

## Memo

**To:** Pat Daly, Chief Executive

**From:** Vincent Murray, Director of Services, Planning, Environment and Place Making

**Date:** 08/09/23

Re: Part 8 proposal, Reference 23/8006 - Permission for the proposed development that will consist of; (a) A new off-road shared pedestrian/cycle path with an average width of 3.5m connecting Mill Road to Corbally Road between Scoil Ide and Sunnyside Montessori; (b) A redeveloped path with an average width of 3.5m along the northern side of Corbally Road from Scoil Ide to the primary road entrance to St Munchin's College; (c) Widening and resurfacing of an existing path along southern side of Corbally Road from Lanahrone Avenue junction to Shannon Drive junction; (d) 3 new no. raised pedestrian crossings along Corbally Road; (e) New Junction tightening measures at Roseville Gardens junction, Lanahrone Avenue junction and St. Munchin's College junction to reduce vehicle speeds and increase safety for vulnerable road users; (e) Widening of St. Munchin's Gates to facilitate 2-way traffic; (f) New low-level planting and soft landscaping features along Corbally Road. Limerick City and County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the requirements of Article 120 (1B)(b)(i) and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that EIA is not required in respect of the proposed development. Nonetheless, a person may within 4 weeks from the date of the notice, apply to an Bord Pleanála for a screening determination. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64 Marlborough Street, Dublin 1. Limerick City & County Council has carried out an Appropriate Assessment (A) Screening Report and has determined that a full Appropriate Assessment is not required in respect of the proposed development

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Dear Chief Executive,

Please find attached for your consideration report prepared in accordance with Section 179 of the Planning and Development Act 2000 (as amended) in respect of the proposed Part 8 Active Travel Scheme at Corbally Road R463 Limerick City.

The proposal prepared by the Transport and Mobility Directorate has been evaluated taking into consideration all submissions received. It is concluded that the proposed development is in accordance with the objectives of the Limerick Development Plan 2022 – 2028, and the proper planning and sustainable development of the area.

It is recommended that the proposed development be recommended to the Elected Members of Limerick City & County Council for their approval.

Signed:   
Aine Leland, Assistant Planner

Signed:   
Donogh O'Donoghue, Senior Executive Planner

Signed:   
Vincent Murray, Director of Services, Planning, Environment & Place Making

**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 the proposed development that will consist of; (a) A new off-road shared pedestrian/cycle path with an average width of 3.5m connecting Mill Road to Corbally Road between Scoil Ide and Sunnyside Montessori; (b) A redeveloped path with an average width of 3.5m along the northern side of Corbally Road from Scoil Ide to the primary road entrance to St Munchin's College; (c) Widening and resurfacing of an existing path along southern side of Corbally Road from Lanahrone Avenue junction to Shannon Drive junction; (d) 3 new no. raised pedestrian crossings along Corbally Road; (e) New Junction tightening measures at Roseville Gardens junction, Lanahrone Avenue junction and St. Munchin's College junction to reduce vehicle speeds and increase safety for vulnerable road users; (e) Widening of St. Munchin's Gates to facilitate 2-way traffic; (f) New low-level planting and soft landscaping features along Corbally Road. Limerick City and County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the requirements of Article 120 (1B)(b)(i) and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that EIA is not required in respect of the proposed development. Nonetheless, a person may within 4 weeks from the date of the notice, apply to an Bord Pleanála for a screening determination. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64 Marlborough Street, Dublin 1. Limerick City & County Council has carried out an Appropriate Assessment (A) Screening Report and has determined that a full Appropriate Assessment is not required in respect of the proposed development.

**At: Corbally Road, Limerick City**

**Reference Number 23/8006**

**1.0 Introduction**

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

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

The proposed development is located along Corbally Road on the northside of Limerick City and runs along the southeast perimeter of Scoil Ide and St. Munchin's college. The proposed works relate to the development of a 3.5m wide shared surface along the northern side of Corbally Road from approximately 50m south of the pedestrian entrance of Scoil Ide to 30m north of the entrance to St. Munchin's College. The existing zebra crossing near Athlunkard Bridge is to be raised to control speed.

Segregation between the shared path and Corbally Road will be provided by varying finished surface levels and the introduction of soft landscaping features such as low level planting, Irish hedgerow species and tree species.

**2.1 Site Location:**

The site is located along Corbally Road between the junction of Mill Road and Roseville Gardens to the southwest and ends just before Shannon Drive to the northeast. The existing zebra crossing near Athlunkard Bridge is to be raised to control speed.

There are 5 drawings which accompany the part 8 proposal outlining the exact nature of works proposed along the Corbally Road.

### Site Location Map



### **2.2 Public Consultation:**

The plans and particulars were placed on public display from the 7<sup>th</sup> June 2023 until the 5<sup>th</sup> July 2023. Submissions and observations were invited up to the 19<sup>th</sup> July 2023.

