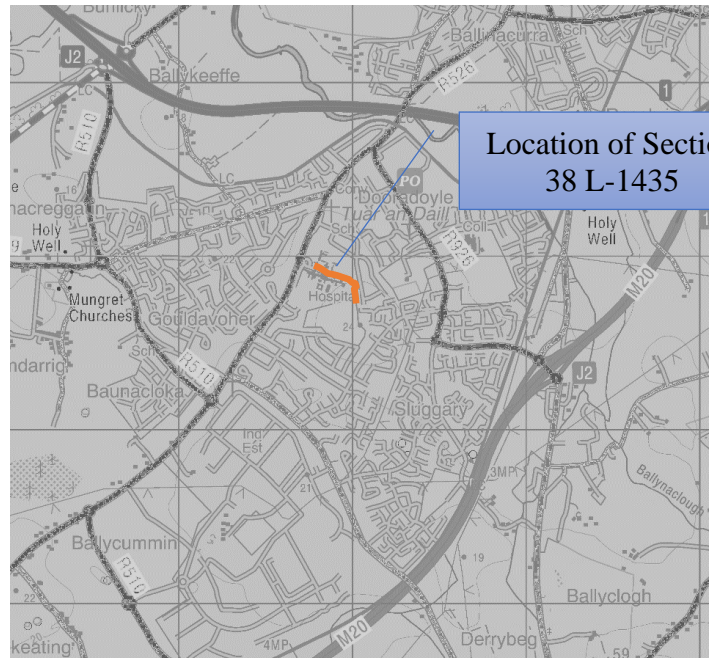


**TRANSPORT AND MOBILITY REPORT IN ACCORDANCE
WITH SECTION 38 OF THE ROAD TRAFFIC ACT, 1994, AS
AMENDED BY SECTION 46 OF THE PUBLIC
TRANSPORTATION REGULATION ACT 2009**

Re: TRAFFIC CALMING WORKS ON THE L-1435 DOORADOYLE ESTATE



Aidan Finn
Senior Executive Engineer

08.09.22

Sean McGlynn
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
Director of Services
Transport and Mobility
Directorate

Date: 08/09/2022

TABLE OF CONTENTS

- 1. Foreword**
 - 2. Description of the nature and extent of the proposed development**
 - 3. Background to proposed works**
 - 4. Appropriate assessment findings**
 - 5. Submissions with respect to the proposed development**
 - 6. Analysis of Submissions and Conclusion**
- Appendix 1: Final Plans as modified in accordance with this report.**

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 carry out traffic calming works on the L-1435 Dooradoyle Estate.

2.0 Description of the nature and extent of the proposed development

The proposed works to be carried out at the L-1435 Dooradoyle Estate include:

- 5no. pedestrian crossings
- Table top ramp at the front of school location
- Bollards installation for cycle segregation
- New tactile paving
- New road markings to delineate the “school zone”
- Junction improvements

The works will include a review of existing footpaths on Springfield Drive and St. Nessian’s Park and repair where necessary.

The plans and particulars went on public display from the 30th June 2022 to 28th July 2022. Submissions and observations had to be submitted by 5pm on the 28th July 2022

Site Layout:

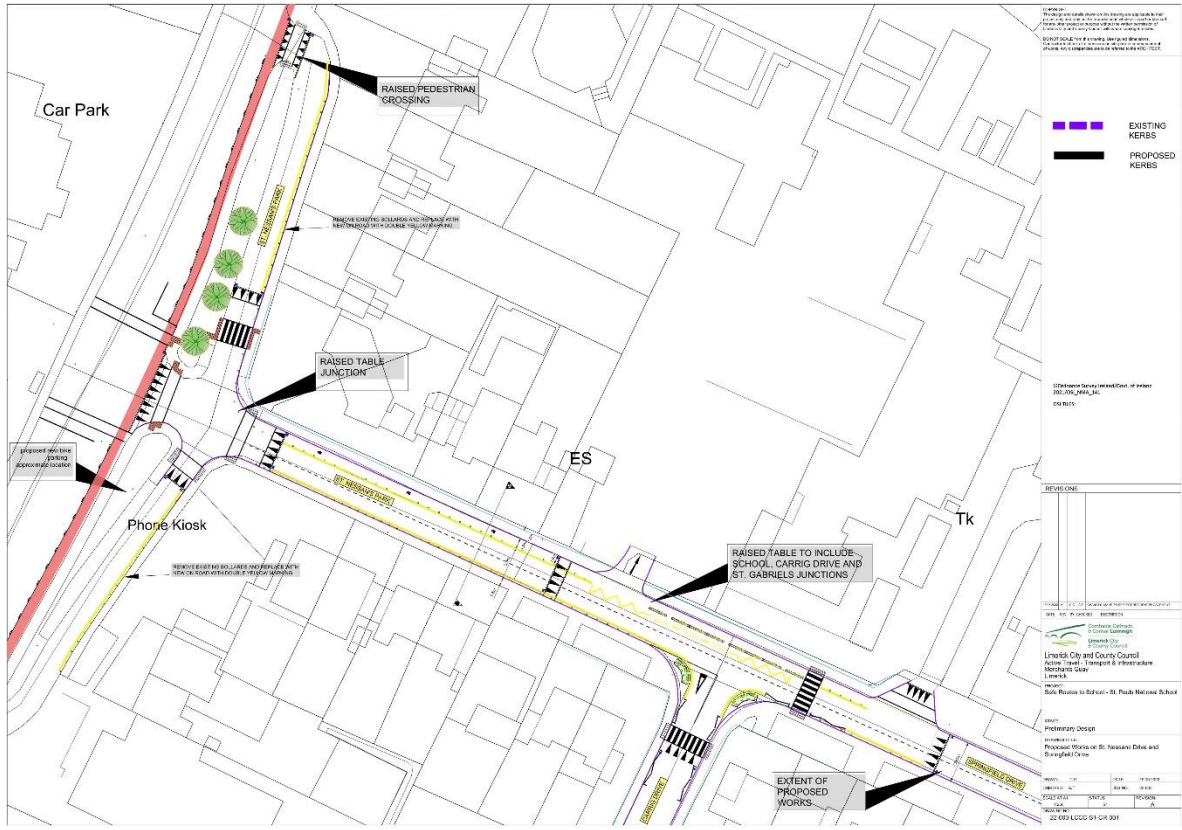


Figure 2.1: Site Layout



Figure 2.2: Site Layout



Figure 2.3: Site Layout

3.0 Background to proposed works

The Safe Routes to School Programme is designed to encourage as many pupils and students as possible in primary and post-primary schools to walk and cycle. It has three aims:

1. To accelerate the delivery of walking/scooting and cycling infrastructure on key access routes to schools;
2. To provide “front of school” treatments which will enhance access to your school grounds;
3. To expand the amount of bike parking available at schools.

St. Paul’s National School applied to the Green School initiative be part of the “Safe Routes to School” scheme. This was accepted as a location where improvements were needed to ensure the safety of children on their daily journey to school.

