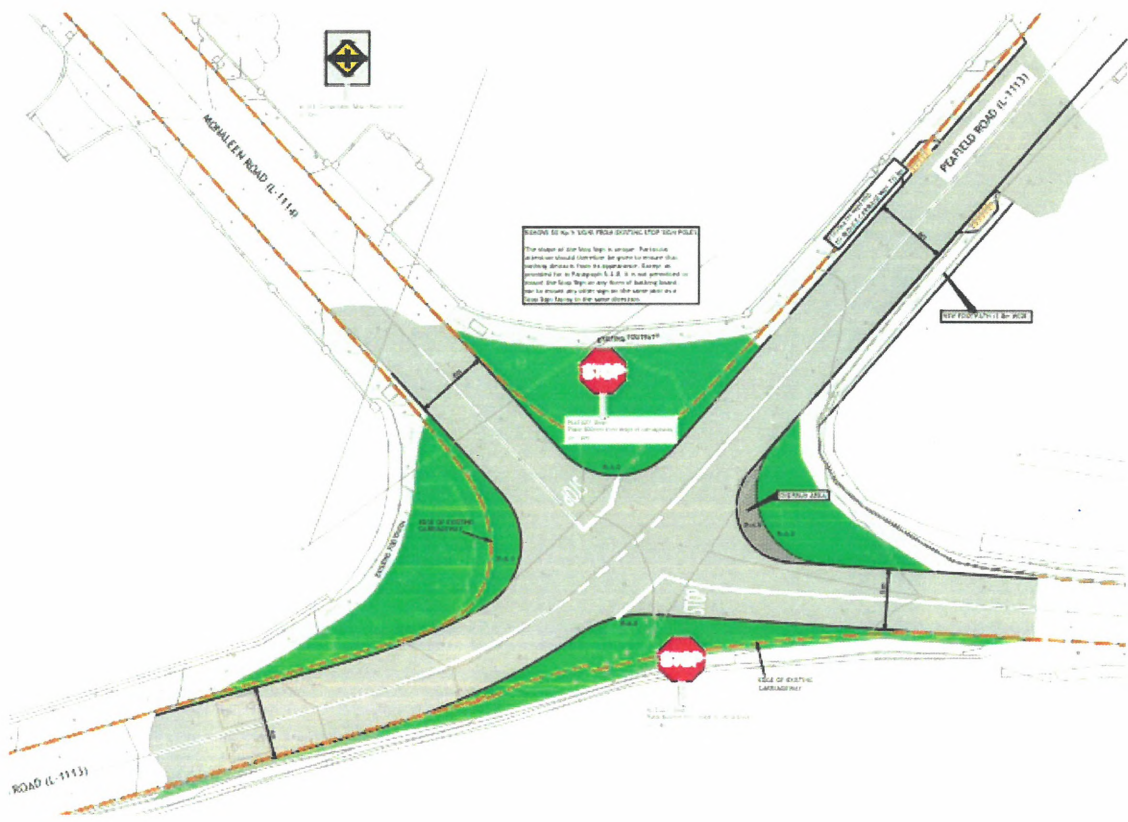


TRANSPORTATION & MOBILITY DIRECTORATE REPORT IN ACCORDANCE WITH SECTION 38 OF THE ROAD TRAFFIC ACT, 1994, AS AMENDED BY SECTION 46 OF THE PUBLIC TRANSPORTATION REGULATION ACT 2009

Re: Junction Improvements at Sandville Cross, Newtown, Co. Limerick



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## 1.0 Foreword

This report has been prepared pursuant to provisions of Section 38 of the Road Traffic Act, 1994, as amended by Section 46 of the Public Transportation Regulation Act 2009, Limerick City and County Council hereby gives notice of its intention to carry out Junction Improvements at Sandville Cross, Newtown, Castletroy Co. Limerick

## 2.0 Description of the nature and extent of the proposed development

This scheme comprises of junction tightening measures at the intersection of L1113 Newtown Rd / L1113 Peafield Road, L-1114 Monaleen Road and L-5122 Newtown Mews also known as the Sandville Cross, Newtown, Castletroy Co. Limerick. These measures will provide additional traffic calming along this route benefiting residents, pedestrians and motorists. The plans and particulars were put on public display from Friday 11<sup>th</sup> July 2025 to Friday 8<sup>th</sup> August 2025 inclusive. Deadline for submissions was 4pm on the 8<sup>th</sup> August 2025. Please refer to Figure 2.1 and Figure 2.2 below regarding Site Location and Scheme Layout.

