

TRAFFIC AND TRANSPORTATION REPORT IN ACCORDANCE WITH SECTION 38 OF THE ROAD TRAFFIC ACT, 1994, AS AMENDED BY SECTION 46 OF THE PUBLIC TRANSPORTATION REGULATION ACT 2009

Re: PROPOSED TRAFFIC CALMING WORKS COMPRISING THE INSTALLATION OF A SPEED TABLE AT BELMONT HILL AT THE JUNCTION OF THE L5120/L11040



Mike Richardson

Mike Richardson
Senior Executive Engineer

Hugh Mc Grath

Hugh Mc Grath
Senior Engineer

Pursuant to SECTION 38 OF THE ROAD TRAFFIC ACT, 1994, AS AMENDED BY SECTION 46 OF THE PUBLIC TRANSPORTATION REGULATION ACT 2009 this report is submitted to the members of Limerick City & County Council. In accordance with Section 38 of the above Act, it is proposed to proceed as indicated in Section 5 of this report.

Brian Kennedy

Brian Kennedy
Director of Services
Transport and Mobility
Directorate
Limerick City & County Council

Date: 16/09/2022

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1.0 Foreword

This report has been prepared pursuant to provisions of Section 38 of the Road Traffic Act, 1994, as amended by Section 46 of the Public Transportation Regulation Act 2009, Limerick City and County Council hereby gives notice of its intention to install a traffic calming speed table at the junction of L5120 and L11040 at Belmont Hill.

2.0 Description of the nature and extent of the proposed development

The proposed traffic calming works will be completed on the T junction intersection of the L11040 at Balmount Hill and the L5120 Belmont road located near Castleconnell Co. Limerick. The works consists of improving traffic control measures on the L5120 on the approach to this junction upon entry from the L11040 at Belmont Hill by the introduction of a flat top ramp to reduce traffic speed.

Refer to Figures 2.1 to 2.2 of this report.

The plans and particulars went on public display from the 20th of May to the 17th of June 2022. Submissions and observations had to be submitted by 4pm on the 17th of June.

Location:

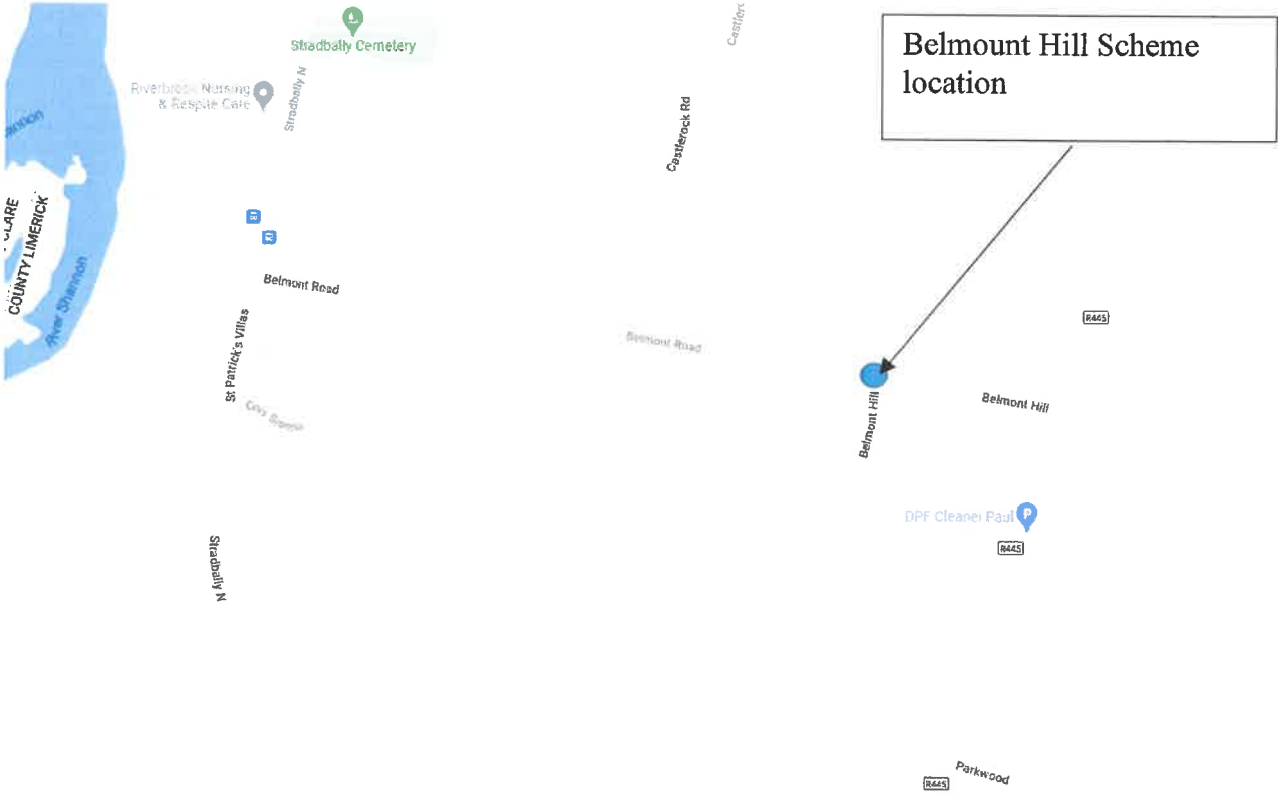


Figure 2.1: Site Location

Site Layout:

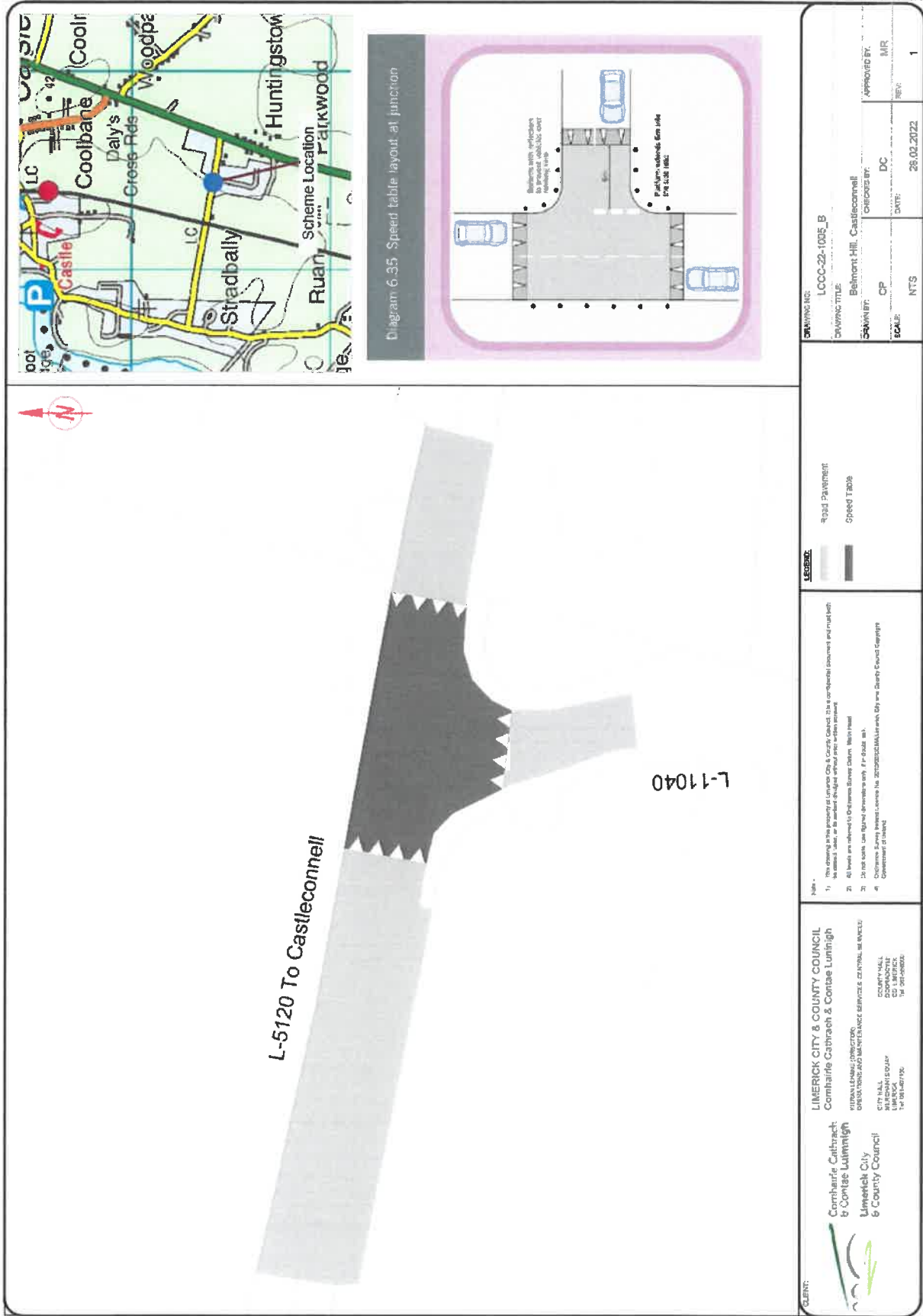


Figure 2.2: Site Layout

3.0 Likely implications, if any, with respect to the proper planning and sustainable development of the area

This project does not have any likely implications, with respect to the proper planning and sustainable development of the area. No significant road infrastructure amendments will be made as part of this scheme that could have any further planning implications in the area.

4.0 Submissions with respect to the proposed development

Submission Ref	Submitted by
1	Tony Mangan
2	Sarah Ashwell
3	Patrick Meskill
4	Michael O' Donovan
5	Dee Ryan

4.1 Submissions:

SUB 1

Submission Summary:

Theme: Drawings

Title: Speed Table: Belmont Hill Castleconnell

Documents Attached: No

Boundaries Captured on Map: No

Observations:

The issue is lack of visibility for traffic approaching from the R445 going towards Castleconnell due to the slope of the road at that point. Cars exiting from Belmont do so without the full confidence that nothing is approaching from the R445 direction due to this lack of visibility.

Raising the road and putting traffic calming in place will improve the situation and will reduce the risk factor only if it is complied with. However, it does not eliminate the risk and indeed may reduce the visibility further as the height at the peak of that curve will now be higher meaning that any car approaching from the R445 will need to be closer to be seen by those exiting from Belmont. As they will be exiting onto a ramp, the speed of take off will be slower and therefore they will be longer in the danger zone especially when turning to the right.

Ideally traffic lights should be installed to eliminate the risk but this would involve additional works to install cables etc. It would also make it safer for all pedestrians to cross the road at this point. The cost would be higher but then this should be offset versus the cost of a life which could potentially occur at this junction.

Should the Roads Team choose not to install Traffic lights, then I would suggest that in addition to the points outlined in the other submissions, thought should be given to installing a traffic mirror for the road users coming out of Belmont as a further risk mitigation. An additional "STOP" sign for the traffic coming from the R445 would also mitigate further the risk.

Transport and Mobility comments:

A tabletop ramp is currently the most practical solution to increase the safety of all road users at the Belmont Hill junction based on current budget and resources. The newly raised table top ramp will slow down traffic on approach to this junction to improve the safety of all road users in this area.

Sightlines will be examined and increased where possible, to improve visibility for road users exiting Belmont at this junction.

Traffic lights are currently not a feasible option and a stop sign approaching this junction from the R445 is not suitable at this junction. However, further road improvements in the area will be considered in the future if a budget becomes available.

SUB 2

Submission Summary :

Theme: Traffic Calming

Title: Pedestrian safety

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I regularly walk along this area of road. I also walk there with my children. Some sort of pedestrian crossing would be appreciated in order to safely cross the road at this point. I'd also like to draw your attention to the lack of pedestrian walkway down the road. I regularly ride my bike or walk with my children down this road to attend Cubs and scouts and it is nerve wracking when cars speed by. There is minimal verge to walk on as it is either too overgrown or too steep

Transport and Mobility comments:

The newly raised tabletop ramp will slow down traffic on approach to this junction to improve the safety of all road users including pedestrians at this junction. The designated pedestrian crossing point will also be amended to suit this new layout. Vehicles will be required to slow down on approach to this crossing point. The existing footpath which runs the entire length of Belmont road on the opposite side of Belmont Hill, has been installed in recent years to improve permeability in the area. Further improvements in the area will be considered in the future if a budget becomes available.