Works for this proposed scheme are funded by the National Transport Authority and delivered by Limerick City and County Council in conjunction with the Safe Routes to School Programme.

This project will also improve cycle connectivity links from St Paul’s National School to the St. Nessan’s Road Rapid Build Scheme with further connections onto the

proposed Active Travel schemes at R510 Quinn's Cross to Raheen Roundabout and Fr. Russell Road Cycle Scheme Phase 1, both of which are currently under Part 8 assessment.

In early 2022 there was an incident which further highlighted the safety of school children in this area. Excerpt of email received by a member of the public below outlines the incident:-

"Dear Councillor / TD,

I am asking you, as an elected representative for Limerick, to bring whatever influence you can to bear in ensuring that the strongest and most effective measures are put in place to keep our children safe at the school gate of St. Paul's National School, Dooradoyle.

Incident on 14 January 2022

There was a serious incident at St Paul's National school in Dooradoyle on Friday 14 Jan 2022 (at approx. 13:50 at school pick-up time) where a driver drove their car across a footpath and crashed through the boundary wall of the school, eventually coming to a stop quite close to the playground area for the younger children. Fortunately, there were no injuries on this occasion, however given how many children and parents use this footpath at school pick-up time, and given that the wall was completely demolished, this incident could have ended in far more tragic circumstances."

(end of excerpt)



Limerick City and County Council Active Travel has engaged in a consultation process with relevant stakeholders over the past number of months, a timeline of key milestone consultations is included below:

Feb 2022	Commenced discussion with SRtS team
7 th April 2022	Met 3 residents to discuss draft proposals

22 nd April 2022	Presented proposal to Metro West Elected Members
26 th April 2022	Met 12 residents to seek a greater representation of Dooradoyle Estate Residents
Revised design based on stakeholder engagement	
9 th June 2022	Email revised proposals and offered further consultation
29 th June 2022	Informed Elected Members of S38 process to commence
30 th June 2022	Informed other stakeholders of S38 process to commence
Numerous phone calls undertaken with residents during this process to discuss concerns	
Ongoing engagement with St. Pauls National School throughout this process	

4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report was prepared by Barry Henn, Executive Planner, Limerick City and County Council.

This report concluded that there are not likely to be significant effects from the proposed works to the European Sites identified and gave approval to proceed with the works.

Due to the small scale and nature of the project, an Environmental Impact Assessment Report (EIAR) is not required.

5.0 Online Submissions with respect to the proposed development

Submission Ref	Submitted by
LCC-C142-DDEST-1	Breda Tuohy
LCC-C142-DDEST-2	Laura Wilkinson
LCC-C142-DDEST-3	Rose Coonerty
LCC-C142-DDEST-4	Martin Gleeson
LCC-C142-DDEST-5	Agnes ODriscoll
LCC-C142-DDEST-7	Mary Sadlier
LCC-C142-DDEST-8	eamon murphy

LCC-C142-DDEST-9	Lynn Kenny
LCC-C142-DDEST-10	Lynn Kenny
LCC-C142-DDEST-11	Elizabeth Sheehan
LCC-C142-DDEST-12	Claire Curran
LCC-C142-DDEST-13	Thomas Bibby
LCC-C142-DDEST-14	Anne Cronin
LCC-C142-DDEST-15	Bruce Harper
LCC-C142-DDEST-16	Sean Bennis
LCC-C142-DDEST-16	Sean Bennis
LCC-C142-DDEST-17	Maureen O Keefe
LCC-C142-DDEST-18	David Tobin
LCC-C142-DDEST-19	Katie Brosnan
LCC-C142-DDEST-20	David Noonan
LCC-C142-DDEST-21	Martina Klatt
LCC-C142-DDEST-22	Nora Twomey
LCC-C142-DDEST-23	Helen Hynes
LCC-C142-DDEST-24	Alan McGrath
LCC-C142-DDEST-25	David Tobin
LCC-C142-DDEST-26	Derek Neville
LCC-C142-DDEST-27	Mary McMahon
LCC-C142-DDEST-28	Sharon O Mahony
LCC-C142-DDEST-29	Michael Cullinane
LCC-C142-DDEST-30	Ciara Drohan
LCC-C142-DDEST-31	Anne-Marie Walsh
LCC-C142-DDEST-32	Mary Whelan
LCC-C142-DDEST-33	Mary Brosnahan
LCC-C142-DDEST-34	Mary Brosnahan
LCC-C142-DDEST-35	Lorrayne Murphy
LCC-C142-DDEST-36	Eoin Buckley
LCC-C142-DDEST-37	Tommy Roche
LCC-C142-DDEST-38	anne burke
LCC-C142-DDEST-40	rowland lenihan
LCC-C142-DDEST-41	ANNE FOX

LCC-C142-DDEST-42	Anne Kavanagh
LCC-C142-DDEST-43	Margaret Murray
LCC-C142-DDEST-44	Noel Walsh
LCC-C142-DDEST-45	Sean McDermott
LCC-C142-DDEST-46	Jarlath Phillips
LCC-C142-DDEST-47	Ann O'Leary
LCC-C142-DDEST-48	Tim Hanrahan
LCC-C142-DDEST-49	Noel Earlie
LCC-C142-DDEST-50	Monica Le Gear
LCC-C142-DDEST-51	Alice O'Connor
LCC-C142-DDEST-52	Freda McDonagh
LCC-C142-DDEST-53	Joan Aherne
LCC-C142-DDEST-54	Marion Sheehan
LCC-C142-DDEST-55	Deirdre McNulty
LCC-C142-DDEST-56	Margaret O Connor

S38 Dooradoyle Estate Online Submissions

1. Anne Kavanagh:

1. The residential estate is not suitable for the volume of School traffic in addition to all the current Parking from the hospital, businesses etc in the area. The School brings in so many additional private motor vehicles – with a lot of illegal Parking - and only 1 point of access for in/out traffic with approximately 150 residential houses and their services using it.
2. Parents often arrive early to collect their children and sit in cars with engines running which has a derogatory impact on the quality of our air – has the air quality in school environs been checked during winter?
3. The route from Springfield Drive to the proposed Roundabout at it's junction with Carrig Drive is very narrow – approximately 25ft wide. With the average car now 15ft wide how is this area going to be safe (particularly for cyclists) with all the additional traffic plus cars parked illegally on it's double yellow lines, as happens currently during school time?

4. This proposed Roundabout will encourage traffic far into the Estate where the Drives are even narrower and more unsuited to traffic than Springfield Drive. The turn from Springfield Drive towards proposed roundabout is quite a blind-side one with an entrance to a house immediately on your right and cars also parked close to the bend on the left hand side during school time. If the Estate was being developed now would this be acceptable from a Road Safety viewpoint?
5. Why isn't school Parking directed towards the Crescent Shopping Centre where there is ample Parking with marked spaces, ease of turning and also plenty of access and entrance points. Traffic lights could be installed at the current crossing near the medical centre in conjunction with a School Traffic Warden?

