

REGENERATION, SPORTS AND RECREATION DIRECTORATE 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: SOUTHSIDE CONNECTIVITY PROJECT



A handwritten signature in blue ink, appearing to read 'Eoin Brennan', positioned above a horizontal line.

Eoin Brennan
Senior Executive Engineer

A handwritten signature in blue ink, appearing to read 'Declan White', positioned above a horizontal line.

Declan White
A / 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.

A handwritten signature in blue ink, appearing to read 'Joe Delaney', positioned above a horizontal line.

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

Date: 30 April 2024

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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 provide enhanced pedestrian and cycle connectivity for the Southill area together with various traffic calming measures and public realm improvement works on the John Carew Park Link Road, Childers Road, Roxboro Road, Synge Drive, Rathbane Terrace and Deer Court, as noted below.

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

The proposed development will include:

- New and upgraded footpaths;
- New and upgraded cycle tracks;
- Removal of palisade fencing along Childers Road;
- Traffic calming measures along Synge Drive, Rathbane Terrace and Deer Court; and
- Associated public realm and landscaping works.

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

The plans and particulars of the project went on public display from Thursday 21 March to Thursday 18 April 2024. Submissions and observations had to be submitted by 5pm on Thursday 18 April 2024.

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 project 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	Cllr. Catherine Slattery
2	Limerick Cycling Campaign

A copy of the submissions received are included in Appendix B.

4.1 Submission Details

4.1.1 Submission 1

Submission Summary:

- **Source:** Email
- **Theme:** Section 38
- **Title:** Section 38 Southside Connectivity
- **Documents Attached:** No
- **Boundaries Captured on Map:** No

Observations:

I wish to make a submission regarding Footpath installation along the Childers road on the side of the Galvone industrial Estate. I am in favour of removing the palisade fencing and cleaning up the area but im not in favour of a Footpath leading to nowhere. This Footpath will cost thousands of euro when we have no community facilities in the area for our youths.

We have traffic lights on Roxboro Road which crosses from Southill to the local schools, shopping centres etc and a long Footpath on Childers Road we do not need another one. In relation to cyclelanes in the area I do not feel they are needed there is cyclones on Childers Road that are rarely used. Traffic in this area is already chaotic and adding more lanes will not help.

LCCC comments:

Acknowledging the submission received, comments below.

In addition to improving the aesthetics along the southern side of Childers Road by removing the palisade fence and landscaping the area, the addition of a footpath is considered beneficial as:

- There is no footpath on the southside of Childers Road, east of Roxboro Roundabout to connect residents of O'Malley Park further east to the Kilmallock Road Roundabout;
- The project will link to the proposed Active Travel scheme from The Willows to Childers Road, providing further connectivity to the east and south side of the Kilmallock Road Roundabout.
- Providing active travel infrastructure in this area, along with public lighting, will provide further passive surveillance to the new green area;
- The proposed footpath and pedestrian crossing on Childers Road will provide further connectivity to/from the Kennedy Park area.

All cycle tracks proposed as part of this project are segregated from live traffic lane and will have no effect on existing carriageways. The cycle tracks proposed will either be located on green open spaces or are upgrades of existing tracks.

4.1.2 Submission 2

Submission Summary:

- **Source:** MyPoint
- **Theme:** Section 38
- **Title:** Limerick Cycling Campaign Submission on Section 38 - Southside Connectivity Project
- **Documents Attached:** One
- **Boundaries Captured on Map:** No

Observations:

Submission to Limerick Council on Section 38 - Southside Connectivity Project

Limerick Cycling Campaign advocates for better cycling conditions and infrastructure across Limerick City and County. We are part of the Irish Cycling Campaign (formerly Cyclist.ie), a registered charity (RCN 20102029). In turn the Irish Cycling Campaign is the Irish member of the European Cyclists' Federation (ECF).

Observations

While the Limerick Cycling campaign in general welcomes high quality segregated cycle infrastructure we do not consider that this project is a priority. On the basis that this project should not be prioritised ahead of the development of the primary network and should not progress at this time.

Limerick Cycling Campaign believes that the cycle network should be developed in a planned and strategic manner as per the Limerick Shannon Metropolitan Area Transport Strategy i.e., primary network first, secondary network second and tertiary (feeder routes) third.

The primary network should be prioritised by starting with the city centre where density is highest and where the cycle network will receive the highest usage in line with meeting modal share targets.

This scheme does not provide any additional primary/secondary routes.

The approach within LSMATS is backed by the NTA regional transport modelling, planning and investment cycle propensity scenarios. It is not clear why Limerick City and County Council are ignoring this evidence by prioritising a scheme which will have negligible benefit for cycling modal share while also draining the budget which could progress schemes which would have a transformational impact.

This project in its current state would only serve two additional sections of road that NTA models indicate would have minimal influence. While the most significant route in this area, R511 south of Roxboro Roundabout which LSMATS highlights as a secondary route remains unserved.

We are concerned that the project is being brought forward by the Regeneration section of the Council rather than the Active Travel Team. As such it has the potential to drain significant resources from the Limerick AT team budget. Limerick is incredibly lucky to have what is regarded nationally as one of the best performing and most highly skilled AT teams in the country. While we welcome the interest in active travel from other sections of the council it's clear that the rational and skill set that has been developed within the AT team in Limerick demands that planning for infrastructure such as this should rest with that team.

Discussions by our national group, the Irish Cycling Campaign, with the NTA have confirmed that due to inflationary concerns the NTA AT spend going forward is to be focused on projects to be delivered by the AT offices with only limited exceptions for other local authority departments. We would question whether this proposal would receive funding if passed, especially in the context of other routes such as Roxboro Rd in the same area being of significantly higher urgency and importance to the cycle network and to achieving modal shift targets.

We would ask for future active travel projects to be referred to the Active Travel office to ensure projects are sequenced and delivered in a coherent way in line with LSMATS. We believe that proceeding with this project would be a misallocation of the limited active travel budget that could be better used elsewhere.

LCCC comments:

Acknowledging the submission received, comments below.

The project proposals include both upgrading existing cycle tracks (from Carew Park/Deer Court and along John Carew Park Link Road – an approx. length of 300m) and provision of new cycle tracks (from John Carew Park Link Road to Roxboro Roundabout – an approx. length of 360m). The cycle tracks proposed have been agreed following NTA design input and request to provide 3m wide two-way tracks.

