

Part 8 Planning Report

TUS Moylish to City Active Travel Scheme

August 2022

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1. INTRODUCTION

1.1 Background

The Active Travel Department of Limerick City & County Council propose improvement works extending from the TUS Moylish campus at Moylish Roundabout towards the city via Cratloe Road, Sexton St North and Belfield Court and Belfield Gardens. This Report sets out the need for the Scheme, the Scheme objectives and provides a general description of the proposed improvement works. Figure 1.1 shows a map of the scheme extents from TUS Moylish to the Ennis Road.

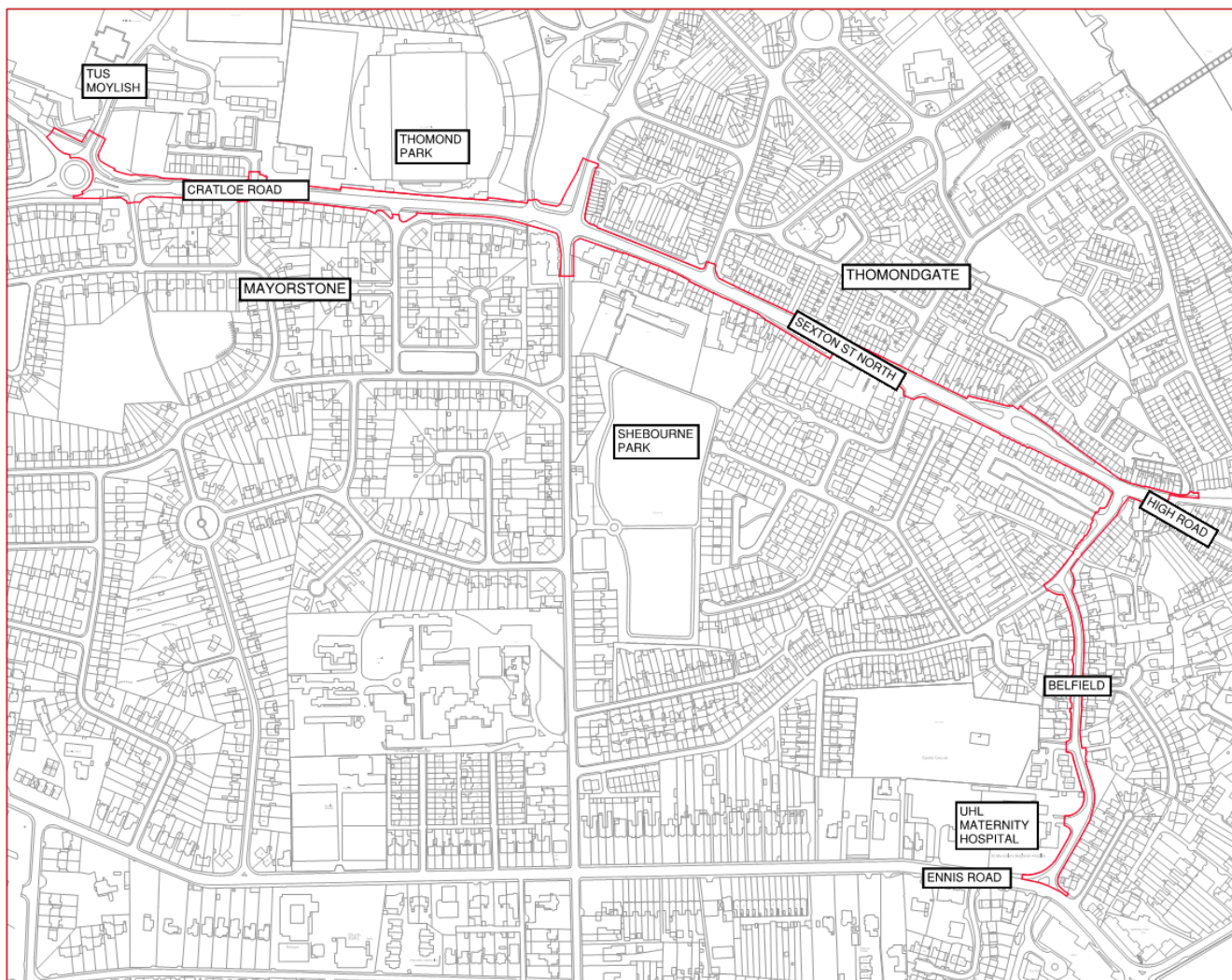


Figure 1.1 Scheme Extents Map

The Preliminary Design has been developed in-house by Limerick City & County Council’s Active Travel Team supported by external consultants for environmental, ecological and road safety audit reporting. The Scheme traverses the R445 Regional Road along Cratloe Road, Sexton Street North and High Road before heading south along Belfield Court (L-10078) and Belfield Gardens (L-10080) through the largely residential suburbs of Mayorstone, Thomondgate and Belfield on the northern side of Limerick City. The TUS Moylish Campus is located just off Moylish Roundabout with more than 6,000 students study in the four faculties on the campus. A number of schools are also located in the area the including Gaelscoil Sáirséal and Thomond Primary schools and Thomond College secondary school. Other significant attractors include the 26,000 capacity Thomond Park Sports Stadium which also caters for several concerts and is one of the largest hospitality & conferencing venues in the Mid-West Region. University Maternity Hospital is also located off Belfield Gardens which is a key employer in the area.

This project has been progressed on the basis of the recommendations of the Revised Draft Limerick Metropolitan Area Transport Strategy (LSMATS) which identifies a number of Primary Radial Cycling routes in the Limerick Metropolitan area which include the Caherdavin to Sarsfield Bridge route via Cratloe Road, Sexton Street North, High Road, Belfield and Clancy Strand. LSMATS also identifies the the Cratloe Road Section between Moylish Roundabout and Hassett’s Cross as a Core Bus Corridor for main spine routes that connect outer neighbourhoods and suburbs to the city centre. The route is therefore part of the strategic urban and transport planning for Limerick and has been identified to provide safe, more coherent, direct, attractive and comfortable facilities to encourage cycling as a sustainable transport option. The Approving Authority is the National Transport Authority (NTA).

