


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: CASTLE STREET PEDESTRIAN CROSSING




Eoin Brennan
Senior Executive Engineer


Brendan Troy
Senior Executive Officer

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 and County Council. In accordance with Section 38 of the above Act, it is proposed to proceed as indicated in Section 5 of this report.


Joe Delaney
Director of Services
Regeneration, Sports and Recreation Directorate
Limerick City and County Council

Date: 14 July 2023

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1. 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 new pedestrian crossing at Castle Street, located to the east of Thomond Bridge, along with associated works.

2. Description of the Nature and Extent of the Proposed Development

The scheme comprises the introduction of a new uncontrolled pedestrian crossing at Castle Street, located to the east of Thomond Bridge, along with associated works.

- Keeping the heritage of the location in mind, the crossing proposed is a low intervention measure. The crossing is uncontrolled with no further signage, road markings or lighting proposed to what is currently in place.
- This new pedestrian crossing offers a connection from King John's Castle area to Verdant Place and the northern part of King's Island, and connectivity to the future Flood Relief Scheme amenities.
- The new crossing provides access to view the River Shannon at Verdant Place and a direct link to future refurbished Toll Cottages.
- The existing traffic lanes at the crossing will be narrowed to 3.25m each through the use of build-outs. To allow for the crossing, the existing parking capacity will be extended to the east and framed with a build-out. This should help to slow traffic and make a friendlier environment for pedestrians.

Refer to drawings contained in Appendix A showing the site location and scheme details.

The plans and particulars of the scheme went on public display from the Friday 9 June to Friday 7 July 2023. Submissions and observations had to be submitted by 4pm on 7 July 2023.

3. 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. Submissions with respect to the Proposed Development

The following submissions were received during the consultation period:

Submission Reference	Submitted by
1	Councillor Sasa Novak
2	Councillor Elisa O'Donovan
3	Mr. Guy Wouters, 3 Castle Street

4.1 Submission Details

4.1.1 Submission 1

Submission Summary:

- **Source:** MyPoint
- **Theme:** Pedestrian Crossing
- **Title:** Welcome the new crossing, would ask for some changes
- **Documents Attached:** Three
- **Boundaries Captured on Map:** No

Observations:

Dear director and the team,

Thank you for your proposal and I welcome the opportunity to be able to submit my observations on the new crossing.

I welcome a new crossing in the area and would commend the choice of the location which should enable better connectivity between St. Mary's Park and the city centre.

Island Road and Castle Street route is heavily trafficked and dissects the north of the island from the south. Access to St. Mary's Park is limited to one main entrance from Island Road Roundabout and three other older access routes culminating in essentially one access point at St. Ita's Street to a large cul-de-sac. This has resulted in isolating the northern half of the Island (LRFIP).

A recent speed survey commissioned by LCCC for the preparation of the city centre 30kph slow zone bye-laws recorded the average daily traffic at 11219 vehicles on Island Road, which was the nearest observation point to Castle Street.

Castle Street, Island Road and Thomond Bridge will be included in the new 30kmh city centre slow zone.

LCCC have recently announced that they are proceeding with traffic calming interventions at 5 junctions in the city centre that are in the new 30 km/h city centre slow zone. I would ask the engineers to consider the junction at Castle Street/Thomond Bridge under a similar type traffic calming scheme.

For the reason of traffic volumes mentioned above I believe the proposed uncontrolled crossing is not of sufficient safety standard and I believe the new speed limit presents an opportunity to improve the safety aspect of the current proposal.

The new 30 kph city centre slow zone presents an opportunity for, at a minimum, a raised courtesy crossing similar to the crossings on O'Callaghan Strand or on Bishop's Quay next to Mill Lane junction (photos attached). In time that can be transformed into a controlled zebra crossing without Belisha beacons should the NTA's pilot on new zebra crossings be rolled out nationally.

Alternatively, I would ask you to consider a raised table on the T-junction of Castle Street, Thomond Bridge and Verdant Place, similar to the one where Bedford Row meets Honan's Quay (photo attached).

The raised crossing or a raised table will perform a function of a traffic calming measure for the new 30 km/h city centre slow zone. The buildout will give pedestrians the benefit of a shorter distance to cross and an additional benefit of reduced vehicle speeds.

I understand that the historic nature and the heritage buildings in the area require sensitive design choices, however, the safety of pedestrians should not be compromised. I would ask the team to consider the points listed above and amend the proposal for the new pedestrian crossing.

LCCC comments:

Acknowledging the submission received, comments below.