LSMATS identifies Childers Road as part of the Primary Cycle Network and the Synge Drive/Rathbane Terrace/Deer Court link as a feeder cycle route. While it is acknowledged that recent Active Travel works have been undertaken on the northern side of Childers Road, the aim for improved accessibility for pedestrians and cyclists on busy routes should be for such infrastructure on both sides of the carriageway. In addition, active travel infrastructure on the R511 south of Roxboro Roundabout, which LSMATS highlights as a secondary route, will follow as part of a subsequent planning application.

In addition to cyclists, issues relating to pedestrian accessibility in the area are also key drivers of this project:

- There is no footpath on the southside of Childers Road, east of Roxboro Roundabout to connect residents of O'Malley Park further east to the Kilmallock Road Roundabout;
- The project will link to the proposed Active Travel scheme from The Willows to Childers Road, providing further connectivity to the east and south side of the Kilmallock Road Roundabout.
- There is no footpath provision for the residents of Colivet Court to access Roxboro Road without walking on the roadway at Synge Drive or crossing over to the footpath on the southern side of Synge Drive. The project will address this issue.

Furthermore, the project proposes traffic calming measures between John Carew Park Link Road and Roxboro Road.

While the references to LSMATS in the submission are noted, the project proposals also seek to address other aims of the strategy, including:

- **Section 2.1.5 - Reducing Social Disadvantage**

The key issue here is access to employment and services and how best to reduce the sense of physical isolation through transport interventions. The core measures that the NTA can bring to disadvantaged areas under the auspices of the LSMATS, in conjunction with Limerick City and County Council, are as follows:

- *Improved frequency of public transport services to regeneration areas;*
- *The provision of safe and secure cycling facilities;*
- *The provision of pedestrian linkages to surrounding areas;*
- *Public realm improvements; and*
- *Reducing the need to own a car.*

It is the view of the NTA that the provision of better physical connections via transport, between the regeneration areas and the City Centre, areas of employment, further education and other locations within the Metropolitan Area will help overcome some of the most serious aspects of deprivation related to accessibility and social mobility. The implementation of the LSMATS and the application of its principles at the local level, by the NTA and Limerick City and County Council will deliver the sustainable transport elements of the regeneration programme.

- **Section 2.1.8 - Economic, Social and Cultural Development**

The LSMATS seeks to respond to the economic, social and cultural requirements of the LSMA in the following ways:

.....

Providing schoolchildren with feasible and safe alternatives to the private car is essential; the funding of school streets, school zones and other measures will be expanded under the LSMATS

Furthermore, the project seeks to implement the objectives of the Limerick Regeneration Framework Implementation Plan (refer to Chapter 1, Sections 1.3 and Chapter 2, Section 2.6.6 amongst others), including:

- Providing more connected, high quality and safe connections where these are lacking in the regeneration areas; and
- Addressing lack of connectivity which has been, and continues to be, a major contributing factor to the underperformance of these areas.

While connectivity and improved facilities for pedestrian and cyclists is a key goal of this project, the removal of the palisade fence along the southern side of Childers Road between the Roxboro Road and Kilmallock Road Roundabouts, and associated landscaping measures in this area, will greatly enhance the aesthetics of this area.

The observations regarding funding and priority of infrastructure have been noted. The various project stages, gateways, etc. will require the necessary funding approvals prior to proceeding. To tailor to funding received, LCCC will prioritise elements of the project with the aim of progressing works along the eastern side of Roxboro Roundabout (fence removal, landscape/environmental works and footpath) and along Sygne Drive, Rathbane Terrace and Deer Court.

4.1.3 Directorate Comments

Limerick City and County Council (LCCC) envisages that that this project will offer significantly improved pedestrian and cyclist connectivity to and from the areas of John Carew Park, O'Malley Park and around the Limerick Enterprise Development Partnership campus.

The proposed project provides new cycle tracks and walkways – segregated from the carriageway – which will improve facilities for cyclist and pedestrians and safety for vulnerable road users.

The project as outlined was reviewed in detail and agreed in principle with the NTA, LCCC Active Travel and Roads Departments.

A Stage 2 Road Safety Audit will be completed as part of the detailed design and a Stage 3 Road Safety Audit will be undertaken on completion of the works. Furthermore a Stage 4 Road Safety Audit will be completed in the early stage of project operation. Any comments generated as part of these audits will be actioned appropriately and in accordance with relevant standards.

5. Conclusion

Subject to funding, Limerick City and County Council intends to proceed with this project.

The various stages, gateways, etc. will require the necessary funding approvals prior to proceeding. To tailor to funding received, LCCC will prioritise elements of the project with the aim of progressing works along the eastern side of Roxboro Roundabout (fence removal, landscape/environmental works and footpath) and along Synge Drive, Rathbane Terrace and Deer Court.

