

TRAFFIC AND TRANSPORTATION 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: TRAFFIC CALMING WORKS AT NELSON'S CROSS CASTLECONNELL



Mike Richardson

Mike Richardson
Senior Executive Engineer

Hugh Mc Grath

Hugh Mc Grath
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.

Brian Kennedy

Brian Kennedy
Director of Services
Transport and Mobility Directorate
Limerick City & County Council

Date: _____

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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 traffic calming works on the R525 at the crossroads junction at Nelsons Cross.

2.0 Description of the nature and extent of the proposed development

The proposed traffic calming works will be completed on the R525 at the crossroads junction of L1103 and L1102 know as Nelsons Cross located near Castleconnell Co. Limerick. The works consists of improving traffic control measures on the R525 on the approach to this junction at entries from the L1103 from Castleconnell and L1102 from the Gooig by the introduction of a flat top ramp to reduce traffic speed.

Refer to Figures 2.1 to 2.2 of this report.

The plans and particulars went on public display from the 20th of May to the 17th of June 2022. Submissions and observations had to be submitted by 4pm on the 17th of June.

Location:

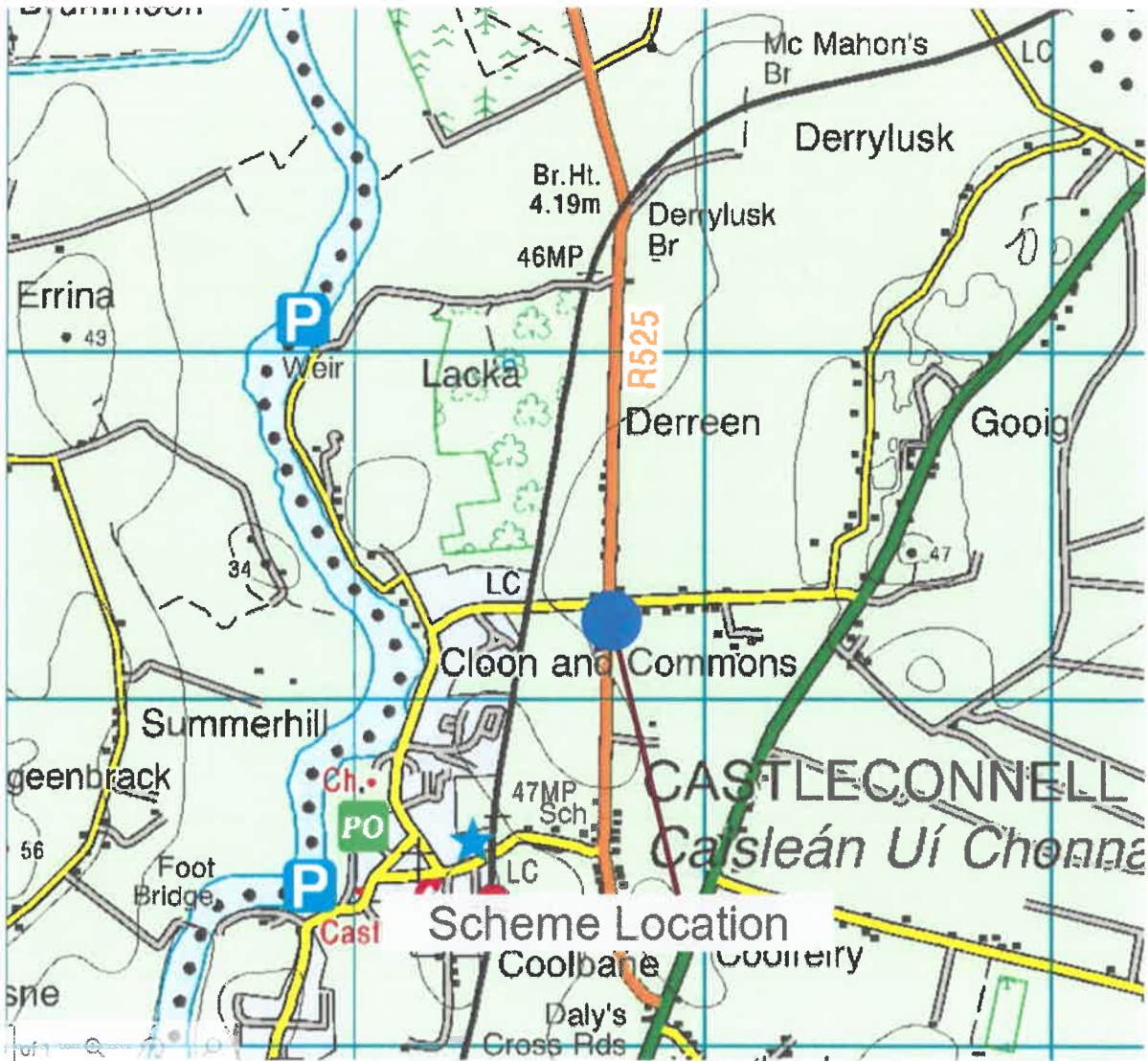


Figure 2.1: Site Location

Site Layout:

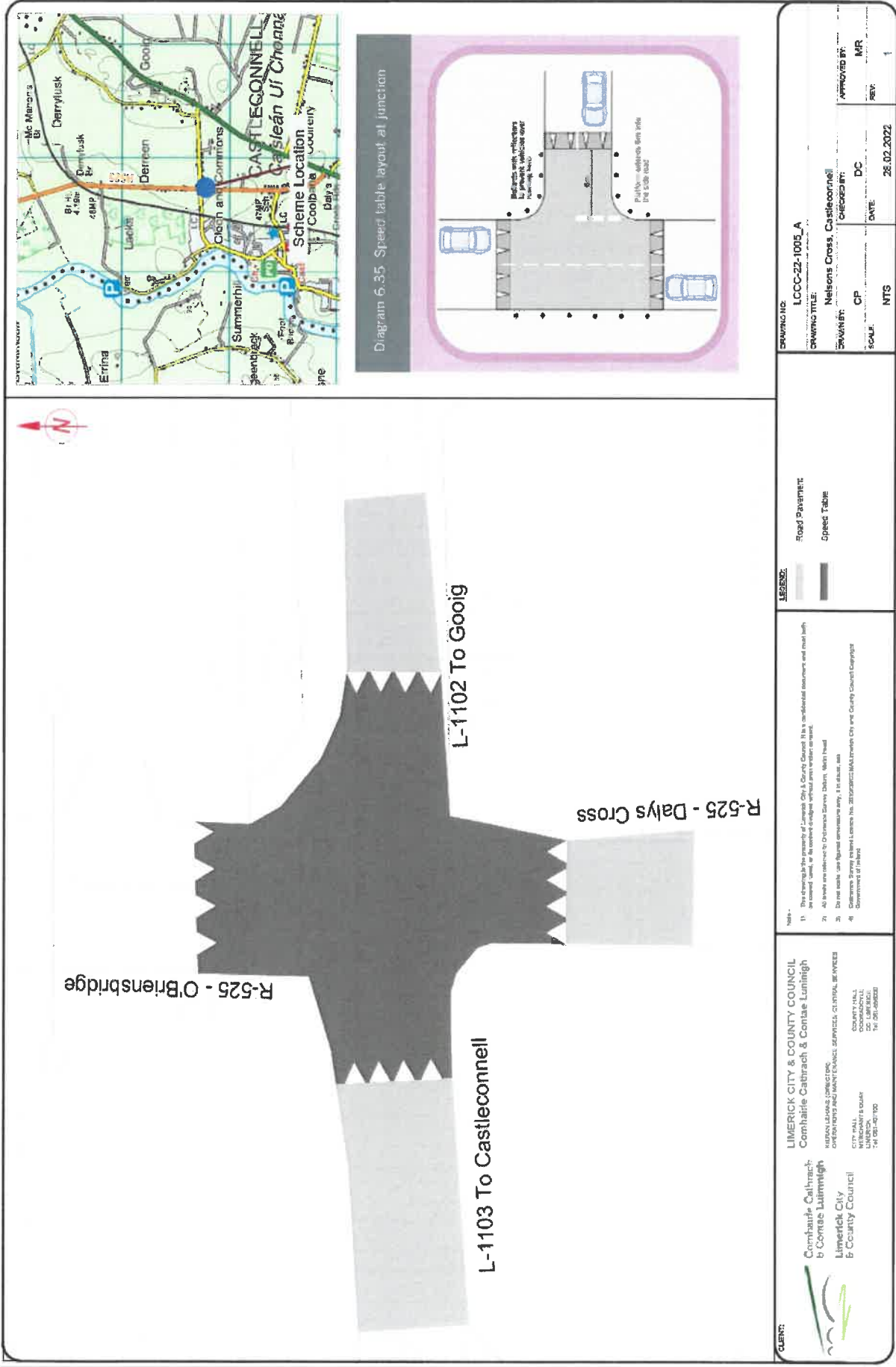


Figure 2.2: Site Layout

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

Submission Ref	Submitted by
1	Tim Aherne
2	Senator Paul Gavan
3	Sean Ryan
4	Ruth Hanley
5	Noreen Ryan
6	Michael O' Brien
7	Marie Jerome
8	Ivor Wills
9	Eddie Edmonds
10	Dee Ryan
11	Dean Lillis Submission 1
12	Dean Lillis Submission 2
13	Breda Power
14	Amy Johnson
15	Aisling Haegue