2. Anne Fox:

I object to the proposed changes. Planning permission was obtained for the school subject to traffic and children exiting the school by the lower road/entrance and new roundabout. This was supposed to obviate the congestion and haphazard parking at the Springfield Drive entrance. A bike path that starts and ends randomly is of no use to anyone and serves no purpose. Bollards will only inconvenience residents (already inconvenienced by constant traffic and parking) further. In addition, a bike path that ends abruptly is a safety hazard. Like everyone in the country, the residents are dependent on their cars. All houses have cars. Your proposals will be far too disruptive for the residents.

Please consider an efficient and well-resourced school bus service (as they're able to do in most countries in the world) to remove the need for children to be brought to school in private cars, thereby adding to pollution and emitting more carbon into the atmosphere.

3. Rowland Lenihan

To Whom it may concern,

I would like to strongly object to the proposed works in our estate. I feel the suggested roundabout will not improve the flow of traffic and will only stand to bring traffic further into the estate while being a waste of tax payers money. Reducing the size of the road by adding cycle lanes will only add to the bottle neck which occurs at school drop off and pick up times. The idea of raised crossings is not a requirement as traffic is at a stand still at these times, therefore the need for traffic calming is redundant.

The school already has the infrastructure to facilitate the needs of the parents, this would have been a requirement of their planning which would have been submitted to and approved by Limerick County Council. This needs to be complied with first before any new actions should be taken. Failure to comply with the original plans would give me no confidence in any new traffic management plan that will take place. It will only lead to a waste in tax payers money.

Regards

Rowland.

4. Samya Rowshan

S38

I am writing to you in relation to the above referenced proposed changes in Dooradoyle Estate of which I am a resident.

I strongly object to the proposed changes to the Dooradoyle estate. The proposal does not take into account that there are traffic difficulties with traffic management in the estate already. In particular Springfield Drive and Carrig Drive. People are parking, or could be described abandoning their vehicles where ever they wish while dropping off and pick up children to St Pauls School. I believe that the proposed changes will not be effective in solving the problem and will only exacerbate it.

Dooradoyle estate has an aging cohort of people that will be adversely be affected by the changes. As you are aware there is only one exit and entry that will cause chaos as per proposals. The roundabout will cause a rat run through the estate with which will in fact cause danger for the residents. It will make unmanageable to negotiate through the estate for all residents and those on their way to school.

Currently there is a high number of children are walking or cycling “34.1% walking and 12.8 Cycling” Limerick Cycling campaign. So it can be assumed that the balance of children are being driven. If St Pauls School implements the agreed planning outcome there would be no problem. I see regularly the bollards that in the school are up therefore preventing the driver from accessing the through way which would allow and encourage parents to use the facility to drive in on the Springfield Drive side and exit on the main Dooradoyle road unto the St. Pauls roundabout. My understanding is that this was in the original planning. Then this should be implemented.

There is a contestant conflict between disrespectful drivers and residents who are blocked into their houses. There is also a hazard for people walking on the footpaths.

The pedestrian crossing on Carrig Drive is totally unnecessary.

I strongly object to the roundabout, narrowing of the road, erection of bollards or any other proposal that make lives difficult for the residents.

Pedestrian Crossings

The pedestrian crossing on Carrig Drive is totally unnecessary.

Cycle Lanes

I strongly object to the roundabout, narrowing of the road, erection of bollards or any other proposal that make lives difficult for the residents.

5. Anne Burke

I do not agree with these plans as it does not solve the problem to the entry and exit from the estate. Anne Burke

6. Tommy Roche

Ref Roundabout (turnaround facility)

As a parent of a child attending St Pauls, I object to any changes that further encourage excessive car entry to the estate at school start and finish times. I feel that the addition of a roundabout (turnaround) facility encourages more cars into the estate at these times, furthermore the position of this roundabout channels cars to the safest route (Which includes a 90 degree turn) for pedestrians and cyclists travelling to said school increasing the potential

risk to children. The safest route to ST Paul's School has always been the entrance to the estate that is only open to pedestrians and cyclists, these changes endanger that route for those using it

Ref Cycle Lane Bollards

Bollards present a health and safety risk to young inexperienced cyclists. Children in general cycle in groups accompanied by a parent, they are far more likely to travel on the road as a cycle lane is too small to accommodate a travelling group of this nature

I get the feeling from the changes that its more about accommodating poor practice than encouraging good practice. There are 3 bus services passing St Pauls Campus, has anything been done to encourage use of this service. Student fare for accompanying parents perhaps.

7. Eoin Buckley

While I welcome the efforts of the Active Travel Unit to improve walking and cycling access to St Pauls National School there are a number of serious issues with the plans set out in Section 38 - L-1435. I also have some observations and listed what I feel are some missed opportunities within the plan.

1. St Pauls National School Planning Breach – I ask that all elements of Section 38 - L-1435 be put on hold pending the outcome of the planning breach investigation in relation to St Pauls National School Traffic Management. The required measures for Dooradoyle Estate cannot be accurately drawn up until the future traffic flow is known. [Redacted per moderation policy].
2. Consultation process – there are serious flaws in the consultation process used for this type of change. I would ask that this and all future Active Travel projects engage with a specialist Public Consultation Officer to ensure all stakeholders needs, concerns and suggestions are documented early in the process and subsequently addressed.
3. Proposed roundabout – I strongly object to the addition of the mini roundabout at the 4 way junction in Dooradoyle Estate. This does not belong in an active travel / traffic reduction project and should be removed.
4. Location of pedestrian crossings – I welcome the addition of pedestrian crossings in Dooradoyle Estate but would point out that for anyone entering from St Nessans Road, the Springfield Drive crossing is after the school and should be repositioned at the school entrance. It also seems unfair that one resident [redacted as per moderation policy] would have 2 sets of flashing beacons outside their house.
5. Cycle lanes – I welcome the addition of cycle lanes to the entrance of Dooradoyle Estate. More children being able to cycle safely to school will reduce traffic in the estate.
6. Missed opportunity – a pedestrian gate from Cois Luachra estate into the grounds of St Pauls School would allow parents and children travelling from Dooradoyle Road easier and quicker access to St Pauls National School. This should only be open during school hours.
7. Missed opportunity – a drive through system for St Gabriels School using the current entrance on Springfield Drive but exiting through a new exit in Dooradoyle Park Estate

would greatly reduce traffic congestion in Dooradoyle Estate. This should only be open during school hours.

8. Lorraine Murphy

We are extremely concerned that the bollards that have been placed on the map between No 1 and No 8 St Nessan's Park and including the ESB sub-station do not allow easy entry and exit from and to our street. No bollards should also block the ESB sub- station where residents of no 8 and ESB have access to [parking.ESB](#) must have access to their substation 24/7 as should the residents of no 8 and the gas board must have access at all times for any possible emergencies .

In addition there needs to be enough space to allow Delivery trucks, Refuse trucks, Ambulances, Emergency Vehicles, Fuel Lorries and visiting family members in St Nessans Park to park outside their properties.

Raised Crossings

Theme:Pedestrian Crossings

We are in favour of the raised pedestrian crossings at St Nessan's Park and the entrance to Carrig Drive . With best regards Lorraine Murphy and Armor Harris.