### Location:

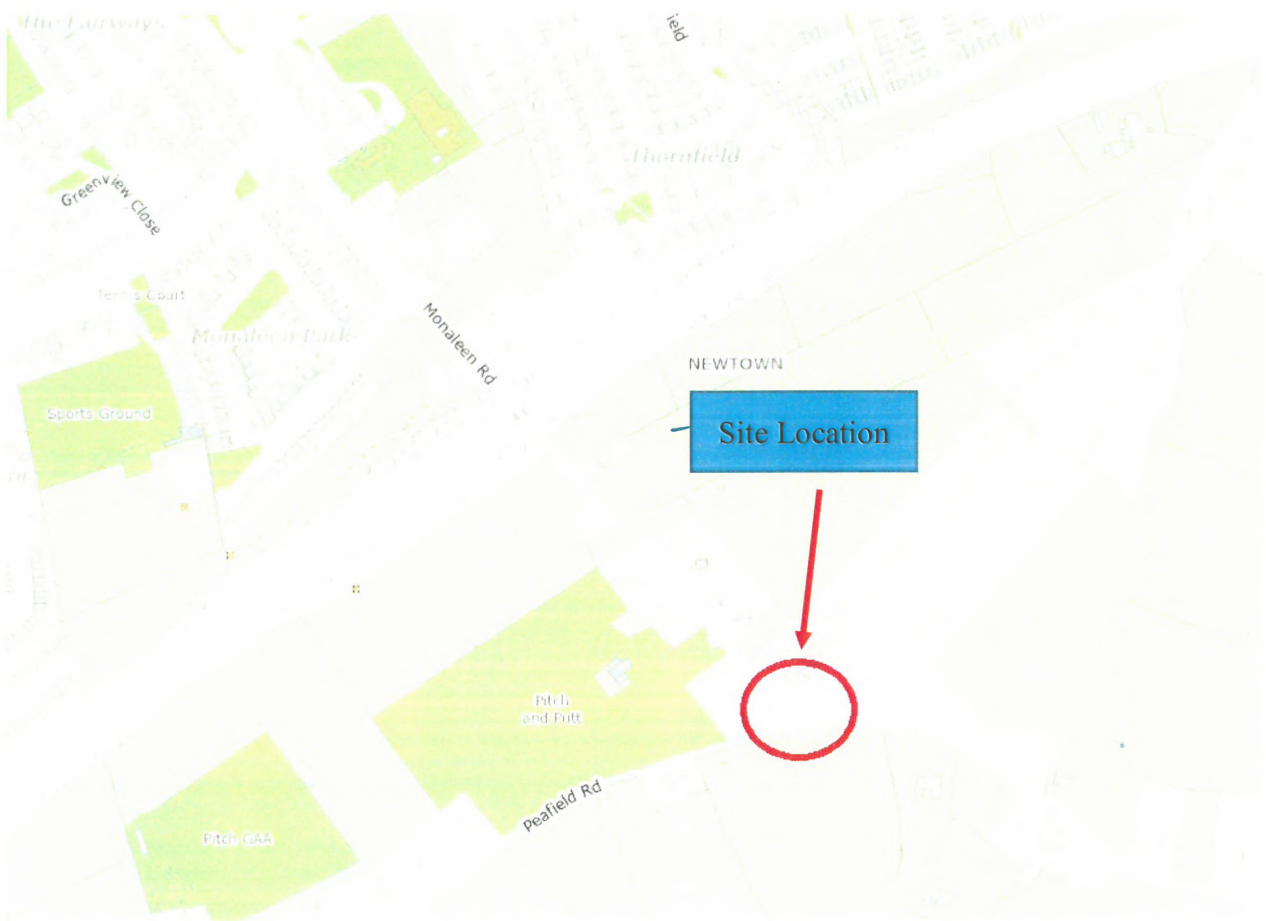


Figure 2.1: Site Location – Sandville Cross, Newtown, Castletroy, Co Limerick

**Site Layout:**

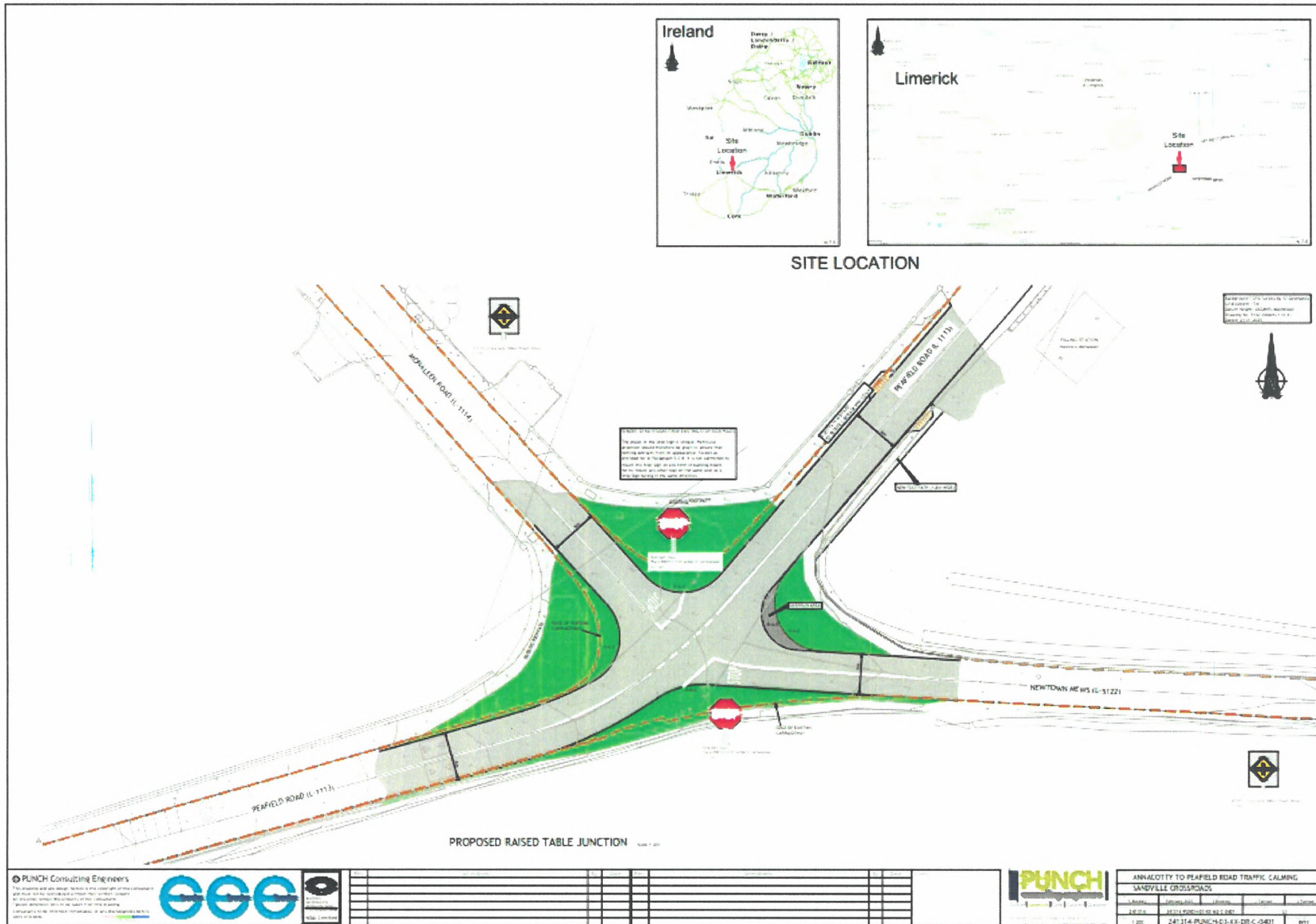


Figure 2.2: Scheme Layout

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

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

**4.0 Submissions with respect to the proposed development**

<b>Submission Ref</b>	<b>Ref No.</b>
1	LCC-C428-SANDV-1
2	LCC-C428-SANDV-2
3	LCC-C428-SANDV-3
4	LCC-C428-SANDV-4
5	LCC-C428-SANDV-5
6	LCC-C428-SANDV-6
7	LCC-C428-SANDV-7
8	LCC-C428-SANDV-8
9	LCC-C428-SANDV-9
10	LCC-C428-SANDV-10
11	LCC-C428-SANDV-11
12	LCC-C428-SANDV-12
13	LCC-C428-SANDV-13