Regarding safety and traffic calming:

- The proposed design has been reviewed by a qualified Road Safety Auditor. While some minor comments were received, and have been incorporated into the tender design, safety of the crossing was not raised as an issue.
- Noting the upcoming implementation of the 30kph speed limit in this area, narrowing the lanes to 3.25m wide to allow for the crossing will provide traffic calming for vehicles approaching both sides of the crossing.

Regarding location and crossing type:

- Keeping the heritage of the location in mind, the crossing proposed is a low intervention measure which seeks to introduce locals and tourists to the possibility of exploring the River Shannon and the area north of Castle Street.
- Based on wishing to keep the crossing low key, and maintaining priority for road users, an uncontrolled crossing at road level was deemed most appropriate for the requirements of the design. The scheme as outlined was reviewed in detail and agreed in principle with the LCCC Roads Department.
- Based on the above, no further signage, road markings or lighting is proposed to what is currently in place.

Regarding monitoring performance of the crossing:

- Further traffic calming measures will be further reviewed in the future in this area if required, following the introduction of the 30kph zone in this area.

4.1.2 Submission 2

Submission Summary:

- **Source:** Email

Observations:

This area will now have 3 pedestrian crossings in less than a 200metre distance yet we cannot get even one for Georgian Limerick? There is no safe crossing for pedestrians accessing the peoples park from Barrington street or the residential part of the central business district or even to primary schools in this area. I have now placed multiple questions and a motion in relation to this which got full support from my colleagues.

Can someone help me understand how these decisions are made and why the safety of Limerick city centre residents and school students are ignored continually?

LCCC comments:

Acknowledging the submission received, comments below.

Limerick City and County Council plans to complete four junction tightening / pedestrian crossing schemes in the Barrington Street / Pery Square area which, all going well, will be completed later this year at the following locations:

- Quinlan Street and Barrington Street junction
- Harstonge Street and O'Connell Avenue junction
- Harstonge Street and Pery Square junction
- Pery Square and Mallow Street

4.1.3 Submission 3

Submission Summary:

- **Source:** Email

Observations:

I just looked at the plan on the website, when members of the Council came to our door we were informed that we would not lose any parking spots. However, after looking at the plan it seems that we are losing at least one parking spot.

Is it not possible to move the crossing in front of 1 Castle Street as Verdant PI is only a one-way street and therefore the crossing does not need to be that far away from Verdant PI?

LCCC comments:

Acknowledging the submission received, comments below.

- As noted on the drawing, the parking area is being extended to the east in lieu of losing space at the western end.
- The rationale behind the crossing location is that it can be lit by the existing public lighting column outside 1 and 2 Castle Street.

4.1.4 Directorate Comments

Limerick City and County Council (LCCC) envisages that that this scheme will offer a new connection from King John's Castle area to Verdant Place and the northern part of King's Island, and connectivity to the future Flood Relief Scheme amenities.

Furthermore, the new crossing provides access to view the River Shannon at Verdant Place and a direct link to future refurbished Toll Cottages.

The existing traffic lanes at the crossing will be narrowed to 3.25m each through the use of build-outs. This should help to slow traffic and make a friendlier environment for pedestrians.

The scheme as outlined was reviewed in detail and agreed in principle with the LCCC Roads Department.

A Stage 1/2 Road Safety Audit has already been completed on the scheme design. Minor comments were received and have been incorporated into the tender design. On completion of the works, a Stage 3 Road Safety Audit will be completed.

As part of a separate scheme, LCCC intends to progress a shared surface further to the east on Castle Street that will link the plaza at King John's Castle across to the pedestrian area on Church Street.