9. Mary Brosnahan

I would like to object to the proposed addition of permanent bollards and the narrowing of the entrance to the estate with the addition of cycle lanes. There is only one entrance to the estate and there is already difficulty being experienced entering and exiting the estate at school drop off/ pick up times. I feel this will add an additional risk to residents of the estate (many elderly) especially in the case of an emergency with emergency vehicles having difficulty accessing the estate if required. Also, the addition of these features will be permanent to the residents whereas these issues only occur during school drop off/ pick up times. I feel money would be better spent addressing the issue of all day parking on Springfield and Carrig drives (many hospital staff parking here). Also, it is contradictory that the plans of the widening of the footpaths include large planters, which will impede both cyclists and pedestrians. I feel the plans should be reviewed, redrawn and most importantly be addressed with communication and cooperation from the residents of the estate. It is important to ensure the safety of both the children who attend the school and the residents of the estate.

I would like to object to the addition of the mini roundabout planned as per L-1435. I believe this will be a risk to the people in cars entering and reversing from the nearby houses. The road is not wide enough to safely facilitate a roundabout at the junction and is very close to driveways of residents. Also, I do not see the point of this roundabout and query it's purpose. It is definitely not required outside of school times and it will unnecessarily draw traffic through this residential estate at school drop off and collection times which already has issues with parking on both sides of Springfield Drive. It is already very difficult to access and egress the estate at these times. The original school planning with the new school building included addressing drop off and collection with the addition of the drive through road from the traffic lights, through the school and exit at St Nessan's road. The residents are unfortunately suffering as this is not being adhered to by all parents in the morning time, not

at all at the collection time (as drive through school is not open at this time) and now also with the possible addition of this roundabout.

10.Mary Whelan

Disruption to all elderly residents for the sake of a handful of bikes

Roundabout

Can't see how a roundabout is going to benefit traffic flow in the estate.

11.David Tobin

Dear Mr Kennedy,

On behalf of the St Pauls NS Parents Association I would like to acknowledge our support for the proposed works for the Safe Routes to School project in Dooradoyle Estate.

Our school community and management have made huge strides in encouraging active modes for our children over recent years and we now see significant numbers attending school by bike/scooter (12.8%) and on foot (34.1%).

In the recent consultation that was held with parents and other stakeholders last October the data gathered identified that 97.4% of parents supported council interventions to improve safety for children walking, scooting and cycling to school.

There is clear support from parents for interventions such as this and we thank the Active Travel Team and Green Schools Ireland for their efforts in improving safety for our children.

Regards,

Ian Crowe

Acting Chairperson, St Pauls NS Parents Association

12.Alan McGrath

We are writing to lodge our harshest objections to two elements and comment on a third element of the proposed works to be carried out in Dooradoyle Estate.

Firstly the construction of a mini-roundabout in the centre of the estate is entirely without justification from both a traffic management and financial point of view. The roundabout will merely facility a turnabout option for the parents of St.Pauls students who are choosing to park on Springfield drive for school drop-off and collection. The current crossroad junction functions quite unhindered for all other road users.

The second element of the proposed works to which we are objecting to is the creation of a segregated cycle approach to the school. While the safety of all road users is of utmost importance, the creation of such an approach to the school from either direction in our estate will only add to the bottlenecks and traffic congestion as the width of the estate roads do not lend themselves to such a development.

Lastly, while we welcome the creation of the raised tabletop ramps which will no doubt reduce the speed element of vehicles entering the estate, it will be meaningless to resolving

the issue of illegal school parking as we have no doubt that parents will simply park on the ramp in front of the school as they do now.

In the end, the resolution of the issues being faced by the residents can easily be achieved by enforcing St. Paul's school management to adhere to the conditions laid down, and agreed to by them, in the granting of planning permission for the school.

We also feel it should be noted that many of the individuals submitting objections herein have had children attend the school over the years and we're more than happy to see the improvements there in, however that should not prevent the school management from disregarding us now that our children are no longer attending.

Yours,

McGrath Family

13.Helen Hynes

While we very much appreciate and value work being done to keep our Estate up to proper standards i.e footpath improvement and maintenance, we wish to object to the creation of proposed mini roundabout in the middle of Dooradoyle Estate. This is a total waste of taxpayer's money and as residents of Dooradoyle Estate we are completely opposed to this Estate. There is no need for this to facilitate school traffic. If St. Paul's school adhered to their planning agreement there should be no traffic entering the main area of Dooradoyle Estate. We would also object to the placing of permanent bollards at the entrance of our Estate and it would do nothing to enhance the Estate and if anything would be it harder for the older generation and the young parents in our Estate using the footpaths. While we accept there may be a need for cycle lanes in the entrance to our Estate to facilitate St. Paul's school, we object to any further cycle lanes throughout other parts of Dooradoyle Estate.

14.Nora Twomey

I wish to object to the proposed traffic management plan for Springfield drive which includes a roundabout. As a recent resident to the estate I have experienced ongoing difficulty with traffic in the Estate at school start and collection times coupled with additional cars parked on Springfield often for full days. This creates significant access difficulty for residents on Springfield drive and Carrig Drive. Little regard is paid to residents or their right to access their property. The placement of a roundabout I believe will compound the situation further by pushing traffic further into the estate and creating more traffic difficulty not less. Parents collecting children in particular are often parked haphazardly for lengthy periods negatively impacting residents and endangering children. Given the limited regard placed on residents rights to access their driveways, I suspect little regard will be placed on keeping pedestrian crossing free from cars or clear as required. Likewise given the flow of traffic at peak times I have concerns as to the safety of the cycle lanes for children given the volumes of traffic entering and leaving the estate coupled with illegal parking which is a common occurrence.

15.Martina Klatt

Please accept my objection to the proposed Creation of a Mini Roundabout in the middle of Dooradoyle Estate. I feel it is a waste of taxpayers money as the problem was created by the school not adhering to their original Planning.

I, as a resident of Dooradoyle Estate am absolutely opposed to the Roundabout and see no need for it at all.

Further I feel that bollards will narrow the road coming into the estate significantly and will congest the drive into the Estate further specifically during school hours.

Thank you.

16. David Noonan

I object to the proposed creation of a mini roundabout in the middle of Dooradoyle estate to facilitate turning about motion for school traffic, which will be a waste of taxpayer money. I, as a Dooradoyle resident see no need for the roundabout and am totally opposed to it. Once the school adheres to their planning, there should be no traffic entering the main area of our estate.

I also object to the bicycle lane which will narrow the main entrance into our estate with r the excessive use of bollards.

The pedestrian crossing should be by the school if anywhere and not in Carrig Drive or between 4 and 5 Springfield Drive.

17. Katie Brosnan

I wish to object to the mini-roundabout proposed for Dooradoyle Estate. It is my view that this proposal will misuse taxpayers money as the roundabout in question is not required. Furthermore, I believe it will not facilitate turning about motion and will only further create congestion and havoc in this residential area. If traffic at St. Paul's NS was managed in a better manner, this proposal would not be included. I strongly object to it as a resident of the estate. If the NS adhere to their planning, no traffic associated with the school would enter the main section of the estate.