#### 4.1 Submissions:

##### LCC-C428-SANDV-1

###### **Submission Summary:**

**Theme:** Junction Tightening

**Title:** Wrong Recommendation for Junction

**Documents Attached:** No

**Boundaries Captured on Map:** No

###### **Observations:**

The road tightening plan around Sandville Cross is the wrong option in dealing with traffic calming, traffic management and public safety. The volume of traffic and particularly the speed of traffic at this junction can be better resolved by the introduction of a roundabout.

There is adequate space around this junction to accommodate a roundabout. There could be road tightening leading to the roundabout which should slow speeding traffic considerably and, even if some extra area is needed outside the public realm, it should not be difficult or overly costly to acquire.

The proposed road tightening alone will not deal adequately with all the issues in this area.

The roundabout option would also eliminate HGV traffic on Peafield Rd. This is a recurring problem despite road signage, complaints to LCCC and Google Maps. There are regular road stoppages due to trucks reversing back Peafield Road with all the resulting footpath and road safety issues particularly around Monaleen GAA pitch entrance.

The plan needs to be reconsidered but the solution expedited .

###### **Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

A roundabout option would not eliminate HGV's on Peafield Rd. Advance warning signage relating to Restricted Headroom is already installed at Sandville Cross to warn HGV drivers of the related hazard ahead.

**LCC-C428-SANDV-2**

**Submission Summary:**

**Theme:** Road Safety

**Title:** SANDVILLE CROSS JUNCTION AND PEAFIELD FOOTPATH EXTENSION

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

As above

**Transportation & Mobility Directorate comments:**

The words 'as above' were posted in the *Observations* section, however they do not provide any context for a particular observation relating to this public consultation

## LCC-C428-SANDV-3

### **Submission Summary:**

**Theme:** Road Safety

**Title:** I don't believe this design effectively addresses current safety concerns.

**Documents Attached:** No

**Boundaries Captured on Map:** No

### **Observations:**

I believe this design offers only a slight improvement in safety and fails to address three major concerns I have as both a user of this junction and a resident of Peafield Road.

Firstly, drivers travelling along the L-113 barely need to deviate from their path to navigate the junction. Unless the rise to the raised platform is considerable, drivers may still be able to maintain excessive speed through the junction. Secondly, drivers turning left onto Peafield Road L-1113 from Newtown Mews L-5122 still enter the junction at a shallow angle, even with the road narrowing. This does little to force drivers to stop at the junction or even slow down. Additionally, drivers must look over their right shoulder to spot oncoming traffic, creating a particularly hazardous situation for cyclists who may end up in a blind spot or be unable to make eye contact with drivers to ensure they are seen. Furthermore, from what I can see, no consideration has been given to how pedestrians navigate the junction. There are no pedestrian crossings, and all the additions to tighten the junctions are covered in grass, forcing pedestrians away from the junction to cross. Surely pedestrians should be considered if the goal is to make the junction safer. My preference would be for a roundabout at this location, with sufficient consideration taken for both pedestrians and cyclists. My preference aside, I still don't think this proposed design should go ahead for the reasons I offered above. I don't think it will be a good return on investment, and I don't think it will make the road safer than the current layout, particularly for pedestrians and cyclists.

### **Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. The design utilises measures to tighten the existing junction by introducing reduced road widths and reduced curve radii. This engineering method reduces traffic speed at junctions leading to safer manoeuvres. The design does not detail a raised platform.

The angle of approach of the L5122 onto the L1133 was reviewed in the context of the above observation, however utilising a more perpendicular approach to the junction from the L5122 would not optimised the safety of the traffic approaching from the L1114 Monaleen Road. Junction tightening measures have been proposed at the L5122 Junction which will assist traffic yielding on the minor road before entering the major road. This will benefit cyclists, pedestrians and all other road users.

