

South Circular Road Information Session FAQ s

1. Bollard at Junction of SCR/Summerville Ave – How will it work, who will have access.

There will be a hydraulic bollard at the junction of South Circular Road and Summerville Ave just south of the junction.

The bollard will be activated by a windscreen tag, similar to a motorway toll booth.

Priority access will be given to residents between Summerville Avenue and Laurel Hill Avenue. There will be an application process for the tags.

A contract will be procured for the operation of the bollard. The successful contractor will manage tag and access issues.

2. Summerville Avenue – Concerns regarding capacity & safety for all traffic movements post scheme

It is expected that traffic on Summerville Avenue will not increase as a result of the implementation of the scheme.

Traffic that would previously have used Summerville Avenue to access South Circular Road will no longer be able to do so.



Traffic assessments will continue to be carried out after implementation of the scheme to measure the impact of the changes.

3. Fennessys Junction – Concerns regarding enforceability of signage to limit non-local access.

Traffic heading North at Fennessys junction will be forced onto Summerville Avenue if it is not local traffic. It is unlikely that traffic hoping to reach town or the Dock road will find this an attractive route as there is no right turn allowed or proposed onto Dock Road. Some enforcement may be necessary at the early stages of the scheme to ensure compliance with this restriction.



4. Lifford Avenue – Concern regarding potential Increase in traffic as a result of the filter at Ballinacurra Rd will cause problems.

It is expected that there will be an increase in traffic on Lifford Avenue as a result of the implementation of the scheme. Traffic using Lifford Avenue is expected to be largely local traffic only. Traffic movement will be improved by the new traffic signals at the Ballinacurra Rd/Lifford Ave junction. Current traffic figures are relatively low relative to SCR with 1300 vehicles per day and could increase to 1800 vehicles. However it is not likely that this route will be attractive given the restrictions at Fennesseys and Summerville Ave.



5. New Street – will suffer due to increased traffic and removal of parking.

No parking is being removed from New St as a result of the scheme. It is expected that there will be some increase to traffic on New st as a result of the scheme. It is expected that traffic will increase from 6,400 vehicles per day to 7,600 vehicles per day.

6. Ashbourne Avenue – Concern increase in traffic on Ashbourne Ave will result in bigger delays.

Any increase in traffic on Ashbourne Avenue will be better regulated by the provision of a signalised junction at Fennessys. Traffic on Ashbourne Ave will be Dock road bound to the west and it is not predicted that there will be a large increase in traffic destined for the Dock rd.

East bound traffic on Ashbourne Ave. will no longer have access to South Circular rd heading north.

7. Harbour View Terrace – on street parking will be removed and there is no possibility to off street parking

The loss of parking at Harbour View Terrace will be mitigated by the creation of new spaces on Quin St and at the end of Laurel Hill Ave. 15 car parking spaces will be lost on Harbour View Terrace. 7

additional spaces will be created on Quin St and 10 additional spaces will be created at the end of Laurel Hill Avenue.



8. Accommodation Works – will there be funding available to alter driveways for parking

There will be some funding available for the creation of off street parking where parking has been removed due to the implementation of the scheme. Where an entrance is being created or amended on the public road planning permission will be required. Stakeholders are encouraged to contact the Active Travel team with expressions of interest as soon as possible

activetravel@limerick.ie. Please use the words Accommodation Works SCR in the heading of the email.

9. Loss of Parking

Where a resident experiences loss of potential on street parking due to the implementation of the scheme, they can apply for funding to assist accommodation works to create off street parking on their property. – see accommodation works above.

10. Traffic Congestion and Disruption – concerns about delays particularly in areas where filtered permeability is installed.

Traffic numbers on SCR will be significantly reduced due to the implementation of filtered permeability. These areas will experience improved air quality and livability due to reduced traffic numbers. Traffic will also move slower due to the implementation of the scheme. Slower traffic will result in safer roads and will facilitate an improved safety environment for all road users.

It is an objective that non-local traffic who may traditionally have used SCR to access the City or set down passengers will change their journey to another route or change modes at some point of the original journey to the high frequency bus service nearby or indeed use the new cycling and walking infrastructure.

11. Design Changes and Tendering Process

Design changes have been implemented as a result of public consultation on the planning proposal and to meet the requirements of the planning permission granted. The design aims to address public concerns in relation to parking, traffic flow and safety insofar as possible. Once concluded the tendering process will commence.

Part 8 Planning Permission Documents and CE Report is available at this link

<https://mypoint.limerick.ie/ga/node/3309/outcomes>