cater for the current volume of pedestrian traffic
7. Impact on residents - restricted parking and impeding car access to homes
8. Prioritise Pedestrians as they significantly outnumber cyclists by resurfacing and widening footpaths

Chief Executive Response:

1. The proposal is designed to improve pedestrian safety by widening footpaths where possible and through measures including traffic calming, which should reduce the volume of vehicular traffic using the route.
2. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
3. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
4. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 “Signalisation of Ballinacurra/Lifford Ave Junction” is proposed
5. Access from Lifford Avenue to Boreen A Tobair will be maintained. Detailed design will ensure legibility of junction and additional signage as required.
6. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.
7. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well.
There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
8. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.

91. SUBMISSION Tim O'Dwyer

Submission Summary:

1. Lifford Avenue current and future congestion

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

92. SUBMISSION Timothy Glynn

Submission Summary:

1. Support Scheme - allow students, workers and residents a safe, affordable and clean way to move around the city

Chief Executive Response:

1. Noted

93. SUBMISSION Margaret Harpe

Submission Summary:

1. Support Scheme - This Scheme will be within the range of several schools, one university, hospital and shopping centre - Walking, bicycling, and other modes of active transport are healthy for people and cities

Chief Executive Response:

1. Noted

94. SUBMISSION Jack Quinn

Submission Summary:

1. Support Scheme - will link up a quarter of city's population by means of 1st class active travel routes

Chief Executive Response:

1. Noted

95. SUBMISSION John Brennan

Submission Summary:

1. Support Scheme - will make a significantly positive contribution to active travel in Limerick City

Chief Executive Response:

1. Noted

96. SUBMISSION Sinead Doyle

Submission Summary:

1. Support Scheme - proposal will make SCR a safe, viable route for pedestrians and cyclists - It will reduce the dependence on cars for drop off/ pick up - will improve air quality

Chief Executive Response:

1. Noted

97. SUBMISSION Vincent Gleeson

Submission Summary:

1. Objection - Why pick the narrowest road of three parallel roads to construct cycle lanes
2. Loss of parking, - impeding access to homes

Chief Executive Response:

1. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate

98. SUBMISSION Mary Mollica

Submission Summary:

1. Objection - increased traffic using Lifford Ave
2. Removal of all parking spaces on SCRd
3. Put a bike lane on Dock Road

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.

99. SUBMISSION Mary Sinnott

Submission Summary:

1. Support Scheme - will reduce air pollution, noise and will benefit flora and fauna and humans
2. Support Scheme - will promote increased cycling and pedestrian activity

Chief Executive Response:

1. & 2. Noted

100. SUBMISSION Colette Henchy

Submission Summary:

1. Objection - no parking on SCRd (where houses have no driveways or rear access)
2. Will impede on deliveries/services to homes
3. Put cycle lanes on Dock Rd/Ballinacurra Rd/O'Connell Ave

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

3. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.

101. SUBMISSION Elaine Murtagh

Submission Summary:

1. Support Scheme - Provides safe routes for children to cycle to school - reduces traffic congestion and less pollution

Chief Executive Response:

1. Noted

102. SUBMISSION Avril Joyce

Submission Summary:

1. Objection - cycle lane on Rosbrien Road would be sufficient and less disruptive
2. Already a safe bicycle lane from Shopping Centre to Childers Road via Baggot Estate and the one-way road in Ballinacurra Gardens

Chief Executive Response:

1. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
2. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs

103. SUBMISSION Damian Coughlan

Submission Summary:

1. Support Scheme - will eliminate the rat-run on SCRd - provide safe pedestrian and cycle routes for students - more sustainable method of transport to meet our emissions targets

Chief Executive Response:

1. Noted

104. SUBMISSION Denis O'Dwyer

Submission Summary:

1. Objection - due to removal of parking spaces
2. Objection - no parking spaces giving preference to local school access
3. Objects: installation of bicycle lanes in its entirety for making this St no parking and giving preference to the local school and access to it

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
3. See response 1.

105. SUBMISSION Tony and Anne Flannery

Submission Summary:

1. Copy of submission 319

Chief Executive Response:

1. Copy of comments 319

106. SUBMISSION Orla Barry

Submission Summary:

1. Supports scheme

Chief Executive Response:

1. Noted

107. SUBMISSION Neil O'Sullivan

Submission Summary:

1. Reduction of on street parking will create unsafe conditions for many residents
2. Diverting traffic down Lifford Ave will create traffic bottlenecks and unsafe conditions, increased travel times and travel distance

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

108. SUBMISSION Vera McNamara

Submission Summary:

1. Deeply concerned of the environmental and social impact
2. Not representative of the elderly population. Currently we have access issues getting our car in and out

Chief Executive Response:

1. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.
2. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.

110. SUBMISSION John Gleeson

Submission Summary:

1. The proposal will only compound the congestion problems associated with the concentration of schools and a third level institution in the area. It incorrectly assumes that traffic will automatically melt away once all parking provisions are removed.
2. The proposal removes all on street parking, this isolates the residents of a narrow already congested street for the benefit of through traffic.
No consideration is given to home help, doctor visits, deliveries, tradesman access, parking for the disabled, routine taxi / child drop off and pick up and all the things that make an area habitable. This is compounded by the lack of side street access, lack of rear access to the houses on the road and the fact that most houses are terraced.
3. Degradation of Architectural Heritage. The council's own Architectural Heritage Impact report notes that the proposal will have a negative effect on the area. The council promotes city centre living and the revitalisation of the Georgian quarter while at the same time promoting its destruction through this proposal.
4. Church Access
No provision is made for the traffic congestion challenges of the Redemptorist and Elevate Churches.
5. Safety
The proposal assume that parents will deposit their children from moving cars into the path of cyclists. Clearly parents will pull into the cycle lanes to deposit the many hundreds of children that go to school in the area. This negates the effect of the cycle lane and creates a more unsafe route than was started with.

Chief Executive Response:

1. Traffic surveys have been carried out and include traffic impact assessments of affected nearby roads.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
Visitors and delivery drivers, maintenance and repair people, are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. An Architectural Heritage Impact Assessment has been prepared in support of the application and has determined that the proposed scheme would not materially harm the heritage of the area.
4. Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

5. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

111. SUBMISSION Declan Wrynn

Submission Summary:

1. Welcome the proposed improvements. It will normalise my current behaviour, which I feel is the safest way to travel.

Chief Executive Response:

1. Noted

112. SUBMISSION Edward English

Submission Summary:

1. Express my support for the proposed scheme will improve traffic flow, reduce emissions and improve commuter experiences and safety.

Chief Executive Response:

1. Noted

113. SUBMISSION Gerry Neills

Submission Summary:

1. Very great deal to be admired in the plan
2. Huge potential benefits in terms of health and wellbeing... efficiency and the attractiveness of Limerick as a business/tourism option.
3. Biggest fear with the project is that it will be watered down and "compromised away" into a useless waste of time and money.
4. Endorse the Limerick Cycling campaigns "5 Key Asks"

Chief Executive Response:

1 –4 . Noted

115. SUBMISSION Fiona Noctor

Submission Summary:

1. Scheme will not work on this road or offer any traffic calming solution.
2. Parking - has residential permit - there will not be enough parking spaces. Where will Park?
3. Do not change anything on this road and instead use the Dock road or O Connell Ave
4. OIL DELIVERY - access issue, BUILDING WORKS access issue, VISITORS AND FAMILY - Access,
5. DISABLED/WHEELCHAIR USERS/ELDERLY - Access,
6. Emergency services – Access
7. Drivers driving wrong way on the one way rd.

Chief Executive Response:

1. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
4. Maintenance and repairs people, visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate
5. No disabled parking spaces are proposed to be removed as part of this scheme.
6. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
7. Traffic Enforcement is a matter for An Garda Siochana

116. SUBMISSION Gillian Quinlan

Submission Summary:

1. Would like to record my support for the proposal.
2. Am a cyclist and parent of young kids
3. At present cycling is hazardous

Chief Executive Response:

- 1- 3. Noted

117. SUBMISSION Martina Walsh

Submission Summary:

1. Current plans show a yellow line at the border between the footpath and the road. The legend does not explain what this is
2. Fail to see how the removal of these parking slots will make cycling safer
3. Major change to the place where I live, unnerves me, taking away these parking slots will be a problem for social contact..., maintaining and repairingfuture frailty... Grocery deliveries etc.
4. Against the proposal to reduce on-street parking
5. Should have been proper consultation - commissioned a report on the impact on bats, but not on the impact of residents –
6. The objective should be to slow traffic down to such a slow speed that it becomes safe.
7. Proposals do not address the issue of residents wishing to convert either front or back garden space to be parking places - precedent set from Ballinacurra Bus Lane - Free Planning Free Conversions etc.
8. Road Safety Audit - proposed plans do not provide adequate parking an agreed fix to this hazard has not been addressed
9. How is the 'no entry except bicycles' at the top of Lifford Avenue going to be policed? What will be the punishment for drivers caught driving through?
10. Autumn leaves that fall on the footpath is an issue here - suggests funds be invested to clear these
11. Like bigger lockers at school and college, showers, towels for showering, safe and camera-monitored places to lock bikes and e-scooters, car sharing infrastructure (like the initial Uber rather than the current Uber Taxi), Local Link mini buses to bring our less able-bodied people door to door, shared e-cars that can be dropped off at another location rather than being brought back to its pick-up point, run-around small e-cars, reduce traffic speeds way down and enforce these speeds with cameras, etc."

Chief Executive Response:

1. Road markings are as per Traffic Signs Manual. This is a double yellow line as per Traffic Signs Manual.
2. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
3. Maintenance and repairs people, visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate
4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
5. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

6. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
7. Any proposals to convert front or back garden space would be as per the planning process.
8. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
9. Traffic Enforcement is a matter for An Garda Siochana
10. That is an issue for Council Operations & Maintenance, and is outside the scope of these works.
11. These issues are outside the scope of these works.

118. SUBMISSION Claire Shee

Submission Summary:

1. Strongly object
2. No Ability to park close to property impacts elderly people's independence and freedom, residents need to be able to park their cars as close to their houses as possible for health and safety reasons
3. Services such as carers, home help, food deliveries and delivery of services are required, houses here require upkeep
4. Houses will be depreciated in value, no parking
5. H&S access egress from homes
6. Doesn't consider mental wellbeing - reduced mobility residents

Chief Executive Response:

1. Noted
2. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets.
3. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
4. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
5. Access and egress to homes will be maintained to existing levels

6. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.

119. SUBMISSION M Shee

Submission Summary:

1. Wish to object to the proposed
2. SCR must serve the needs of residents also
3. Parking is already difficult
4. House maintenance is already difficult new scheme would make it impossible
5. Access and egress difficult and will be exacerbated
6. It's an impossibility to fit cycle lanes in this narrow road

Chief Executive Response:

1. Noted
2. The proposal will provide residents with safer walking and cycling infrastructure.
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists.
4. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
5. Access and egress to homes will be maintained to existing levels
6. The route has been identified as a primary cycle route within the LSMATS.

120. SUBMISSION Paddy Egan

Submission Summary:

1. Elderly & Disabled people isolation - removal of parking
2. No improvement to environment - traffic will remain at school drop offs
3. Access to properties restricted and congestion, Deliveries - heating oil - restricted, maintenance - property renovation restricted
4. Moving the Cycle Lanes to the Doc Road or extending current Cycle Lane at O Connell Avenue would make a lot more common sense from a space, environment and safety perspective.
5. Businesses will close

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . Submissions have been

received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.

The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
3. Visitors and delivery drivers, maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
4. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
5. Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.

121. SUBMISSION Aine NicCharthaigh

Submission Summary:

1. Critically need all measures to promote and enable active travel and reduce car use
2. Scheme will: Address this emissions crisis
3. Encourage and support citizens in physical and mental well-being, health and fitness. Encourage a culture of active transport

Chief Executive Response:

- 1- 3. Noted

122. SUBMISSION J Kavanagh

Submission Summary:

1. Not the best solution and do not consider the neighbourhood, residents and users of the SCR
proposal will remove all parking and create a host of issues relating to safe access and egress to properties of local residents
2. Suggestions:
Better signage, better road surfaces, traffic calming, speed limits, (enforced with speed

cameras), rights of way for cyclists travelling down the S.C.R, better footpath layout and parking layout

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.

123. SUBMISSION Daniel Walsh

Submission Summary:

1. Fully in favour of this active travel proposal

Chief Executive Response:

1. Noted

124. SUBMISSION Randel Hodkinson

Submission Summary:

1. This plan takes no consideration for the immediate and long term effects to businesses, residents and their premises on this route. Scheme planners, who are not stakeholders themselves, are changing two way traffic system in place for 250 years, which is completely unacceptable to all residents and businesses on the street and a violation of our rights as investors in the city centre and ratepayers.
 2. Muslim community in the area are concerned about losing parking and access to their place of prayer on Windmill Street, and are questioning if they are being discriminated against. Residents have every right to maintain their parking spaces outside their front doors. It is essential to have space to access businesses for customers and deliveries.
 3. Cars and bicycles do not need to be segregated if roads and streets are properly managed
 4. City residents and businesses should not be penalized because people who have chosen to live in the suburbs now want the best of both worlds.
 5. Planting and greening of the street is welcomed and will be a great addition to the area.
 6. Placing public seating outside residential housing is ludicrous and will encourage loitering
- Suggestions:

7. Traffic calming required - More speed ramps, more raised tables at junctions, more pedestrian crossings, More electronic flashing speed signs
8. Rethink this plan in its current format ,and put in place a traffic management strategy to deal with the issues of volume and speed of traffic on the whole of SCRd/Henry Street.

Chief Executive Response:

1. The proposal would facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
4. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
5. Noted
6. The seating at the corner of O'Curry St/Henry St will be reviewed at detail design.
Suggestions:
7. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
8. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

125. SUBMISSION Stuart Calton

Submission Summary:

1. Welcome the introduction of safe cycling infrastructure
Concerns:
2. Little consideration of the impact of these changes on traffic - already heavy traffic - how will it be mitigated?
3. Parents will stop in the cycle lanes to drop children off, and make things less safe for cyclists. Large number of buses that park - already causes issues at school drop off pick up
4. Vulnerable and elderly residents... consideration for their vehicle needs
5. Junctions concerns - Henry Street/O'Curry Street, cyclist priority - bottom of Mill Lane -challenging as traffic coming from Shannon

6. Shared laneway doesn't really protect cyclists and would it not have been better to make this one way (inbound) altogether

Chief Executive Response:

1. Noted
2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
4. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
5. All junctions will be designed in accordance with best practice and national guidance.
6. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.

126. SUBMISSION Johanna Healy

Submission Summary:

1. Completely opposed
2. No parking facilities for homeowner, visitors, residents emergency services, maintenance repairs, delivery postal services
3. Carriageway is far too narrowwill result in a severe dis-improvement in liveability and quality of life of local residents..... section of the South Circular Road however, is completely unsuitable!
4. Parents of students in Scoil Mháthair Dé must have a drop off/collection area... Many students come from Clare Tipperary etc and wont ride to school
5. Benefits a minority at the benefit of 100s residents businesses
6. South Circular Road-Henry Street would work best as a shared carriage way all the way into the city and an alternative route for outbound cyclists should be found possibly via Dock Road and Ashbourne Avenue to Fennessy's roundabout.

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Visitors and delivery drivers,

maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

3. The route has been identified as a primary cycle route within the LSMATS.
4. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
5. The scheme is designed to improve safety for all road users including pedestrians, cyclists and drivers and will provide more sustainable transport options for people.
6. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

127. SUBMISSION Cathal O Donabhain

Submission Summary:

1. Hard to encourage children to cycle to school or parents to allow them when it can be considered unsafe.
Cycle to the secondary schools this would naturally ease congestion and be a positive development for the city. It has my full support.

Chief Executive Response:

1. Noted

128. SUBMISSION Antonio Calderon

Submission Summary:

1. Full support to the initiative.

Chief Executive Response:

1. Noted

129. SUBMISSION Aine Farrell

Submission Summary:

1. I fully support the proposed S.C.R to Limerick City Centre Active travel scheme. Speeding cars and dangerous driving are a daily occurrence on S.C.R. Provide a safe cycle route for a quarter of Limerick City's population allow the 6000 students who access educational institutions on S.C.R to travel sustainably.
Suggestions:
 2. Some drivers will attempt to illegally overtake
 3. Making Henry St. one way makes sense.
 4. A 'park and stride' drop off area off the Dock Road should be provided for pupils attending Laurel Hill Coláiste, Laurel Hill F.C.J and St. Clements.

Chief Executive Response:

1. Noted
2. Traffic Enforcement is a matter for An Garda Siochana
3. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
4. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes

130. SUBMISSION Maeve Howlett

Submission Summary:

1. Limerick Cycling Campaign Report Copied

Chief Executive Response:

1. See comments in submission 76.

132. SUBMISSION Eddie O'Donovan

Submission Summary:

1. I welcome the proposal, reasons such as will limit the amount of non-essential motorised travel at inappropriate speed, and will increase footpath widths.
2. Would like to see a few more parking space retained or created
3. More specific measures to restrict and slow down traffic flow
4. Access and egress is an issue with illegal parking etc.
5. Would like to see a shared car and bicycle lane all the way into town and a segregated contraflow cycle lane out of town
6. Set down areas on the Dock Road and O'Connell Avenue to allow primary and secondary school pupils to walk

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction

4. Parking enforcement concerning the use of on-street parking bays would continue in the same manner as existing and would be enforced by the Local Authority
5. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes

133. SUBMISSION Tessa Greally

Submission Summary:

1. Must allow for ongoing access to homes for building modifications, relying on availability of on -street parking for visitors or deliveries, children's parties etc.
2. Access / Egress to Ballinacurra Road towards Dooradoyle Road etc. - A new set of traffic lights at one of the junction points is essential.
3. Planting - balance between traffic calming and unintentional creation of new hazards also needs to be considered

Chief Executive Response:

1. Visitors and delivery drivers, maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
2. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been as assessed in terms of design criteria and road safety and Modification 1 and 2 "Signalisation of Ballinacurra/Lifford Ave Junction" and "Signalisation of SCR/Ballinacurra Rd junction" is proposed.
3. Noted.

134. SUBMISSION Johnny Johnson

Submission Summary:

1. Forcing the older members of our community to park their cars long distances from their homes puts them at risk and is inconsiderate of their need
2. Schools - chaos and safety risks of cars pulling up in the centre of the road dropping children off
3. Environmental impact where residents may decide to replace their gardens with paved surfaces
4. Negative impact on the many far outweighs the benefit for the few.

Chief Executive Response:

1. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the

residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
3. Any proposals to convert front or back garden space would be as per the planning process.
4. The scheme is designed to improve safety for all road users including pedestrians, cyclists and drivers and will provide more sustainable transport options for people.

135. SUBMISSION Analog Devices / Elaine O'Connell

Submission summary:

1. Support the SCR to city centre active travel plans.
2. Safer cycling facilities will maintain and encourage more of our employees to cycle to and from work. Cargo bikes are potentially a good alternative to a second car consider infrastructure to facilitate accordingly

Chief Executive Response:

1. And 2 Noted

136. SUBMISSION Brian Downes

Submission Summary:

1. This scheme warranted a stakeholder consultation process that would have advised all stakeholders of the proposals at an early stage, and allowed sufficient time for feedback. Drop-in days for the public, fell short of expectation in terms of presentation and information. Limerick City & County Council failed to conduct a proper consultation, with time and space for meaningful discussion and debate. The scheme is now subject to a negative backlash from many key stakeholders
2. No assessment of the traffic impact on SCR/Ballinacurra Road junction or Lifford Avenue/Ballinacurra Road junction, has been carried out
3. Scheme proposes to relocate the pedestrian crossing from the city side of the SCR/Ballinacurra Road junction to the Crescent Shopping Centre side, making it more likely that traffic queues will form on SCR behind vehicles unable to turn right.
4. Parking Report is disingenuous as leads residents on Lifford Avenue to believe that parking on their street will not be impacted by the scheme.
5. Required works on Lifford Avenue to create a viable diversion route from SCR to/from Ballinacurra Road are not included within the redline boundary shown on the Part 8 of Planning drawings

6. The design team rejected the Road Safety Audit recommendations on certain issues, and the preferred options do not openly address these safety issues
7. The RSA states that the design team agreed to their recommendation that adequate car parking should be provided in close proximity to the existing parking demand. However, the scheme drastically reduces car parking on SCR.
8. RSA recommends priority for pedestrians over vehicles at gated access points, but no indication of whether this recommendation is accepted or rejected.
9. RSA report recommends the omission of the existing perpendicular parking bays outside the oriental supermarket on Henry Street, but recommendation was rejected by design team without explanation.
10. Consideration should be given to installing traffic signals at SCR/Ballinacurra Road and Lifford Avenue/Ballinacurra Road junctions
11. Why did RSA team agree to the rejection of their own recommendations? This needs to be clarified to give confidence that the proposed scheme is indeed safe.

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. The traffic impact of the proposed filtered permeability on SCR/Ballinacurra Road and Lifford Avenue/Ballinacurra Road junctions was assessed. The results are considered within an acceptable range for urban peak travel times. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 “Signalisation of Ballinacurra/Lifford Ave Junction” is proposed.
3. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 “Signalisation of Ballinacurra/SCR Junction” is proposed.
4. Extended Parking surveys carried out in September and October 2022 show that the existing demand on SCR in the area around Lifford Avenue is catered for by the scheme proposals.
5. Works are proposed at the junction of Lifford Avenue/SCR/Boreen a Tobair. Works are now proposed to Lifford Avenue/Ballinacurra Rd junction as per Modification 2. No works are proposed on Lifford Avenue between the junctions.
6. This is a standard procedure for RSAs. In all cases alternative measures have been proposed and the Road Safety Auditor has accepted the alternative solution. All accepted alternative solutions are included in the current design proposal.
7. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
8. All gated access points along the scheme show priority for the pedestrian that is why it was not raised as a further item on the revised audit.

9. The previous audit noted how there is good visibility there and that an alternative measure of signage to highlight the risk and this was accepted by the auditor.
10. Following the review of submissions proposing to signalise Ballinacurra/SCR junction and Ballinacurra Rd/Lifford Avenue junction, the proposals have been assessed in terms of design criteria and road safety. Modification 1 "Signalisation of Ballinacurra/SCR Junction" and modification 2 "Signalisation of Ballinacurra Rd/Lifford Ave junction" are proposed.
11. This is a standard procedure for RSAs. There can be many solutions possible to any problem. In all cases alternative measures have been proposed and the Road Safety Auditor has accepted the alternative solution. All accepted alternative solutions are included in the current design proposal.

137. SUBMISSION Siobhan Kennedy

Submission Summary:

1. Objection to proposed plans
2. The traffic congestion on the Ballinacurra Road, South Circular Road, New Street and O'Connell Avenue is already at an unsafe capacity - rerouting will make conditions hazardous
3. Obstruction due to electric gate. To operate the gate, you need to stop on Lifford Avenue and use an electronic fob. The gate takes about 60 seconds to open - increased risk - damage to cars etc Access / egress blind spot exiting electric gate area
4. The traffic and parking situation in this area is a real source of stress there is access to a cycle lane at the Baggot Estate - signage and marking to show cyclists of this route

Chief Executive Response:

1. Noted
2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. Access and visibility to gate is not restricted by the proposed scheme.
4. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs

138. SUBMISSION Megan McGinley

Submission Summary:

1. I support these active transport measures.
2. Cycle lanes will make the area safer for vulnerable road user
3. Important for our environment, health, and community

4. Provides alternative healthy options to students

Chief Executive Response:

1-4 Noted

139. SUBMISSION Gerard Hodkinson

Submission Summary:

1. Poorly thought out plan that will create more negative effects v positives
2. No, or very little, access to parking anymore. No parking for deliveries oil, food. Major refurbishment and construction works will become impossible to complete.
3. Businesses will have no , or very little , access to parking , deliveries , loading or unloading outside their own premises - will lead to closures
4. Removal of speed bumps will increase speeding. Priority should be slowing down to point cars don't want to use the road
5. Locals know area best "not out of town planners who have no experience of the neighbourhood or people living in the leafy suburbs who do not care what disruption is caused by these changes.

Chief Executive Response:

1. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists.
Visitors and delivery drivers, maintenance and repair people are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. Delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
5. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.
An Architectural Heritage Impact Assessment has been prepared in support of the application and has determined that the proposed scheme would not materially harm the heritage of the area.
The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.

140. SUBMISSION Limerick School Project Board of Management

Submission Summary:

1. Disappointing aspect of the proposal is the lack of inclusion of safe crossing points in the form of either zebra crossings or traffic-lighted crossings at points surrounding the school.
2. Parent survey completed - road safety is an issue and would support works which improve walking and cycling

Chief Executive Response:

1. A zebra crossing is proposed on Henry St (near Newenham St) and also a crossing near Redemptorist. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
2. Noted

141. SUBMISSION Jan Hayes

Submission Summary:

1. Express my strong support for the scheme, reduces car usage and supports active travel has tremendous benefits for the people, reduce congestions. Positive impact tourism - Potential to link Scarriff greenway to limerick in the future
2. Valid concerns with deliveries

Chief Executive Response:

1. Noted
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

142. SUBMISSION Moya Ní Cheallaigh

Submission Summary:

1. Wants to see consultations with residents on one-to-one basis
2. Summerville Avenue to Laurel Hill Avenue Road section is too narrow to accommodate cycle lane and carriageway
3. There is space for even more alternative parking than has been identified on scheme map. Parking should be kept on road between Redemptorists and Henry Street
4. Supports modifications suggested by Henry Street residents and traders

5. Prioritise traffic reduction
6. Add more planting, everywhere possible
7. 4-week trial would help convince residents of merits
8. Take away left filter lane coming from Crescent S.C. to reduce use of SCR as rat-run
9. Put in filtered permeability for cyclists, Make Lifford Road to Ballinacurra Road a One-Way.
10. Install two Park-and-Stride points at O'Connell Avenue and Dock Road, for schools. Move back boundary wall at Scoil Máthair Dé, to allow set-down area.
11. Enable access to on-property parking for those currently without it, and fund same.
12. Direct MIC students to avail of car parking on Dock Road. Persuade MIC to allow new cycle through the campus
13. Cycle lane should not be separated by bollards, so as to allow temporary set-down for deliveries, etc.

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. The route has been identified as a primary cycle route within the LSMATS.
3. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists.
4. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
6. Noted.
7. Noted.
8. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed.
9. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
10. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide

students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes

11. Any proposals to convert front or back garden space would be as per the planning process.
12. Outside the scope of the proposed Part 8. However, Active Travel will continue to work with educational institutions in the area to improve accessibility.
13. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.

143. SUBMISSION David Keary

Submission Summary:

1. Copy of submission 893

Chief Executive Response:

1. See comments to submission 893

144. SUBMISSION Miriam Delaney

Submission Summary:

1. Congratulate LCCC on proposals and voice support
2. Encouragement of walking and cycling is an obvious change that needs to happen urgently
3. Look forward to using the new active travel routes when completed

Chief Executive Response:

1. – 3. Noted

145. SUBMISSION Louise Lynch

Submission Summary:

1. Objection to proposed carpark at the corner of South Circular Road and Laurel Hill Avenue.
2. Owners of property, and car park would be outside their door - negative impact on property, devalue, and reduce quality of life.
3. Car park is not in keeping with area and will create congestion noise and pollution.

Chief Executive Response:

1. The proposed car park is on council owned land and is required to provide compensatory parking.
2. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas, which is considered to be a benefit of the scheme.
3. The proposed car park is for approximately 10 spaces.

146. SUBMISSION Rosie Rutherford

Submission Summary:

1. Safe route for walking and cycling on this side of the city is vital
2. Will enable safe active travel for students

Chief Executive Response:

1 & 2. Noted

147. SUBMISSION Simone Casey

Submission Summary:

1. This route is vital.
2. Will reduce traffic congestion and improve air quality.

Chief Executive Response:

1 & 2. Noted

148. SUBMISSION Grainne McInerney

Submission Summary:

1. Illustrate my support for this scheme.

Chief Executive Response:

1. Noted

149. SUBMISSION Stephen Power

Submission Summary:

1. In favour of the proposed changes.
2. Can be dangerous to commute via bike/walking
3. Scheme will provide a safe route into Limerick city
4. In attempts to tackle climate change and promote health
5. Make Limerick a more attractive place

Chief Executive Response:

1. Noted

150. SUBMISSION Residents of Naughton's Place

Submission Summary:

1. Withdrawn

Chief Executive Response:

1. Withdrawn

151. SUBMISSION Leo Dillon

Submission Summary:

Concerns:

1. Bidirectional cycle path close to the Ballykeefe junction is only 2.75m wide. - gradient here is quite steep - potential of collision
2. Limerick Metropolitan Cycle Network Study - Barriers to cycling - man-made barriers, one way streets and circuitous routes - illogical that the proposal creates a new man-made barrier by converting Quinn St to one-way without providing a contraflow cycling provision - would make sense to connect this school street with the cycle path
3. Bi-directional cycle paths are at odds with other cities in Ireland by always placing the contra-flow cyclist on the inside and furthest from the motor traffic.
4. Typical carriageway width of the SCR between Ballinacurra Ave. And Ashbourne Ave. Will be 5m. - Should be no centre line NCM Report
5. Proposal looks like more than an afterthought
6. Proposal looks like it has been designed to be easily removed should enough people complain
7. More permanent looking installation is required
8. When will Ballykeefe scheme be realised? Can SCR go ahead without this
9. Ballykeefe jnt- cycle path is only 2.75m wide, the carriageway is 11.8m wide (1 x bus lane and 3 x motor traffic lanes) and there are two 3m wide footpaths. Can an additional metre (at least) be reallocated from somewhere to the cycle path?
10. Can improvements be made to the entrance/exit point between Ballinacurra Rd and Portland Park?

Chief Executive Response:

1. Dooradoyle Rd Cycle lane schemes are currently at preliminary design stage with Part 8 anticipated in 2023.
2. This is for a short section and bollards have been included to assist with segregation. The left turn slip lane to the Crescent could be removed to provide wider cycle track in this section.
3. Portland Park/Baggott estate active travel scheme will review improvements to the entrance/exit point.
4. Punch's (detail design?) sinusoidal profile ramps are the standard detail that will be used at raised table tops
5. The direction of travel was swapped on the Ballinacurra Section in order to have a smoother transition to the shared surface on SCR (agreed with NTA and RSA)

6. This is for a short section and bollards have been included to assist with segregation. The left turn slip lane to the Crescent could be removed to provide wider cycle track in this section.
7. Contra Flow cycle lane provision on Quin St and St Gerard St would mean more loss of parking. The 7 additional spaces provided on Quin St would not be possible and there would be a further loss of 5 parking spaces on St Gerard St. Cycle facilities on these side roads was outside the scope of this project.
8. Punch's/Options report Design in accordance with NCM
9. Shared street to be determined at detailed design. Punch's. TBC at detailed design.
10. Improvements to this entrance/exit point will be considered as part of the Baggott estate scheme which is an Active Travel scheme.

152. SUBMISSION Eoin Naughton

Submission Summary:

1. 1. Very much in favour
2. Current situation is intimidating due to heavy traffic and aggressive driving
3. Vital interconnected cycling route - shift from car to bike
4. Will reduce traffic congestion and improve air quality on SCR
5. Important key artery for our cycling and walking network - will link 1/4 of city population from suburbs to city centre
6. Enables schools, colleges businesses etc. To promote active travel
7. Project delivers on local and national sustainable transport policy

Chief Executive Response:

1-7. Noted

153. SUBMISSION Margaret O'Keeffe

Submission Summary:

1. Generally support the principal
2. Filtered permeability arrangement - will not prevent vehicles driving on the wrong side of the road to avoid - will still use as a rat run
3. R526 bridge - concerns cyclists will not use as desired but continue to use road or footpath - cyclists swerve climbing gradient to bridge - considered split cycleway
4. safety concerns over vehicles turning right out of SCR onto R526
5. Consider introducing a one-way system along South Circular Road between Ballinacurra Rd and New Street - shared street concept not family friendly

Chief Executive Response:

1. Noted
2. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
3. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.

4. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 and 2 "Signalisation of Ballinacurra/Lifford Ave Junction" and "Signalisation of SCR/Ballinacurra Rd junction" is proposed.
5. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.

154. SUBMISSION Mary I Students Union

Submission Summary:

1. Generally supportive
2. Concerns of students over parking - removal will reduce parking options for students. Housing crisis students forced to commute. MIC carpark already strained

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars

155. SUBMISSION Ballinacurra Residents Association

Submission Summary:

1. We request that we are kept informed of any further developments related to the proposed changes to the traffic flow on the South Circular Road.
2. We request that we are kept informed of any further developments related to the proposed changes to the traffic flow on the South Circular Road.
3. We request that we are kept informed of any further developments related to the proposed changes to the traffic flow on the South Circular Road.
4. We request that we are kept informed of any further developments related to the proposed changes to the traffic flow on the South Circular Road.

Chief Executive Response:

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

156. SUBMISSION Bruce Harper

Submission Summary:

1. Wishes for 2 way segregated cycle lane for full extent of the scheme (no on road cycling).
2. Remove left turn into crescent shopping centre to allow extra wobble room for 2-way cycle lane for cyclists climbing bridge and avoid cyclists descending fast.

Chief Executive Response:

1. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
2. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures

157. SUBMISSION John Egan

Submission Summary:

1. Cycle lanes throughout city - largely beneficial
2. Concerns about the type of kerbs used - too high

Chief Executive Response:

1. Noted
2. Design is in accordance with national design guidance

158. SUBMISSION John Kelly

Submission Summary:

1. Support for Scheme
2. Will make cycling safer and make others consider more active travels

Chief Executive Response:

1. &2. Noted

159. SUBMISSION Brian Moloney

Submission Summary:

1. Broadly welcomed
2. Removal all parking not thought out - redirect of parking is inadequate
3. Fears more illegal parking
4. Parking removal - personal safety elderly, detrimental to health safety and wellbeing, inconvenient
5. Access/egress dangerous

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Parking enforcement concerning the use of on-street parking bays would continue in the same manner as existing and would be enforced by the Local Authority
4. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets
5. Access and egress to homes will be maintained to existing levels

160. SUBMISSION Desmond Leddin

Submission Summary:

1. Supports proposal on the grounds of various health aspects, pollution etc.
2. Congrats to planning group taking this on - wishes success

Chief Executive Response:

1. & 2 Noted

161. SUBMISSION David Phelan

Submission Summary:

1. Concerns with:
Moving of pedestrian crossing from north of Ballinacurra Rd/SCR junction, to south of it.
Removal of yellow box on SCR Ballinacurra Road

Chief Executive Response:

1. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 and 2 "Signalisation of Ballinacurra/Lifford Ave Junction" and "Signalisation of SCR/Ballinacurra Rd junction" is proposed.

162. SUBMISSION Eugene Nicholas

Submission Summary:

1. Profound negative impact on the day-to-day lives of residents - removal of parking / inadequate parking options given
2. Concept of elderly parking away from homes is shameful and preposterous, total disregard for residents which will cause stress and anxiety

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

163. SUBMISSION Stuart Servis

Submission Summary:

1. Termination of the cycle lane at Bishops quay will lead to an increase in the number of cyclists crossing the Bishops quay roadway at the bottom of Mill lane. ... Effect will be a large number of cyclists crossing from Mill Lane onto the river side of Bishops quay,...
2. Footpath on Shannon bridge is already quite narrow, and not suitable for additional footfall. Solution would be to provide an easier access/egress to/from the Shannon bridge. Controlled light crossing for both cyclists and pedestrians to cross from the river side of bishops quay over to the bottom of mill lane

Chief Executive Response:

1. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs
2. Noted. Outside the scope of this Part 8 application.

