

 <p>The Member for Ireland of:</p> 	<p>Cyclist.ie - the Irish Cycling Advocacy Network</p> <p>The Tailors' Hall, Back Lane, Dublin, D08 X2A3. www.cyclist.ie RCN 20102029</p>
<p>Addressee: Limerick City & County Council</p>	
<p>Date: 14th September 2022</p>	
<p>Re: TUS Moylish to City Active Travel Scheme</p>	

1 Introduction

[Cyclist.ie](http://cyclist.ie), the Irish Cycling Advocacy Network (ICAN), is the Federation of Cycling Advocacy Groups, Greenway Groups and Bike Festivals on the island of Ireland. We are the Irish member of the [European Cyclists' Federation](http://www.ecf.eu). Our vision is for an Ireland with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.

This proposed scheme is in general very welcome, and designed to a relatively high standard, along a critical route between the City Centre and the TUS Moylish campus close to Thomond Park. However we make some comments in the section below, and look forward to the response of the Council

2 Comments

2.1 Scheme Extents

It is disappointing that even initial (temporary) cycling links through the Moylish Roundabout from the old Cratloe Road at the western end of the scheme, and on the High Road section to Thomond Bridge on the eastern end, are not included as part of this scheme? The Council might explain the reasoning behind this decision,

which invites cyclists to still negotiate some of the most difficult existing conditions along a critical active travel route.

2.2 Bus Stop Bypasses

We welcome the proposed introduction of a number of bus stop bypasses along this route, but would like to see specific details of the arrangements around some of the bypasses, which appear to have unacceptably narrow cycle lanes.

2.3 Zebra Crossings

We note that five new presumed Zebra Crossings, or some such - as no Legend details are given on the drawings? - are proposed. We would like to know the logic behind the choice of this form of crossing at the various locations proposed, rather than Toucan or signalised crossings? In general we support the use of Zebra crossings in more locations, to augment controlled signalised crossings; which are more favoured by the disability community.

2.4 Raised Tables

We commend the general use of raised tables across side road junctions, as these raised tables slow vehicles down, and provide a level of extra protection for cyclists and pedestrians. These are an important intervention, together with the proposed tightened junctions.

2.5 In-Line Cycle Track

We note the proposal at the Cross Road T Junction to deflect the mainline cycle track partially into Cross Road. We suggest that the cycle lane should be clearly continuous straight through this junction.

2.6 Detailed Signalised Crossing Arrangements

We welcome the commitment to review the signal arrangements at Hacketts Cross, Cross Road, and the new proposed signals at Belfield Court junction. We would hope that advanced green lights for cyclists will be included as part of this detail, as this provides an added safety feature for cyclists in traffic.

2.7 Bike Parking

We note and welcome the commitment to review bike parking at various locations, together with businesses and properties. In particular we suggest it would be a major step for Thomond Park and Shannon RFU to provide well situated and well advertised bike parking at this particular 'honey pot' location.

2.8 Belfield Court & Gardens

While welcoming the recognition that interventions need to be made along the Belfield Court/Gardens roadway, which provides an alternative rat run to and from the City Centre, we are disappointed with the low level of interventions proposed. They are far from adequate and need to be upgraded to recognise that:

- (i) This route is a significant rat run for through traffic
- (ii) The proposed interventions do not provide enough comfort for safe cycling. We suggest that the Council review these limited interventions, and consider further measures to discourage through traffic significantly, and provide clear cycling and walking space. These measures might include lower speed limits together with the introduction of chicanes?

2.9 Landscaping

We welcome the improved landscaping features proposed along this route, which will help to soften what is a generally hard landscape. These extra features and extra tree planting, despite the loss of some existing trees, help to give the proposed scheme more buy-in from the local population. We would hope that the proposed landscaping might possibly be further augmented at some future stage to enhance the project even more.

3 Summary/Conclusion

Cyclist.ie broadly welcomes this proposed scheme and the outlined level of design detail, but we would particularly request:

- The scheme extents be extended at both ends, to include the Moylish Roundabout and the link to Thomond Bridge.
- The Belfield Close/Gardens section be upgraded to include more definitive interventions to discourage through traffic and protect cyclists and pedestrians.
- Clarification that the supposed Zebra Crossings are actually Zebra Crossings.
- Full bus stop bypass details be provided.

Cyclist.ie would be happy to engage with the Council at any stage on any of the above issues.

Colm Ryder

Infrastructure Coordinator, Cyclist.ie

colmryder@gmail.com

<http://cyclist.ie/>