The installation of a new uncontrolled crossing point and new footpath along the L1113 / L5122 junction will provide increased safety for pedestrians as part of this scheme

A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

**LCC-C428-SANDV-4**

**Submission Summary:**

**Theme:** Junction Tightening

**Title:** Alternative suggestion for the improvement plan for junction

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

The proposed road tightening plan for this junction will not resolve the traffic issues. Due to the volume of traffic the accumulation of traffic at this junction is excessive. The traffic comes from 4 roads and makes this junction unsafe leading to risky driver behaviour, speeding and has increased risk to safety for road users. it is unsustainable. Speed ramps on approach to a roundabout will also facilitate and resolve the speed issue. HGV following google maps end up on Peafield Road on a regular basis. They cannot pass under Peafield bridge. A roundabout and signage will alert the truck driver and avoid lengthy traffic jams when the trucks is forced to reverse back the way it came.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. The design utilises measures to tighten the existing junction by introducing reduced road widths and reduced curve radii. This engineering method reduces traffic speed at junctions lending to safer manoeuvres.

Currently, there are 2 speed cushions in advance of Sandville Cross Junction on the L1113 Peafield Rd. Limerick City and County Council are also considering the installation of a speed table on the L1113 Newtown Rd

A roundabout option would not prevent HGV's travelling on Peafield Rd. Advance warning signage relating to Restricted Headroom is already installed at Sandville Cross to warn HGV drivers of the related hazard ahead.

LCC-C428-SANDV-5

**Submission Summary:**

**Theme:** Road Safety

**Title:** Junction improvement at Sandville Cross, Newtown, Co Limerick

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

We, the undersigned, live on Peafield road. We have noticed a huge increase in the volume and speed of traffic recently. We understand that Limerick Co Co have already done a survey of traffic volumes on this road, which proves that the volumes are very high especially at peak times.

Walking from our houses up towards Monaleen stores is extremely dangerous as there is no footpath and a very dangerous bend. There have been several near accidents on this part of the road as it is used as a shortcut from the dual carriageway to the University and Castletroy.

There are several children living on this part of the road and no doubt more with 3 of the derelict houses on the roads being renovated.

A roundabout is needed at Monaleen stores as it is extremely difficult to enter Peafield road due to the volume of traffic.

We would appreciate it if you would bear this submission in mind, when finalising your plans.

We are very grateful to Limerick Co Co for the footpath that has already been put in but it need to be extended badly.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

There is currently an existing footpath on the L1113 Peafield Rd for circa 750 meters on approach to this junction. Any proposed extension to the existing footpath may be considered as part of a separate scheme at a future date subject to funding availability.

LCC-C428-SANDV-6

**Submission Summary:**

**Theme:** Road Safety

**Title:** Roundabout----Junction improvement

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

The only safe adjustment to the junction is a roundabout.

It slows traffic and allows easier access from all approach roads.

There is adequate/loads space for a roundabout..... Eg ....The neat roundabout at limerick golf club.... The minature at Annacotty village..... The raised mini roundabout at Castletroy Shopping Centre etc

Furthermore the access from Monaleen Gaa on Peafield is very poorly sighted and would benefit greatly from a raised(flat) ramp which would slow traffic and ease access and exit from the pitches

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

The access in / out of Monaleen GAA on the Peafield Rd is located approximately 600 meters from this project location. This location is outside the scope of this project. Measures to address the above concern may be investigated separately at a future date.

**LCC-C428-SANDV-7**

**Submission Summary:**

**Theme:** Road Safety

**Title:** Wrong recommendation for Sandville Cross junction

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

As daily frequent users of Peafield Road we feel that the proposed safety improvement scheme at Sandville cross is insufficient.

The proposed junction tightening will not sufficiently slow down traffic at this very busy intersection. Due to the volume and speed of traffic passing through this junction we feel that the proposed junction tightening measures is a waste of money and will still leave safety issues for all motorists, cyclists and pedestrians.

Sandville Junction is particularly chaotic at school times with large volumes of cars trying to turn. At these times it is also very dangerous for pedestrians trying to cross the road. We feel that pedestrians were given no consideration in the proposal

We believe the only obvious way to manage traffic at this junction is to put in a roundabout that will slow down the traffic effectively.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. The design utilises measures to tighten the existing junction by introducing reduced road widths and reduced curve radii. This engineering method reduces traffic speed at junctions leading to safer manoeuvres.

