



9th July 2025

To: The Cathaoirleach and Each Member of the Metropolitan District of Limerick

Market Quarter and Cruises Street Public Realm Project - Part 8 for Consideration

A Chomhairleoir, a chara,

To consider the Mayors Report pursuant to Section 179 3(a) of the Planning and Development Act, 2000 (as amended), and Part 8 of the Planning and Development Regulations, 2001 (as amended), in relation to the Market Quarter and Cruises Street Public Realm Project which consists of the:

- Reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic;
- Introduction of a shared surface, where the pedestrian zones and carriageway will be at the same level on Robert Street, Cornmarket Row, Carr Street, High Street and parts of Denmark Street, Ellen Street, Mungret Court and Mungret Street;
- Conversion of junctions in some locations within the proposed development boundary to raised table junctions, which will act as tactile calming measures;
- Removal of on-street parking in certain locations and relocation of taxi-ranks, loading bays and accessible parking bays to other locations within the proposed development boundary to provide wider footpaths and pedestrian zones, additional casual trading areas, outdoor dining and additional amenity spaces;
- Provision of street furniture including seating areas, trees, planting, bicycle stands, bollards, litter bins, public lighting and signage;
- Relocating overhead utilities underground to declutter the streetscape;
- Provision of interpretive signage and paving to represent the area's history and built heritage;
- All associated site works

Is mise le meas,

Michael Foley
Senior Executive Engineer

Memo

To: Mayor Moran.

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

Date: 02/07/2025

Re: Part 8 proposal, Reference PT8LL239 – The proposed development will consist of: - Reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic; - Introduction of a shared surface, where the pedestrian zones and carriageway will be at the same level, on Robert Street, Cornmarket Row, Carr Street, High Street and parts of Denmark Street, Ellen Street, Mungret Court and Mungret Street; -Conversion of junctions in some locations within the proposed development boundary to raised table junctions, which will act as traffic calming measures; - Removal of on-street parking in certain locations and relocation of taxi-ranks, loading bays and accessible parking bays to other locations within the proposed development boundary to provide wider footpaths and pedestrian zones, additional casual trading areas, outdoor dining and additional amenity spaces; - Provision of street furniture including seating areas, trees, planting, bicycle stands, bollards, litter bins, public lighting and signage; - Relocating overhead utilities underground to declutter the streetscape; - Provision of interpretive signage and paving to represent the area's history and built heritage; and - All associated site works.

Dear Mayor,

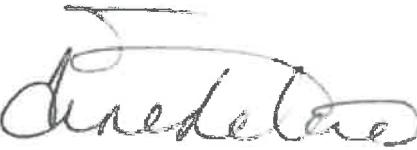
Please find attached for your consideration report prepared in accordance with Section 179 of the Planning and Development Act 2000 (as amended) in respect of a proposal for:

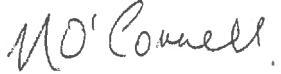
- the Reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic;
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- Provision of street furniture including seating areas, trees, planting, bicycle stands, bollards, litter bins, public lighting and signage;
- Relocating overhead utilities underground to declutter the streetscape;
- Provision of interpretive signage and paving to represent the area's history and built heritage; and
- all associated site works.

The proposal prepared by the Place-Making Department 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, Executive Planner

Signed: 
Nuala O'Connell, Senior Planner

Signed: 
Vincent Murray, Director of Services, Planning and Place Making

Signed: 
Pat Daly, Director General

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

Re: Part 8 Proposal for the following:

The proposed development is for:

- Reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic;
- Introduction of a shared surface, where the pedestrian zones and carriageway will be at the same level on Robert Street, Cornmarket Row, Carr Street, High Street and parts of Denmark Street, Ellen Street, Mungret Court and Mungret Street;
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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).

The relevant excerpt of the aforementioned legislation, which outlines the format and content of the Mayor's Report is as follows:

(b) A report prepared in accordance with paragraph (a) shall—

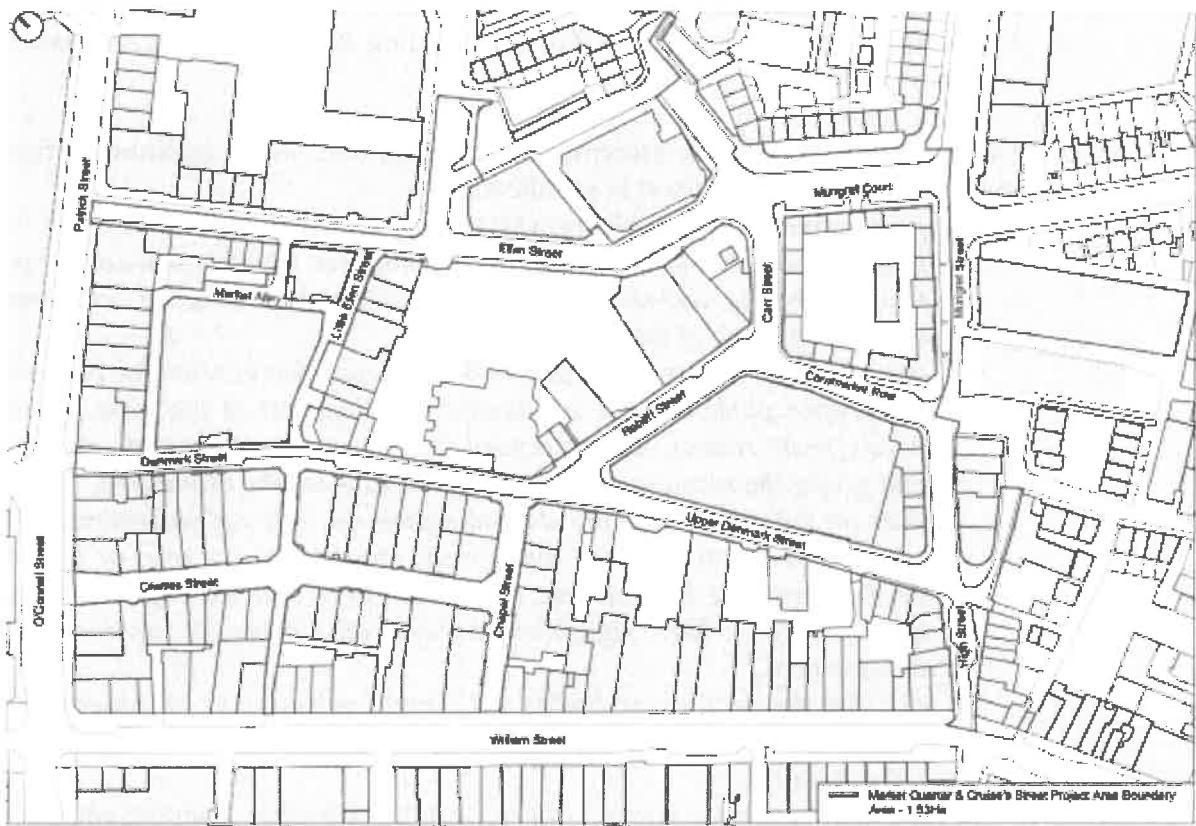
- (i) describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area,*
- (ii) evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation,*
- (iia) include the screening determination on why an environmental impact assessment is not required and specify the features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might have otherwise been significant adverse effects on the environment of the development,]*
- (iii) list the persons or bodies who made submissions or observations with respect to the proposed development in accordance with the regulations under subsection (2),*
- (iv) summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or observations, and give the response of the F968[chief executive] thereto, and*
- (v) recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.*

In this regard only submissions made on the plans and particulars placed on public display are appraised and dealt with as part of the Mayors Report. In preparing such reports, Planning Authorities(s) strictly adhere to the requirement of the legislation, so as not to legally undermine the process. The submissions are appraised in accordance with the Development Plan provisions, technical guidance and responses are a matter of public record.

2.0 Description of the nature and extent of the proposed development

The proposed public realm works includes Cruise's Street, Todd's Bow, Chapel Street, Denmark Street, Market Alley, Little Ellen Street, Robert Street, Cornmarket Row, Carr Street, Ellen Street, Michael Street, High Street and Mungret Street within Limerick City Centre. With improvements to footpaths, pedestrian connections, carriageways, street furniture, landscaping and signage, it is considered that public realm within this area of the city centre will be enhanced.

Site Location Plan



2.1 Public Consultation:

The plans and particulars were placed on public display from the 12th May 2025 up to and including 9th June 2025. Submissions and observations were invited up to the 23rd June 2025.

3.0 Submissions with respect to the proposed development

A total of 17 third party submissions/observations and 2 statutory body submission/observation were received and are listed below:

No.	Name
1	Edward English
2	Gerry O'Reilly
3	Eilis Walsh
4	Keith Counihan
5	Harry Hannan
6	Eoin Callery
7	Jared Nadin
8	Farran Flaherty
9	An Post
10	Limerick Commuter's Coalition
11	John Keays
12	Chris Barry
13	Conor Buckley (Limerick Cycling Campaign)
14	Deirdre Minihan
15	Eoin Buckley
16	Eva Clarke
17	Richard Rice, Healy Architects

SUB (1) Edward English

Submission Summary:

I welcome the plans published by the council for the enhancement of the area. In particular Cruises street and surrounding lanes needs enhancement to bring life back to what should be a thriving part of the city. All steps taken to improve the public realm and enhance pedestrian and non-vehicular access are to be welcomed as they are making our city a more vibrant liveable place.

Mayor's Response:

The support for the project is welcome.

SUB (2) Gerry O'Reilly

Submission Summary:

Please, please, please remove junkies and drunks from the streets. It's dangerous in the city with them around constantly and they are very aggressive at times. More Garda on the beat instead of driving around looking out the car window. By putting a new Garda on O'Connell Street it will help alleviate this problem. The Rugby building is empty and there is an empty building adjacent which could also be used for cells of other Garda business. It's part of the Rugby building and gifted by JP MacManus. I would accomplish this before anything in the city.

Mayor's Response:

During the development of this project, consultations have taken place with An Garda Síochana and the anti-social behaviour outlined is an item of concern. Consultations will

continue during the detailed design and build stages, where appropriate measures will be discussed and implemented. Limerick City and County Council is in the process of establishing a Community Safety Warden Scheme which is an innovative proposal to support uniformed Gardaí with a high visibility presence of Community Safety Wardens in the City Centre. The intention is that these community champions will be the conduit in facilitating safer communities by ensuring that everyone feels safe as their visible presence deters crime and supports the creation of a safe and resilient City Centre community. Additionally, the project will act as a catalyst for further development in the area, increasing economic viability and footfall, in turn reducing anti-social behaviour.

SUB (3) Eilis Walsh

Submission Summary:

I would love to see more cohesiveness between the market quarter and Cruise's street. As a while, Cruises Street in its current structure encourages anti-social behaviour due to lack of footfall after certain hours. A case could be made for extending the market quarter activities from Cruise's Street up to the Milk Market, including spaces for community members to sell crafts / clothing etc. A community space for artists or community initiatives to meet in the centre of the city could also be a positive. A way to market the food vendors already along that strip, themed market weekends to market to Limerick residents, aiming to increase footfall. A late night café or restaurant would be fantastic, bringing life to the street in the evenings. Pedestrianised the whole way up with allowances or parking for Milk Market vendors to unload. A focus on sustainable materials, incorporating Limerick's heritage and history into the design of shop fronts, the street. More public seating, opportunities for local businesses to set up rather than vape shops, so that locals can support local. Tie in with the practice of Milk Market being used as a concert venue.

Mayor's Response:

The interventions proposed on Cruise's Street in terms of planting and street furniture will allow flexibility of the space to accommodate any potential future events or night markets on the street. The Place-Making team have been liaising with the Economic Development team and the Night-Time Economy Officer to discuss options for activating Cruise's Street and increasing the offering of the Market Quarter. The proposal includes for automated bollards at the junction of Denmark Street and Robert Street to allow for a pedestrianised zone from Cruise's Street up to the Milk Market during events, market days and busy periods. A review of the quantity and location of seating will be carried out at detailed design stage. In addition, LCCC will be bringing forward a separate Part 8 proposal for the installation of a canopy, or canopies, on Cruise's Street which will provide additional options for the possible staging of events/markets, etc.

SUB (4) Keith Counihan

Submission Summary:

I believe that roofing Cruises Street to create a semi-covered, pedestrian-friendly environment—combined with gated access for after-hours security—would make the street more inviting in all weather conditions. In addition, encouraging the development of bars, cafés, and restaurants along the street could help establish a lively and attractive social hub, both day and night. This could revitalise Cruises Street, attracting more footfall and

encouraging both locals and visitors to spend more time (and money) in the area. This kind of transformation could position Cruises Street as a standout urban destination in Limerick, blending functionality, safety, and atmosphere.

Mayor's Response:

As indicated on the drawings and in the Planning Report, the design, location and type of a canopy, or canopies, on Cruise's Street will be developed as part of a separate Part 8 proposal.

It is not an objective of Limerick City and County Council to gate streets and laneways in the public realm.

SUB (5) Harry Hannan

Submission Summary:

Pedestrian Priority & Active Travel: The proposed 40 % footpath widening, continuous non-slip surfacing and tactile guidance are positive. Limerick should be decisively walk-and cycle friendly, while still accommodating public transport and essential car access.

Trees, Planting & Seating: Plant native Irish species such as silver birch and wild cherry, in-ground with pollinator-friendly under-storey. Provide durable seating positioned to retain clear pedestrian desire-lines.

Weather Protection: Retain the Quimper Square canopy and modernise the second canopy at Chapel Street to extend all-weather cover across the street.

Traffic Management: Support the 20 kph zone and request raised continuous-footway crossings at every junction to enforce it passively. Extend night-time closures to Sunday evenings and introduce 07:00–10:00 delivery windows so shops can restock without clashing with peak footfall.

Cycling Facilities: Install covered, well-lit Sheffield stands at both ends of Cruises Street plus two dedicated cargo-bike bays. Add a short, bi-directional protected cycle link along Robert Street to connect the UL-City Greenway with the riverfront.

Parking Balance: Convert 5–10 % of the 1 535 nearby car spaces to EV-charging hubs, car-club bays and secure cycle parking. Deploy a live parking-availability app to cut unnecessary circulation traffic.

Cultural Activation & Street Life: Encourage Irish-language business operations and commission Irish-inspired murals, public art and bilingual street names to strengthen local identity. Replicate the energy of Riverfest with a curated calendar of quarterly events to keep the quarter vibrant year-round.

Sustainability & Maintenance: Use permeable paving and capture canopy runoff in underground attenuation tanks for landscape irrigation. Establish a ring-fenced five-year maintenance fund and a public reporting app to ensure issues are resolved within 48 hours.

Performance Metrics & Community Engagement: Monitor footfall, dwell-time, retail vacancy, modal split, air-quality and tree-canopy cover, publishing results every quarter. Create a Market Quarter Advisory Panel of residents, traders, schools and disability advocates to review progress bi-annually.

Mayor's Response:

Pedestrian Priority & Active Travel: As part of the design development of this project, a shared surface proposal was developed, which provides pedestrian priority spaces as well as shared surfaces for all users, inclusive of cyclists.

Trees, Planting & Seating: All planting will consist of native Irish species and will be pollinator friendly to improve biodiversity in the city. A landscaping schedule outlining

type, location, scale and quantity of all planting will be developed at detailed design stage by the consultant landscape architect. All seating will be durable and will be strategically positioned as to not impact on pedestrian movement.

Weather Protection: The canopies on Cruise's Street will form part of a separate Part 8 proposal in which their locations, size and function will be further developed. An all-weather canopy covering the street at Chapel Street will be explored as part of this process.

Traffic Management: This scheme has been designed to accommodate any potential future speed limit reduction from 30kph to 20kph which is supported by the Mayor in this area of the city. All crossings in the proposal are level with footpaths and pedestrian zones and are continuous to prioritise pedestrians. Following ongoing reviews of pedestrian movements with the Road Safety Audit consultant and the Access consultant, the number and location of crossings shown in the proposal were deemed most appropriate for the nature of the scheme. The extent of the road closures will form part of a separate statutory process. Extending the night-time closures to Sunday evenings allowing for deliveries between 7:00-10:00 will be explored as part of this process.

Cycling Facilities: Due to access constraints on Cruise's Street, covered bike stands may not be feasible in these locations due to their scale, however this will be explored, along with other bike stand options for Cruise's Street, during detailed design stage. The current scheme has been designed to create a pedestrian and cyclist prioritised environment through traffic calming measures such as shared surface streets, reduced carriageway widths and paved surfaces which will all be supported by the current speed limit of 30kph. The design promotes a safe, low-speed, mixed-use setting that will potentially reduce traffic volumes in the Market Quarter and will encourage walking and cycling in the area. The Cycle Design Manual requires 1.8m minimum for the width of a contra flow cycle lane, with the desired width being 2.0m. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 9.1m (1.8m footpaths x 2 + 3.7m for carriageway (minimum unobstructed width for fire tender access, as outlined in Technical Guidance Document Part B) + 1.8m cycle lane). On a shared surface street, the minimum width of carriageway required to facilitate two way cycling is 4.6m, with parking/loading bays on one side of the street. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 8.2m (1.8m footpaths x 2 + 4.6m for carriageway). However, as this is a public realm project, in accordance with "Limerick City and Environs Green and Blue Infrastructure", which states "*The LDP (Limerick Development Plan) has established an ambitious and collective vision for Limerick in its transition to a carbon neutral society, with the aim to become "a Green City Region on the Shannon Estuary connected through people and places"*", nature based solutions and urban greening are key elements also, each of which require a minimum of 0.8m in width which dictates that the minimum width of street to facilitate contra flow cyclists is 9m (or 7.2m allowing for one footpath), excluding the widths of parking or loading bays etc. Therefore, two way cycling on shared surface streets is not possible on Denmark Street given the widths of the existing street at circa 8.5m, or Ellen St. with circa 6.9m, or Robert St. with circa 6.5m. Additionally, this scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS and Building Regulations, to ensure safety for all road users.

LCCC is committed to facilitating cycling infrastructure, where practicable and this is evident through the many active travel projects that have been delivered to date, with many more to follow. One of these schemes, which is at preliminary design stage currently, is a Pathfinder Project which aims to route cyclists along Charlotte's Quay which will link Locke Quay (on Wickham St. to Clare St. route) to Rutland St. and along Francis St. to Arthurs Quay park. An additional link along Patrick's St. will connect with the existing cycle lanes on O'Connell St. is also at preliminary design stage. This schemes will have

cycle routes to the north and west of Opera Square which will link back to University of Limerick.

The proposed interventions will significantly enhance cyclist safety, comfort and overall experience while still allowing cyclist access to Robert Street and the surrounding streets.

Parking Balance: Discussions with local car parks businesses regarding the provision of additional accessible, EV and bike parking are ongoing. A number of proposed parking spaces in this scheme will be future-proofed for the installation of EV charging stations should they become viable in the future. The suggestion of introducing a parking availability function on the Limerick Parking app to reduce unnecessary circulation traffic has merit and will be investigated by LCCC.

