

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: MOYROSS AVENUE UPGRADE



Eoin Brennan
Senior Executive Engineer

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.

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 upgrade part of Moyross Avenue, as noted below.

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

The proposed development will consist of the upgrade of c.420m of Moyross Avenue between the western boundary of the Corpus Christ Primary School and Pineview Gardens, including:

- A reduction in the carriageway width to 6m;
- The provision of parallel set down car-parking spaces on both sides of Moyross Avenue;
- Construction of 1.8m wide cycle tracks and 2m wide footpaths on both sides of Moyross Avenue;
- Associated landscaping and site 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	Lauren Walsh
2	Limerick Cycling Campaign Submission

A copy of the submissions received, as submitted through MyPoint, are included in Appendix B.

4.1 Submission Details

4.1.1 Submission 1

Submission Summary:

- **Source:** MyPoint
- **Theme:** Section 38
- **Title:** In support of the upgrade to Moyross Avenue
- **Documents Attached:** One
- **Boundaries Captured on Map:** No

Observations:

A reduction in space for cars and an increase in room for humans (particularly the children making their way to Corpus Christi Primary School) is long overdue. I welcome the proposed development. I hope my fellow constituents in the Northside will join me in supporting this upgrade so that Moyross will be a better place for everyone to live, not just those wealthy enough to own a car.

LCCC comments:

The submission comments are acknowledged and noted.

4.1.2 Submission 2

Submission Summary:

- **Source:** MyPoint
- **Theme:** Section 38
- **Title:** Limerick Cycling Campaign Submission on Section 38 - Moyross Avenue Upgrade
- **Documents Attached:** One
- **Boundaries Captured on Map:** No

Observations:

Submission to Limerick Council on Section 38 - Moyross Avenue Upgrade

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).

Thank you to the Council and Active Travel team for their work progressing this much needed project to its current stage. We have some observations that we feel may inform minor changes that could lead to significant improvements for those using active modes of travel on this route.

Observations

Limerick Cycling Campaign welcomes the inclusion of active travel measures in this project. In particular we would highlight the junction tightening and raising the entrances at these junctions to give priority to pedestrians and cyclists.

However we would like to raise concerns regarding the compliance to the Cycling Design Manual and the Design Manual for Urban Streets and Road. Our concerns are over the amount of space given to different modes of travel. Notably the cycle lanes having a width of 1.80m which falls short of the desired minimum for a track of this type of 2.00m. We would ask that this be reviewed to ensure that the cycle lanes are at least 2m wide. We suggest that the carriageway width should be reduced to 3m and the parking to 2.4m (DMURS 4.4.9 defines the standard width of 2.40m for parking spaces).

We note the amount of space given to parking spaces (2.50m given for each parking space, sometimes on both sides of the road) does not align with the DMURS hierarchy of demand. Given this street's current status as a "slow zone" of 30km/h and hosting a playground, park and a primary school the width of the carriageway should be no wider than 6m. 6m is sufficient for bus routes even on arterial or link roads.

We welcome the inclusion of trees in the scheme but would ask that these are placed closer to the carriageway and further from the cycle track (segregation greater than the 500mm minimum). We recommend that these are interspersed between car parking adjacent to the carriageway. DMURS highlights the enclosing effect of trees and consequent speed reductions but for a local example trees adjacent to cycle tracks have had damaging impacts from encroaching roots on the Groody road cycle tracks.

Once again we wish to thank Limerick Council for their continued work. Considerations for active travel are vital from early stages and we are pleased to see that they kept to the fore in projects such as this.

LCCC comments:

Acknowledging the submission received, comments below.

In relation to the proposed cycle track widths:

Moyross Avenue is designated as a feeder cycle route in LSMATS, as compared to a more used secondary or primary cycle route. Refer to Section 9.1.9 and 'Proposed Limerick Cycle Network' graphic in LSMATS.

Table 2.2 of the Cycle Design Manual states that for cycle flows less than 300 cyclists/hr, the absolute minimum is 1.5m. The design was developed, on a reasonable basis, applying this usage to a feeder cycle route.

The cycle track width was then developed as follows:

- One-way cycle track
- A (inside clearance) – Flush or near flush surface = 0.00m
- B (central width) – One-way absolute minimum width = 1.50m
- C (outside clearance) – Flush or near flush surface = 0.00m
- Absolute minimum width = 1.50m
- Proposed minimum one-way cycle track width = 1.80m

Furthermore, the proposed widths of the cycle tracks and footpaths provide consistency with the already approved project either side of this project i.e., the ongoing upgrade of Moyross Avenue

between Watch House Cross and Corpus Christi Church and the upcoming Coonagh Knockalisheen Distributor Road scheme.

In relation to the proposed carriageway width:

The existing carriageway in this area is approx. 9m and this project proposes a significant reduction in this width. The carriageway width on the upcoming Coonagh Knockalisheen Distributor Road scheme is 6.5m. The upgrade of this section of Moyross Avenue continues this width to the east and is then tapered to a 6m width. The 6m width is provided from the eastern end of the Moyross FC and continues eastwards.

Notwithstanding the above, the position of the taper in carriageway widths will be reviewed as part of the detailed design.

The extent of proposed parking/set down spaces has been developed following consultation with the LCCC Active Travel and Roads Departments and local stakeholders, including sports clubs.

The positioning of trees and provision features such as of root barriers will be further reviewed and finalised at detailed design stage. The detailed landscape design will be agreed in consultation with relevant LCCC Departments (Active Travel, Environment, Parks, etc.).

4.1.3 Directorate Comments

Limerick City and County Council (LCCC) envisages that that this project will offer significantly improved connectivity to Moyross and the wider northern part of Limerick City. The project will link to the upcoming Coonagh Knockalisheen Distributor Road scheme to the east and the further upgrades of Moyross Avenue to the west (separate upgrades between Corpus Christi school and Corpus Christi Church, and between the Church and Watch House Cross).