Details of the proposed works are shown as per layout plans listed below which are to be read in conjunction with this report:

- 19-003-LCCC-CR-S2-0000 Site Location Map & Site Notice Location
- 19-003-LCCC-CR-S2-0001 Proposed Layout – Sheet 1
- 19-003-LCCC-CR-S2-0002 Proposed Layout – Sheet 2
- 19-003-LCCC-CR-S2-0003 Proposed Layout – Sheet 3
- 19-003-LCCC-CR-S2-0004 Proposed Layout – Sheet 4
- 19-003-LCCC-CR-S2-0005 Proposed Layout – Sheet 5
- 19-003-LCCC-CR-S2-0006 Standard Side Road Detail

1.2 Scheme Objectives

This Scheme, as designed, aims to deliver improved safety, comfort and security for cyclists, pedestrians and the mobility impaired and to encourage an uptake in cycling as a viable and safe commuter / student travel mode. This objective is to be achieved through the delivery of infrastructure which is designed in compliance with the National Cycle Manual (NCM), the Design Manual for Urban Roads and Streets (DMURS), Safe Routes to School Design Guide, Transport Infrastructure Ireland (TII) Publications and the Traffic Management Guidelines (TMG’s) and through a National Transport Authority (NTA) review process.

The current situation along the route is considered to be unsafe for cyclists due to the absence of dedicated cycle facilities, high traffic volumes at peak hours and junctions along the route that have been designed with the prioritization of motorised vehicles in mind. The Belfield route, while not the most direct link to the city, is the preferred solution, at this time, and the existing road is to be upgraded to a shared surface with traffic calming features such as raised tables and chicanes being introduced to improve the route for cyclists. Existing side road junction arrangements are difficult for vulnerable road users due to wide carriageway approach widths, large junction radii, wide circulating carriageway and resultant high vehicular speeds.

The design has been developed to achieve the following objectives:

- To improve safety, comfort and security for cyclists, pedestrians and motorists;
- To provide segregated cycle facilities;
- To improve the crossing facilities for pedestrians and cyclists across the roadway and at side road junctions;
- To comply with the emerging Limerick Shannon Metropolitan Area Transport Strategy (LSMATS);

- To provide junction solutions in line with the Principles of Sustainable Safety, that meet with the five needs of cyclists and the target Quality of Services outlined in the National Cycle Manual (NCM);
- To design a facility that complies with the National Cycle Manual published by the National Transport Authority and the Design Manual for Urban Roads and Streets, the Safe Routes to School Design Guide and any other relevant guidelines