Cultural Activation & Street Life: Irish inspired murals and public art in the project area will be explored at detailed design stage. All signage, including street names, will comply with the Official Languages Act. The Place-Making team are liaising with the Festivals and Events Team and the Night-Time Economy Officer to discuss future events in the Market Quarter.

Sustainability & Maintenance: Sustainable Underwater Drainage Systems (SuDS) will be implemented as part of this project. The details of which, including the potential provision of underground attenuation, will be explored at detailed design stage. Maintenance, along with its associated budget, is a key element of this project which is being discussed with the Cleansing Team as part of the development of this project. The suggestion of a public reporting app to ensure issues are resolved within a reasonable time period is welcomed and LCCC will investigate this.

Performance Metrics & Community Engagement: Key performance Indicators (KPI's) to include the monitoring of footfall, retail vacancy, air-quality, noise quality and tree cover are being monitored throughout the project area to establish a baseline for the project. These KPI's will continue to be measured through all stages of the project and will continue after project completion, the results of which will be published in due course. The Place-Making Team have been consulting with a number of local residents, traders, Disabled Persons' Organisations (DPO's) and other organisations throughout the development of the project and will continue to do so throughout detailed design, construction and handover stages, to gain their input and feedback on the development.

SUB (6) Eoin Callery

Submission Summary:

Looks great and will support the whole area, especially the almost fully occupied High Street and the area immediately around the Milk Market. Any decrease in car traffic in the area is similarly welcomed. Basically the sooner this starts the better!

Mayor's Response:

The support for the project is welcome.

SUB (7) Jared Nadin

Submission Summary:

I am writing to express my discontent at the current plans for the market district and cruises St. Firstly, the "you said, we heard" report features incorrect information regarding the number of available bike parking locations around the Milk Market. There are over 10

currently available where you said in your report that there are none. Furthermore, the decision to propose the 3 streets around the market as shared surfaces, despite only being suggested by 2 people during non-statutory consultation, amounts to tokenism and does not seek to effectively or permanently reduce the number of cars in the area. They should be fully pedestrianised. The proposal as it stands does little to accommodate cyclists, the proposal to remove the current bike parking zones will mean a net increase of just 1 parking space, this is unacceptable. Further, there is currently no provision to provide a contraflow cycling lane for road users on Mungret St or High St. Meaning the proposed connection of Colbert Station and the Canal Trail will be Eastbound only and not serve road users cycling westward towards the station. Contraflow lanes are important to encourage safe and integrated use of our cycling infrastructure. The number of proposed car parking spaces on the current proposal is 32, this is an increase from the initial proposal of 16 spaces and stands in contradiction to opinions given during the previous consultation phase. Many users expressed an interest in reducing the number of spaces on the proposal, yet for some reason, your office doubled it. This cannot stand, if we are truly to reclaim and reinvent our city centre, we must learn to do it in a way that prioritises pedestrians, cyclists, and green transport initiatives. If Cruises St is to be covered at all, it should be covered in its entirety, not just at the Quimper statue and Chapel St. The street would attract on street dining, and return to being the social hotspot it embodied until 2008. This would also allow for easy access of market trader expansion at key times of year like during the summer and around Christmas. Imagine a market that stretched seamlessly from the Milk Market site all the way down Chapel St and to the entrance Cruises St. on O Connell St. This space would be dynamic, malleable, and crucially USABLE in all kinds of weather. Don't under deliver the Cruises St. Element of this proposal, it was once our key pedestrian location in the city and that status must be strived for once more. The best possible enhancements must be made to the public realm here. Roof the entire street. It is imperative. The market quarter is currently dominated by the club scene and is most economically viable during the late night trade, this proposal should do more to enhance the daytime viability of the region, full pedestrianisation of the area would allow its many food and drink offerings to create more on-street seating and make the area a desirable place to spend time.

Mayor's Response:

LCCC acknowledges the requirement to increase bike parking as demand is shown to exist and in particular will work with the nearby active travel scheme to introduce more spaces where practicable. LCCC will endeavour to double the existing bike parking in the area and will introduce them as soon as is practicable during the term of this project. LCCC acknowledges that the quantity of existing bike parking shown in one section of the Planning Report is incorrect and the records will be updated in this regard.

With regards to fully pedestrianising the area, the provision of shared surface streets and automated and demountable bollards allow for the streets to be closed during busy periods, such as festivals and events at the Milk Market, with the intention of closing the streets to vehicles more frequently when footfall increases in the area. Currently the area lacks footfall during weekdays however the project aims to increase the economic viability of the area through the provision of a high quality public realm, thereby increasing footfall and increasing the demand for fully pedestrianised streets.

With regards to the cycle lane on Mungret Street, a separate Part 8 Planning proposal will be carried out by Limerick City and County Council for the provision of a cycle lane on Mungret Street linking Colbert Station and the Canal Trail.

The number of existing parking spaces in the scheme area is 70, which was reduced to 10 spaces for the non-statutory public consultation process. Following the non-statutory public consultation, in which a concept design was presented, the design was developed

and based on feedback received from local businesses, the quantity of loading bays was assessed, and via an internal working, was increased to facilitate the day to day operations of current, and future new, businesses in the Market Quarter area. There is a proposed increase to 23 spaces in this scheme but the increase of 13 spaces have been allocated in loading bays. This represents a significant reduction of parking in the Market Quarter area and is considered to support the transport objectives of the Council to encourage a modal shift from the car to walking and cycling.

Therefore, it is proposed that the loading bays and taxi bays, through changes to the by-laws, will double as parking during the day to accommodate access to local services and shops for the general public without the need to reduce pedestrian and amenity zones. 12 of the loading bays adjacent to the Milk Market will accommodate casual trader stalls on market days also. Overall the parking has been reduced from 70 spaces currently to a maximum of 23 spaces in this scheme, which is a significant decrease. With 23 parking and 3 accessible spaces included in this scheme, a wide range of users including residents, shoppers in need of click and collect etc. will be facilitated and ensures inclusivity for all.

The canopy on Cruise's Street will form part of a separate Part 8 proposal in which their locations, size and function will be further developed. An all-weather canopy covering the entire street will be explored as part of this process. A non-statutory & statutory consultation process will form part of the Part 8 process for the canopy, or canopies.

SUB (8): Farran Flaherty

Submission Summary:

While I welcome the ambition to enhance this important area of the city, I believe the updated proposal reflects a missed opportunity to align with both community feedback and best-practice urban design. This submission sets out areas where the proposal falls short of stated objectives and suggests clear alternatives based on both public consultation and established design guidance. I would also question the lack of a public consultation event for the Part 8 phase of the process, this is extremely concerning and shows a lack of desire to truly engage with the public on this project.

Disconnect Between Consultation Findings and Final Proposal:

The non-statutory consultation process produced the “You Said, We Heard” report, this was an excellent document which clearly demonstrated a strong public appetite for a shift toward a more pedestrian- and cyclist-prioritised environment:

- 25% of submissions related to pedestrian/cyclist prioritisation.
- 66% of those called for further vehicular restrictions or pedestrianisation of streets.
- Only 2 submissions supported a shared-space approach.
- 13% of all submissions related to parking.
- 58% of these requested reduced parking and loading bays.

Despite this, the updated plan:

- Increased on-street parking from 16 spaces to 32.
- Maintains high levels of vehicular access through “shared spaces”.
- Offers no significant enhancement in cycling infrastructure.

This raises concerns regarding the meaningful use of public consultation, particularly when major public sentiment for modal shift was not reflected in the outcome. Why should citizens engage with projects like this going forward when the input from the overwhelming majority is ignored in such a stark manner?

I would ask for details on what factors lead to public input being ignored in this way and

why this updated proposal has so many elements that seem to be in total contradiction to the public feedback?

Parking Strategy Contradicts Both Consultation and Evidence:

The initial proposal reduced on-street parking significantly based on:

- The presence of two multi-storey car parks (combined capacity: 800+ spaces), with an occupancy rate of 45%.

- An additional \approx 100-space surface car park in the area.

Yet, the final proposal reintroduces car parking at the expense of pedestrian space, cycling infrastructure and public realm quality.

This undermines both the public mandate for fewer cars and more space for people as well as the city's broader transport and environmental objectives as laid out in LSMATS.

Flawed Use of Shared Spaces

The proposal designates numerous streets (e.g. High Street, Denmark Street) as shared spaces, yet fails to meet key criteria for successful implementation:

High vehicle volumes, particularly on High Street. Research from the UK suggests that while pedestrians are prepared to mingle with traffic up to a volume of 90 vehicles per hour, when this number reaches 110 pedestrians remained on the edges as with a traditional road. No traffic counts appear to have been included but a recent Clean Air Together project, showed High Street to have particularly high levels of NO₂ which is predominantly caused by traffic.

The report also makes no mention of reducing speeds from the current 30km/h to the desired <20 km/h as defined by DMURS and this is unlikely to be achieved with the lane widths defined in the proposal being 3.7m wide in most places where the shared space is one-way and 5.5m wide in places where the shared space allows two way traffic. DMURS recommends 4.8m width for 2 way shared streets and while there are no clear guidelines for lane width on one way shared spaces it does recommend lane widths of 2.5-2.75m for one way local streets. All well below the widths defined in the current proposal which will continue to enable high speeds.

Shared spaces can be great but require careful design, like traffic calming and limiting through traffic to succeed. Limerick's track record (as seen on previous projects such as O'Connell Street), however, suggests a pattern of superficial implementation that falls short. The goal of shared spaces should be to create a greater sense of place. But some of the areas marked as shared space include 2 way access roads for multi story car parks.

Hardly places people will want to linger.

Shared spaces also raise significant accessibility concerns. Anecdotally I know people with limited vision who have found O'Connell Street very stressful to navigate due to the lack of distinction between pedestrian only spaces and vehicle carriageways. I would ask the team to engage with various disability groups such as Vision Ireland to ensure that where shared spaces are being used they are also accessible.

The widespread use of "courtesy crossings", which rely on driver behaviour rather than pedestrian priority, further reduces accessibility and safety. I would also question their usability in these contexts as there is no vertical deflection to naturally slow motorists down as the shared surface is all the same level.

Missed Opportunities for Genuine Place Making: The partial, time-bound closures of roads around the Milk Market (e.g. bollards active only after 7pm Thursday–Sunday) do not create a consistent pedestrian environment. These compromises may benefit nightlife and market events. But it fails to create a permanent sense of place for residents, local businesses, and active travel users during most of the week.

A better approach would involve a permanent modal filter at the junction of Robert St, Cornmarket row and Carr St to prevent through traffic for motor vehicles while allowing active travel users to pass through. Motorists travelling from Denmark St to Ellen St would still be able to detour around via High Street. This would also have the benefit that loading and local access would be maintained for the businesses on these streets. With very limited local traffic only this would be the real benefit of a shared space where people come first. As opposed to what is proposed which is a tokenistic gesture that pretends to give pedestrian priority but will inevitably fail the same way the shared spaces on O'Connell Street and along the Quays have totally failed to do. I would hope that lessons would have been learned from those failures but evidently not.

Given the redevelopment of the corn warehouse into apartments on Robert Street and other apartments being developed in the area, focusing on making this space an amenity for residents of the area for the whole week should be the priority. Rather than prioritising the convenience of motorists passing through the area.

Cycling Infrastructure Neglected: The proposal totally fails to support cycling despite Stated goals to increase active travel. This is particularly shocking due to the inclusion of multiple streets within the LSMATS primary cycle network. One notable omission is that no provision for contra-flow cycling has been made on the one-way streets despite being of ample width to do so. This would actually reduce permeability available to cyclists currently. As mentioned earlier the shared surfaces are much wider than the DMURS recommendations, this excess space could be repurposed to provide contra flow cycling. The report incorrectly states that there are no-bike stands in the area and claims to be adding 12 new stands. A visit to the market will make it evident that this is not correct, as the Milk Market has 6 bike stands on Munget Street and 2 more by another entrance. These are heavily used on market days. But all are to be removed with only 2 new stands provided outside the market. So in all 10 bike parking spaces would be removed from the market exterior and only 1 stand in total will be added. While I welcome the inclusion of cycle parking in more locations of the project area there should be no reduction in the market area as people rely on this parking to allow them to access the market in a sustainable way. Especially when they seem to have been removed to instead allow for more on-street car parking. The glaring error in the report of claiming that this area has no bike stands calls into question the whole report for me. If something this obvious can be missed, what other details have been gotten wrong? Replacement of a 20-dock TFI Bike Station with three 5-dock units. A TFI Bike station is also to be removed from being adjacent to the Milk Market in favour of on-street parking. While I would welcome more stations spread throughout the area(particularly by the current library). And smaller stations may be appropriate, I would question if 5 docks is sufficient for each. TFI Bikes has a huge amount of potential with our ever expanding cycling network but suffers from the city centre not having enough safe cycling routes. Despite this we have seen a doubling in usage from 2022 to 2024(NTA data) I would also note that this project seems to have impacted the Wickham Street to Clare Street Active Travel route. By retaining High Street as a route for motor vehicles it seems that instead cyclists will be routed through a narrow alleyway which had been ruled out as an option long ago. This would be another disgraceful change after the huge amount of public engagement leading up to that project. This seems to have been done to allow for continued used of High Street as a high traffic area as well as the reinstatement of on-street parking on this street. Without high quality cycling infrastructure, the area's permeability and accessibility for sustainable transport is significantly reduced.

Mayor's Response

The Part 8 process is a public consultation process as set out under the Planning and Development Regulations 2001. The Part 8 process provides an opportunity for members of the public to review the proposed development and make formal submissions or observations which are then considered as part of the decision making process.

Disconnect Between Consultation Findings and Final Proposal: Initially, LCCC set up an internal working group consisting of representatives from various departments of LCCC who assisted with the development of the proposal, through meetings/workshops. During these meetings/workshops, multiple preliminary design options were presented to the multidisciplinary group and they were asked to provide their specialised input and provide feedback on the options. In parallel, stakeholder engagement took place with various businesses, organisations and community groups to discuss the preliminary design options with the key stakeholders and to gain specific feedback on the options. The stakeholder's feedback was taken on board along with the feedback from a multidisciplinary LCCC workshop to establish a preferred layout for the project. Following this, the non-statutory public consultation process was undertaken to gain feedback from the public on the emerging layouts. The feedback received during the public consultation was very valuable and was taken into consideration along with all other comments received.

The feedback represented in the "You Said, We Heard" Report was a reflection of the public consultations held during the non-statutory public consultation process. While this report captured the views of the public at the stage, it does not encompass the full extent of the engagement that was undertaken by LCCC subsequent to the non-statutory public consultation. While LCCC has assessed all feedback received during the design development, the public's opinion is diverse and wide ranging and a careful balance must be achieved to create a space(s) that is suitable for all users. It is the view of LCCC that the design presented in this proposal fulfils this.

It is important to note that public consultation has played a critical role in the development of the Market Quarter and Cruise's Street Public Realm Upgrades project to date.

While only 5% of comments suggested making more of the area shared surface, 66% of comments said that vehicular access needs to be limited further in order to prioritise pedestrians and that certain streets should be fully pedestrianised and so it was deemed appropriate to create a flexible space that would allow for more fully pedestrianised streets in the future. While the demand for the entire Market Quarter to be a vehicle free zone does not currently exist due to low footfall levels during the day (with the exception of Saturdays), by adding demountable and automatic bollards and making more streets within the Market Quarter shared surface streets, the area is future-proofed, allowing for more streets to be fully pedestrianised when the demand arises. The project, along with the completion of Opera Square, aims to increase economic viability in the area, in-turn increasing footfall and the need for safe, pedestrian-priority streets.

Parking Strategy Contradicts Both Consultation and Evidence: The number of existing parking spaces in the scheme area is 70, which was reduced to 10 spaces for the non-statutory public consultation process. Following the non-statutory public consultation, in which a concept design was presented, the design was developed and based on feedback received from local businesses, the quantity of loading bays was assessed, and via an internal working, was increased to facilitate the day to day operations of current, and future new, businesses in the Market Quarter area. There is a proposed increase to 23 spaces in this scheme but the increase of 13 spaces have been allocated in loading bays. This represents a significant reduction of parking in the Market Quarter

area and is considered to support the transport objectives of the Council to encourage a modal shift from the car to walking and cycling.

Therefore, it is proposed that the loading bays and taxi bays, through changes to the by-laws, will double as parking during the day to accommodate access to local services and shops for the general public without the need to reduce pedestrian and amenity zones. 12 of the loading bays adjacent to the Milk Market will accommodate casual trader stalls on market days also. Overall the parking has been reduced from 70 spaces currently to a maximum of 23 spaces in this scheme, which is a significant decrease. With 23 parking and 3 accessible spaces included in this scheme, a wide range of users including residents, shoppers in need of click and collect etc. will be facilitated and ensures inclusivity for all.

Flawed Use of Shared Spaces: A Stage 1 Road Safety Audit and an Accessibility Audit were carried out by consultants to ensure the proposal is safe and inclusive of all. Additionally, the scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS to ensure safety for all road users. As noted in DMURS, shared surface streets are particularly effective at calming traffic and research shows that shared surfaces can bring benefits in terms of visual amenity, economic performance and personal safety. As noted in the Department for Transport Shared Space Project Stage 1: Appraisal for Shared Space (2009) report, the preferred speed limit for a shared surface street is 20mph which is approx. 32kph. The speed limit on all streets in the city centre has now been reduced to 30kph which aligns with the preferred speed limit as outlined in the report. Additionally, this report also notes that research shows that shared surface streets by nature can reduce traffic flow and vehicle speeds, in-turn increasing pedestrian safety. There is the potential to further reduce the speed limit in the area to 20kph however this will form part of a separate statutory process which is supported by the Mayor in this area of the city. All carriageways in the scheme are a minimum of 3.1m (3.7m between obstructions) which is the minimum requirement for fire tender, as outlined in Technical Guidance Document Part B. LCCC has liaised with LCCC's Fire Service in this regard. An Accessibility Consultant, was engaged with throughout the development of the proposal to ensure accessibility and inclusivity in the scheme. During this engagement, it was deemed necessary to provide pedestrian comfort zones where vehicles physically cannot go to provide a safe place for people with limited visibility or mobility. The feedback received was in favour of shared surface streets as people with visual and mobility impairments prefer kerbless streets. Additionally, tactile paving will be provided to guide people along streets and away from the carriageways and street furniture. Pedestrians will be prioritised in the space and so it was deemed appropriate to include courtesy crossings to provide comfort for people with visual impairments and mobility issues, allowing them a designated place to cross with the knowledge that no obstructions will meet them on the other side of the carriageway. Signage will be provided to denote the location of courtesy crossings.

Missed Opportunities for Genuine Place Making: The comments regarding possible time closures of certain streets are welcomed and will be assessed as part of our detailed design of the project. Closures, as well as partial closures, of streets will be implemented via a separate statutory process with specific days and times being agreed at that point. There are a number of policies and strategies that will identify uses of our city centre streets, such as the Limerick Development Plan 2022 – 2028, Limerick 2030 Vision: An Economic and Spatial Plan for Limerick, the Limerick City Centre Public Realm Strategy (Under Preparation), the City Centre Transportation Plan (Under Preparation).