In addition, I object to the proposed bicycle lane and bollards on the grounds that the main entrance into the estate will become increasingly difficult to access and navigate for drivers.

18. Maureen O'Keefe

The proposed creation of a mini -roundabout in the middle of Dooradoyle estate to facilitate turning about motion for the school traffic will be a waste of tax payers money. I as a resident of Dooradoyle am completely opposed to this roundabout and can see absolutely no need for it.

Once the school adhere to there planning there should be no traffic entering the main area of our estate.

I also object to the bicycle lane which will narrow the main entrance into our estate and the bollards which they are proposing.

Regards

Denis & Maureen O Keefe

19. Sean Bennis

I have significant concerns about the proposal for a roundabout in Dooradoyle Estate. This will impact on my safety in accessing and leaving my home by car, something I have been able to do for the past 50 years. This will also impact in the same manner on other residents adjacent to the roundabout. I fail to see any benefit from constructing the proposed roundabout as it does not serve any required purpose. The traffic level does not warrant a roundabout and its construction represents a waste of taxpayers' money. Previous surveys by a prominent resident identified no more than 4-5 cars coming into the area from St Paul's School and u-turning at the site of the proposed roundabout only in the afternoons. Surely the requirement should be that St Paul's School implements the agreement for traffic management in the afternoons in the same manner it does in the morning times. This would result in there being little or no traffic issues. Therefore, from both a safety and financial perspective, I formally request that LCCC does not proceed with the construction of the planned roundabout.

Proposed Narrowing of Dooradoyle Estate Roads

Theme: Cycle Lanes

The number of children/adults cycling in Dooradoyle is minimal. The installation of cycle lanes in the Estate will result in a narrowing of the road in a way that would impact negatively on access by emergency vehicles to an aging population in the Estate. Also, St Gabriel's School could be impacted negatively through lessening of its ability to use its buses as currently required - the narrowing of the roadway would prevent two buses or even a bus and car passing each other. Again, there is no significant benefit to the safety of cyclists in the Estate and will only impact negatively on vehicular transport.

20. Bruce Harper

I welcome any measures to make it safe for children to independently travel to and from school. I note that the post hoc evaluation of the smarter travel programme in Limerick recommends segregated cycle infrastructure as being best and most successful in promoting modal shift. I further note the benefits of active travel on children's health and well being and the need to reduce car trips to meet our carbon emission reduction targets.

21. Anne Cronin

Limerick Cycle Bus supports the walking and cycling infrastructure proposed for Dooradoyle Estate as it makes it safer for residents that live in the area that want to walk and cycle to work, school, sports, etc.

22. Thomas Bibby

I'd like to broadly welcome the proposal to calm traffic and provide a safer route to school for the pupils of St. Paul's and St. Gabriel's.

One item that may want to be considered is footpath width - it appears from the drawings that the footpath narrows to 1.6m in places. The Design Manual for Urban Roads and Streets (DMURS) notes that 1.8m is the absolute minimum for two wheelchairs to pass each other. Given the proximity of St. Gabriel's it'd be great to have a small extension to the footpath width.

It appears that road width (excluding provision for active travel modes) has been kept to a 5.5m minimum. DMURS notes that the range for a standard carriageway width on Local streets is in the range of 5 to 5.5m. If the road carriageway width was reduced further, it would provide further width to facilitate active modes, and perhaps a different design would be possible.

I can't help but think that a combined shared path would be better for all active modes but I think this proposal is better than leaving the street as it is.

Finally, I note one of the submissions stated that "It is not too late to put the interests and wishes of the residents first. Those who pay taxes, vote and live here 24/7/365." I would like to respectfully disagree with that statement, I believe that providing infrastructure that would help children travel to primary school independently is the mark of a generous and civilised society, and reallocating road space to active modes of travel is an appropriate way of achieving this. Our children may not pay any taxes but we as adults have a duty to cherish and protect them so that they can lead healthy and fulfilled lives.

23. Claire Curran

We would like to object to the roundabout that is planned for our estate. We have never had a problem with the junction in question with any residents, the only time that I have seen it become a problem is when people dropping and collecting from the school drive up and use the junction as a U-turn from both Springfield Drive side and Carrig Drive side and usually at the same time causing nothing but beeping and frustration. As stated by other residents we feel that any roundabout put in place would just be driven over by any non residents espically and we as residents of the estate feel there is no need for it and as stated by many others fixing the footpaths would be of more benefit for everyone.

The proposed pedestrian crossings we think are a huge welcome to the estate espically outside the school as there is none and we personally on many occasions have had to step back on the footpath many times due to cars flying in and out of the estate, stopping outside the school blocking the road and entrance to the school which makes it very dangerous for children to be able to cross safely to the school and home after school many who are walking alone without an adult.

The proposed bollards and cycle lanes we feel will be a major issue to drop off and collection times. Anyone that is around for these times are well aware of the amount of cars mounting the footpaths, leaving their cars and entering the school, blocking driveways, a lot of cars drive very fast past the school and the proposal to have the road narrowed and barriers put up we feel can do no good as people cannot seem to park legally or saftley as it is. We also feel that placing bollards will make it extremely difficult for any emergency services to attend any house in the estate if was ever needed. How are they meant to pass the traffic, illegally parked cars and now bollards blocking their way?. We feel this would be a disaster and with the age profile of the estate we feel this is a huge issue that is not being thought about. We are all for changes such as crossings to keep our children going to school safe and for footpaths to be improved but to block access to the estate in such a way we just cannot understand this as we have been informed cars were never meant to be coming into the estate at the volume they are, they were meant to be filtering through the school?! So we cannot understand why this is not happening and how no one is doing anything about this instead you want to alter our estate and make the residents of this estate live with such impositions instead of just using the school as it was meant to be as other residents have said it was knocked and built to facilitate

the traffic and issues that had been there before and from what we can see it is only getting worse. It is impossible to get in and out of the estate safely during these hours with the way people abandon and drive while in the estate. And also the abuse that members of the estate have endured when asking people to move from outside their property is just uncalled for and not at all appropriate. This to us is the issue that needs to be addressed and dealt with.

Roundabouts and cycle lanes will not stop people driving and abandoning cars in peoples driveways and upsetting residents lives on a daily basis to a point of it becoming dangerous. We understand that the school is under a great deal of pressure also and they can't be blamed for all the issues but everyone needs to come together and do what is right for the community. Respect is something that is hugely lacking in this whole situation and I think residents have shown the school a lot of respect when they did not stand in their way of rebuilding their school for the good of everyone but somehow the residents in this estate are the ones who are suffering.

We feel these issues need to be addressed and the residents need to be heard as I'm sure you would not like to have such things imposed on you in your home or estate.