### **3.0 Submissions with respect to the proposed development**

In total 32 submission were received and which are detailed as follows:

#### **1. SUBMISSION David Moore**

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

1. Not in favour of bike lane on already busy road due to added traffic.

##### **Chief Executive Response:**

1. There are no cycle lanes proposed in this Part 8 proposal. The proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools with a shared pedestrian and cycle path on the schools side of Corbally Road in front of the Scoil Íde and St. Munchin's College.

#### **2. SUBMISSION Rose Stack**

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

1. In favour of the Project.

##### **Chief Executive Response:**

1. Noted

### 3. SUBMISSION Timothy Glynn

#### Submission Summary:

1. In favour of the Project.
2. In favour of planting to reduce illegal parking.
3. Encourages fully segregated cycle lanes.
4. Provide speed cameras to achieve the speed limit of 30km / hr.
5. Drivers should be monitored at zebra crossing at east of scheme.
6. Reduce illegal parking.
7. Maintain speed limit.

#### Chief Executive Response:

1. Noted
2. Noted
3. It is acknowledged that the Corbally Road forms part of the Primary Cycle Route identified within the LSMATS. However, the current proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools.
4. Speed cameras are not proposed for this Scheme.
5. Monitoring of motorists is not proposed for this Scheme and would be a matter for an Garda Síochána who are responsible for enforcing road traffic legislation.
6. An increased kerb height and low level planting are proposed to discourage parking and drop off at inappropriate locations.
7. Traffic calming measures are proposed such as raised pedestrian crossings and tightening of junctions. Speed limit violations are a matter for the relevant authorities.

### 4. SUBMISSION Joe Kennedy

#### Submission Summary:

1. Welcomes the Scheme.
2. Believes cycle lane to be too short and on wrong side of road for cyclists.

#### Chief Executive Response:

1. Noted
2. There are no cycle lanes proposed in this Part 8 proposal. The proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools with a shared pedestrian and cycle path on the schools side of Corbally Road in front of the Scoil Íde and St. Munchin's College.

### 5. SUBMISSION Liam Hynes

#### Submission Summary:

1. Safety concerns regarding property access and egress due to planters.
2. Suggestion of pathway behind wall of Bishops field as pathway from Mill Road to Corbally Road would enable anti-social behaviour.
3. Consider a pathway behind wall of Bishops field instead.
4. Complaint about residents not being asked their opinions.

#### Chief Executive Response:

1. Planters are not proposed in this Part 8 proposal. Low level planting is proposed which would not interfere with driver sightlines.
2. The pathway from Mill Road to Corbally Road will be excluded from this Part 8 proposal.

3. A pathway behind the Bishops Field wall will not be included in this Part 8 proposal.
4. The Part 8 process provides the opportunity for members of the public to make submissions and observations. A newspaper notice published in both the Limerick Post and Limerick Leader newspapers and site notices along the proposed route advertised the key dates regarding the opportunity to make submissions regarding the proposals.

Furthermore, an information evening advertised online and by means of leaflets distributed in the locality of the proposed scheme, was held on the evening of Thursday 1<sup>st</sup> June at Scoil Íde. The opportunity to make submissions regarding the proposals was outlined by representatives of Limerick City and County Council at this event. Contact details for the Active Travel team at Limerick City and County Council were shared at this event.

## **6. SUBMISSION Margo McInerney**

### **Submission Summary:**

1. Concerned about the safety of the scheme.
2. Feel they were not given the opportunity to voice their opinion.
3. Complaint about illegal parking at pick up /drop off times.
4. Widening of footpaths will create more dangers/risks for residents and users.
5. Believe that planters will cause further risk for residents entering and exiting their properties.
6. Questioned the need for more pedestrian crossings.
7. Suggested a shared cyclist/pedestrian lane inside the bishop's field wall instead of knocking said wall.
8. Against the tightening of the junctions at Roseville Gardens, Lanahrone Avenue and St Munchins College. Not in favour with the widening of footpath, planters or tightening of junction at Roseville Gardens.
9. Against new off road pedestrian/cycle path behind Sunnyside Montessori due to anti-social behaviour concerns.

### **Chief Executive Response:**

1. Noted.
2. A newspaper notice published in both the Limerick Post and Limerick Leader newspapers and site notices along the proposed route advertised the key dates regarding the opportunity to make submissions regarding the proposals. Furthermore, an information evening, advertised online and by means of leaflets distributed in the locality of the proposed Scheme, was held on the evening of Thursday 1<sup>st</sup> June at Scoil Íde. The opportunity to make submissions regarding the proposals was outlined by representatives of Limerick City and County Council at this event. Contact details for the Active Travel team at Limerick City and County Council were shared at this event.
3. One of the objectives in this Part 8 proposal is to prevent inappropriate parking in the vicinity of the Schools on Corbally Road. An increased kerb height and low level planting are proposed to discourage parking and drop off at inappropriate locations.
4. The path on the housing side of Corbally Road will not be widened.
5. Planters are not proposed in this Part 8 planning application. Low level planting is proposed which would not interfere with driver sightlines.