4.1 Submissions:

SUB 1

Submission Summary:

Theme: Traffic Calming

Title: Table top proposal and sight lines at Nelsons cross junction

Documents Attached: No

Boundaries Captured on Map: No

Observations:

As a resident at Nelsons Cross for nearly 50 years we welcome the works that are being proposed at the cross roads. However, we do have going concerns to the proposed works.

1. The main issue with this stretch of road is the speed and the question has to be asked what can we do to limit this. I feel not all possible solutions have been considered to improve the safety measures at the cross. I signed a letter to allow both gardai and speed van set up speed traps outside one of my entrances, we still have not seen any gardai or speed van to avail of this.

2. The indicated height and size will not be enough to slow traffic to a safe speed. I would like to know are there any other table tops throughout Limerick on similar junctions with similar traffic flow that have proven successful. A case study was surely done before this proposal so sharing this will build confidence that this solution may actually work. Putting down a table top and hoping for the best is not a solution.

3. The sight lines at the cross are dangerous to say the least. People trying to edge out to gain a view for oncoming traffic are the ones at the most risk. I have indicated my approval of removing the stone wall and rebuilding it within my property to improve the sight lines. I would like to know has this even been considered by the council or have the council drawn up a proposed sight line improvement plan to present to the homeowners at this junction.

4. Speed limits on the road from Nelsons cross to the Dublin Rd is 80km ph. Within a built up area surely this has to be reduced. Many people walk this road and it has become unsafe especially during morning rush hour and evening traffic. Is there a reason this has not been reduced? Again it is easy set up a speed van on main roads to catch someone doing 5km over the speed limit but the 80kmph in a built up area is not good enough from the powers that be.

5. Finally, there are young children living at the cross roads and improving the safety should be the end goal for all parties involved. We were advised of a tight budget but this is not good enough if lives are put at risk. The council have already neglected this problem for over 20 years and a sufficient budget should be put in place to improve all aspects of this dangerous junction

Transport and Mobility comments:

1. The LCCC roads dept will design a tabletop ramp which is currently the most appropriate traffic calming solution at this location. Gardai have been informed of this traffic calming measure proposal and awaiting any comments or feedback received will be considered.
2. Size of ramps will be designed to suit ramp requirements and ramps will be increased where required.
3. Sightlines are currently been reviewed. LCCC roads dept appreciate the customer's approval to set back their boundary wall at the junction and will be touch in due course to discuss a land dedication agreement
4. Current speed limit at Nelson Cross to the Dublin road is 60kmph. There is currently a driver feedback signage which will remain in place.
5. It is envisaged that the newly proposed tabletop ramp should alleviate the speeding concerns at this junction. However if there is further improvements required LCCC roads will consider and apply for further funding if required.

SUB 2

Submission Summary :

Theme: Traffic Calming ramp & flooding

Title: Proposed Traffic Calming Works at Nelsons Cross Castleconnell

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I'm delighted to see the drawings for this badly needed project.

However I do have three concerns as follows:

1) I have a concern regarding the proposed dimensions for the table top ramp. The ramp is designed to be just 7.5 cms high and the ascent gradient is to be 1.13 meters. With a lead in distance of over 1 meter I am just concerned that the ramp may not be high enough to achieve the desired goal i.e. to slow down cars.

2) I am concerned as to whether the proposed length of the ramp is long enough re the L1103 and R525 roads

3) A number of residents have expressed concerns around flooding at the cross. This is already an issue whenever we get heavy rainfall and I have raised the issue of blocked gully's with the council before. Engineers must take care to ensure that this project does not as an unintended consequence make the issue of flooding worse for local residents beside the crossroads.

To be clear, this proposed measure is very welcome news for all of us living near and using Nelsons Cross. I am just concerned that Limerick City and County Council take the time to ensure that it is done properly, is effective and has no adverse consequences re flooding.