164. SUBMISSION Rachel O'Donoghue

Submission Summary:

1. Support the segregated cycle track.
2. Currently find it too dangerous

Chief Executive Response:

1. & 2. Noted

165. SUBMISSION Denis O'Keeffe

Submission Summary:

1. Regular cyclist - currently SCR and Ballinacurra too dangerous.
2. This cycle lane will make it safe and encourage feeling of safety to cycle

Chief Executive Response:

1. & 2. Noted

166. SUBMISSION Deirdre McGrath

Submission Summary:

1. Support - better sharing of road space - encourage walking and cycling

Chief Executive Response:

1. Noted

167. SUBMISSION John Herbert

Submission Summary:

1. Great initiative - provide linkage to routes

Chief Executive Response:

1. Noted

168. SUBMISSION Maria O'Dwyer

Submission Summary:

1. Concerns that narrowing where 3m not achievable - Bollards are completely ineffective barrier. Also contrary to National policy
2. Illegal parking often occur thus more robust segregation measures needed
3. Junction that links MIC campuses needs to be demarcated

Chief Executive Response:

1. This is a retrofit scheme and therefore it is not feasible to provide consistent wider cycle facilities within the available boundaries.
2. Parking enforcement concerning the use of on-street parking bays would continue in the same manner as existing and would be enforced by the Local Authority
3. Noted.

169. SUBMISSION Michael Andrews

Submission Summary:

1. Agreement with local residents of South Circular Rd must be reached
2. No prior direct communication has been made with the local residents - It is totally unacceptable.
3. Schools - at present traffic congestion is a huge problem ... single lane of traffic from the bottom of the South Circular Road to Fennessy's roundabout would be totally nonsensical. Should construct drop off points at schools
4. Not enough space on the South Circular Road for cycle lanes
5. Schools, businesses and residents of the South Circular Road deserve accessibility, safety and respect

Chief Executive Response:

1. The proposal is currently going through the planning process where the views of local residents have been sought and considered as part of the assessment.
2. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
3. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes, which should in turn reduce the need for private cars and ease traffic congestion.
4. The route has been identified as a primary cycle route within the LSMATS.
5. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/Opposite Redemptorists. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider

footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.

170. SUBMISSION Orla O'Dwyer

Submission Summary:

1. Scheme is to the detriment of long standing residents, a lot of whom are elderly, which will impact their quality of life and freedom.
2. The limited severely reduced on-street parking will greatly impact on the day-to-day lives of residents
3. Values of properties will depreciate due to loss on on-street parking
4. Residents need on-street parking access for carers, maintenance work, medical aid, deliveries and visitors.
5. Safety issue if residents have to walk long distance to their homes, especially when dark
6. A double cycle lane is too wide and will attract scramblers and horse & traps
7. Scheme will mean increased traffic on O'Connell Street, O'Connell Avenue, Ballinacurra Road, New Street and the Dock Road.
8. Safety issue dropping off small children at two creches in the area
9. People may start to park in adjoining estates on S.C.R. as there will be no on-street parking, which is a safety concern for children living and playing in these estates.
10. Businesses on Henry Street will be impacted negatively due to loss of parking
11. Safety issue for motorists and cyclists having people turning right off S.C.R, onto Lifford Avenue and then attempting to turn right onto the Ballinacurra Road. Danger to cyclists with cars stopping on the road to let children out of cars at school time - opening car doors onto the proposed cycle path.
12. If you remove the S.C.R. as a thoroughfare into the city, the traffic around the Ballinacurra Road/Dock Road/New Street areas will be chaotic.
13. Just because there is a cycle lane put in place, does not mean people can or will change the way they travel to work or school. Have Limerick City & County Council looked at alternatives, such as the Dock Road or Edward Street as better options for a cycle lane into Limerick City?

Chief Executive Response:

1. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

3. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
4. Visitors and delivery drivers, maintenance and repairs people, are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
5. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets
6. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
7. Traffic surveys have been carried out and include traffic impact assessments of affected nearby roads. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
8. Drop offs are anticipated to use selected parking bays along the route or side streets where appropriate
9. The proposal would facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
10. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
11. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
12. Traffic surveys have been carried out and include traffic impact assessments of affected nearby roads. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
13. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.

171. SUBMISSION Peter Spencer

Submission Summary:

1. Would make personal journey safer
2. SCR is narrow and traffic on Henry St. without cycle lane makes roads unsafe for cycling
3. Transport and health are inextricably linked - scheme will have a significant impact on air quality through reduction

Chief Executive Response:

1. Noted
2. Noted
3. Noted

172. SUBMISSION Pat Fitzpatrick

Submission Summary:

1. Fully support
2. Addressing issues such as climate change, carbon emissions, and the promotion of a healthy lifestyle,
3. Depopulate a congested road system - improve people's lifestyles - make roads safe
4. It's a win - win no brainer

Chief Executive Response:

1. - 4. Noted

173. SUBMISSION Melissa Flannery

Submission Summary:

1. I support this scheme

Chief Executive Response:

1. Noted

174. SUBMISSION Tommie Kennedy

Submission Summary:

1. Consultation - were gardai, schools, Electric Ireland etc consulted?
2. Needs to be a complete city plan
3. Infrastructure for electric vehicle charging required
4. 2-way cycle lane should be 1-way

Chief Executive Response:

1. All statutory consultations were carried out in accordance with legislation.
2. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
3. Outside the scope of the proposed Part 8, however it could be looked at a future date.
4. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.

175. SUBMISSION Conor Flannery

Submission Summary:

1. Amazing opportunity to create a greener city and reduce our carbon footprint.

Chief Executive Response:

1. Noted

176. SUBMISSION Niall Enright

Submission Summary:

1. Delighted to see.
2. Provides alternative travel options

Chief Executive Response:

1. &2 Noted

177. SUBMISSION Martin Collins

Submission Summary:

1. Great to finally see local action such as this project taking shape.
2. Significant health benefits this project can deliver, reducing noise and air pollution
3. Huge opportunity to improve the daily lives
4. Positive for future generations

Chief Executive Response:

1. -4. Noted

178. SUBMISSION Anne O'Sullivan

Submission Summary:

1. Strongly support safer Active Travel.
2. The present proposal will not serve the residents of SCR. It inadequately addresses the safety of cyclists and pedestrians. It unreasonably impacts on residents and businesses
3. Concerns that New Street , Lifford Ave Ballinacurra etc will become bottle necks at peak times. Significant level of incremental traffic, and noise pollution.
4. Impact residents losing parking

Chief Executive Response:

1. Noted
2. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety. The proposal will facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle

tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

3. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. .

179. SUBMISSION G McNamara

Submission Summary:

1. Concern that this active travel scheme will cause more problems than it solves. The scheme will probably prolong the traffic congestion periods and just push it into a different location.
2. The S.C.R scheme is a piecemeal approach
3. This plan shows only partially segregated cycle lanes on S.C.R.
4. Not nearly enough traffic calming measures
5. For cyclists heading south, the plan doesn't address how cyclists will cross St Nessan's Road safely.
6. The plan doesn't propose additional Bicycle Sharing Hubs in Raheen, Crescent S.C, Ballinacurra/S.C.R junction, Ballinacurra/Lifford Ave., junction
7. The plan doesn't propose bicycle parking/secure storage on the street or in schools/colleges
8. There are commendable ideas in this plan, e.g; efforts to reduce car usage and emissions, landscaping and traffic calming
9. On Lifford Ave, there will be increased regional traffic at rush hour and increased local traffic at all times.
10. Parking will be difficult to find - leading to more illegal parking
11. Exiting a driveway – more dangerous
12. Those with health conditions/impairments who depend on their car - will have fewer mobility options
13. Accessing the motorway will be impossible during morning rush hour.

Suggestions:

14. Impose and enforce a 30 km/p/h limit on the Ballinacurra road so that cyclists/scooters can use the Bus Lane safely
15. Restore the public bus service to the S.C.R, to give active travellers more options.
16. Place additional traffic lights on the Ballinacurra road (Lifford Ave., jnct.,) and another set at the Ballinacurra/S.C.R jnct
17. Make greater use of the Dock Road and allow traffic to turn right into Courtbrack Avenue via Alandale park

18. The Cement factory railway line (4 miles) could alleviate Ballinacurra Road and Rosbrien Road traffic if developed as a cycle greenway.

Chief Executive Response:

1. . Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
3. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
4. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
5. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs - this includes Ballykeefe roundabout.
6. Outside the scope of this Part 8
7. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
8. Noted
9. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 and 2 "Signalisation of Ballinacurra/Lifford Ave Junction" and "Signalisation of SCR/Ballinacurra Rd junction" is proposed.
10. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . Parking enforcement concerning the use of on-street parking bays would continue in the same manner as existing and would be enforced by the Local Authority
11. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
12. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the

Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

13. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas.

14. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
15. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists. The proposed route is design to provide a higher level of service for cyclists.
16. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed.
17. Outside the scope of this Part 8.
18. This land is outside of the control of the local authority and so outside the scope of these works

180. SUBMISSION Gaye O'Dwyer

Submission Summary:

1. Lifford avenue will become a clogged artery
2. No consultation with Residents before Part 8
3. Plan will not make road safer as road safety will continue to be compromised by poor human behaviour by not obeying traffic laws even.
4. Do not punish residents by introducing cycle lanes, when its bad behaviour of a minority of road users are responsible for unsafe behaviour.
5. Residents' concerns ignored in regards to parking, safe access & egress from their homes, and accessibility for emergency vehicles

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in

the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

2. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
3. Traffic Enforcement is a matter for An Garda Síochána
4. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
5. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . Access and egress to homes will be maintained to existing levels. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

181. SUBMISSION Conor Little

Submission Summary:

1. In support of the plan:
 1. Children - infrastructure allows them to be safe, independent, and active
 2. Cargo Bikes
 3. Provision of cycling infrastructure, a quieter route, and improved provision for pedestrians would be a transformative quality-of-life improvement and I fully support it.

Chief Executive Response:

1. Noted

182. SUBMISSION Catherine McCrann

Submission Summary:

1. Doesn't accept Punches Report there will be no negative impact on human beings
2. Parking - older residents need parking outside for carers family etc, maintenance and deliveries. Parking for business will be impacted. Some don't have sufficient space for parking conversion, or money to do so
3. SCR not suitable - Dock road as less residents
4. Does not agree with shared road space - dangerous to reverse car onto road
5. Concerned new traffic arrangements - already congested
6. Access/egress difficult

Chief Executive Response:

1. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.
2. Visitors and delivery drivers, maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. The proposal would provide a safer environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
3. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
4. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
6. Access and egress to homes will be maintained to existing levels

183. SUBMISSION Austin Newmann

Submission Summary:

1. Can see benefits but has concerns
2. Traffic volumes will increase
3. Lacks consideration to residents and elderly - parking services etc.
4. Narrow road widths already
5. Lack meaningful consultation with people whose lives will be affected
6. Proposes scheme be amended and addressed in meaningful way

Chief Executive Response:

1. Note
2. . Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

3. The proposal would provide a safer environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
4. The route has been identified as a primary cycle route within the LSMATS.
5. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
6. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.

184. SUBMISSION Richard Coyne

Submission Summary:

1. No consultation with residents

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

185. SUBMISSION Eugene Pratt

Submission Summary:

1. Register my support for the proposed S.C.R to City Centre Active Travel Scheme.
2. Failure to proceed will lead to a future of car-based gridlock
3. Way behind what enlightened European cities are doing

Chief Executive Response:

1-3. Noted

186. SUBMISSION Limerick Cycle Bus c/o Anne Cronin

Submission Summary:

1. Limerick Cycle Bus is a collective of families that travel by bicycle from the Northside of the city to two city centre schools each morning. It includes 30+ families. As one of the key primary cycle and pedestrian arteries into the city for potentially thousands of commuters, it is essential that what is delivered is of the highest standard and prioritises pedestrian and cyclist safety and comfort, while ensuring the routes are direct, coherent and attractive.
2. Request fully segregated cycle facilities for the full scheme - no shared street.
3. Impact of air pollution on health and importance of modal shift.

4. It is imperative that new transport projects, such as SCR to city centre take these statistics into account when designing new active travel routes and responding to local issues, for example the removal of car parking spaces. What value do we place on an individual's perceived right to a car parking space and does it outweigh better public health conditions for all those that live in that neighbourhood.

5. Children in the cycle bus cannot make submissions due to the age restriction, therefore the consultation process is skewed unfavourably in their regard. Children are a key beneficiary group of active travel development, and their exclusion from the decision-making process, i.e. the public consultation process, is unfair.

Chief Executive Response:

1. Noted. The proposed scheme will provide improved accessibility for pedestrians and cyclists. Proposed design is a per national guidance and best practice.

2. An options report was completed which assessed a number of different options for this section. Fully segregated cycle lanes are proposed for this scheme except for Section 2 where a shared street is proposed. Fully segregated cycle lanes for Section 2 were assessed as part of the options report. A shared street with filtered permeability to reduce the volume of traffic was determined to be the optimum solution.

3. One of the aims of the scheme is to reduce vehicular traffic which should lead to a reduction in air pollution.

4. The aim of the proposed scheme is provide improved active travel infrastructure to facilitate modal shift.

5. Submissions are accepted via email to planning department, via post to planning department and also via MyPoint. My Point has an age restriction due to digital consent laws. However, any submissions received in the other formats mentioned from individuals under the age restriction on MyPoint would be considered as part of the planning process.

187. SUBMISSION Liam Toland

Submission Summary:

1. Concerns restriction on available parking
2. Home care professional - concern with accessibility for elderly and those with disabilities
3. Social and mental impact -loss of daily activities

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate.
3. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets.

188. SUBMISSION Richard Kirwin

Submission Summary:

1. I live on Greenpark Avenue, South Circular Road, Limerick. I strongly support the measures proposed for the SCR to City Centre Active Travel scheme
2. If this generation doesn't step up urgently, future generations will not forgive us. As leaders, it is our responsibility to drive the transformation necessary - Taoiseach Micheál Martin at COP27 on 8th November 2022.
3. Many positive benefits- environmental, social, public health
4. I commute by bicycle to my place of employment in Castletroy. This is an extremely challenging commute until I access the Park Canal.
5. The build-up of traffic on the SCR rat-run during morning rush hour creates an environment that is hostile to cyclists and pedestrians.
6. Particularly dangerous sections are from Lifford Avenue to Fennessy's roundabout , from Fennessy's roundabout to the junction at St Gerard St. (the most dangerous stretch), and from the Windmill St to Mallow St junctions.
7. Cyclists face following risk:
 - a) risky overtaking by cars
 - b) intake of exhaust fumes when positioned behind gridlocked cars for want of available passing space
 - c) the perennial terror of car doors opening onto the street as you pass
 - d) definitely not suitable for children.
 - e) No existing safe route into the city for active travellers
8. For cyclists there are currently no safe options to travel into the city. If one travels from the Crescent shopping mall to the city centre by bike one is presented with a choice of plague or famine: unprotected cycling on Ballicura Rd./O'Connell Avenue; unprotected cycling on SCR/Henry St.; unprotected cycling on Rosbrien Rd./Lord Edward St.; unprotected cycling on Hyde Rd.; unprotected cycling on the Dock Rd.
 - a) This situation points to an unfulfilled duty of care on the part of LC&CC
 - b) This stark situation must be addressed via the current proposals.
9. Shared road spaces don't work .Travelling on bicycle offers no more protection than walking does yet we expect cyclists to share the road with automobiles all the time. The principle of sharing in this scenario is inherently flawed as it fails to protect the vulnerable road user.
 - a) Consequently, I urge those responsible to introduce a segregated cycle lane from the entrance to SCR from Ballinacura bridge to Fennessys.

- b) Call for a full filter across SCR at Lifford Avenue
10. The current plans propose a partial filter on SCR at Lifford Avenue. I urge the planners and councillors to consider carefully the introduction of a full filter at this point.
- a) Previous personal experience of partial filters indicates that they fail to discourage illegal 'overtaking' of the filter by reckless drivers.
 - b) This was in evidence at the entry to SCR from Ballinacurra bridge during the pandemic active travel measures and more recently when entry to New Street from Fennessy's roundabout was blocked for footpath works.
 - c) The only realistic means to prevent such dangerous behaviour is through the implementation of a full filter.

Chief Executive Response:

1 - 8. Noted

9 and 10. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution. We will continue to monitor the impact of traffic and other modes on surrounding areas.

189. SUBMISSION John Stapleton

Submission Summary:

1. Full support for scheme
2. Significantly improve the area by reducing traffic congestion and non-essential motor travel
3. Area more liveable .. reduce noise and pollution on the road.

Chief Executive Response:

1-3. Noted

190. SUBMISSION Annette Stapleton

Submission Summary:

1. In favour

Chief Executive Response:

1. Noted

191. SUBMISSION Roisin Buckley

Submission Summary:

1. Proposed segregated cycle lanes are a positive addition to the city and a step in the right direction

Chief Executive Response:

1. Noted

192. SUBMISSION Martina Shanahan

Submission Summary:

1. Support
2. Family dependant on Bikes - need safer roads for all

Chief Executive Response:

1. & 2. Noted

193. SUBMISSION Donal McAulliffe

Submission Summary:

1. Part of CO2 reduction and a healthier and more sustainable lifestyle, be great to have a safe passage
2. Currently unsafe to cycle

Chief Executive Response:

1. & 2. Noted

194. SUBMISSION Sinead Ryan

Submission Summary:

1. Fully support the scheme
2. Greatly improve the safety of pedestrians and cyclists.

Chief Executive Response:

1. & 2. Noted

195. SUBMISSION Sinead Clifford

Submission Summary:

1. Support this submission... encourages the ethos of the Travel Flag in the Green Schools Programme
2. Development will promote environmental and health issues and support the future well-being of our society.

Chief Executive Response:

1. Noted

196. SUBMISSION Eoin Buckley

Submission Summary:

1. I am a resident of Ashbourne Ave
2. Parent of three school age children.
3. I welcome the SCR Active travel plan.
4. It will make the whole area safer
5. Allow our family to replace shorter car journeys with cycling or walking.
6. Reduced traffic will also greatly improve air quality in the whole area.
7. Specifically, the plan will help
 - a. Provide a safe environment for children and adults to walk and cycle in the area,
 - b. Due to the current levels of traffic and associated dangers, modal share for cycling is currently <2% in Limerick City.
 - c. greatly increase this number and subsequently reduce peak hour traffic congestion for those with no option but to drive.
 - d. There are very few pedestrian crossings along the SCR & these are routinely ignored. The narrowed road and reduced traffic levels will make it safer to cross
 - e. The reduced traffic levels and protected cycle lane will prevent motorists from driving on the footpath.
 - f. Increase the daily physical activity level for children and adults.
 - g. Encourage greater levels of independence and social interaction for older children & teenagers.
 - h. Improve Air Quality in the area and reduce emission-based air pollution, which are contributing to extremely high rates of respiratory illnesses in Limerick City. • Ireland has one of the highest rates of asthma prevalence in the world. There are 14,769 people in Limerick with asthma and one in ten of these is a child. 38,362 people are likely to develop it in their lifetime and one in five of these is a child (ASI 2022).
 - i. The new filter at Lifford Ave will eliminate the rat-run and allow residents to safely walk, cycle or drive
 - j. Reduce the level of school drop-off traffic in the area.
 - k. Provide a continuous cycleway from Dooradoyle, Raheen & Mungret to the city centre allowing large numbers of city workers and students to switch away from private car use & allow them to access the city quickly. This will further reduce traffic along all routes into the city and improve public transport efficiency.
 - l. Provide a predictable, reliable travel time. Combined with lower running costs, predictable travel times greatly encourage city workers and students to switch away from private car usage.
 - m. Ultimately deliver reduced Transport Emissions of 51% by 2030 in line with European, National & Local Policy.
8. The consultation process has highlighted areas of the plan that require amendments or further clarification. Most concerns relate to on-street parking. It is vital that these issues are addressed and resolved without losing the integrity of the plan.
 - a. If additional on-street parking is required to be retained along the route then I suggest additional filters to further reduce traffic volumes in the area to be retained along the route then I suggest additional filters to further reduce traffic volumes in the area

9. I also support the proposal from Henry St residents & traders to extend the existing one-way system from Gerard St to Hartstonge St provided the protected cycle lane is retained.
10. The plan delivers a real chance to positively impact on a whole generation of school goers.
 - a. A positive impact on their whole lives by improving air quality. I believe a full width filter would be more effective and should be considered as it removes the possibility of dangerous drivers passing the filter. As previously noted, the requirement to add bollards at various points along the SCR to prevent motorists from driving on the footpaths demonstrates that the single filter will likely be ignored by some reckless drivers.

Chief Executive Response:

1-10. Noted

197. SUBMISSION Richard Bourke

Submission Summary:

1. A fantastic scheme
2. Fantastic to be able to use safe segregated routes without having to constantly worry
3. Benefits for health for families ... traffic will reduce.. Cut emissions... on track to save planet

Chief Executive Response:

1. – 3 Noted

198. SUBMISSION Aoife McCarthy

Submission Summary:

1. Supportive of the proposed plans
2. Currently the route is unsafe for cyclists
3. Need an infrastructure that encourages people to walk and cycle in all areas of the city make it clear that residents will not be denied access to services such as the delivery of home heating oil, repairs to their homes, and building and emergency services, etc. Parking restrictions should be enforced.

Chief Executive Response:

1-3. Noted

199. SUBMISSION Kevin Long

Submission Summary:

1. I am against the proposed scheme as it currently stands.
2. I believe that safe cycling is an important mode of transport for all that can make use of cycling.
3. I believe that the permeability filter at the top of Lifford Gardens will have a detrimental impact on the immediate residents on Lifford Avenue, causing a rat-run and creating a health and safety risk for road users.
4. All traffic will now only have the option to travel in the Ballinacurra Road, there will be no opportunity to turn right at the junction of Lifford Gardens and Ballinacurra Road, towards the Crescent Shopping Centre. This is vital for the residents, who require a safe access route in this direction as they will not be permitted to turn right at the junction of the Ballinacurra Road and South Circular Road
5. Proposed segregated cycle lanes will have a negative impact on elderly residents ability to make appointment times in terms of increased traffic flow
6. Elderly resident with limited mobility will be severely impacted by loss of parking outside their homes, which they require for daily car use and for carers who may need parking.
7. There are 5 schools on this route, and not all children/students are from the city or suburbs and do not have the ability to cycle into school.
 - a. This will have an increased impact during "rush-hour" commutes in the mornings, and so will negatively impact on these schools and their pupils.
8. "Why chose the narrowest of our road arteries for this Active Travel Scheme? The Ballinacurra Road, when the bus corridor was being introduced, was advertised as a cycle lane and is so from Raheen, all the way in the Ballinacurra Road. So, what not continue this active travel corridor to O'Connell Avenue into town? —Also, we have the Dock Road, which is wide enough to accommodate all services, cars and safe cycling and pedestrians. These alternative routes will have less of an impact on residents as compared to this current plan. So, as stated earlier, I am in favour of Safe Cycling Routes, but the current plans are not fit for purpose. I would recommend
9. Removal of the permeability filter at the top of Lifford Gardens.
10. Introduce a "shared" cycle lane, so that traffic can flow as normal and that will accommodate all stakeholders and will resolve residents' concerns regarding their parking etc.

Chief Executive Response:

1. Noted
2. Noted
3. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
4. Traffic restrictions are as per the Part 8 documents
5. . The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

6. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets
7. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
8. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected
Suggestions:
9. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
10. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.

200. SUBMISSION Ajay Vijayakumaran

Submission Summary:

1. Brings life to the usual commute for many people.
2. Will encourage bicycle commuters to take out their bicycle more often for a safer commute.
3. The continuation of the cycle lane all the way to Mill Lane to connect with Bishop's Quay is a great improvement in terms of commute
4. The left turn at the Crescent S.C. coming from the city can be very dangerous as the left cycle lane just ends up on this entrance
5. There are numerous vehicles that are parked on the SCR by the residents; this is not depicted very accurately in the plan
6. The crossing coming from the Baggot Estate near Ballinacurra Close just before the fly-over of the Crescent S.C. definitely needs to be considered
7. Perhaps having a few bicycle stands would help the local businesses and commuters who stop by for some work in and around the area

Chief Executive Response:

1. Noted
2. Noted
3. Noted
4. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures

5. The parking report has provided an overview of parking along the route as well as areas such as back lanes to the rear of existing dwellings that may have the potential to provide parking or where access is being maintained.
6. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction and SCR/Ballinacurra Rd junction, the proposals have been assessed in terms of design criteria and road safety and Modification 1 and 2 "Signalisation of Ballinacurra/Lifford Ave Junction" and "Signalisation of SCR/Ballinacurra Rd junction" is proposed.
7. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.

201. SUBMISSION Tom Maguire

Submission summary:

1. 1. Ineffective, unnecessary and divisive no entry to scr from lifford ave towards fennessys
2. Large number of cyclists on the extremely dangerous ballinacurra road will still outnumber cyclists on new cycle lane on sc
3. Scr from fennessys to laurel hill avenue – pedestrians will be forced onto a cycle lane. Revised plan is needed.
4. The new road layout on o'connell avenue, near the model school, forces cyclists into the middle of a busy traffic lane
5. Residents deprived of vehicle access to their homes
6. Risk to local businesses
7. Alternative routes are needed to divert through traffic away from ballinacurra road and scr
8. Effective traffic calming is the only safe solution for cyclists
9. Replace the council's slip lane from the shopping centre with a left turn onto scr.
10. Create and enforce a no left turn onto scr and lifford avenue at morning rush hou
11. . A dedicated cycle lane on the ballinacurra road must be prioritised

Chief Executive Response:

1. Noted
2. Noted
3. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.
4. Outside the scope of this Part 8.
5. Access and egress to homes will be maintained to existing levels
6. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

7. Traffic surveys have been carried out and have assessed the impact on affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.
8. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
9. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures
10. Traffic restrictions need to be in line with national guidance.
11. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATS

202. SUBMISSION Yvonne Cook

Submission Summary:

1. Introduction of additional cycle lanes is to be welcomed
2. Concerns regarding the significant increase in traffic volumes on the Ballinacurra road and New Street

Chief Executive Response:

1. Noted
2. Traffic surveys have been carried out and have assessed the impact on affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.

203. SUBMISSION Murrrough O'Byrne

Submission Summary:

1. I wish to strongly object to the scheme on several levels.
2. I live on the SCR, am an avid and regular weekly cyclist but it is not my only means of transport. I do not see any merit in this proposal. I will be negatively impacted.
3. The South Circular Road (SCR), the Ballinacurra Road and the Dock Road have always been the traditional entry and exit ways to town
4. The proposed SCR one-way systems, cycle lanes and traffic lights will choke this route to and from town.
5. Inhibiting car traffic on the SCR will have a negative impact on circulation around town and the more difficult it is to get around town the less desirable it will be for customers entering town

from the suburbs & county

6. This proposal will affect commercial and social interaction in the city created from the busy school traffic.

7. Easy access to and from these schools in the SCR area should be enhanced and encouraged thereby recognising the important social and economic benefit they bestow on Limerick.

8. New cycle lanes will reduce parking and make it too difficult to trade for Business.

9. Reducing our carbon footprint by making it very difficult to get to and get from town except by bicycle, in these proposed circumstances, seems too simplistic a solution to be credible. With all due respect this is a very narrow vision with little thought for the variety of human activity that makes a vibrant town or city.

10. There are several circumstances of when or why a bicycle is not a suitable means of transport. It is reasonable and realistic to accept the need for cars, buses and vans. It is reasonable to expect efficiency of movement of these vehicles too. Under this proposal these points do not seem to be considered adequately for the SCR.

11. The continuation of the Baggott estate cycle path right into the city centre could be completed with some imaginative engineering and creative architectural.

12. The proposed replacement parking will be too far away for elderly residents as evidenced by similar parking provided at Russell Square.

13. SCR traffic under this proposal will transfer to the Dock road and the Ballinacurra road. This extra traffic on these two routes will create a significant slow down in response rates to and from the Ambulance Centre and University Hospital Limerick.

14. Given the pinch points on the SCR it is clear that further curtailment would devalue the area significantly for many.

15. Cycling routes should be complimentary not contrary to the other road users.

16. Cycle lanes and dedicated cycle paths are welcomed where they are complimentary to other road users, meet health and safety standards for cyclists and others, are designed and constructed to a "state of the art" standard and are adequately maintained when in place. There are many lanes in Limerick that could easily be repurposed to provide safe and sheltered cycling routes throughout town. This would complement movement with other means of transport rather than cause conflict as at present. The lanes of Limerick already have a certain notoriety through Angela's Ashes, so the concept, created in the right way could become a unique visitor attraction in itself for Limerick. What other forms of transport have been put in place to compensate for the proposed effective closing of the SCR to motorised vehicles as a means of entry and access to the city of Limerick? Is there a proposal for an electric tram service? Is there a neighbourhood electric bus service planned? Is there a new route for traffic into and out of town planned? If so, let us see these implemented first please?

Chief Executive Response:

1. Noted

2. Noted

3. Noted

4. Traffic surveys have been carried out and have assessed the impact on affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.

5. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
6. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
7. The proposal will provide students with safer and more sustainable modes of transport such as walking and cycling which should in turn reduce the need for private cars and ease traffic congestion.
8. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, offering an alternative to the use of private cars for local residents and customers of businesses.
9. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
10. Access to homes and businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
11. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATS
12. Parking would also be available at suitable locations in the side streets adjacent to the SCRd.
13. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
14. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas, which is considered to be a benefit of the scheme.
15. Noted
16. The proposal will facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. LSMATS identifies a network of Primary, Secondary and Feeder routes across the city and also references the provision of a network of quiet ways which will be identified in the short to medium term. These may include the referenced lanes.

204. SUBMISSION Lorraine Turner

Submission Summary:

1. Agree to cycle lanes

Chief Executive Response:

1. Noted

205. SUBMISSION Siobhan O'Neill

Submission Summary:

1. Thank you

Chief Executive Response:

1. Noted

206. SUBMISSION Karen Collins

Submission Summary:

1. Little regard in scheme for adjoining streets, or impact on them
2. Clontarf Place will become a rat run
3. DMURS places pedestrians at top of user hierarchy, but scheme doesn't appear to facilitate safer pedestrian crossing
4. The Scheme should include provision for the current 'cycle bus' activity used by the pupils and parents/guardians of both Limerick School Project and An Mhodhscoil.
5. It is important to link any proposed Active Travel Scheme cycling infrastructure into other NTA projects such as "Safe Routes to School".
6. There is some concern with regard to proposed seating in the Henry Street/Alphonsus Street area due to existing public anti-social behaviour
7. The loss of parking spaces on Henry Street will negatively impact many residents and businesses on Henry Street and adjoining streets.
8. The 'overnight parking survey' carried out in April of 2022 was conducted in the less densely populated 'residential area' rather than in the 'commercial zone', therefore the extent of residents in this area has been overlooked.
9. No Census data has been provided on the populations within the development areas to support the validity of removing significant parking.
10. If amendments can be made to the proposed Scheme, it does have the potential to be something positive for the city. If changes are not made, it could potentially close businesses in the area and result in people moving out of the city centre
11. Traffic calming along with the installation of signal-controlled pedestrian crossings at both Clontarf Place and Newenham Street junctions
12. A planned route from the proposed Henry Street cycle corridor to allow cyclists to turn left onto Gerard Street and therefore link with a SRTS route to the front of Limerick School Project would be beneficial. In addition, it would facilitate safer access to O'Connell Avenue/ An Mhodhscoil.
13. Where is the provision for necessary parking, in the development?
14. The Report suggests that "alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents". Where is the evidence-based data to support the feasibility of this statement?
15. Was a survey of resident's individual circumstances carried out?
16. Is the population and the age demographic of ALL residents known along the entire route?
17. A continuation of a 'one-way' traffic flow beyond Clontarf Place to Mallow Street, would allow for the retention of existing on street parking on both sides of Henry Street. Delineated parking spaces would also allow more efficient use of the available parking spaces.

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact on affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.

2. Noted

3. The proposed scheme has been designed in accordance with DMURS design guidance

4. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

5. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

6. Provision of seating is proposed in Henry St/Alphonsus st. Anti-social behaviour is a matter for An Garda Siochana

7. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.

8. The parking report has provided an overview of parking along the route as well as areas such as back lanes to the rear of existing dwellings that may have the potential to provide parking or where access is being maintained.

9. Additional parking is now proposed (point 7 and point 17).

10. Noted

11. This will be examined at detailed design stage

12. This will be examined at detailed design stage

13. The parking report has provided an overview of parking along the route as well as areas such as back lanes to the rear of existing dwellings that may have the potential to provide parking or where access is being maintained.

14. The proposal is consistent with national, regional and local planning policy in terms of addressing climate change and moving towards more sustainable modes of transport.

15. The views of people have been sought and considered as part of the statutory and non statutory process carried out.

16. The information is available. The proposed route is a primary routes as defined in LSMATs.

17. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.

207. SUBMISSION Richard Cotterell

Submission Summary:

1. Measure of success will be in the maintenance and monitoring
Robust barriers between the cycle lanes and traffic and clear signage
2. Drawings showing the proposed cycle lanes look well, Limerick has the opportunity to be a leader
3. Noticeable difference in the number of cars on the road and lead to a better environment and air quality for all.
4. Planters and wildflowers add to attractiveness of development

Chief Executive Response:

1-4. Noted

208. SUBMISSION Tony Chawke

Submission Summary:

1. Wish to register my support

Chief Executive Response:

1. Noted

209. SUBMISSION Siobhan Sweeney

Submission Summary:

1. Totally object to the proposed
2. Removal of on street parking for residents, visitors, tradespeople, home help, deliveries and medical emergencies is wholly unacceptable.
3. Urge councillors not to let affected residents be negatively impacted by these proposed plans and reject them

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate.
3. Noted

210. SUBMISSION Conor Griffin

Submission Summary:

1. Would love this an option to cycle to the city centre
2. Attached Limerick Cycling Campaign

Chief Executive Response

1. Noted
2. Refer to submission 76.

211. SUBMISSION Anne Kavanagh

Submission Summary:

1. Will be much safer to travel
2. From the SCR area and think that it will be a far healthier and calmer place when the excess through traffic is removed.
3. It will be better for Students
4. Henry St will look much nicer with landscaping and will be a better for everyone
5. Shared space is the way to go rather than motor vehicles dominating
6. A positive change to prioritize Active Travel rather than Motor Travel

Chief Executive Response:

1-6. Noted

212. SUBMISSION Per Johansson

Submission Summary:

1. Register support for this AT Scheme
2. Cars first approach - outcome is bad
3. Time to change and build for future we want!

Chief Executive Response:

1, 2 & 3. Noted

213. SUBMISSION Emmett Ryan

Submission Summary:

1. To strive towards a greener, sustainable, and regenerative city
2. Don't adhere to objections

Chief Executive Response:

1 & 2. Noted

214. SUBMISSION Hugh Ferguson

Submission Summary:

1. Show support for any and all adaptations that accommodate active travel
2. Limerick Cycling Campaign recommendations adopted
3. Where possible car parking is not relocated but rather removed to make space for more equitable, safe, responsible, culturally appropriate, aesthetically pleasing, financially resilient, human oriented public/private spaces.

Chief Executive Response:

1,2 & 3. Noted

215. SUBMISSION Miian Elcic

Submission Summary:

1. Limerick Cycling Campaign recommendations
2. Scheme is essential to provide a sustainable, healthy and community focussed alternative to the private car

Chief Executive Response:

1 & 2. Noted

216. SUBMISSION Limerick Pedestrian Network

Submission Summary:

1. Limerick Pedestrian Network strongly supports the scheme. The proposed works address issue raised in a walkability audit carried out in 2020 through the organization and with local residents.
Acknowledges the plan has weaknesses but on a whole it addresses the majority of issues.