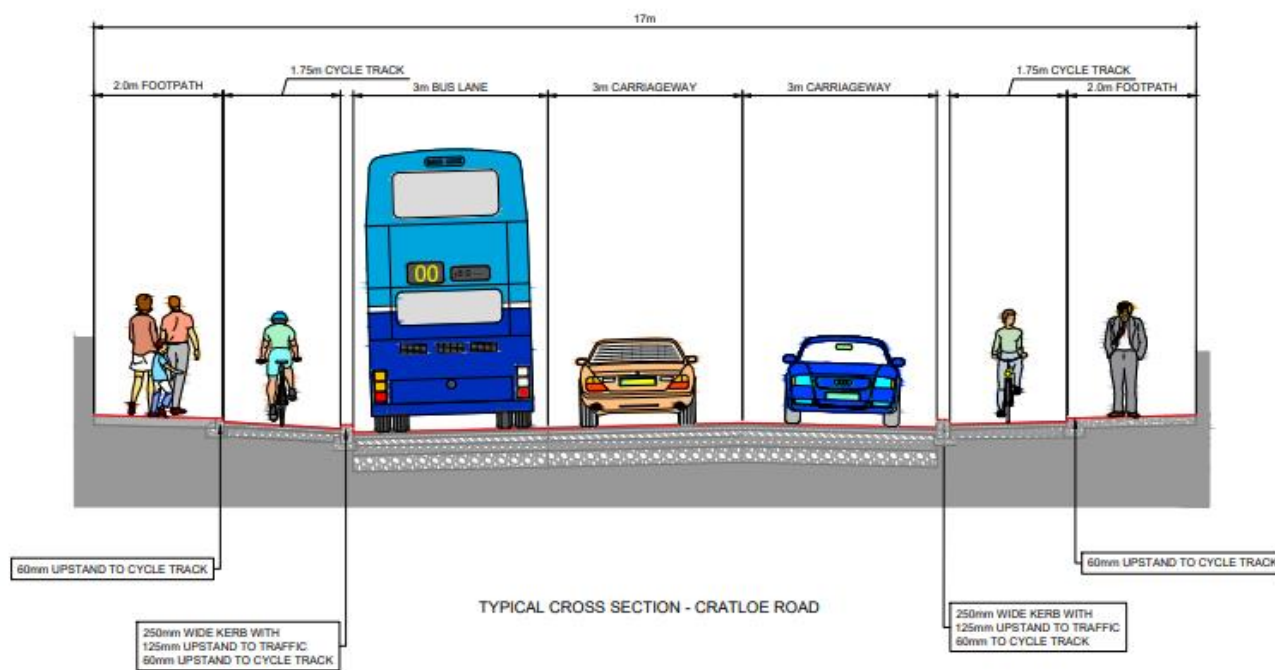


Figure 1.2 Typical Cross Section on Cratloe Road showing proposed footpath, cycle and road carriageway arrangements.

The proposed development will maintain a 6.0m carriageway and 3.0m city inbound bus lane from Moylish Roundabout to Hassett’s Cross, 6.0m carriageway and on-street parking on Sexton Street North and on High Road. The scheme will include segregated cycletracks (nominally 2.0m but 1.5m at narrowest point – adjacent to street parking including buffer provision and at rear of bus stop) and footpath (nominally 2.0m but reduced to 1.8m in localised sections), dedicated pedestrian and cycle crossing facilities (including junction signalized, toucan and zebra). The works will also provide an upgrade of the traffic signals at Hassett’s Cross to provide both a protected junction arrangement for cyclists & bus priority measures for public transport. There are also additional upgrade works to bus stops, side road junctions, new road surfacing, installation of LED public lighting & surface water drainage works.

Along Belfield Court and Belfield Gardens, the existing footpath widths will be retained (nominally 1.8 but marginally below at some locations) and cyclists will be required to share the carriageway with cars. To improve safety to cyclists, traffic calming measures are being proposed including junction raised tables and the provision of localized narrowing of the carriageway with a chicane arrangement along the longest stretch between junctions.

1.3 Planning Policy Context

The proposal has been developed in consideration of the Limerick Development Plan (2022-2028), and relevant national and regional planning policy and guidelines including the National Planning Framework (2018), Design Manual for Urban Roads and Streets (2019), the Regional Spatial and Economic Strategy for the Southern Region (2020), and the revised draft Limerick Shannon Metropolitan Area Transport Strategy.

The Limerick Development Plan (2022-2028) was adopted on the 17th June 2022 to come into effect on the 29th July. However, on the 28th July 2022, Limerick City and County Council received notification from the Minister for Housing, Local Government and Heritage of his intention to issue a Direction pursuant to Section 31 of the Planning and Development Act 2000 (as amended). The parts of the Limerick Development Plan 2022-2028 referred to in the notice that shall be taken not to have come into effect are not relevant to the current Active Travel proposal in terms of policies, objectives or land use zoning.