A balanced approach to the uses of the streets in the Market Quarter has been taken with this design and while there is a requirement to service the area with vehicles incl. of delivery

and Taxi vehicles currently, by the inclusion of both demountable and automated bollards into the scheme and providing the majority of the streets as shared surfaces, in this medieval core of the city, the area is future-proofed and adaptable, allowing for more streets to be fully pedestrianised in the future. The area of the Milk Market inclusive of Denmark St. will have automated bollards installed such that an extended, or permanent, modal filter may be possible if the requirement arises. However, this will require engagement with the many stakeholders in the area such as businesses, residents etc.

The project, along with Opera Square, aims to increase economic viability in the area, in turn increase footfall and the need for safe, pedestrian-priority streets. Additionally, studies show that shared surface streets reduce traffic volume and vehicle speeds in city centre environments and so, it is envisioned that the introduction of shared surface streets will reduce vehicular traffic in the area. The times in which certain streets will be closed to vehicles will be determined through a separate statutory process.

Cycling Infrastructure Neglected: The scheme has been designed to create a pedestrian and cyclist prioritised environment through traffic calming measures such as shared surface streets, reduced carriageway widths and paved surfaces which will all be supported by the current reduced speed limit of 30kph. The design promotes a safe, low-speed, mixed-use setting which will potentially reduce traffic volumes in the Market Quarter and will encourage walking and cycling in the area.

The Cycle Design Manual requires 1.8m minimum for the width of a contra flow cycle lane, with the desired width being 2.0m. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 9.1m (1.8m footpaths x 2 + 3.7m for carriageway (minimum unobstructed width for fire tender access, as outlined in Technical Guidance Document Part B) + 1.8m cycle lane). On a shared surface street, the minimum width of carriageway required to facilitate two way cycling is 4.6m, with parking/loading bays on one side of the street. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 8.2m (1.8m footpaths x 2 + 4.6m for carriageway). However, as this is a public realm project, in accordance with “Limerick City and Environs Green and Blue Infrastructure”, which states “*The LDP (Limerick Development Plan) has established an ambitious and collective vision for Limerick in its transition to a carbon neutral society, with the aim to become “a Green City Region on the Shannon Estuary connected through people and places”*”, nature based solutions and urban greening are key elements also, each of which require a minimum of 0.8m in width which dictates that the minimum width of street to facilitate contra flow cyclists is 9m, excluding the widths of parking or loading bays etc. Therefore, two way cycling on shared surface streets is not possible on Denmark Street given the widths of the existing street at circa 8.5m or Ellen St. with circa 6.9m.

Additionally, this scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS and Building Regulations, to ensure safety for all road users. LCCC is committed to facilitating cycling infrastructure, where practicable and this is evident through the many active travel projects that have been delivered to date, with many more to follow. One of these schemes, which is at preliminary design stage currently, is a Pathfinder Project which aims to route cyclists along Charlotte’s Quay which will link Locke Quay (on Wickham St. to Clare St. route) to Rutland St. and along Francis St. to Arthurs Quay park. An additional link along Patrick’s St. will connect with the existing cycle lanes on O’Connell St. is also at preliminary design stage. These schemes will have cycle routes to the north and west of Opera Square which will link back to University of Limerick.

LCCC acknowledges the requirement to increase bike parking as demand is shown to exist and in particular will work with the nearby active travel scheme to introduce more spaces

where practicable. LCCC will endeavour to double the existing bike parking in the area and will introduce them as soon as is practicable during the term of this project. LCCC acknowledges that the quantity of existing bike parking shown in one section of the Planning Report is incorrect and the records will be updated in this regard.

The relocation of the TFI bike stands is to accommodate an amenity space outside the Milk Market and to reduce the visual impact in this heritage area. However, the stands will be relocated in smaller groups on a number of streets around the Milk Market. With regards to the Wickham Street to Clare Street active travel route, which Limerick City and County Council are currently developing, it is anticipated that both the Market Quarter public realm and the aforementioned scheme will complement one another and will function effectively from both a place-making and sustainable transport perspective. The proposed active travel scheme will require a separate Part 8 and associated statutory process. LCCC are currently investigating the possibility of routing a cycle lane from Munget St. to Little Gerald Griffin St., onto Pikes Row and onto Wickham St. via a tucan crossing which is a compromise but ensures an alternative route exists for cyclists should they wish to avail of it.

SUB (9): An Post

Submission Summary:

An Post acknowledges and supports the importance of improving the public realm and fully supports the proposal. We respectfully request that the Local Authority take this submission into account during the preparation and finalisation of the scheme. In particular, we emphasise the critical importance of ensuring safe and continuous access for all road users throughout the planning and construction phases. An Post wish to take this opportunity to inform the Local Authority of their willingness to engage during the design, planning, and construction stages of this project to help mitigate any potential operational impacts on its facility located on Lower Cecil Street.

An Post Operational Requirements:

As the Local Authority will be aware, An Post plays a central role in Irish life and society, providing an essential public service delivering mail and parcels to more than 2.2 million business and residential addresses six days a week. As such, the efficient operation of An Post's postal facilities and logistics is central to the successful provision of postal services for businesses and personal customers. To ensure the continuity of service, it is imperative that:

- Unrestricted 24-hour access to An Post facilities is maintained for staff, customers, and delivery/collection vehicles.
- Post boxes and collection points located in the city centre remain fully accessible at all times.
- Advance notice of any planned road closures or access restrictions is provided, allowing time for alternative routes to be investigated and communicated to their customers and colleagues, including the driver fleet of affected routes, so that delays can be avoided as much as possible.

Given the nature of An Post's role, providing an essential public service delivering mail and parcels, they require the use of a significant number of small and large vehicles on a daily basis. Unrestricted vehicular access to postal facilities is of critical importance to the operation of the service provided by An Post and any limitations and impacts, such as road closures etc, can have serious knock-on impacts on the ability of An Post to meet the postal needs of the public and service their legal agreements with the State.

While An Post supports the proposed public realm improvements, we urge the Local Authority to give full consideration to these operational needs throughout all stages of the

project.

Request for Engagement:

An Post welcomes the opportunity to participate in this public consultation and expresses its interest in direct engagement with the Local Authority. In this regard, it is requested that the Local Authority carefully consider the operational requirements of An Post, specifically maintaining vehicular and pedestrian access to An Post facilities. It is further requested that advance notice and collaboration to any planned closures is communicated to An Post to minimise as much as possible any disruption to An Post's operations and their employees in the area.

Conclusion:

We trust that the matters raised in this submission will be given due consideration by the Local Authority. An Post remains available for discussions and looks forward to engaging further to support the successful delivery of the project while ensuring continuity of essential postal services. We would appreciate if you could confirm receipt of this submission by return.

Mayor's Response

While there are no An Post facilities, post boxes or collection points directly within the project site, LCCC confirms that should this change throughout the development of the project, access will be maintained to same at all times. Advance notice will be provided to An Post of any planned road closures or access restrictions throughout all stages of the project. LCCC will engage with An Post throughout all stages of the project to ensure there are no disruptions to An Post's operations and employees.

SUB (10): Limerick Commuter's Coalition

Submission Summary:

The Limerick Commuter Coalition is a voluntary group that advocates for improved sustainable transport in the Limerick area. We propose the following:

- That there is increased ambition within the plan to create pedestrian-friendly spaces around the Milk Market. The shared spaces in the scheme are not workable and will be dominated by private cars. Reducing through traffic in the area should be a goal of this scheme.
- That the plan be designed to link up with the Yellow Route selected in the Wickham Street to Clare Street active travel scheme. To accommodate this, no through traffic should be allowed from Wickham Street or William Street to High Street. This would also help to reduce the traffic volume in the area, which is key to making this area pedestrian friendly.
- That contraflow cycling be permitted on Denmark Street and Ellen Street to link the Milk Market/High Street to the cycle lanes on O'Connell Street and Patrick Street. Both streets will require appropriate lane width in order to accommodate this. Allowing contraflow cycling on one way streets without a cycle lane is common in many European cities and allows quick and cost effective expansion of the cycling network.
- That the entrance to the Ellen Street car park be made safe for pedestrians as it is currently very dangerous and hostile, especially on Market days. Alternatively, this space could be acquired by the Council and used as a pedestrian connection from Robert Street to Ellen Street, linking directly to the new Opera site development. We could use this opportunity to add a much needed small park/playground to the area.
- That more bike stands are added, placed strategically to serve the businesses in the area,

within view of these businesses to add security and deter bike thieves. In particular there should be several bike stands at each entrance to the Milk Market itself.

Mayor's Response:

A balanced approach to the uses of the streets in the Market Quarter has been taken with this design and while there is a requirement to service the area with vehicles incl. of delivery and Taxi vehicles currently, by the inclusion of both demountable and automated bollards into the scheme and providing the majority of the streets as shared surfaces, in this medieval core of the city, the area is future-proofed and adaptable, allowing for more streets to be fully pedestrianised in the future.

The project, along with Opera Square, aims to increase economic viability in the area, in-turn increase footfall and the need for safe, pedestrian-priority streets. Additionally, studies show that shared surface streets reduce traffic volume and vehicle speeds in city centre environments and so, it is envisioned that the introduction of shared surface streets will reduce vehicular traffic in the area. The times in which certain streets will be closed to vehicles will be determined through a separate statutory.

Limerick City and County Council are currently developing the Wickham Street to Clare Street active travel scheme and it is anticipated that both the Market Quarter public realm and the aforementioned scheme will complement one another and will function effectively from both a place-making and sustainable transport perspective.

The scheme has been designed to create a pedestrian and cyclist prioritised environment through traffic calming measures such as shared surface streets, reduced carriageway widths and paved surfaces which will all be supported by the current reduced speed limit of 30kph. The design promotes a safe, low-speed, mixed-use setting that will potentially reduce traffic volumes in the Market Quarter and will encourage walking and cycling in the area.

The Cycle Design Manual requires 1.8m minimum for the width of a contra flow cycle lane, with the desired width being 2.0m. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 9.1m (1.8m footpaths x 2 + 3.7m for carriageway (minimum unobstructed width for fire tender access, as outlined in Technical Guidance Document Part B) + 1.8m cycle lane). On a shared surface street, the minimum width of carriageway required to facilitate two way cycling is 4.6m, with parking/loading bays on one side of the street. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 8.2m (1.8m footpaths x 2 + 4.6m for carriageway). However, as this is a public realm project, in accordance with "Limerick City and Environs Green and Blue Infrastructure", which states "*The LDP (Limerick Development Plan) has established an ambitious and collective vision for Limerick in its transition to a carbon neutral society, with the aim to become "a Green City Region on the Shannon Estuary connected through people and places"*", nature based solutions and urban greening are key elements also, each of which require a minimum of 0.8m in width which dictates that the minimum width of street to facilitate contra flow cyclists is 9m, excluding the widths of parking or loading bays etc. Therefore, two way cycling on shared surface streets is not possible on Denmark Street given the widths of the existing street at circa 8.5m or Ellen St. with circa 6.9m.

Additionally, this scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS and Building Regulations, to ensure safety for all road users. LCCC is committed to facilitating cycling infrastructure, where practicable and this is evident through the many active travel projects that have been delivered to date, with many more to follow. One of these schemes, which is at preliminary design stage currently, is a Pathfinder Project which aims to route cyclists along Charlotte's Quay which will link Locke Quay (on Wickham St. to Clare St. route) to Rutland St. and along Francis St. to Arthurs Quay park. An additional link along Patrick's St. will connect with the existing

cycle lanes on O'Connell St. is also at preliminary design stage. These schemes will have cycle routes to the north and west of Opera Square which will link back to University of Limerick. As both Ellen St. and Denmark St. are proposed to be routed in opposite directions in this scheme, cyclists can easily connect from these active travel schemes to the Milk Market and adjacent businesses as well as to the proposed Wickham St, to Clare St. active travel scheme.

The area in front of the Ellen Street car park has been designed so that the footpath will be level and continuous, prioritising pedestrians over vehicles and enhancing pedestrian safety, the detail of which will be further progressed at detailed design stage. Regarding the suggestion of acquiring the Ellen Street car park, LCCC will commission a Feasibility Study to master plan the area between Ellen St., Robert St. and Denmark St, incl. of the Ellen St. car park, to explore the areas potential for future development with the objective of enhancing the public realm, for all.

LCCC acknowledges the requirement to increase bike parking as demand is shown to exist and in particular will work with the nearby active travel scheme to introduce more spaces where practicable. LCCC will endeavour to double the existing bike parking in the area and will introduce them as soon as is practicable during the term of this project.

SUB (11): John Keays

Submission Summary:

I own several commercial and residential properties on High St and Back Lane (personally and via companies) and I am fully supportive of the pedestrianisation of both High St and Back Lane and welcome the various other pedestrianisation plans within the general area. This upgrade to the public realm can only benefit the city and its residents as well as local businesses. The proposal to make Back Lane an amenity space for the local residents is welcomed. Back Lane is a residential street and the quiet enjoyment of their homes is of paramount importance to its residents. I am concerned that the pedestrianisation of Back Lane could lead to an increase in applications to use the street as an extension of their premises by local businesses. Whilst I am supportive of the use that is currently made of the street to allow festivals and similar events have the street closed and used as an event space, I would not like to see a general extension of that to more frequent use. In the past tenants have expressed concerns about noise from music/talking late in to the evening as well smoke, from smokers, entering through open windows. I am sure this upgrade will significantly enhance the city centre and lead to both job creation and an increase in well being for the city's residents. Those involved in designing and bringing this about should be applauded.

Mayor's Response:

The support for the project is welcome.

Any business that wishes to extend their enterprise onto a street must apply for a Section 254 Licence to the Local Authority, which may or may not be granted. Such Licences, if granted, may come with conditions within which the Owner will have to comply with. The general public to include residents etc. can inform the Local Authority of any concerns or issues that may arise and the Local Authority will investigate

SUB 12: Chris Barry

Submission Summary:

Firstly I wish to commend the Council for its ongoing work in proposing works to rejuvenate the City and indeed its success in facilitating the reuse on many derelict properties as dwellings.

The stated goal of this project in the EIA Screening Report is:

1.2 Strategic goal of increasing investment, commercial occupancy, development and economic growth in the Market Quarter by providing a high-quality public realm that supports the operations of The Milk Market and other local businesses in the area. This project will improve accessibility, footfall and connectivity with O'Connell Street, Opera Square and Arthur's Quay and will position the Milk Market as a key location within the public realm.

This proposal for the Markets area is one of a number of projects/public consultations such as the redevelopment of the former Cleeve's Factory site, the on gong development of the Opera Campus, the flood mitigation works at city hall and the LDA housing strategy for the Colbert Station site. The cycle route through from Colbert station through Parnell St through to UL.

However I believe these separate developments while they may individually have merit, do not seem to be part of an overall integrated City wide strategy. They are proceeding without any consideration of how they will individually or collectively interact and combine to enhance and impact positively on the City.

For instance the presence of the micro-brewery pub in Nicholas Street which is an anchor to the enlivening of this area is ignored as is the possible negative impact of the ongoing flood defence work on the popular 3 Bridges walk which serves to bring life to this area. It is notable that this project has proceeded with little consultation with the public and with still no completion date. The continued use of the Potato market is a blight on the City and should considered in any city wide rejuvenation scheme. The derelict Tourist office at Quay is in my opinion crying out to be put to use as a Bus Station to serve the many private scheduled (24hr) bus services which now use this stop. It could provide safe shelter, toilet facilities and perhaps a coffee shop for travellers. Again how would this integrate with the current proposal?

Cruises Street –Penny's Store

The proposed works include replacing the existing paving and the provision of planting, seating and lighting upgrades. In addition, a review for the potential for one or more canopies on Cruises St.

I am concerned that this proposal is entirely ignoring what I believe is the most critical factor in rejuvenating Cruises street/Market Area, increasing footfall. Which is one of the stated aims of this project. The link between the major Footfall generator, Penny's Store and Cruises St is absent. The current incoherent and Ad hoc use of the pedestrian zone at Penny's precinct does not formally link it to Cruises St.

The O'Connell St /William St junction is adjacent, but notwithstanding this, I believe that a permanent pedestrian link at Cruises St/O'Connell is essential to attract and enable footfall. This I recognise will provide for a pedestrian walkway 30m from William St junction but is essential and can be achieved.

Paving

Removing the existing paving in Cruises St., Chapel St, Todd's Bow is not justified as the existing paving in my view is attractive, in excellent condition and does not need replacing at an enormous financial cost and time.(it may benefit from some general cleaning maintenance and minor works) The major disruption cause by this proposed works, which is stated to take 3years in 5 phases, take will I believe be fatal to the existing retailers of Cruises St./Todds Bow and its environs. There is no mention of the overall

project in the published reports. Any of the proposed additional seating, planting etc. can be achieved by the use of modular planting units (similar to unit's attractive units in Catherine St.) If additional place making signing is required it can be achieved with minimal disruption. Replacing at significant cost and disruption of the existing paving setts with another type of paving sett is really the epitome of (expensive) window dressing which will not in my view have any positive effect in increasing footfall, nor is there any supporting documentation to demonstrate how this will be achieved. I do approve of the proposal to provide a canopy at the centre of the street, and at junction with Chapel St. and Todds Bow which, if lit at night time will provide colour and focus, it is a simple and creative proposal.

Seating

However before any additional seating and new paving is proposed, it might be useful to audit the materials used and the use and amenity of existing public seating and paving provided elsewhere in the city centre. For instance the timber seating outside the chicken hut restaurant is now unsightly, grease stained and rubbish strewn. The paving to O'Connell St., while it was initially bright and functional has also not weathered well and is not maintained adequately. It might be useful to consider these factors when selecting any new paving or seating materials.

The timber clad semi enclosed seating areas provided across the city in 2020 during Covid are now in many cases no longer used and are beginning to deteriorate with a number closed off. It would be a benefit to assess the use and consider removing these structures if appropriate before any improvement works are proposed and carried out.

Dining Areas

Any proposal to provide external dining tables in particular Cruises St / Todds Bow /Chapel St. should be abandoned immediately. Existing cafes /restaurants who pay rates, provide employment and provide their own outdoor seating will lose business. I would suggest these proposed table areas will most certainly attract rubbish and potentially anti-social behaviour and not add or enhance the public realm.

Street Safety

Some of the proposals, such as High street realignment ,Denmark St have merit, but it seems are predicated on an ideal of urban shared spaces, civil interaction with pedestrian priority. However the reality of the current city centre is that notwithstanding the redesign of O'Connell Street and the attractive seating and planting, it is a threatening and intimidating area with aggressive begging and drug users. If this reality is not recognised and visible policing is not introduced to counter it, then it is my belief that a purely urban planning /wayfinding and cosmetic approach will not succeed. The city centre needs to feel safe for all, this proposal by itself does nothing to address these problems. I would suggest that a two person Garda kiosk (as pioneered in Tokyo) or provide small garda unit in

one of the city centre shop units. A Garda presence is essential on the streets to deter crime and provide visible reassurance in the city centre if any of these proposals are to be successful in the long term.