Belief that the scheme re-balances the form and function of the SCR and support of the transformation of the transport network to reduces emissions contribute to the worldwide and urgent efforts to decarbonise our planet.

Support families to increase daily physical activity through walking. Notes the choked area with traffic and the visual indicators that it is a problem to pedestrians. Recognises the impact this traffic has on air quality and its effect on health.

Filter at Lifford Ave. will reduce the current rat running and if achieves the 40% reduction will improve walking and cycling in the area while also improving air quality. Notes the plan delivers a real chance to positively impact on a whole generation of school goers.

States that plans must proceed without any dilution of same. Shared space between cars, cyclist and pedestrians does not work. The current situation is one of danger for pedestrians and frustration for motorists.

2. .Raises concerns on the lack on a continuous footpath in some parts on the scheme within submission, it highlights the junction at Crescent Shopping Centre an area for concern.

Chief Executive Response:

1. Noted.
2. Continuous footpaths are proposed in this scheme.

217. SUBMISSION Declan Hartnett

Submission Summary:

1. Limerick Cycling Campaign recommendations wishes they would be considered and implemented.
2. Supports the proposed development fully

Chief Executive Response:

1 & 2. Noted

218. SUBMISSION Eleanor Giraud

Submission Summary:

1. Fully support this plan

Chief Executive Response:

1. Noted

219. SUBMISSION Aidan O'Dea

Submission Summary:

1. Issue with display of project documents

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

220. SUBMISSION Gavin Cummins

Submission Summary:

1. Fully supports the scheme as a positive change for this generation and reducing traffic in the area.
2. Copy of comments in submission 302

Chief Executive Response:

1. Noted
2. See response to submission 302

221. SUBMISSION Steve Culligan

Submission Summary:

1. Fully supports the scheme and if it helps make cycling a safer alternative

Chief Executive Response:

1. Noted

222. SUBMISSION Turlough O'Brien

Submission Summary:

1. Fully supports scheme and safer routes to school

Chief Executive Response:

1. Noted

223. SUBMISSION Caroline Clifford

Submission Summary:

1. Fully supportive of the scheme and providing safe pedestrian and cycle routes will help decrease the number of car users

Chief Executive Response:

1. Noted

224. SUBMISSION Alan McCormack

Submission Summary:

1. Fully supportive of the scheme and having more Active Travel Infrastructure will encourage people to switch travel modes.
2. Supports the submission by Limerick Cycling Campaign and their 5 key points raised

Transportation and Mobility Comment

1. Noted

225. SUBMISSION Anne Nospickel

Submission Summary:

1. Fully supportive of the scheme and that facilitating safe cycling infrastructure should be a priority in light of the climate change and energy crisis.
2. Supports the submission by Limerick Cycling Campaign and their 5 key points raised

Chief Executive Response:

- 1 & 2. Noted

226. SUBMISSION Madeline Lyes

Submission Summary:

1. Supports the scheme due to the urgency in addressing the climate change transition and that SCR is currently a rat run and needs to become a neighbourhood again.

Chief Executive Response:

1. Noted

227. SUBMISSION Barry Shanahan

Submission Summary:

1. Fully supports the scheme due to the Active Travel potential for Limerick and more environmentally sustainable transport.

Chief Executive Response:

1. Noted

228. SUBMISSION John McNamara

Submission Summary:

1. Concerned that the changes to traffic layouts on SCR and Lifford Avenue are poorly designed and will not work.
2. The scheme will increase the volume of traffic and parking in Lifford Avenue making it unsafe
3. Increased risks to pedestrians on SCR who will have to step off the narrow footpath in places into the cycle tracks
4. Suggests that the SCR route will be unsuitable for cyclists due to number of vehicles having to cross the cycle track to access their home and queries if the Dock Road or Ballinacurra routes were assessed
5. States that the existing traffic congestion on Lifford Avenue will be exacerbated due to the increase in traffic volumes that will occur
6. States that the plan will impact unfairly on residential roads, avenues and local businesses and should use the main arteries of the Dock road and Ballinacurra Road.

Chief Executive Response:

1. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
2. Traffic surveys have been carried out and have assessed the impact on affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.
4. The proposed scheme is a primary cycle route as identified in Limerick Shannon Metropolitan Area Transport Strategy.
5. . Traffic surveys have been carried out and have assessed the impact on affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other

modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.

6. The proposed scheme is a primary cycle route as identified in Limerick Shannon Metropolitan Area Transport Strategy.

229. SUBMISSION Ivan Thornbury

Submission Summary:

1. Fully supports the scheme as Limerick is well suited to a modal shift away from car dominance.
2. States that Limerick needs well designed, segregated and joined up cycling infrastructure for people to feel safe.

Chief Executive Response:

1 & 2. Noted

230. SUBMISSION Robert Drohan

Submission Summary:

1. States the DMURS and the NCM are inadequate and lack detail and refers to the Scottish Cycle Design Manual as superior
2. DMURS is motor vehicle focused and as a result Limerick has poorly designed cycling infrastructure
3. Existing maintenance provisions are not enforced and states much existing cycling infrastructure suffers from overgrowth and fears similar due to the proposed planting of trees and hedges. Hopes that this scheme will be maintained to a high standard.

Chief Executive Response:

1. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
2. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
3. Noted.

231. SUBMISSION Matthew Sealy

Submission Summary:

1. Welcomes the scheme as it is a necessary connection from the suburbs to the city centre
2. Acknowledges that motorists will object but adds that we need a modal shift towards walking, cycling and public transport.

Chief Executive Response:

1 & 2. Noted

232. SUBMISSION Dalton Greene

Submission Summary:

1. Supports the scheme and believes it will enhance the public realm
2. Request that cyclists are fully segregated and protected from traffic by adequate kerbing

Chief Executive Response:

1. Noted
2. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety. An options report was completed which assessed a number of different options, the Part 8 presents the optimum solution.

233. SUBMISSION Denise Hanly

Submission Summary:

1. Fully support the scheme due to the volume of school children and 3rd level students in the area. The plans support the objective of reducing emissions & climate change targets. Will help increase physical activity and improve mental health
2. Empathises with residents who are impacted by parking removal and suggests individual consultation and financial supports should be considered

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

234. SUBMISSION Ke Li

Submission Summary:

1. Objects to the plan due to the removal of on street parking

Chief Executive Response:

1. Noted

235. SUBMISSION Laurel Hill FCJ Schools

Submission Summary:

1. Concerns raised over the newly planned car park at the corner of Laurel Hill Avenue and SCR and how will it be monitored for residents only
2. Concerns that parents may have no other option but to turn onto Laurel Hill Avenue for drop off, endangering cyclists and pedestrians.
3. Highlights that the school has a large cohort of students travelling long distance whose only option is to travel by car as alternative transport is inaccessible and Limerick does currently not have the required cycling infrastructure.
4. Expresses disappointment that consultation with the schools had not commenced at the time of making this submission and no opportunity to share information with staff, parents and students.

Chief Executive Response:

1. Management of the car park will be finalised at a later date.
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
3. One of the aims of the scheme is to provide cycling infrastructure in the area.
4. Specific response

236. SUBMISSION Michael O'Connor

Submission Summary:

1. Fully supportive of the scheme

Chief Executive Response:

1. Noted

237. SUBMISSION Aidan Hogan

Submission Summary:

1. A positive scheme that will enable those who currently do not cycle to safely do so
2. The scheme can allow a huge number of students who walk, scoot, skateboard or cycle to their schools and will be there for years to come
3. Commends the positive features including tight corner radii and raised table crossings
4. Raises concerns with narrow footpaths and shared spaces in certain places, the half filter at Lifford Avenue and the Crescent Shopping Centre access road
5. Queries why the footpaths are not being widened to a minimum 1.8m as per DMURS as highlighted on a section of the SCR
6. Queries why on-street parking is being retained on the southern section of the SCR when the houses in this section have rear access. States that this section of the scheme on the

SCR with shared street for cyclists and a staggered arrangement of on street parking will not encourage less confident cyclists to use the route. Suggests that this section is made one way for vehicular traffic to enable 1.8m footpaths and protected bike lanes.

7. Suggests that the entrance to the Crescent Shopping Centre south of the Ballykeefe motorway bridge is closed as there are 3 other accesses or at a minimum this access has a raised side road treatment
8. Concerns raised on the effective operation of the filtered permeability at Lifford Avenue as drivers may bypass the filter or traffic volumes from the Dock road/Ashbourne Avenue may increase as a result.

Chief Executive Response:

1. Noted.
2. Noted.
3. Noted.
4. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures.
5. This is a retrofit scheme and therefore it is not feasible to provide consistent widened footpaths within the available boundaries. Footpath on the other side is 1.8m. Road width provided is minimum
6. An options report was completed which assessed a number of different options for this section. The proposed Part 8 scheme presents the optimum solution from this assessment.
7. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures.
8. We will continue to monitor the impact of traffic and other modes on surrounding areas.

238. SUBMISSION Micheál Keating

Submission Summary:

1. Supports the scheme as it will make the city more attractive and liveable for residents and businesses alike.

Chief Executive Response:

1. Noted

239. SUBMISSION Ray Burke

Submission Summary:

1. Supports the scheme and the need for cycling infrastructure to try and reduce the number of cars in the city to counter climate change.

Chief Executive Response:

1. Noted

240. SUBMISSION Gavin O'Neil

Submission Summary:

1. Suggests that the Dock Road be considered as an alternative
2. Concerns with the lack of prior consultation with residents who are affected by the removal of parking
3. Acknowledges that they do not have a right to a parking space outside their residence but can have a reasonable expectation of one
4. Requests the Active Travel Team come together with residents to provide a solution that will work for all
5. Suggests that better consultation with residents could have avoided a lot of the frustration

Chief Executive Response:

1. The proposed scheme is a primary cycle route as identified in Limerick Shannon Metropolitan Area Transport Strategy.
2. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, offering an alternative to the use of private cars for local residents and customers of businesses.
4. The proposed scheme is at Part 8 stage. We have sought submissions from the public as part of this process, these submissions are considered.
5. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room. The concerns are noted and will be taken on board for future public consultations on Active Travel Schemes.

242. SUBMISSION Eric Fitzgerald

Submission Summary:

1. Welcomes the addition of segregated cycling infrastructure.
2. Queries what alternative arrangements are being made available for parking particularly the elderly
3. Queries if LCCC can explore multi-storey car park options or permits for those affected with no other option
4. Suggests that access to SCR should be allow from Lifford Avenue for left and right turns
5. Fast track a grant scheme for residents to convert front gardens where possible to allow for EV charging

Chief Executive Response:

1. Noted
2. Access and egress to homes will be maintained to existing levels.. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
3. Residential Parking Permits are currently available where disc parking is located outside your place of residence. There is no provision for use of carparks.
4. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
5. This is outside the scope of this Part 8 planning proposal. Any proposals to convert front or back garden space would be as per the planning process.

243. SUBMISSION Rob Shanahan MRIAI

Submission Summary:

1. Copy of Submission 977.

Chief Executive Response:

1. Refer to response to submission 977.

244. SUBMISSION Katie Verling

Submission Summary:

1. Supports the scheme but adds that it is important that the scheme address the needs of the residents around access and parking.

Chief Executive Response:

1. Noted

245. SUBMISSION Shane Gleeson

Submission Summary:

1. Concerned with the impact cycling infrastructure has on emergency service vehicles and asks for further consultation with the drivers
2. Concerned with the removal of parking especially for elderly residents.
3. Concerns raised on the actual uptake of cycling at schools by children
4. Concerns raised on the Parnell St scheme and the result of the removal of parking there
5. States that the measures will lead to a reduction in the quality of life for businesses and residents

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, offering an alternative to the use of private cars for local residents and customers of businesses.
3. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
4. This is outside the scope of the proposed development.
5. The proposal will provide for safer and more sustainable modes of transport such as walking and cycling which should in turn reduce the need for private cars and ease traffic congestion. Access to residences and businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.

246. SUBMISSION Róisín Ní Dhonabháin

Submission Summary:

1. Fully supportive of the scheme to incentivise kids to cycle to school.

Chief Executive Response:

1. Noted

247. SUBMISSION Valerie Moore

Submission Summary:

1. Objects to the scheme due to the removal of street parking between Ashbourne Avenue & Alphonsus Street.
2. States that the removal of parking will be problematic for emergency vehicles, deliveries, bin trucks, visitors etc.
3. Expresses disappointment that the proposal incentivises residents to add or widen access to their dwellings in an area of architectural heritage and is at odds with council preservation policy on facilitating people living in the city.
4. Supportive of cycle schemes but not at the expense of residents who live in the area and lose their parking.

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, offering an alternative to the use of private cars for local residents and customers of businesses.
2. Access and egress to homes will be maintained to existing levels. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
3. An Architectural Heritage Impact Assessment has been prepared and has determined that the proposed scheme would not materially harm the heritage of the area.
4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, offering an alternative to the use of private cars for local residents and customers of businesses.

248. SUBMISSION Eimear Hogan

Submission Summary:

1. Fully supportive of the scheme and would like to see better cycling infrastructure linking to the city

Chief Executive Response:

1. Noted

249. SUBMISSION Cyclist.ie

Submission Summary:

1. Welcomes the scheme including improved footpaths, 2-way cycle track and one way traffic restrictions in places.
2. Highlights the reduction to less than 3.0m of the 2-way cycle track in places and recommends that a 3.0m minimum is maintained along the scheme.
3. Requests the addition of Advanced Stop Lines (ASL) at junctions without 2 way cycle track
4. Requests the addition of protection for cyclists at junctions without 2-way cycle track to enable them to access the junction inside the car lanes.
5. Welcomes the consistency of raised tables across the scheme at side road junctions
6. Seeks clarification if cyclists are able to join/leave the 2 way cycle track at multiple points along the route.
7. Seeks clarity on the signal phasing and functioning of the Mallow St Junction.
8. Welcomes the addition of the Filtered Permeability Gate between Lifford Avenue and Lifford Park but requests it be monitored once in operation to ensure it is satisfactory
9. Requests that cycling infrastructure to access the Model school & College of Further Education on Quin Street be explored
10. Welcome the many interventions into the public realm areas
11. Commend LCCC on the general high quality of the material exhibited for the scheme.

Chief Executive Response:

1. Noted
2. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment. This is a retrofit scheme, A minimum cycle track width is achieved wherever feasible within the boundaries of the scheme.
3. Noted, To be reviewed at detailed design.
4. Noted, To be reviewed at detailed design.
5. Noted
6. Yes cyclists will be have access/egress points, locations to be confirmed at detailed design.
7. Cyclists to have their own phasing, to be reviewed at detailed design.
8. Noted. We will continue to monitor the impact of traffic and other modes on surrounding areas.
9. Cycling infrastructure on this road is outside the scope of this Part 8,.
10. Noted
11. Noted

250. SUBMISSION Conor McLoughlin

Submission Summary:

1. Fully supportive of the scheme

Chief Executive Response:

1. Noted

251. SUBMISSION Tony Howlett

Submission Summary:

1. Objects to the scheme
2. States the removal of parking on SCR will cause problems and parking is a right of residents
3. The scheme will increase the traffic & noise pollution on Ballinacurra Road and Lifford Avenue.

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, offering an alternative to the use of private cars for local residents and customers of businesses.
3. Traffic surveys have been carried out and have assessed the impact on affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.

252. SUBMISSION Tom O'Halloran

Submission Summary:

1. Queries the proposals to manage cyclist changing from counter flow to regular flow
2. Queries the signal control for cyclists at Ashbourne Avenue/South Circular Road & Bishops Quay/ Mill Lane junctions.
3. Traffic joining from side streets need to be alerted that there are cyclists travelling in both directions. Right of way needs to be clarified.

Chief Executive Response:

1. Junction is proposed to be signal controlled, cyclist phasing will be reviewed at detail design. Following the review of submissions proposing to signalise Ballinacurra/SCR

junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed.

2. To be reviewed at detailed design.
3. To be reviewed at detailed design. Junction design will ensure legibility.

253. SUBMISSION Siobhán Gallagher

Submission Summary:

1. More Meaningful consultation needed with residents & business owners
2. Consideration must be given in particular, vulnerable and elderly residents, who are reliant on the availability of on-street parking
3. Focus should be put on reducing speed on south circular Road & Henry St and alternative routes for cyclists be explored
4. Drop off for some schools on SCR should be considered on Dock Road
5. Supports the need for traffic lights at the South Circular Road/Ballinacurra Road Junction and at the Lifford Avenue/Ballinacurra Road Junction and with that the one way traffic system be extended further down as far as Mount Kennett/Hartstonge Street in order to preserve more parking

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room. maybe mention additional workshops with stakeholders during detailed design
2. Noted
3. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction. The proposed scheme is a primary cycle route as identified in Limerick Shannon Metropolitan Area Transport Strategy.
4. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
5. Active Travel will review measures such as signalising the junction during detailed design if deemed to be required. Submissions have been received regarding the extension of the Henry St one-way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.

254. SUBMISSION Alan McNamara

Submission Summary:

1. Fully supportive of the scheme. Public space, which includes space currently provided for on street parking, must be allocated to the greatest public good.

Chief Executive Response:

1. Noted

255. SUBMISSION Sean Maloney

Submission Summary:

1. Concerns raised on the turn from the motorway overpass to the Crescent

Chief Executive Response:

1. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures

256. SUBMISSION David Blake

Submission Summary:

1. Supportive of the scheme

Chief Executive Response:

1. Noted

257. SUBMISSION Fiona McPhillips

Submission Summary:

1. Objects to the scheme
2. That a 2 way cycle track in the area will increase the risks of collisions between cyclist and pedestrians
3. Loss of amenity due to the reduction in parking provision between Summerville Avenue and Laurel Hill Avenue.
4. That the proposals do not meet the minimum required standards widths
5. Adverse Impact on Architectural Conservation Area and Conflict with Limerick City and Council Development Plan 2022-2028

Chief Executive Response:

1. Noted
2. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.

3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, offering an alternative to the use of private cars for local residents and customers of businesses.
4. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians. Minimum cycle track widths provided where possible within available boundaries.
5. An Architectural Heritage Impact Assessment has been prepared for the proposed development and has determined that the proposed scheme would not materially harm the heritage of the area

258. SUBMISSION Eileen O'Connor

Submission Summary:

1. Reservations regarding the inconvenience which the removal of on street parking will cause both for business and residents

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

259. SUBMISSION Anne Power

Submission Summary:

1. Objects to the loss of access to the SCR for residents living beyond the Lifford Avenue junction.
2. Plans takes no account of the elderly, the disabled and those with conditions and illnesses that mean active travel is not an option.

Chief Executive Response:

1. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
2. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more

sustainable and safer facilitates that would encourage people to walk and cycle rather than relying on the use of private cars.

260. SUBMISSION Liam Murphy

Submission Summary:

3. 1. Objects to the proposal as South Circular Road is too narrow in parts and unsuitable for a cycle lane
2. States that Parking is chaotic as it is

Chief Executive Response:

4. 1. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are also proposed. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

261. SUBMISSION Conor Smyth

Submission Summary:

1. Great benefit towards a greener Limerick and support its implementation.

Chief Executive Response:

1. Noted

262. SUBMISSION Sean Noel Healy

Submission Summary:

1. Support the development

Chief Executive Response:

1. Noted

263. SUBMISSION Brian Buckley

Submission Summary:

1. Full support this scheme, can only have a positive impact both for cyclists and the local community

Chief Executive Response:

1. Noted

264. SUBMISSION Sarah Clifford

Submission Summary:

1. Full Support. Limerick needs more segregated cycle lanes making it safe for both the cyclists and drivers alike. Promote active transport in our city from an environmental point of view but equally as important from a health and wellbeing perspective.

Chief Executive Response:

1. Noted

265. SUBMISSION Fiona Malone

Submission Summary:

1. Fully supportive of the scheme

Chief Executive Response:

1. Noted

266. SUBMISSION Patrick Kiel

Submission Summary:

1. Emergency access needs to be maintained

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

268. SUBMISSION Brian Leddin

Submission Summary:

1. There is a legally binding national target to reduce transport-related greenhouse gas emissions by 50% by 2030 based on a 2018 baseline.
2. Large behavioural change in the direction of sustainable modes and travel reductions are needed and such changes will only be possible if policies can shift Irish transport systems away from car dependency.
3. Enabling people who wish to travel from the suburbs to the city centre, or those who wish to go in the opposite direction, whether for work, education, recreation or any other reason, to do so in a way that reduces transport-related greenhouse gas emissions must form part of Limerick City's response to meeting the target.
4. The presence of a number of schools and a third level institution in the vicinity further reinforces the South Circular Road as the most appropriate route to develop as a safe cycling route.
5. Public health will be enhanced through increased numbers choosing active rather than sedentary modes to travel, and also through localised improvement in air quality.
6. From Ballinacurra Road / SCR junction to Lifford Avenue Junction is a shared space and outlines the rationale for this arrangement and the benefits
7. From Lifford Avenue to Fennessey's Pub is a half- filter and requests that this is revisited at detailed design stage
8. From Summerville Avenue to Laurel Hill, acknowledges the proposed solution to be necessary but also suggest alternative
9. From Laurel Hill Avenue to St. Alphonsus Street - similar challenges as per previous section and suggests alternative for consideration
10. From St. Alphonsus Street to Mill Lane - acknowledges the greater width available alos this section and suggests alternatives
11. Quin Street and St. Gerard Street - Acknowledges the proposals for one way traffic and suggests alternatives.

Chief Executive Response:

1. 1. Noted.
2. Noted.
3. Noted.
4. Noted.
5. Noted.
6. Noted.
7. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution at this location. The preliminary design was audited by a third party Road Safety Audit (RSA) and the detailed design will undergo further stage RSAs
8. In order to maintain a parking lane, a vehicular lane is also required and to accommodate both these lanes while also providing for outbound cyclists, it is not possible given the existing boundary constraints on this section. This was assessed in the 'Contra Flow' option in the Options Report.
9. As per point 8 above

10. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
11. Cycle facilities on these side roads was outside the scope of this project.

269. SUBMISSION An Taisce Limerick

Submission Summary:

1. Supportive of the scheme
2. Recommends revision of all speed limits in the area to 30km/h
3. Suggests additional traffic calming measures, pedestrian crossings and full filter permeability at Lifford Avenue and additional locations such as Eden Court.
4. Recommend a highest quality materials are used and a strong focus on decluttering the streetscape.
5. Commends the use of two way cleanse and urges their use over the entire length of the scheme.
6. Requests that the retention of the ambulance set down area at 101-106 Henry St.
7. Suggests the removal of the slip lane entry into the crescent shopping centre
8. Suggests additional bike parking and sheltered bike parking bunkers along the route
9. Suggests continuation of the one way traffic flow along Henry Street from the junction of Clontarf Place and Lower Mallow Street.
10. Urges engagement with Schools and colleges, An Garda Siochana and businesses with delivery needs.
11. Supports the scheme with reference to Decarbonisation and Emission Targets and health benefits.

Chief Executive Response:

1. Noted.
2. The proposed speed limit for the Project is 50km/hr except for shared spaces where the proposed speed limit is 30km/hr. Proposed speed limits for this Project are within the extents of the proposed works and not for areas beyond this.
3. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction. This will be further reviewed at detailed design stage.
4. Noted. Will be reviewed at detailed design stage.
5. Noted.
6. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. The "No Parking" zone is proposed to be retained at this location. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

7. The removal of the left hand turning lane into the Crescent Shopping Centre is not proposed as part of this scheme and will be maintained as existing with junction tightening and an uncontrolled crossing proposed as part of traffic calming measures.
8. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
9. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
10. Noted. Stakeholder engagement is ongoing. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes. An Garda Síochána were consulted during the consultation period.
11. Noted.

270. SUBMISSION Joe Gilligan

Submission Summary:

1. Fully supports the introduction of two-way, segregated and protected cycle infrastructure along the SCR
2. Scheme will provide a more efficient means of commuting, and consequently reduce traffic congestion on this route.
3. States there must be no shared space, that pedestrian areas are protected as to allow people who are using them, especially people with mobility issues and that cycle lanes are segregated from vehicle traffic.
4. Requests measures are included to protect cyclists from vehicles turning across cycle lanes.

Chief Executive Response:

1. Noted.
2. Noted
3. Shared spaces are proposed where constraints prevent the provision of segregated cycle lanes.
4. The proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and accounts for turning movements at junctions.

271. SUBMISSION Ester Redlichová

Submission Summary:

1. Supports the scheme and the need for safe segregated cycle lanes, especially in the vicinity of Mary Immaculate College.

Chief Executive Response:

1. Noted

272. SUBMISSION Kevin Real

Submission Summary:

1. Limerick needs much better cycling infrastructure and so I fully support this proposal.

Chief Executive Response:

1. Noted

273. SUBMISSION Stefania Bardi

Submission Summary:

1. Loss of a significant number of parking spaces is concerning
2. Removal of loading bays and commercial parking, Businesses will be hindered and threatened.
3. Parking space is also needed to allow maintenance of period buildings

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are also proposed. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is included in this amendment.
3. Maintenance and repair contractors are expected to use selected parking bays along the route or side streets where appropriate

274. SUBMISSION Mike McKillen

Submission Summary:

1. Support the Limerick Cycling Campaign's submission
2. Incumbent on council to deliver this primary route in as short a time frame as possible and to as high a standard as possible

Chief Executive Response:

1. Noted
2. Noted

275. SUBMISSION John Curtin

Submission Summary:

1. Approves of the proposed scheme, vital piece of infrastructure that will allow safe travel for groups of all ages

Chief Executive Response:

1. Noted

276. SUBMISSION Billy O'Grady

Submission Summary:

1. Disagrees due to impact of parking and traffic Summerville Ave

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

277. SUBMISSION David Healy

Submission Summary:

1. Proposal will help with the transition to better city with lower environmental impact
2. Support the Limerick Cycling Campaign's submission

Chief Executive Response:

1. Noted
2. Refer to submission 76 response

278. SUBMISSION Ann Fitzgerald

Submission Summary:

1. Very concerned about where we will park with the cycle lanes being installed

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

279. SUBMISSION Seamus Ryan

Submission Summary:

1. Completely in favour of the scheme as it drastically lowered levels of traffic, provides safe transit, benefits schools and physical health.

Chief Executive Response:

1. Noted

280. SUBMISSION Niall Quinn

Submission Summary:

1. Supportive of the scheme and the need for safe cycling infrastructure for all and acknowledges the issues the scheme may create for some people

Chief Executive Response:

1. Noted

281. SUBMISSION Mark O'Connor

Submission Summary:

1. Supportive of the scheme
2. Suggests Henry street is made one-way to traffic and states that much of the traffic is predominantly one way
3. . Suggests that a herringbone parking arrangement should be considered
4. Queries how cyclists will connect with the Portland Park greenway
5. States that business and residents need their parking and raises concerns with the double car lane on Henry Street

6. States that HGV's should be restricted due to the presence of the underground cellars in this Georgian area of the city and provides examples of damage in recent years as a result of heavy traffic
7. . Requests that secure bike parking is provided for the city centre
8. . States the scheme is an opportunity to improve this section of the city
9. Objects to having a 2 lanes of traffic moved closer to one side of Henry street
10. Suggest that the consultation process has been poor and too short
11. Queries if the bike lanes are to be used by scooters
12. Concerned that the recent road narrowing at the Model school has made it an unsafe section of road for cyclists
13. References the Park Road bridge as an area of workable solutions where cyclists share with motorists
14. Concerns raised around the safety of the parking arrangement at the Oriental Supermarket on Henry St.
15. Raises concerns around some of the submissions on the scheme by cyclists
16. Suggests if some traffic lanes could be reallocated as cycle lanes and suggests some alternative routes for cycle lanes
17. Suggests streets to be considered also for one way traffic systems

Chief Executive Response:

1. Noted
2. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
3. Herringbone parking is not considered appropriate for this Scheme.
4. Cyclists will connect with the Portland Park greenway via the relocated pedestrian crossing on the R526 regional road.
5. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are also proposed. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
6. Restrictions on heavy goods vehicles would require associated by-laws which is outside the scope of the proposed scheme.
7. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
8. Noted.
9. Noted.

10. Noted.
11. Bike lanes can currently be utilised by scooters. The removal of scooters from bike lanes would require by-laws which are outside the scope of the proposed scheme.
12. Noted
13. . Noted.
14. The recommendation of the Road Safety Audit is to provide signage at the Oriental Supermarket. this recommendation has been accepted by the design team as per the Road Safety Audit feedback Form. Details regarding this signage will be provided for at Detailed Design Stage.
15. Noted.
16. & 17 The proposed scheme is a primary cycle route as identified in Limerick Shannon Metropolitan Area Transport Strategy.

282. SUBMISSION Elaine Riordan

Submission Summary:

1. Strongly disagrees with the proposed development of the Active Travel Route

Chief Executive Response:

1. Noted

283. SUBMISSION Victoria Brunetta

Submission Summary:

1. Fully supportive of the scheme as a city with a proper mobility plan is essential and critical to tackling climate change. Limerick pedestrians and cyclists are constantly at risk and breathe very poor air.

Chief Executive Response:

1. Noted

284. SUBMISSION Nóirín Meade

Submission Summary:

1. Fully endorse plans to create safe travel spaces, which will promote cycling in the city and help people to travel safely.

Chief Executive Response:

1. Noted

285. SUBMISSION Town & Country Reserve Limited

Submission Summary:

1. Not opposed to the scheme in principal but have some concerns
2. Concerns raised over loss of road space for vehicular traffic to enable school set down and that this will encourage motorists to use the Church carpark.
3. Loss of existing on street parking will have a negative affect for residents and the community of SCR as some have no alternative available and will be unable to undertake works provide parking due to being in an ACA
4. Loss of road space to enable deliveries or emergency services will cause congestion
5. Lack of cycle facilities on Laurel Hill Avenue
6. Lack of information provided on the traffic impact of the scheme and the human health issues that arise as a result of traffic congestion

Chief Executive Response:

1. Noted
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are also proposed. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. Access and egress to homes will be maintained to existing levels. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
5. Outside the scope of this Part 8.
6. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

286. SUBMISSION Meabh Haugh

Submission Summary:

1. Supports the addition of safe cycling infrastructure.
2. Support the upgrades of footpaths and crossings at all junctions
3. Adds support to previous suggestions of a one-way system further on Henry St and traffic lights at the Lifford Avenue & Ballinacurra Road junction

Chief Executive Response:

1. Noted
2. Noted
3. Noted. Submissions have been received regarding the extension of the Henry St one-way system between Alphonsus Street to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.

287. SUBMISSION Anne Cronin

Submission Summary:

1. Support this active travel route
2. Should be able to travel around this city safely on their bikes and safety requires segregation and infrastructure
3. There is no right to parking on public space. However for those that are immobile and cannot walk I think some consideration should be given on a 1:1 basis

Chief Executive Response:

1,2 &3. Noted

288. SUBMISSION Orla Walsh

Submission Summary:

1. Any parking that is removed simply moves the problem to a different street nearby, possibly causing blockages

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

289. SUBMISSION Cormac Walsh

Submission Summary:

1. Parking spaces are taken away all visitors, delivery drivers and emergency services will be forced to park illegally on the only traffic lane or on the cycle lane.
2. Scheme is unnecessary and excessively disruptive to the residents.
3. Copy of comments in submission 418

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Access and egress to homes will be maintained to existing levels. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
2. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
3. See response to submission 418

290. SUBMISSION Conor D Buckley

Submission Summary:

1. SCR cycle route represents a significant opportunity for residents on the south side of the city, It will connect many schools, places of work and a hospital. It will allow our children and young adults to have the autonomy to move independently around our community and into the city.
2. Support the scheme with the recommendations made in the Limerick Cycling Campaign submission

Chief Executive Response:

1. Noted
2. Noted

291. SUBMISSION Derek O'Dwyer

Submission Summary:

1. Register my support for the proposals and congratulate the Council on the ambition of the project. Looking forward to being able to cycle from the suburbs into town without taking my life in my hands

Chief Executive Response:

1. Noted

292. SUBMISSION Rose O'Dwyer

Submission Summary:

1. Objects to the scheme

Chief Executive Response:

1. Noted

293. SUBMISSION James O'Mahony

Submission Summary:

1. Objects to the scheme due to loss of access to their residential area by car.

Chief Executive Response:

1. Access and egress to homes will be maintained to existing levels. - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

294. SUBMISSION Cathal O'Shea

Submission Summary:

1. Supports the scheme and states it will be a huge boost for the city

Chief Executive Response:

1. Noted

295. SUBMISSION Geraldine O’Dea

Submission Summary:

1. Objects to the scheme due to the impact it will have on available parking for Naughton Place residents on Henry Street and the scheme is discriminating against the elderly

Chief Executive Response:

2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.

The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Access and egress to homes will be maintained to existing levels.

296. SUBMISSION Environmental Trust Ireland

Submission Summary:

1. Copy of Submission 481.

Chief Executive Response:

1. Refer to Submission 481.

297. SUBMISSION Peter McGann

Submission Summary:

1. Complete Support, Transformative for the city

Chief Executive Response:

1. Noted

298. SUBMISSION Andrew Moloney

Submission Summary:

1. Proposed changes are welcome for city
2. Relies on on-street parking and raises concerns of current homeowners where removal of parking outside their property will take place
3. Copy of comments in submission 450

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well.

There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets

3. See response to submission 450

299. SUBMISSION Annette O'Donovan Staunton

Submission Summary:

1. Family regularly cycle - Current facilities unsuitable - forced to cycle on road - aggressive drivers beeping cursing etc. - intimidating witnessed accident - door opening cyclist sent to A&E
2. Summerville Ave - impossible to cycle too narrow & uneven- sightline issues - incredibly dangerous.
3. Well considered cycle lanes SCR O'Connell Ave - reduce traffic volume increase access to businesses, climate and environ impact
4. Beneficial for people get out of car and move improve Physical and Mental health

Chief Executive Response:

1. – 4. Noted

300. SUBMISSION Peter Haverty

Submission Summary:

1. Drives Minibus for a Company - Routes Catherine McAuley School / Mid West School for the deaf- young children with learning difficulties some coming from Cork Area
2. Concerns journey more difficult & Distressing for kids who may already have been on the bus for some time.
3. Imperative that LCCC do not close off SCR under any circumstances during the scheme works.

Chief Executive Response:

1. Noted
2. Noted
3. Noted

301. SUBMISSION Brian Hassett

Submission Summary:

1. Concern with Concrete dividers - Vehicles can't mount and as such makes travelling with blue sirens difficult. E.g. Childers road
2. Welcomes bike lanes but with small dividers e.g. Ivans X

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
2. Noted.

302. SUBMISSION Sinead Dunworth Cummins

Submission Summary:

1. Parent of 4 - current situation dangerous
2. This plan transformative for this generation & Generations to come
3. Excellent move - reduce Air & Noise increase physical & Mental health - Positive change

Chief Executive Response:

1-3. Noted

304. SUBMISSION Helen Delaney

Submission Summary:

1. Mother of 2 - Plan is progressive and to be commended
2. Hopes hold firm and see it through

Chief Executive Response:

1. & 2. Noted

305. SUBMISSION Deirdre McCarthy

Submission Summary:

1. Business Owner - Welcomes expansion of cycling lanes
2. Threat to businesses - limited Parking
3. Permission is granted new businesses - initial fee (1000s) for projected use of parking facilities - what have/are we now paying for?
4. One Way system might be answer

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Outside the scope of this Project
4. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.

306. SUBMISSION Paula Conheady

Submission Summary:

1. Attached Photos
2. Concern with regards to structural stability of red brick wall and with whom liability falls with

Chief Executive Response:

1. Noted
2. Concerns associated with the structural stability of this wall will be dealt with at Detailed Design / Construction stages.