Transport and Mobility comments:

1. Ramps will be installed as per the necessary raised table top specifications to suit traffic calming. LCCC roads dept will complete a design.
2. Size of ramps will be increased where necessary to suit approaching ramp requirements.
3. A drainage strategy will be devised at all corners of this junction whereby gullies will be installed to address the risk of flooding or ponding and contain any rainwater run-off from the new tabletop ramp.

SUB 3

Submission Summary

Theme: Traffic Calming ramp & sightlines

Title: Flat-Top Ramp at Nelson's Cross

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I welcome the initiative of Limerick City and County Council to address the dangerous junction that is Nelson's Cross.

I live on the R525, 250 M from the junction (V94 10D).

While the proposal will help reduce speeding on the R525, I am concerned that the proposed ramp does not address the fundamental problem at the junction – lack of visibility for vehicles coming from the L-1102 and L1103 joining the R-525.

As an example, I would like to recount an accident I was in last year. I left my home and was travelling towards Daly's Cross. There were two cars stopped on the L-1103. The first car turned towards O'Briensbridge, the second car followed the first, but was turning towards Daly's Cross and drove into the side of my car. Fortunately, both of us were driving slowly, so no one was hurt, but this accident would not have been prevented had there been a ramp – the lack of sightlines is still an issue with the proposed ramp.

On the drawings prepared by Limerick City and County Council on your website, there are no sightlines shown at the two stop lines. In order to gain any sort of visibility motorists must edge beyond the stop lines to view traffic on the R-525. The sightlines are so restricted that locals coming from the L-1103 turning right towards Daly's Cross, or across the road to the L-1102, initially drive as if turning towards O'Briensbridge, then arc around when exiting the junction, so that they have some visibility of traffic coming from Daly's Cross.

I believe that a ramp, in the absence of improved sightlines, will not prove effective. Have you considered alternatives such as junction realignment, traffic calming, a roundabout or traffic lights? Is it possible to view this options appraisal?

It would also be useful if the Council indicated how it proposes to alert traffic to the presence of the ramp – this is a very busy road and the presence of ramps is not something a motorist would expect on a regional road. The speed limit on the R-525 is 60KM, and there is a high volume of heavy vehicles (mainly trucks travelling from quarries). These vehicles will be approaching the ramp at speed and will need measures to slow them down. Ideally there should be structural traffic calming such as a gateway, rumble strips, visibility splay, overrun area, etc.. as set out in the Traffic Management Guidelines published by the Department of Transport and updated on 3rd May 2022.

The R 525 is also very popular with cycling groups, so the solution would need to factor in the impact on large groups of cyclists passing through the junction. There is also a very busy scout camp on the R525 and it is common to see large groups of children walking on the R-525 road way from the camp turning onto the L-1103, towards the village.

Transport and Mobility comments:

LCCC roads department will design a table top ramp, which is currently the most appropriate traffic calming solution for all road users at this location to increase the safety of all road users at this junction.

Land dedication agreements with the property owners at this junction are currently been discussed to increase sightlines on approach to this junction.

Signage will be installed on approach to this junction from all directions notifying road users of a ramp upon approach.

SUB 4

Submission Summary

Theme: Traffic Calming ramp

Title: Proposed Traffic Calming Works at Nelsons Cross Castleconnell

Documents Attached: No

Boundaries Captured on Map: No

Observations:

As a frequent user of this “disaster waiting to happen” junction, I am concerned at the proposal to install a raised platform as a solution to the issue. Could someone please advise how this will solve the issues of using the intersection safely. I’m keen to hear how such platforms have worked in other situations

Transport and Mobility comments:

A raised table top at an intersection is a standard traffic calming measure that reduces traffic speed. It is envisaged that this raised table top will slow down traffic on approach to this junction to increase the safety of all road users at this junction.

SUB 5

Submission Summary

Theme: Road marking, pedestrians and flooding

Title: Proposed Flat top Ramp at Nelson's Cross Castleconnell

Documents Attached: No

Boundaries Captured on Map: No

Observations:

Regarding the above proposed remedial road works at Nelson's Cross I wish to state at the outset that I welcome this proposal (with reservations) in the interest of the safety of all the community using this Junction. Over the years it has become treacherous and has remained unattended by a council that has remained entrenched in its position to ignore its dangers. Now finally it is put on the map and hopefully this proposal is only the beginning of a wider set of works that is needed to bring it in line with modern traffic management.

The nature of the dangers at this junction exceed many junctions that have all the bells and whistles of effective traffic management. That is patently obvious due to the fact that a highly residential road, Castleconnell to Gouig, intersects with an extremely busy Regional Road, Daly's Cross to O'BriensBridge.