The relevant policies and objectives as outlined in the Limerick Development Plan (2022-2028) are:

- Policy TR P3 Integration of Land Use and Transport Policies
- Policy TR P4 Promotion of Sustainable Patterns of Transport Use
- Policy TR P5 Sustainable Mobility and Regional Accessibility
- Policy TR P6 Delivery of Transport Infrastructure in line with National Policy
- Objective TR 05 Limerick – Shannon Metropolitan Area Transport Strategy
- Objective TR 06 Delivering Modal Split
- Objective TR 07 Behavioural Change Measures
- Objective TR 08 Walking and Cycling Infrastructure
- Objective TR 09 Limerick Cycle Network

The proposal is considered consistent with these key policies and objectives in relation to Sustainable Mobility and Transport. In addition to the objectives listed above, the proposal has had regard to the relevant information, policies and objectives set out in the Limerick Development Plan (2022-2028) in relation to the environment, heritage, flooding, and amenity.

1.4 Pre-Planning

Project details have been circulated in draft and commented on during the Design process by the NTA and LCCC Roads, Traffic & Cleansing Department. The relevant project documents were circulated to internal departments within LCCC for comment.

Comments received during the internal review period have been reviewed and the project documents have been updated accordingly.

The proposed layout plans were presented to the Limerick City North Metropolitan District Councillors via an on-line briefing held on 7th June 2022. A number of queries were raised during the briefing which were addressed and where required have been incorporated into the designs. There was no request for a further briefing prior to commencing Part 8 process.

2. Impact of the Scheme

2.1 Ecological Impacts

Based on the proposed arrangement of the cycle facilities and associated development works no significant ecological constraints have been identified at this stage. A Bat Survey Report has been undertaken by MKO Planning & Environmental Consultants and should be read in conjunction with this report. The Bat Survey Report has concluded that “*significant effects on bats are not anticipated at any geographic scale.*”

2.2 Appropriate Assessment Screening

An Appropriate Assessment (AA) Stage I Screening Report has been completed in respect of the development works and has determined that a full Stage II Appropriate Assessment is not required.

Further detail is set out in the Screening for Appropriate Assessment Report by MKO Planning & Environmental Consultants and the AA Screening Determination by LCCC which should be read in conjunction with this report.

2.3 Environmental Impact Assessment Screening

An Environmental Impact Assessment (EIA) Screening Report has been completed in respect of the development works and the evaluation undertaken has identified that the development works do not meet the thresholds for which preparation of an EIAR is a mandatory requirement. The EIA Screening Report recommends that the Local Authority takes account of the information provided in the Report and can conclude that the development works do not have the potential to have likely significant effects on the environment.

Further detail is set out in the Screening for Environmental Impact Assessment Report by MKO Planning & Environmental Consultants and the AA Screening Determination by LCCC which should be read in conjunction with this report.

2.4 Arboriculture Impact Assessment

An Arboricultural Impact Assessment was carried out by Independent Tree Surveys in May 2022 in accordance with BS 5837:2012 (Trees in relation to design, demolition and construction recommendations). Based on the impact assessment a series of Tree Protection Drawings were developed to identify trees suitable for retention and the protection of the same. Both impact assessment report and drawings should be read in conjunction with this report.

A total of 90 no. trees were surveyed and of those 25 no. trees were identified for removal to facilitate the development.

Tree removal works will take place outside bird nesting season and as per Ecologist assessment, retained trees will be protected throughout construction works in accordance with the Arborist’s recommendations.

2.5 Landscaping

The overriding design intention is to improve the sense of space, create a variety of quality public spaces along the road, to soften the relatively hard streetscape and to enhance the biodiversity in the area.

Approximately 90 no. specimen trees are currently proposed to be planted at selected locations to improve the character of the site, provide additional screening and to compensate for loss of existing trees (refer to section 2.4 above), whilst bands of native hedgerows and swaths of wildflowers along existing and proposed tree lines

will create a linear green buffer strip.

Site biodiversity will be improved through the use of native and non-invasive adaptive planting, including landscape planting measures to protect and enhance pollinators as set out in the All-Ireland National Pollinator Plan 2015, through the provision of pollinator friendly planting, wildflower meadow and shade tolerant planting under trees and native hedges.

Bird and bat boxes will be installed on existing trees as part of this development to encourage nesting in the area and attract wildlife.

Planting on the site will commence with the completion of each stage of the works and as a result the programme is closely tied to construction operations. Ground preparation will precede planting and will include weed clearance and amelioration where necessary. Planting of specimen trees and hedging will be carried out in the dormant period from November – March, with grass seeding carried out from April – September, this will ensure ample opportunity for planting to establish properly and reduce casualties during the maintenance period.