307. SUBMISSION Dr. Judith Hill

Submission Summary:

1. Welcome the scheme very much like to see it realised - sustainable travel pattern
2. Important Scheme works for all uses
3. Concern for residential parking spaces deficit
4. Access for electricians/plumbers etc
5. Various suggestions in relation to parking:
Residential - Laurel hill widen and allows on street parking - Make use of institutional spaces Mary I & Church empty at night
Non Residential - Categorized into 4 groups
1 church goers
2 Mary I Students
3 School Drop Offs
4 City Visitors -
Police permits / Park and Ride

Chief Executive Response:

1. Noted
2. Noted
3. Whilst it is acknowledged that, there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
5. Noted. This land is outside of the control of the local authority and within private lands.

308. SUBMISSION Eibhear O Deaghaidh Principle

Submission Summary:

1. Supports scheme
2. Parents express concern of H&S of existing system
3. Survey Results 10% Cycle, 44% drop off car, 96% say would support works to improve walking and cycling

Chief Executive Response:

1. &3. Noted

309. SUBMISSION Jennifer Sheehan

Submission Summary:

1. Against removal of parking of LHS SCR can't park far from home due to Damage & Anti-Social behaviour, not feasible to walk distance weekly shop disability
2. Can't park outside home due to proposed pedestrian crossing
3. Resident parking discs were removed

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

2. Noted
3. Noted

310. SUBMISSION Finion & Kay O'Driscoll

Submission Summary:

1. Saying No to bicycle lanes, with primary school and 3 other schools it is a totally insane concept

Chief Executive Response:

1. Noted

311. SUBMISSION Dr Paul Gadie and Ann Lyons

Submission Summary:

1. Support of scheme but
2. concerns with parking available to residents
3. Preservation order means cant convert garden into driveway
4. Church or School events take up parking mean no residents have parking at these times
5. expects plans to be put in place for maintenance and up keep of landscaping and lanes
6. See Suggestions

"Proposed a budget to educate cyclists and car owners to co exist - impose penalties

Proposes a scheme plan and budget to clarify where groups Church etc can park properly.

Proposes LCCC set up a hotline to report incidents of offending vehicles parking on doubles or footpaths

Chief Executive Response:

1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
3. Noted, Proposals to convert gardens to parking spaces would be dealt with through the planning process.
4. Noted
5. Noted
6. Noted. Outside the scope of the proposed Part 8.

313. SUBMISSION Noel Newman

Submission Summary:

1. Objects to bicycle lane and traffic rezoning, it would not work and mainly affects the older residents

Chief Executive Response:

1. Noted

314. SUBMISSION Kitty Newma

Submission Summary:

1. Object strongly
2. Very unfair to residents
3. Patience and respect from drivers towards cyclists it could work better

Chief Executive Response:

1. -3. Noted

315. SUBMISSION Limerick Chamber c/o Sean Golden

Submission Summary:

1. Linking current Dooradoyle Road and St Nessans Road cycle paths to this proposed scheme, can help large residential areas and Raheen Ind Est, link to the city centre
2. Scheme will help achieve modal shift required to enable LSMATS project to reach objective of more sustainable commuting
3. Acknowledge difficulty in trying to achieve active travel infrastructure, while minimizing parking and vehicle disruption.
4. Supports scheme overall, but have recommendations
5. Prioritising safety – adequate lighting and cyclist/motorist segregation
6. . Aligning the route with flora, trees and appropriate signage is important
7. Enforcement of new alterations, ie; preventing illegal parking on cycle lanes and paths - is important to success of scheme
8. People need to feel safe is walking from reallocated parking areas to home/work
9. Monitoring usage data on new active travel routes is important, to highlight progress of the project. Also beneficial to monitor air quality and noise levels.
10. Include Ballykeefe roundabout in the plan
11. . Install signage to prohibit traffic pivoting at SCR/Lifford Ave/Boreen a Tobair junction
12. Monitoring should take place in streets with increased traffic, to measure usage, noise and air pollution
13. If new measures increase usage above 'low traffic neighbourhood' levels, on the Ballykeefe Roundabout to Fennessys roundabout road - option to make it one-way, or option to allow filtered permeability at junction of Lifford Avenue

14. Alter new junction design at Fennesys Pub, by installing raised table
15. Appropriate space is allocated to two way cycle lane from MIC to Henry Street, to ensure safe and secure journeys
16. Raised table appropriate at MIC junction
17. . Proposed 'Cycle Phase' at traffic lights at beginning of Henry St is welcomed, and should be implemented at other busy junctions around the city
18. Painted cycle lanes with traction for wet condition, is encourage
19. . Remove unused bus stop on the flyover entering Ballinacurra Road
20. Identify sheltered housing communities along route, that may need set-down and pick up spots due to mobility issues

Chief Executive Response:

1. This scheme will link with current and future schemes on the Dooradoyle Road and St. Nessans Road, as per LSMATS.
2. Noted
3. Note
4. Noted
5. Noted. Lighting design will be finalised at Detailed Design Stage.
6. Noted.
7. Noted
8. Noted
9. Note
10. . See 1 above. Cycle infrastructure connectivity is a priority for Active Travel.
11. Noted and to be reviewed at Detailed Design Stage.
12. Noted
13. Noted.
14. Junction at Fennessey's Pub is proposed to be altered and will include a new signal controlled junction, so there would be no justification for a raised junction at this location.
15. Note
16. . Noted
17. Noted. Traffic Light design will be finalised at Detailed Design Stage
18. Noted.
19. Noted
20. Noted, - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.

316. SUBMISSION Alice Hynes

Submission Summary:

1. I would like to reject the proposal

Chief Executive Response:

1. Noted

317. SUBMISSION Mike Quayle

Submission Summary:

1. Strongly Support scheme
2. Need to transition to non-car transport meet carbon targets/climate change.
3. Practical requirements daily life need to be catered for - Parcels delivered/ Contractors etc.
4. Need for additional parking and emergency services access

Chief Executive Response:

1. Noted
2. Noted
3. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate.
4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. The parking report is considered to be accurate and has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

318. SUBMISSION Sinead O'Connor

Submission Summary:

1. Like to submit Objection
2. Serious concerns increased volumes of traffic - traffic already congested at peak times
3. Increasingly difficult to parking already
4. Volume cars will increase noise levels and
5. Potentially unsafe for kids of Lifford Ave

Chief Executive Response:

1. Noted
2. Traffic surveys have been carried out and include traffic impact assessments of affected nearby roads. The proposal will provide people with more sustainable options and an

alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists.
4. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
5. The proposal will provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes

319. SUBMISSION Tony and Anne Flanner

Submission Summary:

1. Elderly couple with several ailments objects to loss of parking outside home due to humane, medical and functional grounds
2. Speeding up and down their road

Chief Executive Response:

1. - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
2. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction

320. SUBMISSION Eleanor and Charlie Hempenstall

Submission Summary:

1. Strongly object to this plan
2. Accordingly to proposal we can't:
 - drive car out of driveway
 - cant park outside house
 - Can't get shopping to home no place to park
 - no place for their children visitors or doctor to park
 - maintenance is required no place to park

3. Cycle lane not suitable for this road. it's too narrow

Chief Executive Response:

1. 1. Noted
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries- Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriates
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
3. The proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and appropriate cycle infrastructure design guidance including the National Cycle Manual.

321. SUBMISSION Lauren Hurson

Submission Summary:

1. 1. Increased traffic congestion on Ballinacurra rd.
2. Increase of pollution and noise - impact on health
3. Rerouting of traffic on new street and Lifford Ave will impact on access / egress for resident
4. Reductions compromise parking infrastructure

Chief Executive Response:

1. The proposal facilitates the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars, hence providing for a reduction in traffic congestion. The Active Travel department at Limerick City & County Council can also examine measures such as signalising the SCR/Ballinacurra Rd junction at a later date if deemed to be required.
2. The proposal facilitates the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars, hence providing for a reduction in noise and pollution.
3. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.

4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

324. SUBMISSION Aoibheann Connolly

Submission Summary:

1. Negative impact on ACA
2. Practically eliminates parking;
 - with no parking area less desirable to reside in,
 - reduced parking will isolate residents, no access for emergency services, fuel other deliveries
3. Questions whether a mandatory school route is actually necessary
4. . Observes majority of residents against and people whom aren't residing are in favour
5. Better traffic management should be implemented.
6. Access vis SCR to schools moved to other routes e.g. dock road etc.

Chief Executive Response:

1. An Architectural Heritage Impact Assessment has been prepared in support of the application and has determined that the proposed scheme would not materially harm the heritage of the area.
2. Where possible parking has been maintained and compensatory parking provided.
 - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the

potential to provide parking or where access is being maintained.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

3. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
4. Noted.
5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
6. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.

325. SUBMISSION Brian Connolly

Submission Summary:

1. Mandatory cycle lane is an unnecessary overkill
2. Negative impact on AC
3. Salient points resident parking
4. Lighting overhead cables planting none have been addressed in proposal
5. Negative impact on quality of life - burden on the community
6. No provision for maintenance /deliveries
7. Reduced parking - burden on those with reduced mobility and the elderly
8. Trip Hazard - additional kerb along cycle route
9. Weather - not conducive to cycling
10. Better Traffic management required and not a cycle lane

Chief Executive Response:

1. 1. Noted.
2. An Architectural Heritage Impact Assessment has been prepared in support of the application and has determined that the proposed scheme would not materially harm the heritage of the area.
3. Where possible parking has been maintained and compensatory parking provided.
-Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of

private cars for local residents and customers of businesses.

- No ambulance bays are proposed to be removed as part of the proposal.

- Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

-The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained..

4. Proposals regarding public lighting, overhead cables, planting, etc. shall be addressed at Detailed Design Stage.
5. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
6. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
7. Noted. See reply to point 3. above.
8. Noted. The proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and appropriate cycle infrastructure design guidance including the National Cycle Manual.
9. Noted.
10. Noted. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas.

326. SUBMISSION David Kennedy

Submission Summary:

1. Concern increased Traffic Congestion on Ballinacurra Road - already increased traffic additional will put infrastructure under strain
2. Increased pollution and noise during covid temp measures - permanent project will negatively impact residents
3. Traffic rerouting - access /egress - no sufficient traffic signalling
4. Compromise parking
5. encourages intro of cycle lanes but not at expense of residents
6. Questions viability
7. Net impact of changes - how many cars will be removed from road after completion
8. Carbon savings negate the additional pollution caused from congestion & extended journey times
9. Scheme focused on schools - incentives from schools to encourage cycling - will bike parking facilities be provided to schools

10. Will cycle lane be available to Scooters/E bikes
11. Additional policing
12. Cycle lane is a duplication of Baggot est.

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. The proposal facilitates the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars, hence providing for a reduction in noise and pollution.
3. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 “Signalisation of Ballinacurra/SCR Junction” is proposed. .
4. Where possible parking has been maintained and compensatory parking provided.
-Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well.
There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
5. Noted
6. Noted
7. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. Traffic will be monitored and metrics are to be determined.
8. The proposal facilitates the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars, hence providing for a reduction in noise and pollution.
9. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
10. Bike lanes can currently be utilised by scooters. The removal of scooters from bike lanes would require by-laws which are outside the scope of the proposed scheme.
11. Traffic Enforcement is a matter for An Garda Síochána.
12. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

327. SUBMISSION Mary Nobl

Submission Summary:

1. Not oppose to concept of cycle lane - just not SCR
2. Residents need access to parking outside property for various reasons deliveries, parking, tradesmen. Safety concern etc.
3. Double cycle lane too wide will attract scramblers- horse and traps
4. Increased traffic to affected roadways - no right turn from Ballinacurra X onto SCR
5. Two crèches on SCR/Henry St will drop offs be allowed or where supposed to park
6. H&S issue for residents and children - on New Street drivers will drive down Greenyard to avoid Punchs cross traffic light
7. .people will park in other estates if no on street parking - safety concern for children
8. .Businesses on Henry St impacted negatively
9. Safety concern for motorists and cyclists - turning right off SCR to Lifford Ave and then right onto Ballinacurra rd. - impossible due to traffic levels
10. Danger to cyclists with cars stopping and opening doors out onto cycle lane
11. . Just because there will be a cycle lane doesn't mean people will change
12. longer travel times - increased emissions into atmosphere

Chief Executive Response:

1. Noted. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
2. Where possible parking has been maintained and compensatory parking provided.
-Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
- No ambulance bays are proposed to be removed as part of the proposal.
- Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
-The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area..
3. Traffic Enforcement is a matter for An Garda Siochana. The proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and appropriate cycle infrastructure design guidance including the National Cycle Manual.
4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the

private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas.

5. See Point 2 above.
6. Not within the scope of this Project.
7. Noted. See Point 2 above.
8. Noted. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
9. The ability to turn right from Lifford Ave to the Ballinacurra Road will be maintained to current levels. However, Active Travel can look into measures such as signalling the junction at a later date if deemed to be required. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
10. Noted. A Road Safety Audit has been completed for the scheme.
11. Noted.
12. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area and will in turn reduce pollutants.

328. SUBMISSION Michael Hynes

Submission Summary:

1. Submission made by neighbour on behalf of named
Objects to changes

Chief Executive Response:

1. Noted

329. SUBMISSION Gerard Hurson

Submission Summary:

1. Strongly object
2. Existing traffic is very busy with bus lane, taxis turning etc.
3. Parking is not always available outside property

Chief Executive Response:

1. Noted.
2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in

the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas.

3. Where possible parking has been maintained and compensatory parking provided.
 - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

330. SUBMISSION Noel McCarthy

Submission Summary:

1. Traffic is already heavier on Ballinacurra due to works on New Street will be worse if SCR cycle lane in place
2. No Parking already
3. Has consideration been given to quality and standard of living for residents

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. Where possible parking has been maintained and compensatory parking provided.
 - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

-The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

3. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.

331. SUBMISSION Marie Ward

Submission Summary:

1. Concerned problem with parking
2. Deliveries from Dunnes
3. Need for nurses and carers to visit due to member with disability
4. Not a car owner reliant on Taxi pick up for appointments etc.
5. In Favour of cycle lane public transport in principle reduce traffic and pollution

Chief Executive Response:

1. Where possible parking has been maintained and compensatory parking provided.
-Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
- No ambulance bays are proposed to be removed as part of the proposal.
- Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
-The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
3. See Point 2.
4. See Point 2.
5. Noted.

332. SUBMISSION Millie Hassett

Submission Summary:

1. Negative impact on majority of residents
2. Depriving people of vehicular access to their home
3. . No consideration been given for need for access to properties for deliveries, carers meals on wheels taxis, emergency services etc
4. Copper Beach tree is being sacrificed for the pla
5. Narrowing and tightening makes fire/emergency services impossible, heating oil deliveries refuse collections currently reverse as too narrow etc new plan will make it impossibl
6. Plan favours a minority at huge cost to quality of life for residents
7. Other traffic calming measures like 30kph, speed bumps and raised tables would be effective safer and allow the road to retains its parking spaces.
8. Dock road would be a better option.

Chief Executive Response:

1. Noted. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilitates that would encourage people to walk and cycle rather than relying on the use of private cars.
2. Where possible parking has been maintained and compensatory parking provided. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. No ambulance bays are proposed to be removed as part of the proposal.
Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
4. . Loss of any trees is offset by proposals to plant trees, which has been addressed through the landscaping plan for this Project.
5. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
6. Noted. See point 1.
7. Noted. See Point 1 .
8. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.

333. SUBMISSION Ben McNamara

Submission Summary:

1. Deeply concerned re environmental impac
2. Concerned re social impact. Benefits of scheme rest with cyclist. Not representing of the elderly population
3. Removal of parking will be detrimental to daily lives
4. Currently have access issues as it is

Chief Executive Response:

1. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.
2. The proposal would provide a safer and more liveable environment for people, including the elderly, through the creation of wider footpaths where possible. Traffic calming measures would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilitates that would encourage people to walk and cycle rather than relying on the use of private cars.
3. 3. Where possible parking has been maintained and compensatory parking provided. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. Access and egress to homes will be maintained to existing levels. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.

334. SUBMISSION Vera McNamara

Submission Summary:

1. Copy of comments in submission 333

Chief Executive Response:

1. Refer to response in submission 333

335. SUBMISSION Liam Relihan

Submission Summary:

1. Deliveries for the elderly - impossible for deliveries vans to park and transfers groceries etc.
2. Insensitive staff member at consultation
3. Existing foot traffic - Traffic Survey conducted in summer month's not true representation of term time - Current footpaths during this time not sufficient
4. Utter lack of Alternatives - proposal to discourage cars but lack of excellent public transport alternatives
5. Inadequate consultation time
6. Copy of comments in submission 344

Chief Executive Response:

1. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
2. Noted.
3. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians. The proposal would provide a safer and more liveable environment for people through the creation of wider footpaths where possible.
4. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
5. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
6. See response to submission 344.

336. SUBMISSION Michelle Quigley

Submission Summary:

1. Doesn't have off street parking owns own car use for work
 - removal of car spaces is unnecessary
 - Residents are elderly/disabled require taxis etc.
2. Feels real issues are school drop off/pickups - vehicles on footpath double lines -, which causes issues for ped. and cyclists. Onus on schools and churches to provide these facilities. Use their lands for parking
3. Cars are not going away it's our right to have them
4. Removal of parking for business is totally unfair
5. Install car charging units
6. Copy of comments in submission 418.

Chief Executive Response:

1. Where possible parking has been maintained and compensatory parking provided.
 - Whilst it is acknowledged that there would be some losses in terms of the overall

numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

- No ambulance bays are proposed to be removed as part of the proposal.

- Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

-The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

2. Noted. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
3. Noted.
4. See Point 1 above. Submissions have been received regarding the extension of the Henry St one-way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria, road safety, and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.
5. Outside of the scope for this Project.
6. See response to submission 418.

337. SUBMISSION Jo Brady

Submission Summary:

1. Increased traffic congestion on Ballinacurra Rd.
2. With rerouting from SCR - notable speeding issues and peak time congestions. Increased pollution and noise - negative impact on health and wellbeing of residents
3. Rerouting traffic proposed will impact on access - do not have sufficient traffic signalling
4. Bus lane has compromised parking already

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas. Traffic Enforcement is a matter for An Garda Síochána.

2. The proposal facilitates the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars, hence providing for a reduction in noise and pollution. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
3. Access and egress to homes will be maintained to existing levels. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed.
4. Noted.

338. SUBMISSION Lisa Hempenstall

Submission Summary:

1. Parking diminished - impact freedom and quality of life of residents
2. Home values will depreciate - planning acknowledge historical significance of buildings in area
3. Access - tradesmen deliveries Emergency services, Carers or Family etc.
4. Parking away from property face personal danger - poor weather conditions, poor dim lighting may lead to physical attack or injury
5. Wide double land cycle track could lead to scramblers e scooters.
6. Removal of one footpath lead to injury of pedestrians and wheelchairs, seriously and negatively impact those with disabilities sensory or physical
7. Impact safe access to crèches and schools
8. Access to businesses negatively impacted, reduced footfall and eventual business closure
9. . Diminished quality of life poor physical and mental

Chief Executive Response:

1. Noted. Where possible parking has been maintained and compensatory parking provided.
 - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
 - The parking report has provided an overview of parking along the route as well as

potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

2. . The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
3. See Point 1 above.
4. Noted, Lighting will be reviewed in the Detailed Design and Construction stage.
5. Traffic Enforcement is a matter for An Garda Siochana. The proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and appropriate cycle infrastructure design guidance including the National Cycle Manual.
6. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians. The proposal would provide a safer and more liveable environment for people through the creation of wider footpaths where possible.
7. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
8. Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
9. See Point 6 above.

339. SUBMISSION Jordana Noble

Submission Summary:

1. Copy of submission 327

Chief Executive Response:

1. See comments to submission 327

340. SUBMISSION Barry and Aileen Healy

Submission Summary:

1. Object - Negative effect on business
2. no objection to the cycle lane or the proposed street scape
3. Loss of parking will have huge impact... parking on other streets not an option as full
4. require access to business for deliveries loading and unloading
5. Suggests one way system extended to Mount Kenneth/Hartstonge St thus maintaining parking spaces

Chief Executive Response:

1. Noted.
2. Noted.

3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.

The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

4. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many delivery drivers now use bicycles or electric bicycles to carry out deliveries.
5. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.

341. SUBMISSION Karl Healy

Submission Summary:

1. Object negative impact on lives of residents businesses and customers
2. Currently parks on Henry St - loss of parking will affect residents of Henry St and surrounds
3. Businesses will suffer gravely resulting in closures
4. Welcomes addition of cycle lanes but concerns with loss of parking

Chief Executive Response:

1. Noted
2. .Where possible parking has been maintained and compensatory parking provided.
-Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
- No ambulance bays are proposed to be removed as part of the proposal.
- Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
-The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
The proposal will provide people with more sustainable options and an alternative to the

private car, which should in turn reduce traffic volumes, travel times and congestion in the area..

3. Noted.
4. Noted. See point 2 above.

342. SUBMISSION Kellymarie Healy

Submission Summary:

1. Copy of submission 341

Chief Executive Response:

1. See comments to submission 341

343. SUBMISSION Harriet Bejeryd

Submission Summary:

1. Copy of submission 341

Chief Executive Response:

1. See comments to submission 341

344. SUBMISSION Trena Kennedy

Submission Summary:

1. Divisive and polarizing
2. Boundaries of neighbourhood should be recognised
3. Right of residents to live on a safe, cycle able and walkable residential road
4. Motorised accessibility for residents should not be remove
5. . Narrowness of road
6. School Parking & Traffic
7. Stress and isolation for elderly residents
8. Potential issues charging electric cars
9. Safety of cyclists - traffic counter flow and reversing cars
10. Accessibility for emergency services
11. Safety of school children
12. Safety of pedestrians - some footpaths level with road
13. Parking insufficient causing parking on double yellow lines
14. Alternative car parking too far away.
15. . Scheme no benefit to elderly residents
16. Visitors to the city attending sports matches will not be able to park on the SCRd
17. People attending churches will have nowhere to park
18. Traffic will use the SCRd as the fastest route to the city
19. Property devalued

Chief Executive Response:

1. Noted
2. Noted
3. The proposal will provide residents with safer walking and cycling infrastructure.
4. Motorised accessibility for local residents is provided for within the scheme.
5. The route has been identified as a primary cycle route within the LSMATS. The proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and appropriate cycle infrastructure design guidance including the National Cycle Manual.
6. The proposal will provide students with safer and more sustainable modes of transport such as walking and cycling which should in turn reduce the need for private cars and ease traffic congestion.
7. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
8. The proposal does not include the removal of any electric charging points.
9. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
10. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
11. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
12. As per the submitted drawings, including kerb details, footpaths are not proposed to be lower than the road.
13. This is based on the individual behaviour of drivers. The proposal will provide alternative modes of transport that should in turn reduced the need for private cars.
14. Parking would also be available at suitable locations in the side streets adjacent to the SCRd. Following a review of submissions received, amendments are proposed which will provide additional parking, Modification 3 – Additional Parking Summerville Ave/Opposite Redemptorists, Modification 4 - One way from Clontarf Place to Mallow St (on street parking is proposed as part of this amendment).
15. 15.The proposal would provide a safer and more liveable environment for people, including the elderly, through the creation of wider footpaths where possible. Traffic calming measures would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilitates that would encourage people to walk and cycle rather than relying on the use of private cars.
16. 16. Visitors attending large sporting events in Limerick are encouraged to park in multi storey car parks and avail of public transport or travel by foot to the City's stadiums.
17. 17. Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.
18. 18. The use of filtered permeability along the route is designed to discourage people using cars that are not living along the route from using the route to access the city.

19. 19. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas, which is considered to be a benefit of the scheme.

345. SUBMISSION Georgina Walsh

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

346. SUBMISSION Jackie McDonnell

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

347. SUBMISSION Deirdre Gloster

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

348. SUBMISSION Mary Doyle

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

349. SUBMISSION Mary Riordan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

350. SUBMISSION Catherine Ní Laoi

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

351. SUBMISSION Philomena Downes

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

352. SUBMISSION Andrew Tier

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

353. SUBMISSION Alexandra Baldin

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

354. SUBMISSION Matt Lamb

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

355. SUBMISSION John Broderick

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

356. SUBMISSION Rachel Borriger

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

357. SUBMISSION Thomas Hartney

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

358. SUBMISSION Shane Eades

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

359. SUBMISSION Mary Bulger Michael and Vera Nash

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

360. SUBMISSION Michael and Vera Nash

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

361. SUBMISSION Robert Davern

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

362. SUBMISSION Catherine McLoughlin

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

363. SUBMISSION Patricia Martin

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

364. SUBMISSION Sarah O'Callaghan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

365. SUBMISSION Dermot O'Mahony

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

366. SUBMISSION Alison Goodchild

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

367. SUBMISSION Peter Goodchild

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

368. SUBMISSION Melissa Borriger

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

369. SUBMISSION Owen Doran

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

370. SUBMISSION Marie Feeney

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 34

371. SUBMISSION Frank Feeney

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

372. SUBMISSION John King

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

373. SUBMISSION Mary McEvoy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

374. SUBMISSION Katherine Gerdwin

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

375. SUBMISSION Siobhan Johnson

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

376. SUBMISSION Karina Uí Fhlaimheartaigh

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

377. SUBMISSION Jean Anne De Courcy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

378. SUBMISSION Adam Borriger

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

379. SUBMISSION Stephen Brookes

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

380. SUBMISSION Justin Gearing

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

381. SUBMISSION Marli Serfontein

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

382. SUBMISSION Daryl Boothe

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

383. SUBMISSION Lisa Sosa

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

384. SUBMISSION Philomena Roberts

Submission Summary:

1. Copy of comments in submission 344
2. Disabled parking

Chief Executive Response:

1. See response to Submission 344 for 1-15.
3. No disabled parking spaces are proposed to be removed from New Street. Parking on New Street is proposed to be maintained to existing levels.

385. SUBMISSION Marie De La Torre

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

386. SUBMISSION Rachel Costelloe

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

387. SUBMISSION Eoin Costelloe

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

388. SUBMISSION Declan Keane

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

389. SUBMISSION Brandon Duffy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

390. SUBMISSION Andrew Keane

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

391. SUBMISSION Eileen Punch

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

392. SUBMISSION Collette O'Hagan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

393. SUBMISSION Elizabeth O'Hagan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

394. SUBMISSION Nancy Mulcahy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

395. SUBMISSION Jack English

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

396. SUBMISSION Mae Fabler

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

397. SUBMISSION Tony Keane

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

398. SUBMISSION Niall O'Dwyer

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

399. SUBMISSION Tonia O'Dwyer

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

400. SUBMISSION David Vincent Lohan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

401. SUBMISSION Eileen Coughlan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

402. SUBMISSION James Flannery

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

403. SUBMISSION Cillian Flynn

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

404. SUBMISSION Mary Egan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

405. SUBMISSION Michelle Bugler

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

406. SUBMISSION Richard Keane

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

407. SUBMISSION Lloyd Horgan

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

408. SUBMISSION Marie O'Mahony

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

409. SUBMISSION Richard Dohert

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

410. SUBMISSION Victor Nascimento Paciullo

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

411. SUBMISSION R.J. Hitchings

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

412. SUBMISSION Peter McLoughlin

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

413. SUBMISSION Perpetua Downes

Submission Summary:

1. Copy of comments in submission 344
2. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 344
2. See response to submission 418

414. SUBMISSION Peter Byrne

Submission Summary:

1. Specific Business relies on on-street parking
2. Copy of Comments in Submission 344

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well.
2. See response to Submission 344

415. SUBMISSION Nicola Smith

Submission Summary:

1. Reducing carbon footprint
2. Easier and safer for Active Travel

Chief Executive Response:

1. & 2 Noted

416. SUBMISSION Larissa and Theodor Mirtschink

Submission Summary:

1. Reduced parking
2. Accessibility for deliveries, taxis and emergency services
3. Accessibility for maintenance machinery - hoists, etc.
4. Safety issues
5. Area less attractive to live in - loss of community
6. Accessibility for Special Needs bus.
7. Implementation of Option No. 3 from Engineers Report - Shared Carriageways, along with different road surface, speed bumps and extra signage.
8. Divert onto O'Connell Avenue and so avoid the narrow street in question

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. & 3. Access and egress to homes will be maintained to existing levels
 - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
 - Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
 - The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only
4. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety. The proposal has undergone a road safety audit
5. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
6. In this location, there is currently no specific location for a bus to park. There are existing on-street parking bays located to the north and south of the location. However, these spaces are not allocated to specific residents and are available to permit holders or individuals who wish to avail of paid parking. As such, there is no guarantee that there will be a space available on any given day as spaces are taken on a first come first served basis. However, the proposal does include some on street parking bays to the south of the specific area that could be utilised for a bus to stop if the spaces are available, in the same manner as the current situation.
7. & 8. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution. The route has been selected as a primary cycle route in LSMATS and the proposed design has emerged after an extensive options selection process

417. SUBMISSION Gerard Nolan

Submission Summary:

1. Increased traffic
2. Reduced parking.
3. Removal of permeability filter
4. Alternative route on Dock Road or Ballinacurra Road via O'Connell Avenue

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be

materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
3. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
4. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

418. SUBMISSION John Walsh

Submission Summary:

1. Negative effect on residents lives and parking
2. Business adversely affected
3. Resident's needs, safety & peace of mind should be considered

Chief Executive Response:

1. And 2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses, which is considered to be a benefit of the scheme.
3. Noted

419. SUBMISSION Virginia Long

Submission Summary:

1. Copy of submission 418

Chief Executive Response:

1. Copy of comments in submission 418

420. SUBMISSION John O'Brien

Submission Summary:

1. Less parking for residents and business
2. Increased traffic
3. Accessibility for deliveries adversely affected
4. Route too narrow for cycle lane
5. Freeze/extend submission date to allow for more feedback

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.

The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

3. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
4. The route has been identified as a primary cycle route within the LSMATS.
5. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room and meetings with stakeholders

421. SUBMISSION Phil G. McGinley

Submission Summary:

1. Concerns over new permeability
2. Removal of mature tree nearby
3. Lifford avenue will become a rat-run
4. Remove permeability filter
5. Retain tree and green space
6. Introduce a controlled junction

Chief Executive Response:

1. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
2. & 5. One tree is proposed to be removed to facilitate the scheme at Lifford Ave/SCR junction. An alternative green area will be provided at this junction and approx 140 trees will be planted over the full scheme
3. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
4. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution. The use of filtered permeability along the route is designed to discourage non resident car users from using the route to access the city.
6. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.

422. SUBMISSION Paddy Nolan

Submission Summary:

1. 1. Lifford avenue will become a rat-run
2. Cycle lane on SCR not needed, as one on Ballinacurra road already
3. Maintain right turn at top of Lifford Avenue
4. Retain tree and green space
5. Shared road for bikes and cars
6. Remove permeability filter from plan

Chief Executive Response:

1. The ability to turn right from Lifford Ave to the Ballinacurra Road will be maintained to current levels. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
2. The route has been identified as a primary cycle route within the LSMATS.

3. The ability to turn right from Lifford Ave to the Ballinacurra Road will be maintained to current levels. The right turn from Lifford Ave to SCR is proposed to be removed to reduce traffic numbers on SCR
4. One tree is proposed to be removed to facilitate the scheme at Lifford Ave/SCR junction. An alternative green area will be provided at this junction and approx. 140 trees will be planted over the full scheme
5. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
6. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution. The use of filtered permeability along the route is designed to discourage non-resident car users from using the route to access the city.

424. SUBMISSION Anne O'Shaughnessy

Submission Summary:

1. Extra traffic
2. More difficulty exiting driveway

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas, which is considered to be a benefit of the scheme.
2. Access and egress to homes will be maintained to existing levels. Motorised accessibility for local residents is provided for within the scheme.

425. SUBMISSION Fiona and Maurice Fitzgerald

Submission Summary:

1. Removal of on-street parking for residents
2. Access for maintenance vehicles

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through

- improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
- No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. Parking would also be available at suitable locations in the side streets adjacent to the SCRd.
2. Motorised accessibility for local residents is provided for within the scheme. Also, The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so. Maintenance delivery and service vehicles are proposed to access properties from adjoin streets and the nearest available parking spaces

426. SUBMISSION Dr. Eleanor Walsh

Submission Summary:

1. Include cycle lane and increase walking space
2. Include cycle lane from Mary I. to city centre
3. Increase footpaths/walking space

Chief Executive Response:

1-3. Noted

427. SUBMISSION Margaret Hough

Submission Summary:

1. Reduction in parking for residents
2. Extend existing cycle lane in Baggot Estate to bring cyclists closer to city centre

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the

route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

- The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. Parking would also be available at suitable locations in the side streets adjacent to the SCRd.

2. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs

428. SUBMISSION Michelle Jones

Submission Summary:

1. Scheme facilitates cycling, low carbon emissions and safer transport
2. Will improve lives and commutes of students
3. Will alleviate traffic delays if supported

Chief Executive Response:

1-3. Noted

429. SUBMISSION Dr. Una Ní Bhroimeil

Submission Summary:

1. Supports new cycle lane

Chief Executive Response:

1. Noted

430. SUBMISSION Thumbelina's Crèche

Submission Summary:

1. Reduced parking will affect business/customers
2. Safe access and well-being of people/children with disabilities is being affected

Chief Executive Response:

1. There is currently no official on street parking in this area serving the playschool. Cars park informally along the side of the SCRd with no guarantee of spaces for parents dropping off children by car. It is not proposed to remove any parking from this section of the scheme.
2. The proposal will also provide safer and more sustainable modes of transport for pedestrians and cyclists, which should in turn reduce the demand for private cars.

432. SUBMISSION Navan Cycling Initiative c/o Dave Anderson

Submission Summary:

1. Strong Support for scheme
2. Significant benefit to active travel and cycling in particular

Chief Executive Response:

- 1&2. Noted

433. SUBMISSION Michelle Dillon Lecturer in Physical Education

Submission Summary:

1. Support for the South Circular Road to City Centre Active Travel Scheme

Chief Executive Response:

1. Noted

434. SUBMISSION Professor Michael Healy Vice President for Research

Submission Summary:

1. Support for the South Circular Road to City Centre Active Travel Scheme

Chief Executive Response:

1. Noted

435. SUBMISSION Eoin Martin Clerical Officer

Submission Summary:

1. Support for the South Circular Road to City Centre Active Travel Scheme

Chief Executive Response:

1. Noted

436. SUBMISSION Hugh McMahan

Submission Summary:

1. Support for the South Circular Road to City Centre Active Travel Scheme

Chief Executive Response:

1. Noted

437. SUBMISSION Denis and Fena Broderick c/o Denis Broderick-Nally

Submission Summary:

1. Increased traffic congestion on the Ballinacurra road.
2. Increased criminal acts at pedestrian crossings
3. Pollution & noise will have negative effects on health & wellbeing of residents.
4. Routing of traffic on New St & Lifford Ave will have serious impacts on access to residents of Ballinacurra.
5. Proposal will likely result in reduced parking on Lifford Ave.
6. We encourage the introduction of viable additional infrastructure, but this must not come at a cost to the residents.
7. What will be the net impact of the changes?
8. How many additional cars will be removed from the road after completion?
9. Does the carbon footprint of this offset, negate the additional pollution caused from increased congestion and extended journey times?
10. Will the bike lanes be accessible to mechanically propelled vehicles (scooters, bikes) ?
11. Will additional policing of the area be made available to ensure the safety of cyclists on these routes?
12. Can you provide consideration and feedback for my objections during the process and provide outlines on potential solutions

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. Criminal Activity is a matter for An Garda Siochana.
3. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation. Air pollution and noise levels are expected to decrease as a result of the scheme
4. Motorised accessibility for local residents is provided for within the scheme.
5. -The scheme does not propose to remove parking from Lifford Ave. Access and egress to homes will be maintained to existing level
6. The proposal will provide residents with safer walking and cycling infrastructure.
Motorised accessibility for local residents is provided for within the scheme.
7. It is proposed that the scheme will reduce traffic numbers, increase walking and cycling numbers and improve the livability of the area
8. Changes to traffic, cycling and pedestrian numbers will be reviewed to monitor effectiveness
9. It is expected that pollution will be reduced as a result of the scheme and that scheme will provide overall positive environmental benefit
10. The bike lanes will be accessible to mechanically propelled bikes and scooters
11. Policing of the area is outside the scope of the scheme and is a matter for An Garda Siochana

12. All objections and queries are addressed in the CE report

438. SUBMISSION Declan Feeney

Submission Summary:

1. Provision of Enhanced pedestrian and cycleway infrastructure will definitely assist with LCCC DP objectives:
2. Model Shift.
3. Enhanced Public Health.
4. Enhanced Public Realm and reduced air and noise pollution. The loss of limited numbers of on-street parking and redirected vehicular traffic should not be a factor to defer this project as unfortunately has occurred in the TUS to city proposal

Chief Executive Response:

1. – 4. Noted

439. SUBMISSION John and Paula Ahern

Submission Summary:

1. Objection to loss of parking space on Shannon terrace.
2. No off-street parking available for our Residence at Florence Villas

Chief Executive Response:

1. &2 - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries. Parking would also be available at suitable locations in the side streets adjacent to the SCRd. Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets. - Access and egress to homes will be maintained to existing levels
 - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate

- Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
- The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

440. SUBMISSION Joe and Berrie O'Connell

Submission Summary:

1. Elderly grandparents in 80's from Castlewell would not be able to visit relatives on South Circular Road if the parking space was removed.
2. Available parking would be too far to walk.
3. We do not think the community in the area were considered.
4. The road is too narrow for a mandatory cycle lane, a traffic lane & a footpath.
5. If we cannot visit quality of life will be greatly reduced. 6. Who exactly is going to use this cycle lane and how suitable is the South Circular Road for such a Project?