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 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

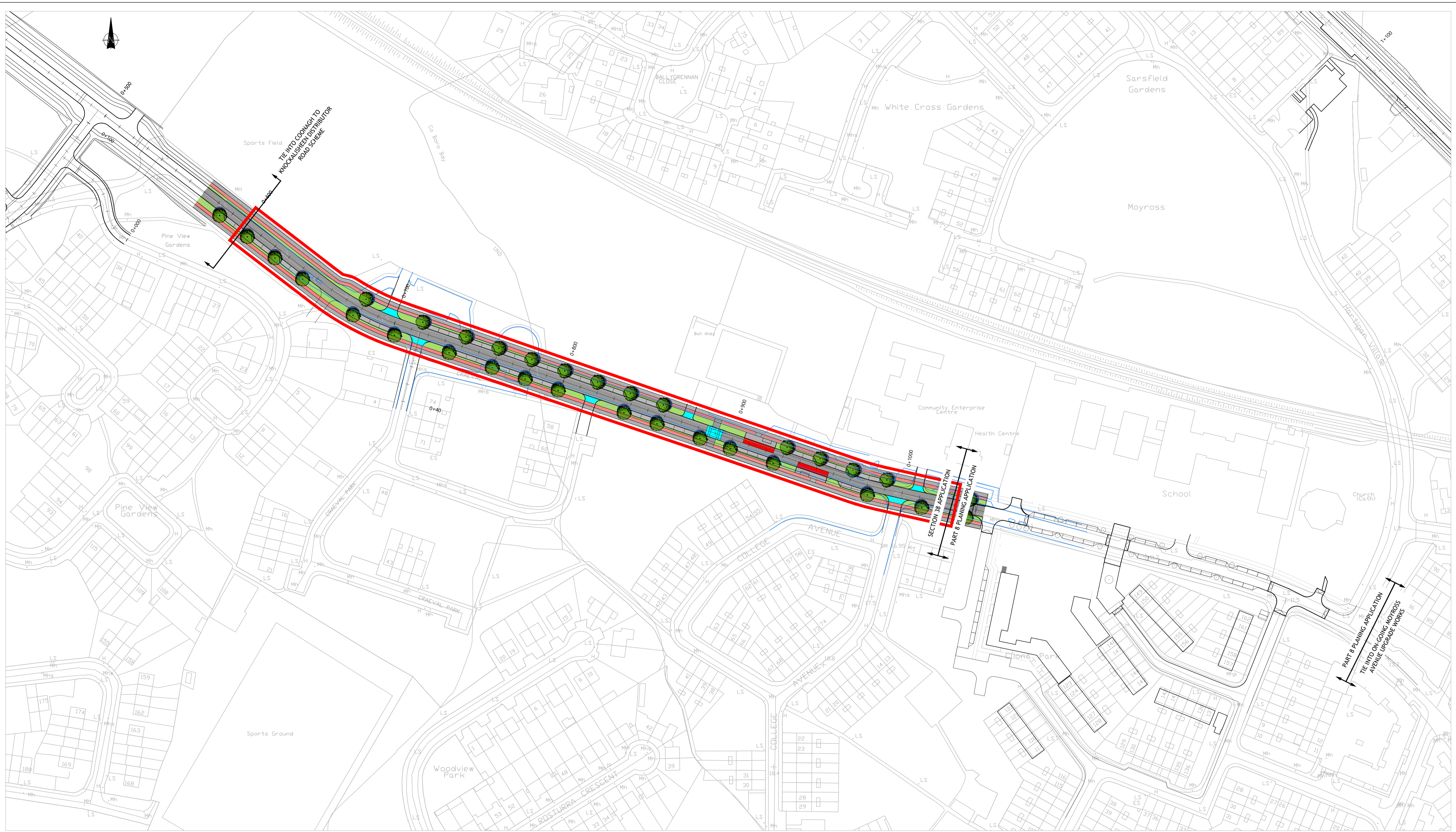
Subject to funding, Limerick City and County Council intends to proceed with this project. All comments issued on the submissions have been reviewed and project will proceed based on comments given above.

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



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES – FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.
2. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM MALIN HEAD.

LEGEND:

1. SITE BOUNDARY OUTLINED THUS.....



1	21.03.24	Section 38 Issue	EMcG	TH	CS
Issue	Date	Revisions	Drawn	Checked	Approved