6. The Part 8 Planning Report refers to “*3 no. new raised pedestrian crossings along Corbally Road*”. To clarify, there are no new pedestrian crossings proposed for Corbally Road. It is proposed to raise the level of crossings at existing crossing locations, i.e. to upgrade the existing crossings to raised crossings. This will have the effect of making crossing the road safer and also will act as a traffic calming measure in order to slow vehicle speeds locally.
7. A shared path behind the existing bishop’s field wall would have less passive surveillance than the current proposal whereby the wall is to be setback.
8. Junction tightening is proposed to enhance pedestrian priority by shortening the on road travel distance for pedestrians and other vulnerable road users who cross the road at junctions. Junction tightening is also proposed in order to act as a traffic calming measure to slow vehicle speeds locally.  
Planters are not proposed in this Part 8 proposal. Low level planting is proposed which would not interfere with driver sightlines.
9. The pathway from Mill Road to Corbally Road will be excluded from this Part 8.

## **7. SUBMISSION Joanne Garvey**

### **Submission Summary:**

1. Not in favour of Shared Path, in favour of segregated lane.
2. Path behind Sunnyside has potential for anti-social behaviour.
3. Believes submissions should be made public so they can be reviewed by users.  
Requests that submissions be made public throughout public consultation period.

### **Chief Executive Response:**

1. The proposal is for a Safe Routes to School Project and focuses on the ‘Landing Area’ at the schools. There is insufficient width available to incorporate fully segregated cycle lanes along with a safe landing area at the schools and two lanes of vehicular traffic. The proposed shared surface is to be 3.5m wide, which provides sufficient width for users to pass safely.
2. The pathway from Mill Road to Corbally Road will be excluded from this Part 8 planning application.
3. Submissions are made public after the completion of the Part 8 process.

## **8. SUBMISSION Helena Close**

### **Submission Summary:**

1. In favour of the Scheme.
2. Plans should be put in place to prevent dangerous parking and speeds on Shannon Drive. Slow down traffic and prevent parking on Shannon Drive.

### **Chief Executive Response:**

1. Noted.
2. Shannon Drive is not within the extents of this Part 8 proposal.

## **9. SUBMISSION Damian Coughlan**

### **Submission Summary:**

1. In favour of the Scheme in order to reduce emissions and to increase activity of children.
2. Proposes a speed limit of 30km/h and monitoring of same.
3. Requests infrastructure in place to prevent illegal parking.

**Chief Executive Response:**

1. Noted.
2. A speed limit change is not within the scope of this Part 8 proposal.
3. An increased kerb height and low level planting are proposed to discourage parking and drop off at inappropriate locations.

**10. SUBMISSION Kate Daly****Submission Summary:**

1. Believes the Scheme is needed but not practical, particularly for motorists.
2. Shared pathway could be potentially hazardous to pedestrians.
3. Car park to be put in place.
4. Resolve car parking issue.

**Chief Executive Response:**

1. The proposal is for a Safe Routes to School Project designed to enhance and prioritise the safety of vulnerable road users in the vicinity of Scoil Íde and St. Munchin's College. Those at most risk in the event of an accident are at the top of the Hierarchy of Road Users which comprises:
  - Pedestrians, in particular children, older adults and disabled people
  - Cyclists
  - Motorists
2. The proposed shared surface is to be 3.5m wide which provides sufficient width for users to pass safely.
3. It is not an objective of Safe Routes to Schools or Active Travel to provide car parks at schools. One of the purposes of this proposed Safe Routes to School Scheme is to facilitate a modal shift from car travel to active travel as a means of getting to school, bringing with it a variety of safety, health and environmental benefits for children and adults alike.
4. An increased kerb height and low level planting are proposed to discourage parking and drop off at inappropriate locations.

**11. SUBMISSION Joe Kennedy****Submission Summary:**

1. In favour of planters and shared surface.
2. Continue Scheme to Westbury/Shannon Banks.

**Chief Executive Response:**

1. Noted.
2. Westbury and Shannon Banks are not in the jurisdiction of the Active Travel team at Limerick City and County Council and are not within the extents of this Safe Routes to School Project.

**12. SUBMISSION Brian Jordan****Submission Summary:**

1. Not in favour of a path behind Sunnyside Pre-School which has potential for anti-social behaviour and could become an unhygienic public health risk. Cited sewerage connection issue at location of this path. Believes that if a path is provided then it should be securely gated once school is closed. Security cameras, secure fence/wall the entire length of Sunnyside to prevent access from pathway.

Unsecured path connecting Mill Road to Corbally Road will increase the likelihood of vandalism and theft. Suggests an alternative location for path, or to not proceed with the path.

2. Requested a drop off and collection area for cars, and staggered start and finishing times
3. Partial cycle lane that does not cover children's full journey to school is inadequate.
4. The Bishop's Field should be converted to a pick up and drop off area for parents.