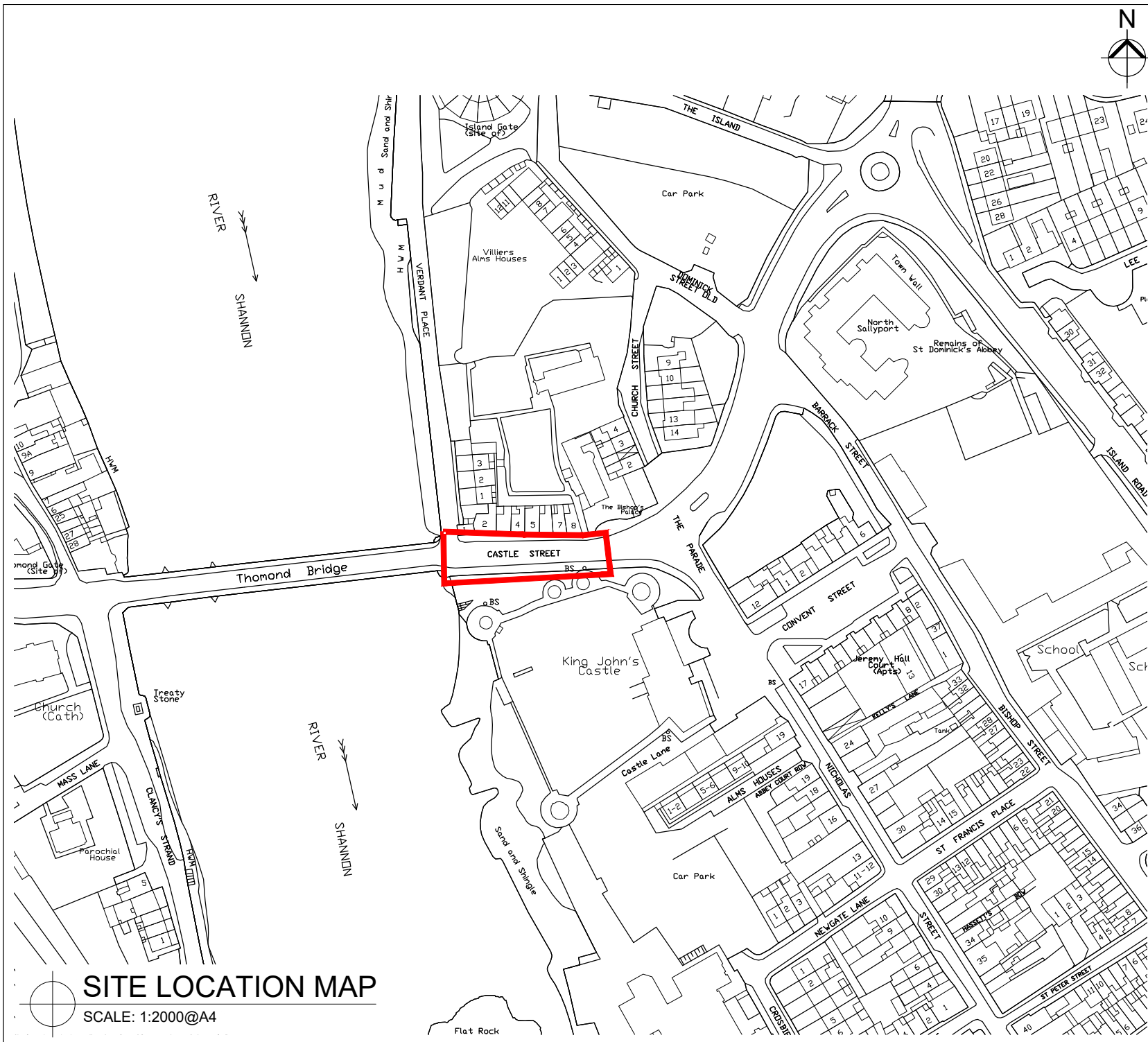
5. Conclusion

Limerick City and County Council intends to proceed with this scheme. All comments issued on the submission have been reviewed and scheme will proceed based on comments given above.

6. Action taken by Local Authority

The development shall be carried out in accordance with the plans and particulars lodged with the application on 9 June.

This project does not require planning as it does not meet the planning thresholds as laid out in the Planning and Development Regulations, 2001-2021.