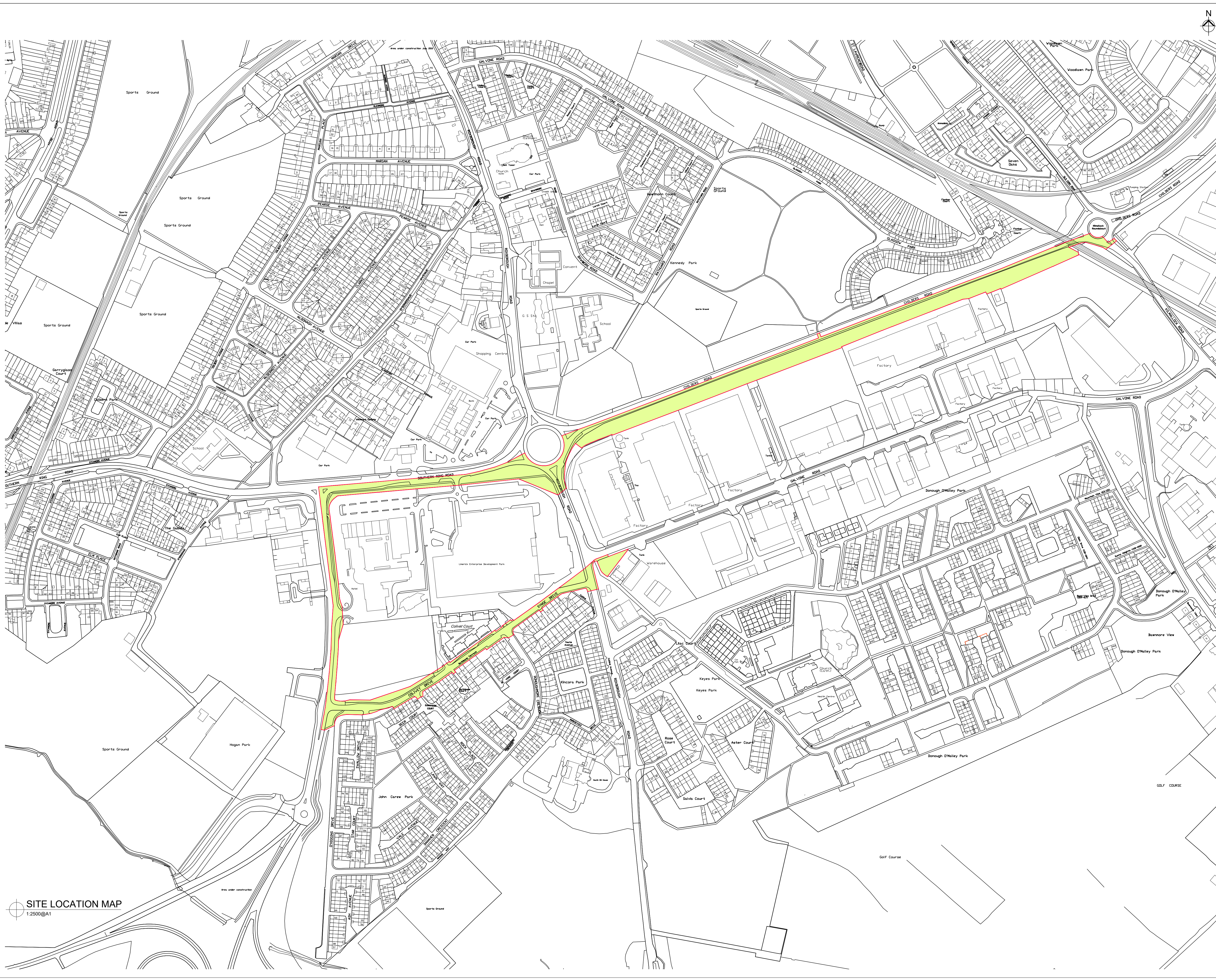
All comments issued on the submissions have been reviewed and project will proceed based on comments given above.

6. Action taken by Local Authority

The development shall be carried out in accordance with the plans and particulars lodged with the application on 21 March.

Appendix A

Site Location and Project Details



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- LEGEND:**
- LINE OF WORKS BOUNDARY
 - WORKS AREA

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REVISIONS

DATE	REV.	BY	CHECKED	DESCRIPTION



Limerick City and County Council
Regeneration
Roxboro
Limerick

PROJECT:
SOUTHSIDE CONNECTIVITY

STAGE:
SECTION 38 DEVELOPMENT

DRAWING TITLE:
SITE LOCATION MAP

SITE LOCATION MAP
1:2500@A1

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DRAWN: BOC	
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FILE NAME: -	

Limerick Enterprise Development Partnership

NOTE: ALL SIGNAGE AND ROAD MARKINGS TO BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT TRAFFIC SIGNS MANUAL AND SHALL BE AGREED WITH LCCC ROADS DEPARTMENT AT DETAILED DESIGN STAGE. ALL TACTILE PAVING LAYOUTS TO BE AGREED WITH LCCC ROADS DEPARTMENT AT DETAILED DESIGN STAGE. ALL PUBLIC LIGHTING WORKS TO COMPLY WITH LCCC PUBLIC LIGHT SPECIFICATION WITH EXISTING LAMP STANDARDS TO BE RELOCATED AND UPGRADED AS NECESSARY.

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KEY PLAN

LEGEND:

- PROPOSED CYCLEWAY
- PROPOSED FOOTPATH
- PROPOSED HEDGE - DOUBLE STAGGERED ROW OF NATIVE SPECIES
- EXISTING CYCLEWAY
- EXISTING FOOTPATH
- GRASS VERGE
- LINE OF EXISTING ELEMENTS TO BE REMOVED
- LINE OF PROPOSED WALL
- LINE OF PROPOSED FENCE/RAILING
- LINE OF EXISTING STORM WATER DRAIN
- LINE OF PROPOSED STORM WATER DRAIN
- EXISTING TREE
- EXISTING GROUND LEVEL

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Comhairle Cathrach & Contae Lúimnigh
 Limerick City & County Council

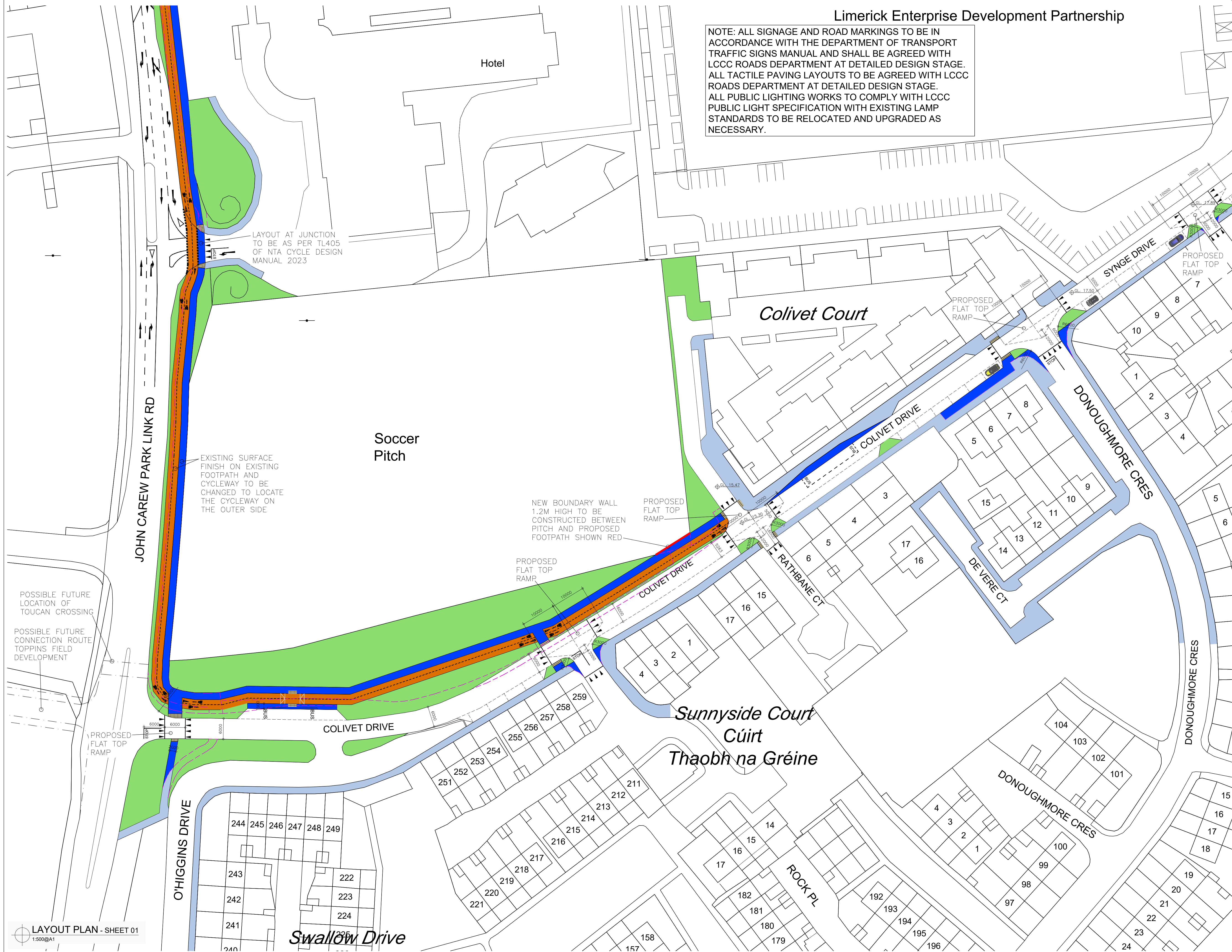
Limerick City and County Council
 Regeneration
 Roxboro
 Limerick