**Chief Executive Response:**

1. The pathway from Mill Road to Corbally Road will be excluded from this Part 8 proposal.
2. A drop off and collection area for cars and staggered start and finishing times are not within the scope of this Safe Routes to School Project. Staggered start and finishing times would be a matter for the individual schools in the area.
3. The proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools on Corbally Road. Other areas do not form part of the scope of this Scheme.
4. It is not an objective of Safe Routes to Schools or Active Travel to provide car parks at schools. One of the purposes of this proposed Safe Routes to School Scheme is to facilitate a modal shift from car travel to active travel as a means of getting to school, bringing with it a variety of safety, health environmental benefits for children and adults alike. Provision of a car park would oppose this modal shift.

**13. SUBMISSION Darragh Flannery**

**Submission Summary:**

1. Fully supports the Scheme.

**Chief Executive Response:**

1. Noted.

**14. SUBMISSION Jane Moloney**

**Submission Summary:**

1. Supports reducing speed measures like the raised pedestrian crossings.
2. Concerns regarding the proposed shared path.
3. Suggests signage for cyclists to dismount at pedestrian crossings.
4. Concerns regarding the pathway from Mill Road to Corbally Road and opening hours of same.
5. Request for traffic wardens.

**Chief Executive Response:**

1. Noted.
2. The proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools. There is insufficient width available to incorporate fully segregated cycle lanes along with a safe landing area at the schools and two lanes of vehicular traffic. The proposed shared surface is to be 3.5m wide, which provides sufficient width for users to pass safely.
3. Signage options for cyclists to dismount at pedestrian crossings to be explored.
4. The pathway from Mill Road to Corbally Road will be excluded from this Part 8 proposal.
5. Rotation of traffic wardens is not within the scope of this project and would be a matter for individual schools. The proposal does include for an increased kerb

height and low level planting are proposed to discourage parking and drop off at inappropriate locations.

## **15. SUBMISSION Richard Fahy**

### **Submission Summary:**

1. Increasing the height of the wall from Scoil Íde to Munchins will increase antisocial behaviour.
2. Planters could cause problems with large deliveries not being able to get into houses and parents parking in driveways at pick up/drop off time.

### **Chief Executive Response:**

1. The wall from Scoil Íde to St. Munchin's College will be replaced by a stone faced blockwork wall to the same height as the existing wall. The new wall will be set back to allow space for the proposed shared path at this location.
2. Planters are not proposed in this Part 8 proposal. Low level planting is proposed which would not interfere with driver sightlines. Although there would be some changes to the roadside and the ability of vehicles to park there, access to driveways for vehicles would be maintained to existing levels. Parking in front of driveways is a matter for traffic enforcement.

## **16. SUBMISSION Neil Foley**

### **Submission Summary:**

1. In favour of the Scheme.

### **Chief Executive Response:**

1. Noted.

## **17. SUBMISSION Alan McCormack**

### **Submission Summary:**

1. In favour of the Scheme.
2. Suggests raised crossings and reducing speed limit to 30km/hr.

### **Chief Executive Response:**

1. Noted.
2. Traffic calming measures are proposed such as raised pedestrian crossings and tightening of junctions. Changes to the existing speed limit is not within the scope of this Project.

## **18. SUBMISSION Stephen Murray**

### **Submission Summary:**

1. In favour of the Scheme.

### **Chief Executive Response:**

1. Noted.

## **19. SUBMISSION David Leonard**

### **Submission Summary:**

1. Supports raised pedestrian crossings.
2. Not in favour of the widening of the existing path along the southern side of the Corbally Road from the Lanahrone Avenue junction to the Shannon Drive junction

as it will serve is to encourage bicycles, e-scooters and thick-wheeled electric bicycles to intrude upon the space and peace of mind of pedestrians.

**Chief Executive Response:**

1. Noted.
2. The path on the housing side of Corbally Road will not be widened.

**20. SUBMISSION Clair Healy Gyles Gray**

**Submission Summary:**

1. Widening footpath creates hazards when exiting homes, cycle lane users are more likely to be hit.
2. How often will planters be maintained, they take away home owners use of their footpath for visitors, they will cause illegal parking across residents driveways.
3. Resolve drainage issue at No.'s 35-39.
4. How will the work be carried out to ensure there is minimum disruption to traffic on the Corbally road and the residents.

**Chief Executive Response:**

1. The path on the housing side of Corbally Road will not be widened.
2. Planters are not proposed in this Part 8 proposal. Low level planting is proposed which would not interfere with driver sightlines or home owners' use of public footpaths. Maintenance of planting will be by Limerick City and County Council. Parking in front of driveways is a matter for traffic enforcement.
3. Drainage will be managed through the existing drainage system. The issues regarding drainage are noted and additional gullies will be provided as required.
4. A construction management plan and traffic management plan will form part of the contract documents and will incorporate means to provide minimal disruption to road users and residents during works.

