

**For Limerick City & County Council**

# Mill Road, Corbally – Sustainable Transport Improvement Scheme



## **PART 8 PLANNING**

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**MHL & Associates Ltd.**  
**Consulting Engineers**



### Document Control Sheet

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# Mill Road, Corbally – Sustainable Transport Improvement Scheme

## 1. INTRODUCTION

Limerick City & County Council intend to carry out a road improvement scheme in the north side of Limerick City in the Corbally area. The aim of the project is to upgrade the Mill Road in the interests of road safety and to encourage the uptake of more sustainable transport options by providing safer road infrastructure for vulnerable road users. The scheme will provide high quality facilities for pedestrians, cyclists and the mobility impaired with a view to encouraging modal shift from private car use to more sustainable, active travel options such as walking and cycling. The Corbally area suffers from significant traffic congestion during peak commuter traffic hours.

## 2. SITE LOCATION

Corbally is a residential suburb to the north east of Limerick City centre. The site covers the full length of the L-10151-3 Mill Road from its junction with the R463 Corbally Road at its southern end to the cul de sac of Mill Road at the banks of the River Shannon at its northern end. Mill Road is just about wide enough for two way traffic and bounded by old stone walls for much of its length with mainly large detached stately homes to the west of Mill Road for the southern half of its length while Scoil Íde and St. Munchin's College lie to the east of Mill Road. The northern section of Mill Road has a wider carriageway width as it passes through a residential area with newer housing estates on both sides.

## 3. PROJECT DESCRIPTION

The overall length of the Mill Road improvement scheme, which runs from Corbally Road to the River Shannon, is 1.4 kilometres.

The works will include road widening, rededication of the road space to provide new footpath construction, new cycle facility construction, raised uncontrolled pedestrian crossings, new road lighting scheme, new boundary treatments, accommodation works, traffic calming measures, junction buildouts and raised junction speed tables, shared surfaces, new road markings, upgraded road signage, services diversions, new surface water drainage system, and all ancillary works necessary for completion. Posted speed limit to be reduced to 30Km/hr with Solar Powered driver feedback signs installed.

## 4. DESCRIPTION OF THE WORKS

The project works comprises of:

- An off-road shared pedestrian/cycle facility of varying width (2.9m to 3.5m) along the eastern side of Mill Road from the junction of Corbally Road to Scoil Íde.
- An off-road shared pedestrian/cycle facility 3.6m wide along the eastern side of Mill Road in front of Scoil Íde, with a 4.8m wide perpendicular parking area.

- A 3.5m wide off-road shared pedestrian/cycle facility along the eastern side of Mill Road from Scoil Íde to the back entrance to St Munchin's College.
- A 3.5m wide off-road shared pedestrian/cycle facility to be provided from Brookhaven Walk Junction to the northern end of the scheme.
- Existing footpaths to be retained on western side of the road along this stretch of the scheme
- Footpaths to be replaced with 3.5m shared surface on the eastern side of Mill Road to the North of Laurel Cottage.
- Designated on-street car parking to be provided between Brookhaven Walk Junction to Siul Na hAbhann Junction where available.
- A consistent 5.0m wide carriageway, except for the three sections of "Give Way" at pinch points along Mill Road.
- Road widening at four locations along Mill Rd
  - Private Lands (Western Side) Indiaville
  - Scoil Íde to back entrance to St Munchin's College (Eastern Side)
  - Private Lands (Eastern Side) Ryanhart
  - Private Lands (Western Side) Roseneath Cottage
- The road alignment will be altered, widening and realigned, improving it to provide DMURS standard minimum horizontal and vertical radii curves.
- A new surface water drainage system for part of the project and
- A new low energy LED public lighting scheme for the length of the project.
- Grounding of overhead services and removal of existing ESB poles

Existing roadside boundaries are to be set back to accommodate road widening, new shared surfaces. This space will be formed of standard 100mm – 150mm concrete footpath on 150mm Cl.804 sub base. The shared surfaces are likely to be constructed of 100mm surface course macadam on Cl.804. Existing trees and hedgerows that are to be removed as part of the works will be replaced by similar native variety semi-mature trees and hedging.

Resurfacing of the existing carriageway is to comprise of planing and overlay of the existing road with minimum 40mm to 250mm maximum of Asphaltic concrete (bituminous layers).

## 5. Flood Zone

It should be noted that the scheme is at the edge of the Flood Zone A/B. The upgrade nature of this scheme will not increase the flood risk of the area or alter the existing flow paths.