

Uimhir Thagarta Uathúil: LCC-C158-P8SCR-88

Údar: Conor Ryan

Stádas: Submitted

Aighneacht:

Positive supoprt for SCR to City Centre Active Travel Scheme

Comhairliúchán:

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

The improvement of mixed mode commuting infrastructure in the city & surrounds is severely required

Caibidil: Chapter 1 - Planning Application Form and Notices

Ábhair: Segregated

cyclelanes,

Footpath upgrades, shared carriageways, Traffic Calming

The improvement of infrastructure in the city & surrounds is severely required. It is important to acknowledge that the introduction of a cycleway, that this is not a benefit solely for “cyclists” but for commuters using mixed-mode transportation.

a) As a parent to 3 young children, I would love to see them cycle commute independently into the city centre and to return safely in segregated cycling infrastructure, without the current anxiety that such a trip entails.

b) The footpath upgrades in this proposal are greatly required as the existing footpaths on these routes are dangerously narrow at points and in a poor state of repair. I believe improvements here would lead to a great increase in footfall and would facilitate parents to use buggies and bring children for walks important in encouraging an active & healthy lifestyle. The proposal also has some interesting ideas regarding the introduction of trees where space allows; I would be very much in favour of this and would like to suggest that a special effort be made to introduce native trees (fruit bearing trees), so as to decrease the impact of excess pollen production.

c) With the full implementation of the proposal, this would deter non-residents from using these routes as a “rat-run” and instead ensure traffic adheres to the primary routes that are intended to deal with said traffic volumes in the first instance. Ballinacurra Road has to be considered as the primary route when compared to SCR for direct city centre access and the road infrastructure reflects this. Keeping the majority of traffic volumes to the primary route will result in appropriate allocation of traffic management resources to the location which requires it, whilst the secondary and tertiary routes benefit from a reduction of traffic volumes.

d) As traffic will no longer continue to use SCR as a high-speed “rat-run” then we can expect a lower incidence of accidents and a reduction in the overall particulate pollution/emissions resultant from motor vehicles. Noise pollution will also see a decrease with a reduction in traffic volumes. This would be a very welcome outcome of implementing this proposal. It is important also to ensure that sufficient traffic management and enforcement is in place to deter illegal parking on the newly implemented infrastructure and thereby allowing residents to see the scheme operate to its full potential.

e) Implementation of this proposal would see our family removing a car, as it’s primary function would no longer be necessary. My children would then be safely able to walk, cycle or scoot to their school, meaning one less car on the

roads at peak times, completing a school-run.

Main opinion:

Positive acceptance of the proposal

Main requests:

Full implementation of the proposal in it's currently proposed format.

Main reasons:

Important infrastructural updates allowing for mixed-mode transportation and commuting alternatives into/from Limerick City.

Documents Attached: Níl