SUB 3

Submission Summary

Theme: Junctions

Title: Old Park Road

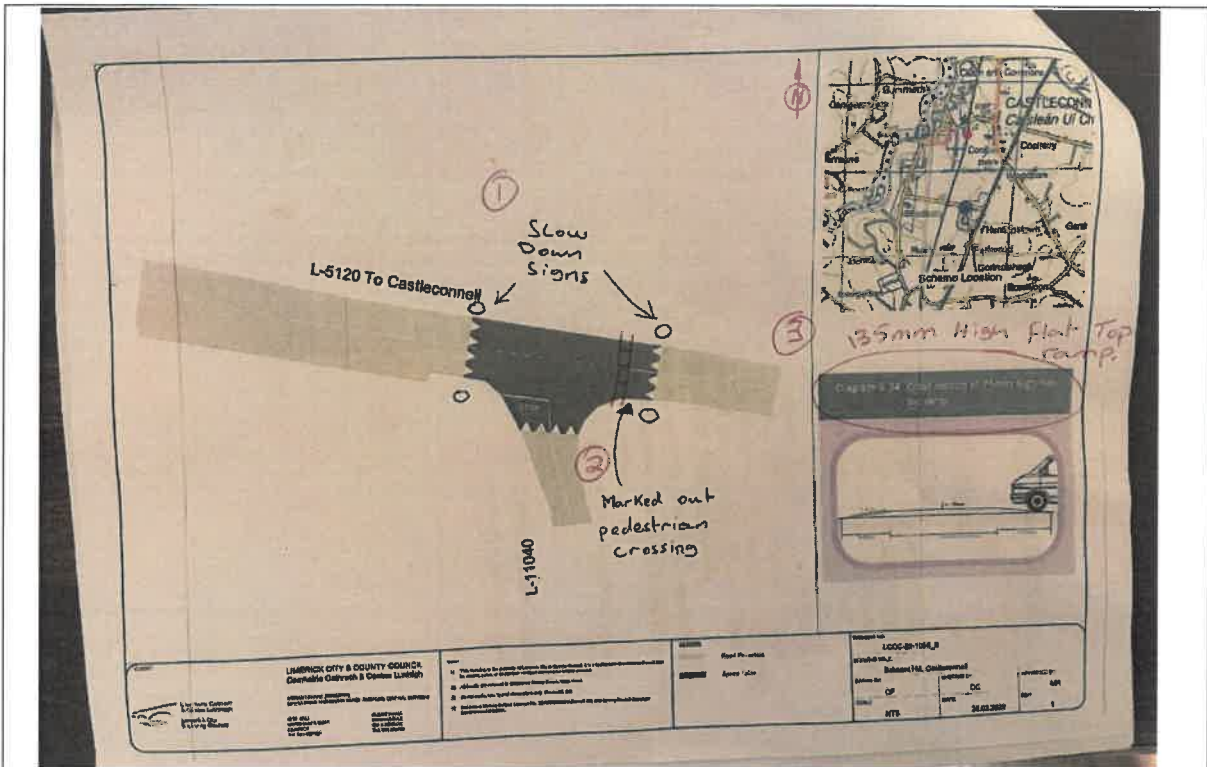
Documents Attached: Yes

Boundaries Captured on Map: No

Observations:

In addition to the traffic calming flat top ramp that will be installed, which we are delighted to be getting. I wish to put forward three additional items for inclusion with the flat top ramp.

1. Signage to the approach on both sides of the ramp on the public road, for example "Slow Down" "Speed Bump" "Pedestrians" "Concealed Entrance" The signage would help in particular to notify road users that are unfamiliar with this particular stretch of road for the need to reduce their speed.
2. A designated pedestrian crossing in the location as marker on the attached image. The crossing could have illuminated flashing beacons to give clear and advanced warning to road users that pedestrians are potentially crossing at this location. It would give all residents of the area, walker's, the elderly, parents with young children and strollers, an opportunity to cross safely at this point to the footpath on the other side of the road.



3. Increase the proposed height of the flat top ramp from 75mm to a height of 135mm which would be far more impactful to vehicles requiring a meaningful reduction in speed.

Transport and Mobility comments:

1. Signage will be installed on approach to this junction from all directions notifying road users of a ramp upon approach.
2. The newly raised table top ramp will slow down traffic on approach to this junction to improve the safety of all road users including pedestrians at this junction. The existing designated pedestrian crossing point will also be amended to suit this new layout. Vehicles will be required to slow down on approach to this crossing point.
3. Ramps on approach will be installed as per the raised table top specifications to suit traffic calming guidelines, existing footpath heights and other existing site parameters. Ramp heights will be amended to suit these conditions.

SUB 4

Submission Summary

Theme: Traffic Calming

Title: S38-Proposed traffic calming works at Belmont Hill at the junction of the L5120/L11040.

Documents Attached: Yes

Boundaries Captured on Map: No

Observations:

Please consider the following additional works to give greater visibility to on coming & exiting traffic at this junction.