The installation of a new uncontrolled crossing point and new footpath along the L1113 / L5122 junction will provide increased safety for pedestrians as part of this scheme

A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

**LCC-C428-SANDV-8**

**Submission Summary:**

**Theme:** Road Safety

**Title:** Road Safety – Peafield Road

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

**1. Sandville Cross (Monaleen Stores Juntion)**

We do not believe that the proposed road-narrowing plan at Sandville Cross is the most effective solution for traffic calming and road safety. Over the past 24 months, there has been a noticeable increase in both the volume of traffic and the level of speeding along Peafield Road.

I believe a more effective option would be the introduction of a roundabout. This would help to slow traffic naturally, improving safety for drivers, pedestrians, and cyclists alike.

Similar roundabouts installed over the last 18 months on the R511 (Limerick–Fedamore road) appear to have been highly successful. In fact, some of these have been implemented in areas with far less available space than Sandville Cross, which suggests that a roundabout here is both feasible and beneficial.

**2. Speed Reduction Measure before Monaleen GAA Pitch Entrance**

A raised(flat) ramp should be installed before the entrance to the Monaleen GAA pitch on Peafield Road. The approach to this location is a blind corner where vehicles often travel at speed.

This is particularly dangerous for cyclists—especially children—who may be turning into the pitch for matches and training. The combination of limited visibility, fast-moving traffic, and the high volume of young road users presents a serious safety concern that should be addressed without delay.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

Monaleen GAA on the Peafield Rd is located approximately 600 meters from this project location. This location is outside the scope of this project. Measures to address the above concern may be investigated separately at a future date.

**LCC-C428-SANDV-9**

**Submission Summary:**

**Theme:** Road Safety

**Title:** Sandville Cross junction

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

We, the undersigned residents of Peafield Road, have observed a significant increase in both the volume and speed of traffic in recent years. This has raised growing safety concerns, particularly as this section of the road is home to several young children—a number that is expected to rise as three previously derelict houses are currently being renovated.

We believe a roundabout at the Monaleen Stores junction is urgently needed for the following reasons:

To reduce vehicle speeds and improve safety for all road users, including pedestrians and cyclists.

To improve traffic flow during peak hours. The current layout causes serious congestion, as many drivers use this route as a shortcut to the dual carriageway and the University of Limerick.

We respectfully ask that these concerns be carefully considered in the final design of the junction. A well-planned roundabout would address both safety and traffic efficiency concerns for the growing number of residents and road users in the area.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

The design utilises measures to tighten the existing junction by introducing reduced road widths and reduced curve radii. This engineering method reduces traffic speed at junctions leading to safer manoeuvres. Engineering analysis has been carried out to ensure that the junction is capable of permitting turning movements for all vehicles.

LCC-C428-SANDV-10

**Submission Summary:**

**Theme:** Road Safety

**Title:** Safety on peafield road

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

I would like to submit my opinion on proposed Sandville junction and the safety of peafield road I have lived on this road since 1982 and in that time there have been numerous accidents on this road one unfortunately been fatal. To me a roundabout at Sandville junction as essential in order to regulate traffic speed on Peafield which is frightening at times combined with a huge volume of traffic on a daily basis . Monaleen GAA pitch which is on this road is in constant use with very buy traffic entering and leaving the pitch , traffic calming is a must near the pitch .

To me there appears to be ample room to make a roundabout at this junction as there are two grass verges which could be removed to accommodate this considering that there are smaller roundabouts around Limerick and the one on the old Cork road springs to mind.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

Monaleen GAA on the Peafield Rd is located approximately 600 meters from this project location. This location is outside the scope of this project. Measures to address the above concern may be investigated separately at a future date.

**LCC-C428-SANDV-11**

**Submission Summary:**

**Theme:** Road Safety

**Title:** Road Safety on Peafield Road

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

We, the undersigned residents of Peafield Road, wish to express our growing concerns regarding the significant increase in both the volume and speed of traffic along our road in recent years. These changes have heightened safety risks, particularly as the area is home to many young children — a number set to rise in the coming months with the renovation of three formerly derelict houses.