The proposed works, though welcome, fall a long way short of meeting the safety requirements of all its road users. All ancillary road markings indicating that the Regional road traffic is entering a residential area must be included

No works are contained in this proposal towards the safety of the pedestrian population, No Footpaths, no lights and no zebra crossing indicators are included . I am aware of the argument that the footfall at the junction would indicate that such measures are not required, I would argue strongly that the footfall is low because of the awareness that at any time a pedestrian attempts to navigate the junction it is like entering a pond of crocodiles.

To engage in complete traffic management works on this junction the Council will have to commit to a far greater investment than what is proposed. Dialogue with the homeowners will be required and appropriate finances for its completion must be secured as soon as possible for everyone's safety.

On being a resident at this junction I am requesting that proper drainage is included in the immediate works to minimise the already huge damage done to our gardens by flooding from the road which will only be exacerbated by raising the road further. Without having consulted with my neighbours on the matter I take the liberty to request that appropriate measures regarding drainage are included in the current works to protect them from surface water damage to their properties also.

I would like to believe that the current proposals will go ahead without impediment in the hope that there is no excessive noise damage to those of us residents at the crossroads, but I hope it is regarded by all the decision makers simply as phase one of a greater plan to protect everyone using Nelson's Cross

Transport and Mobility comments:

Road markings will be installed to alert roads users of this table top ramp.

Future permeability schemes will be considered for this area subject to feasibility and funding availability.

A drainage strategy will be devised at all corners of this junction whereby gullies will be installed to address the risk of flooding or ponding and contain any rainwater run-off from the new tabletop ramp.

SUB 6

Submission Summary

Theme: Traffic Calming ramp & drainage

Title: Ramp

Documents Attached: No

Boundaries Captured on Map: No

Observations:

To whom it may concern; my name is Michael o Brien from Nelson's Cross. You have planned to put a flat top ramp at the junction of the Nelson's Cross just outside my house where there is rain water flooding my yard coming from the Cross road. I think putting a ramp outside my gate would make things a lot worse for me and I really don't want this to happen. I think ramps are being put in the wrong place as cars don't speed in my road.

Transport and Mobility comments:

A drainage strategy will be devised at all corners of this junction whereby gullies will be installed to address the risk of flooding or ponding and contain any rainwater run-off from the new tabletop ramp.

There is a history of traffic speeding at this junction. The newly raised table top ramp will slow down traffic on approach to this junction to increase the safety of all road users at this junction and for the residents in this area.

SUB 7

Submission Summary

Theme: Traffic Calming ramp & sightlines

Title: Ramp

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I've lived in this area for almost 26 years and this crossroads has been a very dangerous junction for two reasons, poor visibility and traffic speeding from Montpelier to Daly's Cross and vice versa. It can be a very busy stretch and fatalities have occurred over the years.

An electricity pole was removed recently which improved the visibility a bit coming from the village heading to Gooig, however as a driver we still have to edge into the oncoming traffic to get a clear view and have encountered speeding traffic on the main stretch on many occasions.

The table top will naturally force drivers on the main stretch to slow down to travel over the table top therefore reducing the likelihood of a fatality or a serious collision and injuries.
I welcome this plan.

Transport and Mobility comments:

The newly raised table top ramp will slow down traffic on approach to this junction to increase the safety of all road users at this junction and for the residents in this area.
Land dedication agreements with the property owners at this junction are currently been discussed to increase sightlines on approach to this junction.

SUB 8

Submission Summary

Theme: Traffic Calming ramp, warning signs & sightlines

Title: Traffic Calming

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I am in favour of the Road modifications proposed, however I would suggest the works on the L1103 to Castleconnell include extending the raised area by another 5 m and bringing the road to the same level as the R525. Currently the L1103 is on a slope.
In addition, the visibility should be lengthened if possible.
Finally, active speed warning signs need to erected to slow vehicles on the R525 to the actual speed limit of the road which many drivers travelling to/from O'Briens bridge do not understand.

Transport and Mobility comments:

Ramps will be installed as per the raised table top specifications. Size of ramp will be increased to suit where required. LCCC roads dept will complete a fdesign.
Signage will be installed on approach to this junction from all directions notifying road users of a ramp upon approach. Further driver feedback signage will be considered if further speeding continues on the R525 following this tabletop ramp scheme pending availability of budget.
Land dedication agreements with the property owners at this junction are currently been discussed to increase sightlines on approach to this junction.