Intensive landscape aftercare for each area will run for 12 months from the practical completion date using approved herbicides and hand weeding. There will be a period of 12 months defects liability on all planting with plant failures being replaced in the following planting season

2.6 Archaeological & Heritage Assessment

There are no recorded monuments or protected structures impacted by the development works identified in the Limerick Development Plan (2022-2028). Site LI005-016001 which is located in off Belfield Gardens is located within the greater 17th century defences Notification Zone and will be required to be notified to the Minister under section 12 (3) of the National Monuments (Amendment) Act, 1994 (Recorded Monument) and section 5 (8) of the 1987 Act (Register of Historic Monuments).

2.7 Flood Risk Analysis

The scheme extent is not located within Flood Zones A or B as outlined in the Limerick City and Suburbs Map of the Limerick Development Plan (2022-2028).

2.8 Storm/Surface Water Drainage / SuDS

Storm water flows can have a significant detrimental impact on the available capacity of combined sewer networks and at treatment plants. Inadequate treatment of surface waters can result in pollution of the receiving watercourses. There are many approaches to management of surface water that take account of water quantity (flooding), water quality (pollution), biodiversity (wildlife and plants) and amenity and these are collectively referred to as Sustainable Urban Drainage Systems (SuDS). The use of SuDS to address surface water and its diversion from combined sewers is encouraged, in particular in infill/brownfield sites and higher density areas as appropriate.

The existing surface water within the scheme extents will be discharged to the existing storm water network system. LCCC will explore the introduction of SuDS measures during the detailed design stage of the project through the introduction, where feasible, of nature-based SuDS solutions and there will be minimal increase in discharge volumes associated with the scheme.

2.9 Public Lighting

The existing public lighting network will be upgraded as part of the scheme extents. Subject to approval of the scheme, a lighting design shall be designed by a competent Lighting Design Engineer and be in accordance with Limerick City and County Council's Public Lighting Maintenance Procedure (2022)

2.10 Public Utilities

The design of the scheme will take particular account of the depths to the existing services, with undergrounding of any existing overhead ESB/public lighting services to be examined with utility providers. It is envisaged that the impact on any existing public utilities will be minor.

2.11 Construction Management Plan

The Construction Management Plan shall be submitted to and agreed with the Limerick City and County Council Environment & Planning Department prior to commencement of the works. This plan shall provide details of intended construction practice for the duration of the works, including hours of working, acceptable noise/vibration limits, traffic management measures and off-site disposal/recovery of construction/demolition waste.

2.12 Land Acquisition

To facilitate the scheme, land is to be acquired from three separate landowners to enable construction of the public footpath and segregated cycle tracks. The area to be acquired by Limerick City and County Council has been provisionally agreed with the landowners and agreements will be finalised following confirmation of the scheme as currently proposed.

3. TRAFFIC & TRANSPORT

3.1 Road Network

The first 500m section of the scheme extends from the TUS Moylish campus at Moylish Roundabout towards Hassetts Cross via Cratloe Road. Moylish Roundabout is a major junction on the north side of Limerick city where the two distributor roads of Old Cratloe Road to the north west and Brookville Avenue to the east, together with the main entrance to TUS Moylish Campus all converge at this junction leading onto Cratloe Road towards the city. Cratloe Road contains a number of minor junctions/entrances into the residential streets of Mayorstone, Thomond Park Stadium and Mayorstone Garda Station along its length. Hassetts Cross is a major signalised junction where the scheme junctions with the R464 Regional Road on Kileely Road and Shelbourne Road which is one of the main traffic arteries connecting to southeast County Clare. The junction will be upgraded to a protected junction for cyclists by providing physical kerb buildouts to protect cyclists through the junction. Due to the inherently complex nature of mixed mode movements at junctions, the provision for cyclists at junctions is a critical factor in managing conflict and providing safe junctions for all road users. Bus priority measures are to be provided for public transport through the signals to enable buses to get priority ahead of other traffic.

The Sexton St North section of the scheme is approx. 500m in length and contains two minor junctions of O'Callaghan Avenue to the north and Stenson Park to the south and a number of commercial units with off street parking facilities such as Treaty Veterinary clinic and Limerick Paint supplies. This section of the scheme also contains a large quantity of on-street parking which is to be largely retained.

The High road section of the scheme is approx. 200m in length and contains the existing signalised junction with Cross Road which is one of the main link streets into Thomondgate and the Belfield Court junction. The scheme proposes to upgrade both of these junction to provide segregated crossing facilities for pedestrians and cyclists and enable bus priority measures to be provided for public transport through the signals to enable buses to get priority ahead of other traffic.

Figure 3.1 below, which shows the route of the scheme for Moylish Roundabout to High Road marked in blue.

