

**Uimhir Thagarta Uathúil:** LCC-C158-P8SCR-40

**Údar:** Brian Haugh

**Stádas:** Submitted

**Aighneacht:** Important infrastructure

**Comhairliúchán:**

Part 8 - South Circular Road to City Centre Active Travel Scheme

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## Additional Traffic Calming Required

**Caibidil:** Chapter 2 - Planning Report and Drawings

Firstly I would like to welcome this project. It is a very important piece of active travel infrastructure for Limerick and will provide for safe access for pedestrians and cyclists to three primary schools, two secondary schools and a third level campus. This has massive potential to facilitate a modal shift from cars to active travel and reduce overall congestion associated with 'school run' traffic. The recently completed 'school street' outside the Modhscoil is an excellent example of how good infrastructure can provide safe access to the large number of parents and children who wish to walk and cycle to school.

The integration of the project with an overall larger active travel network is also welcome. Although not part of this project, I note that the proposed linkages with the Fr Russell cycle scheme and the Canal Bank to UL cycle path will ultimately allow my children to cycle safely on dedicated infrastructure to their grandparents in Raheen and Monaleen. Surely this is the type of city and lifestyle we want for our future generations.

I also welcome the proposed public realm enhancements on Henry Street. These are a welcome facelift to the area in which I live and I believe will further enhance the charm of a historic area of the city.

I have a specific comment in relation to the proposed new traffic flow layout on Quinn Street and St Gerard Street which are both proposed to become one-way streets under the new layout. As a resident on St Gerard Street I recognise that the current traffic layout is less than ideal. Despite a ban on HGV's on the street I regularly see these trying to use the street as a throughway only to have to reverse back into the junction with O'Connell Ave. Only last evening I saw two 50 seater coaches try to drive down the street and get stuck as they were unable to pass between parked cars. However, the tight layout and two way traffic does have a benefit in that in general it slows the speed of traffic passing through the street. I have seen that when there are fewer cars parked on the street that through traffic travels at much higher speeds and am concerned that the proposed layout would lead to increased speeds on the street, which is very busy with school children in the morning and afternoons. I would ask that you consider additional traffic calming measures on the street such as the installation of planter boxes to 'tighten' the street and reduce speeds.

It also appears proposed directional flow of Quinn Street and St Gerard does not sufficiently consider safe cycle access to the Modhscoil for young cyclists. Cyclists travelling along South Circular road would be required to access the Modhscoil through heavy vehicular traffic on St Gerard Street, turning right at a busy traffic light junction with O'Connell Ave. I would suggest that it would be much safer if access was via Quinn Street, so that these children can utilise the pedestrian crossing directly outside the school. This could be achieved by providing a contra-flow cycle lane on Quinn Street.

*Main opinion:*

Excellent scheme but requiring additional traffic calming measures.

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*Main requests:*

Additional Traffic calming on Quinn/St Gerard Street and safe access from the cycle path on SCR to the Modhscoil.

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**Documents Attached:** Níl