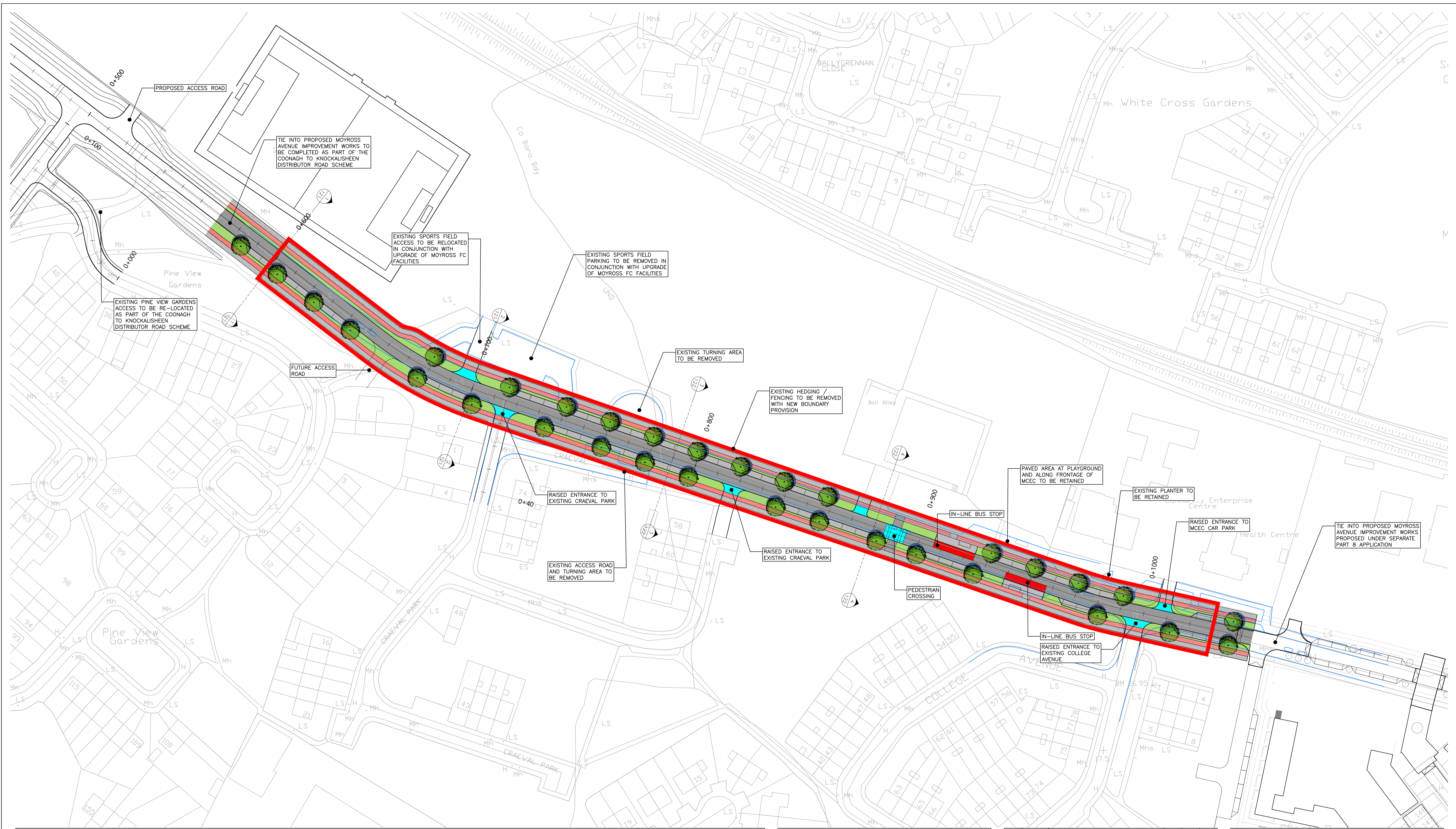
MRG consulting engineers
No.4 Day Place, Tralee, County Kerry.
T : (0667)232330 Fax : (0667)232334 E-Mail : info@mr.ie
also: Elysium Business Centre, Second Floor, Brehin House,
Watercourse Road, Blackpool, Cork.

MRG Consulting Engineers Limited Civil Structural Architectural Environmental

Project
LIMERICK CITY & COUNTY COUNCIL
MOYROSS AVENUE UPGRADE
PINE VIEW GARDENS TO COLLEGE AVENUE

Drawing
SITE LOCATION PLAN

Drawn	E.McGillcuddy	Project No.	123021	Drawing No.	123021-100
Date	08.03.2024				
Scale	1:1000 AT A1				



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES – FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.
2. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM MALIN HEAD.
3. EXISTING PUBLIC LIGHTING TO BE UPGRADED WHERE REQUIRED.
4. BUFF COLOURED BLISTER TACTILE PAVING TO BE USED AT UNCONTROLLED PEDESTRIAN CROSSINGS.
5. CORDUROY TACTILE PAVING TO BE USED AT TERMINATION OF FOOTPATH/CYCLE TRACK AT SHARED SURFACE.

LEGEND:

1. SITE BOUNDARY DENOTED THUS.....
2. PROPOSED CARRIAGEWAY SURFACE DENOTED THUS.....
3. PROPOSED FOOTPATH DENOTED THUS.....
4. PROPOSED RAISED CYCLE TRACK DENOTED THUS.....
5. PROPOSED BUS STOP DENOTED THUS.....
6. PROPOSED CORDUROY TACTILE PAVING AT CROSSING LOCATION DENOTED THUS.....
7. EXISTING SURVEYED FEATURES SHOWN THUS IN BLUE.....
8. PROPOSED RAISED ENTRY TREATMENT DENOTED THUS.....

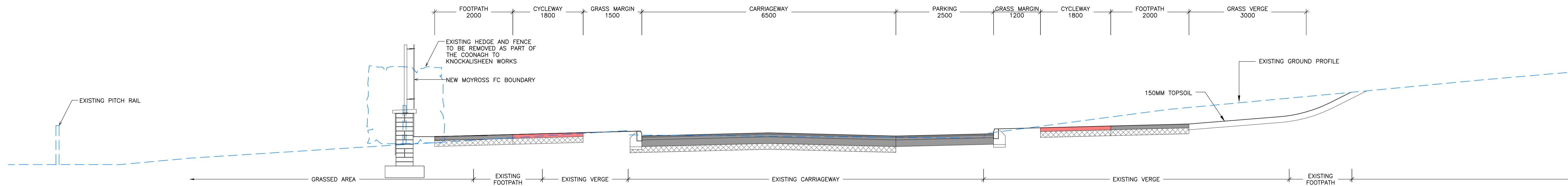


Ordnance Survey Ireland Licence No CYAL50322836
Ordnance Survey Ireland and Government of Ireland.