**21. SUBMISSION Clive Kenneally**

**Submission Summary:**

1. Existing stone wall should be maintained
2. Who will maintain the planters? Planters will be hazards to residents parking
3. Widening of footpath on residential side of the road will create danger
4. Replant trees in bishops field
5. Resolve flooding issue from No. 36-40 on Corbally Road

**Chief Executive Response:**

1. The wall from Scoil Íde to St. Munchin's College will be replaced by a stone faced blockwork wall to the same height as the existing wall. The new wall will be set back to allow space for the proposed shared path at this location.
2. Planters are not proposed in this Part 8 planning application. Low level planting is proposed. Maintenance of planting will be by Limerick City and County Council.
3. The path on the housing side of Corbally Road will not be widened.
4. Trees are proposed to be replanted in Bishops Field.
5. Drainage will be managed through the existing drainage system. The issues regarding drainage are noted and additional gullies will be provided as required.

## **22. SUBMISSION Cllr. Frankie Daly**

### **Submission Summary:**

1. Crèche issue Re cycle path through school.
2. Junction tightening top of Lanahrone Avenue.
3. These issues need to be addressed first with residents

### **Chief Executive Response:**

1. The pathway from Mill Road to Corbally Road will be excluded from this Part 8 planning application.
2. Junction tightening at Lanahrone Avenue will remain included in this Part 8 proposal. Junction tightening is proposed to enhance pedestrian priority by shortening the on-road travel distance for pedestrians and other vulnerable road users who cross the road at junctions. Junction tightening is also proposed in order to act as a traffic calming measure to slow vehicle speeds locally.
3. The Part 8 proposal process provides the opportunity for members of the public to make submissions and observations in relation to the proposal. Any submissions received are taken into account in the context of the proposal and preparation of the Chief Executives report.

## **23. SUBMISSION The Corbally Road Residents**

### **Submission Summary:**

1. Widening the footpath puts children and older residents at risk of scooters, makes it difficult for residents and deliveries to enter/exit houses. Who will maintain the planters?
2. Parents will be forced to park outside houses/gates?

### **Chief Executive Response:**

1. The path on the housing side of Corbally Road will not be widened. Planters are not proposed in this Part 8 proposal. Low level planting is proposed which would not interfere with driver sightlines or access to driveways. Maintenance of planting will be by Limerick City and County Council.
2. Parking in front of driveways is a matter for traffic enforcement.

## **24. SUBMISSION Superintendent's Office, Henry Street Garda Station**

### **Submission Summary:**

1. A welcome addition to the area which will provide a great service to the public as well as the students of Scoil íde and St. Munchin's College.
2. Minimal disruption to road users during works.
3. Engage with Scoil Íde and parents.

### **Chief Executive Response:**

1. Noted.
2. A construction management plan and traffic management plan will form part of the contract documents and will incorporate means to provide minimal disruption to road users during works.
3. The Active Travel Team at Limerick City and County Council are involved in ongoing stakeholder engagement during the current proposal and will continue to engage with Scoil íde, St. Munchin's College, and other stakeholders as necessary.

## 25. SUBMISSION Uisce Eireann

### **Submission Summary:**

1. No objection in principle to proposal but requests applicants liaise with Uisce Eireann in order to protect their network infrastructure.

### **Chief Executive Response:**

1. Noted. A construction management plan will form part of the contract documents and will incorporate instruction for the works contractor to liaise with Uisce Eireann in order to protect their network infrastructure.

## 26. SUBMISSION John McCarthy

### **Submission Summary:**

1. Junction tightening will cause further traffic jams. Turning movement concerns.
2. Coordinated road development plan is required.

### **Chief Executive Response:**

1. Junction tightening is proposed to enhance pedestrian priority by shortening the on-road travel distance for pedestrians and other vulnerable road users who cross the road at junctions. Junction tightening is also proposed in order to act as a traffic calming measure to slow vehicle speeds locally. The design is supported by a vehicle Swept Path Analysis which demonstrates that safe vehicle turning movements are achievable at the proposed junctions. Furthermore, an independent Road Safety Audit has been undertaken regarding the design and no issues were raised regarding vehicle turning movements at the proposed junctions.
2. The current proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools with a shared pedestrian and cycle path on the schools side of Corbally Road in front of the Scoil Íde and St. Munchin's College.

## 27. SUBMISSION Katherine McCarthy

### **Submission Summary:**

1. Creating a cycle path along this stretch of road between Lanahrone Avenue and Shannon Drive is of no purpose. Where do the cyclists go after Lanahrone Ave junction? Doing hit and miss adjustments to sections of the Corbally Road only impact on stressed motorists and residents. I do not agree with the proposals and should like the impact of any such changes to be further investigated before any work commences.
2. The tightening of junctions at Roseville Gardens, Lanahrone Avenue and St Munchin's College will further restrict movement of cars from Roseville/Rosendale/Park Gardens, and the Irish Estates. Cars will have to go straight out into the opposite lane in order to make a 90 degree left turn. It will result in accidents and restrict the 'limited' traffic flow from the City along this stretch of road. This together with the plans for the Mill Road will also cause extreme backup to the flow of traffic on the Corbally Road.
3. The 3 raised pedestrian crossings along the Corbally Road will further impede traffic flow.