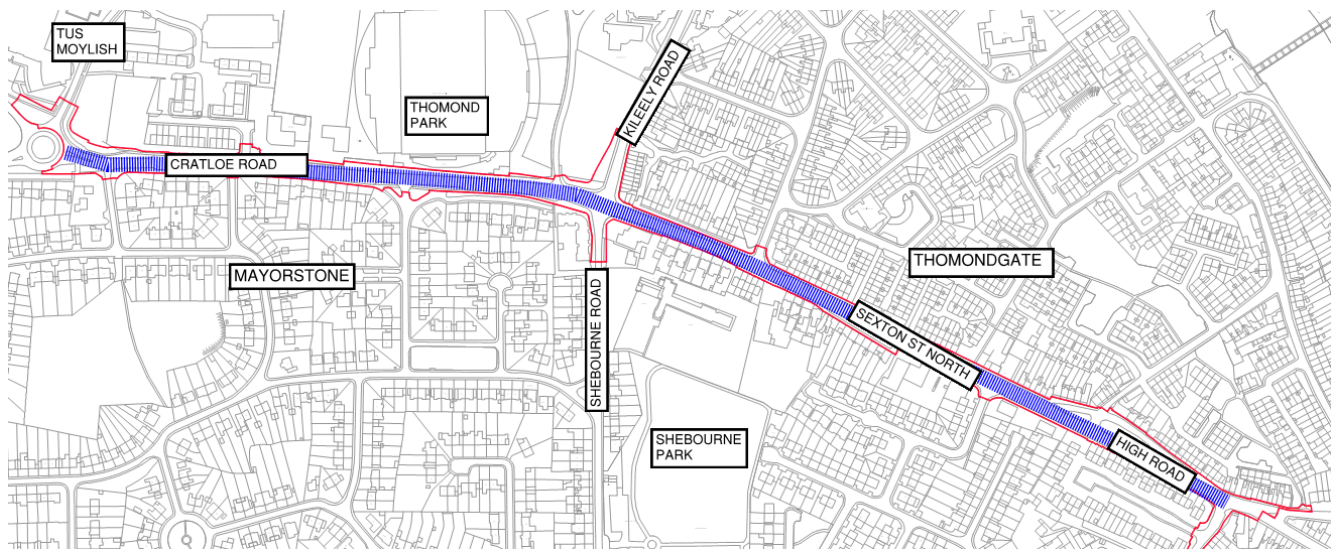


Figure 3.1 Existing Road Network from Moylish Roundabout to High Road

The Belfield Courts and Belfield Gardens section of the scheme extends over a distance of approx. 450m and which is a link street from High Road to the Ennis Road. A number of side road junctions connect this this link street, such as Farranshone and Rockspring Gardens, where cyclists will be required to share the carriageway with cars. To improve the safety of cyclists, traffic calming measures are proposed, including junction raised tables and the provision of a chicane arrangement along the longest stretch between junctions. Figure 3.2 below shows the existing layout of the L-10080 road at Belfield Gardens.



Figure 3.2 Existing layout of the L-10080 Belfield Gardens Road

3.2 Cycle Facilities

Existing cycle facilities in the Mayorstone and Thomondgate area are limited. Cratloe Road, Sexton St North and High road do not have any facilities for cyclists at present apart from the Advanced Stop Lines at Hassett’s Cross and Cross Road/High Road signalised junctions.

The National Transport Authority (NTA) published a draft Limerick/Shannon Metropolitan Areas Transport Strategy (LSMATS) report in September 2020 with a revised draft being issued in May of this year. The Caherdavin Cross to Sarsfield Bridge route via Cratloe Road, Sexton Street North, and High Road was identified as a primary route, as illustrated below in figure 3.3, which is extracted from LSMATS Proposed Cycle Network Map (draft). Defined Primary Routes correspond to those experiencing the highest level of demand. Primary Routes are typically direct and provide medium - long radial connections to key destinations. These routes are supplemented by secondary and feeder routes which provide access to residential catchments and local facilities/services. It is not expected that the requirements of LSMATS will alter the requirements at this location but future versions of the draft and final LSMATS report will be considered when published.

Active Travel will also explore the provision of Bike Parking Facilities with a number of business owners and commercial premises along the route of the scheme.