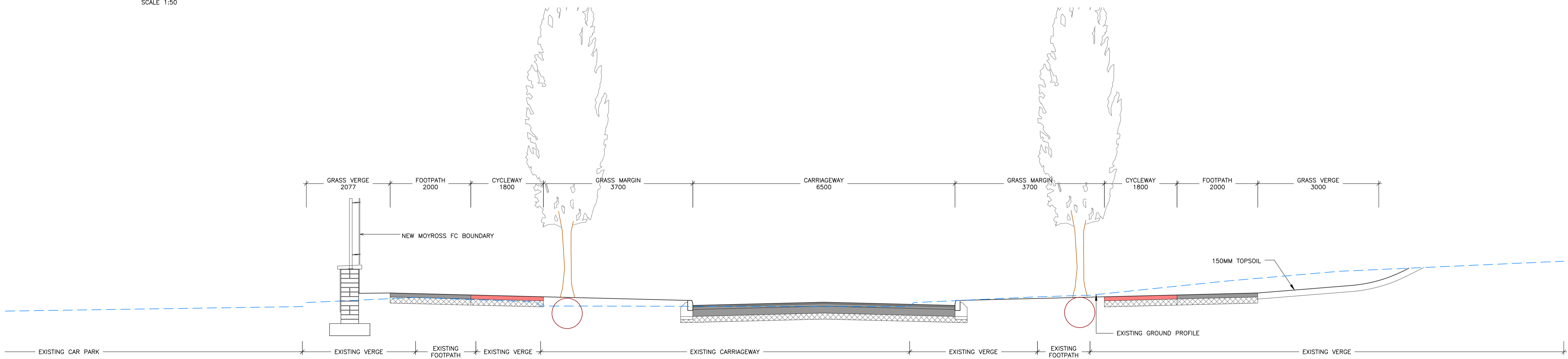


1	21.03.24	Section 38 Issue	EMcG	TH	CS
Issue	Date	Revisions	Drawn	Checked	Approved
			No.4 Day Place, Tralee, County Kerry. T: (0667)212330 Fax: (0667)212334 E-Mail: info@mrq.ie also: Elysium Business Centre, Second Floor, Brehin House, Watercourse Road, Blackpool, Cork.		
MRG Consulting Engineers Limited			Civil Structural Architectural Environmental		

Project LIMERICK CITY & COUNTY COUNCIL MOYROSS AVENUE UPGRADE PINE VIEW GARDENS TO COLLEGE AVENUE		
Drawing PROPOSED LAYOUT PLAN		
Drawn D Moriarty Date xx.03.2024 Scale 1:750 AT A1 1:1500 AT A3	Project No. 123021	Drawing No. 123021-111



TYPICAL CROSS SECTION 1-1 - CH 600
SCALE 1:50



TYPICAL CROSS SECTION 2-2 - CH 700
SCALE 1:50

NOTES:

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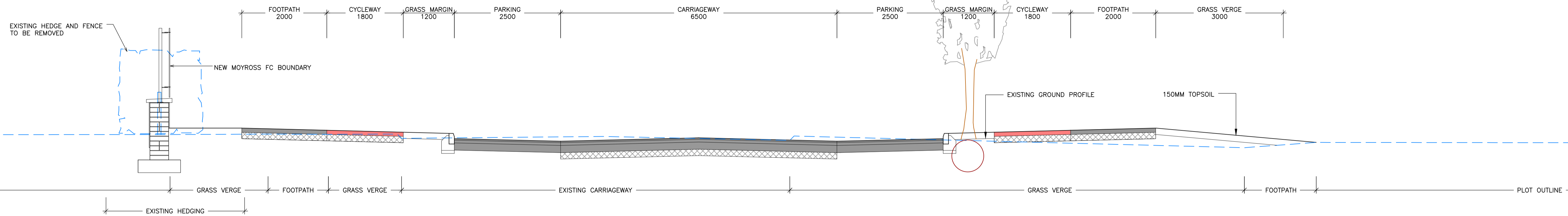
1	21.03.24	Section 38 Issue	EMcG	TH	CS
Issue	Date	Revisions	Drawn	Checked	Approved

MRG consulting engineers
No.4 Day Place, Tralee, County Kerry.
T: (066)7123130 Fax: (066)7123384 E-Mail: info@mrq.ie
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MRG Consulting Engineers Limited Civil Structural Architectural Environmental

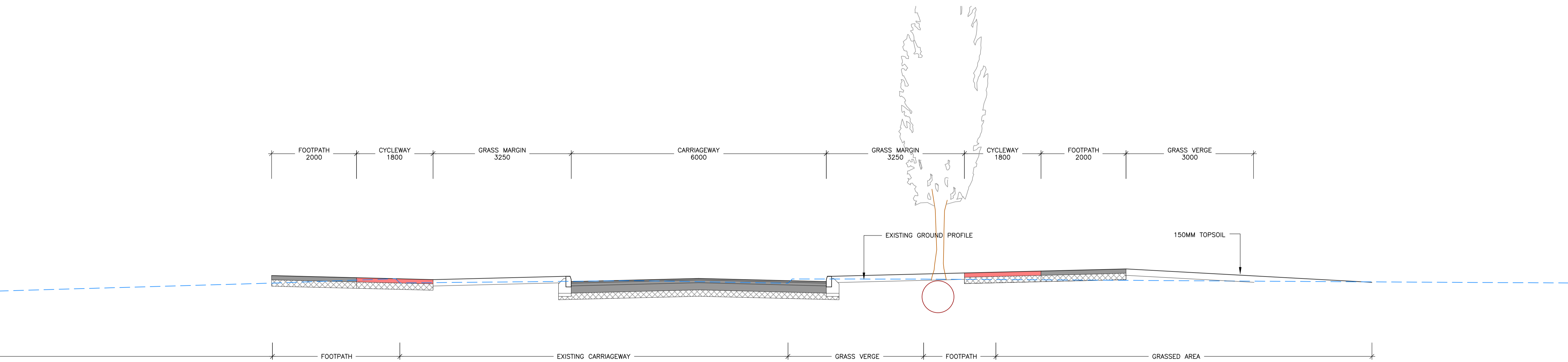
Project
LIMERICK CITY & COUNTY COUNCIL
MOYROSS AVENUE UPGRADE
PINE VIEW GARDENS TO COLLEGE AVENUE