Project Planning

7.1.1. Minor to negligible temporary impacts are identified primarily at construction stage as described in Section 6. Impacts associated with construction which is expected to last over the five phases of the project 2026 -2029, and relate to temporary and localised impacts associated with construction traffic, air, noise and dust.

7.1.6 The expected onset, duration, frequency and reversibility of the impact; Regarding the expected onset, duration, frequency and reversibility of impacts, no significant impacts are anticipated with respect to construction or operation phases of the project. The construction is programmed to be phased and depending on same will take place over 36

months, as an estimated overall timeline for the project. The construction phase may result in local, temporary disturbance associated with noise, air, dust and traffic changes at each phase. These will be temporary and localised in nature given the scale and type of the project.

The EIA Screening Report does not in any way address the impact of the project on existing Business and residents nor does it provide evidence of how these works when completed, will result in any additional new business and any increased footfall.

The experience of the recent works to O'Connell Street which were, admittedly effected negatively by the Covid Epidemic and other issues, must not be repeated. The scheduling, planning and sequencing of the various parts of the project must be realistic and detailed. The sequencing of each element of the project must be limited and logical. The proposed 5 phases stretching over a 3 year period with the attendant disruption, construction traffic is too long.

The works must minimise negative impacts on existing businesses. The rerouting of traffic and pedestrian access must be clear and well signed and advertised well in advance, (see comments above on current flood relief works at City Hall) should be considerate of such critical business periods as Christmas. It is recognised that an element of inconvenience is inevitable in a project of this scale, but disruption must be minimised. A poorly planned and executed project may in the worst case, result in an enhanced physical realm but with vacant streets and abandoned businesses all round.

Conclusion

I hope the above comments are considered as they are intended to be a positive critique of what is an ambitious and positive proposal. I have added an appendix of other areas of concern and suggestions which may be considered in any whole city approach.

Some of my proposals are simple and cost effective and relatively easily achievable.

Others may require significant investment and imagination. But it is the broader integrated approach which I am advocating. Assessing what is existing, what can be improved and what may need to be replaced.

Appendix A 20 Quick(ish) fixes for Limerick City.

I have noted much discussion and criticism in print and online regarding our City and its shortcomings. While recognising the positive work that has been achieved (the boardwalk etc.), and in the spirit of being positive, I have developed a number of suggestions/proposals, some are low cost and easily implementable, others more long term and costly. These proposals, if implemented, would I believe utilise existing infrastructure and enhance the life and economy of the City and county and add to the quality and gaiety of our lives.

1. Remove car parking from the grounds of St. Mary Cathedra which was built in 857 (it is noteworthy that Notre-Dame Cathedral built later in 862, does not clutter its concourse with cars) There are hundreds of off street and surface car-parking spaces in the direct vicinity.
2. Convert the derelict former tourist office in Arthurs Quay to a bus station to provide shelter, safety and lighting and perhaps a coffee dock. This will facilitate the hundreds of people who use the services from this stop daily. This would be a relatively straightforward conversion to reuse and an opportunity to freshen up this neglected and fine building.
3. Convert the former rugby museum an Irish contemporary music museum similar to that in Liverpool. It could have as its base, a dedicated Cranberries exhibition. (there are a lot of music historians in the Limerick with extensive collections area to call upon)
4. Reopen the Belltable Theatre or vest it with a promoter who will use this wonderful venue daily/weekly, to rescue it from darkness to bring life and live events to the city

centre.

- 5 Develop a “ Broad Majestic Shannon Estuary Boardwalk” /Cycle way with viewing stops along the route at villages, from Tarbert , Glin Pier, Loghill, Kilteely Pier, Mount Trenchard, Foynes, Ballysteen, Beagh Castle, Ringmoylan and Limerick City. Bringing benefits to all the villages along the route
6. Create a civic space in the potato market: either develop it as artisan retail units with an urban park or develop the site which sits now as an ugly carpark in this historic area. (Perhaps UL Architecture School could be involved)
7. Rebuild and provide lighting on the embankment from Shannon Bridge to Barrington’s pier to allow safe access for all along this historic pathway
8. Retain the wonderful string lighting along the 3 bridges route (I note that they are incrementally been turned off). Additionally Light and clarify the riverside route along the council offices.
9. Utilise the covered band stand on Howleys Quay for performance/ musicians / poets, provide fixed Equipment to facilitate this and develop an app to facilitate booking hourly performance at set times at weekends /holidays.
10. Utilise the newly laid Foynes- limerick city rail link with frequent light suburban commuter rail.
11. Support the brass bands in limerick in public performance. The Boherbhoy Brass Band for instance, conduct a series of performance in neighbourhood across the city each summer this should be supported with funding and equipment/transport.
12. Empty the publish rubbish bins more regularly, in particular, after concerts, rugby matches, long weekends etc.
13. Encourage the city churches to ring out their bells on Sundays/feast days, these wonderful chiming historic sounds of the city should not be lost.
14. Plant more trees across the city.
15. Develop Cleeves Site as TUS Campus immediately, do not proceed to develop the proposed campus in isolated Clondrinagh (4km from city centre), again with a view to bring convenience for students and life to city and utilising a disused site.
- 16 Demolish the UL Dunne’s facility immediately, redevelop with a view to housing say the UL Architecture School on this site. Making a positive link and statement that is pre disposed to making a significant presence in the City centre.
17. Convert one of the smaller retail units on O’Connell St as a 24 hour Garda manned kiosk to bring reassurance and security for residents and visitors and to deter anti - social/criminal behaviour
18. Designate all upper floors of building in the city centre as residential accommodation and provide one stop shop and funding to facilitate their reuse.
19. Survey and review all of the fixed traffic poles and information signage across the city. The streets are cluttered with un-coordinated visually poor, and in many cases, unnecessary signs.
20. Provide a permanent visible tourist office in the city centre (the current seasonal tourist office is located in the café in the castle visitor centre and is difficult if not impossible to find.)

Mayor’s Response:

The place-making strategy for the city centre is to transform public spaces into vibrant, inclusive, and engaging places that reflect the needs and aspirations of the community. This is facilitated through a clear vision & objectives, engagement with stakeholders and the community along with clear design principles that put safety, accessibility and flexibility of the space, to the fore. This project endeavours to succeed in all of the aforementioned principles.

The submissions suggestions regarding other ongoing projects within the city to include Nicholas Street, the Flood Defence Scheme and the suggestion for a 24hr bus station in the vacant tourist office are welcomed and will be reviewed.

It is the intention of the project to visually link Cruise's Street and the Market Quarter with O'Connell Street by providing a high quality public realm that enhances vibrancy and economic viability on the street, in-turn increasing footfall. William Street and the area in front of Penney's fall outside of the scope of this project however your concern regarding the absent link between these areas is acknowledged and LCCC will investigate this. The Place-Making team have been working closely with the Economic Development team to improve Cruise's Street's retail offer.

Paving: Following multiple consultations with the Cruise's Street Traders Group, it was agreed that the paving should be replaced as it is cleaned regularly by the LCCC Cleansing team and remains unsightly. The paving upgrades, provision of planting and seat furniture and lighting upgrades will position the street as a place in which people want to shop, eat, sit and conduct business. While the overall works are envisioned to take 3 years, the works will be phased to minimise disruption, with the works to Cruise's Street, Todd's Bow and Chapel Street likely to take approximately 6 months and will be scheduled outside the busy Christmas period to avoid this busy shopping time of the year. LCCC will continue to liaise with local residents and businesses to minimise disruptions and ensure any concerns or issues are mitigated. While modular planters are a suitable solution for short-term use, it is optimal in terms of sustainability, biodiversity, cost and maintenance to provide as much in ground planting and rain gardens as possible.

Notwithstanding that, in line with the submissions suggestion, LCCC have installed shrub planters and seating as well as festoon lighting on Cruises St. in 2024 with the specific purpose of examining if they could reanimate the street, attract footfall and potentially attract new businesses to the area also. They have proven to be very successful with overall positive feedback received from the Traders. LCCC is committed to trialling planters for trees and shrubs on other streets such as in Georgian Limerick.

Seating: Lessons have been learned following the completion of the O'Connell Street scheme regarding maintenance and materiality. These learnings will form a key part of paving and street furniture selection during the detailed design stage to ensure ease of maintenance for the proposed works. In addition, Age Friendly seating will be provided to provide places of rest for people with mobility issues.

Dining Areas: Dining tables are not proposed for Cruise's Street, however picnic benches are proposed for the area around the Milk Market to encourage outdoor dining and to facilitate the businesses and traders operating within and around the market. A picnic bench, or benches, is also proposed for the public realm on High St., which will support local restaurants and businesses and will enhance the vibrancy and social atmosphere of the area by encouraging people to sit and enjoy the offerings in the area.

Street Safety: Workshops were held with An Garda Síochana to discuss safety and policing in the Market Quarter area following which it was agreed that an increased Garda presence is required. LCCC acknowledges that the public realm upgrades in themselves won't reduce antisocial behaviour however lighting upgrades and increased footfall are expected to have a positive effect of physical and perceived safety in the area. The provision of a Garda Kiosk falls outside of the scope of this project however Limerick City and County Council have just established a Community Safety Warden Scheme which is an innovative proposal to support uniformed Gardaí with a high visibility presence of Community Safety Wardens in the City Centre. The intention is that these community champions will be the conduit in facilitating safer communities by ensuring that everyone feels safe as their visible presence deters crime and supports the creation of a safe and resilient City Centre community.

Project Planning: The EIA Screening report outlines the type and characteristics of the potential impacts of the project in Section 7. For Example, in Section 7.1.2 it states that “*... construction impacts are identified relating to traffic, air, noise, and dust and are temporary, short in duration based on each phase and will be ameliorated via the measures included in the CEMP including best practice standard construction measures including surface water management, noise and dust management and air quality. The archaeological and architectural resources are identified and appropriate monitoring of same will apply.*” It goes on to say “*Operational stage impacts are positive in terms of enhanced public realm, increased tree canopy cover, improved permeability, and safer pedestrian and cycling accessibility through the city centre project area in line with land use and policy objectives of the statutory land use plans.*”

In addition, Section 7.1.9 Type and characteristics of potential impact per environmental topic states in Section 7.1.9.2 that “*The project does not result in likely significant negative effects on the environment in relation to Human beings due to the scale, location, type of project and approach to construction. Construction phase impacts as shown in Sections 5.1.7 to 5.1.9 are not identified as significant and will be temporary and localised in extent and duration in line with phasing and duration of project overall.*”

The project aims to increase the economic viability of the area through the provision of a high quality public realm, thereby increasing footfall and increasing the demand for fully pedestrianised streets. It is proven that interventions in the public realm provides improved social unity, economic revitalisation as well as environmental benefits.

Lessons have been learned from the sequencing of the O'Connell Street works and will be applied to the Market Quarter project. Appropriate phasing and sequencing of the works is paramount so that the impact of the works is minimised as much as is possible. LCCC will communicate, and work, with business, traders and residents to investigate all options for the build phase of the project. The phasing plans will be further developed and finalised during the detailed design stage but currently LCCC envisage 5 phases some of which may occur in parallel but the preference is for phasing to be undertaken sequentially with the main strategy of having the public realm on Cruises St. to the Market complete in advance of the upcoming Ryder Cup.

While the suggestions set out in Appendix A, many of which are consistent with objectives in the Mayoral Programme, fall outside of the scope of this project, they are welcomed and LCCC will consider these.

SUB (13): Conor Buckley (Limerick Cycling Campaign)

Submission Summary:

We strongly oppose the current Part VIII proposals for the Market Quarter and Cruises Street public realm upgrades, on the basis that they:

- Contradict the feedback gathered during the non-statutory consultation phase;
- Prioritise vehicular access and parking at the expense of public space, accessibility, and safety;
- Represent a missed opportunity to deliver a transformative pedestrian- and cycle-friendly city core.
- Does not comply with the Cycle Design Manual
- Does not comply with the Design Manual for Urban Roads and Streets

We are calling for the current consultation process to be paused and restarted with proper public engagement, including in-person events and transparent reporting of how submissions are incorporated into design revisions.

1. Increased Parking Undermines the City's Goals The new plan doubles the number of on-street car parking spaces compared to the earlier draft. This runs completely counter to the public response gathered during the non-statutory consultation, which showed strong support for reduced vehicle dominance and greater pedestrian and active travel prioritisation. This decision also directly conflicts with Limerick City and County Council's adopted policy framework. The Climate Action Plan 2024–2029 commits the Council to “reducing transport-related emissions by prioritising walking, cycling and public transport” and to “rebalancing road space to discourage private car use, especially in the city centre.” The Active Travel Investment Programme and Limerick’s own Walking and Cycling Strategy call for a “reduction in car dominance,” particularly in areas designated for public realm improvement. This also runs counter to the Limerick/Shannon Metropolitan Area Transport Strategy (LSMATS) Section 14 Roads And Demand Management which aims to reduce the amount of on street parking, and states that this will be achieved by reallocating a significant amount of space to sustainable modes in the central area by removing on-street parking. Additionally, the Limerick Development Plan 2022–2028 (Objective TR O28) states that the Council will “support the reallocation of road space to more sustainable modes” and “create a network of low-traffic streets” in the city centre. Increasing car parking in this area runs counter to all of these stated objectives.

2. Lack of Safe Cycling Infrastructure One of the objectives stated in the report is “Increase cycling and pedestrian movement within the city centre”. Despite this the proposed designs include no dedicated cycle lanes or provision for safe cycling access within or through the area. Despite references to a “shared space” ethos, this is insufficient and unclear - especially where motor traffic is retained. Streets like Upper Denmark Street and Robert Street, which could serve as key low-traffic corridors for safe cycling, are instead treated primarily as vehicle access routes. This ignores national guidance under the Cycle Design Manual (2023) and the Design Manual for Urban Roads and Streets (DMURS), both of which call for:

- Minimising traffic volume and speed in pedestrian-priority areas;
- Delivering safe, legible routes for people cycling, particularly near schools and local services.

Denmark Street, Robert Street and Cornmarket Row is marked in the Limerick Shannon Metropolitan Area Transport Strategy as a primary route in the city's cycle network, linking O'Connell Street and Munget Street. Yet this is not reflected at all in the proposed designs in any way. Instead the entrance to Denmark street is marked as a shared space that will act as both a two-way access to the multi-storey car park as well as a loading bay. This will if anything make this area less attractive to cycle in.

Cycle access has also been reduced by the introduction of the one way systems on these streets with no allocation of contraflow cycling. Most of these shared spaces have a carriage width of 3.5m or more. The cycle design manual states that 2 way cycling can be allowed on a one way shared street with a width of 2.6m with no car parking (TL110), this is suitable where traffic volumes are less than 100 PCU/peak hour. If traffic volumes are above this we would ask that designating these areas as a shared street be reconsidered as research has shown that with traffic volumes at this level will result in the space being treated like a traditional road.

3. A Consultation Process That Ignores Public Feedback

The earlier round of non-statutory consultation (Sept–Oct 2024) was widely publicised and engaged the public in good faith. However, key community priorities - including greater pedestrianisation, outdoor seating space, tree planting, and active travel routes - have been either omitted or directly contradicted in the statutory plan.

This raises serious concerns about the Council's approach to public consultation. A "You Said, We Ignored" dynamic is not acceptable and risks further eroding trust between the public and the local authority.

4. Non-compliance with statutory mandatory guidance

Cycle Design Manual (CDM) The proposed scheme is not compatible with the Cycle Design Manual (September 2023), which sets out national standards for delivering safe, attractive, and coherent cycling infrastructure. The Manual states that all new public realm projects must consider and provide for cycling from the outset, and that cycle infrastructure should be "legible, continuous and segregated where possible" (Section 1.3.2). In the current design, there is no dedicated space for cycling, no clear routes through or across the scheme, a prevalence of one-way streets with no provision for contra-flow cycling, and no provision for safe interaction between people cycling and motor traffic. Furthermore, the Manual requires that shared spaces be used only in "low-traffic environments where motor traffic volumes and speeds are minimal" (Section 4.6.3). Retaining general vehicle access and expanding on-street parking contradicts this guidance, creating unsafe conditions for people who cycle and undermining the stated modal shift goals of the plan. The Cycle Design Manual does provide for contra-flow cycling on one-way streets (Section 4.2.10.3 and TL110) but this provision has not been employed in the design despite the prevalence of one-way streets. DMURS According to the Design Manual for Urban Roads and Streets(DMURS) shared spaces should allow 10-20 kmph vehicle speeds, however the report makes no mention of reducing speeds from the current 30 kmph. The lane width in these proposed shared spaces are also excessive being 3.7m wide in most places where the shared space is one-way and 5.5m wide in places where the shared space allows two way traffic. DMURS recommends 4.8m width for 2 way shared streets and while there are no clear guidelines for lane width on one way shared spaces it does recommend lane widths of 2.5-2.75m for one way local streets.

All well below the widths defined in the current proposal which will encourage drivers to drive at high speeds.

Research from the UK suggests that while pedestrians are prepared to mingle with traffic up to a volume of 90 vehicles per hour, when this number reaches 110 pedestrians remain on the edges as with a traditional road. While there are no details provided on traffic volumes in the report a recent project conducted by Clean Air Together found that High Street had the highest level of Nitrogen Dioxide (NO₂) in the city centre indicating high levels of traffic in this area making this area unsuitable for a shared space without further changes to restrict traffic in this area.

5. Inadequate cycle parking

We would like to note that the report is inaccurate in its claim that there is currently no bicycle parking present in the area. There are presently 6 bike stands on Mungrat street, 2 at one of the entrances to the milk market and 3 outside the library making for a total of 11. The report says it is adding 12 stands which means that there is a net gain of 1. While we welcome cycle parking in more areas we would note that the 8 currently outside the Milk Market are heavily used on market days and the proposed design only has 2 stands outside the market meaning 10 spaces have been removed when we should be encouraging people to arrive at the market by sustainable means. Additionally the removal of a 20 dock TFI bike station to allow short term parking at the market is another step in the wrong direction prioritising those arriving by car. While two 5 dock stations are provided either side of the market and another outside the library which is welcome, this still means 5 docks have been removed from the area and we would question if any other stations have such a low amount of docks and whether this is appropriate in a central location. NTA data shows a 2.5x increase in usage numbers in Limerick from April 2022

to April 2024. Limerick should be encouraging this growth further.

Recommendations

We recommend the following steps be taken before this proposal proceeds:

1. Pause the current Part VIII process and initiate a new consultation that includes:
 - A revised design informed by the previous public feedback;
 - Public drop-in events and presentations;
 - Transparent tracking of how submissions are responded to.
2. Commission an independent audit of design for compliance with Design Manual for Urban Roads and Streets and Cycle Design Manual
3. Remove the planned increase in on-street parking and instead use the available space for widened footpaths, tree planting, seating, and safe cycling access.
4. Introduce filtered permeability and pedestrianisation for streets like Upper Denmark Street, with managed deliveries and timed vehicular access if required.
5. Include provisions for contra-flow cycling - With current designs cycling access in the area will be reduced contradicting a key objective.
6. Provide a clear modal hierarchy in the design—placing pedestrians and cyclists above private cars in accordance with national transport policy.
7. Retain or increase cycle parking outside the market - It is unacceptable that cycle parking has been removed in favour of on-street vehicle parking.