PROJECT: SOUTHSIDE CONNECTIVITY

STAGE: SECTION 38 DEVELOPMENT

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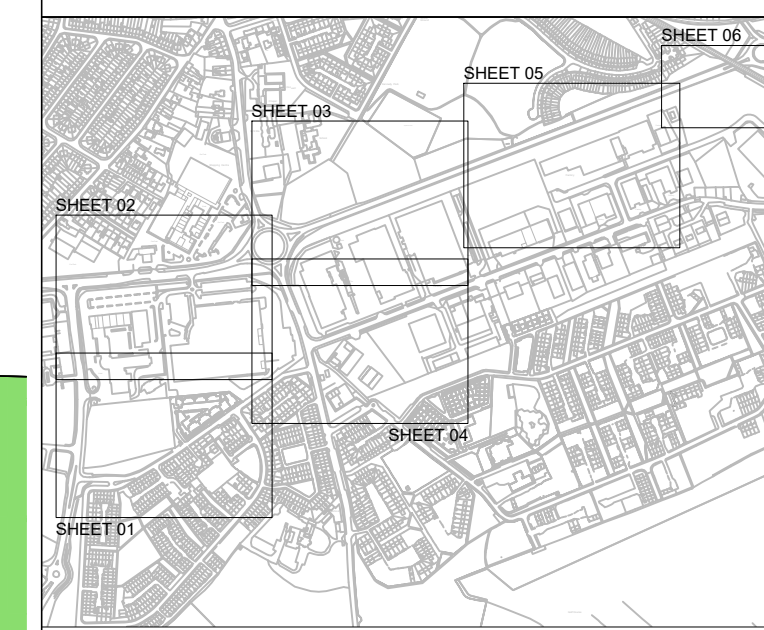
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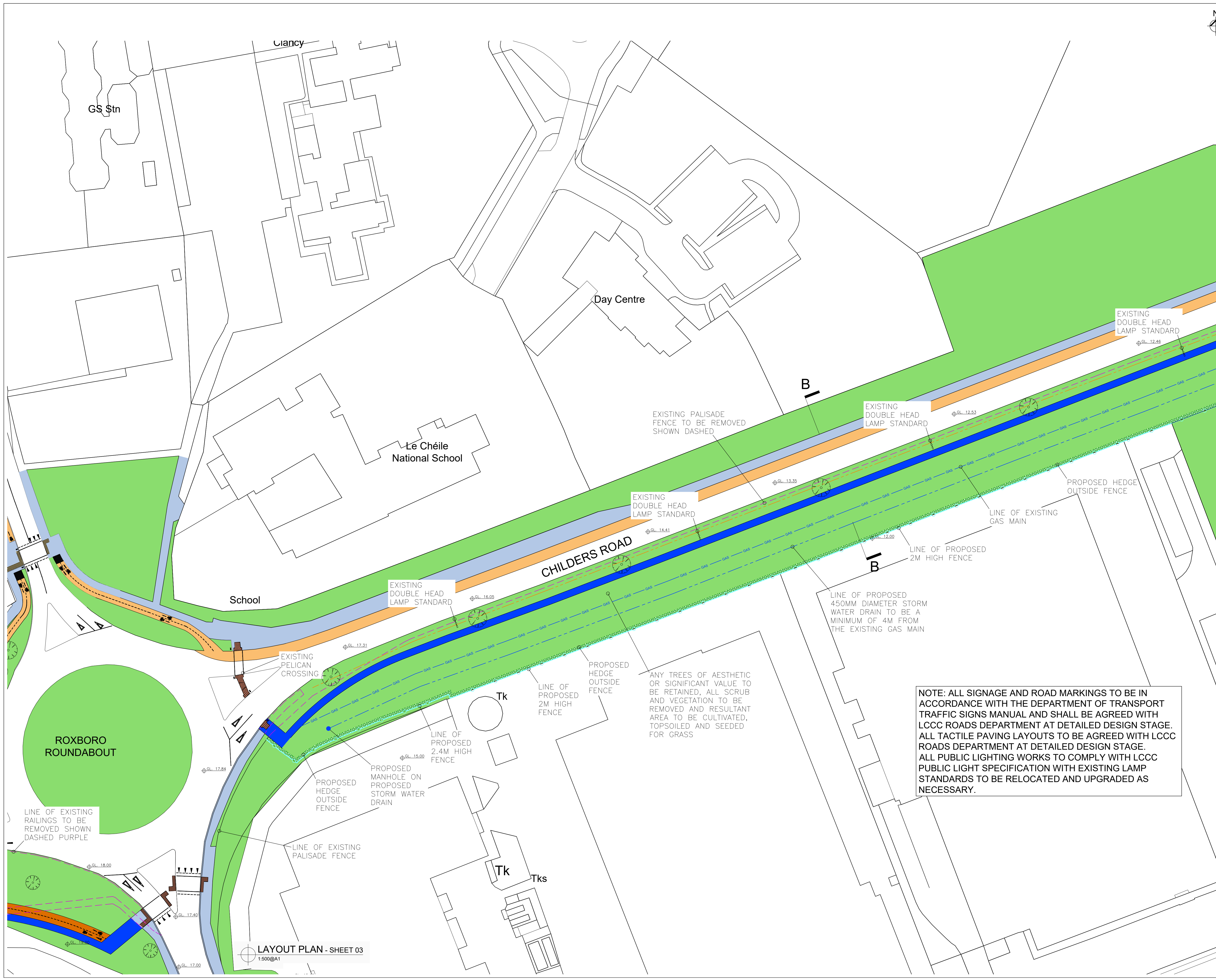
Limerick City and County Council
Regeneration
Roxboro
Limerick