Drawing
TYPICAL CROSS SECTIONS - SHEET 1 OF 2

Drawn	E.McGillicuddy	Project No.	123021	Drawing No.	123021-121
Date	14.06.2023				
Scale	1:500 AT A1 1:1000 AT A3				



TYPICAL CROSS SECTION 3-3 - CH 800
SCALE 1:50



TYPICAL CROSS SECTION 4-4 - CH 880
SCALE 1:50

NOTES:

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1	21.03.24	Section 38 Issue	EMcG	TH	CS
Issue	Date	Revisions	Drawn	Checked	Approved

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LIMERICK CITY & COUNTY COUNCIL
MOYROSS AVENUE UPGRADE
PINE VIEW GARDENS TO COLLEGE AVENUE

Drawing
TYPICAL CROSS SECTIONS - SHEET 2 OF 2

Drawn	E.McGillicuddy	Project No.	123021	Drawing No.	123021-122
Date	14.06.2023				
Scale	1:500 AT A1 1:1000 AT A3				

Appendix B

Submissions received

Unique Reference Number: LCC-C309-S38MA-1
Status: Approved
Submission: In support of the upgrade to Moyross Avenue

UID: 22747
Author: Lauren Walsh

Consultation:
Section 38 - Moyross Avenue Upgrade

Date Created: 01.04.2024 - 01:29

Observations:

Theme: Section 38
Title: In support of the upgrade to Moyross Avenue

A reduction in space for cars and an increase in room for humans (particularly the children making their way to Corpus Christi Primary School) is long overdue. I welcome the proposed development. I hope my fellow constituents in the Northside will join me in supporting this upgrade so that Moyross will be a better place for *everyone* to live, not just those wealthy enough to own a car.

Documents Attached:

LCC-C309-S38MA-1-36633 - Chapter_8_Travel_patterns_and_car_ownership.pdf

Boundaries Captured on Map: No

8. Travel patterns and car ownership

Means of travel to work

Average travel time

Travel to school and college

Just under three in four using private vehicles to travel to work

There were three questions relating to travel to work, school or college in April 2016, namely means of travel, time of departure and journey time in minutes. The results are analysed separately for those at work and students.

The overall number of people commuting to work increased from 1.70 million in 2011 to 1.88 million in 2016, an increase of 10.7 per cent.

The number of people driving to work increased by 85,180 to 1,152,631 and was the largest increase of all categories. Car passengers increased by a smaller amount to 77,335 in 2016 from 69,164 in 2011.

The use of public transport to get to work has increased by 30,144 persons over the five years, bringing the total to 174,569 and representing 9.3 per cent of all working commuters.

Cycling to work has shown the largest percentage increase of all means of transport, rising from 39,803 in 2011 to 56,837 in 2016, an increase of 42.8 per cent over the five years.

[See web table EZ038](#)

Figure 8.1 Means of travel to work, 1996, 2006 and 2016

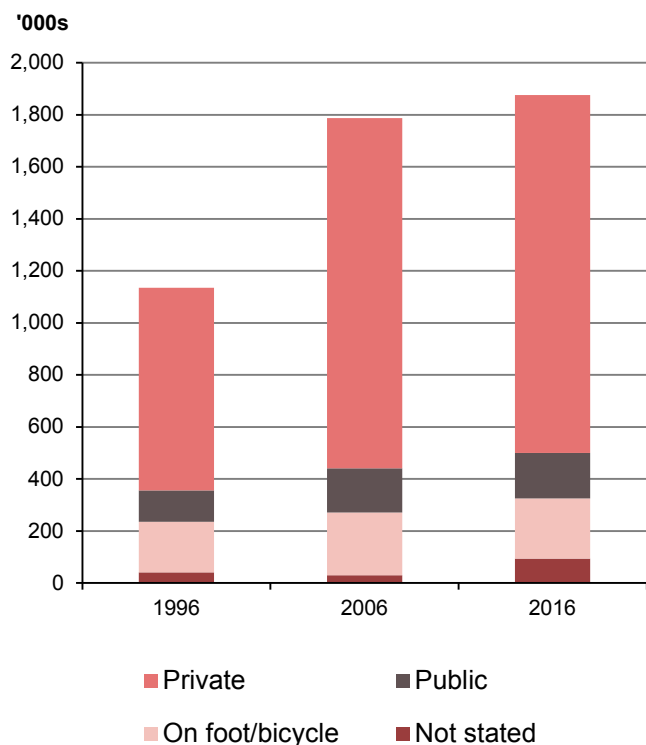
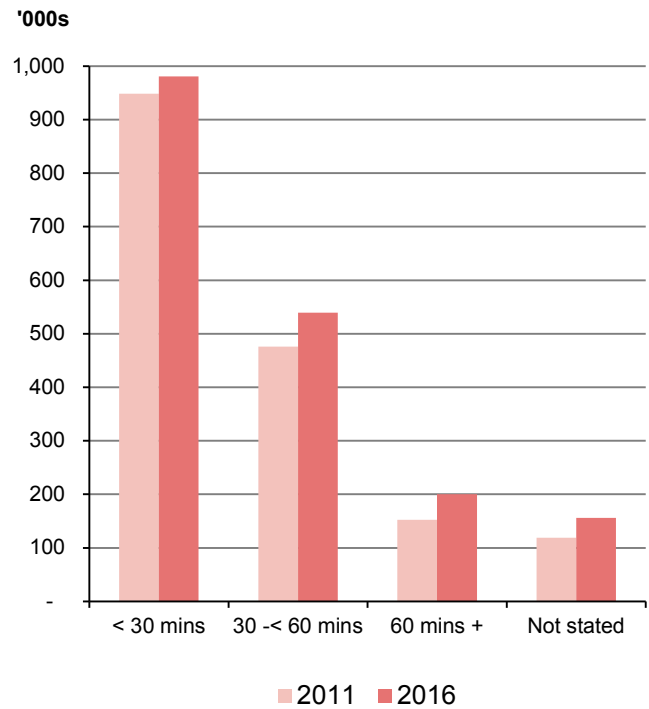