Mayor's Response:

1. Increased Parking Undermines the City's Goals: The number of existing parking spaces in the scheme area is 70, which was reduced to 10 spaces for the non-statutory public consultation process. Following the non-statutory public consultation, in which a concept design was presented, the design was developed and based on feedback received from local businesses, the quantity of loading bays was assessed, and via an internal working, was increased to facilitate the day to day operations of current, and future new, businesses in the Market Quarter area. There is a proposed increase to 23 spaces in this scheme but the increase of 13 spaces have been allocated in loading bays. This represents a significant reduction of parking in the Market Quarter area and is considered to support the transport objectives of the Council to encourage a modal shift from the car to walking and cycling.

Therefore, it is proposed that the loading bays and taxi bays, through changes to the by-laws, will double as parking during the day to accommodate access to local services and shops for the general public without the need to reduce pedestrian and amenity zones. 12 of the loading bays adjacent to the Milk Market will accommodate casual trader stalls on market days also. Overall the parking has been reduced from 70 spaces currently to a maximum of 23 spaces in this scheme, which is a significant decrease. With 23 parking and 3 accessible spaces included in this scheme, a wide range of users including residents, shoppers in need of click and collect etc. will be facilitated and ensures inclusivity for all. Studies show that shared surface streets reduce traffic volume and vehicle speeds in city centre environments and so, it is envisioned that the introduction of shared surface streets will reduce traffic volumes entering the area, prioritising pedestrians and cyclists in the area.

Section 14.6.3 “On-Street Parking” of Limerick/Shannon Metropolitan Area Transport Strategy (LSMATS), states “*There are significant and often competing demands for kerbside spaces in Limerick City Centre, Shannon and other metropolitan town centres. These include but are not limited to:*

- *Long and short-term parking;*
- *Loading and unloading facilities;*

- *Bus priority and ease of boarding measures;*
- *Taxi ranks;*
- *A desire to increase footpath widths and dedicated cycle infrastructure;*
- *Flood management measures; and*
- *Parklets, street trees and furniture.*

To mediate this demand, a gradual reduction in on-street parking levels in urban centres over the lifetime of this Strategy will be required.” As previously stated, this project proposes to reduce parking from 70 to 23 spaces in the Market Quarter Area, 13 of which will double as loading bays at certain times of the day. Therefore, it is clear that LCCC complies with the stated intention of LSMATS in this regard.

2. Lack of Safe Cycling Infrastructure: The scheme has been designed to create a pedestrian and cyclist prioritised environment through traffic calming measures such as shared surface streets, reduced carriageway widths and paved surfaces which will all be supported by the current reduced speed limit of 30kph. The design promotes a safe, low-speed, mixed-use setting which will potentially reduce traffic volumes in the Market Quarter and will encourage walking and cycling in the area.

The Cycle Design Manual requires 1.8m minimum for the width of a contra flow cycle lane, with the desired width being 2.0m. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 9.1m (1.8m footpaths x 2 + 3.7m for carriageway (minimum unobstructed width for fire tender access, as outlined in Technical Guidance Document Part B) + 1.8m cycle lane). On a shared surface street, the minimum width of carriageway required to facilitate two way cycling is 4.6m, with parking/loading bays on one side of the street. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 8.2m (1.8m footpaths x 2 + 4.6m for carriageway).

However, as this is a public realm project, in accordance with “Limerick City and Environs Green and Blue Infrastructure”, which states “*The LDP (Limerick Development Plan) has established an ambitious and collective vision for Limerick in its transition to a carbon neutral society, with the aim to become “a Green City Region on the Shannon Estuary connected through people and places”*”, nature based solutions and urban greening are key elements also, each of which require a minimum of 0.8m in width which dictates that the minimum width of street to facilitate contra flow cyclists is 9m, excluding the widths of parking or loading bays etc. Therefore, two way cycling on shared surface streets is not possible on Denmark Street given the widths of the existing street at circa 8.5m or Ellen St. with circa 6.9m.

Additionally, this scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS and Building Regulations, to ensure safety for all road users. LCCC procured an Access Consultant and commissioned a Stage 2 Road Safety Audit, both of which fed into the development of this design.

LCCC is committed to facilitating cycling infrastructure, where practicable and this is evident through the many active travel projects that have been delivered to date, with many more to follow. One of these schemes, which is at preliminary design stage currently, is a Pathfinder Project which aims to route cyclists along Charlotte’s Quay which will link Locke Quay (on Wickham St. to Clare St. route) to Rutland St. and along Francis St. to Arthurs Quay park. An additional link along Patrick’s St. will connect with the existing cycle lanes on O’Connell St. is also at preliminary design stage. These schemes will have cycle routes to the north and west of Opera Square which will link back to University of Limerick. As both Ellen St. and Denmark St. are proposed to be routed in opposite directions in this scheme, cyclists can easily connect from these active travel

schemes to the Milk Market and adjacent businesses as well as to the proposed Wickham St, to Clare St. active travel scheme.

LCCC acknowledges the requirement to increase bike parking as demand is shown to exist and in particular will work with the nearby active travel scheme to introduce more spaces where practicable. LCCC will endeavour to double the existing bike parking in the area and will introduce them as soon as is practicable during the term of this project. LCCC acknowledges that the quantity of existing bike parking shown in one section of the Planning Report is incorrect and the records will be updated in this regard.

3. A Consultation Process That Ignores Public Feedback: Following the non-statutory public consultation, feedback received to increase pedestrianised areas, outdoor seating space and tree planting were taken on-board and incorporated into the proposal. Tree planting and greening through shrub planting in planters e.g. incorporated with seating, will be installed, where practicable.

In this place-making scheme, given the width of a number of the existing streets, it was not physically possible to incorporate segregated cycle lanes into the design, hence a shared surface proposal was developed, which provides pedestrian priority spaces as well as shared surfaces for all users inclusive of cyclists. We refer to Item 2. above regarding the restrictions of Denmark St. & Ellen St. to accommodate two way shared surface cycling.

Initially, LCCC set up an internal working group consisting of representatives from various departments of LCCC who assisted with the development of the proposal, through meetings/workshops. During these meetings/workshops, multiple preliminary design options were presented to the multidisciplinary group and they were asked to provide their specialised input and provide feedback on the options. In parallel, stakeholder engagement took place with various businesses, organisations and community groups to discuss the preliminary design options with the key stakeholders and to gain specific feedback on the options. The stakeholder's feedback was taken on board along with the feedback from a multidisciplinary LCCC workshop to establish a preferred layout for the project.

Following this, the non-statutory public consultation process was undertaken to gain feedback from the public on the emerging layouts. The feedback received during the public consultation was very valuable and was taken into consideration along with all other comments received.

The feedback represented in the "You Said, We Heard" Report was a reflection of the public consultations held during the non-statutory public consultation process. While this report captured the views of the public at the stage, it does not encompass the full extent of the engagement that was undertaken by LCCC subsequent to the non-statutory public consultation. While LCCC has assessed all feedback received during the design development, the public's opinion is diverse and wide ranging and a careful balance must be achieved to create a space(s) that is suitable for all users. It is the view of LCCC that the design presented in this proposal fulfils this.

It is important to note that public consultation has played a critical role in the development of the Market Quarter and Cruise's Street Public Realm Upgrades project to date.

Please note that the Part 8 process is in fact a public consultation process as set out under the Planning and Development Regulations 2001. The Part 8 process provides an opportunity for members of the public to review the proposed development and make formal submissions or observations which are then considered as part of the decision making process.

4. Non-compliance with statutory mandatory guidance: The proposed interventions to include shared surface streets and reduced carriageway widths will significantly enhance cyclist safety, comfort and overall experience in the area without the need for segregated cycle lanes. As noted in DMURS, shared surface streets are particularly effective at calming traffic and research shows that shared surfaces can bring benefits in terms of visual amenity, economic performance and personal safety. As noted in the Department for Transport Shared Space Project Stage 1: Appraisal for Shared Space (2009) report, the preferred speed limit for a shared surface street is 20mph which is approx. 32kph. The speed limit on all streets in the city centre has now been reduced to 30kph which aligns with the preferred speed limit as outlined in the report. Additionally, this report also notes that research shows that shared surface streets by nature can reduce traffic flow and vehicle speeds, in-turn increasing pedestrian and cyclist safety. There is the potential to further reduce the speed limit in the area to 20kph however this will form part of a separate statutory process which is supported by the Mayor in this area of the city. All carriageways in the scheme are a minimum of 3.1m (3.7m between obstructions such as bollards, planters and street furniture) which is the minimum requirement for fire tender access, as outlined in Technical Guidance Document Part B. LCCC has liaised with LCCC's Fire Service in this regard.

An Accessibility Consultant, was engaged with through the development of the proposal to ensure accessibility and inclusivity in the scheme. From this process, it was deemed necessary to provide pedestrian comfort zones where vehicles physically cannot go to provide a safe place for people with limited visibility or mobility. The feedback received was in favour of shared surface streets as people with visual and mobility impairments prefer kerbless streets. Additionally, tactile paving will be provided to guide people along streets and away from the carriageways and street furniture.

A balanced approach to the uses of the streets in the Market Quarter has been taken with this design and while there is a requirement to service the area with vehicles incl. of delivery and Taxi vehicles currently, by the inclusion of both demountable and automated bollards into the scheme and providing the majority of the streets as shared surfaces, in this medieval core of the city, the area is future-proofed and adaptable, allowing for more streets to be fully pedestrianised in the future.

LCCC has installed air quality monitors throughout the Market Quarter area with the intention of determining if, and where, NO₂ levels are above the recommended. This information will then be used during, and post, construction to evaluate the impact of the proposed works on the air quality in this area. It is a strategy of LCCC to improve the air quality in the city centre for all users and this proposal, as a result of reducing car movements through shared surface streets, aligns with this objective.

5. Inadequate cycle parking: LCCC acknowledges the requirement to increase bike parking as demand is shown to exist and in particular will work with the nearby active travel scheme to introduce more spaces where practicable. LCCC will endeavour to double the existing bike parking in the area and will introduce them as soon as is practicable during the term of this project. The relocation of the TFI bike stands is to accommodate an amenity space outside the Milk Market and to reduce the visual impact in this heritage area. However, the stands will be relocated in smaller groups on a number of streets around the Milk Market. LCCC acknowledges that the quantity of existing bike parking shown in one section of the Planning Report is incorrect and the records will be updated in this regard.

Recommendations: The above recommendations will be taken into account during the Part 8 decision making process.

SUB 14: Deirdre Minihan

Submission Summary:

Firstly, digging up of Cruises Street will lead to further unoccupied shop spaces during and after the work has finished, I suggest that part of the street that needs to be dug up to facilitate underground works should only be done so. Down the centre of the street and replaced with different paving or some sort of themed paving. I would also be concerned that the seating area will contribute to antisocial behaviour. The seating area should be located to an open area, the ideal area would be Arthurs quay Park with a view of the river or outside shops that sell food, but the shops must ensure the seating area is clean at all times, unlike some of the of seats in O'Connell Street which is littered with empty chicken boxes and greasy paving.

The visual aspect of Cruises Street could be enhanced by seasonal trees and by signage. Market Street, Manchester fig. 2, is an example of simple, effective and cohesive signage. Shops with dual access example Boots and Superdrug have no visual impact on the street, with no window displays which lead to the 'backdoor' attitude, perhaps a window display should be encouraged.

The canopies over the street is a great idea, but would have to be maintained. Otherwise they will resemble the torn flags that sometimes adorn our bridge months after the event. Young buskers and street performers should be encouraged on the street, with a specific area designated for them. There could be a schedule for only registered buskers to perform including local brass bands, Music Generation and UL to attract a young vibrant scene to the street and pop-up shops in the vacant shops, again encouraging younger people into the city.

Most of the plan is relating to pedestrianisation of the above area, however the lack of pedestrians is a serious problem and needs to be addressed. Searching 'shopping in Limerick' on google, the Crescent shopping centre is the first result. To encourage footfall into the city centre, changing the paving slabs on Cruise Street will not increase it. A retail footfall analysis needs to be conducted, and incentives to encourage retailers back into the city centre. The university of Limerick is not within walking distance of the city, the bus service takes approx. 30 minutes (on a good day) to travel 4.7 km from UL. While TUS is within walking distance 2.7 km the accommodation for the students is often a further 2 km. Looking at more efficient transport for students or introducing free bus service at weekends has been successful in Manchester (Bee network) and would encourage young people into town.

The only other opportunity to encourage young people into the city is to provide living accommodation. The Living over the shop scheme has not been mentioned in the new plan. This would be a great opportunity to encourage all retailers in the area to consider this as an option for vacant spaces.

The Milk Market and surrounding areas;

As the milk market has minimal seating and does not encourage visitors to stay and eat, then seating must be provided outside. This seating could also include areas for street food vendors midweek to maximise the usage of planned seating for the area, like Camden Street Market fig. 1 in London. This would also encourage pedestrians into the area.

We have both an historic and Georgian city and should try to upgrade and enhance the streets, whilst I understand introducing bends and curves slows down traffic, unfortunately in my opinion it does not visually enhance the previous Georgian grid system.

Mayor's Response:

Cruise's Street: The project aims to increase the economic viability of the area through the provision of a high quality public realm, thereby increasing footfall and increasing the

demand for fully pedestrianised streets. It is proven that interventions in the public realm provides improved social unity, economic revitalisation as well as environmental benefits. Following multiple consultations with relevant stakeholders, it was agreed that upgrading the paving on the street would add vibrancy and give a sense of place, with the aim of positioning Cruise's Street as a location in which people want to shop, eat, visit and conduct business. The seating on Cruise's Street will be Age Friendly and is intended to provide areas of rest for people along the street to ensure the scheme is inclusive of all users. While the suggestions to provide a seating area at Arthur's Quay Park and window displays are outside the scope of this project, they have merit and will be investigated by LCCC. The provision of canopies on Cruise's Street will form part of a separate Part 8 process, however if granted a maintenance strategy for the canopies will be developed at detailed design stage. A designated busking area will be explored at detailed design stage. While the project itself aims to increase footfall in the area, the Place-Making team have also been liaising with various other departments to develop initiatives to increase footfall in the wider city centre.

The Milk Market and Surrounding Areas: Dining areas have been included in the proposal to support the operations of the Milk Market and encourage outdoor dining in the area. In addition, the possible provision of a canopy, or canopies, at the Milk Market, which will form part of a separate Part 8 process, could be utilised to provide a sheltered outdoor dining area on non-market days.

Pedestrian safety is of paramount importance to LCCC and so while bends and curves on a street may not reflect the Georgian heritage they are crucial for slowing down traffic and giving space back to pedestrians.

SUB 15: Eoin Buckley

Submission Summary:

As a resident of Limerick City and a regular visitor to the Milk Market & High Street areas I am in favour of reducing motor traffic in these areas and thereby encouraging people and families to spend more time in the area. I strongly support the submission made by Farron Flaherty and in particular his first two points copied below

1. Disconnect Between Consultation Findings and Final Proposal The non-statutory consultation process produced the “You Said, We Heard” report, this was an excellent document which clearly demonstrated a strong public appetite for a shift toward a more pedestrian- and cyclist-prioritised environment:

- 25% of submissions related to pedestrian/cyclist prioritisation.
- 66% of those called for further vehicular restrictions or pedestrianisation of streets.
- Only 2 submissions supported a shared-space approach.
- 13% of all submissions related to parking.
- 58% of these requested reduced parking and loading bays.

Despite this, the updated plan:

- Increased on-street parking from 16 spaces to 32.
- Maintains high levels of vehicular access through “shared spaces”.
- Offers no significant enhancement in cycling infrastructure.

This raises concerns regarding the meaningful use of public consultation, particularly when major public sentiment for modal shift was not reflected in the outcome. Why should citizens engage with projects like this going forward when the input from the overwhelming majority is ignored in such a stark manner? I would ask for details on what factors lead to public input being ignored in this way and why this updated proposal has so many elements that seem to be in total contradiction to the public feedback?

2. Parking Strategy Contradicts Both Consultation and Evidence. The initial proposal reduced on-street parking significantly based on:

- The presence of two multi-storey car parks (combined capacity: 800+ spaces), with an occupancy rate of 45%.

- An additional ≈100-space surface car park in the area.

Yet, the final proposal reintroduces car parking at the expense of pedestrian space, cycling infrastructure and public realm quality. This undermines both the public mandate for fewer cars and more space for people as well as the city's broader transport and environmental objectives as laid out in LSMATS.

I agree with the recommendations listed below

1. Restore and enhance plans to reduce on-street car parking, as per the original design and public feedback.
2. Eliminate through traffic on Robert Street, Cornmarket Row, and Carr Street permanently using modal filters.
3. Redesign shared spaces with narrower lanes, traffic calming, and speed reduction measures, or reclassify these areas as pedestrian priority with limited access.
4. Actually encourage cycling, with measures including: ○ Contra-flow lanes. ○ Retain or increase bike parking around the Milk Market. ○ Integrate with the recommended route for the Wickham Street to Clare Street Active Travel Scheme along High Street.
5. Engage in further consultation with accessibility advocates, including NCBI and IWA, to ensure inclusive design.
6. Provide a transparent explanation of how public feedback and other influences affected design decisions.

Mayor's Response:

Disconnect Between Consultation Findings and Final Proposal: Initially, LCCC set up an internal working group consisting of representatives from various departments of LCCC who assisted with the development of the proposal, through meetings/workshops. During these meetings/workshops, multiple preliminary design options were presented to the multidisciplinary group and they were asked to provide their specialised input and provide feedback on the options. In parallel, stakeholder engagement took place with various businesses, organisations and community groups to discuss the preliminary design options with the key stakeholders and to gain specific feedback on the options. The stakeholder's feedback was taken on board along with the feedback from a multidisciplinary LCCC workshop to establish a preferred layout for the project. Following this, the non-statutory public consultation process was undertaken to gain feedback from the public on the emerging layouts. The feedback received during the public consultation was very valuable and was taken into consideration along with all other comments received.

The feedback represented in the "You Said, We Heard" Report was a reflection of the public consultations held during the non-statutory public consultation process. While this report captured the views of the public at the stage, it does not encompass the full extent of the engagement that was undertaken by LCCC subsequent to the non-statutory public consultation. While LCCC has assessed all feedback received during the design development, the public's opinion is diverse and wide ranging and a careful balance must be achieved to create a space(s) that is suitable for all users. It is the view of LCCC that the design presented in this proposal fulfils this.

It is important to note that public consultation has played a critical role in the development of the Market Quarter and Cruise's Street Public Realm Upgrades project to date.