Chief Executive Response:

1. 1 & 2 Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries. Parking would also be available at suitable locations in the side streets adjacent to the SCRd. Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.
3. The proposal would provide a safer and more liveable environment for people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the

legislation. Public consultation took place via notifications, virtual room, drop in sessions and stakeholder meetings since the scheme was first proposed

4. The route has been identified as a primary cycle route within the LSMATS. and has been designed in line with the relevant design requirements for width
5. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation. The proposal provides for improved cycling and pedestrian measures and aims to improve the liveability of the area and quality of life of residents
6. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs. It is designed to link the densely populated suburbs of Mungret and Dooradoyle with the city centre along with the educational institutions along the route.

441. SUBMISSION Dorothy Kelly

Submission Summary:

1. Parking will be seriously reduced.
2. Any emergency service that has to park will create huge disruption to traffic movement.
3. Residents or business were not given an opportunity to give their view prior to the production of the plan. This was a serious omission by local government
4. The route is very busy from traffic south of the city.
5. This plan does not allow for normal requirements of vehicle owners.
6. The proposal will turn the route into a traffic blackspot.
7. Has consideration been given to impact on lives of older and disabled residents?
8. Will they have to park at a distance to their homes.
9. Will this become an exclusionary area where these people can no longer live?
10. Have the Ambulance Service, Fire Service and Guards comments on the proposal?
11. Have commercial firms given their view, i.e. oil deliveries, refuse collection, etc?
12. The option to pave garden areas is environmentally questionable, leading to run-off and destruction of natural habitats. OECD (ENV/WKP(2019) 4). Biodiversity losses due to paved parking. The proposal will turn the route into a traffic blackspot
13. Concerns raised on the impact the scheme will have on residents, especially elderly or disabled.
14. Concerns raised on the impact the creation of off street parking would have on the visual character of the area
15. Queries if the impacts on emergency service vehicles has been assessed or the impact on commercial vehicles and deliveries
16. The plan does not allow for the normal requirements of private or commercial vehicles and that prior consultation with residents and businesses was not undertaken

Chief Executive Response:

1. , 2, 8 & 9. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport

through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

- No ambulance bays are proposed to be removed as part of the proposal.

- Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

- The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries. Parking would also be available at suitable locations in the side streets adjacent to the SCRd. Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.

3. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
4. 5 & 6. Motorised accessibility for local residents is provided for within the scheme. The scheme has been designed to reduce the volume of traffic along the route
7. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation. The proposed scheme will provide greater pedestrian facilities and will improve liveability and quality of life for residents.
10. & 11. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room. The submission period was available for all parties to make submissions
12. The scheme has undergone an Environmental Impact Assessment screening and is considered not to have adverse environmental effects
13. Where possible parking has been maintained and compensatory parking provided.
14. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
15. An Architectural Heritage Impact Assessment has been prepared in support of the application and has determined that the proposed scheme would not materially harm the heritage of the area. The only off street parking proposed as part of this scheme is at the corner of Laurel Hill Avenue and SCR.
16. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass

safely and then pull out again once safe to do so. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

442. SUBMISSION Noreen Myers

Submission Summary:

1. Detriment of residents many elderly on their quality of life and freedom.
2. On-street parking will be reduced.
3. Value of homes with no parking will depreciate. Residents need parking for example: Carers calling, tradesman calling, grocery delivery, courier delivery, elderly relatives calling, if residents arrive home late in the winter, how are they to access homes safely. People with mobility issues.
4. Double cycle lane should not go ahead, its too wide and may attract scramblers and horse and carts.
5. Increased traffic volumes. Increased traffic on Lifford Ave due to no right turn from Ballinacurra Cross onto South Circular Road.
6. New cycle lane will eliminate Safe Parking/drop off, for the two crèches on SCR & Henry St.
7. Health & Safety Issue for children and residents of Templeville will be caused by motorists driving down Greenyard Cafe to avoid traffic lights at Punches Cross.
8. Removal of on street parking will result in parking in local estates.
9. Reduced parking from new cycle lane may impact/result in closures of local business's on Henry St/Quinlan St.
10. Danger to cyclists with cars stopping on the road to let children out of cars at school time.
11. Persons travelling to Redemptorist Church will have to leave SCR and go onto the main Ballinacurra road.
12. By removing SCR for vehicles motorists will end up staying longer in their cars resulting in more emissions.
13. There has to be a better alternative. The Dock Rd or Edward Street as they are wider streets.

Chief Executive Response:

1. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilitates that would encourage people to walk and cycle rather than relying on the use of private cars.
2. & 8 & 9. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. The parking report has provided an overview of parking along the route as well as potential areas such as back

lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

- The parking report is considered to be accurate and has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

3. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme. - Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.

4. Noted. The route has been identified as a primary cycle route within the LSMATS. A road safety audit was completed. .

Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas.

5. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
6. There is currently no official on street parking in this area serving the playschool. Cars park informally along the side of the SCRd with no guarantee of spaces for parents dropping off children by car. The proposal includes four spaces that individuals could park in if they are available. The proposal will also provide safer and more sustainable modes of transport for pedestrians and cyclists, which should in turn reduce the demand for private cars.
7. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety including a road safety audit.
10. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
11. Noted. Patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.
12. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

13. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

443. SUBMISSION Carol Hanrahan and Anne Menton Hanrahan

Submission Summary:

1. Lifford Avenue already has a serious traffic flow problem and getting onto the Ballinacurra Road is a feat in itself what with Bus/Ambulance/Taxi lane plus two lanes for general vehicular traffic.
2. Ongoing difficulty accessing our driveway due to historic removal of double yellow lines.
3. Proposal should be scrapped and thorough consultation to take place.
4. Traffic congestion will have a negative impact on house values.
5. Unfair to penalise homeowners and business properties for a small number of cyclists.
6. Serious problem to Lifford Ave houses for access from delivery vans, ambulances, refuse collection, etc. 7. No "Duty of Care" has been considered on this proposal.

Chief Executive Response:

1. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
2. Access and egress to homes will be maintained to existing levels
3. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room and meetings with stakeholders.
4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed. - The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme. - Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
5. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars. The route has been identified as a primary cycle route within the LSMATS. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.

6. Traffic surveys have been carried out and have assessed the impact on affected nearby roads. While it is acknowledged there will be an impact it is not considered that it will be martially harmful. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 “Signalisation of Ballinacurra/Lifford Ave Junction” is proposed.
 - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
 - Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
 - The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
7. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety. and undergone a road safety audit

444. SUBMISSION Kevin Stevenson Part-time Lecturer

Submission Summary:

1. Expression of Support on the Bike lane as a bicycle commuter to Mary Immaculate College

Chief Executive Response:

1. Noted

445. SUBMISSION Mary Collins – Staff member Mary Immaculate College

Submission Summary:

1. Expression of Support for the creation of more cycle lanes in Limerick City.
2. At present from experience, cycling around the city is not safe. A cycle lane on SCR to city would be a welcome start

Chief Executive Response:

- 1&2. Noted

446. SUBMISSION Paul Comerford

Submission Summary:

1. Where SCR and Lifford join, the Ballinacurra road will require a traffic management plan (traffic lights) to allow safe access onto Ballinacurra road. The current pedestrian lights are not acceptable. This is a very large safety concern and need a review.
2. Lifford Ave is too narrow to cater for the proposed extra traffic, again unsafe.

3. The SCR is very narrow in places from Ballinacurra Road to New St Junction. I'm unsure it can accommodate the proposed cycle lane safely.
4. The removal of parking from New Street to the End of Henry St is a huge concern, where are residents going to park their cars. Businesses are going to face delivery difficulties plus a probable deduction of custom due to no parking.
5. The increase of traffic flow on New St could be determined especially at peak school times. —The Scheme in its present format is flawed and should not proceed

Chief Executive Response:

1. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 “Signalisation of Ballinacurra/SCR Junction” is proposed. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy.
2. &3. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas
4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
Parking on New Street is proposed to be maintained to existing levels. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.

447. SUBMISSION Niamh Armstrong

Submission Summary:

1. Expression of Support for the creation of more cycle lanes in Limerick City.
2. At present from experience, cycling around the city is not safe. A cycle lane on SCR to city would be a welcome start

Chief Executive Response:

1&2. Noted

448. SUBMISSION Mary Madden

Submission Summary:

1. Copy of comments in Submission 457
2. Copy of comments in Submission 344
3. **Extra Information to 344
4. This plan was started back in 2014.
5. Where are the surveys that were completed to support the choice of Road?
6. Were young children, teenagers, students, parents and older people consulted?
7. Are young people , teenagers going to cycle to school with laptops, school books, Hurley's, artwork, woodwork, music, etc., etc., on a BIKE?
8. Were parents driving this route surveyed as to why they used the car to bring their children to school?
Will busy working parents who currently drop kids off to school have the time to instead cycle with young kids to school?
9. Our neighbourhood deserves it's own inclusive process to achieve a good standard of permeability. This can only serve to enhance the larger city priority.
Only used by 4 to 10 persons per day.

Chief Executive Response:

1. See response to Submission 457
2. See response to Submission 344
3. Noted.
4. Architectural Heritage Impact Assessment report was submitted with the Part 8 permission application. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
5. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room and relevant stakeholders.
6. The proposal will provide students with safer and more sustainable modes of transport such as walking and cycling which should in turn reduce the need for private cars and ease traffic congestion. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety, including a road safety audit.
7. &8 . Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes. The proposal will provide students with safer and more sustainable modes of transport such as walking and cycling which should in turn reduce the need for private cars and ease traffic congestion

8. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs
9. Noted

449. SUBMISSION Mary Guiney

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

450. SUBMISSION Louise Mulvihill

Submission Summary:

1. Reduced parking
2. Accessibility for deliveries, taxis and emergency services
3. Accessibility for maintenance machinery - hoists, etc.
4. Safety issues
5. Area less attractive to live in - loss of community
6. Accessibility for Special Needs bus
7. I require Safe Access to my car and my home for deliveries, maintenance etc.
8. Implementation of Option No. C from Engineers Report - Shared Carriageways, along with different road surface, speed bumps and extra signage.
9. Divert onto O'Connell Avenue and so avoid the narrow street in question

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Access and egress to homes will be maintained to existing levels
 - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
 - Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.

- The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles.
- 3. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only.
- 4. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety.
- 5. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
- 6. & 7. - Access and egress to homes will be maintained to existing levels
 - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
 - Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
 - The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
- 8. 8. & 9. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

451. SUBMISSION Neil Dorgan

Submission Summary:

1. Copy of comments in submission 450

Chief Executive Response:

1. See response to submission 450

452. SUBMISSION Patrick O'Donnell

Submission Summary:

1. Copy of comments in submission 450

Chief Executive Response:

1. See response to submission 450

453. SUBMISSION Mary Harrington

Submission Summary:

1. Copy of comments in submission 450

Chief Executive Response:

1. See response to submission 450

454. SUBMISSION Patricia Northine

Submission Summary:

1. Copy of comments in submission 450

Chief Executive Response:

1. See response to submission 450

456. SUBMISSION Tony and Anne Flannery

Submission Summary:

1. Copy of comments in submission 450

Chief Executive Response:

1. See response to submission 450

457. SUBMISSION Michael Madden

Submission Summary:

1. Safety risks to road users due to the number of side roads and private dwelling entrances
2. Safety issues due to the width of the adjacent roadway, wide or long vehicles need to traverse this road to deliver essential services
3. Safety issues due to the lack of parking/set down areas
4. Safety to pedestrians and cyclists
5. Impact of an area of conservation and incompatibility of same with the objective of the Limerick City and County Development Plan 2022-2028
6. Adverse impact to amenity of the area and the safety of residents
7. Inconsistency with the National Policy Objective 30 of the National Planning Framework
8. Inconsistency with National Policy Objective 34 of the National Planning Framework and Sustainable Development

Chief Executive Response:

1. The proposal would create a safer environment for all road users.
2. The proposal has been designed in accordance with best practice and guidance and would still facilitate wide or long vehicles.

3. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
4. The proposal is considered to improve the safety of cyclists and pedestrians through segregated cycle lanes, wider footpaths and traffic calming measures.
5. An Architectural Heritage Impact Assessment has been prepared and submitted in support of the application. The report has concluded that the proposal would have positive impacts on the relevant ACAs and is therefore considered to be consistent with the relevant policies and objectives within the Limerick Development Plan (2022-2028).
6. The proposal is not considered to materially harm the amenity of the area and would provide a safer environment for all road users and residents of the area.
7. Objective 30 of the NPF concerns meeting the needs and opportunities of an ageing population. The proposal is considered to be consistent with Objective 30 as it will provide a safer and more accessible environment for pedestrians and cyclists and reduce traffic.
8. National Policy Objective 34 concerns supporting the provision of lifetime adaptable homes and is therefore not considered to be relevant to this proposal.

458. SUBMISSION Siobhan, Caoimhe and Róisín Hawkins

Submission Summary:

1. Copy of comments in submission 450

Chief Executive Response:

1. See response to submission 450

459. SUBMISSION John Lawlor

Submission Summary:

1. Copy of comments in submission 450

Chief Executive Response:

1. See response to submission 450

460. SUBMISSION Jean Nolan

Submission Summary:

1. Concerns over ability to safely access Lifford Avenue and surrounding roads network.
2. Concerns over parking.
3. Concerns over green area and tree.
4. Concerns over more cycle lanes and not utilising existing ones.
5. Can a shared road be implemented?

6. Can the Permeability filter be removed?

Chief Executive Response:

1. The ability to turn right from Lifford Ave to the Ballinacurra Road will be maintained to current levels. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 “Signalisation of Ballinacurra/Lifford Ave Junction” is proposed. See Modification 1
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
3. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation .An alternative green area has been provided and approx 140 trees are proposed to be planted over the length of the scheme
4. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATS.
5. The route has been identified as a primary cycle route within the LSMATS as identified as optimum after an options selection process.
6. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.

461. SUBMISSION Mary Nolan

Submission Summary:

1. Copy of comments in submission 460

Chief Executive Response:

1. See response to submission 460

462. SUBMISSION Peggy Kirby

Submission Summary:

1. Concerns over introduction of the permeability at the top of our road, this will push significant unwanted traffic through our avenue.
2. Objection to removal of the tree at the top of our avenue.
3. Residents of SCR between Ballinacurra Ave & Lifford Gardens will have to travel down our road to get onto the main Ballinacurra Road.
4. Also residents travelling from the Childers Road will also use our road.
5. Introduce a controlled junction Ballinacurra road - SCR junction and/or Ballinacurra road - Lifford Avenue Junction

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS as identified as optimum after an options selection process. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation. An alternative green area has been provided and approx 140 trees are proposed to be planted over the length of the scheme.
3. & 4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
5. Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/SCR Junction" is proposed. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.

463. SUBMISSION Gerry Noble

Submission Summary:

1. Copy of comments in submission 442

Chief Executive Response:

1. See response to submission 442

464. SUBMISSION J. O'Brien

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

466. SUBMISSION Michael R. McCormack

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

467. SUBMISSION Emily O'Dwyer

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

468. SUBMISSION Saoirse O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

469. SUBMISSION Eoghan Carey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

470. SUBMISSION Cian Buckley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

471. SUBMISSION Multi-Storey (Limerick) Ltd. c/o Tony Clarke Managing Director

Submission Summary:

- 1 Concerns over access of customers from Dooradoyle and SCR to access city Centre for shopping.
2. Measures that may be appropriate for a larger city with significant traffic problems are being considered for limerick.
3. If city centre shoppers/ customers find it too difficult to access by car, they will go elsewhere to retail parks or shopping centres.
4. LCC should give more access to the car if changes are to be made to the SCR. The loss of 47 parking space on Henry St. is unacceptable for Businesses to continue. Similar Schemes on Parnell & Wickham St. have resulted in reduced footfall and traffic to businesses resulting in businesses closing their doors.

Chief Executive Response:

1. Access to City Centre from Dooradoyle and SCR will be possible by vehicular means. The proposed scheme also provides safe cycling and pedestrian access to the City .
2. The proposed scheme aims to provide safer infrastructure for active travel options along the route and will increase accessibility to City centre via these modes.
3. The City will be accessible by car and the scheme proposes better accessibility for cyclists and pedestrians.
4. The scheme proposes to reduce rat run traffic on SCR by the introduction of filtered permeability on Lifford Ave. Access to SCR by car is retained.
5. Submissions have been received regarding the extension of the Henry St one way system between Alphonsus Street to Mallow St. The one way system has been reviewed, assessed in terms of road safety and now forms part of the proposal.

473. SUBMISSION Kate O'Neill

Submission Summary:

1. The proposed plan to restrict parking on this stretch will not suffice.
2. The existing available space in back laneways is already full and any increase will block garages. I would welcome further information regarding how the overnight survey was carried out? Also, I fail to see how this report addresses the loss of 26 spaces allowing only 24 spaces? I have also noticed some inaccuracies in the report drawings in relation to those houses that have back access.
3. Greater consultation should be carried out with the communities along the route

Chief Executive Response:

1. 1. & 2 Where possible parking has been maintained and compensatory parking provided. - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
3. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

474. SUBMISSION Catherine Long

Submission Summary:

1. Copy of comments in Submission 462.
2. Look into using the Dock Road or the main Ballinacurra Road to introduce the cycle lanes as they are much wider

Chief Executive Response:

1. Response as per submission 462
2. The route has been identified as a primary cycle route in LSMATS

475. SUBMISSION Tara Robinson

Submission Summary:

1. The success of the proposal will mean an extension of the scheme across the whole city, connecting all schools and places of work and community to safer walking and cycling infrastructure. This scheme alone will allow many thousands of children and young adults to safely commute to school/college or work at this location. Once the infrastructure

beds-in we will see confidence among parents and young people soar, and it will result in a huge reduction in car traffic for short journeys. There will also be added benefits -- such as reduced pollution - improved health outcomes. For some the transition towards active travel will mean some disruption in the short term - but given the perilous situation we find ourselves with climate change - we need to be brave and make decisions that are sometimes unpopular - but proven by science - to be the right ones for the greater good - and for the planet

Chief Executive Response:

1. Noted

476. SUBMISSION Tony Clarke

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

477. SUBMISSION John Foley c/o An Post

Submission Summary:

1. Business will diminish from reduced on-street parking. Proposal will force businesses to close permanently.
2. On-street parking on Henry St is essential for access by the elderly.
3. Unsatisfactory consultation process.
4. Cycle lanes are disproportionate to the width of existing roads and are a safety concern.
5. Cycle lanes are used by drug gangs to shuttle drugs around on e-scooters.

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.
The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. See point 1.
3. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room and meetings with stakeholders.

4. The route has been identified as a primary cycle route within the LSMATS and has been designed in line with design guidance for road widths. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme. 5. Noted

478. SUBMISSION Séighin Ó Cheallaigh

Submission Summary:

1. Concern for elderly over substitute parking that it is too far to access. Instead, compromise with a shared space to compliment smarter travel initiatives and the older care initiatives of the Dept. of Health, Removal of on-street parking may force elderly residents to enter older care system.
2. Shared road space solution?

Chief Executive Response:

1. Access and egress to homes will be maintained to existing levels. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets.
2. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists. and has been designed in line with design guidance for road widths. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.

479. SUBMISSION Glen Fleming

Submission Summary:

1. Proposal shows reduction in parking, no reference within the plans as to where the parking would be replaced. My parking is being removed without an alternative.
2. Putting my personal safety at risk.
3. Look for alternatives to removing residents parking?
4. There is no reference within the plans as to how many parking spaces will be lost?
5. Has anyone looked at the railway line from Mungret via Raheen to Colbert station? What about the vacant field beside the Redemptorist Church for local residents parking?
6. People with Disabilities.
7. De-value property.
8. Concerns with the reduction in parking between Quin St and St Gerard St Junctions and the reduced accessibility for elderly, deliveries and emergency services.
9. Concerns raised on the impact that the removal of parking will have on residents daily lives, businesses operations and the safety and security of vehicles if parked away from properties
10. Request that Option C - Shared Carriageways of the Options Report is reconsidered for this section of the scheme with increased traffic calming measures
11. Suggests that this section of the route could be diverted onto the wider O'Connell Avenue and serve the Project & Model Schools

Chief Executive Response:

1. & 4. The current situation with regard to on-street parking within designated parking bays is that residents can park in the bays provided they have a parking permit issued by the Local Authority. The parking permit is not specific to one particular location outside the residents dwelling and covers a wide area including side streets and is based on a first come first served basis with no daily guarantee of an available parking space outside a particular dwelling. This would continue to be the case with residents anticipated to find parking in suitable locations in close proximity to their dwelling or in side streets. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. . The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety including a road safety audit.
3. Whilst parking is proposed to be removed alternatives are also proposed where possible. On street parking is also available on streets adjacent to the scheme.
4. The car parking report provides details of the number of car parking spaces proposed to be removed.
5. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists. and has

been designed in line with design guidance for road widths. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.

6. Access and egress to homes will be maintained to existing levels. The proposal will also provide safer and more sustainable modes of transport for pedestrians and cyclists, which should in turn reduce the demand for private cars. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilitates that would encourage people to walk and cycle rather than relying on the use of private cars.
7. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas, which is considered to be a benefit of the scheme.
- Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
8. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
9. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
10. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
11. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs.

480. SUBMISSION Cathal McCarthy

Submission Summary:

1. Proposal is completely unnecessary.
2. Proposed without proper consultation with the affected residents. Describing the "drop-in-sessions" as consultations is fraudulent.
3. Unnecessary cycle lane, taking away much needed parking space access for emergency vehicles, ultimately making the area harder to live.
4. Removing the tree will be a disgusting act of vandalism.
5. Safety Concerns for potential of cyclists being knocked off bikes.
6. Idiotic plan.
7. Those responsible should be fired.

Chief Executive Response:

1. Noted
2. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, a virtual room and stakeholder meetings
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries
 - The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. - Access and egress to homes will be maintained to existing levels
 - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
 - Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
 - The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
4. One tree is proposed to be removed over the extent of the scheme. It is proposed to plant approx 140 new trees. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.
5. The proposal has been designed in accordance with best practice and available guidance and has been assessed in terms of safety. The proposal will provide residents with safer walking and cycling infrastructure. The route has been identified as a primary cycle route within the LSMATS. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
6. Noted.
7. Noted.

481. SUBMISSION Michelle Hayes President Environmental Trust Ireland

Submission Summary:

1. The proposed development is regressive and draconian and is pandering to the whim of a small minority who have disproportionate influence in the Council relative to their size and minority viewpoint. The proposal is to the severe detriment of the many who reside and conduct business in the areas involved. Instead of promoting unity, social cohesion, inclusion, integration, togetherness, wellbeing and a pluralistic society, the proposal is divisive and the attempts to unilaterally impose it upon affected communities has caused enormous and unnecessary upset and distress. The elected Councillors are urged to reject the proposal outright
2. Proposals are premature and not properly thought out. There have been no adequate or proper impact assessments conducted and no adequate or proper surveys conducted. Some reports and assessments obtained are inadequate or materially and fundamentally flawed and are not in compliance with EU and national law requirements.
3. In breach of the Aarhus Convention on meaningful and effective public engagement, there was no public Participation or consultation prior to public drop in sessions commencing from 6th October 2022 in a public house and in other venues such as Mary Immaculate College and the Citizens Innovation Laboratory, where the public were belatedly invited for the first time to view a number of maps without prior consultation on what was contemplated. People were presented with a fait accompli by Limerick City & County Council.
4. Who were the stakeholders invited (apart from the statutory bodies) to be become involved in the drawing up of the proposed plans?
5. In relation to the screening report carried out by Limerick City & County Council where it is stated that Limerick City & County Council "has determined that there is no real likelihood of significant effects on the environment" Limerick City & County Council were not entitled to come to this conclusion based on the information available. The EIA and AA Screening reports are inadequate and do not take of the relevant law.
6. Was a risk assessment carried out on the impact of people with impaired mobility, disabilities, the elderly, access to emergency services, people with asthma, angina, impaired lung function who need their parking spaces outside their homes?
7. The removal of parking spaces on the South Circular Road to deprive vulnerable people of their independence including people with impaired mobility and those with arthritis is cruel and blinkered vision
8. The proposed removal of a right turn from Ballinacurra Road to South Circular Road, Lifford Avenue to South Circular Road, removal of the left turn from Boreen a Tobair to South Circular Road, and creation of one way streets to include Quin Street, St Gerard Street, and Mill Lane, is illogical. Defeats climate emergency response and will inevitably result in greater Green House Gas Emissions. This will create more backup of traffic onto New Street, more backup of fumes in a residential area in complete juxtaposition of what it purports to do.
9. In relation to the proposed insertion of traffic signals at the Ashbourne Ave /New Street. This proposal was without any consultation with the Residents. New Street is already a very busy congested street with only parking spaces at one side of the street. Local residents are forced to park on the footpath because of no parking spaces. What should be done is to provide parking spaces for the residents on New Street at both sides

of the road. Traffic calming measures on New Street should be considered and a one way street from Punches Cross to Fennessy's pub, with tree planting at both sides of the street.

10. In addition the creation of two sets of traffic lights on a residential street where some houses have been in existence since the 1800's has a complete disregard for the Architectural Heritage of the area. The contribution of the residents in preserving that Architectural Heritage and the sacrifices they have made in preserving that Architectural Heritage by not knocking down their walls and railings should be acknowledged.
11. Any proposal or Policy should be subjected to a thorough risk assessment by an appropriately qualified equality expert. Particular regard should be had to the possibility of indirect effects, while apparently neutral, having a disproportionate adverse impact on particular sectors of society, and in particular, on women, disabled persons and rural dwellers In this regard, a recent report showing that women are afraid to use public at night clearly indicates that one size does not fit all.

Chief Executive Response:

1. The proposal would facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. The proposal would provide safer conditions for pedestrians and cyclists as well as reducing traffic, which are considered benefits of the scheme. The proposal has been submitted through the Part 8 planning process, which provides an opportunity for interested parties to make submissions and observations, which are then considered as part of the proposal
2. The proposed route forms part of the primary cycle route as per the LSMATS and has been assessed in terms of best practice and guidance. All required surveys have been carried out with regard had to any relevant legislation and guidance.
3. The proposal is considered to be consistent with the process set out in S179 of the Planning and Development Act (as amended) and Part 8 of the Planning and Development Regulations (as amended) in terms of local authority own development including consultation. Both statutory and non-statutory public consultation was carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, meetings with intersected stakeholders and a virtual room.
4. The proposals were prepared by the LCCC Active Travel Team, consultants, and the NTA. The proposal was then advertised in accordance with S179 of the Planning and Development Act (as amended), where interested parties then have the opportunity to make submissions and observations which are considered as part of the planning process.
5. The screening reports have been prepared in accordance with the relevant legislation, guidance and best practice.
6. A risk assessment has not been carried out, however the proposal will provide improved accessibility for all users.
7. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents.

8. One of the aims of the proposal is to reduce the reliance on private cars and in turn traffic which contributes to air pollution, by providing people with more sustainable modes of transport such as walking and cycling in a safer environment through wider footpaths and cycle lanes.
9. Local residents have been consulted about the scheme through the part 8 planning process where they are able to make submissions and observations. No alterations to the current parking situation or limiting the street to one way on New Street are proposed as part of this scheme.
10. An Architectural Heritage Impact Assessment has been prepared and submitted in support of the proposal and has determined that the proposed scheme would not materially harm the heritage of the area.
11. The proposal will provide improved accessibility for all users.

482. SUBMISSION Anthony Dollard

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

483. SUBMISSION Jess O'Neill

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

484. SUBMISSION Jason O'Donoghue

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

485. SUBMISSION R. Prendeville

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

486. SUBMISSION David James

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

487. SUBMISSION Fiona Barry

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

488. SUBMISSION Willie O'Dwyer

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

489. SUBMISSION Mike O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

490. SUBMISSION John O'Brien

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

491. SUBMISSION Tom Harrington

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

492. SUBMISSION John Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

493. SUBMISSION Morgan O'Leary

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

494. SUBMISSION John Feeney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

495. SUBMISSION Neil Murra

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

496. SUBMISSION Bobby Schmuda

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

497. SUBMISSION May O'Hanrahan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

498. SUBMISSION Matthew Stapleton

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

499. SUBMISSION John Curtin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

500. SUBMISSION Jennifer Moren

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

501. SUBMISSION Helen McCormack

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

502. SUBMISSION David Hogan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

503. SUBMISSION Donna Ronan

Submission Summary:

1. Object to the proposed changes on for South circular road and the surrounding areas. As a resident of Ballinacurra Road this will have major impact on traffic congestion, pollution and noise levels on an already busy road

Chief Executive Response:

1. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation. 1a., - Access and egress to homes will be maintained to existing levels
 - Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate
 - Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmfulThe proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
 - The proposed scheme has been designed in accordance with DMURS design guidance,

which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so. 1b, The use of filtered permeability along the route is designed to discourage non-resident vehicle owners from using the route to access the city.

504. SUBMISSION John Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

505. SUBMISSION Anne Malone

Submission Summary:

1. Proposed Scheme will adversely affect every person who lives on, operates a business on, and shops in this area of South Circular Road, Henry St., Clontarf Place, Newenham Street, Quinlan St, O Connell Ave, Barrington St, the Crescent and so on. The loss of parking will have a detrimental effect on the working and personal lives of those who live on the street. Lack of parking for residents and access for businesses will make the area less desirable.
2. LCCC Engineers outlined they had not spoken to residents, schools, churches, businesses and have no comprehension of the effects on the community as a whole.
3. The proposal will result in business closures and loss of employment and negatively affect council rates. As a result of this lack of communication LCCC should rethink the whole scheme. Many issues cannot be fixed and certain compromises cannot be made due to the needs of the community. It is essential that the needs, safety & peace of mind of the residents & business owners are prioritised in the implementation of this scheme.

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St. On street parking is proposed as part of this amendment.
The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

2. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
3. Noted

506. SUBMISSION Michael Noonan

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

507. SUBMISSION Alex Stafford

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

508. SUBMISSION Michael Murray

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

509. SUBMISSION David Hickey

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

510. SUBMISSION Kevin Kelly

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

511. SUBMISSION Leo Massey

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

512. SUBMISSION Michael Leahy

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

513. SUBMISSION Donal Burke c/o Cantor Fitzgerald

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

514. SUBMISSION Richard Hickey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

515. SUBMISSION Libby Hickey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

516. SUBMISSION Gerard Fitzgerald

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

517. SUBMISSION Jude Williams

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

518. SUBMISSION Odhran Flannery

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

519. SUBMISSION Joanne Sheedy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

520. SUBMISSION Eve Flannery

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

521. SUBMISSION Anthony Costelloe

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

522. SUBMISSION Suzanne Hickey

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

524. SUBMISSION Fiona Lysaght

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

525. SUBMISSION Gerard Mullins

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

526. SUBMISSION Larry Hickey

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

527. SUBMISSION Michael O'Connell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

528. SUBMISSION Michael Long

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

529. SUBMISSION John Joe

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

530. SUBMISSION Tony O'Brien

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

531. SUBMISSION Sean O'Connor

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

532. SUBMISSION G. Buckley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

533. SUBMISSION Walter P. O'Brien

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

534. SUBMISSION Anthony Bromell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

535. SUBMISSION Juan Fitzgerald

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

536. SUBMISSION Kevin

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

537. SUBMISSION Marjorie Bourke

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

538. SUBMISSION Shane Benson

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

539. SUBMISSION Seamus Rawson

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

540. SUBMISSION Mary Meehan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

541. SUBMISSION John Reddan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

542. SUBMISSION Michael Clancy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

543. SUBMISSION Dermot O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

544. SUBMISSION Turyal

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

545. SUBMISSION Oisin Fenton

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

546. SUBMISSION Cian Egan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

547. SUBMISSION Rebecca Dunne

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

548. SUBMISSION Kaitlynn Murphy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

549. SUBMISSION Abdul Ghani

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

550. SUBMISSION Salman Safi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

551. SUBMISSION Barry Scanlan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

552. SUBMISSION Dr. J. Stevens

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

553. SUBMISSION Deal Cleary

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

554. SUBMISSION Mary O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

555. SUBMISSION Ger O'Brien

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

556. SUBMISSION Gary Lysaght

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

557. SUBMISSION Jason Sims

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

558. SUBMISSION Patrick Lowe

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

559. SUBMISSION Triona Graham

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

560. SUBMISSION Jason Lillis

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

561. SUBMISSION W. Chan Haynes

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

562. SUBMISSION Peter Byrnes

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

563. SUBMISSION Frank Downes

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

564. SUBMISSION Louole Lasson

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

565. SUBMISSION Mercedes Byrne

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

566. SUBMISSION Paul Sheehan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

567. SUBMISSION Muireann McMahon

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

568. SUBMISSION Ian Donnellan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

569. SUBMISSION H McMahon

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

570. SUBMISSION Lamin Samuel

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

571. SUBMISSION Cian Kavanagh

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

572. SUBMISSION Mike Frawley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

573. SUBMISSION Dave O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

574. SUBMISSION John Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

575. SUBMISSION Geraldine O'Connell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

576. SUBMISSION Irena Zuiaiiene

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

577. SUBMISSION Jerry Kennedy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

578. SUBMISSION Eleanor Beirne

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

579. SUBMISSION Denise Kennedy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

580. SUBMISSION Catalim Sadsanca

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

581. SUBMISSION Elizabeth Kingston

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

582. SUBMISSION Tony Doolan

Submission summary:

1. Negative effect on lives and parking of residents
2. Businesses will suffer and have to close
3. Supports safer cycling and feels positive for the area but concerns on the loss of parking

Chief Executive Response:

1. 2 &3 Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
 - No ambulance bays are proposed to be removed as part of the proposal.
 - Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries . The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
2. 2.a, - Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists. 3. Noted

583. SUBMISSION Georgia Corcoran

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

584. SUBMISSION Patricia Bennis

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

585. SUBMISSION Alan Bunworth

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

586. SUBMISSION Denis Castea

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

587. SUBMISSION Mena Fogarty

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

588. SUBMISSION Daniel Nedicu

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

589. SUBMISSION Margaret Robinson

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

590. SUBMISSION Yasser Ayyyb

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

591. SUBMISSION Margaret McMahon

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

592. SUBMISSION Killian Fitzgerald

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

593. SUBMISSION Bagdan Tramadfin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

594. SUBMISSION Mike Costelloe

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

595. SUBMISSION Jubair Abdui

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

596. SUBMISSION Thomas Kirby

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

597. SUBMISSION Edward Jennings

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

598. SUBMISSION Megan Duffy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

599. SUBMISSION Katie Foyle

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

600. SUBMISSION Ann McCarthy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

601. SUBMISSION Iwone Bielosklo

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

602. SUBMISSION Andrew Foley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

603. SUBMISSION Anne Leech

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

604. SUBMISSION Pat Kiely

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

605. SUBMISSION Máiréad Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

606. SUBMISSION Catherine O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

607. SUBMISSION Phyllis Quinn

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

608. SUBMISSION Gerry Carroll

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

609. SUBMISSION Mike McLoughlin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

610. SUBMISSION Claire McLoughlin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

611. SUBMISSION Anne and Mike McLoughlin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

612. SUBMISSION John Foley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

613. SUBMISSION Anthony Costello

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

615. SUBMISSION Deirdre McDonnell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

616. SUBMISSION Thomas Downes

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

617. SUBMISSION David Foley

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

618. SUBMISSION Wesley Carrier

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

619. SUBMISSION William Cussen

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

620. SUBMISSION Eleana Gleeson

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

621. SUBMISSION Claire Waters

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

622. SUBMISSION Angela Collins

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

623. SUBMISSION Derek Higgins

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

624. SUBMISSION Brenda Higgins

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

625. SUBMISSION Marie Deignan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

626. SUBMISSION Majella Comerford

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

627. SUBMISSION Nicholas Griffin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

628. SUBMISSION Anne Kennedy

Submission Summary:

1. Copy of comments in submission 344
2. One way traffic SCR to Henry Street

Chief Executive Response:

1. See response to submission 344
2. Submissions have been received regarding the extension of the Henry St one-way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria, road safety, and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.