Figure 8.2 Workers by time taken to travel to work, 2011 and 2016



Average travel time to work up on 2011

The average stated journey time to work was 28.2 minutes in 2016, up from 26.6 minutes in 2011 and 27.5 minutes in 2006.

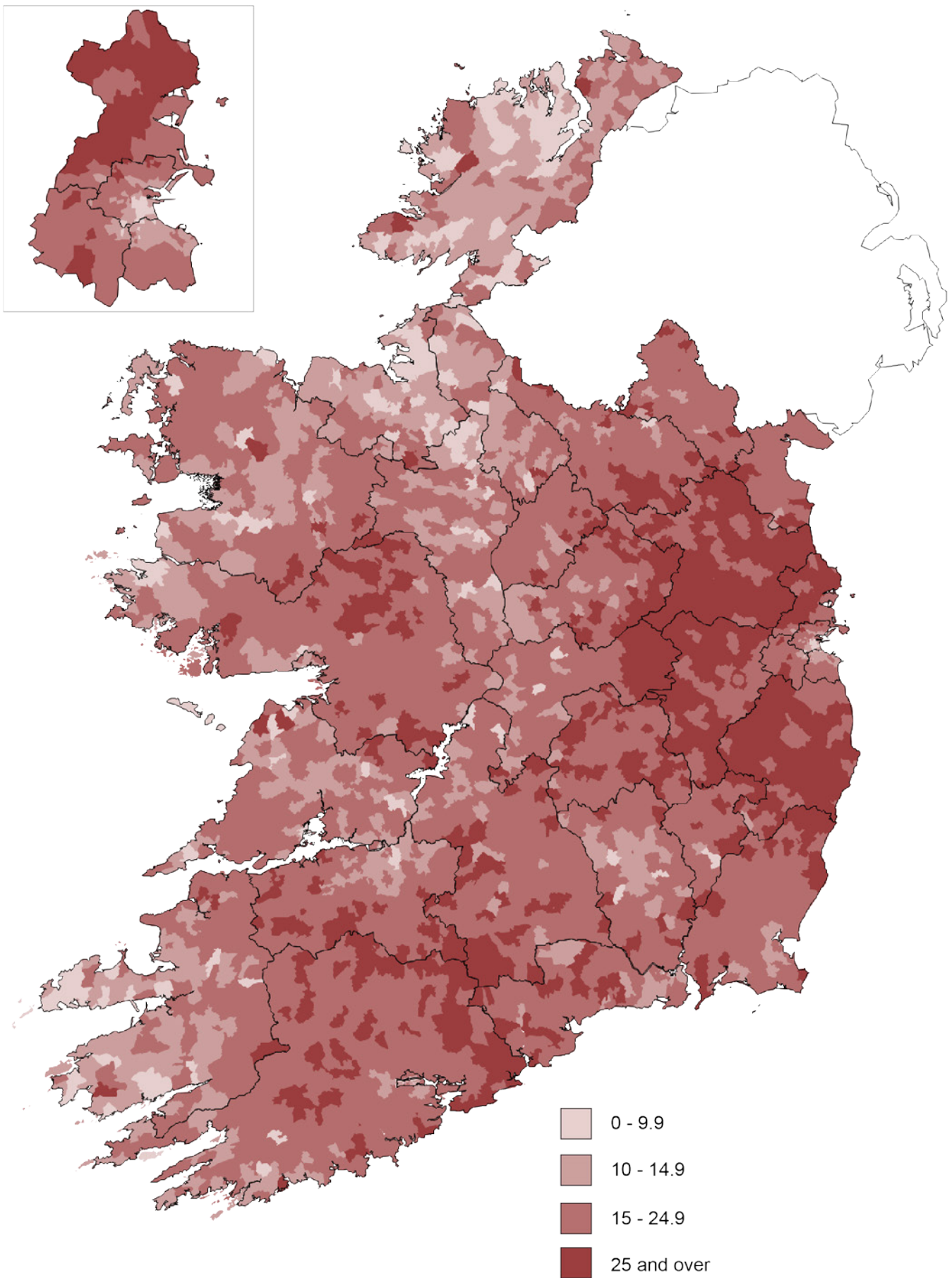
In 2016 52.3 per cent of journeys took 30 minutes or less while 81.0 per cent of journey times were under 60 minutes.

A total of 365,369 workers left home before 7 a.m. (up from 272,864 in 2011), with 166,712 leaving before 6.30 a.m., an increase of 47,111 over the five years.

Just over 68 per cent of these early commuters were men. More women than men travelled to work between the 8 a.m. and 9 a.m. time slots (women making up 57.2%). The number of workers leaving after 9.30 a.m. increased by only 2.1 per cent, from 184,701 to 188,565 between 2011 and 2016.