While only 5% of comments suggested making more of the area shared surface, 66% of comments said that vehicular access needs to be limited further in order to prioritise

pedestrians and that certain streets should be fully pedestrianised and so it was deemed appropriate to create a flexible space that would allow for more fully pedestrianised streets in the future. While the demand for the entire Market Quarter to be a vehicle free zone does not currently exist due to low footfall levels during the day (with the exception of Saturdays), by adding demountable and automatic bollards and making more streets within the Market Quarter shared surface, the area is future-proofed, allowing for more streets to be fully pedestrianised when the demand arises. The project, along with the completion of Opera Square, aims to increase economic viability in the area, in-turn increasing footfall and the need for safe, pedestrian-priority streets.

The scheme has been designed to create a pedestrian and cyclist prioritised environment through traffic calming measures such as shared surface streets, reduced carriageway widths, modal filters and paved surfaces which will all be supported by the current reduced speed limit of 30kph. The design promotes a safe, low-speed, mixed-use setting that will potentially reduce traffic volumes in the Market Quarter and will encourage walking and cycling in the area.

A balanced approach to the uses of the streets in the Market Quarter has been taken with this design and while there is a requirement to service the area with vehicles incl. of delivery and Taxi vehicles currently, by the inclusion of both demountable and automated bollards into the scheme and providing the majority of the streets as shared surfaces, in this medieval core of the city, the area is future-proofed and adaptable, allowing for more streets to be fully pedestrianised in the future.

The Cycle Design Manual requires 1.8m minimum for the width of a contra flow cycle lane, with the desired width being 2.0m. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 9.1m (1.8m footpaths x 2 + 3.7m for carriageway (minimum unobstructed width for fire tender access, as outlined in Technical Guidance Document Part B) + 1.8m cycle lane). On a shared surface street, the minimum width of carriageway required to facilitate two way cycling is 4.6m, with parking/loading bays on one side of the street. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 8.2m (1.8m footpaths x 2 + 4.6m for carriageway). However, as this is a public realm project, in accordance with “Limerick City and Environs Green and Blue Infrastructure”, which states “*The LDP (Limerick Development Plan) has established an ambitious and collective vision for Limerick in its transition to a carbon neutral society, with the aim to become “a Green City Region on the Shannon Estuary connected through people and places”*”, nature based solutions and urban greening are key elements also, each of which require a minimum of 0.8m in width which dictates that the minimum width of street to facilitate contra flow cyclists is 9m, excluding the widths of parking or loading bays etc. Therefore, two way cycling on shared surface streets is not possible on Denmark Street given the widths of the existing street at circa 8.5m or Ellen St. with circa 6.9m.

Additionally, this scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS and Building Regulations, to ensure safety for all road users. LCCC is committed to facilitating cycling infrastructure, where practicable and this is evident through the many active travel projects that have been delivered to date, with many more to follow. One of these schemes, which is at preliminary design stage currently, is a Pathfinder Project which aims to route cyclists along Charlotte’s Quay which will link Locke Quay (on Wickham St. to Clare St. route) to Rutland St. and along Francis St. to Arthurs Quay park. An additional link along Patrick’s St. will connect with the existing cycle lanes on O’Connell St. is also at preliminary design stage. These schemes will have cycle routes to the north and west of Opera Square which will link back to University of Limerick.

The feedback represented in the "You Said, We Heard" Report was a reflection of the public consultations held during the non-statutory public consultation process. While this report captured the views of the public at the stage of the non-statutory public consultation, it does not encompass the full extent of the engagement that was undertaken by LCCC following the non-statutory public consultation. Following the development of this report, further public consultation workshops were held with a variety of community groups, organisations, etc. These additional workshops brought forward new perspectives, concerns and observations which were carefully considered and incorporated into the proposal where appropriate. As these workshops took place after the non-statutory public consultation period, the input received is not reflected in the "You Said, We Heard" Report but have nonetheless played an important role in the consultation process and in developing the proposal to ensure inclusivity for all users. While LCCC endeavour to incorporate as much of the public's observations into the proposal as possible, public opinion is diverse and a careful balance must be achieved to create a space that is suitable for all users. It is important to note that public consultation has played a critical role in the development of the Market Quarter and Cruise's Street Public Realm Upgrades project to date.

Parking Strategy Contradicts Both Consultation and Evidence: The number of existing parking spaces in the scheme area is 70, which was reduced to 10 spaces for the non-statutory public consultation process. Following the non-statutory public consultation, in which a concept design was presented, the design was developed and based on feedback received from local businesses, the quantity of loading bays was assessed, and via an internal working, was increased to facilitate the day to day operations of current, and future new, businesses in the Market Quarter area. There is a proposed increase to 23 spaces in this scheme but the increase of 13 spaces have been allocated in loading bays. This represents a significant reduction of parking in the Market Quarter area and is considered to support the transport objectives of the Council to encourage a modal shift from the car to walking and cycling.

Therefore, it is proposed that the loading bays and taxi bays, through changes to the by-laws, will double as parking during the day to accommodate access to local services and shops for the general public without the need to reduce pedestrian and amenity zones. 12 of the loading bays adjacent to the Milk Market will accommodate casual trader stalls on market days also. Overall the parking has been reduced from 70 spaces currently to a maximum of 23 spaces in this scheme, which is a significant decrease. With 23 parking and 3 accessible spaces included in this scheme, a wide range of users including residents, shoppers in need of click and collect etc. will be facilitated and ensures inclusivity for all.

SUB (16): Eva Clarke

Submission Summary:

I run City Centre Car Park on Thomas St. We are also commercial Landlord in the area. We have invested a lot of money in the City and plan further investments should conditions be favourable. We are extremely concerned about the plans in the Market Quarter & Cruise's St. The volume of traffic that goes through Wickham St & High St is extremely high. There is congestion in that area most of the day during business hours. 47% of our customers use this route to exit our Car Park Making the road a shared space will slow down traffic in the area adding to congestion. While admirable, I believe will create major issues with traffic on, William St, Wickham St, Thomas St, & Roche's St. An alternative traffic route needs to be established in order for this plan to work. We have had

multiple meetings with the roads department over the years about the traffic build up in the area. Should the plan go ahead we would wish to be consulted during construction as we are directly affected by this. Removal of the parking of spaces will make trading and shopping on the street very difficult, putting further businesses at risk in the City Centre. Munget Street Carriageway is shown outside the site boundary of the Market Quarter & Cruise's St project, however the layout of the carriageway is not shown as per the current traffic arrangement. Is the traffic modelling undertaken for this project consistent with the layout on the drawings or the existing traffic arrangement? This is of great concern to me as I cannot assess the effects on my business if I do not know what your modelling is based on.

Should the plan go ahead we would wish to be consulted during construction as we will be directly affected.

Mayor's Response:

The concerns regarding traffic volumes in the area of High St. and Wickham St. are noted and Limerick City and County Council will continue to engage with all stakeholders during the forthcoming stages of the project. The scheme endeavours to deliver a balanced approach to public realm in the area providing a space for all users. It is also important to note that public consultation has played a critical role in the development of the Market Quarter and Cruise's Street Public Realm Upgrades project to date.

The proposed scheme includes 23 parking spaces, 3 accessible spaces, 20 loading bays and 5 set-down bays which combined with the multi-story and surface car parks in the area will provide a total of 936 car parking spaces directly within the project area, with additional parking on adjacent streets.

Limerick City and County Council are currently developing the Limerick City Centre Transport Plan which will set down how the provision of transportation will change to facilitate the implementation of both the Limerick Development Plan 2022-2028 and Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), outline potential new transport network arrangements to ensure that the transportation provision within the city is balanced towards the movement of people and goods rather than the movement of private vehicles.”

In addition, the Wickham Street to Clare Street active travel scheme is currently at preliminary design stage and it is anticipated that both the Market Quarter public realm and the aforementioned scheme will complement one another and will function effectively from both a place-making and sustainable transport perspective. The layout of Munget Street which is shown on the drawings reflects this active travel proposal, which will require a separate Part 8 and associated statutory process.

SUB (17): Richard Rice (Healy Partners Architects)

Submission Summary:

I note your proposed public realm studies in relation to the Cruises Street / Milk Market area of the city and welcome such a study and hope it goes well for you. We delivered the Milk Market project back in 2010 / 2011 and had a degree of engagement with City Hall as to approaches to the Markets from Robert Street and Ellen Street so are familiar with the challenges. We also undertook a preliminary assessment of Cruises Street for Tom Enright who would have been DOS on planning at the time. I attach a presentation which was used to discuss the street with the existing traders at the time. This was a presentation carried out, with stakeholders, in the Council Chamber at Merchants Quay and was a good and positive meeting. A few specific comments that should be noted. With Cruises Street and the strategy

of encouraging use of the upper floors, there is the significant challenge placed by the size of beams that support the first floor. They are significantly oversized and extensive. If you recall the stairs that serve the upper floors in Costa Coffee (formerly HMV), McDonalds and Hickey Fabrics – they are all very steep and not in compliance with current standards. When we designed the fit out of River Island, the client went to the expense of cutting out beams to achieve a better stairs. Also, the way the units are designed with no separate door access to the upper floors off the main streets, creating a solution, such as residential to the upper floors, while possible will be very difficult and expensive. The idea I thought would have potential is the Green Market idea within the report. This is an idea from the Czech Republic. The stalls as you can see are visually distinctive and appropriately in the Limerick Green!. I felt that establishing a strong stall identity, such as this reference, could allow a pop-up market strategy arise where people identify the market stalls (and quality) when they pop up at say a Munster match at Thomond, or a match at the Gaelic Grounds or other events around Limerick – city & county. These stalls could be anchored in Cruises Street and part of the route from the city centre to the Milk market on a Saturday morning, potentially growing into Sunday and Friday. On canopies, we leaned towards umbrella type solutions as this avoided having to touch existing buildings and thereby take out the process of getting agreements etc from a large number of building owners. Finally, while not clearly stated in the attached, we found that window displays in Cruises street were very poor and did not, in some cases even address the street. The use of vinyl promotion material on the glass gave the impression of the shop actually being closed etc. I think there could be a strategy where we encourage traders have a stalls onto the street or figure a way to get person to person engagement. Let me know if we can be of any assistance etc and we would be delighted to be involved.

Mayor's Response:

This submission conveys a report which contains a broad range of ideas that will form part of the long term strategy of the public realm in the city. Limerick City and County Council will continue to engage on this, and further initiatives, for the benefit of businesses, residents and visitors alike.

The place-making strategy for the city centre is to transform public spaces into vibrant, inclusive, and engaging places that reflect the needs and aspirations of the community. This is facilitated through a clear vision & objectives, engagement with stakeholders and the community along with clear design principles that put safety, accessibility and flexibility of the space, to the fore. This project endeavours to succeed in all of the aforementioned principles.

The overall support for the project is welcome.

Submissions from Statutory Bodies:

No.	Name
1	Uisce Eireann
2	An Taisce Limerick

SUB (1): Uisce Eireann

Submission Summary:

Uisce Eireann records indicate that there are existing sewer and water pipes within the proposed project area as described, that may potentially be impacted by development. Please note that Uisce Eireann cannot permit build over of its assets and the separation distances, appropriate cover depths and levels as per Uisce Eireann's Standards Codes and Practices must be achieved. The applicant is requested to engage with Uisce Eireann's Diversions team to assess feasibility of such build over and / or diversion. Once Uisce Eireann completes the review and it is deemed to be acceptable, the applicant will be issued a Confirmation of Feasibility letter. Any proposal diversion/replacement/build over works must be in compliance with UÉ Standards and Code of Practices. This can be found on <https://www.water.ie/connections/developer-services/standard-details-codes/> Information relating to the points outlined in the above can be found via the attached link <https://www.water.ie/connections/developer-services/diversion-and-build-over/> Queries relating to the terms and observations above should be directed to planning@water.ie

Mayor's Response:

The Place-Making team have held workshops with Uisce Eireann to discuss the above scheme from an early stage of the project to ensure the feasibility of the proposed works. LCCC will issue build over documents to Uisce Eireann in due course.

SUB (2): An Taisce Limerick

Submission Summary:

Introduction

An Taisce Limerick is the local branch of the national organisation An Taisce working towards an Ireland where our environment, natural and built, is actively prioritised and a lasting legacy of sustainability and resilience is ensured. We aim to advocate on behalf of present and future generations on the important choices we must make in search of a more sustainable future. We rely on the best available science, promote inclusion and community participation at all levels.

An Taisce Limerick welcomes the opportunity to provide feedback on the proposals for the Market Square/Cruises Street public realm project. We view this as a prime opportunity to bring this area up to a standard seen in public realm projects in comparable cities around Europe. Limerick is a city with enormous potential to be a leader in good public realm and livability.

In its current design however, this plan looks like a significant missed opportunity. Despite the outcomes of the previous non-statutory consultation, between 12th September 2024 and 9th October 2024, which showed significant support for reducing vehicular priority in the area, this updated design is extremely unambitious in that regard.

Before going into detail we wish to highlight some positive aspects of the proposal. We would like to welcome and support the following elements contained within the plan:

- **The general decrease in on-street parking in this plan.** This makes a lot of sense given the presence of many multi-storey car parks in the immediate area, and the narrow width of many of the streets around the Milk Market.
- **The removal of parking at the top of High Street**, between its junctions with William Street and Denmark Street
- **The widening of footpaths on High Street**, between its junctions with Denmark Street and Cornmarket Row.
- **The narrowing of the junction of High Street and Denmark Street.** This junction is currently very messy and hostile to pedestrians.
- **The pedestrianization of Back Lane.**
- **The widening of footpaths on sections of Ellen Street.**
- **The new proposed street furniture and planting.**
- **The reduction in parking on Robert Street and Carr Street.**

Private vehicle dominance and priority

Unfortunately, on the whole and with the exception of Cruise's Street and Chapel Street, the scheme is characterized by prioritisation of private vehicles over enhanced public realm and an enhanced environment for pedestrians and cyclists.

Private vehicle priority is maintained on almost every street within the scope of this plan. The plan indicates shared spaces, but these clearly will be dominated by vehicles and therefore not shared spaces at all. Through a combination of maintaining "through traffic", kerb / grade separation of footways from carriageways and by delineating the carriageway with large numbers of bollards, most or all of these streets will not be shared spaces for most of the time.

We just have to look to Bishop's Quay / Howley's Quay / Harvey's Quay to see how a street intended as a shared space actually becomes dominated by vehicles when carriageways are delineated with large numbers of bollards and through-traffic is maintained.

This prioritizing of motor vehicle access over sustainable transport modes and livable spaces in the proposal contradicts several of its stated goals, namely to:

- Increase cycling and pedestrian movement within the city centre;
- Increase blue and green infrastructure in the city centre;
- Improve livability in the city and promote a strong sense of place

It also contradicts the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) Section 8.2 "Key Outcomes for Walking" which includes the following key outcomes:

- A fully accessible, safe, and attractive pedestrian environment suitable for all ages and abilities
- A higher standard of urban design that prioritises safer and more efficient pedestrian movement over that of the private car

Footpath widths

We welcome the widening of the footpath at various places throughout the scheme. However, it is clear that there are numerous situations where the widths are well below what is recommended in the Design Manual for Urban Roads and Streets (DMURS). As per DMURS guidance (Figure 4.34) a 2.5m footpath width is the desirable space for two people to pass comfortably in areas of low to moderate pedestrian activity. DMURS further states that "*in a retrofit situation increasing footpath widths should be a priority for designers and where appropriate, accommodated by narrowing vehicular*

carriageways”. It is clear in the plan that at a number of locations footpath widths are not being prioritised over carriageway widths.

Denmark Street (near the junction of O’Connell Street) is the most egregious instance, where a very wide carriageway is favoured, but the narrow footpaths on Ellen Street and Robert Street are very poor design practice too, and are also unacceptable.

Similarly, the very narrow footpath widths at the junction of High Street and William Street, and at the upper part of High Street, are a clear non-compliance with the guidance set out in DMURS, considering that this is a high volume pedestrian route throughout the week, during daytime especially.

It is important to point out that there are multiple multi-storey and surface level car parks in this area. The Q-Park Cruises Street multi-storey car park, the Q-Park Cornmarket Square multi-storey car park, and the car park on Ellen Street together account for more than 800 parking spaces. With this parking availability there is no strong case for on-street car parking where it results in non-compliance with the footpath widths set out DMURS.

Carriageway and Lane Widths

The carriageway and lane widths consistently exceed the guidance contained within the Design Manual for Urban Road and Streets (DMURS). This will result in faster vehicular traffic and a vehicle-dominated environment and will therefore have adverse implications for pedestrian safety as well as footfall and economic benefit in these streets.

Please note that the site notice also indicates non-compliance with DMURS when it says *“the proposed works will include reduction in the width of the carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic”*.

The following excerpts from DMURS are relevant:

Designers should minimise the width of the carriageway by .. reducing the size of individual lanes to meet predominant user needs (see Figure 4.55).

The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m).

When carrying out upgrades, or traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed those standards listed above. This will not only calm traffic, but will free up additional space within the street reserve to widen footpaths, insert cycle lane /tracks, provide bus lanes, street trees and on-street parking (all of which will further contribute to traffic calming).

We strongly urge Limerick City and Council to modify the plans and ensure compliance with DMURS in this regard.

Contraflow Cycling

The Cycle Design Manual notes that there *“should be a general presumption in favour of facilitating contraflow cycling on one-way streets”*. It also provides extensive guidance on how that can be done (Section 4.2.10) in various configurations of streets. It is crucial, in our view, that the plan is modified to ensure that this guidance is followed. The scheme, as it stands, resembles the public realm upgrade carried out at Lower Catherine Street and Thomas Street in the late 2000’s. A flaw in that design was to not enable contra-flow cycling and this has reduced cycling permeability, access and attractiveness in the city centre. It has also led to regular instances of cyclists cycling on the footpaths. Limerick City and County Council should not bake the same error into the Market Quarter public realm upgrade.

Pedestrianisation / low traffic area

It is disappointing that greater effort has not been made to either fully pedestrianise some of the streets or make them a low traffic area by eliminating through-traffic. Such an approach, over time, would boost footfall, investment and economic and social activity. In other words, a greater benefit would accrue to the area itself and to the city if greater ambition was applied.

It is, unfortunately, fair to say that Limerick City and County Council is currently a laggard regarding pedestrianization in the city centre. Cork pedestrianised 18 streets during the Covid restrictions and made that permanent after the pandemic, a legacy that will provide great benefits to the people of Cork. Dublin has recently seen great success with the pedestrianisation of Capel Street and the trial pedestrianisation of Parliament street which is likely to become permanent, as well as numerous pedestrianisation and low-traffic interventions elsewhere, some already implemented and more planned.

Waterford is the leading Irish city with regard to pedestrianisation of its city centre. These cities are now reaping and will reap the benefits from these measures. Limerick City and County Council is comparatively far behind and has not pedestrianised any streets in Limerick City in two decades and has not proposed any streets for future pedestrianisation. The Market Quarter is exactly the kind of area where pedestrianization would be suitable and the failure to show that level ambition is lamentable.