629. SUBMISSION Garrett Kennedy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

630. SUBMISSION Ciara Higgins

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

632. SUBMISSION Eileen/James Reilly

Submission Summary:

1. Removal of chicane parking would retain 10 existing parking spaces.

Chief Executive Response:

1. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction.

633. SUBMISSION Kevin Nolan

Submission Summary:

1. Selection of SCR as a route and the basis for this.
2. Lack of Consultation.
3. Retain triangle at top of Lifford Ave.
4. Traffic - because of diversion through Lifford Ave.
5. Parking and access for deliveries etc.
6. Implications of traffic during school times
7. One way traffic SCR to Henry Street
8. Traffic lights required on Ballinacurra Road at Lifford Ave.

Chief Executive Response:

1. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
2. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

3. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
4. Traffic surveys have been carried out and include traffic impact assessments of affected nearby roads.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
5. Access and egress to homes will be maintained to existing levels. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate. Many deliveries are now carried out by bicycle or electric bicycle. Deliveries in larger vehicles are anticipated to take place in suitable locations along the route where parking will be available.
6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
7. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one-way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
8. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.

634. SUBMISSION Ruth Bourke

Submission Summary:

1. Focuses on the educational hub of the area and potential of scheme to enable move sustainable transport

Chief Executive Response:

1. Noted

635. SUBMISSION Dundon Callanan LLP Solicitors

Submission Summary:

1. Lack of Consultation with businesses
2. At present difficulties customer accessing the business
3. Negative impact on the City Centre

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

2. Where possible parking has been maintained and compensatory parking provided. Whilst it is acknowledged that, there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

636. SUBMISSION Prof. Alan Donnelly

Submission Summary:

1. Positive impact this scheme could have in people choosing a more active lifestyle and the health benefits of it.

Chief Executive Response:

1. Noted

637. SUBMISSION Mary O'Connell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

638. SUBMISSION Liam Ferrie

Submission Summary:

1. Positive impact this scheme could have on children's independence in terms of transport etc.

Chief Executive Response:

1. Noted

639. SUBMISSION Cathal McCarthy

Submission Summary:

1. Access to estates via one way system
2. Negative impact on quality of life and property value
3. Drop in consultations were not meaningful
4. Two-way cycle traffic as cars enter and exit properties.
5. Dock Road as an alternative route
6. Hyde road as an alternative route

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged, there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas, which is considered to be a benefit of the scheme.
3. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
4. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
5. & 6. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.

640. SUBMISSION Laura Chawke

Submission Summary:

1. Positive impact on traffic
2. Add in contra flow cycle lanes

Chief Executive Response:

1. Noted
2. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs

641. SUBMISSION Pat Hall

Submission Summary:

1. Concerns with regards to parking on Lifford Ave.
2. Discuss the cycling options on Ballinacurra Road. Cycle Lane In and out bound on Ballinacurra Road

Chief Executive Response:

1. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
2. The proposed scheme is a primary cycle route identified in LSMATS.

642. SUBMISSION Charles Elliot

Submission Summary:

1. Discusses the educational hub of the area and implication on traffic
2. Architectural conservation area and lack of options for off road parking for residents.
3. Parking restrictions for residents
4. Options report and its failings – traffic survey timing, census data, typical section and filtered permeability for section 3.

Chief Executive Response:

1. 1. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. An Architectural Heritage Impact Assessment has been prepared in support of the application and has determined that the proposed scheme would not materially harm the heritage of the area.
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses
4. Traffic surveys - The main surveys used for traffic analysis were undertaken during the preliminary design period (April 2022) when it was understood that traffic levels had reached 'new normal' levels where school traffic was ongoing and many people had moved to hybrid working arrangements. This is validated by the resurvey of J7 in September 2022 where no Covid travel restrictions applied and where the PM peak numbers remained the same and the AM peak only increased by approximately 3.6%.
2016 Vs 2022 Census data
2022 Census data relating to Means of Travel is not yet available to the public, 2016 data is the most recent.

Figure 5-27: Typical Section 3 Do Nothing Scenario Cross Section SCR between Fennessy's Roundabout and Laurel Hill Avenue

The right hand side of this section identifies that this section of the route has varying edge treatment ' Existing Wall/Railing/Footpath'

Filtered Permeability on Section 3? - Filtered permeability is a concept that "filters out" through car traffic on selected streets to create a more attractive environment for walking and cycling, while maintaining accessibility for local residents, deliveries or emergencies. Filtered permeability was possible on Section 2 due to alternative access points available for local traffic. On section 3 the route is one-way traffic with limited options for local access if another or alternative filtered permeability restriction were applied, therefore it was discounted as an option for Section 3. The benefits of reduced traffic on SCR as a result of the filtered permeability imposed on Lifford Avenue in Section 2 should also be witnessed on SCR in Section 3 as city bound traffic will be filtered out.

643. SUBMISSION Marian Hickey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. Response as per Submission 418.

644. SUBMISSION Steven Shusarski

Submission Summary:

1. Health benefits of good cycling infrastructure

Chief Executive Response:

1. Noted

645. SUBMISSION Linda Frawley

Submission Summary:

1. Parking restrictions

Chief Executive Response:

1. Where possible parking has been maintained and compensatory, parking provided. Whilst it is acknowledged that, there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved

footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries

The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.

646. SUBMISSION Liz Lynham

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. Response as per Submission 418.

647. SUBMISSION Tom Larkin

Submission Summary:

1. Greater safety for cycling

Chief Executive Response:

1. Noted

648. SUBMISSION Patsy Pomeroy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. Response as per Submission 418.

649. SUBMISSION Joseph Body

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. Response as per Submission 418.

650. SUBMISSION Limerick Green Party

Submission Summary:

1. Health benefits of good cycling infrastructure
2. Connection of Raheen and Dooradoyle suburbs to the City Centre
3. Educational hub and enabling better cycling for school goers.

Chief Executive Response:

1. – 3. Noted

651. SUBMISSION Zakariah

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. Response as per Submission 418.

652. SUBMISSION Kitty McNamara

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. Response as per Submission 418.

653. SUBMISSION Tina Morin

Submission Summary:

1. increase the viability and sustainability of the City

Chief Executive Response:

1. Noted

654. SUBMISSION Louise O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

655. SUBMISSION Ameenah Hussaini

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

656. SUBMISSION Ber Power

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

657. SUBMISSION Stacie Browne

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

658. SUBMISSION Louise O'Sullivan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

659. SUBMISSION Riducu I

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

660. SUBMISSION Garry Carroll

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

661. SUBMISSION Ronan Mcloughlin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

662. SUBMISSION Imrom Mohamad

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

663. SUBMISSION Liam MacMathuna

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

664. SUBMISSION Nuala Browne

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

665. SUBMISSION Yousaf Darwari

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

666. SUBMISSION Patrick Logue

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

667. SUBMISSION Nailb Amini

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

668. SUBMISSION E O'Dochartaigh

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

669. SUBMISSION Sarah King

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

670. SUBMISSION Eoin O'Connell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

671. SUBMISSION Muhammad Afzal

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

672. SUBMISSION Thomas Shanahan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

673. SUBMISSION Joe Kiely

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

674. SUBMISSION Fiona Lysaght

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

675. SUBMISSION Eoin Walsh

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

676. SUBMISSION Owne Burler

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

677. SUBMISSION Rose O'Dwyer

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

678. SUBMISSION Grace Mulqueen

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

679. SUBMISSION Siobhan Greney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

680. SUBMISSION Mags Flannery

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

681. SUBMISSION Catherine Keyes

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

682. SUBMISSION Miles Jhon

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

683. SUBMISSION Anne Flannery

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

684. SUBMISSION John Earls

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

685. SUBMISSION Mary O'Halloran

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

686. SUBMISSION Dennis O'Sullivan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

687. SUBMISSION Noulhaor Faizi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

688. SUBMISSION Ellen Breen

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

689. SUBMISSION Richard Fitzgerald

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

690. SUBMISSION Hassan Henry

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

691. SUBMISSION Jamie O'Donoghue

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

692. SUBMISSION Valerie O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

693. SUBMISSION Ziqulislam Zua

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

694. SUBMISSION Claudia Galvin

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

695. SUBMISSION Garry Kelly

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

696. SUBMISSION G Keating

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

697. SUBMISSION Mary Lenihan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

698. SUBMISSION Denis O'Dwyer

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

699. SUBMISSION Jane Fitzgibbon

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

700. SUBMISSION Willie Sexton

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

701. SUBMISSION Jonathan McInerney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

702. SUBMISSION Evelina Fernandez

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

703. SUBMISSION Garry Quinlivan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

704. SUBMISSION Deirdre Gorman

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

705. SUBMISSION Louise Mulcahy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

706. SUBMISSION Dan Phillips

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

707. SUBMISSION Stephen Coughlan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

708. SUBMISSION Darliusz Borkowski

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

709. SUBMISSION Mary Rawson

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

710. SUBMISSION Eoin Greaney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

711. SUBMISSION Aoife Lehane

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

712. SUBMISSION Benjamin Ragan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

713. SUBMISSION Ava Foley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

714. SUBMISSION Cinnait Lehane

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

715. SUBMISSION Pauline Lehane

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

716. SUBMISSION Kamran Khan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

717. SUBMISSION Michael Lehane

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

718. SUBMISSION Abdullah Bizwahid

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

719. SUBMISSION Aoibheann O'Dea

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

720. SUBMISSION Paul Cusack

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

721. SUBMISSION The Customers of Bua Barbers

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

722. SUBMISSION Shanhab Farley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

723. SUBMISSION Nori

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

724. SUBMISSION Adul Aziz

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

725. SUBMISSION Abakar Abdulla

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

726. SUBMISSION Syril

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

727. SUBMISSION Stephen Ivan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

728. SUBMISSION Noorzaman Alamzi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

729. SUBMISSION Hayley Purcell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

730. SUBMISSION Mary Purcell

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

731. SUBMISSION B Power

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

732. SUBMISSION Abdullah

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

733. SUBMISSION Denny Wallace

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

734. SUBMISSION Kihler Mendouza

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

735. SUBMISSION Ber Galvin King

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

737. SUBMISSION Caroline Silva

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

738. SUBMISSION Eoin Morrison

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

739. SUBMISSION Sadilca

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

741. SUBMISSION Yaser Haloum

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

742. SUBMISSION Rick Sheedy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

743. SUBMISSION Danny Coleman

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

744. SUBMISSION Paul Anayo-Vrioreme

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

745. SUBMISSION Conor Butler

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

746. SUBMISSION Seamus O'Connor

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

747. SUBMISSION Triona Cavanagh

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

748. SUBMISSION Neil Doherty

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

749. SUBMISSION Kris Doherty

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

750. SUBMISSION Roberto Silva

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

751. SUBMISSION Maeve Callanan and John Mullins

Submission Summary:

1. Not enough meaningful discussions/engagement with residents
2. Junction at Lifford Avenue/Bohereen an Tubber will become dangerous
3. Wont have direct access to Shannon/Clare via the Dock Road
4. The plan disconnects them from their neighbours at the end of the road

5. Lifford Ave is already sufficiently congested and it now has residents from Ballinacurra parking on the Avenue as well as Mary I students
6. The junction at Lifford Ave/Ballinacurra is not safe due to taxis driving at high speed- expectation that there will be a big tail back in Lifford Ave at peak times
7. Won't have sufficient access to their property
8. Object to the removal of on street parking on SCR
9. Not enough consideration given to elderly residents

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. Road marking and signage will be in place to delineate the junction and direct drivers
3. Dock Road will be accessible from the existing roads off South Circular Road and Henry Street
4. Filtered permeability is proposed to reduce through traffic in the area.
5. Noted.
6. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed.
7. Access and egress to homes will be maintained to existing levels.
8. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
9. The proposal would provide a safer and more liveable environment for residents through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.

752. SUBMISSION David Geary

Submission Summary:

1. Important that this safe cycle route is developed into the city centre

Chief Executive Response:

1. Noted

753. SUBMISSION John Sweeney

Submission Summary:

1. Plan focuses on the cyclist with inadequate consideration of the road side residents
2. Will dis-improve the quality of life of the local population
3. Parking will be further exacerbated if a two-cycle lane is introduced
4. Inadequate parking spaces envisaged in the proposed plan seriously inhibit the desirable concept of inner city living

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance and caters for all road users.
2. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
3. &4. Whilst it is acknowledged that, there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

754. SUBMISSION Blandine Fitzgerald

Submission Summary:

1. The scheme was not screened out and should be subject to an EIA process as opposed to Part 8 process
2. No public consultation or public engagement undertaken as required under the NTA Project Approval Guidelines
3. The Council have imposed a 'fait accompli' on the community
4. There is a missed opportunity as part of the process to include for enhanced public realm by the undergrounding of services when digging up roads and footpaths
5. The Council have not identified where additional/replacement parking is being provided. Refers to Road Safety Audit and its recommendations.
6. The car parking report is deficient, misleading and wholly inadequate to base the impacts of the current scheme on
7. No consideration has been given to the impacts on parking and traffic movements during school drop off and collection times

Chief Executive Response:

1. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.

2. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
3. The project is going through a Part 8 Planning process where extensive public consultation has been undertaken. The outcome of the Part 8 process will be decided by Elected members.
4. A landscape Architect has undertaken a review of the proposals and any overhead services that can be undergrounded will be considered during detail design.
5. Additional Parking will be provided at Quinn St. and Laurel Hill Ave. Following consultation it is also proposed to provide additional parking as per amendments 3 and 4
6. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
7. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

756. SUBMISSION Tom O'Connor

Submission Summary:

1. Restrict emergency vehicles, bin collections etc.
2. Will result in making it hazardous to get to his property

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
2. Traffic surveys have been carried out and include traffic impact assessments of affected nearby roads.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

757. SUBMISSION Medical Centre c/o Bernie Sheehan

Submission Summary:

1. Full support

Chief Executive Response:

1. Noted

758. SUBMISSION Charlie Hayes

Submission Summary:

1. Inadequate space available for emergency vehicles
2. Valuation of properties will go down due to lack of parking
3. Traffic chaos
4. MIC does not have any bicycle rack- will the college provide parking on the campus
5. Suggestion to move the cycle lane to the Dock Rd, with serious calming measures which would also link up the cycle lanes on the Condell Rd

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
2. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme. Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
3. Traffic surveys have been carried out and include traffic impact assessments of affected nearby roads.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
4. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
5. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

759. SUBMISSION Robert Hayes

Submission Summary:

1. Copy of comments in submission 758

Chief Executive Response:

1. See response to submission 758

760. SUBMISSION Bobby Hayes

Submission Summary:

1. Copy of comments in submission 758

Chief Executive Response:

1. See response to submission 758

761. SUBMISSION James Clifford

Submission Summary:

1. Great addition to the city will improve traffic congestion, and improve air quality and a safer route for cyclists

Chief Executive Response:

1. Noted

762. SUBMISSION Ann Marie Croucher

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

763. SUBMISSION Kevin Hamed

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

764. SUBMISSION Anne Marie Costelloe

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

765. SUBMISSION Jason Higgins

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

766. SUBMISSION Barry Burke

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

767. SUBMISSION Michael Murphy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

768. SUBMISSION Noel Costelloe

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

769. SUBMISSION Marius Zalinski

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

770. SUBMISSION Jackie Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

771. SUBMISSION Ana Maria Pinitilie

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

772. SUBMISSION Sarah Power

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

773. SUBMISSION Lilli Elena Zalinski

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

774. SUBMISSION Paul O'Shaughnessy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

775. SUBMISSION Joanna Sadzana

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

776. SUBMISSION Christy Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

777. SUBMISSION Carmel Hickey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

778. SUBMISSION Catherine O'Joughen

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

779. SUBMISSION Nicoleta Vena

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

780. SUBMISSION Teresa Hayes

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

781. SUBMISSION Gabriel Carroll

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

782. SUBMISSION Joe O'Carroll

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

783. SUBMISSION Shaun Coughlan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

784. SUBMISSION Mary Marrion

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

785. SUBMISSION Teresa Fitzgerald

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

786. SUBMISSION Fiachra Casey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

787. SUBMISSION Breda O'Brien

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

788. SUBMISSION Norma Donnelly

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

789. SUBMISSION Mary Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

790. SUBMISSION Carol Moloney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

791. SUBMISSION Brendan Clifford

Submission Summary:

1. Full support, hugely beneficial and will be much safer for pedestrians and cyclists.

Chief Executive Response:

1. Noted

792. SUBMISSION Owen Sike

Submission Summary:

1. No credible public transport alternatives in place.
2. Removal of 48 parking spaces, lack of consideration.
3. Would support making the entire route a one way street as far as Sextons Bar on Henry Street without losing the parking spaces

Chief Executive Response:

1. This observation is outside the scope of this project.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There are amendments proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/Opposite Redemptorists, Modification 4 - One way from Clontarf Place to Mallow St. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

3. Submissions have been received regarding the extension of the Henry St one way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.

793. SUBMISSION Pov Pheung

Submission Summary:

1. Supportive- great change-making step towards climate sustainability

Chief Executive Response:

1. Noted

794. SUBMISSION Ray D'arcy

Submission Summary:

1. Applauds the vision for the scheme.
2. By providing safe segregated infrastructure it will provide autonomy for young people.
3. Increased cycling provision will make the city more inclusive, resilient, sustainable and healthy

Chief Executive Response:

1. – 3. Noted

795. SUBMISSION Tom Maguire

Submission Summary:

1. Copy of comments in submission 505.

Chief Executive Response:

- a. See response to submission 505

796. SUBMISSION Geoff Dooley

Submission Summary:

1. Hopes building out a network of high quality interconnected safe cycle lands, will entice drivers out of their cars and everyone can enjoy a more vibrant, liveable city

Chief Executive Response:

1. Noted

797. SUBMISSION Clarice Gleeson

Submission Summary:

2. Copy of comments in submission 505.

Chief Executive Response:

1. See response to submission 505

798. SUBMISSION James McNamara

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

799. SUBMISSION Tony Flannery

Submission Summary:

1. Opposed as his spouse has a disability parking pass due to curvature of the spine and arthritis- cannot lose his parking space

Chief Executive Response:

1. No disabled parking spaces are proposed to be removed as part of the proposal. The current situation with regard to parking in this specific location is that spaces are available to residents with parking permits or individuals who wish to use paid parking, on a first come, first served basis in the on street parking bays. As such, there is no guarantee that a space will be available in the on-street parking bays on any given day. Active Travel, are however proposing additional parking bays in close proximity to this location across the road from the Redemptorists Church, on Quin Street and St Gerard Street. Active Travel can also look at the possibility of providing a disabled parking space, where practicable and if required, in one of these locations.

800. SUBMISSION Brendan McCormack

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

801. SUBMISSION Evelyn Fennelly

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

802. SUBMISSION Mike Ryan

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

803. SUBMISSION David Hinchy

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

804. SUBMISSION Eileen Scanlan6

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

805. SUBMISSION Abdullah Sidigi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

806. SUBMISSION Mohanna d Ivases

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

807. SUBMISSION Bahaeddin Tanabuise

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

808. SUBMISSION Bahader Khan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

809. SUBMISSION Nassan Maydi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

810. SUBMISSION Mohammad Suman

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

811. SUBMISSION Mike Tully

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

812. SUBMISSION Mary Moran

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

813. SUBMISSION Mary Buckley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

814. SUBMISSION Ezatull

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

815. SUBMISSION Waliminawal

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

816. SUBMISSION Yana

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

817. SUBMISSION Caroline Hartnett

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

818. SUBMISSION Michael Finnan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

819. SUBMISSION Sarah McCormack

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

820. SUBMISSION Patsy Aherne

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

821. SUBMISSION Jennifer Woulf

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

822. SUBMISSION Joan Byrt

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

823. SUBMISSION Georgie Quinlivan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

824. SUBMISSION John Foley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

826. SUBMISSION Eadaoin Holland

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

827. SUBMISSION Khoshhal Kakar

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

829. SUBMISSION Joan Swift

Submission Summary:

1. Will provide an active means of linking a quarter of Limericks own population to the city centre
2. Will lead to emissions reduction, cleaner air and a quieter residential area

Chief Executive Response:

1. & 2. Noted

831. SUBMISSION Eithne Kennedy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

832. SUBMISSION Gerard Kennedy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

833. SUBMISSION Moira Kennedy

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

834. SUBMISSION Anne Dolan

Submission Summary:

1. Fully supportive- will reduce carbon emissions; reduce noise pollution, footpaths for pedestrians will lower the chances of bikes on footpaths. The use of filtered permeability is highly effective in preventing 'rat running'; there will be less traffic congestion, health & quality of life will be enhanced.

Chief Executive Response:

1. Noted

835. SUBMISSION Alex O'Neill

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

836. SUBMISSION Catherine O'Riordan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

837. SUBMISSION Mary Mcaleden

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

838. SUBMISSION Geraldine Quinlan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

839. SUBMISSION Gemma Lyons

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

840. SUBMISSION Murtaza Hambi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

841. SUBMISSION Umeeb Hamdi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

842. SUBMISSION Nizaze Hedayatul

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

843. SUBMISSION Suane Suerada

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

844. SUBMISSION Mustafa

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

845. SUBMISSION Fazal Rhim

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

846. SUBMISSION John Mahmot

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

847. SUBMISSION Karim Hamsi

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

848. SUBMISSION Nimatullah Mohmand

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

849. SUBMISSION Marie Cantillon

Submission Summary:

1. Objects to the proposals and is not supported by the majority of residents
2. Impossible to turn right from Lifford Avenue onto Ballinacurra Avenue due to traffic volumes and requests that traffic signals are installed.
3. Objects to the removal of the tree at the top of Lifford Avenue
4. Queries why the residents of Lifford Avenue are to lose the right turn onto SCR and states this is safer than trying to turn right onto Ballinaurra Road
5. Queries if there are any plans for car parking facilities at MIC to take the volume of student parking and that it will result on increased parking on Lifford Avenue.
6. Expresses disappointment at the level of public consultation for the scheme

Chief Executive Response:

1. All submissions with respect to the proper planning and sustainable development of the area in which the proposed development is situated are considered in the assessment of the application.
2. The ability to turn right from Lifford Ave to the Ballinacurra Road will be maintained to current levels. However, Active Travel can look into measures such as signalling the junction at a later date if deemed to be required.
3. The proposal has been screened for Environmental Impact Assessment in accordance with the relevant considerations set out in the legislation.
4. The ability to turn right from Lifford Ave to the Ballinacurra Road will be maintained to current levels. However, Active Travel can look into measures such as signalling the junction at a later date if deemed to be required.
5. The scheme proposes to provide safe cycling and pedestrian infrastructure with the aim of reducing traffic volume and car reliability along the route.
6. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

850. SUBMISSION Ger O'Halloran

Submission Summary:

1. Fully supportive of the scheme as it will provide a safe segregated facility for all

Chief Executive Response:

1. Noted

851. SUBMISSION Eugene O'Brien

Submission Summary:

1. Fully supportive of the scheme as it will provide a safe segregated facility for all

Chief Executive Response:

1. Noted

852. SUBMISSION Michelle Madden

Submission Summary:

1. Copy of comments in submission 830

Chief Executive Response:

1. See response to submission 830

853. SUBMISSION Ed Moloney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

854. SUBMISSION Mary Byrne

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

855. SUBMISSION Paul Binley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

856. SUBMISSION Anne Binley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

857. SUBMISSION Fiona McPhillips and Emmet Peters

Submission Summary:

Objects to the scheme due to:

1. That a 2 way cycle track in the area will increase the risks of collisions between cyclist and pedestrians
2. Loss of amenity due to the reduction in parking provision between Summerville Avenue and Laurel Hill Avenue.
3. That the proposals do not meet the minimum required standards widths
4. Adverse Impact on Architectural Conservation Area and Conflict with Limerick City and Council Development Plan 2022-2028

Chief Executive Response:

1. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. The proposed scheme has been designed in accordance with DMURS design guidance. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.
4. An Architectural Heritage Impact Assessment has been prepared in support of the application

and has determined that the proposed scheme would not materially harm the heritage of the area.

858. SUBMISSION David Culligan

Submission Summary:

1. Concerns raised on the impact the removal of parking will have on residents, especially elderly or disabled.
2. Queries where the school traffic will go if diverted from SCR in the morning
3. Concerns that the section from Fennessys to Lifford Gardens will become a rat run due to increased traffic
4. The scheme caters for the cyclist minority and impacts people who live and work in the area
5. Concern that schools in the area will suffer by becoming harder for pupils to access who are travelling from distance
6. Concerns that the scheme is being rushed through with little consultation
7. States that the Ballinacurra Road is more suitable with the available bus lane for cyclists
8. Access will be made more difficult for emergency vehicles and refuse trucks to access Boreen a Tobair estate

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in order to establish safe drop off locations. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
3. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
4. The route has been identified as a primary cycle route within the LSMATS. The proposal would provide safer conditions for all road users including pedestrians, cyclists and motorists through, where possible, wider footpaths, segregated cycle lanes and traffic calming measures.
5. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more

active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

6. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
7. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
8. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

859. SUBMISSION Ronan Flatley

Submission Summary:

1. Fully supportive of the scheme as it will provide benefits to students and residents alike

Chief Executive Response:

1. Noted

860. SUBMISSION Martin Sisk

Submission Summary:

1. Objects to the scheme due to the increased traffic congestion on Ballinacurra Road
2. Concerns with the substantial loss of parking on SCR
3. The re-routing of cars onto Lifford Avenue from SCR will be a safety risk to local residents

Chief Executive Response:

1. & 3. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
2. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

861. SUBMISSION Julian Bloomer

Submission Summary:

1. Supports the scheme and believes it will be an important access routes to and from the key educational institutions in the area
2. States that residents' concerns on the scheme also need to be addressed

Chief Executive Response:

1. Noted
2. Noted

862. SUBMISSION Saheed Ojo

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

863. SUBMISSION Mokhtar

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

864. SUBMISSION Hassan Zaid

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

865. SUBMISSION Omar Khan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

866. SUBMISSION Mohammad Gull

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

868. SUBMISSION Sharamali Makik Ali

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

869. SUBMISSION Peter Shorten

Submission Summary:

1. Objects to the scheme

Chief Executive Response:

1. Noted

870. SUBMISSION Lisa O'Connor

Submission Summary:

1. Objects to the scheme and states that SCR is a narrow residential road not suitable to bike lanes
2. Concerns raised on the impact the scheme will have on residents, especially elderly or disabled.
3. E-charging of cars will not be possible outside homes
4. Health and safety concern for cyclists travelling against the flow of traffic
5. Health and safety concern for reversing cars from driveways

6. Devalue properties due to lack of parking
7. Enrolments in schools will decrease due to restricted access for vehicles
8. One way system between Lifford Avenue and Fennessys pub does not make sense
9. This proposal has created divisions in the community and is not supported by the majority.

Chief Executive Response:

1. 1. The proposed scheme has been designed in accordance with DMURS design guidance
2. The route has been identified as a primary cycle route within the LSMATS. The proposal would provide safer conditions for all road users including pedestrians, cyclists and motorists through, where possible, wider footpaths, segregated cycle lanes and traffic calming measures.
3. The proposal does not include the removal of any electric charging points.
4. & 5 All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
6. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
7. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
8. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
9. Noted

871. SUBMISSION Patrick O'Neill

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

872. SUBMISSION Paul O'Halloran

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

873. SUBMISSION Deirdre Morrissey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

874. SUBMISSION Anthony McCauley

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

875. SUBMISSION Lucy Casey

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

876. SUBMISSION Withdrawn

Submission Summary:

1. Withdrawn

Chief Executive Response:

1. Withdrawn

877. SUBMISSION Barry Looney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

878. SUBMISSION Sean Magner

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

879. SUBMISSION Stephen O'Rourke

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

880. SUBMISSION Ger O'Byrne

Submission Summary:

1. Copy of comments in submission 870

Chief Executive Response:

1. See response to submission 870

881. SUBMISSION Marie Therese Loughran

Submission Summary:

1. Supports the scheme and acknowledges that there may be resultant increase in traffic on Ballinacura Road
2. Request the councillors choose to weigh not just the current needs but the future needs of the city when they vote
3. Requests that a more reliable public transport service is needed to offer a real alternative to private cars

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
2. Noted.

3. Noted

882. SUBMISSION Charlene Fitzgerald

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

883. SUBMISSION Rachel Foley

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

884. SUBMISSION Jason Redden

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

887. SUBMISSION Seelan Reddy

Submission Summary:

1. Fully supportive of scheme as it will reduce traffic and air pollution and allow children to safely walk or cycle to school

Chief Executive Response:

1. Noted

888. SUBMISSION Pat O'Shea

Submission Summary:

1. Agreement must be reached with local residents on any new plan
2. Suggests an edge of city parking zone linked to the city by frequent public transport as considered as an alternative to cycle lanes
3. Suggests that school traffic be rerouted to the Dock road where adequate space is available for larger parking areas
4. States there is a cycle lane at Baggott Estate and a bus lane for cyclists on Ballinacurra road and questions the need for additional cycling infrastructure on SCR
5. States that little or no children cycle to school and that most users would be Deliveroo and scooters
6. Cycle lanes will increase traffic congestion and pollution in the SCR area
7. Adequate public transport must be put in place to cater for middle age to older generation
8. A 2040 plan should be put in place for a light rail system to enable the removal of cars and busses from the road
9. Concerns that the staggered parking on SCR is unsafe for cyclists/scooters
10. Residential parking only with designated parking areas for visitors should be implemented on SCR
11. Concave mirrors should be erected at accesses to the rear laneway of houses on SCR and at Greenpark Avenue and Boreen an Tobair
12. Traffic lights needed at the junction of Ballinacurra road and Lifford Avenue if right turn removed at the Ballinacurra Road and SCR junction
13. Tree lines should be considered between parking slots of 3 spaces to increase green areas
14. Lifford Avenue/SCR junction arrangement only acceptable if traffic lights are installed at the Lifford Avenue & Ballinacurra road Junction
15. Parking at one side of Lifford Avenue should be removed via double yellow line
16. Any proposed future housing developments at Greenpark should not be allowed onto SCR

Chief Executive Response:

1. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. Observation is outside the scope of this project
3. The scheme proposes to reduce traffic on South Circular Rd and motorists can avail of alternative routes including the Dock Road
4. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
5. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
6. The scheme proposes to reduce vehicular traffic and to provide a consequent reduction in pollution.
7. &8. Observation is outside the scope of this project.

9. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction.
10. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
11. This a detail design issue.
12. & 14. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 “Signalisation of Ballinacurra/Lifford Ave Junction” is proposed.
13. The scheme is 2.6km in length, there is a proposal to plant approximately 140 trees.
15. Noted
16. Observation is outside the scope of this project

889. SUBMISSION Elaine Murnane

Submission Summary:

1. Fully support the scheme as it would encourage them to travel by e-bike or scooter.
2. Suggests secure charging facilities for e-bikes/scooters should be considered

Chief Executive Response:

1. & 2. Noted

890. SUBMISSION Clifford Bourke

Submission Summary:

1. Fully supportive of scheme as it will reduce traffic and air pollution and allow children to safely walk or cycle to school

Chief Executive Response:

1. Noted

891. SUBMISSION Nicola McMahon

Submission Summary:

1. Fully supports the scheme as it will create a safe cycling network and make the choice to cycle an option for all.

Chief Executive Response:

1. Noted

892. SUBMISSION Lisa Egan

Submission Summary:

1. Fully supportive of the scheme as having space for cyclists on SCR would be a huge improvement

Chief Executive Response:

1. Noted

893. SUBMISSION David and Geraldine Keary

Submission Summary:

1. Concern that the proposed changes will have a profound negative effect on the Ballinacurra road area
2. Queries if a Traffic Impact Assessment survey has been carried out for the SCR/Ballinacurra Road junction and the Lifford Avenue/Ballinacurra Road junctions
3. Queries the anticipated reduction in cars, carbon savings, incentives for students to cycle and if additional bike parking facilities are being considered.
4. Queries if the cycle lanes will be accessible for scooters and e-bikes and if additional policing will be made available to ensure safety of cyclists
5. Concerns on the increased traffic that will use Ballinacurra Road and the increased noise and pollution this will cause
6. Concerns on the routing of traffic on New Street and Lifford Avenue and potential removal of parking on these feeder routes
7. Queries if consideration has been given for cyclists to use existing infrastructure at Baggott Estate

Chief Executive Response:

1. 1. An options report was completed which assessed a number of different options. The proposed Part 8 scheme presents the optimum solution from this assessment.
2. & 5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
3. The scheme proposes to reduce vehicular traffic with a consequent reduction in pollution. Provision of cycle lanes is designed to encourage students to cycle. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
4. Observations are outside the scope of this project

5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
6. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
7. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.

894. SUBMISSION Anne Malone

Submission Summary:

1. The reduction of parking will impact on daily lives of residents, the elderly and devalue homes
2. Residents need parking for a number of reasons such as Carers for the elderly, maintenance contractors, deliveries, visitors, security and people with mobility issues.
3. The 2-way cycle lane is too wide
4. The scheme will increase traffic on Ballinacurra Road, Dock Road, New Street and Lifford Avenue
5. Safe access to the 2 crèches on SCR will be impacted
6. Cars will bypass the traffic lights at Punches Cross by the side of the Green Yard Cafe causing a safety risk to residents at Temple Ville
7. People will now start to park in surrounding housing estates causing a safety risk to residents of these estates
8. Safety concern for cyclists and motorists with people having to turn right off SCR onto Lifford Avenue and also trying to turn from Lifford Avenue onto Ballinacurra road with increased traffic volumes
9. Danger to cyclists with cars stopping on road and doors opening to drop off children at school
10. Traffic will be chaotic with increased pollution
11. Queries if Edward Street or Dock Road have been considered as alternative routes

Chief Executive Response:

1. 2 & 7 Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
Visitors and delivery drivers are anticipated to use selected parking bays along the route

or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.