### **Chief Executive Response:**

1. The proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools for vulnerable road users. A shared pedestrian and cycle path is

proposed at the schools side of Corbally road in front of Scoil Íde and St. Munchin's College. The path on the housing side of Corbally Road will not be widened.

2. Junction tightening is proposed to enhance pedestrian priority by shortening the on-road travel distance for pedestrians and other vulnerable road users who cross the road at junctions. Junction tightening is also proposed in order to act as a traffic calming measure to slow vehicle speeds locally. The proposals comply with relevant standards regarding vehicle movements. The design is supported by a vehicle swept path analysis which demonstrates that safe vehicle turning movements are achievable at the proposed junctions. Furthermore, an independent road safety audit has been undertaken regarding the design and no issues were raised regarding vehicle turning movements at the proposed junctions.
3. It is proposed to raise the level of crossings at existing crossing locations, i.e. to upgrade the existing crossings to raised crossings. This will have the effect of making crossing the road safer and also will act as a traffic calming measure in order to slow vehicle speeds locally.

## **28. SUBMISSION Limerick Cycling Campaign**

### **Submission Summary:**

1. Welcomes improvements to cycling infrastructure.
2. Disappointed that segregated bicycle infrastructure is not part of the proposals.
3. Proposals fail to provide a quality primary route connecting to the river path as set out in LSMATS.
4. Suggests that if 5m of width is available for tree planting then segregated cycling and walking facilities should be provided.
5. Modal shift objective statements are included by other local authorities in similar Part 8 projects and they should be included here. The measure of success is the level of modal shift achieved.
6. The goal of reducing CO2 should be clearly stated in the objective of the project.
7. The proposal does not constitute a high quality primary route as required under LSMATS despite this area being designated as such. The Corbally road is a key artery and identified as a primary cycle route in LSMATS. Proposals need a range of alterations to bring sections of the project more closely in line with LSMATS.
8. Limerick Cycling Campaign are not in agreement that the proposal fully accords with the policies and objectives of the Limerick Development Plan, the Sustainable Mobility Policy and other regional and national development plans.

### **Chief Executive Response:**

1. Noted.
2. The proposal is for a Safe Routes to School Project and focuses on the 'Landing Area' at the schools. The proposed shared surface is to be 3.5m wide, which provides sufficient width for users to pass safely.
3. Cycle connectivity to the existing river paths is not within the scope of this Safe Routes to Schools Project.
4. All proposed tree planting is on lands not owned by Limerick City and County Council. Tree planting has been agreed with the landowner but cycle lanes would be outside the scope of the agreement within this land.
5. One of the key aims of the proposal is to encourage modal shift. The Planning Report refers to Development Plan Objective TR 06 – Delivering Modal Split.

6. The proposal aims to reduce the over dependence on car use and promotes active travel options such as cycling and walking, which in turn will contribute to lowering CO2 levels.  
Proposed tree planting will also contribute to lowering CO2 levels.
7. Whilst the wider objectives within the LSMATS are acknowledged, the current proposal is for a Safe Routes to School Project and focuses on the ‘Landing Area’ at the schools.
8. The proposal is considered to be consistent with the policies and objectives in the Limerick Development Plan 2022-2028, and regional and national planning policy.

## **29. SUBMISSION Mary O'Sullivan & Blair McClure**

### **Submission Summary:**

1. Not in favour of removing green areas.
2. Reduce speed limit to 30km/hr.

### **Chief Executive Response:**

1. The path on the housing side of Corbally Road will not be widened. It is envisaged to retain existing grass verges as far as is reasonably practicable.
2. A speed limit change is not within the scope of this Part 8 Planning Application.

## **30. SUBMISSION Pat Hinckey**

### **Submission Summary:**

1. Widening of the footpath on the southern side of the Corbally Road will create danger for the residents from bicycles and e-scooters. It will make it very difficult to enter and exit our houses.
2. The stone wall on the Scoil Ide side to be maintained.
3. The block wall on the Scoil Ide side to be replaced with stone.
4. New native trees to be planted in the Bishop's field.
5. The junction at Lanahrone Avenue to be tightened and made safe. This is the most dangerous junction in Corbally. I cross it every day with two grandchildren. Cars are coming into and out of the Irish Estates. Soon a child will be injured or worse.
6. The two trees outside No. 37 Corbally Road to be protected.
7. There is a problem with the drainage outside No. 36-39 Corbally Road. This is to be sorted when the wall is moved in.
8. All new paths to be installed.
9. Who will look after the planters if they are placed to stop parking; and if all parking is stopped, which I think is a good idea - how will we stop the parents from parking directly outside our houses?

### **Chief Executive Response:**

1. The path on the housing side of Corbally Road will not be widened.
2. The wall at Scoil Íde will be replaced by a stone faced blockwork wall.
3. The wall from Scoil Íde to St. Munchin's College will be replaced by a stone faced blockwork wall to the same height as the existing wall. The new wall will be set back to allow space for the proposed shared path at this location.
4. New native and suitable non-native trees will be planted in the Bishop's Field in accordance with a landscape specification.
5. Junction tightening is proposed to enhance pedestrian priority by shortening the on road travel distance for pedestrians and other vulnerable road users who cross the

road at junctions. Junction tightening is also proposed in order to act as a traffic calming measure to slow vehicle speeds locally.