PROJECT:
SOUTHSIDE CONNECTIVITY

STAGE:
SECTION 38 DEVELOPMENT

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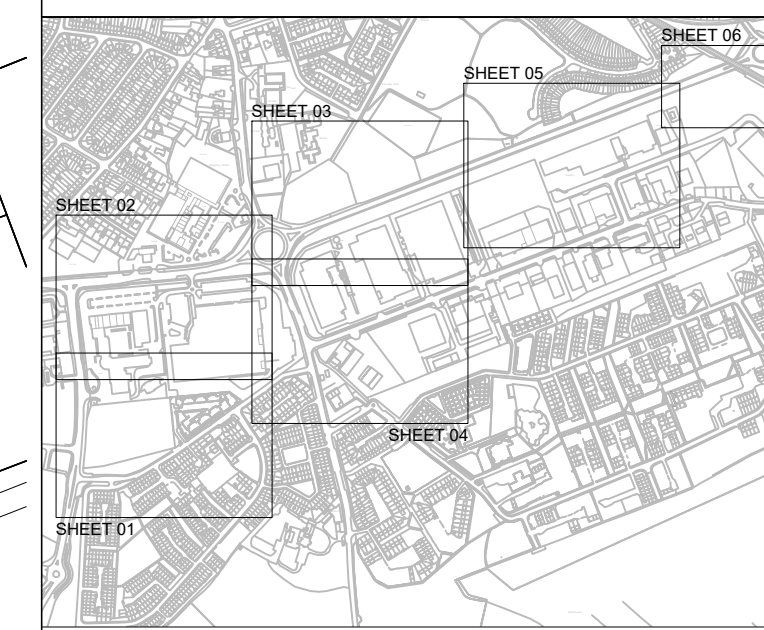


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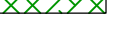









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Limerick City & County Council

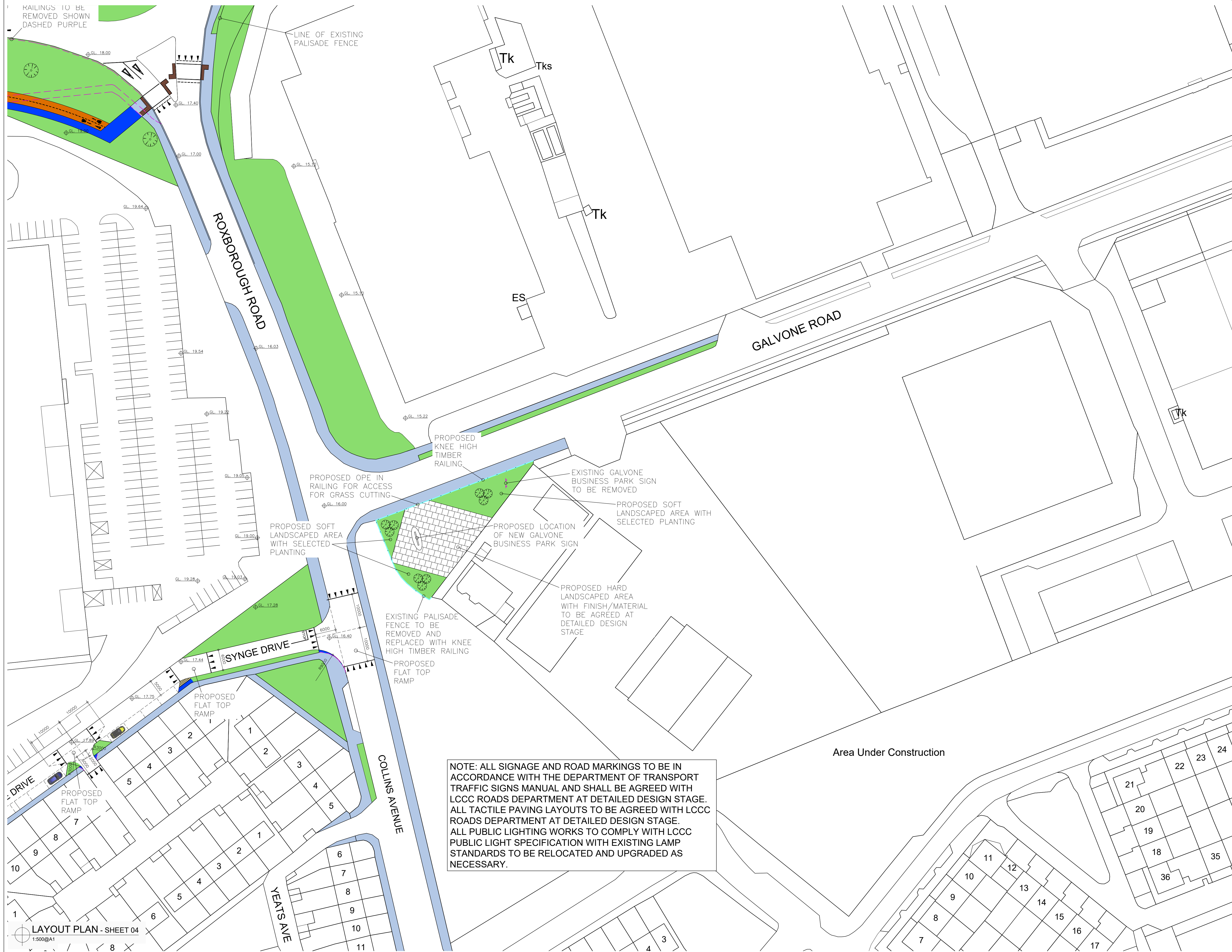
Limerick City and County Council
Regeneration
Roxboro
Limerick