3. The proposed scheme has been designed in accordance with DMURS design guidance.
4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

5. Access and egress to homes and business will be maintained to existing levels
6. The scheme has undergone a Road Safety Audit and has been assessed to meet requirements in terms of safety.
8. & 9. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
10. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas.

11. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

895. SUBMISSION Cherime Salama

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

896. SUBMISSION Nodhlog Salamah

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

897. SUBMISSION Sarah Solet

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

898. SUBMISSION Bill Phelan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

899. SUBMISSION Lisa Collins

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

900. SUBMISSION Caroline Stewart

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

901. SUBMISSION Mary Delaney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

902. SUBMISSION Pat O’Sullivan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

903. SUBMISSION Liz Mulcahy

Submission Summary:

1. Feels Ballinacurra or Dock Roads more suitable for cycling infrastructure.
2. Access to property and parking concerns in general
3. Raising a concerns on charging electric cars in the future
4. Contra flow cycle infrastructure confusing to users and residents
5. De-values property as parking near your property is an essential right and requirement
6. Parents will choose to enrol children in more accessible schools thereby creating a large vacant buildings
7. The redirecting of cars onto Lifford Ave. will create chaos on Ballinacurra Road
8. Feels little thought has gone into the impact this scheme will have on residents.

Chief Executive Response:

1. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. The proposal does not include the removal of any electric charging points.
4. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
5. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
7. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged, there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

8. Noted

904. SUBMISSION Michael Galvin

Submission Summary:

1. Feels Ballinacurra or Dock Roads more suitable for cycling infrastructure.
2. Access to property and parking concerns in general
3. Raising a concerns on charging electric cars in the future
4. Contra flow cycle infrastructure confusing to users and residents
5. De-values property as parking near your property is an essential right and requirement
6. Parents will choose to enrol children in more accessible schools thereby creating a large vacant buildings
7. The redirecting of cars onto Lifford Ave. will create chaos on Ballinacurra Road
8. Concerns on emergency vehicles access

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS. The proposal would provide safer conditions for all road users including pedestrians, cyclists and motorists through, where possible, wider footpaths, segregated cycle lanes and traffic calming measures.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
3. The proposal does not include the removal of any electric charging points.
4. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
5. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.

7. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

8. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

906. SUBMISSION Eithne Hanrahan

Submission Summary:

1. Feels Ballinacurra or Dock Roads more suitable for cycling infrastructure.
2. Access to property and parking concerns in general
3. Raising a concerns on charging electric cars in the future
4. Contra flow cycle infrastructure confusing to users and residents
5. De-values property as parking near your property is an essential right and requirement
6. Parents will choose to enrol children in more accessible schools thereby creating a large vacant buildings
7. The redirecting of cars onto Lifford Ave. will create chaos on Ballinacurra Road
8. Concerns on emergency vehicles access
9. Could access to South Circular Road be restricted to residents only?
10. Proposed new traffic layout will effect Boreen na Tobair residents by creating an unsafe turning manoeuvre
11. Causing longer car journeys and creating negative environmental impact

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS. The proposal would provide safer conditions for all road users including pedestrians, cyclists and motorists through, where possible, wider footpaths, segregated cycle lanes and traffic calming measures.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
3. The proposal does not include the removal of any electric charging points

4. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
5. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
7. &10 Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
8. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
9. The proposed scheme has been assessed as the preferred option following an extensive options selection process.
10. Road markings and directional signage will delineate the junction and direct road users
11. The scheme proposes to provide safe cycling and pedestrian infrastructure and to have an overall positive environmental effect. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.
We will continue to monitor the impact of traffic and other modes on surrounding areas.

907. SUBMISSION Sarah Mulcahy

Submission Summary:

1. Feels Ballinacurra or Dock Roads more suitable for cycling infrastructure.
2. Access to property and parking concerns in general
3. Raising a concerns on charging electric cars in the future
4. Contra flow cycle infrastructure confusing to users and residents
5. De-values property as parking near your property is an essential right and requirement
6. Parents will choose to enrol children in more accessible schools thereby creating a large vacant buildings
7. The redirecting of cars onto Lifford Ave. will create chaos on Ballinacurra Road

8. Feels little thought has gone into the impact this scheme will have on residents.

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS. The proposal would provide safer conditions for all road users including pedestrians, cyclists and motorists through, where possible, wider footpaths, segregated cycle lanes and traffic calming measures.
2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
3. The proposal does not include the removal of any electric charging points.
4. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
5. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas which is considered to be a benefit of the scheme.
6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
7. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
8. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.

908. SUBMISSION Noreen Mulcahy

Submission Summary:

1. Copy of comments in Submission 907

Chief Executive Response:

1. See response to submission 907

909. SUBMISSION Des and Marie Noonan

Submission Summary:

1. Copy of comments in Submission 907

Chief Executive Response:

1. See response to submission 907

910. SUBMISSION Don O'Byrne

Submission Summary:

1. Copy of comments in Submission 907

Chief Executive Response:

1. See response to submission 907

912. SUBMISSION Tim Egan

Submission Summary:

1. In favour of the scheme, it is required because of traffic at school opening and closing times.

Chief Executive Response:

1. Noted

913. SUBMISSION Kathy O'Shea

Submission Summary:

1. In favour of scheme - Reduction in traffic and air pollution

Chief Executive Response:

1. Noted

914. SUBMISSION Domhnall Kearney

Submission Summary:

1. As per submission 913

Chief Executive Response:

1. Noted

915. SUBMISSION Gary O'Reilly

Submission Summary:

1. As per submission 913

Chief Executive Response:

1. Noted

916. SUBMISSION James Coursey

Submission Summary:

1. Car centric planning currently occurring in Limerick
2. Healthy cities are created by foot traffic that stops in local businesses, cars do not do this.
3. Opinion that cycling does not occur because it is unsafe and parking is required as a result.
If you build it, bikes will come.
4. Dedicated bus lanes and safe bike lanes for developing city centre.

Chief Executive Response:

1. -4. Noted

917. SUBMISSION Kevin Bromell

Submission Summary:

1. As per submission 913

Chief Executive Response:

1. Noted

918. SUBMISSION Michelle Glasheen

Submission Summary:

1. Huge benefit to students, staff and residents in the area

Chief Executive Response:

1. Noted

919. SUBMISSION Therese Brophy

Submission Summary:

1. General support of scheme - no specifics

Chief Executive Response:

1. Noted

920. SUBMISSION Helen and Robert Stewart

Submission Summary:

1. Access to estates via one way system for service vehicles
2. Staggered parking as it is, is creating a weaving motion for both cyclists and car
3. Reduction in car parking spaces an issue
4. Exit plan for traffic from Lifford Ave. onto Ballinacurra Road not included in this scheme
5. No bus route on this road and residents with mobility issues require a car

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
2. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. Active Travel can look into measures such as signalising the junction at a later date if deemed to be required.
5. Observation is outside the scope of this project.

921. SUBMISSION Owen Silke

Submission Summary:

1. Car parking for city residents

Chief Executive Response:

1. Whilst it is acknowledged that, there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

922. SUBMISSION Kieran McDonagh

Submission Summary:

1. Supports the Limerick Cycling Campaign submission.
2. Full Filter at Lifford Ave.
3. Full segregation from New Street to Gerard Street for SRTS
4. Continuity across junction for cyclists
5. Connection of Model School to Scheme through Quinn Street

Chief Executive Response:

1. Noted
2. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
3. Outside the scope of the Part 8.
4. Noted, to be reviewed at detailed design.
5. Outside the scope of the Part 8.

923. SUBMISSION Tommy Pratt

Submission Summary:

1. As per submission 913

Chief Executive Response:

1. Noted

924. SUBMISSION Anthony Costello

Submission Summary:

1. Parking limitations
2. School Traffic
3. Emergency vehicle access

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
3. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

925. SUBMISSION Tony and Anne Flannery

Submission Summary:

1. Parking and residents with mobility issues

Chief Executive Response:

1. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses

926. SUBMISSION Miriam Callanan

Submission Summary:

1. Diversion of traffic onto Ballincurra Road
2. Lifford Ave. not wide enough to take the proposed extra volumes of traffic
3. Visibility onto Boreen an Tobar a concern
4. Impact of reduced parking will spill onto other others in the area.
5. Consider parking area on Dock Road for students
6. Access for Secondary school from Dock Road only

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
2. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
3. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
4. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
5. Noted.
6. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes. Access to schools will also be considered under this scheme.

927. SUBMISSION Colette Fogarty

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

928. SUBMISSION Eric Moloney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

929. SUBMISSION Siobhan Gloux

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

930. SUBMISSION Anne Leech

Submission Summary:

1. Impact on business owned on Gerard Street by the proposed one way
2. Access for taxis and emergency vehicles
3. Consideration of the elderly not being factored in society

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
3. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.

931. SUBMISSION Michael Leech

Submission Summary:

1. Traffic of Gerard Street and Wolfe Tone Street and the surrounding area
2. Diminished standards of living for residents in the area
3. Questions hierarchy of bicycle against cars and age of usability.
4. Access for service vehicles
5. Has the Dock Road being considered.

Chief Executive Response:

1. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
3. The proposed scheme has been designed in accordance with DMURS design guidance, which denotes the hierarchy of road users.
4. DMURS design guidance takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
5. The proposed scheme is as per the primary cycle route identified in Limerick Shannon Metropolitan Area Transport Strategy. This route has been selected

932. SUBMISSION Vanessa Flood

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

933. SUBMISSION Tom Muldowne

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

934. SUBMISSION Mark Moloney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

935. SUBMISSION Patrick Moloney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

936. SUBMISSION Ellie Moloney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

938. SUBMISSION Hannah Moloney

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

939. SUBMISSION Conor Barry

Submission Summary:

1. Negative effect on residents lives and parking
2. Business adversely affected
3. Loss of spaces on Henry St will have effect on nearby streets also

Chief Executive Response:

1. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilitates that would encourage people to walk and cycle rather than relying on the use of private cars.
2. Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

940. SUBMISSION Evan McCarthy

Submission Summary:

1. Copy of comments are per Submission 939

Chief Executive Response:

1. Response as per Submission 939

941. SUBMISSION Kevin Jennings

Submission Summary:

1. Regular visitor to Limerick
2. Improved infrastructure will be a selling point for choosing limerick to go to College

Chief Executive Response:

1. Noted

942. SUBMISSION Ailin McMahon

Submission Summary:

- b. Scheme will promote more Active Travel in the city
- c. Will help reduce number of cars on city streets.
- d. Promotes a healthier and more active lifestyle
- e. Limerick will be more attractive to live in, and visit

Chief Executive Response:

1. Noted

943. SUBMISSION Liam Keogh

Submission Summary:

1. Issue with removal of car-parking spaces
2. Increased traffic congestion
3. Safety issue with having to park far from home in the dark
4. Installation of cycle lane will not change how people travel to work/school
5. Housing estates may become like parking lots
6. Dangerous for cyclists to have cycle lane on such a narrow road
7. Negative impact on many outweighs the benefit to a few

Chief Executive Response:

1. &5 Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
2. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
3. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
4. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs

944. SUBMISSION Geraldine Madden

Submission Summary:

1. Public meeting was merely a notification, rather than a consultation
2. Previously designed scheme - 'Dooradoyle to City Centre (via Hyde Road) Cycle Route' had shown route running down Hyde Road. This was a better design than current planned route up the SCR, which is too narrow.
3. Removal of parking will affect access for elderly residents
4. Scheme of no benefit to school-going children and parents
5. Creche facilities along the SCR will be severely impacted
6. The Scheme Objectives make no reference to residents or businesses and has been planned without any input from them
7. The Scheme Objectives do not cater for safety and security of motorists
8. Proposed alternative parking arrangements are nonsensical, and term 'redistribtion' is inaccurate
9. No provision in the city for storage/parking of bicycles
10. Scheme report does not specify how many residents have use of the facility of off-street parking, as opposed to access to the facility
11. Cyclist's utilization of cycle lane will not be 24/7, whereas parking requirements are 24/7
12. There will be increased traffic on alternative routes
13. Proposal to remove roundabout and install traffic lights at Fennesseys Pub will cause backlog
14. Motorists on planned two-way section of SCR will still have to give way to cyclists
15. Plan to narrow footpaths further will make difficult for wheelchairs and buggies to navigate
16. Extend the Ballinacurra bus lane and run it down O'Connell Avenue
17. Remove parking in O'Connell Avenue in front of old Scoil Carmel gate, and make a drop off zone for school children
18. Negotiate with Laurel Hill school to open up rear access from Dock Road
19. Leave road from Fennesys Pub to Henry Street as it is, and take more traffic calming measures in the area.

Chief Executive Response:

1. & 6. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
2. The Dooradoyle Road to City Centre (via Hyde Road) is an entirely separate project. The Hyde Road scheme connects the Childers Road and Rosbrien Road to the city, SCR and Henry St connect the outside of the city, Raheen and Dooradoyle, to the city centre. Both projects are defined within LSMATS.
3. & 5. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved

footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

4. 17 & 18. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
7. & 14. All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.
8. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
9. Provision of bike parking is being reviewed by Active Travel and will be provided where warranted on public lands. Active Travel will assess any submitted request for bike parking from private enterprise. The assessment will determine if bike parking is warranted at the requested location.
10. The car parking report submitted with the application provides an overview of existing car parking along the route.
11. The cycle lanes would be available to use 24/7
12. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.
13. & 19. An options report was completed which assessed a number of different options for this junction and signalling of the junction was deemed suitable.
15. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.
16. Observation is outside the scope of this project.

945. SUBMISSION David (Declan) Madden

Submission Summary:

1. Copy of comments in Submission 944

Chief Executive Response:

1. Response as per Submission 944

946. SUBMISSION Claire Noonan

Submission Summary:

1. Copy of comments in Submission 944

Chief Executive Response:

1. Response as per Submission 944

947. SUBMISSION Aoife Coleman

Submission Summary:

1. Copy of comments in Submission 939

Chief Executive Response:

1. Response as per Submission 939

948. SUBMISSION Gary Maher

Submission Summary:

1. Copy of comments in Submission 939

Chief Executive Response:

1. Response as per Submission 939

949. SUBMISSION Patrick O'Dwyer

Submission Summary:

1. Access for emergency and public services will be impeded

Chief Executive Response:

1. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. the Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.

950. SUBMISSION Susan Grace

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

951. SUBMISSION Chloe Grace

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

952. SUBMISSION Lily D'Agostino

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

953. SUBMISSION Alan Naughton

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

954. SUBMISSION Marie Keogh

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

955. SUBMISSION Bridget Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

956. SUBMISSION Ray Cunningham

Submission Summary:

1. Supports scheme

Chief Executive Response:

1. Noted

957. SUBMISSION Michael Keane, Vice-President Administration & Finance, Mary Immaculate College

Submission Summary:

1. Scheme consistent with Colleges own plan to improve cycle and pedestrian routes around the campus
2. Clear & safe cycle and pedestrian routes to the campus is a priority for the college
3. Proposal to regularise five-way junction at college entrance is welcomed, but needs further discussion.
4. Would like to see enhanced public transport facilities in tandem with A/T scheme
5. College broadly supportive of scheme objectives
6. Query whether narrowed carriageways are adequate for city bus services?
7. Have mitigation proposals outlined in Architectural Heritage Impact Assessment been fully investigated?

Chief Executive Response:

1. & 2 Noted.
3. Particulars of College entrance will be addressed at detail design stage.
4. The Bus Connects programme is expected to be open to public consultation ay Q1 2023 and will enhance the objectives of the Active Travel scheme.
5. Noted.
6. Narrow carriageways are designed as a traffic calming measure. It is not proposed to have city bus services on the route.
7. An Architectural Heritage Impact Assessment has been prepared in support of the application and has determined that the proposed scheme would not materially harm the heritage of the area.

958. SUBMISSION Lorraine Cavanagh

Submission Summary:

1. Scheme will enable safe cycle route to work
2. Scheme gives renewed hope that city is fighting against climate change
3. Appreciation of the continuous improvement in services and aesthetics within the city centre in recent years

Chief Executive Response:

1. – 3. Noted

959. SUBMISSION Paul Allen

Submission Summary:

1. Implementation of scheme will have severely negative impact on city centre business
2. Council taking steps to reduce parking, vehicular access and a business's ability to function

Chief Executive Response:

1. & 2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

960. SUBMISSION Paddy Healy

Submission Summary:

1. If cycle ways are provided, they will be used enthusiastically

Chief Executive Response:

1. Noted

961. SUBMISSION Owen O'Halloran

Submission Summary:

1. Current route from Corbally to MIC is very dangerous for cyclists.
2. More people will cycle if cycle lanes are put in place and roads made safe

Chief Executive Response:

1. & 2. Noted

963. SUBMISSION Trish Kinsella

Submission Summary:

1. Support the scheme and its benefits for children cycling to school.

Chief Executive Response:

1. Noted

964. SUBMISSION Pauline Behan

Submission Summary:

1. Questions whether cycle lanes are needed.
2. Park and ride facilities in Dooradoyle and Annacotty as alternatives
3. Concerns about loss of parking.
4. Concerns about traffic congestion.

Chief Executive Response:

1. The route has been identified as a primary cycle route within the LSMATS and would provide a key link to and from the city centre with safer conditions for cyclists.
2. 2. Observation is outside the scope of this Project.
3. 3. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
4. 4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas. We will continue to monitor the impact of traffic and other modes on surrounding areas.

965. SUBMISSION Stephanie McNamara

Submission Summary:

1. Does not want to cycle. Cycle lanes will not encourage people to cycle, rains too much for cycling.
2. Needs car for work

Chief Executive Response:

1. & 2. Noted

966. SUBMISSION James O'Connell

Submission Summary:

1. Supports the scheme. Route is unsafe currently.

Chief Executive Response:

1. Noted

967. SUBMISSION Transport Infrastructure Ireland

Submission Summary:

1. "Record of Structural Review form" to be completed for St. Nessans Rd overbridge.
2. Designers to agree details of kerbs/bollards/planters with TII Bridge Management.
3. TII do not consent to Mural on the parapets.
4. TII confirm that works are within the Limerick Tunnel Public Private Partnership Scheme boundary. Direct Route Limerick (DRL) are responsible for the Design, Build, Maintenance and Operation of the tunnel, road, structures and all other aspects of the project road until 2041. In addition to TII approval, all development proposals within the PPP Scheme Project boundary will require the necessary liaison, coordination and agreement with DRL on any proposed design, including methods of implementation.

Chief Executive Response:

1. Record of Structural Review Form will be completed at detail design stage.
2. Kerbs/bollards and planters details will be agreed with TII Bridge Management at detail design stage.
3. Noted.
4. Noted. TII and DRL will be consulted.

968. SUBMISSION Donough Canon O'Malley

Submission Summary:

1. School with 415.
2. Large volume of college students in the area which is generating large volumes of vehicular traffic.
3. There is a request in with the Council for a Traffic Warden for the school.
4. Children attending the school are too young to just be dropped off, need to be accompanied into the school.
5. Queries regarding whether a full traffic study was completed for this intersection.

Chief Executive Response:

1. Noted.
2. The scheme has been designed to provide safe cycling and pedestrian infrastructure with the objective of reducing vehicular traffic.

3. Traffic Warden is beyond the scope of this scheme
4. Noted. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes
5. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area.

We will continue to monitor the impact of traffic and other modes on surrounding areas.

969. SUBMISSION Eoghan Power

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

970. SUBMISSION Elizabeth O'Neill

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

971. SUBMISSION John O'Neill

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

972. SUBMISSION Elaine Howard

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

973. SUBMISSION Deirdre Taylor

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

974. SUBMISSION Dr. Sabine Egger

Submission Summary:

1. This scheme will benefit the students in this area.
2. Improved infrastructure as proposed will allow families to cycle more and make the modal shift towards cycling and walking.
3. It will provide a safer environment; make our city more inclusive, sustainable and healthy.

Chief Executive Response:

1. – 3. Noted

975. SUBMISSION Eric Fitzgerald

Submission Summary:

1. Segregated, well lit, cycling infrastructure will make it possible for current and future generations to embrace cycling safely from a young age.
2. Query alternative parking arrangements for residents.
3. Would it be possible to provide more affordable parking in multi storeys near Henry St to compensate for loss of on street parking.
4. Should access be allowed for residents from Lifford Avenue to turn left and right?
5. Suggests a grant scheme for converting gardens to parking with EV charge points. Parking alternatives? More affordable parking in multi storey car parks. Grants for converting garden to a driveway and EV charge points

Chief Executive Response:

1. Noted

2. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Multi storey car parks are privately operated. Provision of more affordable parking in private car parks is beyond the scope of this scheme
4. The scheme proposes filtered permeability at Lifford Ave/SCR junction to reduce vehicular traffic. This emerged as the optimum proposal after an extensive options selection process.
5. Grant scheme for conversion of gardens is beyond the scope of this proposal

976. SUBMISSION Norbert Hoffman

Submission Summary:

1. Urgent need to improve cycling infrastructure
2. More public space to be given to people not cars.
3. Everything possible must be done to move towards more sustainable modes of transport.

Chief Executive Response:

1. – 3. Noted

977. SUBMISSION Rob Shanahan

Submission Summary:

1. Application should be withdrawn as a number of folios extend to the centreline of the road.

Chief Executive Response:

1. Whilst there are some folios that extend beyond the curtilage of dwellings on to the footpath and road, these are generally historical in nature. The areas of land in question concern public footpaths and roads that are in the charge of and maintained by the Local Authority.

978. SUBMISSION Richard Rice

Submission Summary:

1. Working on the expansion and development of Laurel Hill Secondary School and Laurel Hill Colaiste. Reviewing how to make cycling a more positive experience and how to manage traffic on campus.
2. Cars Entering Car Park will conflict with Pedestrians and cyclist
3. 10 spaces won't be achieved as there is not sufficient room to exit off of last two spaces further north in car park'
4. omit the car park'

5. 'Install a 2.5m parallel car set down with 0.5m buffer to facilitate 9.6m long x 2.5m wide parallel car set down spaces'
6. Provide Raised Shared Table to allow Cyclists divert onto the street'

Chief Executive Response:

1. Noted
2. Pedestrians and cyclists will have priority at all junctions on the proposed scheme.
3. Spaces will be provided with adequate access provision.
4. The spaces proposed are required to compensate parking spaces lost on SCR in the nearby area.
5. The planned car park is considered a better parking provision.
6. In the interest of improved pedestrian facilities and continuity of the proposed 2-way cycle track is preferable. There is a constrained area of 9.2m which restricts the design.

979. SUBMISSION Grainne Faller

Submission Summary:

7. Fully support because of necessity to move from private car reliance, for health reasons and climate change reasons

Chief Executive Response:

1. Noted

980. SUBMISSION Patricia Croker

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

981. SUBMISSION Viktovijja Silickaite

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

982. SUBMISSION Stephen Grimes

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

983. SUBMISSION Patrick Hanly

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

984. SUBMISSION Susan Cusack

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

985. SUBMISSION John Sheehy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

986. SUBMISSION Gillian McNamara

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

987. SUBMISSION John Riordan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

988. SUBMISSION Kevin Hoare

Submission Summary:

1. Increase in traffic congestion on Ballinacurra Rd due to SCR restriction.
2. Issue with Speeding on Ballinacurra Rd.
3. Increase in pollution and noise in the area during the temporary traffic restriction during the pandemic. This project would have a serious negative effect on the health and wellbeing of the residents of the area.
4. Traffic impact on New St and Lifford Avenue. Insufficient traffic signalling.
5. Reduction of parking
6. Unnecessary duplication as there is already a bicycle/bus lane on Ballinacurra Rd

Chief Executive Response:

1. & 4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful.
2. Observation outside the scope of this project
3. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
5. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
6. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs. The bus lane on Ballinacurra Road does allow for inbound/city cycling there is no safe facility for outbound cyclists.

989. SUBMISSION Marie Ward and Nancy Mulcahy

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

990. SUBMISSION Tim Duggan

Submission Summary:

1. Scheme will adversely affect every person who lives on, operates businesses on and shops in the area of SCR, Henry St, Clontarf Place, Newnham Street, Quinlan Street, O'Connell Ave, Barrington Street, the Crescent and so on.
2. Loss of parking will have a detrimental effect.
3. Businesses require access to their premises at all times. Impossible for many to operate without parking outside their premises.
4. Issues on adjacent streets due to displaced parking.
5. Lack of Communication.
6. Ascertain feedback from those living and working in the affected areas. Many issues cannot be fixed and certain compromises cannot be made due to the needs of the community.
7. It is essential that the needs, safety & peace of mind of the residents & businesses are prioritized in the implementation of this scheme.

Chief Executive Response:

1. Access and egress to homes will be maintained to existing levels. - Access to businesses along the route will be maintained to current levels with improved access for pedestrians and cyclists.
2. Where possible parking has been maintained and compensatory parking provided. Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
3. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate.
4. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times

and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

5. Both statutory and non-statutory public consultation has been carried out including the erection of site notices, advertisement in a local paper, public drop in sessions, and a virtual room.
6. All submissions with respect to the proper planning and sustainable development of the area in which the proposed development is situated are considered in the assessment of the application.
7. The proposal will provide residents with safer walking and cycling infrastructure.

991. SUBMISSION Pat Ryan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

992. SUBMISSION Claire Quinlan

Submission Summary:

1. Copy of comments in submission 418

Chief Executive Response:

1. See response to submission 418

993. SUBMISSION The Resident 26 Lifford Gardens

Submission Summary:

1. Lifford Avenue will not take more residential traffic due to the proposed filtered permeability and the removal of the right turn at Ballinacurra Rd/SCR junction.
2. Lifford Avenue is a quiet road with minimal traffic. The scheme will push significant unwanted traffic down our avenue.
3. Request removal of permeability filter.
4. Retain tree and green space at the top of the avenue.
5. Introduce a controlled junction at the main Ballinacurra Rd-SCR junction and/or Ballinacurra Rd-Lifford Avenue junction.

Chief Executive Response:

1. The filtered permeability on SCR will not increase traffic on Lifford Ave, the road will only need to be accessed by residents.
2. The filtered permeability on SCR will not increase traffic on Lifford Ave, the road will only need to be accessed by residents.

3. An options report was completed which assessed a number of different options for this section and filtered permeability was determined to be the optimum solution.
4. The green space will be retained at the top of Lifford Ave.
5. Following the review of submissions proposing to signalise Ballinacurra/Lifford Ave junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 "Signalisation of Ballinacurra/Lifford Ave Junction" is proposed. Modification 1 "Signalisation of Ballinacurra Rd/SCR junction" is also proposed.

994. SUBMISSION Residents c/o Richard Leonard

Submission Summary:

1. Narrowness of road compared to O'Connell Avenue or the Dock Rd
2. Existing parking and traffic chaos due to colleges, schools and crèches
3. Stress and isolating of elderly residents as their families will no longer be able to visit and deliveries will be an issue
4. Owners of electric cars will not be able to charge their cars from their houses.
5. Health and safety concerns with bicycle cycling counter flow to the regular flow of traffic to gain access to schools and colleges on the one way system.
6. Health and Safety concerns with cars reversing on to the cycle lane in to their driveways.
7. Health and Safety concerns with access for emergency services, school drop and low footpath.
8. Insufficient existing car parking.
9. Proposed car parking at Laurel Hill Avenue is too far for elderly residents.
10. Elderly population on SCR.
11. Parking for sporting events and Redemptorists Church.
12. Properties will be devalued.
13. No issue with - reducing traffic in the area, traffic calming measures, enforcing parking regulations, reduced speed limits, sharing road space with cyclists. However, this must be incorporated without any reduction of existing car parking.

Chief Executive Response:

1. The proposed scheme will tie in with other proposed and existing cycle routes around the city as per the routes identified in the LSMATs.
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
3. & 10. The proposal would provide a safer and more liveable environment for elderly people through the creation of wider footpaths where possible, traffic calming measures that would slow vehicles down and a reduction of traffic numbers through the creation of more sustainable and safer facilities that would encourage people to walk and cycle rather than relying on the use of private cars.
4. The proposal does not include the removal of any electric charging points.
5. 6 & 7 All stages of this schemes development are subject to a Road safety Audit as per TII publications. A Road Safety Audit has been submitted in support of the proposal. The

Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.

8. & 9. The parking report has provided an overview of parking along the route as well as potential areas such as back lanes to the rear of existing dwellings that could have the potential to provide parking or where access is being maintained.
11. Visitors attending large sporting events in Limerick are encouraged to park in multi storey car parks and avail of public transport or travel by foot to the City's stadiums and patrons to the churches are anticipated to park in the existing church car park or suitable locations where parking is available in side streets.
12. The proposal is not considered to materially harm property values along the route and will reduce traffic in the residential areas, which is considered a benefit of the scheme.
13. Traffic calming is proposed as part of the proposal through narrowing of the carriageway, junction tightening, raised junctions, staggered parking, and speed reduction however in order to deliver on traffic reduction in the locale the provision of on-street parking, which encourage traffic, should be reduced.

996. SUBMISSION Caroline Long / Limerick City Centre Traders Association

Submission Summary:

1. Loss of parking will discourage people from coming to city
2. Businesses will not be able to access premises for loading and unloading forcing them out of the city.
3. Impact of Active Travel plan on Parnell St.
4. Residents need to be able to park their cars; the plan will discourage people from living in the city.
5. Access for maintenance of properties.
6. Seating area to be replaced with planting, as seating will lead to antisocial behaviour.
7. Concern for parents not having a drop off area for kids.
8. Has a health and safety risk assessment been carried out? Cars will not be able to pull in for emergency services.
9. Impact on elderly residents.
10. Plans will add to congestion on O Connell Avenue.
11. Visitors will find it too difficult to come by car to the city and use the Shopping Centre instead.
12. Need to consider the fact that a tiny percentage of people will use the cycle lanes. Putting the lanes in will not make people use them and in fact will encourage more usage of their cars.

Chief Executive Response:

1. 1 - Where possible parking has been maintained and compensatory parking provided. - Whilst it is acknowledged that there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved

footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.

2. Visitors and delivery drivers are anticipated to use selected parking bays along the route or side streets where appropriate. Many food delivery drivers now use bicycles or electric bicycles to carry out deliveries.
3. Noted.
4. Where possible parking has been maintained and compensatory parking provided.
5. Access and egress to homes will be maintained to existing levels. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate.
6. Seating at the corner of O'Curry St/Henry St is no longer proposed.
7. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure with motivates students and parents to use more active mode of transport in their daily school journey . The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
8. The proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
9. Motorised accessibility for local residents is provided for within the scheme.
10. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged, there will be an impact it is not considered that it will be materially harmful. The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.
We will continue to monitor the impact of traffic and other modes on surrounding areas.
11. The South Circular will still accessible, there are other alternative routes to the city, such as, Dock Road and O'Connell Ave.
12. The cycle lanes will enable people to have a choice to shift to active modes. The route is a key link to the south of the city with a large residential developments and work places allowing flow between the city and the south side of the city.

997. SUBMISSION Patrick and Caroline O'Byrne

Submission Summary:

1. SCR does not have the width and infrastructure to accommodate cycle lanes.
2. Ashbourne Ave down along the SCR is a concentrated area with schools and 3rd level institutions.
3. Pathways should be a minimum of 1.8m.
4. Cycle lanes have to be 0.25m from the path, need wobble room, distance of 0.5m from cycle lane to traffic.
5. All-purpose vehicle lanes need to accommodate bin lorries, ambulances, buses, and cars.

6. Road should be 6.65m. Shortfall of space Ashbourne Ave, Summerville Ave, Laurel Hill Ave, Clareview Terrace, and Harbour View
7. Loss of parking.
8. Removal of roundabout at Ashbourne Ave will slow flow of traffic leading to congestion.
9. Lack of parking for service providers such as doctors, electricians etc.
10. Congestion in Lifford Ave.
11. Who will police the no right turn from Lifford Ave.
12. People living in the area should be given a fair hearing over people from outside the area.

Chief Executive Response:

1. 4 & 6. The proposed scheme has been designed in accordance with DMURS design guidance in terms of carriageway, cycle lane and footpath widths.
2. Active Travel is working on Safe Routes to School programmes with a number of schools in the area in delivering infrastructure encouraging students and parents to use more active modes of transport in their daily school journey. The proposal will also provide students with safer and more sustainable options for travel in the form of wider footpaths, shared spaces and segregated cycle lanes.
3. Minimum footpath widths of 1.8m are provided where possible and are designed in accordance with best practice and guidance to prioritise pedestrians.
5. & 9. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate and the proposed scheme has been designed in accordance with DMURS design guidance, which takes into account access for emergency vehicles. The Road Safety Authority advice in relation to Sharing the Road with Emergency Service Vehicles is for motorists to pull over safely only in a space that has enough space for the emergency vehicle/s to pass safely and then pull out again once safe to do so.
7. Whilst it is acknowledged that, there would be some losses in terms of the overall numbers of available on-street car parking spaces, alternatives are proposed as well. There is an amendment proposed which will provide additional parking – Modification 3 – Additional Parking Summerville Ave/ Opposite Redemptorists. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents and customers of businesses.
8. An options report was completed which assessed a number of different options for this junction and signalling of the junction was deemed suitable.
10. Traffic surveys have been carried out and have assessed the impact of affected nearby roads. Whilst it is acknowledged there will be an impact it is not considered that it will be materially harmful

The proposal will provide people with more sustainable options and an alternative to the private car, which should in turn reduce traffic volumes, travel times and congestion in the area. We will continue to monitor the impact of traffic and other modes on surrounding areas.

We will continue to monitor the impact of traffic and other modes on surrounding areas.
11. Traffic Enforcement is a matter for An Garda Síochána
12. All submissions with respect to the proper planning and sustainable development of the area in which the proposed development is situated are considered in the assessment of the application.

999. SUBMISSION The Resident 26 Lifford Gardens

Submission Summary:

1. Copy of comments as per submission 993

Chief Executive Response:

1. See response to submission 993

1000. SUBMISSION The Resident Loretto

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

1001. SUBMISSION Brian Condon

Submission Summary:

1. Support for this scheme, Benefit the area, kids going school safely. City Attractive to visitors, tourists and new people living in city centre

Chief Executive Response:

1. Noted

1002. SUBMISSION Siobhan Johnson

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

1003. SUBMISSION The Resident 7 Mount Park

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

1004. SUBMISSION Charles Hempenstall

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

1005. SUBMISSION Eleanor Hempenstall

Submission Summary:

1. Copy of comments in submission 344

Chief Executive Response:

1. See response to submission 344

1006. SUBMISSION Frank Quilty and Samira Kaissi

Submission Summary:

1. Support measures to save environment
2. Concerns with access for remedial works Contractor parking etc.
3. Make Henry St. one way further south
4. No public seating

Chief Executive Response:

1. Noted
2. Access and egress to homes will be maintained to existing levels. Maintenance and repairs people are anticipated to use selected parking bays along the route or side streets where appropriate.
3. Submissions have been received regarding the extension of the Henry St one-way system from Clontarf Place to Mallow St. The one way system has been reviewed, assessed in terms of design criteria and road safety and now forms part of the proposal. Refer to Modification 4 - One way from Clontarf Place to Mallow St.
4. Seating at the corner of O'Curry St/Henry St will be reviewed at detailed design.