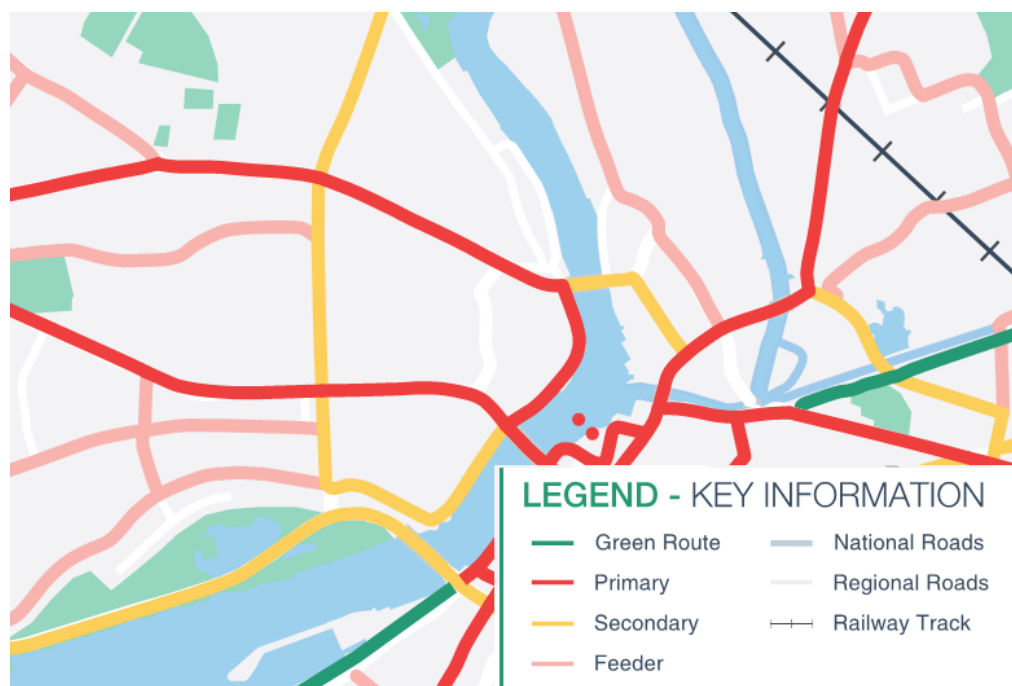


Figure 3.3 Proposed Cycle Network extracted from revised draft LSMATS Report

3.3 Walking Facilities

Walking facilities are in the form of footpaths along both sides of route from TUS Moylish to High Road and Belfield and on all adjacent side roads. The current footpaths along the route of the scheme will be upgraded with improvements to a number of existing controlled crossing points and the introduction of additional signalised junction at the junction of High Road and Belfield Court. The crossings are located at key locations such as Moylish Roundabout, along Cratloe Road, Hassett’s Cross, along Sexton St North, High Road and Cross Road Junction and High Road and Belfield Court Junction.

3.4 Safe Routes to Schools Programme

Active Travel are currently working separately as part of the NTA’s Safe Routes to Schools Programme with Gaelscoil Sáirseal on Shelbourne Road on the introduction of measures to help improve the Front of School Treatment by helping to reduce traffic volumes, reduces speeds, discourages set down, and provide an alternative, attractive means of travel to school.

3.5 Public Transport Network

The 302 bus is a regular city service operated by Bus Éireann, running from 7.00am to 7.00pm every 20 minutes and every 30 minutes after from 7.00pm to midnight and at weekends. The 302 runs from Henry Street in the city centre to Caherdavin near Community Centre Caherdavin. It stops at numerous locations on the outbound route via the Ennis Road, Shelbourne Road, Cratloe Road and Brookville Avenue before commencing the on the inbound journey to the city centre via Old Cratloe Road, Cratloe Road Sexton Street North, High Road and Clancy Strand. Figure 3.4 below which shows the Limerick City Bus Route Plan with the 302 service shown with a blue line.

There are 8 existing bus stops located with the extents of the scheme with 4 located on Cratloe Road, 2 on Sextons St North and 2 on High Road which are all to be retained as part of the development works. Island bus stop arrangements will be provided for where space permits with the remainder being constructed as inline bus stops with bus shelters to be provided. The 500m Cratloe Road section of the scheme from Moylish Roundabout to Hassett’s Cross is identified in LSMATS as per figure 3.4 below as a Main Spine Route. Bus Priority will be provided for in the form of an inbound bus lane help connect outer neighbourhoods and suburban areas to the City Centre and will be developed to pair Cross-City travel demand to maximise the utilisation of the bus services and allow for higher frequency services to be provided on these routes.



Figure 3.4a Potential Short Tem Bus Network



Figure 3.4b Proposed 2040 Bus Priority Measures

3.6 Existing Traffic Conditions

There is a 50km/h speed limit on all roads along the routes of the scheme. Traffic counts were carried out by Limerick City & County Council in June 2022 on Cratloe Road and on High road. Using this data a 2-way AADT on Cratloe Road was recorded at 13,900 vehicles per day with the AADT on High Road recorded at 14,300 vehicles per day. It is noted that the traffic surveys were undertaken outside of the School and University academic year so an additional allowance of up to 10% should be allowed for on these figures.