[See web table EZ041](#)

Map 8.1 Percentage of commuters by electoral division leaving home before 7 a.m. to travel to work, 2016



The car remains the main means of travel for school students

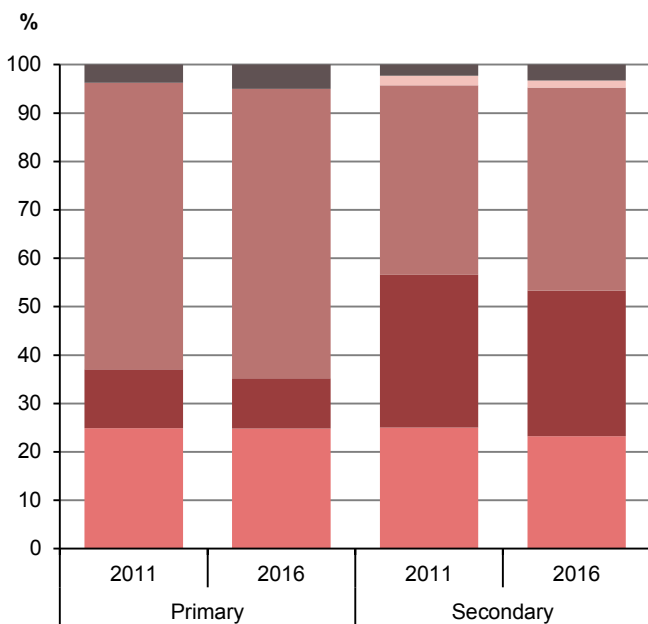
There were an additional 45,414 primary school students in 2016 compared with five years previously. While 10,769 of these additional students walked or cycled to school, bringing the total walking or cycling to school to 135,544, the car continues to be the dominant means of transport for this group with 327,039 children (6 out of 10) being driven to school in 2016. The numbers taking public transport have fallen from 60,954 in 2011 to 56,846 in 2016, representing just 10.4 per cent of children.

The number of secondary school students increased by 27,767 but the numbers walking or cycling increased by just 855 (from 80,538 to 81,393); those using public transport increased by 3,429 to 105,222, representing 30 per cent of journeys, while again, the car remained the main means of transport among this group with 151,794 users, of whom 5,039 drove to school themselves.

Among primary students, 69.1 per cent (377,867) leave for school between 8:00 a.m. and 9:00 a.m. while 113,190 leave after 9 o'clock and 31,105 leave before 8 o'clock. The average travel time for primary and secondary school students was 12 and 19 minutes respectively.

[See web table EZ038](#)

Figure 8.3 Means of travel for primary and secondary school students, 2011-2016



- On foot or bicycle
- Motor car passenger
- Other
- Bus or train
- Motor car driver

Third level student driver numbers down but rise in car passenger numbers

The number of third level students driving to college has fallen by 8,835 to 44,771 while those who travel as a passenger has increased to 19,125 (up from 16,291 in 2011).

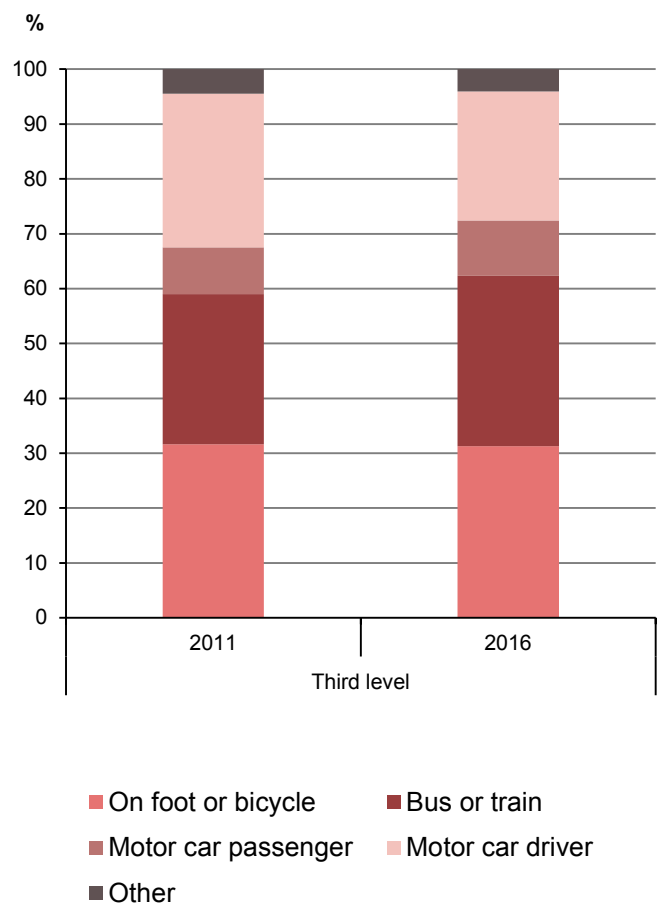
Walking or cycling to college remains the main means of travel accounting for 59,490 students while a further 59,087 used public transport.

Average journey time to college increases

Third level students typically leave for college between 8:00 a.m. and 9:00 a.m. (87,132 or 45.8% of the total) while 42,150 depart after 9.00 a.m.

The average journey time has increased to 33.3 minutes, up from 30.6 minutes in 2011.

Figure 8.4 Means of travel to college, 2011-2016



Increase in car ownership

Car ownership among households continued its upward trend with 1.39 million households having at least one car in 2016 – an increase of 30,063 on 2011.

In 2016, 76.6 per cent of households in urban areas owned at least one car compared with 91.0 per cent of households in rural areas, a pattern largely caused by the low car ownership in the cities. For example, 33.7 per cent of households in the administrative area Dublin City stated that they did not have a car in 2016.