1007. SUBMISSION Evelyn Cosgrave

Submission Summary:

1. Fully support the scheme.

Chief Executive Response:

1. Noted

1008. SUBMISSION Tony Reeves

Submission Summary:

1. Copy of comments in submission 505

Chief Executive Response:

1. See response to submission 505

1009. SUBMISSION Patricia Kieran

Submission Summary:

1. Support the scheme.

Chief Executive Response:

1. Noted

1010. SUBMISSION Mid West Road Design Office

Submission Summary:

1. The applicant should contact TII and DRL in respect of any proposed works on St. Nessans Rd overbridge.

Chief Executive Response:

1. Noted. Consultations with relevant bodies will be carried out as required.

4.0 Habitats Directive Project Screening Assessment

The Council commissioned an Appropriate Assessment Screening Report undertaken by Whitehill Environmental on the potential impact of the proposed development on any Natura 2000 site. Their report concluded 'that significant effects upon all designated site identified within 15km can be ruled out'. Having regard to the overall length of the scheme approximately (2.8km) and the proposed best practice measures as provided for in the Design Approach and Construction Methodology, the Executive is agrees with the conclusion of the Screening Report and that a Stage 2 NIS is not necessary.

5.0 Environmental Impact Assessment Screening

The application is accompanied by an EIA screening report undertaken by Minogue Environmental Consulting Ltd. The report has considered relevant thresholds as follows:

The proposed development is not a type of development included for under Schedule 5 Part 2, Class 10. Infrastructure or Class 11. Other Projects of the Planning and Development Regulations 2001, as amended.

The cycle infrastructure is well below the threshold at which a mandatory EIAR is required as defined in Schedule 5 of the Planning & Development Regulations 2001 (as amended). The site area is 2.8km in length. The proposal is an urban development. Having regard to the above the proposed development is considered to be sub threshold in terms of EIA having regard to Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended).

The report includes information required under Schedule 7A of the Planning Regulations. The Screening Statement states that having regard to the criteria specified in Schedule 7 of the Planning and Regulations 2001 (as amended), the context and character of the site and receiving environment and the form and character of the proposed development, the proposal would not result in significant effects on the environment.

In conclusion the following is noted:

- the nature and size of the development is well below the applicable thresholds for EIA;
- the proposal is for the redevelopment of the existing carriageway in an urban area;
- the cycle, pedestrian use would be similar to the predominant land use in the area;
- the proposal would not have a significant effect on any Natura 2000 site;
- the development would not give rise to significant use of natural resources, production of waste, pollution, nuisance or risk of accidents;
- the various reports submitted address a variety of issues and assess the impact of the proposed development;

This EIA Screening Report has concluded that the effects of the proposed development are not identified as giving rise to significant negative effects on the environment, due to the scale, nature, location and design of the proposed development. The implementation of the standard environmental management practices will also provide safeguards in relation to potential impacts. Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development is considered to be low. These mitigation measures are representative of standard industry environmental management that are implemented to minimise the impact of projects to the environment.

Having reviewed the EIA screening report and considered other additional information submitted the Executive is satisfied that the proposal as outlined does not require the preparation of a sub threshold Environmental Impact Assessment Report for EIA.

6.0 Key Policy Provisions

The key aim of the proposal is to improve road safety for vulnerable cyclists and pedestrians through the provision of dedicated cycle facilities and the upgrading of footpaths, improved junction arrangements and upgraded and additional crossing points. As set out in this report, the proposed scheme has strong national, regional, and local planning policy support. This includes the National Planning Framework, Limerick Shannon Metropolitan Area Transport Strategy, the Limerick Development Plan (2022-2028) and the Limerick Metropolitan Cycle Network Plan.

6.1 National Policy

Climate Action Plan (2021)

The Climate Action Plan 2021 details the plan to reduce greenhouse emissions by 2030 with the goal of reaching net-zero emissions by 2050. The plan outlines the proposals for achieving these goals and also envisages a positive effect on both the economy and society in Ireland. The transport network in Ireland will play a key role in reaching the goals set out in the plan. Investments in walking, cycling and public transport will promote a modal shift reducing the level of private car use in the country.

Project Ireland 2040

Project Ireland 2040 is an initiative set up by the Irish Government to make Ireland better for everyone. The policy recognises that economic and social progress go hand in hand and so prioritises people's wellbeing. The overall objective of the policy is to provide comprehensive social, economic and cultural infrastructure.

National Planning Framework

The National Planning Framework (NPF), part of Project Ireland 2040, is the Government's high-level strategic plan for shaping future growth and development was published in March 2018. The NPF sets out ten National Strategic Outcomes (NSOs) which the framework aims to deliver. A strategic investment priority under the National Development Plan 2018-2027 is public investment in environmentally sustainable public transport systems in major urban areas, as a primary enabler for National Strategic Outcomes under the NPF relating to compact growth.

National Investment Framework for Transport in Ireland

The Department of Transport has published the National Investment Framework for Transport in Ireland (NIFTI). The document is a high-level strategic framework to support the consideration and prioritisation of future investment in land transport. NIFTI was developed to ensure investment is aligned with the National Planning Framework and the delivery of the ten National Strategic Outcomes.

National Sustainable Mobility Policy

In April 2022, the Department of Transport published the "National Sustainable Mobility Policy" (NSMP) and the supporting "NSMP Action Plan 2022-2025". These documents align

with the existing Project Ireland 2040 Framework. The purpose of the policy is described as follows:

“To set out a strategic framework to 2030 for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade”.

The strategies principal targets are outlined below:

“To deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021”.

The “NSMP Action Plan 2022-2025” outlines 10 no. goals which comprise of a total of 91 no. core actions. Furthermore, the owner, support organisation, timeline and output of each action item is defined. The 10 no. goals are as follows:

Safe & Green Mobility

- 1- Improve mobility safety
- 2- Decarbonise public transport
- 3- Expand availability of sustainable mobility in metropolitan areas
- 4- Expand availability of sustainable mobility in rural areas
- 5- Encourage people to choose sustainable mobility over the private car

People Focused Mobility

- 6- Take a whole of journey approach to mobility, promoting inclusive access for all
- 7- Design infrastructure according to universal design principles and hierarchy of road user’s model
- 8- Promote sustainable mobility through research and citizen engagement

Better Integrated Mobility

- 9- Better integrate land use and transport planning at all levels
- 10- Promote smart and integrated mobility through innovative technologies and development of appropriate regulation

National Cycle Manual 2011

The National Cycle Manual (NCM) takes into account the Principles of Sustainable Safety in order to provide a safe traffic environment for all road users, including cyclists.

Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads & Streets (DMURS) was prepared for the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government. DMURS provides guidance on designing urban roads and streets. It presents the principles, approaches and standards for urban areas where speed limits are below 60km/hr.

6.2 Regional Policy

Limerick Shannon Metropolitan Area Transport Strategy

The vision for Revised Draft LSMATS is to deliver a high-quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick Shannon Metropolitan Area as the major growth engine of the Mid-West Region, an internationally competitive European city region and main international entry to the Atlantic Corridor. Cycling is a low cost, sustainable and growing mode of transport. Limerick City has a lot of untapped potential to become a haven for cyclists with its flat topography, compact design and the fact that a journey from the City Centre to the urban edge can be undertaken in less than 30-mins.

Limerick 2030 Vision: An Economic and Spatial Plan for Limerick

The plan sets out a clear framework that integrates economic development with spatial planning, all underpinned by dedicated bespoke marketing. It has the support of all the major public and private stakeholders in Limerick.

6.3 Local Policy

Limerick Development Plan, 2022-2028:

The Development Plan sets out the following policies and objectives with respect to acceptable development at the locations in question:

Objective TR O2 Design Manual for Urban Roads and Streets

It is an objective of the Council to support the appropriate road design standards of all roads and streets within the urban areas, including suburbs, towns and villages within the 60km/h zone as per the Design Manual for Urban Roads and Streets and TII Publication Standards DNCEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads

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.

Objective TR O42 Roads and Streets

It is an objective of the Council to secure improvements to the road network in Limerick, including improved pedestrian and cycle facilities, in conjunction and co-operation with relevant stakeholders, subject to resources becoming available.

Objective TR O52 Directional Signage

It is an objective of the Council to facilitate the provision of directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes, at appropriate locations throughout Limerick, in accordance with planning and traffic regulations.

Objective SCSI O4 Ten - Minute Neighbourhood

It is an objective of the Council to implement a strategy based on the sustainable compact settlements concept '10-minute city and town', whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes, or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services.

Objective EH O50 Work to Protected Structures

It is an objective of the Council to: a) Protect structures included on the RPS from any works that would negatively impact their special character and appearance etc

Objective EH O53 Architectural Conservation Areas

It is an objective of the Council to: a) Protect the character and special interest of an area, which has been designated as an Architectural Conservation Area (ACA) as set out in Volume 3. b) Ensure that all development proposals within an ACA be appropriate to the character of the area having regard to the Character briefs for each area. c) Ensure that any new development or alteration of a building within an ACA or immediately adjoining an ACA, is appropriate in terms of the proposed design, including scale, height, mass, density, building lines and materials etc

Objective CAF O20 Flood Risk Assessments

It is an objective of the Council to require a Site-Specific Flood Risk Assessment (FRA) for all planning applications in Flood Zones A and B and consider all sources of flooding (for example coastal/tidal, fluvial, pluvial or groundwater), where deemed necessary. The detail of these

Site-Specific FRAs (or commensurate assessments of flood risk for minor developments) will depend on the level of risk and scale of development. The FRA will be prepared taking into account the requirements laid out in the SFRA, and in particular in the Plan Making Justification Tests as appropriate to the particular development site. A detailed Site-Specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The assessments shall consider and provide information on the implications of climate change with regard to flood risk in relevant locations.

Objective IN O1 Climate Action in Infrastructure Planning

It is an objective of the Council to: a) Require all infrastructure development, whether above ground or subterranean, to avoid flood risk areas and areas at risk of coastal erosion. b) Require site selection, location, design and materials to have regard to and be resilient to the changing climate (high winds, temperature fluctuations, increased storm intensity and changes in rainfall). c) Collaborate with utility and service providers to ensure their networks are resilient to the impacts of climate change, both in terms of design and ongoing maintenance.

Objective EH O12 Blue and Green Infrastructure

It is an objective of the Council to: a) Promote a network of blue and green infrastructure throughout Limerick. b) Promote connecting corridors for the movement of species and encourage the retention and creation of features of biodiversity value, ecological corridors and networks that connect areas of high conservation value such as woodlands, hedgerows, earth banks, watercourses, wetlands and designated sites. In this regard, new infrastructural projects and linear developments in particular, will have to demonstrate at design stage, sufficient measures to assist in the conservation of and dispersal of species. Projects which would be detrimental to existing blue and green infrastructure features will not be permitted. c) Ensure the integration and strengthening of green infrastructure into the preparation of Local Area Plans. d) Where possible remove barriers to species movement, such as the removal of in-stream barriers to fish passage for example. e) Seek to advance the use of an ecosystem services approach and ecosystem services valuation as a decision-making tool in plans and projects, subject to appropriate ecological assessment.

Objective EH O36 Preservation of the Archaeological Heritage

It is an objective of the Council to seek the preservation of all known sites and features of historical and archaeological interest. This is to include all the sites listed in the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act 1994. The preferred option is preservation in situ, or at a minimum preservation by record.

Objective EH O39 Protection of the setting of Archaeological Monuments

It is an objective of the Council to ensure that no development shall have a negative impact on the character or setting of an archaeological monument.

Objective EH 08 Roosting Habits

It is an objective of the Council to require the provision of alternative roosting or settlement facilities for species, such as bird or bat boxes, swift boxes, artificial holts (for otters), or other artificially created habitats in proposed developments, where considered appropriate.

Objective EH O10 Trees and Hedgerows

Trees and Hedgerows It is an objective of the Council to: a) Retain and protect amenity and biodiversity value of the County and City by preserving as far as possible trees, woodlands and hedgerows, having regard to the significant role that trees and hedgerows play in local ecology, climate change and air quality and their contribution to quality place making and the associated health and wellbeing benefits. b) Require, in the event that mature trees or extensive mature hedgerow is proposed to be removed, that a comprehensive tree and hedgerow survey be carried out by a suitably qualified tree specialist to assess the condition, ecological and amenity value of the tree stock/ hedgerow proposed for removal and to include mitigation planting and a management scheme. The Council will seek in all cases to ensure when undertaking development, or when permitting development, that the loss of, or damage to, existing trees is minimised. c) Require the planting of native trees, hedgerows and vegetation and the creation of new habitats in all new developments and public realm projects. The Council will avail of tree planting schemes administered by the Forest Service, in ecologically suitable locations, where this is considered desirable etc

Objective EH O7 All Ireland Pollinator Plan

It is an objective of the Council to: a) Continue to actively support the aims and objectives of the All Ireland Pollinator Plan 2021 – 2025, by encouraging measures to protect and increase the population of bees and other pollinating insects in Limerick. b) Support the aims of the National Bio-diversity Action Plan and succeeding plans, in emphasising the importance of ecological issues in planning.

Objective HO O3 Protection of Existing Residential Amenity

It is an objective of the Council to ensure a balance between the protection of existing residential amenities, the established character of the area and the need to provide for sustainable new development.

Policy EH P1 Protection of Natural Heritage and Biodiversity

It is a policy of the Council to: a) Protect and conserve Limerick's natural heritage and biodiversity, in particular, areas designated as part of the European Sites Natura 2000 network, such as Special Protection Areas (SPAs) and Special Areas of Conservations (SACs), in accordance with relevant EU Directives and national legislation and guidelines. b) Maintain the conservation value of all Natural Heritage Areas and proposed Natural Heritage Areas (pNHAs) for the benefit of existing and future generations.

Policy CAF P5 Managing Flood Risk

It is a policy of the Council to protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate lands, in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any subsequent document) and the guidance contained in Development Management Standards and the Strategic Flood Risk Assessment (SFRA). Where a development/land use is proposed that is inappropriate within the Flood Zone, but that has passed the Plan Making Justification Test, then the development proposal will need to be accompanied by a Development Management Justification Test and Site-Specific Flood Risk Assessment in accordance with the criteria set out under The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 and Circular PL2/2014 (and any subsequent updates) etc.

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 TR P7 Sustainable Travel and Transport

It is a policy of the Council to support, facilitate and co-operate with relevant agencies to secure sustainable travel within Limerick and seek to implement the 10-minute city/town concept, promote compact growth and reduce the need for long distance travel, as a means to reduce the impact of climate change.

Objective TR O42 Roads and Streets

It is an objective of the Council to secure improvements to the road network in Limerick, including improved pedestrian and cycle facilities, in conjunction and co-operation with relevant stakeholders, subject to resources becoming available.

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.

7.0 Summary of key planning issues:

7.1 Introduction

The proposal is to provide segregated cycle lanes, shared carriageway and footpath upgrades/reconstruction commencing on the R526 (north-east of Ballykeefe Roundabout), along South Circular Rd, Henry St and terminating at Mill Lane in Limerick City Centre, with dedicated pedestrian and cycle crossing facilities throughout. The site is located in the Limerick Metropolitan Area. This cycle lane project is based on the recommendations of the Limerick Metropolitan Cycle Network Study (LMCNS) and the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), which identified this route as part of the primary cycle network.

The development layout will consist of:

- Provision of cycle lanes in line with the relevant national standards.
- Starting north of the Ballykeefe Roundabout and terminating at Bishop's Quay. It extends along the South Circular Road for a length of approximately 2.6km.
- The works include alterations to the existing road network which includes both increasing and reducing road width, new cycle lane construction, new footpath construction, pedestrian crossings, traffic calming measures, shared surfaces, new road markings and all ancillary works required for the completion of the scheme.
- Junction improvements include South Circular Road with Ballinacurra Road, Greenpark Avenue, Lifford Avenue, Bothar an Tobair, Lifford Park, Unknown Road to rear of dwellings on SCR, New Street, Ashbourne Avenue, Summerville Avenue, Mount Gerard Court, Laurelhill Avenue, St. Alphonsus Avenue, Quin Street and Henry Street with St. Alphonus Street, St. Gerard Street, Naughtons Place, Clontarf Place, O'Curry Street, Windmill Street, Newenham Street, Mount Kennett Place, Lower Hartstonge Street, Lower Mallow Street and Mill Lane.

7.2 Principle of Development

The key aim of the proposal is to improve road safety for vulnerable cyclists and pedestrians through the provision of dedicated cycle facilities and the upgrading of footpaths, improved junction arrangements and upgraded and additional crossing points. As set out in this report, the proposed scheme has strong national, regional, and local planning policy support. This includes the National Planning Framework, Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), the Limerick Development Plan, (2022-2028) and Limerick Metropolitan Cycle Network Plan. The primary purpose of the development as clearly set out in the Planning Report prepared by Punch Consulting, is to provide a suitable road arrangement that will accommodate existing and future pedestrian, cycle and vehicular traffic along the South Circular Road and Henry Street. It will also provide a suitable link from the city centre towards Dooradoyle and beyond. This approach is considered to be in line with the requirements set out in LSMATS. The Executive is satisfied that the proposed use is in line with Policy TR P4 Promotion of Sustainable Patterns of Transport Use, Policy TR P5 Sustainable Mobility and Regional Accessibility, Policy TR P6 Delivery of Transport Infrastructure in line with National Policy and Policy TR P7 Sustainable Travel and Transport as set out in the Limerick Development, 2022-2028.

7.3 Flood Risk

A portion of the site at Mill Lane is located in Flood Zone A. A Site Specific Flood Risk Assessment has been prepared in support of the proposed development. The proposed cycle route has been assessed in accordance with the “The Planning System and Flood Risk Management” Guidelines and the Limerick Development Plan, 2022-2028. CFRAMS Flood Extent Maps were consulted to establish the Flood Zone. It was determined that the southern and northern extents of the proposed cycle route are currently located in Flood Zone A for coastal flooding. The proposed cycle route is classified as a Water Compatible Development under “The Planning System and Flood Risk Management” Guidelines and as such is considered appropriate in this location. The report considers the development to be appropriate at this location and concludes on page 14 of the Site Specific Flood Risk Assessment Report that the proposed development will not increase flood risk elsewhere. The Executive is satisfied that the development is in line with Objective CAF O20 Flood Risk Assessments and Objective IN O1 Climate Action in Infrastructure Planning as set out in the Limerick Development, 2022-2028.

7.4 Transport & Mobility

7.4.1 Existing Traffic & Network Conditions

The entire route has a 50km/hr speed zone designation. The proposal includes changes to the speed limits including a 30km/hr zone from the junction of the SCR/Ballinacurra Road east towards the city centre, and a 20km/hr shared space at the junction of Summerville Avenue and the SCR. The Planning Report prepared by Punches Consulting indicates that a number of traffic surveys and speed surveys have been carried out. Surveys were scheduled to mitigate traffic related impacts of the Covid-19 pandemic. A speed survey was carried out in September 2021 followed by traffic counts and further speed surveys in April & September 2022.

There are currently no existing cycle tracks or lanes along the proposed route, other than a short section of cycle lane on the southbound side of the Ballinacurra Road bridge over the N18. The proposal proposes the creation of a dedicated two-way cycle track north of the Ballykeefe Roundabout and terminating at the junction of the SCR with the Ballinacurra Road. The route would then change into a dedicated shared space with reduced access for vehicles until the junction with Ashbourne Avenue/New Street. After this, the proposal would consist of another dedicated two-way cycle track along the SCR, Henry Street and finishing at Mill Lane, just off Bishops Quay. The proposal is considered to be a significant improvement on the current cycling facilities in place and would allow people to travel in a much safer environment, which in turn is anticipated to encourage people to cycle. The Executive considers that the proposed development which seeks to encourage modal shift and behavioural change regarding transport by allowing people to travel on foot or bicycle in a much safer manner is in line with Objectives TR O6, TR O7 & TR O8 as set out in the Limerick Development Plan, 2022-2028. The proposed development is in line with objectives TR O6, TR O7, and TR O8 in terms of delivering modal split by encouraging people to cycle rather than drive, changing behaviour, and improving cycling infrastructure by retrofitting the existing road network in an established residential area. This proposed scheme is part of a wider and strategic plan to link up Limerick City Centre and its suburbs through the creation of primary, secondary, feeder and green cycling routes as per the LSMATS.

Having regard to the submissions received in relation to road safety and traffic impact, Modifications 1, 2 & 4 has been prepared as a response. The Executive considers that the proposed development and Modifications 1, 2 & 4 are in line with Objective TR O9 as set out in the Limerick Development, 2022-2028, which seeks to implement in full the cycle network that will be set out in the final Limerick Shannon Metropolitan Area Transport Strategy (LSMATS).

7.4.2 Parking

The proposal involves the reconfiguration and removal of some existing on-street parking bays to facilitate the construction of improved footpaths and two-way cycle tracks. The parking bays are currently occupied by disk/paid parking or are accessible through a parking permit system whereby residents of the area can apply for a parking permit. The parking bays along the northern side of the route on the SCR from the junction with Ashbourne Avenue/New Street as far as Saint Alphonsus Street are proposed to be removed to facilitate a two-way cycle path.

The Planning Report prepared by Punch Consulting states that the proposal does include the creation of formalised parking spaces along the route from the junction with the Ballinacurra Road up to the junction with Ashbourne Avenue/New Street, close to the junctions of Greenpark Avenue, Lifford Park, and the junction with Ashbourne Avenue/New Street. In addition to this an infill car parking area consisting of 10 spaces is proposed on the corner of the SCR and Laurel Hill Ave which would be accessible by residents.

The parking permit system in place is also not confined to a specific location but rather takes in a number of side streets. There are also opportunities in some locations for parking to the rear of dwellings where possible. A loss of car parking is acknowledged in terms of the overall numbers of available on-street car parking spaces and alternatives are proposed as part of the proposal. The proposal would also facilitate the use of alternative and sustainable modes of transport through improved footpaths and segregated cycle tracks, which would offer an alternative to the use of private cars for local residents.

Having regard to the submissions received in relation to the loss of car parking, Modification 3 has been prepared as a response. The Executive considers that the proposed development and Modification 3, seeks to encourage modal shift and behavioural change regarding transport by allowing people to travel on foot or bicycle in a much safer manner is considered to be in line with Objectives TRO5, TR O6, TR O7, TRO8 and TRO9 as set out in the Limerick Development, 2022-2028.

7.4.3 Road Safety Issues

A Road Safety Audit was carried out by CST Group Chartered Engineers during the preliminary design stage of the proposal and any recommendations made in the report informed the design proposed. On foot of concerns raised during the consultation process, a number of modifications are recommended. These modifications have been assessed from a Road Safety perspective and have been found to be acceptable by the design team. The Executive considers that the proposed development is in line with Objectives TR O6, TR O7, TR O8 & TR O9 as set out in the Limerick Development, 2022-2028.

7.5 Architectural Impact

The proposed route passes through two Architectural Conservation Areas (ACAs):

- ACA1 – South City Centre & Newtown Perry
- ACA2 - South Circular Road, New Street & Mary Immaculate College

The route also passes by 60 Protected Structures. An Architectural Heritage Impact Assessment, prepared by Dr Judith Hill, Architectural Historian and Heritage Consultant, supports this application. The report concludes that overall, the proposal would have a positive impact on ACA1 and ACA2 but highlights the potential for some negative impacts centring mainly on parking loss. The report also recommends the consideration of lighting, services, and the employment of materials and design that are complementary to the ACAs. These measures have been considered as part of the original design and where possible would be incorporated. The Executive is satisfied that the development is in line with Objective EH O53 Architectural Conservation Areas and Objective EH O50 Work to Protected Structures as set out in the Limerick Development, 2022-2028.

7.6 Archaeology Impact

The Planning Report prepared by Punch Consultants states that there are no known archaeological sites or monuments within the proposed route. The Executive is satisfied that the development is therefore in line with Objective EH O36 Preservation of the Archaeological Heritage, Objective EH O39 Protection of the setting of Archaeological Monuments and Objective EH O40 Proper procedures during the planning process as set out in the Limerick Development, 2022-2028.

7.7 Conservation Impact – Impact on Bats

A Bat Roost Assessment was prepared by Minogue Environmental Consultants. One tree is proposed for removal on the South Circular Road. This tree is an immature copper beach and does not support a bat roost. The removal as part of the scheme is therefore considered acceptable. The proposal includes for a number of bat boxes to be installed along the route in suitable locations to support the local bat population. The Executive is satisfied that the development is therefore in line with Objective EH 08 – Roosting Habits as set out in the Limerick Development, 2022-2028.

7.8 Landscaping

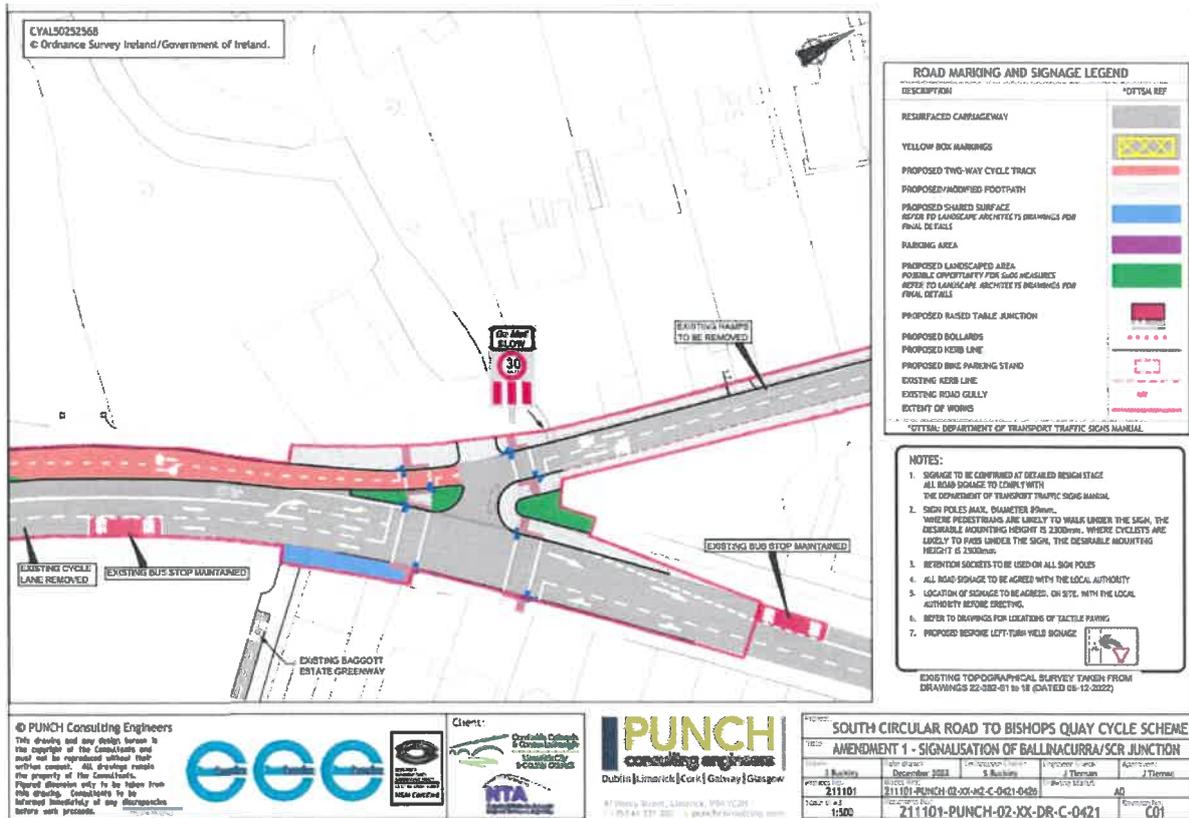
The proposal includes a detailing landscaping plan that proposes a host of additional landscaping features along the route that include tree planting, rain gardens, wildflower meadows, grass/lawns, hedges, planters and bulbs. This is considered to be a significant benefit of the scheme and will improve the route and area through the introduction green infrastructure and adding biodiversity benefit set out on Page 15 of the Planning Report and Landscaping Plans 1-6 submitted. The Executive is satisfied that the development is therefore in line with Objective EH O10 Trees and Hedgerows and Objective EH O7 All Ireland Pollinator Plan as set out in the Limerick Development, 2022-2028.

8.0 Modifications

Having regard to the submission received, the 4 Number Modifications are set out below:

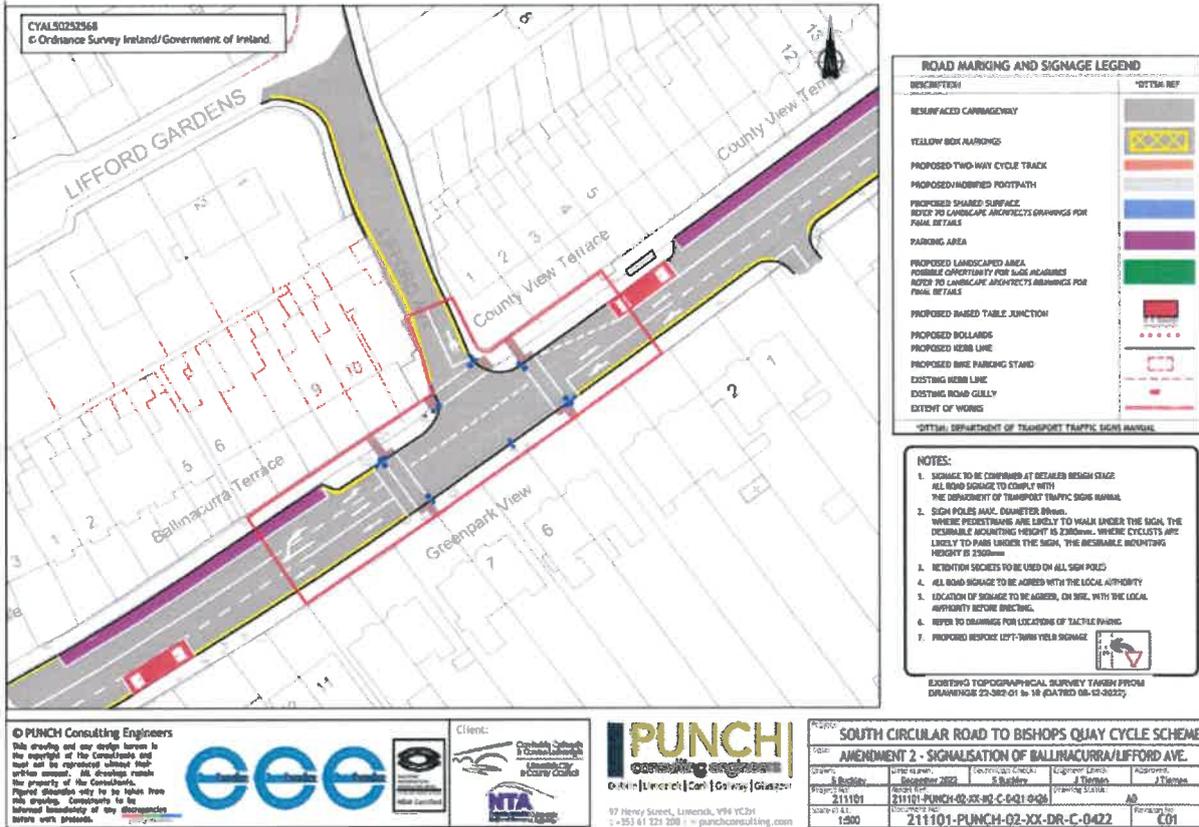
8.1 Modification 1 - Signalisation Ballinacurra/SCR Junction

Following the review of submissions proposing to signalise Ballinacurra/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 1 'Signalisation of Ballinacurra/SCR Junction' is proposed. See Drawing Number C0421.



8.2 Modification 2 - Signalisation Lifford Avenue/SCR

Following the review of submissions proposing to signalise Lifford Avenue/SCR junction, the proposal has been assessed in terms of design criteria and road safety and Modification 2 'Signalisation of Lifford Avenue/SCR Junction' is proposed. See Drawing Number C0422.



8.3 Modification 3 - Additional Parking Summerville Avenue & Opposite Redemptorists

Submissions were received in relation to the loss of on street parking. Following review Modification 3 – ‘Additional Parking Summerville Avenue & Opposite Redemptorists’ is now proposed which will provide an additional 10 car parking spaces. See Drawing Number C0424.

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ROAD MARKING AND SIGNAGE LEGEND	
DESCRIPTION	'DT'SA REF
RESURFACED CARBAGEWAY	[Symbol]
YELLOW BOK MARKINGS	[Symbol]
PROPOSED TWO-WAY CYCLE TRACK	[Symbol]
PROPOSED/ADDED FOOTPATH	[Symbol]
PROPOSED SHARED SURFACE REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR FINAL DETAILS	[Symbol]
PARKING AREA	[Symbol]
PROPOSED LANDSCAPED AREA POSSIBLE OVERFLOW/POD SURF MEASURES REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR FINAL DETAILS	[Symbol]
PROPOSED RAISED TABLE JUNCTION	[Symbol]
PROPOSED BOLLARDS	[Symbol]
PROPOSED KERB LINE	[Symbol]
PROPOSED BIKE PARKING STAND	[Symbol]
EXISTING KERB LINE	[Symbol]
EXISTING ROAD GULLY	[Symbol]
EXTENT OF MOBS	[Symbol]

NOTES:

1. SIGNAGE TO BE CONFIRMED AT DETAILED DESIGN STAGE
ALL ROAD SIGNAGE TO COMPLY WITH THE DEPARTMENT OF TRANSPORT TRAFFIC SIGNS MANUAL
2. SIGN POLES MAKE DIAMETER 80mm. WHERE PEDESTRIANS ARE LIKELY TO WALK UNDER THE SIGN, THE DESIRABLE MOUNTING HEIGHT IS 2.300m. WHERE CYCLISTS ARE LIKELY TO RIDE UNDER THE SIGN, THE DESIRABLE MOUNTING HEIGHT IS 2.500m
3. ATTENTION SOCKETS TO BE USED ON ALL SIGN POLES
4. ALL ROAD SIGNAGE TO BE AGREED WITH THE LOCAL AUTHORITY
5. LOCATION OF SIGNAGE TO BE AGREED, ON SITE, WITH THE LOCAL AUTHORITY BEFORE ORDERING.
6. REFER TO DRAWING FOR LOCATIONS OF TRAFFIC MARKING
7. PROPOSED RESPONSE LEFT-TURN YIELD SIGNAGE

EXISTING TOPOGRAPHICAL SURVEY TAKEN FROM DRAWINGS 22-382-01 to 18 (DATED 08-12-2022)

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SOUTH CIRCULAR ROAD TO BISHOPS QUAY CYCLE SCHEME					
AMENDMENT 4 - ADDITIONAL PARKING SUMMERVILLE AVENUE					
Drawn	Scale	Author	Checked	Approved	Project
211101	1:500	211101-PUNCH-02-XX-DR-C-0424-0424	AD		
		211101-PUNCH-02-XX-DR-C-0424			CD1

9.0 Habitats Directive Project Screening Assessment of the Modifications Proposed

The screening statement has been updated to include the modifications proposed. The Executive is satisfied that the development as proposed does not have the potential for any significant effect on the conservation status of any SAC or SPA either alone or in combination with other plans or projects and a Stage 2 NIS is not required .

9.1 Environmental Impact Assessment Screening of the Modifications Proposed

The EIA screening report has been updated to include the modifications proposed. Having reviewed the EIA screening report and considered other additional information submitted, the Executive is satisfied that the proposal as outlined does not require the preparation of a sub threshold Environmental Impact Assessment Report for EIA.

10.0 Recommendation

Having regard to the foregoing evaluation and the reasons and considerations as set out, the Chief Executive is satisfied that the proposal is in accordance with the objectives of the Limerick Development Plan, 2022-2028 and the proper planning and sustainable development of the area. Pursuant to Section 179 3(a) of the Planning & Development Act 2000 (as amended) the proposed development with the above modifications is recommended to the Elected Members of Limerick City & County Council for their approval.



Dr. Pat Daly
Chief Executive
Limerick City & County Council

Date: 13.1.2025