PROJECT:
SOUTHSIDE CONNECTIVITY

STAGE:
SECTION 38 DEVELOPMENT

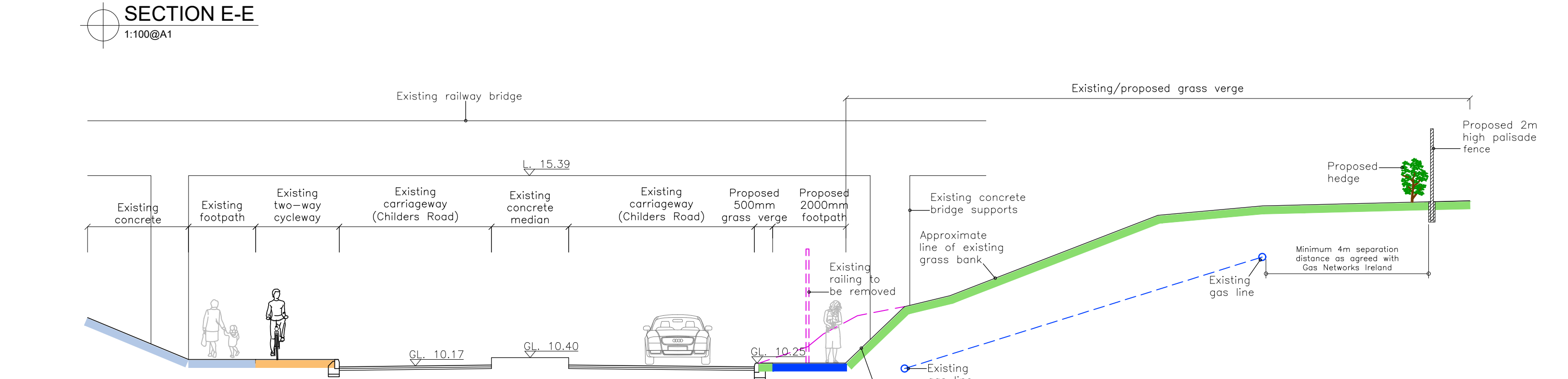
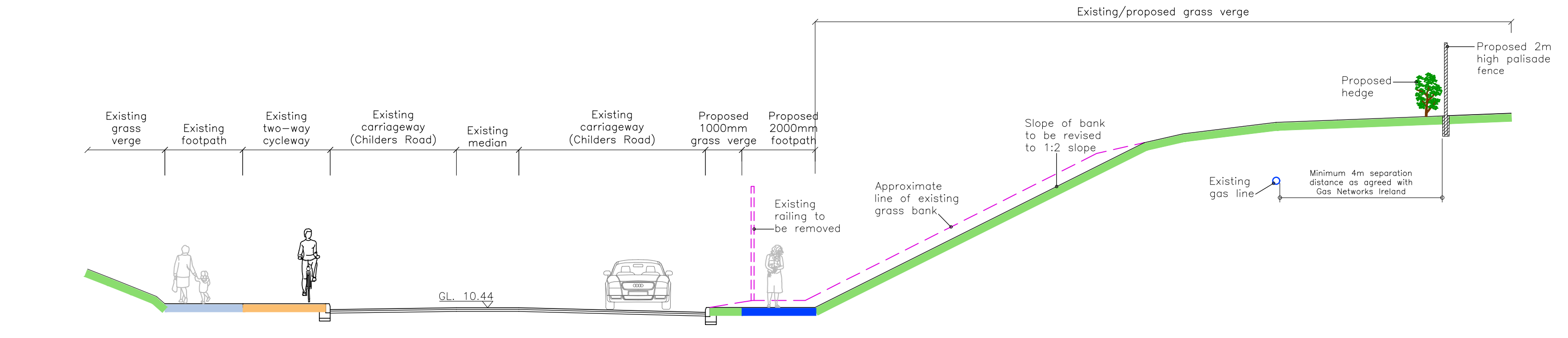
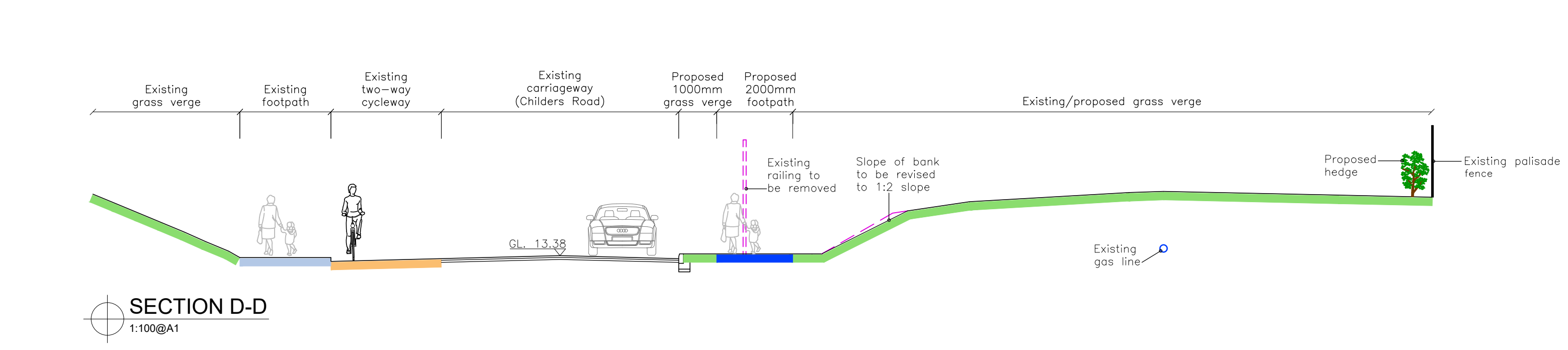
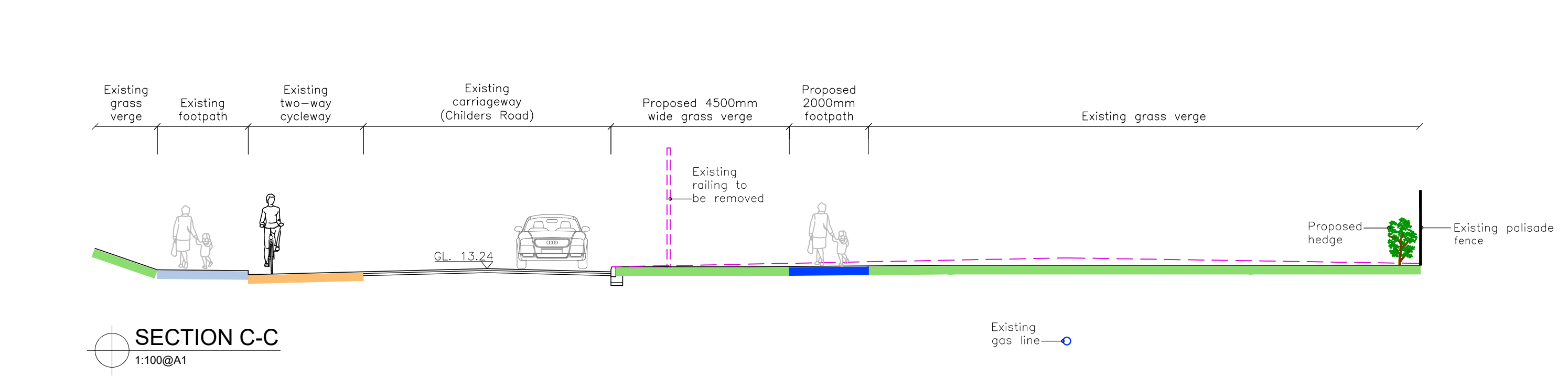
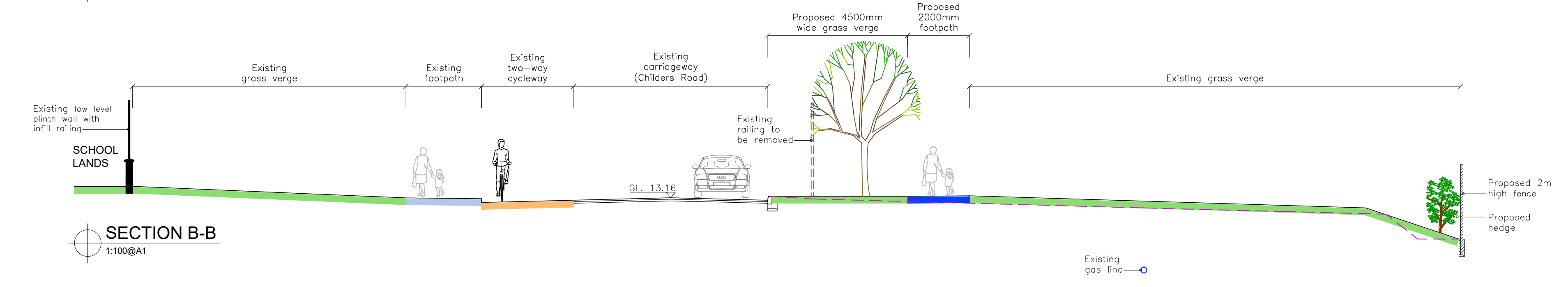
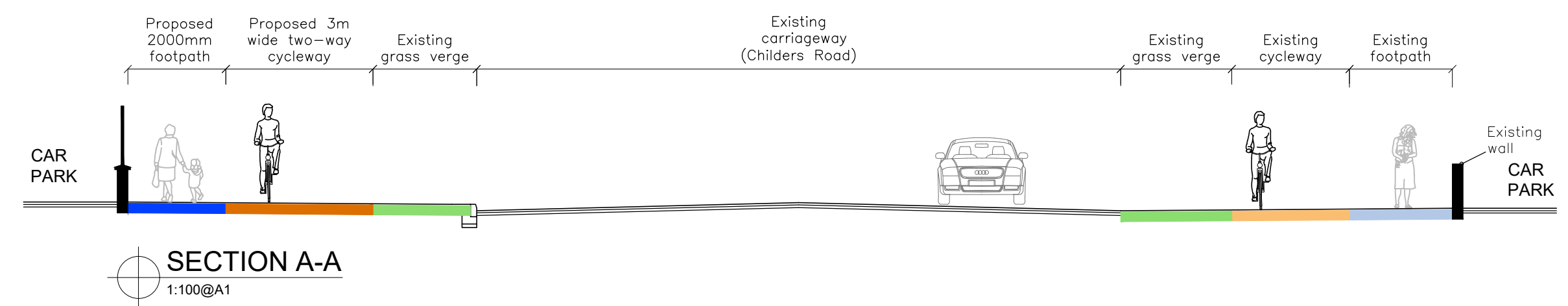
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JOB NO: 21201	REVISION: -
FILE NAME: -	