Of those households indicating they had a car, 54.5 per cent in rural areas had two cars or more, in contrast to 33.0 per cent in urban areas.

Meath had the highest proportion of households with at least one car (90.3%), followed closely by Cork County (89.0%).

Meath also had the largest proportion (43.3%) of households with two cars. Cork County had the largest proportion (7.7%) of households with three cars while 1.8 per cent of households in the State had four or more cars.

[See web table EZ047](#)

Figure 8.5 Percentage car ownership among households by area type, 2016

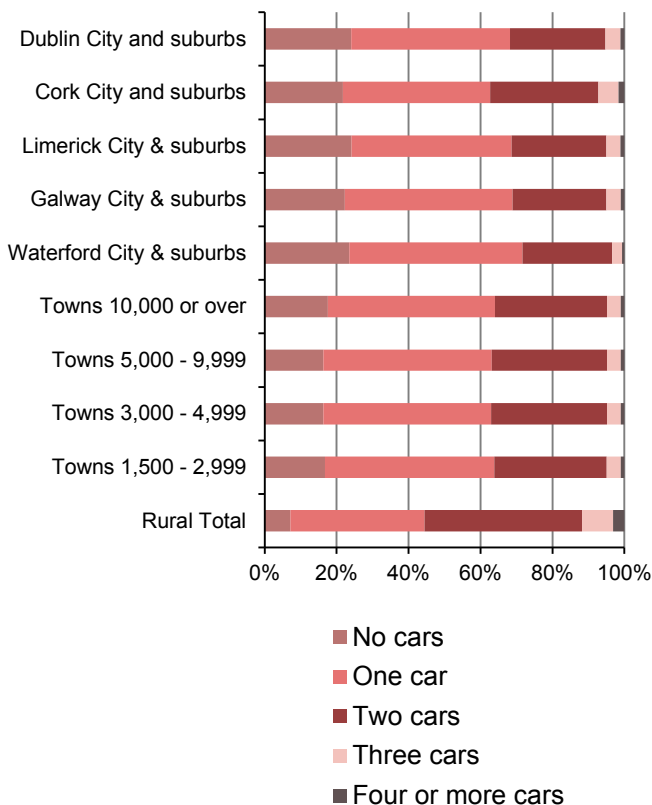
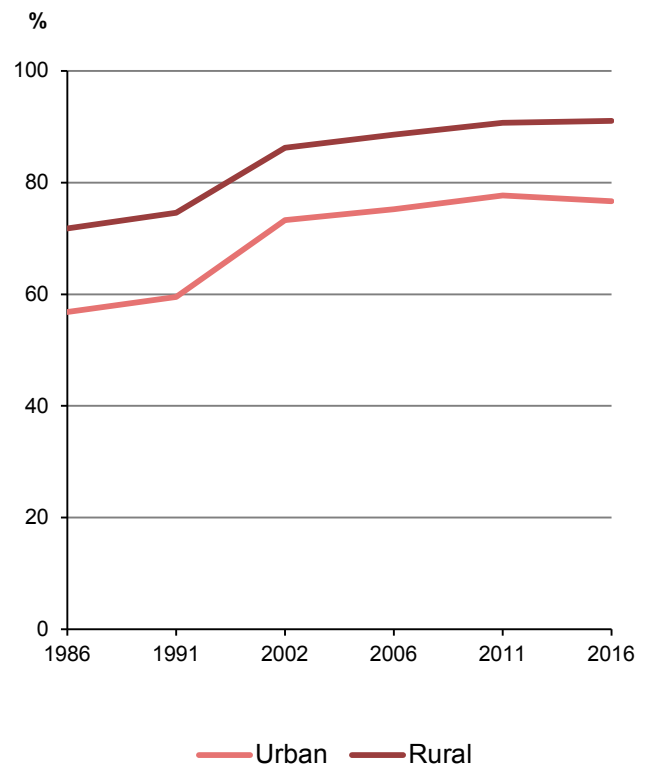


Figure 8.6 Percentage car ownership in urban and rural areas, 1986-2016



It's a fact!

81.9%

The percentage of car ownership throughout the State in 2016, down from 82.4 per cent recorded in 2011

30,063

The increase in households between 2011 and 2016 stating they had at least one car

Unique Reference Number: LCC-C309-S38MA-2

Status: Approved

Submission:

Limerick Cycling Campaign Submission on Section 38 - Moyross Avenue Upgrade

UID: 257

Author: Limerick Cycling Campaign

Consultation:

Section 38 - Moyross Avenue Upgrade

Date Created: 18.04.2024 - 08:47

Observations:

Theme:

Section 38

Title:

Limerick Cycling Campaign Submission on Section 38 - Moyross Avenue Upgrade

Please find attached in PDF format the Limerick Cycling Campaign Submission on Section 38 - Moyross Avenue Upgrade.

Documents Attached:

LCC-C309-S38MA-2-37970 - Section 38 - Moyross Avenue Upgrade.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 - Moyross Avenue Upgrade

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).

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Observations:

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However we would like to raise concerns regarding the compliance to the Cycling Design Manual and the Design Manual for Urban Streets and Road. Our concerns are over the amount of space given to different modes of travel. Notably the cycle lanes having a width of 1.80m which falls short of the desired minimum for a track of this type of 2.00m. We would ask that this be reviewed to ensure that the cycle lanes are at least 2m wide. We suggest that the carriageway width should be reduced to 3m and the parking to 2.4m (DMURS 4.4.9 defines the standard width of 2.40m for parking spaces).

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Once again we wish to thank Limerick Council for their continued work. Considerations for active travel are vital from early stages and we are pleased to see that they kept to the fore in projects such as this.

Regards,

Conor Buckley

Chairperson, Limerick Cycling Campaign