6. Efforts will be made to retain the two existing trees outside No. 37 Corbally Road as far as is reasonably practicable.
7. Drainage will be managed through the existing drainage system. The issues regarding drainage are noted and additional gullies will be provided as required.
8. New paths will be installed.
9. Planters are not proposed in this Part 8 planning application. Low level planting is proposed which would be maintained by LCCC. Parking in front of driveways is a matter for traffic enforcement.

### **31. SUBMISSION Ray Darcy on behalf of Board of Management of Scoil Íde**

#### **Submission Summary:**

1. School Context: Currently, 744 children attend Scoil ide, the vast majority of whom live within a 5 km radius. Around 2/3 of these children live on the Corbally Road side of the school with the vast majority of these children living within 2km of the school ( Shannon Banks & Westbury).
2. Safety issues: The Board is of the opinion that it is only a matter of time until a fatal accident occurs outside Scoil Ide on the Corbally Road. The current layout encourages irresponsible and often dangerous motorist behaviour, particularly at drop off and collection time. I have spoken to many parents and guardians in my three years as principal and safety concerns are often communicated to me. Indeed, from my office I witness at least two to three close calls each week. It is worth noting that when Scoil ide successfully applied to participate in the Safer Routes to School Scheme we were subsequently granted funding from Green Schools to construct a 30 bay cycle parking shelter. In my role as principal I have spoken with a number of parents and guardians who will not allow children to walk to school as they consider it unsafe. As it currently stands, we ask children to bring bikes to school to cycle but we do not actively encourage them to cycle to school because unfortunately it is not safe for children to cycle. Rather they cycle around the Bishop's Field. Conversations with parents echo findings from The Smarter Travel Areas Ex-Post Evaluation of Final Report I 2018 which states "Poor perception of safety is the biggest barrier to increasing cycling" and "On-road cycling infrastructure does not encourage modal shift". I have spoken with children from 3rd to 6th and they have stated clearly that they would love it if they could cycle to school but that concerns around safety prohibit them from doing so.
3. Environmental Issues: The Board is eager that the school plays its part in addressing the climate crisis positively in any way it can. The Board is also aware of its responsibility to encourage, promote and develop sustainable means of transport to and from the school. This plan will help reduce the emissions associated with car usage at drop off and collection time. Permeability improvements contained in this plan will also encourage modal shift. There is also scope within the planting scheme to address CO2 levels at the front of the school.
4. Wellbeing issues: This Part 8 Application will lead to enhanced "Place making " on the Corbally Road, improving the quality of public space outside Scoil ide and St Munchin's and the lives of the people( particularly children) who use these spaces. The low level planting will improve the aesthetic on the Corbally Road. Children in Scoil ide should be empowered to walk and cycle to and from school on their own.

To be able to do so safely would be good for their health and develop their fitness levels and sense of independence.

5. The opinions of parents and guardians: In 2021, the school shared the SRTS survey with parents for families to provide feedback on road safety issues around the school. 346 parent/ guardian responses were received, representing 516 students (70% of our student population). 96.2% of parents/ guardians stated that they would support works at the front of school that improve student safety, putting pedestrians and cyclists first 96.2% of parents/ guardians stated that they would support works that improve the walking and cycling routes to our school 65.6% of parents / guardians stated that they wanted new or improved footpaths & 62. 7% of parents / guardians stated that they wanted fewer cars at the school gate, 54% of parents / guardians stated that they want new or improved cycle paths & that they support safer crossing points.
6. Conclusion: The Board of Management is firmly of the view that this plan should be adopted in its entirety as a starting point for further enhanced works in the near future. The Board believes that this is a considered plan which has compromises built into it already and asks that all councillors support this Part 8 application without amendments. The appetite for change within the school community is evident and recorded. All the points raised above are consistent with the objective of this scheme to 'provide high quality facilities for pedestrians, cyclists and the mobility impaired with a view to encouraging modal shift from private car use to more sustainable, active travel options such as walking and cycling. 'The Board of Management staff, parents and guardians and most importantly the children want these changes to happen. The Board believes that this is a considered plan which has compromises built into it already and asks that all councillors support this Part 8 application without amendments.

**Chief Executive Response:**

1. Noted.
2. Noted.
3. Noted.
4. Noted.
5. Noted.
6. Noted.

**32. SUBMISSION Yvonne Morrissey-Kelly**

**Submission Summary:**

1. In favour of the Scheme.
2. Expressed a concern with the Sunnyside/Scoil Ide path.

**Chief Executive Response:**

1. Noted.
2. The pathway from Mill Road to Corbally Road will be excluded from this Part 8 planning application.

## 4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by Ryan Hanley Consulting Engineers for the proposed development and which examined the impacts the proposed development may have on the River Shannon and River Fergus Estuaries SPA and the Lower River Shannon SAC which are located approximately 2km and 40m, respectively, from the subject site. Their report concluded that the proposed development is not likely to have a significant effect on any European Site. It notes that the development does not cross any watercourses and no instream works are proposed therefore no hydrological pathway connecting the site to the SAC. No land take is proposed from any European sites. Overall, the executive is satisfied that having regard to the scale of the development on lands within a built up area and the distance of the development from any SAC and SPA, the development as proposed should not exercise a significant effect on the conservation status of any SAC or SPA either alone or in combination with other plans or projects and therefore a Stage 2 NIS is not necessary.