It is worth noting that both the EU Environmental Noise Directive and Limerick Noise Action Plan 2024-2028 require that local authorities make efforts to reduce the noise pollution in their local areas, due to the negative effects on noise pollution on citizens' health. Pedestrian streets make a great contribution to reducing noise pollution in town and city centres. Given the large number of businesses and residential complexes in the area, reducing noise through pedestrian friendly measures should be a priority.

William Street / High Street Junction

We strongly oppose the retention of vehicle access through the junction of William Street and High Street. Not only would it be a missed opportunity to make the area more accessible and friendly to active modes of travel such as walking and cycling (and, as such, goes against the objectives of this plan) it is also an unacceptably unsafe design given the very narrow footpath widths. A modal filter should be provided at this junction to allow pedestrian and cyclist access, as well as safety of both. It would be quite outrageous not to use this upgrade as an opportunity to address the safety issue. There is not a strong case for continuing to bring vehicular traffic down High Street considering the alternative routes and access points that are available.

We ask that the plan links up appropriately with the Wickham Street to Clare St Active Travel Scheme and the Yellow Route which has been selected. Although outside the scope of this plan, it is indicated on the drawings that the Clare Street to Wickham Street cycle route will go via Pike's Row before reconnecting at Wickham Street. This would be an unacceptable jeopardizing of a key cycle route in the city centre.

Bike Parking

The consultation document showing current and existing parking incorrectly shows that there are zero bike stands on the streets within the scope of the plan. In fact, there are 11 bike stands in those streets, 3 on the corner of Michael Street and Ellen Street, 2 on Mungret Court and 6 on Mungret Street. These bike stands should be retained along with the 12 proposed new bike stands.

Tree Planting and other Public Realm Considerations

An Taisce Limerick submits the following observations and experiences in relation to in the ground tree planting, planter boxes, seating, paving, street clutter and lighting.

We strongly advocate for a more considered and sustainable approach to these issues.

In the ground Tree Planting

The enormous benefits that urban trees contribute to a sense of wellbeing and health is well documented along with the role trees play in the battle against climate change. The legally binding Nature Restoration Law states that “No loss of urban Tree canopy by 2030 and a 5% increase in urban tree canopy by 2050”. With LCCC proposing to cut down trees in Arthurs Quay Park as part of 2 of the 3 proposals in the Arthurs Quay Framework we have grave concerns that LCCC has not fully grasped or understands its legal obligations that Ireland has signed up to.

This assertion is compounded by the opportunities missed in recent city centre street and public realm upgrades, an example being the Parnell Street upgrade which resulted in not one tree being planted in the ground. Instead tree planter boxes and flower planting boxes were installed at a cost of €79,000.00 inclusive of VAT. We believe at least 20 trees could have been planted during this scheme at a fraction of the cost. O'Connell Street is another example where only 5 trees were planted in the ground.

The last major in the ground tree planting on streets within the city centre was Bedford Row/Thomas Street in 2007 and the City's Quay project completed in 2013.

In the last decade An Taisce Limerick calculates that LCCC has only planted approximately TEN trees in the ground on the streets of Limerick city centre, the five on O'Connell Street and a handful planted with the assistance of “Tidy Towns”.

Trees have been planted in open green spaces around the city center but not in large numbers. To consider that LCCC has only planted one tree in the ground per year over the last decade on our city centre streets is a shocking indictment of LCCC's approach to tree planting.

Flowering Planter Boxes and Public Seating

An Taisce Limerick recognises the very hard work the parks department and street cleaning carry out, the women and men on the ground work very hard to try to maintain the city center but we believe they face very real challenges in relation to workload and under resourcing of staff and budgets.

This under-resourcing reflects on the amenity value of the city centre in a number of ways. In the latest IBAL report limerick yet again comes near the bottom of the league ranking 36 out of 40. Even though it is recognised this year for improvements to city centre streets it is still a reflection on how LCCC has not funded or resourced this department to bring limerick up to Clean to European norms. Waterford for example exceeds Clean to European norms nearly every year.

An Taisce Limerick advocates for every due consideration be given to the following areas that can have positive or negative impacts depending on materials used and public realm infrastructure that will be installed.

Seating

We believe Limerick city center is badly in need of greater access to public seating. The type of seating and the placement of seating can greatly improve the amenity value of the city. We recognise the additional seating installed over the last few years, but we are disappointed to see long standing public seating being removed from Bedford Row, the removal of seating such as the 2 long granite seats (2 of the most beautiful granite seating benches in the city center), one at the Richard Harris statue and one outside The Spitjack restaurant on Bedford Row along with the removal all the granite cubes have downgraded

Bedford Row and denied people these seats. These cubes served a double purpose as they stopped cars from accessing parts of the public realm and since their removal the cars are free to park on many parts of the public realm.

Inquiries by An Taisce resulted in an answer that one of the granite bench seats was broken beyond repair (we are not convinced of this). When we asked whether the second granite bench could replace the one removed from the Richard Harris statue we were informed that its location was unknown. Further communications have led to a commitment to replace the granite cubes and install new seating but a further request on timeframes and whether sourcing of these seats has begun has remained unanswered. The type of seating that will be chosen will be key, as we see with the current seating recently installed on Cruises Street, they already look tired and neglected with graffiti and worn dirty white seating plinths.

We would like to advocate for seating seen on Bishops Quay and O'Callaghan Strand, these white tubular seats on chrome legs are stylish, sleek and modern, they do not attract graffiti, they are easy to maintain, and the seats can be removed and sent for respraying. In our opinion this type of seating is probably the best in the city.

Planter boxes

It is the opinion of An Taisce Limerick that the over use of planter boxes is unsustainable, expensive and resource heavy, due to the amount of planter boxes now in the city center it is clear that the parks department cannot maintain these to a high standard all year round. It is now late June and many of the planter boxes are only getting summer bedding plants now with many not done since last autumn.

The teams on the ground are working flat out but the staffing requirements do not match the workload to maintain a high public realm amenity. These boxes are expensive and they attract graffiti, they take huge amounts of water to try keep them alive and take up valuable man hours with crews going around to water all these. They are environmentally unfriendly, they are prone to constant vandalism where passive surveillance is lacking, the constant vandalism undermines the spirit and hard work of the parks department. We understand they are an easy quick fix for public realm design but the maintenance and upkeep required leads to a situation where they become eyesores and drag the look of a street down rather than enhance the streetscape.

It is our opinion that the use of planter boxes should be minimised and also any planting around the base of in the ground trees. One of the most successful urban street upgrades has been Bedford Row and Thomas Street. The approach here was simple, maximise in the ground trees numbering 31 and zero planter boxes or base planting around the trees. 15 years on, the trees are mature and create one of the best streetscapes in Limerick, this requires very little maintenance or manpower or valuable resources, a highly effective low intervention scheme.

Trees in the ground is all that's needed.

Paving

The quality and choice of paving will be crucial to the success of this scheme. This can be highlighted with the recent upgrade of O'Connell street. Originally costed at €9.1 million is it now emerging that the cost overrun will be in the millions and over a year late on delivery.

The numerous mistakes are now emerging with one of them being the paving, the choice of paving is being recognised as the wrong choice, this has led to a huge amount of negative feedback about how dirty the paving constantly looks, from print media, social media, councillors and members of the public highlighting this issue. This has led to

LCCC purchasing a dedicated street washing machine believed to have cost hundreds of thousands, but this has to be supplemented with an outside contractor tasked with power washing O'Connell Street once a month in the evening.

The wrong choice of paving has put a future financial burden on the public purse to try and keep this clean. The massive cost overrun, late delivery of this project and the final poor outcomes have contributed to a public sentiment that LCCC cannot successfully deliver these types of projects.

The successful delivery of the Cruises Street/Milk Market public realm upgrade is one of the most vital projects in terms of restoring public confidence and delivering a public realm the people of Limerick have been waiting decades for.

Bollards / street clutter / lack of verges

The plan drawing and sections appear to indicate that there will be hundreds of unsightly steel bollards lining the footpaths and vehicular carriageways on most of the streets in the plan. Surely this is not acceptable to Limerick City and County Council? Every effort should be made to not use these as they will significantly compromise the aesthetic of the streets. Earlier public realm upgrade efforts in the city centre are diminished by this poor solution to discouraging illegal footpath parking (for example, the junction of Lower Catherine Street and Thomas Street, and Bishop's Quay / Howley's Quay / Harvey's Quay). It would be far better to introduce more landscaped verges (the lack of verges in the design is lamentable in any case) to discourage illegal footpath parking, or adopt a less light-touch parking enforcement approach than is currently the case.

Street Lighting

There are few details of the street lighting and little evidence that much thought has been given to it. The drawing sections indicate 6m standards, which are hardly appropriate for these streets. We would suggest that public lighting not be an afterthought and that professional expertise is sought to improve the design and quality of lighting.

Conclusion

As a city we have great potential and great ambition to achieve that potential. As such, we must aim for a high standard of street design, to be best in class, in order to make Limerick City the most attractive city in Ireland to live in and to visit, and to attract visitors from across the world. This proposal, sadly, falls quite short, in terms of quality of street design, and does not do justice to our ambitions for our city. The design can be modified in the time available and we urge that Limerick City and County Council and the Mayor of Limerick present an improved proposal, by taking into account the points we have made in this submission.

Mayor's Response:

The specific elements of support for the project are welcome.

Private vehicle dominance and priority

A balanced approach to the uses of the streets in the Market Quarter has been taken with this design and while there is a requirement to service the area with vehicles incl. of delivery and Taxi vehicles currently, by the inclusion of both demountable and automated bollards into the scheme and providing the majority of the streets as shared surfaces, in this medieval core of the city, the area is future-proofed and adaptable, allowing for more streets to be fully pedestrianised in the future.

Footpath widths

The requirement to maintain access for emergency vehicles on all streets requires that a minimum carriage way width of 3.1m is achieved in accordance with Technical Guidance Document Part B - Fire Safety – Volume 1 Buildings other than Dwelling Houses. Therefore, given that the Project deals with existing streets which have specific widths, LCCC designed the footpaths to the maximum available once the required width for emergency access is taken into account. A Stage 1 Road Safety Audit and an Accessibility Audit were carried out by consultants on the final design to ensure the proposal is safe and inclusive of all. LCCC has been advised that reductions on footpath width below 1.8m is acceptable in existing streets but over short durations, which is what LCCC has endeavoured to achieve.

Carriageway and Lane Widths

A Stage 1 Road Safety Audit and an Accessibility Audit were carried out by consultants to ensure the proposal is safe and inclusive of all. Additionally, the scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS to ensure safety for all road users. We refer to Section 4.4.1 regarding Carriageway Widths, which states that *“When carrying out upgrades, or traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed those standards listed above. This will not only calm traffic, but will free up additional space within the street reserve to widen footpaths, insert cycle lane/tracks, provide bus lanes, street trees and on-street parking (all of which will further contribute to traffic calming).”* In that regard, the requirement to maintain access for emergency vehicles on all streets requires that a minimum carriage way width of 3.1m is achieved in accordance with Technical Guidance Document Part B - Fire Safety – Volume 1 Buildings other than Dwelling Houses.

Contraflow Cycling

The Cycle Design Manual requires 1.8m minimum for the width of a contra flow cycle lane, with the desired width being 2.0m. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 9.1m (1.8m footpaths x 2 + 3.7m for carriageway (minimum unobstructed width for fire tender access, as outlined in Technical Guidance Document Part B) + 1.8m cycle lane). On a shared surface street, the minimum width of carriageway required to facilitate two way cycling is 4.6m, with parking/loading bays on one side of the street. In this instance, the minimum width of a street required to facilitate a contra flow cycle lane, pedestrians and a carriageway for vehicles is 8.2m (1.8m footpaths x 2 + 4.6m for carriageway). However, as this is a public realm project, in accordance with “Limerick City and Environs Green and Blue Infrastructure”, which states *“The LDP (Limerick Development Plan) has established an ambitious and collective vision for Limerick in its transition to a carbon neutral society, with the aim to become “a Green City Region on the Shannon Estuary connected through people and places”*, nature based solutions and urban greening are key elements also, each of which require a minimum of 0.8m in width which dictates that the minimum width of street to facilitate contra flow cyclists is 9m, excluding the widths of parking or loading bays etc. Therefore, two way cycling on shared surface streets is not possible on Denmark Street given the widths of the existing street at circa 8.5m or Ellen St. with circa 6.9m. Additionally, this scheme has been designed in compliance with the guidance on shared surfaces as set out in DMURS and Building Regulations, to ensure safety for all road users. LCCC is committed to facilitating cycling infrastructure, where practicable and this is evident through the many active travel projects that have been delivered to date, with many more to follow. One of these schemes, which is at preliminary design stage currently, is a

Pathfinder Project which aims to route cyclists along Charlotte's Quay which will link Locke Quay (on Wickham St. to Clare St. route) to Rutland St. and along Francis St. to Arthurs Quay park. An additional link along Patrick's St. will connect with the existing cycle lanes on O'Connell St. is also at preliminary design stage. These schemes will have cycle routes to the north and west of Opera Square which will link back to University of Limerick.

The proposed interventions to include shared surface streets and reduced carriageway widths will significantly enhance cyclist safety, comfort and overall experience in the area without the need for segregated cycle lanes. As noted in DMURS, shared surface streets are particularly effective at calming traffic and research shows that shared surfaces can bring benefits in terms of visual amenity, economic performance and personal safety. As noted in the Department for Transport Shared Space Project Stage 1: Appraisal for Shared Space (2009) report, the preferred speed limit for a shared surface street is 20mph which is approx. 32kph. The speed limit on all streets in the city centre has now been reduced to 30kph which aligns with the preferred speed limit as outlined in the report. Additionally, this report also notes that research shows that shared surface streets by nature can reduce traffic flow and vehicle speeds, in-turn increasing pedestrian safety. There is the potential to further reduce the speed limit in the area to 20kph however this will form part of a separate statutory process which is supported by the Mayor in this area of the city.

Pedestrianisation / low traffic area

LCCC notes that while the demand for the entire Market Quarter to be a vehicle free zone does not currently exist due to low footfall levels during the day (with the exception of Saturdays), by adding demountable and automatic bollards and making more streets within the Market Quarter shared surface, the area is future-proofed, allowing for more streets to be fully pedestrianised when the demand arises. The project, along with the completion of Opera Square, aims to increase economic viability in the area, in-turn increasing footfall and the need for safe, pedestrian-priority streets.

The scheme has been designed to create a pedestrian and cyclist prioritised environment through traffic calming measures such as shared surface streets, reduced carriageway widths and paved surfaces which will all be supported by the current reduced speed limit of 30kph. The design promotes a safe, low-speed, mixed-use setting that will potentially reduce traffic volumes in the Market Quarter and will encourage walking and cycling in the area.

Due to the narrow nature of existing streets, some on-street parking has been removed to reclaim space for pedestrians and create a more inclusive and accessible public realm. However, where feasible, on-street parking, loading bays, and taxi ranks have been retained while ensuring a minimum 1.8m wide pedestrian zone is maintained, generally

William Street / High Street Junction

With regards to the Wickham Street to Clare Street active travel route, which Limerick City and County Council are currently developing, it is anticipated that both the Market Quarter public realm and the aforementioned scheme will complement one another and will function effectively from both a place-making and sustainable transport perspective. The proposed active travel scheme will require a separate Part 8 and associated statutory process. LCCC are currently investigating the possibility of routing a cycle lane from Mungret St. to Little Gerald Griffin St., onto Pikes Row and onto Wickham St. via a tucan crossing which is a compromise but ensures an alternative route exists for cyclists should they wish to avail of it.

The installation of a modal filter at the junction of High St. and William St. will not be accommodated as part of this scheme, however LCCC will install the future proof the

design with the necessary underground infrastructure. The current scheme has been designed to create a pedestrian and cyclist prioritised environment through traffic calming measures such as shared surface streets, reduced carriageway widths and paved surfaces which will all be supported by the current speed limit of 30kph. The design promotes a safe, low-speed, mixed-use setting that will potentially reduce traffic volumes in the Market Quarter incl. of High St., and will encourage walking and cycling in the area. LCCC will continue to monitor traffic volumes in this area and will take appropriate measures to prioritise pedestrian and cyclist safety should traffic volumes decrease through High St. as a result of this scheme.

Bike Parking

LCCC acknowledges the requirement to increase bike parking as demand is shown to exist and in particular will work with the nearby active travel scheme to introduce more spaces where practicable. LCCC will endeavour to double the existing bike parking in the area and will introduce them as soon as is practicable during the term of this project. LCCC acknowledges that the quantity of existing bike parking shown in one section of the Planning Report is incorrect and the records will be updated in this regard.

Tree Planting and other Public Realm Considerations

LCCC refers to Section 4.3.5 “*Landscape Strategy & SuDS*” of the Planning Report, which outlines the proposal to include in-ground trees where possible. The Part 8 drawings have identified locations where in-ground trees may be possible given the information available to LCCC at this stage of the Project. Locations will be finalised at detailed design stage.

It is a priority for LCCC to plant in-ground trees in the city where possible and this Project will lead out on the provision of in-ground trees.

Flowering Planter Boxes and Public Seating

LCCC acknowledges that the management of the public realm is vital to sustainable urban development, enhancing the quality of life of its residents, visitors and businesses, while supporting economic vitality for current and future generations.

Seating

LCCC acknowledges the comments regarding seating and are committed to installing appropriate seating as detailed in the Part 8 proposal. In addition, a review of the quantity and location of seating will be carried out at detailed design stage.

Planter boxes

LCCC refers to Section 4.3.5 “*Landscape Strategy & SuDS*” of the Planning Report, which outlines the proposal to include in-ground trees where possible. The Part 8 drawings has identified locations where in-ground trees may be possible given the information available to LCCC at this stage of the Project. Locations will be finalised at detailed design stage.

It is a priority for LCCC to plant in-ground trees in the city where possible and this Project will lead out on the provision of in-ground trees.

Planter boxes will only be installed where in-ground trees or shrubs cannot be installed.

Paving

LCCC refers to Section 4.3.2 “*Materiality*” of the Planning Report, which outlines the proposal around the choice of paving materials for the Project.

Bollards / street clutter / lack of verges

Regarding this Project, LCCC are committed to using trees, planters, public lighting columns, etc. in lieu of bollards, while using bollards only as necessary.

Street Lighting

LCCC refers to Section 7.6 “Public Lighting” of the Planning Report, which outlines the ambition for public lighting as an important part of this Project. LCCC will be procuring an Integrated Design Team to carry out the detailed design and management of delivery of public lighting on the Project.

4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by the Minogue Environmental Consulting Ltd for the proposed development. The Lower River Shannon SAC is approximately 120m north east of the subject site while the River Shannon and River Fergus Estuaries SPA is approximately 600m northwest of the subject site. No habitats of conservation interest are present within the project area. The AA screening found that the SAC and SPA are connected to the site via surface water pathways and examined the potential for these pathways to function as impact pathways with consequent potential for significant effects to these European Sites. The Screening concludes that having regard to:

- The nature, size and location of the proposed installation and possible impacts arising from the project
- The qualifying interest and conservation objectives of the Natura 2000 sites
- The potential for in-combination effects arising from other plans and projects

The proposal is not likely, alone or in-combination with other plans or projects, to have a significant effect on the European Sites in view of the conservation Objectives and on the basis of best scientific evidence and there is no reasonable scientific doubt as to that conclusion.