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LEGEND

SITE LOCATION

REVISIONS

NO.	DATE	REV. BY.	CH.	DESCRIPTION

MAY 23	00	BOC	EB	SECTION 38
DATE	REV. BY.	CH.	DESCRIPTION	

Limerick City and County Council
 Regeneration
 Roxboro, Limerick

PROJECT:
 Castle Street Pedestrian Crossing

STAGE:
 SECTION 38 DESIGN

DRAWING TITLE:
 Site Location Map




DATE: May 2023	DRAWING NO: CS-PED-S38-001
SCALE: 1:2000@A4	SHEET SIZE: A4
DRAWN: BOC	
CHECKED: EB	REVISION: -
JOB NO: -	

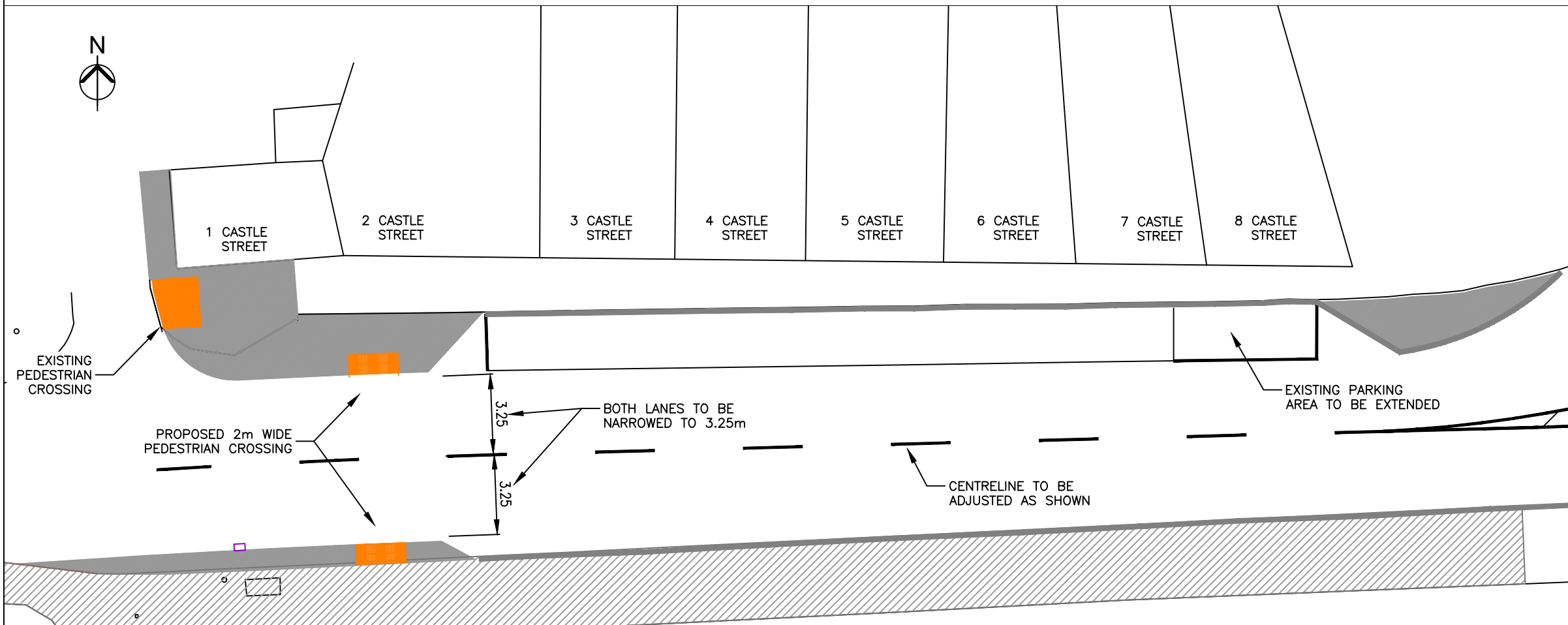
SITE LOCATION MAP
 SCALE: 1:2000@A4

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LEGEND

	PROPOSED TACTILE PAVING
	PROPOSED BUILD-OUT
	PROPOSED NEW WHITE ROAD MARKINGS

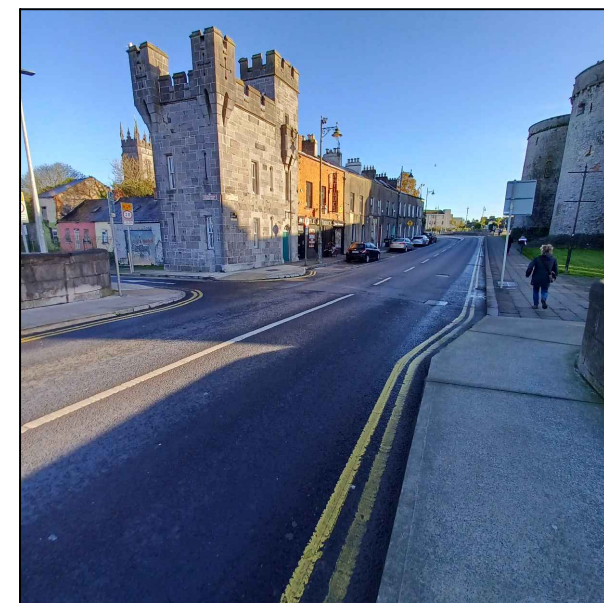


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REVISIONS

DATE	REV	BY	CH.	DESCRIPTION
MAY 23	00	BOC	EB	SECTION 38

SITE PLAN + PROPOSED WORKS
 SCALE: 1:25@A3



VIEW OF PROPOSED CROSSING LOCATION



Limerick City and County Council
 Regeneration
 Roxboro
 Limerick

PROJECT:
 Castle Street Pedestrian Crossing

STAGE:
 SECTION 38 DESIGN

DRAWING TITLE:
 Proposed General Arrangement
 West Side

DATE: MAY 2023	DRAWING NO: CS-PED-S38-002
SCALE: AS SHOWN	
DRAWN: BOC	SHEET SIZE: A3
CHECKED: EB	REVISION: 00
JOB NO: -	