Traffic counts were also carried out by Limerick City & County Council in November 2021 on Belfield Court & Belfield Gardens. Using this data, a 2-way AADT on Belfield Court Road was recorded at 3,200 vehicles per day with the AADT on Belfield Gardens recorded at 3,100 vehicles per day.

3.7 Existing Public Parking Impacts

An assessment of the existing public parking provision and the proposed parking provision following completion of the scheme has been undertaken and is outlined in the Table below:

Section	Current Public Parking / Hard Shoulder	Proposed Public Parking	Comment
Cratloe Road			
Adjacent to Mayorstone Court	48m of 2 hour provision (Mon-Fri 9:30am-5:30pm) (8 spaces)	None proposed due to provision of bus lane	Rear access available to properties, no residential parking permits issued for this location
Adjacent to Mayorstone Garda Station	34m of 1/2 hour set-down (5 spaces)	None proposed due to provision of bus lane and requirements for	Local provision for access to Garda Station
Adjacent to Mayorstone Upper & Mayorstone Park	82m of 2 hour provision (Mon-Fri 9:30am-5:30pm) (13 spaces)	None proposed due to provision of cycle track.	Front driveway parking available to properties, 1 residential parking permit has issued by LCCC for this location
Adjacent to Thomond Park	83m of Bus Parking (1 hour max)	None proposed due to provision of cycle track.	Bus Parking provisions are available within Thomond Park
Sexton Street North			
Adjacent to De Valera Park	158m of hard shoulder (space for 25 cars and includes 1 disabled space)	143m of parallel parking (23 spaces including 1 disabled space)	19 houses (#1-11 & #42-49 De Valera Park) located along this stretch with rear gated access to the properties
Adjacent to St Munchin's Terrace	70m of splayed and parallel paved parking area	54m of parallel parking (9 spaces)	10 houses are adjacent with observed low parking usage.
Adjacent to Filling Station	35m of hard shoulder (space for 4 cars)	None proposed	Private parking available to filling station. Current uncontrolled parking restricts sightlines exiting the private parking and within the pedestrian crossing zone.
Adjacent to #75-85 Sexton Street North	81m of hard shoulder (space for 13 cars)	78m of parallel parking (13 spaces)	Parking being largely provided in front of residential units. 13 spaces available with 9 properties along this section.
Adjacent to commercial units	42m of hard shoulder with breaks for entrances (space for 6 cars)	None proposed	Private parking available for commercial units, Current uncontrolled on-street parking may partly restrict sightlines
High Road			
Hibernian Villas	Current parking available for existing houses (#1-6)	Retain space available for parking to existing houses	Some localised landscaping with low planters proposed
Adjacent to Sunshine Villas / #61-72 Canon Breen Park	Existing ad-hoc arrangement with parking of raised paved area and on roads of limited width.	55m of parallel parking (9 spaces)	Regularised parking and public realm improvements. Disabled parking space outside #3 Sunshine Villas being retained

Notes: 6m length for parallel on-street parking as per DMURS. Hard Shoulder as designated by single broken

yellow line markings

3.8 Road Safety Issues

As part of the proposed preliminary design process, a Stage I Road Safety Audit has been completed by PMCE Consultants Ltd and the recommendations of the Audit have been noted for the current scheme design and will be further developed through the detailed design of the scheme.

The Road Safety Authority website (www.rsa.ie) was consulted to identify historical collisions in the vicinity of the proposed scheme. The website includes summary information on recorded collision occurrence for the period 2005 to 2016. Within the extents of the proposed scheme, a total of 34 collisions were recorded of which 33 resulted in minor injury and one collision, which involved a cyclist, resulted in a serious injury.

4. CONCLUSIONS

This Part 8 Planning Report has been prepared in accordance with Part 8 of the Planning and Development Regulations 2001 as amended. The Report and associated drawings outline the Preliminary Design (as agreed with NTA) of the TUS Moylish to City Active Travel Scheme.

The Scheme has been designed to improve road safety for vulnerable cyclists and pedestrians through the provision of dedicated cycle facilities and upgraded footpaths, improved junction arrangements and upgraded and additional crossing points. The bus priority measures proposed through the use of advanced bus signals at signalled controlled junctions and the provision of a bus lane on Cratloe Road will help maximise the effectiveness and efficiency of the city's public transport system.

The scheme, as proposed, provides for a safer active travel journey to work, school/ university or to access local businesses and improve accessibility to available public transport.

The scheme, as proposed, conforms with National Policy and the policies of Limerick City & County Council to promote sustainable travel.