LAYOUT PLAN - SHEET 04
1:500@A1

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- LEGEND:**
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 - PROPOSED FOOTPATH
 - EXISTING CYCLEWAY
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 - GRASS VERGE
 - LINE OF EXISTING ELEMENTS TO BE REMOVED

REVISIONS

DATE	REV.	BY	CHECKED	DESCRIPTION

Comhairle Cathrach & Contae Lúimnigh
 Limerick City & County Council
Limerick City and County Council
 Regeneration
 Roxboro
 Limerick

PROJECT:
SOUTHSIDE CONNECTIVITY

STAGE:
SECTION 38 DEVELOPMENT

DRAWING TITLE:
SECTION A-A, B-B, C-C, D-D, E-E + F-F

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DRAWN: BOC	
CHECKED: DW	SHEET SIZE: A1
JOB NO: 21201	REVISION: -
FILE NAME: -	

Appendix B

Submissions received

From: [Slattery, Catherine](#)
To: [regeneration](#)
Subject: Section 38 Southside Connectivity
Date: Thursday 21 March 2024 22:14:02

Good Afternoon

I wish to make a submission regarding Footpath installation along the Childers road on the side of the Galvone industrial Estate. I am in favour of removing the palisade fencing and cleaning up the area but im not in favour of a Footpath leading to nowhere. This Footpath will cost thousands of euro when we have no community facilities in the area for our youths.

We have traffic lights on Roxboro Road which crosses from Southill to the local schools, shopping centres etc and a long Footpath on Childers Road we do not need another one.

In relation to cyclclanes in the area I do not feel they are needed there is cyclones on Childers Road that are rarely used.

Traffic in this area is already chaotic and adding more lanes will not help.