## 5.0 Environmental Impact Assessment Screening

An EIA Screening Report has been prepared by Ryan Hanley Consulting Engineers and submitted with the application which considered whether an EIA is required for the proposed development. The Screening report concludes that there is no real likelihood of significant effects of the environment.

The development does not fall within any of the threshold or sub-threshold requirements for a mandatory EIA as specified in Section 5 of the Planning and Development Regulations 2001 (as amended). Having regard to the size of the development, located within a modified environment, the development as proposed does not require the preparation of an Environmental Impact Assessment Report

## 6.0 Key Policy Provisions

## **6.1 Limerick Development Plan, 2022-2028:**

## Policy CS P5 Road Network

It is a policy of the Council to maintain the strategic function, capacity and safety of the national roads network, including planning for future capacity enhancements and ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

## 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 P11 Road Safety and Carrying Capacity of the Road Network**

It is a policy of the Council to seek improvements to road safety and enhance carrying capacity of the road network throughout Limerick, through minimising existing traffic hazards, including access onto roads, which are substandard in terms of width and alignment and preventing the creation of additional or new traffic hazards in the road network, maintaining the carrying capacity and securing appropriate signage.

## **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 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 O43 Upgrade works/New Road Schemes**

It is an objective of the Council to provide for and carry out sustainable improvements to sections of the national, regional and local road network, to address deficiencies in respect of safety, alignment, structural condition or capacity where resources permit. The following schemes shall be included: N69 Mungret and Boland’s Cross Road Improvements.

## 7.0 Appraisal

### 7.1 Introduction

The purpose of this proposed Part 8 is to provide active travel measures and provide for a shared path in order to improve pedestrian and cyclist safety along Corbally Road in line with the active travel policies and objectives set out in the Limerick Development Plan, 2022-2028.

The proposed design includes the following:

- A new off-road shared pedestrian/cycle path with an average width of 3.5m connecting Mill Road to Corbally Road between Scoil Ide and Sunnyside Montessori
- A redeveloped path with an average width of 3.5m along the northern side of Corbally Road from Scoil Ide to the primary road entrance to St. Munchin's College
- Resurfacing of the existing footpath along the southern side of Corbally Road from Lanahrone Avenue junction to Shannon Drive junction
- Raising of the 3 existing crossings along Corbally Road
- New junction tightening measures at Roseville Gardens junction, Lanahrone Avenue junction and St. Munchin's College junction to reduce vehicle speeds and increase safety for vulnerable road users
- Realignment and widening of St. Munchin's Gates to facilitate 2-way traffic
- New low-level planting and soft landscaping features along Corbally Road

Based on submissions received the following modifications have been made:

- The new off-road shared pedestrian/cycle path with an average width of 3.5m connecting Mill Road to Corbally Road between Scoil Ide and Sunnyside Montessori has been removed from the Part 8 works;
- The kerb height along both sides of Corbally Road have been increased from 125mm to 300mm to prevent any inappropriate parking
- A resurfaced concrete footpath will replace the existing concrete footpath along the south-east side of Corbally Road. Existing grass verges will be retained. Low level planting and kerbing will be provided within the extents of the existing footpath.
- The height of the roadside boundary wall between Scoil Ide and St. Munchin's has decreased from 1.4m to 0.6m

The proposed scheme will not impact on any protected sites or protected monuments. The proposed scheme will not impact on air quality or generate noise other than noise associated with the necessary construction works and which will occur during set working times. A detailed Construction Environmental Management Plan (CEMP) to include a traffic management plan, which will take account of the site location, access issues, site compound, hydrocarbons, run-offs and location of services will be prepared before any development is carried out.

The proposed development will have a positive effect on the Corbally community and particularly pedestrians and cyclists attending Scoil Ide and St. Munchin's School along this stretch of road. The proposal as set out is considered to be in compliance with Policy CS P5 Road Network, Policy TR P4 Promotion of Sustainable Patterns of Transport Use, Policy TR P5 Sustainable Mobility and Regional Accessibility and Policy TR P11 Road Safety and Carrying Capacity of the Road Network in the Limerick Development Plan, 2022-2028.

## 8.0 Conclusion

Having regard to the foregoing evaluation and the reason 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 and Development Act 2000 (as amended) the proposed development is recommended to the Elected Members of Limerick City & County Council for their approval.



Dr. Pat Daly

Chief Executive,

Limerick City & County Council

Date: 13.09.2023