Thank you

24.Elizabeth Sheehan

A residential area such as this especially with a primary school needs provisions to allow safe active travel such as walking and cycling. The provisions in these interventions are a step towards ensuring this is the case and that children and other road users can safely walk and cycle in the areas

25.Lynn Kenny

I am a resident of Dooradoyle estate and I object to the proposed bicycle lanes and bollards. If these are put in place they will narrow our entrance and (from regular experience) will heighten the existing problem with reckless parking. Parents will just park and abandon their cars outside the bollards. The issue lies with the school and the lack of implementating the legal contract the had with the planning authority

The idea of placing a roundabout in dooradoyle estate I'd ridiculous, it's a waste of money and I can assure you will just be driven over. It would be more in the residents interest if you updated all the footpaths instead. That would be welcomed.

I have along with many other residents of dooradoyle estate been verbally abused by parents of school going children when I have asked them to remove cars from paths, blocking entrance points to paths, almost running my children down. If the system that was planned was enforced by the school it would dramatically decrease the stress levels of residents and remove the risk of being abuse by disregarding members of the public.

I do not understand why these changes are taking place. When the school was originally knocked and re built there was thorough planning, meetings, consultation with the residents to ensure that it would work for the best of the residents. The plans that were agreed were not followed through on the schools behalf. Yet again it is at the residents expense theses changes are occurring. The school need to be held to account to follow through on what was legally agreed.

26.Eamon Murphy

I think bollards are not needed on cycle lane, as the road is too narrow, road markings should be sufficient. Bollards will only get knocked down.

27.Mary Sadlier

I am a longtime resident of Dooradoyle Estate and I wish to object to the proposed mini roundabout in Dooradoyle Estate. It is not needed and would be a complete waste of taxpayers money which could be used to improve the footpaths.

28.Fintan Coleman

The proposal to create a mini roundabout in the middle of Dooradoyle estate to facilitate turning for school traffic is an absolute waste of taxpayers money (my money) I am a resident of the estate and am absolutely opposed to this needless roundabout. The school should be forced to adhere to their planning permission conditions, this would mean that no school traffic would be in the estate. Imagine that, IF YOU MAKE THE SCHOOL ABIDE BY YOUR PLANNING CONDITIONS you can spend this money where it might actually do some good.

Dooradoyle Estate

As a resident of this estate I wish to object to these proposed bicycle lanes and bollards, these will only narrow the entrance to our estate, which unlike the school parents and staff, is where we live. All this nonsense is being proposed so that 1) the school can continue to flout planning conditions and 2) to facilitate parents, who have consistently shown that they have absolutely no regard for the residents, have continuously blocked our driveways and have on several occasions abused residents at their own houses and on a number of occasions have threatened residents with physical violence.

29.Agnes O'Driscoll

On behalf of the O Driscoll family of [redacted – personal information], I am objecting to the proposed changes to the estate. Agnes O Driscoll

30.Martin Gleeson

I wish to object and make observations to almost all aspects of the S.38 – L1435, Dooradoyle Estate road amendments by the council.

I have lived in Hilltop Drive since 1969 and in all that time I have never heard any resident ask for or even suggest the need for any of the works now planned by the council for imposition on our estate and people.

The 7 bullet points on the Public Notice (online) are misleading and designed to obscure their actual meaning and extent. There is no detail or explanation given on them – beyond the bullet points themselves.

1/ The road markings in the area in question has recently been renewed (at taxpayer's expense) and are adequate for present needs. If the S.38 works do not go ahead then these markings are fine.

2/ The 'new tactile paving' is not shown on the online drawing, nor is it explained. Therefore, it should not be included in the S.38 as we do not know what it is officially.

3/ Bollards for cyclists. The addition of a lane for cyclists is a danger to other road users as it narrows the existing road width. Far more vehicles use the road 24/7/365 rather than cyclists for that stretch of about 100 metres from the traffic lights to the school entrance ? What is wrong with cyclists dismounting for this distance and using the footpath ?

4/ Junction improvements. It can only be presumed, due to lack of information, that this phrase incorporates a roundabout in the middle of the estate as per the drawing. Such a development is totally unnecessary. If the St. Paul's National School management abided by the original planning requirements to allow traffic funnel through the school area at collection times this would vastly lessen traffic volumes, issues and parking problems in St. Nessan's Park, Springfield and Carrig Drives. As it is, on school days I am not aware of a problem with cars turning at this junction.

5/ Table top ramps. Totally unnecessary and a waste of taxpayer's money again. Traffic speed from the traffic lights to St. Gabriel's School and Springfield Drive is so slow at school times that such work will not help in any way. No matter how fancy the road surface all is dictated by driver behaviour.

6/ Five Pedestrian Crossings. I can see only four marked on the drawing plan. The crossing in Carrig Drive appears somewhat wasteful and inefficient. Would this not be better placed on the traffic lights side of the entrance to St Paul's School at the start of Springfield Drive ?

7/ Footpath Repair. For many years our Resident's Association committees have lobbied for footpath renewal in the estate. I have even submitted photos of damaged sections and requests for repair and renewal many times to the council and councillors since 2016. Work has been done on a piecemeal basis, and this has always been welcomed and of good quality. The footpaths as of July 2022 in St. Nessan's Park, Carrig Drive and Springfield Drive (up to the green area and bend) are generally good, though not perfect. These areas do not need to be torn up again so soon and replaced at great expense to the taxpayer. What residents need is for a lot of footpath renewal in the upper half of the estate, from the beginning of the green area at the bend in Springfield Drive up to and including Hilltop Drive. Money would be better spent on this.

It is not too late to put the interests and wishes of the residents first. Those who pay taxes, vote and live here 24/7/365. The problems raised by the residents about issues relating to St. Paul's National School – and caused by them - are for the management of that school to solve, not the council. The S.38 does nothing to address the resident's safety or concerns. I believe an official complaint has been made about the school's non-compliance with the original planning requirements for the flow of traffic and at the least no work should be undertaken by the council prior to this being resolved.

Yours truly,

Martin Gleeson [redacted – personal information].

31. Rose Coonerty

On behalf for the Coonerty Family, [redacted-personal information], I object to the proposed changes to Dooradoyle Estate namely the creation of a mini roundabout at the junction of Lawndale, Carrig, and Woodlawn drive on the basis that there is no need for it, it is a waste of tax payers money and if, St. Paul's school adhere to the planning permission given to them, there will be no school traffic in this area. The same applies to the proposed cycle lanes which will narrow the road and the excessive use of bollards.

32. Laura Wilkinson

To whom it may concern,

I object to the mini-roundabout on the intersection of Carrig drive, Springfield drive, Woodlawn and lawndale drive in Dooradoyle estate on grounds that it is a waste of taxpayer's money. The proposal of bicycle lanes in the narrow estate is also a waste of taxpayer money in a small residential estate such as ours. Neither the roundabout or the cycle lanes are necessary. The roundabout is being put in to facilitate 'turnaround' for school traffic. St. Paul's national school was given planning permission on the grounds that there would be traffic filtered through the school. They put the bollards up at collection time and therefore the traffic builds up

in our estate. If the school did as they were supposed to there would be no excess traffic in our estate and therefore no need for said mini roundabout. It is a waste of tax payer money and the school already received enough of this in the building of their new school, which they now refuse to adhere to planning rules for. There is ample space on the grounds of St Paul's school to find a solution to their own traffic problems and create an in and out system there in the way other local primary schools do.