Regards

Cllr Catherine Slattery

Sent from [Outlook for Android](#)

Unique Reference Number: LCC-C308-S38SC-1

Status: Approved

Submission:

Limerick Cycling Campaign Submission on Section 38 - Southside
Connectivity Project

UID: 257

Author: Limerick Cycling Campaign

Consultation:

Section 38 - Southside Connectivity Project

Date Created: 18.04.2024 - 08:50

Observations:

Theme:

Section 38

Title:

Limerick Cycling Campaign Submission on Section 38 - Southside Connectivity
Project

Please find Limerick Cycling Campaign Submission on Section 38 - Southside Connectivity Project attached in PDF
format.

Documents Attached:

LCC-C308-S38SC-1-37971 - Section 38 - Southside Connectivity Project.pdf

**Boundaries Captured on
Map:**

No

**Limerick
Cycling
Campaign**



Irish Cycling Campaign
Formerly Cyclist.ie. The Irish Cycling Advocacy Network

17th April 2024

Submission to Limerick Council on Section 38 - Southside Connectivity Project

Limerick Cycling Campaign advocates for better cycling conditions and infrastructure across Limerick City and County. We are part of the Irish Cycling Campaign (formerly Cyclist.ie), a registered charity (RCN 20102029). In turn the Irish Cycling Campaign is the Irish member of the European Cyclists' Federation (ECF).

Observations:

While the Limerick Cycling campaign in general welcomes high quality segregated cycle infrastructure we do not consider that this project is a priority. On the basis that this project should not be prioritised ahead of the development of the primary network and should not progress at this time.

Limerick Cycling Campaign believes that the cycle network should be developed in a planned and strategic manner as per the Limerick Shannon Metropolitan Area Transport Strategy. i.e. primary network first, secondary network second and tertiary (feeder routes) third.

The primary network should be prioritised by starting with the city centre where density is highest and where the cycle network will receive the highest usage in line with meeting modal share targets.

This scheme does not provide any additional primary/secondary routes.

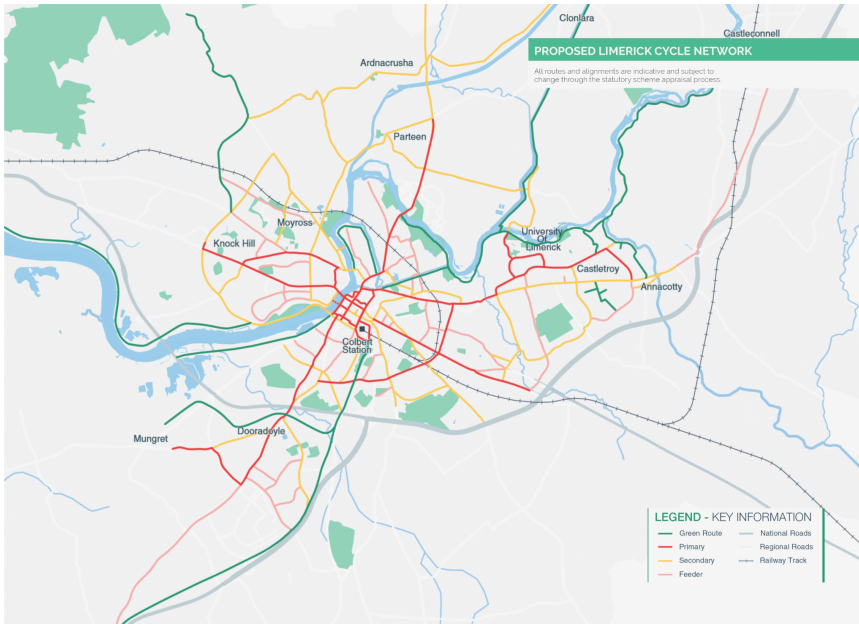


Figure 1. Map showing the primary secondary and Tertiary(feeder) routes in the LSMATS cycle network

The approach within LSMATS is backed by the NTA regional transport modelling, planning and investment cycle propensity scenarios. It is not clear why Limerick City and County Council are ignoring this evidence by prioritising a scheme which will have negligible benefit for cycling modal share while also draining the budget which could progress schemes which would have a transformational impact.

This project in its current state would only serve two additional sections of road that NTA models indicate would have minimal influence. While the most significant route in this area, R511 south of Roxboro Roundabout which LSMATS highlights as a secondary route remains unserved.

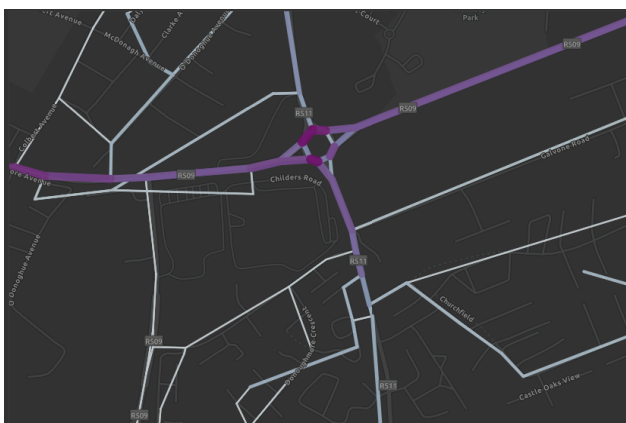


Figure 2. Extract from cycle propensity modelling showing a need for cycle infrastructure on the R511 towards southhill but no cycle demand for infrastructure on the R509.

We are concerned that the project is being brought forward by the Regeneration section of the Council rather than the Active Travel Team. As such it has the potential to drain significant resources from the Limerick AT team budget. Limerick is incredibly lucky to have

what is regarded nationally as one of the best performing and most highly skilled AT teams in the country. While we welcome the interest in active travel from other sections of the council it's clear that the rational and skill set that has been developed within the AT team in Limerick demands that planning for infrastructure such as this should rest with that team.

Discussions by our national group, the Irish Cycling Campaign, with the NTA have confirmed that due to inflationary concerns the NTA AT spend going forward is to be focused on projects to be delivered by the AT offices with only limited exceptions for other local authority departments. We would question whether this proposal would receive funding if passed, especially in the context of other routes such as Roxboro Rd in the same area being of significantly higher urgency and importance to the cycle network and to achieving modal shift targets.

We would ask for future active travel projects to be referred to the Active Travel office to ensure projects are sequenced and delivered in a coherent way in line with LSMATS. We believe that proceeding with this project would be a misallocation of the limited active travel budget that could be better used elsewhere.

Regards,

Conor Buckley
Chairperson, Limerick Cycling Campaign