Please refer to the attached photos, note the end of the footpath is covered with soil & sod. This is on the public pathway. My suggestion of removing it and levelling the ground would give greater visibility to both emerging & oncoming traffic & would make the junction a lot safer for all.



Transport and Mobility comments:

Sightlines will be examined and increased where possible, to improve visibility for road users exiting Belmont Hill. Consultation with local landowner will take place and road verge will be set back if it is within the scheme's budget.

SUB 5

Submission Summary

Theme: Traffic Calming

Title: Proposed works at Belmont Hill, Castleconnell.

Boundaries Captured on Map: No

Observations:

Thank you for the opportunity to make a submission on the proposed works at Belmont Hill, Castleconnell. I'm a Castleconnell native, and have the privilege of living here with my partner and young family ages 13, 12, 8 and 4. We're active in local schools, sporting and community groups.

The important upgrades being proposed for Nelsons Cross and Belmont Hill at Castleconnell are very welcome and much credit is due to the efforts of local residents and elected representatives Councillors, TD's and Senators to address the safety concerns of people in the area.

In my recent submission on the draft Castleconnell Local Area Plan I made a number of points on promoting sustainable transport, walking and cycling, which I believe are relevant to this and any road upgrades being conducted in the area going forward.

I believe we must prioritise the design and delivery of safe, segregated footpaths and cycleways to connect people living in the Castleconnell, Montpelier, Lisnagry area to key nearby destinations including

- Ahane GAA club
- Castleconnell Boat Club
- Scouts field Castleconnell
- Castleconnell Village centre (church & shops)
- Castleconnell National School
- Playground at the Footbridge
- Lisnagry National School
- Castletroy College Secondary School
- National Technology Park

Castletroy Town Centre
University of Limerick campus

These are busy destinations where local Castleconnell people work, study, shop, pray, train, play and go to school.

The speedy advancement of the Castletroy to Montpellier Greenway, via Castleconnell, should be for the primary benefit of local people commuting to the high traffic locations listed above . However, I believe we can't allow an opportunity to pass to for critical and speedy improvements to existing walking and cycling infrastructure in Castleconnell .

It's important that works are done as early as possible to facilitate the addition of footpaths and cycle paths to existing roads where there are none and to upgrade and improve safety of existing walkway/footpaths and cycle lanes on the old Dublin road, including the provision of pedestrian crossings.

Can plans be included in the proposed works at both Belmont Hill and Nelsons Cross in Castleconnell for important improvements in this regard? It has taken many years and considerable effort by many residents to get to this point and so vital that we get maximum improvements.

I will continue to engage with elected representatives on these matters which are critical for safety of local people and children and important component in facilitating modal shift to reduce carbon emissions and improve health outcomes for people living in the area.

Transport and Mobility comments:

Future permeability and Active Travel schemes will be considered for this area subject to feasibility and funding availability. Some good valid points have been made and Limerick City and County Council welcome such feedback. Unfortunately, there is insufficient funding available this year to consider these proposals along with the proposed traffic calming works at both Nelsons Cross and Belmont Hill. However, these ideas will be included for consideration as part of a long-term strategy for the Castleconnell area.

Operations & Maintenance Services (Roads), Limerick City & County Council

Transport and Mobility comments:

Following a review the Limerick City and County Council Roads department have devised a newly raised tabletop ramp scheme that will slow down traffic and improve the safety of all road users at the Belmont Hill junction.

The existing designated pedestrian crossing point will also be amended to suit this new layout. Vehicles will be required to slow down on approach to this crossing point.

Signage will be installed on approach to this junction from all directions notifying road users of a ramp upon approach.

Sightlines will be examined and increased where possible, to improve visibility for road users exiting Belmont at this junction.

Ramps on approach will be installed as per the raised table top specifications to suit traffic calming guidelines, existing footpath heights and other existing site parameters. Ramp heights will be amended to suit these conditions.

Future permeability and Active Travel schemes will be considered in this area subject to feasibility and funding availability as a long-term strategy for this area.

5.0 Conclusion

The Limerick City and County Council Roads department currently intend to proceed with this scheme. All comments issued on submissions have been reviewed and scheme will proceed based on Transport and Mobility comments given above.

6.0 Action taken by Local Authority

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 20th of May 2022. This project does not require planning as it does not meet the planning thresholds as laid out in the Planning & Development Regulations, 2001-2021.