As a resident of Dooradoyle Estate I wholly oppose this roundabout.

33. Brenda Tuohy

The proposed creation of a mini-roundabout in the middle of Dooradoyle Estate to "faciliate turning about motion" for the school traffic will be a waste of taxpayer's money. The residents have requested that Active Travel postpone the implementation of this S38 proposal until the planning situation with St. Paul's School is finalised. Once the planning situation is finalised, there should be no need for a mini roundabout to facilitate school traffic as there would be no school traffic entering into the main part of Dooradoyle Estate. Our request for a postponement has been ignored and spending taxpayer's money on a roundabout that is not required is objectionable in the current climate.

S38 Dooradoyle Estate Postal Submissions

Submission number	Date Received	Sender	Issues Raised
	20 July 2022	Ciara Drohan	<ul style="list-style-type: none">• Parking issue• Proposed cycle lanes• Narrowing of the road

			<ul style="list-style-type: none"> • Emergency vehicle access • Volume of traffic • Prioritising school traffic over residents • St. Pauls NS not adhering to planning • Traffic warden proposal
	14 July 2022	Tony & Mary McMahon	<ul style="list-style-type: none"> • Emergency vehicle access • St. Pauls not adhering to planning • Installation of bollards • Mini roundabout • Pedestrian crossings • Junction improvements
	21 July 2022	Michael Cullinane	<ul style="list-style-type: none"> • Parking • Installation of bollards • Emergency vehicle access
	21 July 2022	Anne Marie Walsh	<ul style="list-style-type: none"> • Narrowing of the road • Mini roundabout – impacting entrance and exit of housing • St. Pauls not adhering to planning • Installation of bollards – concern as hazard to vulnerable community members
	14 July 2022	Derek Neville	<ul style="list-style-type: none"> • St. Pauls not adhering to planning • Narrowing of the entrance into estate • Access for St. Gabriels school buses • Bike lane leading to nowhere • Mini roundabout - impacting entrance and exit of housing • Note: A proven history of cars, buses lorries completing u-turns at this junction
	15 July 2022	Sharon O'Mahony	<ul style="list-style-type: none"> • Mini roundabout • St. Pauls not adhering to planning • Narrowing of entrance to estate • Installation of bollards
	27 July 2022	Joan Aherne	<ul style="list-style-type: none"> • St. Pauls not adhering to planning • Mini roundabout • Pedestrian crossing locations • Installation of bollards
	27 July 2022	Freda McDonagh	<ul style="list-style-type: none"> • Mini roundabout • St. Pauls not adhering to planning • Narrowing of the estate • Pedestrian crossing locations
	27 July 2022	Alice O'Connell	<ul style="list-style-type: none"> • Mini roundabout • Narrowing of the estate
	25 July 2022	Monica Le Gear	<ul style="list-style-type: none"> • Mini roundabout • St. Pauls not adhering to planning • Narrowing of the estate

	27 July 2022	Marian Sheehan	<ul style="list-style-type: none"> • Mini roundabout • St. Pauls not adhering to planning • Narrowing of estate
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Summary count of objection and issues raised in 56 submissions

Narrowing of estate	16
Parking	7
St. Pauls not adhering to planning	25
Mini roundabout	30
Pedestrian crossing locations	7
Installation of bollards	16
Proposed cycle lanes	10
Air Quality	1
Park and Stride options	2
Raised table	2
Junction Improvements	1
General Objection (no reasons)	2
Emergency vehicles access	7

6. Analysis of Submissions and Conclusion

Narrowing of estate:

Current guidance on road design in urban area is the Design Manual for Urban Roads and Streets (DMURS). On page 101 of DMURS it states:

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

This road is designated Local under the Roads Act 1993 by Limerick City and County Council. The proposed design allows for a 5.5m carriageway as per current guidelines.

Parking:

Parking occurs in various forms throughout the estate. Roadside parking occurs by residents, hospital staff and parents during school pick-up and drop-off hours. The Traffic Department has been in contact via email with the Residents Association to inform them of their options to regularise the parking within the Estate.

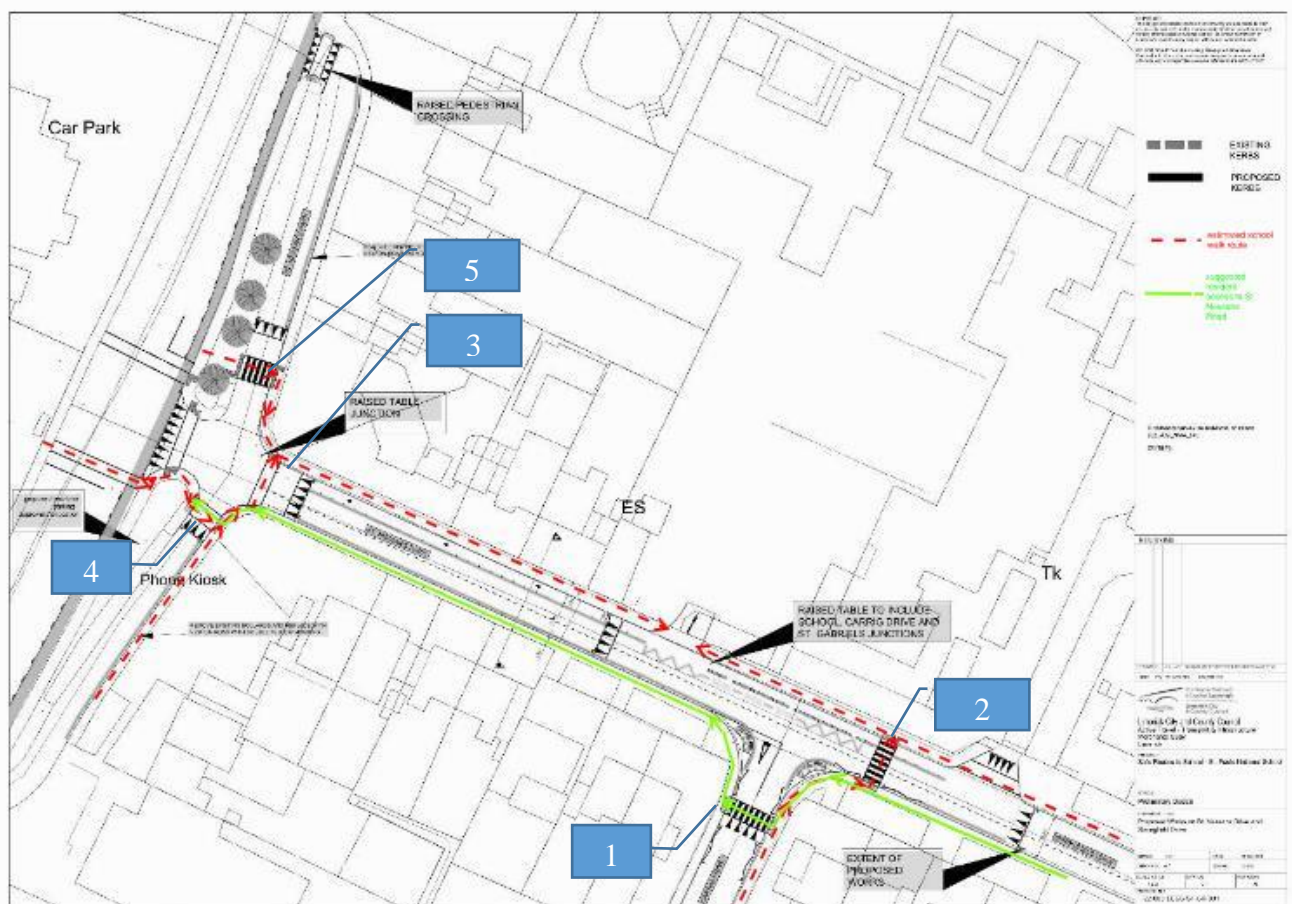
Mini roundabout:

There is proven history of people carrying out 3-point turns at the Springfield Road and Carrig Road Junction. See email noting a collision in October 2021 earlier within this report. The concept of the mini roundabout is to provide a location away from the “school zone” thereby carrying out this manoeuvre in a safer location.

We note the planning requirement for traffic to traverse the roadway adjacent to the school. This will remove the need for a safe turning point within the estate, therefore the mini roundabout is no longer required.

Pedestrian crossing Locations:

New pedestrian crossings are proposed as part of the works. These are both controlled and uncontrolled crossings. Locations were selected to enable connectivity for school goers and residents.



Installation of Bollards:

Parking on the footpath behaviour is prevalent between St. Nessian’s Park and the Junction to Carrig Drive. Limerick City and County Council’s proposed solution to this was to discourage this behaviour by the installation of bollards on both sides of the road. This protects the footpaths and allows greater accessibility for all users (residents, wheelchair user, school goers) of the Estate.

We note the objections of local residents to the installation of bollards, and we will remove this element from our proposed plans.

Proposed Cycle Lane:

A cycle lane will reduce the potential risk from cars for children who choose to cycle to school. The proposed cycle lane will connect to the segregated cycle lane on St. Nesson's Road. The connection of the two roads will encourage behavioural change and result in more children cycling to school. This will have the added effect of reducing traffic congestion currently seen on Springfield Drive, St. Nesson's Park and Carrig Drive.

We note objections to the use of bollards to protect this cycle lane and will instead use bolt down kerbs of the 'orca' type which can be driven over by emergency vehicles if necessary. These orcas will be supplemented by flexible bollards, as a visual aid.



Example of Orcas in place (Dublin City Council)

Air Quality: The anticipated transport modal shift facilitated by these plans will result in improved Air Quality in the vicinity.

Permeability/Park and Stride Options:

As per one suggestion, the option of a permeability route was explored through Cois Luachra Estate however, this estate is not in the charge of Limerick City and County Council. Approval was sought from the estate management company, unfortunately this was refused by email on the 28th February 2022.

“we do not wish to provide consent on behalf of Cois Luachra Owners’ Management Company CLG for this proposal to proceed”.

Other options for permeability are being explored.

Any park and stride option will work to support the “front of school” works as proposed in this Section 38.

Raised Table:

Current guidance on road design in urban area is the Design Manual for Urban Roads and Streets (DMURS). On page 114 of DMURS it states:

*“Raised tables, or platforms, may be placed strategically throughout a network to **promote lower design speeds**, slow turning vehicles at junctions and **enable pedestrians to cross the street at grade.**”*

*“As raised tables are primarily designed to reinforce lower speed environments, their use should generally be limited to Local streets and/or the Centres. The use of raised tables more broadly across Arterial and Link streets (excluding those within Centres) should be limited to sections where speeds are to be lowered for a particular purpose (i.e. adjacent to Focal Points and/or **key pedestrian crossings**).*”

This is a 30kmph speed limit road. These works will highlight the front of school zone and provide traffic calming for all users of the L-1435.

Junction Improvement:

Current guidance on road design in urban area is the Design Manual for Urban Roads and Streets. On page 93 & 94 of DMURS it states:

“Reducing corner radii will significantly improve pedestrian and cyclist safety at junctions by lowering the speed at which vehicles can turn corners and by increasing inter-visibility between users”

“Where design speeds are low and movements by larger vehicles are infrequent, such as on Local streets, a maximum corner radius of 1-3m should be applied.”

The junction from Springfield Drive and Carrig Drive encourages illegal parking on the generous corner radii. The proposed works propose to reduce the radi at this junction to 4m thereby reducing the enticement to illegally park at this location and block visibility for pedestrians.

Emergency vehicles access:

Current guidance on road design in urban area is the Design Manual for Urban Roads and Streets. On page 101 of DMURS it states:

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

Ambulance and fire engines vary in width from 2.4 to 2.6 metres. The allocated 5.5m on the proposed works is more than sufficient for emergency vehicles to access the Dooradoyle Estate. Notwithstanding this, the proposed change from solid bollards to orcas and flexible bollards will ensure that emergency access to this area is not impeded in any way.

Conclusion:

Strong Negative feedback was received on various aspects of this design. This focused on the proposed mini roundabout, the use of bollards, fear over restrictions to emergency vehicles, parking issues within the estate and planning compliance by the school.

Taking into account these submissions, the following alterations are proposed to the works as advertised:

- The removal of the Mini- Roundabout.
- The installation of orca line separators instead of solid Bollards.
- Emergency Vehicles will not be restricted.
- Limerick City and County Council Traffic Department is in contact with the residents in relation to disc parking.
- Limerick Active Travel has liaised with the school who have modified their Traffic Management Plan to include the use of internal roads for drop-off and pick-up times as required by Planning.

There were also submissions of support as follows:

“Limerick Cycle Bus supports the walking and cycling infrastructure proposed for Dooradoyle Estate as it makes it safer for residents that live in the area that want to walk and cycle to work, school, sports, etc”

“On behalf of the St Pauls NS Parents Association I would like to acknowledge our support for the proposed works for the Safe Routes to School project in Dooradoyle Estate.”

The following constructive criticism was also received:

“I can’t help but think that a combined shared path would be better for all active modes but I think this proposal is better than leaving the street as it is.

A shared path was proposed to residents in advance of this Section 38 process in a Town Hall style meeting, but was met with strong objections due to the elderly nature of residents and the lack of delineation for cyclists.

As identified in Section 3 of this report, a great deal of consultation took place with relevant stakeholders including the residents and the schools in the area. This consultation revealed issues with the Schools Traffic Management Plan and with Parking in the estate in general, as well as general safety of pedestrians and disabled persons living in the area. The proposed modified plans take account of all these issues and will provide an improvement in safety to all pedestrians and cyclists in the area, as well as improving traffic management for vehicular traffic.

Limerick City and County Council Active Travel welcomes the feedback received on this project and proposes to proceed in accordance with the modified plans included at Appendix 1 to this report. A meeting with residents will be offered to discuss these modified plans.