It is further noted that no avoidance or preventative/mitigation measures have been taken into account in this Appropriate Assessment Screening Report and its conclusions. Accordingly, a Stage 2 Appropriate Assessment is not required to be carried out in relation to the proposed project. “

Overall, it is considered that having regard to the scale of the development 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 undertaken by Minogue Environmental Consulting Ltd for the proposed development which includes for public realm enhancement, traffic calming and improved pedestrian permeability and considers whether an EIA is required for same.

The proposed development is considered sub-threshold as per the Screening Report and does not fall within the mandatory requirements for an EIA as specified in Section 5 of the Planning and Development Regulations 2001 (as amended). The project may be considered as ‘urban development’ but does not meet the thresholds and criteria for EIA as set out in the EIA Directive and Schedule 5 of the 2011 Regulations. The EIA Screening Report has provided an assessment of the project against the Schedule 7 criteria of Planning and Development Regulations, 2011 for the avoidance of doubt. Given the scale, nature and location of the project and taking account of all available information, the overall probability of significant impacts on the receiving environment arising from the proposed development is considered to be negligible with

positive effects identified for a number of EIA topics as shown in Section 7 of this report.

6.0 Key Policy Provisions

Limerick Development Plan, 2022-2028:

The Development Plan sets out the following policies and objectives with respect to acceptable development at the location in question:

Policies and Objectives

- **Objective ECON O1 City Centre:** Protect, promote, support and enhance the role of Limerick City Centre as the primary retail centre in the Limerick Shannon Metropolitan Area and Mid-West Region, in accordance with the objectives of the National Planning Framework and Regional Spatial and Economic Strategy for the Southern Region
- **Objective ECON O1 City Centre:** Development shall be designed so as to enhance the public realm and creation of a sense of place;
- **Objective EH 045 Raise Public Awareness and Encourage Active Participation:** It is an objective of the Council to generally raise public awareness of the archaeological and historic heritage and to assist and encourage active participation by the public;
- **Objective TR 08 Walking and Cycling Infrastructure:** 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;
- **Objective CAF 012 Urban Greening:** It is an objective of the Council to support urban greening and planting initiatives across the city, towns and villages;
- **Objective CGR O2 Place-making, Universal Design and Public Realm:** It is an objective of the Council to: a) Ensure that all developments are designed to the highest quality with respect to the principles of place-making, universal design and public realm including the guidance set out under the Urban Design Manual – A Best Practice Guide (2009) and the Design Manual for Urban Roads and Streets(2013) the Whole of Government National Disability Inclusion Strategy (NDIS) 2017-2022 and the 2020 DMURS Interim Advice.
- **Objective 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 co-operation with the 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.
- **Objective 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 Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.
- **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/hr zone as per the Design Manual for Urban Roads and Streets and TII Publication Standards DNGEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads.

- **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 O42 – Roads and Streets :** It is an objective of the Council to secure improvements of 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 SCSI O8 Place-making for the Community:** It is an objective of the Council to: a) Develop and protect an open space network and hierarchy of quality public and community spaces, to extend close to where people live and which can accommodate a variety of recreational amenities and facilities for the community at large. b) Incorporate specific facilities and amenities that would promote exercise and movement as well as rest and relaxation in a natural way and in a variety of settings.
- **Objective CAF O11 Nature Based Solutions:** It is an objective of the Council to promote integration and delivery of nature-based solutions and infrastructure in new developments, including surface water management, public realm and community projects as a means of managing flood risk and enhancing the natural environment.

Limerick 2030 – An Economic and Spatial Plan for Limerick 2030 (Interim Review and Update – 2022)

The Limerick 2030 Plan identifies Irishtown as a key development zone in the city centre and outlines the importance of providing pedestrian priority streets around the Milk Market and expanding the market’s opening hours and functions with the aim of enhancing the city’s cultural vibrancy and creative economy.

7.0 Appraisal

Principle of Development:

This development is for public realm enhancements, landscaping and traffic calming measures around the area of the Market Quarter and Cruise’s Street. The works proposed will facilitate pedestrian movement in the city centre in accordance with Objective TR O8 Walking and Cycling Infrastructure and Objective ECON O1 which seeks opportunities to enhance public realm and creation of a sense of place.

Stakeholder engagement took place with a number of businesses, organisations and community groups in relation to preliminary design options and to gain specific feedback. The feedback was taken into consideration with regards to finalising a design/layout of the project.

The project site includes Cruise's Street, Todd's Bow, Chapel Street, Denmark Street, Market Alley, Little Ellen Street, Robert Street, Cornmarket Row, Carr Street, Ellen Street, Michael Street, High Street and Mungret Street and covers an area of approximately 1.53ha. The project aims to:

- Improve connectivity between O'Connell Street, Cruise's Street, Arthur's Quay, Opera Square and The Market Quarter;
- Position the Market Quarter and the Milk Market in particular as a key location within the public realm for both locals and tourists;
- Improve safety, accessibility, wayfinding and footfall in the area;
- Increase cycling and pedestrian movement within city centre;
- Increase blue and green infrastructure in the city centre;
- Increase commercial occupancy and economic growth; and
- Improve liveability in the city and promote a strong sense of place.

The design aims to achieve the objectives as set out in the Limerick Development Plan and the Limerick 2030 Plan by way of enhancing the character of the Market Quarter through quality public realm works, providing green infrastructure, additional casual trading areas and maximising the tourism potential of the Market Quarter as a whole.

Traffic and Pedestrian Permeability

The design introduces shared surface streets throughout with the exception of Lower Ellen Street which allows for the prioritisation of pedestrians and enhances accessibility. A reduction from 50kph to 30kph speed limits is also proposed which will create a more pedestrian/bicycle friendly environment. The traffic and parking strategy is designed to prioritise pedestrians over vehicles and create a more vibrant economic environment by enhancing pedestrian mobility. Street furniture and planting is proposed within dedicated pedestrian comfort zones which restrict vehicle access ensuring a safer and more inclusive environment for all. Automatic and demountable bollards are proposed along Robert Street, Carr Street, Cornmarket Row and Mungret Court to enable the timed closure of certain streets to vehicles during busy periods such as during events and market days. This will allow the area around the Milk Market to be closed to traffic when required. It is considered that same will provide a safe and more accessible public realm and as a result support local business and the night-time economy.

A number of street crossings will have tactile paving and colour contrasting paving have been included in the design to provide safe crossing points on shared surface streets. Raised table crossings are proposed on Ellen Street to ensure safe and level crossing points.

In terms of parking there are currently 70 parking spaces within the site area. 23 of these are to remain and relocated while the remainder are to be removed. However, there are currently 3 loading bays and it is proposed that as a result of the development there will be 20 loading bays which will function as regular parking spaces during off-peak hours. A further additional 5 set down areas are proposed along with 12 new bike stands. No

EV spaces are proposed but a number of parking spaces will be future-proofed for the installation of EV charging stations should they become viable in the future. Loading bays/set down/pick up/taxi spaces are proposed to the front of the Milk Market on Munget Street to accommodate tour buses and articulated lorries needed for events that occur in the Milk Market. The development as proposed aims to allow for a wider range of opening hours and increased visitor numbers positioning the Milk Market as a key destination for both locals and tourists.

The widening of the pedestrian zones allows for additional outdoor dining spaces and more organised causal trading areas which in terms creates a more welcoming and vibrant atmosphere for traders and visitors. Underground infrastructure associated with canopies is proposed along the north of the Milk Market to provide permanent shelter for casual traders on market days. The canopies themselves do not form part of this Part 8 proposal.

Cruises Street, Chapel Street and Todd's Bow will remain pedestrianised streets with vehicular access between 6am-11am Monday to Friday only. Works include the replacement of existing paving and provision of planting, seating and lighting upgrades. A subsequent part 8 submission is proposed for canopies for this area.

It is considered that the public realm works will provide for a safer and pedestrian/bike friendly environment, increase causal trading areas and outdoor dining resulting in an increased footfall which in turn will support the operations of the Milk Market and existing and future businesses within the overall area.

Materials

The proposed materials consist of a mix of natural stone, coloured asphalt and permeable surfaces. All surface material will be level, slip-resistant and durable. The street furniture is proposed to consist of metal and timber elements to reflect the areas industrial and medieval history. The street furniture on Cruises Street will be comparable to the design of O'Connell Street Public Realm upgrades and Thomas Street.

Road Safety Audit

A Road Safety Audit by SWECO accompanies the proposal and which noted 2 items arising from the Audit. These were in relation to a lack of warning signs and road markings when traveling from Back Lane onto High Street and the removal of accessible parking on High Street. It is noted that there are currently 3 accessible parking spaces within the area – 2 on High Street and 1 on Ellen Street. It is proposed to remove the 2 on High Street and provide for 2 on Michael Street. There is also the potential for 2 additional spaces to be delivered as part of the Wickham Street to Clare Street Active Travel Project. In relation to warning signs, this can be incorporated at detail design stage.

Public Lighting

Public lighting is to be significantly improved throughout the whole area specifically within the streets around the Milk Market. Same will be completed in line with Limerick City & County Council's Lighting specifications.

Flooding

Some of the streets within the development area are within Flood Zone B and these include portions of Denmark Street, Little Ellen Street, Ellen Street, Michael Street and Carr Street. As indicated in the Section drawings, no decrease in site levels is proposed. Taking this into account and the fact that the works proposed are for public realm enhance works where additional surface water management measures are proposed I am satisfied that the proposals in this area will not have any negative impact on local flooding and drainage.

Waste Management

An Outline Resource & Waste Management Plan Waste Management Plan is included in the submission and this details the main best practice methods and principles that are to be followed for the management of construction waste.

Surface Water Management

The existing surface water within the area is discharged to the existing storm water and combined sewer network systems. SuDS measures including tree pits, rain gardens, raised planters and permeable paving are proposed as part of the development to improve biodiversity and manage surface water runoff. It is not envisaged that there will be an increase in discharge volumes associated with the scheme given the development is for public realm enhancement works.

Built Heritage

The Part 8 is accompanied by an Architectural Heritage Impact Assessment. The overall site area is rich in heritage particularly that of the Industrial Era and Medieval Era. The heritage of the area will be highlighted through designed paving and interpretive signage at a number of sites throughout and will form part of a heritage trail around the city.

Archaeology

The Part 8 is accompanied by a preliminary Archaeological Impact Assessment prepared by Limerick City & County Council's Archaeologist. The site is located within and without the walled town of Limerick comprising the Recorded Monument LI005-017 classified as the historic town of Limerick. It is proposed that archaeological test excavation will be carried out in advance of construction works in order to determine and record the location of the city wall adjacent to the Milk Market and on Carr Street in line with Objective EH O36 which seeks the preservation of all known sites and features of historical and archaeological interest. The city wall will be depicted in a colour contrasting paving that is easily identifiable. The preliminary AIA notes that the project represents a unique opportunity to re-establish the line of the city defences within the public realm, preserve and enhance the historic nature of the site and provide a vehicle for the general public to understand and appreciate the urban fabric and its evolution.

8.0 Conclusion

Based on the documentation provided, it is considered that the proposal is in accordance with the relevant policies and objectives of the Limerick Development Plan 2022-2028. The proposed public realm enhancements, pedestrian zones, shared surface proposals and planting will provide for a more safe, accessible, inviting and more attractive area to visit and will have a positive impact in terms of revitalising this important area of Limerick City Centre. Overall, I consider the proposal will have a positive benefit for Limerick City, its residents, business owners and visitors alike.

Having regard to the foregoing evaluation and the reasons and considerations as set out, the proposal is considered to be 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.



Mr. John Moran
Mayor
Limerick City & County Council
Date: 16/7/25

Limerick City & County Council

Re: Part 8 Proposal for the following:

Part 8 proposal, Reference PT8LL239 – The proposed development will consist of: - Reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic; - Introduction of a shared surface, where the pedestrian zones and carriageway will be at the same level, on Robert Street, Cornmarket Row, Carr Street, High Street and parts of Denmark Street, Ellen Street, Munget Court and Munget Street; -Conversion of junctions in some locations within the proposed development boundary to raised table junctions, which will act as traffic calming measures; - Removal of on-street parking in certain locations and relocation of taxi-ranks, loading bays and accessible parking bays to other locations within the proposed development boundary to provide wider footpaths and pedestrian zones, additional casual trading areas, outdoor dining and additional amenity spaces; - Provision of street furniture including seating areas, trees, planting, bicycle stands, bollards, litter bins, public lighting and signage; - Relocating overhead utilities underground to declutter the streetscape; - Provision of interpretive signage and paving to represent the area's history and built heritage; and - All associated site works.

Appropriate Assessment (AA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing the development as described above at Cruise's Street, Todd's Bow, Chapel Street, Denmark Street, Market Alley, Little Ellen Street, Robert Street, Cornmarket Row, Carr Street, Ellen Street, Michael Street, High Street and Munget Street within Limerick City Centre.

The plans and particulars were placed on public display from the 12th May 2025 up to and including the 9th June 2025 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

Having regard to Article 6 of the Habitats Directive 92/43/EEC and (inter alia) the Department of Housing Planning Community and Local Government's Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (2010), screening of the development for Appropriate Assessment was carried out by Minogue Environmental Consulting.

An AA of the proposed development is not required as it can be excluded, on the basis of objective information provided in the Screening Report, the scale of the development and the distance of the development from any SAC and SPA, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European sites. Therefore, this proposed project does not need to proceed to Stage II of the Appropriate Assessment Process. The Screening has determined that there is no potential for likely significant effects on any European sites.

For the reasons outlined above it is considered that the application for consent for the proposed development does not require an Appropriate Assessment or the preparation of a Natura Impact Statement (NIS).

Order: That Limerick City & County Council as the Competent Authority having considered the AA Screening Report prepared by Minogue Environmental Consulting Ltd makes a determination that, when considered either alone or in combination with other plans or projects, a Stage 2 Appropriate Assessment will not be required to accompany the proposal for the reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic; - Introduction of a shared surface, where the pedestrian zones and carriageway will be at the same level, on Robert Street, Cornmarket Row, Carr Street, High Street and parts of Denmark Street, Ellen Street, Munget Court and Munget Street; -Conversion of junctions in some locations within the proposed development boundary to raised table junctions, which will act as traffic calming measures; - Removal of on-street parking in certain locations and relocation of taxi-ranks, loading bays and accessible parking bays to other locations within the proposed development boundary to provide wider footpaths and pedestrian zones, additional casual trading areas, outdoor dining and additional amenity spaces; - Provision of street furniture including seating areas, trees, planting, bicycle stands, bollards, litter bins, public lighting and signage; - Relocating overhead utilities underground to declutter the streetscape; - Provision of interpretive signage and paving to represent the area's history and built heritage; and - all associated site works at Cruise's Street, Todd's Bow, Chapel Street, Denmark Street, Market Alley, Little Ellen Street, Robert Street, Cornmarket Row, Carr Street, Ellen Street, Michael Street, High Street and Munget Street within Limerick City Centre.



Mr. John Moran

Mayor

Limerick City & County Council

Date: 15/7/25

Limerick City & County Council

Re: Part 8 Proposal for the following:

Part 8 proposal, Reference PT8LL239 – The proposed development will consist of: - Reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic; - Introduction of a shared surface, where the pedestrian zones and carriageway will be at the same level, on Robert Street, Cornmarket Row, Carr Street, High Street and parts of Denmark Street, Ellen Street, Munget Court and Munget Street; -Conversion of junctions in some locations within the proposed development boundary to raised table junctions, which will act as traffic calming measures; - Removal of on-street parking in certain locations and relocation of taxi-ranks, loading bays and accessible parking bays to other locations within the proposed development boundary to provide wider footpaths and pedestrian zones, additional casual trading areas, outdoor dining and additional amenity spaces; - Provision of street furniture including seating areas, trees, planting, bicycle stands, bollards, litter bins, public lighting and signage; - Relocating overhead utilities underground to declutter the streetscape; - Provision of interpretive signage and paving to represent the area's history and built heritage; and - All associated site works.

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing development as described above at Cruise's Street, Todd's Bow, Chapel Street, Denmark Street, Market Alley, Little Ellen Street, Robert Street, Cornmarket Row, Carr Street, Ellen Street, Michael Street, High Street and Munget Street within Limerick City Centre.

The plans and particulars were placed on public display from the 12th May 2025 up to and including the 9th June 2025 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in the Department of Housing Planning Community and Local Government's "Impact Assessment Guidance for Consent Authorities regarding Sub-Threshold Development" (2003), Screening of the development for Environmental Impact was carried out by Minogue Environmental Consulting Ltd.

The Screening has been carried out in accordance with the EIA Directive and to Annex I, II and III of that Directive, which sets out requirements for mandatory and sub-threshold EIA. The proposal has been assessed in accordance with the criteria for sub-threshold development to determine the potential impact on the environment of the project.

The subsequent EIA Screening Report concludes that the development has been assessed under the environmental criteria outlined in Schedule 5 of the Planning and Development Regulations 2001, as amended, and an EIAR is not required. In conclusion, it is considered that the proposed development will not have any significant impacts on the environment given the scale

of development and the size of the site. All recommended mitigation measures and standard practices will be employed throughout the construction phase of the development to ensure that the proposed development will not create any significant impacts on the quality of the surrounding environment.

For the reasons outlined above it is considered that the proposal will not present a risk to the environment. As such this screening exercise concludes that an Environmental Impact Assessment is not required for this project.

Order: That Limerick City & County Council as the Competent Authority having considered the EIA Screening Report prepared by prepared by Minogue Environmental Consulting Ltd makes a determination that an Environmental Impact Assessment will not be required to inform the development consisting of the reduction in the width of carriageways to a minimum of 3.1m each and subsequent increase in footpath widths to prioritise pedestrians over vehicular traffic; - Introduction of a shared surface, where the pedestrian zones and carriageway will be at the same level, on Robert Street, Cornmarket Row, Carr Street, High Street and parts of Denmark Street, Ellen Street, Munget Court and Munget Street; -Conversion of junctions in some locations within the proposed development boundary to raised table junctions, which will act as traffic calming measures; - Removal of on-street parking in certain locations and relocation of taxi-ranks, loading bays and accessible parking bays to other locations within the proposed development boundary to provide wider footpaths and pedestrian zones, additional casual trading areas, outdoor dining and additional amenity spaces; - Provision of street furniture including seating areas, trees, planting, bicycle stands, bollards, litter bins, public lighting and signage; - Relocating overhead utilities underground to declutter the streetscape; - Provision of interpretive signage and paving to represent the area's history and built heritage; and - all associated site works at Cruise's Street, Todd's Bow, Chapel Street, Denmark Street, Market Alley, Little Ellen Street, Robert Street, Cornmarket Row, Carr Street, Ellen Street, Michael Street, High Street and Munget Street within Limerick City Centre.



Mr. John Moran
Mayor
Limerick City & County Council
Date: 15/7/25