We strongly believe that the installation of a roundabout at the Monaleen Stores junction is urgently required for the following reasons:

To calm traffic speeds and enhance safety for all road users, including pedestrians and cyclists.

To improve traffic flow during peak hours. The current road layout results in severe congestion, as many drivers use this route as a shortcut to the dual carriageway and the University of Limerick.

We respectfully urge that these concerns be taken into full consideration during the planning and final design of the junction. A thoughtfully designed roundabout would significantly improve both safety and traffic efficiency for the increasing number of residents and commuters in the area.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

The design utilises measures to tighten the existing junction by introducing reduced road widths and reduced curve radii. This engineering method reduces traffic speed at junctions lending to safer manoeuvres. Engineering analysis has been carried out to ensure that the junction is capable of permitting turning movements for all vehicles.

**LCC-C428-SANDV-12**

**Submission Summary:**

**Theme:** Junction Tightening

**Title:** Junction improvements at Sandville Cross

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

There are major traffic problems at this junction, particularly at rush hours. One way maybe of overcoming this is putting a roundabout at the junction.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

**LCC-C428-SANDV-13**

**Submission Summary:**

**Theme:** Junction Tightening

**Title:** Junction Recommendations at Sandville Cross

**Documents Attached:** No

**Boundaries Captured on Map:** No

**Observations:**

Dear Limerick City and County Council, we are writing this note to express strong support recommendations made fellow neighbours, and concern in relation to the current plans.

Given the persistent road safety issues on Peafield Road, combined with weekly HGV misadventures and the pedestrian pathway dead-end, the area would be better served by: 1) a Roundabout at Sandville Cross, 2) Mitigation against HGVs taking Peafield Road, and 3) Extending the pathway to Morrison's Pub.

**Transportation & Mobility Directorate comments:**

Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.

Advance warning signage relating to Restricted Headroom for HGV's is already installed at Sandville Cross to warn HGV drivers of the related hazard ahead.

Extension of the footpath to Morrison's Pub is outside the scope of this project. Measures to address the above concern may be considered separately at a future date subject to funding availability.

## 4.2 Review of Submissions

*Limerick City and County Council* have reviewed the submissions and a summary of our comments following this consultation is as follows:

- Limerick City and County Council engaged the services of a competent design consultant to assess and design the most appropriate solution for the existing junction at Sandville Cross. A roundabout design was considered at the early stage in the design process, however due to the parameters set out in the relevant guidance manuals and considering the constraints of the site, a roundabout design was not considered a feasible option for this scheme.
- Advance warning signage relating to Restricted Headroom is already installed at Sandville Cross to warn HGV drivers of the related hazard ahead.
- The design utilises measures to tighten the existing junction by introducing reduced road widths and reduced curve radii. This engineering method reduces traffic speed at junctions leading to safer maneuvers. Engineering analysis has been carried out to ensure that the junction is capable of permitting turning movements for all vehicles.
- The installation of a new uncontrolled crossing point and new footpath along the L1113 / L5122 junction will provide increased safety for pedestrians as part of this scheme
- An extension of the footpath on Peafield Rd and safety improvements at Monaleen GAA on the Peafield Rd is outside the scope of this project. Measures to address these concerns may be investigated separately at a future date.

## 5.0 Conclusion

Limerick City and County Council's *Transportation & Mobility Directorate* recommends proceeding with this scheme. All comments / submissions have been reviewed and the scheme will proceed based on *Limerick City and County Council's* comments above.

## 6.0 Action taken by Local Authority

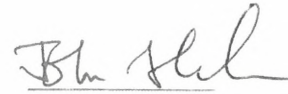
The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 11<sup>th</sup> July 2025. This project does not require planning as it does not meet the planning thresholds as laid out in the Planning & Development Regulations, 2001-2021.



Darragh Corcoran  
Executive Engineer

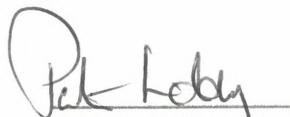


James Moylan  
A/Senior Ex. Engineer



John Sheehan  
A/ 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.



Patricia Liddy  
Director of Service  
Transportation & Mobility Directorate  
Limerick City and County Council

Dated: 13/10/25