SUB 9

Submission Summary

Theme: Roundabout

Title: Nelson's Cross Castleconnell – Traffic Calming Proposal

Documents Attached: No

Boundaries Captured on Map: No

Observations:

Regarding the proposal for traffic calming at Nelson's Cross, Castleconnell, being a frequent traveller at this junction can I suggest a roundabout be put there as a solution.
I believe there are 2 issues to be looked at:
a) Traffic speed/traffic calming.
The Cross is now highly dangerous.
b) Access on to the road.
c) Because of the 4 roads connecting at the junction access can be difficult depending on which road one comes from.
I believe the installation of a roundabout such as that adjacent to the B&Q store would be a solution.

Transport and Mobility comments:

Due to the existing topography at this junction, a roundabout is currently not feasible. We envisage that a tabletop ramp is currently the most practical solution to increase the safety of all road users at this junction based on current budget and resources

SUB 10

Submission Summary

Theme: Promoting sustainable transport, walking and cycling in Castleconnell

Title: Proposed works at Nelsons Cross, Castleconnell

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I'm a Castleconnell native, and have the privilege of living here with my partner and young family ages 13, 12, 8 and 4. We're active in local schools, sporting and community groups.

The important upgrades being proposed for both Nelsons Cross and Belmont Hill at Castleconnell are very welcome and much credit is due to the efforts of local residents and elected representatives Councillors, TD's and Senators to address the safety concerns of people in the area.

In my recent submission on the draft Castleconnell Local Area Plan I made a number of points on promoting sustainable transport, walking and cycling, which I believe are relevant to this and any road upgrades being conducted in the area going forward.

We must prioritise the design and delivery of safe, segregated footpaths and cycleways to connect people living in the Castleconnell, Montpelier, Lisnagry area to high traffic nearby destinations including

- Ahane GAA club
- Castleconnell Boat Club
- Scouts field Castleconnell
- Castleconnell Village centre (church, shops, childcare facilities)
- Castleconnell National School
- Playground at the Footbridge
- Lisnagry National School
- Castletroy College Secondary School
- National Technology Park, Castletroy
- Annacotty Business Park
- Castletroy Town Centre
- University of Limerick campus

These are busy destinations where local Castleconnell people work, study, shop, pray, train, play and go to school.

The speedy advancement of the Castletroy to Montpelier Greenway, via Castleconnell, should be for the primary benefit of local people commuting to the high traffic locations listed above.

However, I believe we can't allow an opportunity to pass for critical and speedy improvements to existing walking and cycling infrastructure in Castleconnell .

It's important that works are completed as early as possible to facilitate the addition of footpaths and cycle paths to existing roads where there are none, and to upgrade and improve safety of existing walkway/footpaths and cycle lanes on the old Dublin road, including the provision of pedestrian crossings.

Can plans be included in the proposed works at both Nelsons Cross and Belmont Hill in Castleconnell for important improvements in this regard? It has taken many years and considerable effort by many residents to get to this point and so vital that we get maximum improvements.

I will continue to engage with elected representatives on these matters which are critical for safety of local people and children and an important component in facilitating modal shift to reduce carbon emissions, improve safety and improve health outcomes for people living in the area..

Transport and Mobility comments:

Future permeability and Active Travel schemes will be considered for this area subject to feasibility and funding availability. Some good valid points have been made and we welcome such feedback. Unfortunately, there is insufficient funding available this year to consider these proposals along with the proposed traffic calming works at both Nelsons Cross and Belmont Hill. However, these ideas will be included for a long-term strategy in this area.

SUB 11

Submission Summary

Theme: Table top ramp

Title: S 38 - Proposed Traffic Calming works at Nelsons Cross at the junction of the R525 / L1102 / L1103.

Documents Attached: No

Boundaries Captured on Map: No

Observations:

There is a gradient where the L1103 Local Road meets the R525 Regional Road however, there is no gradient where the L1102 Local Road meets the R525 Regional Road.

Navigating and accessing this junction from the L1103 Local Road would be safer for vehicle users if no gradient existed between the mouth of the L1103 Local Road and the R525 Regional Road. This gradient could be eliminated through the installation of said Tabletop Ramp and on this note, it may be the case that there might need to be a greater depth and length to the Tabletop Ramp on the L1103 Local Road to eliminate the gradient which exists at said location currently.

Transport and Mobility comments:

Ramps will be installed as per the raised table top specifications. LCCC roads dept will complete a design. Ramps will be increased to suit approaching ramp requirements where required.

SUB 12

Submission Summary

Theme: Table top ramp & sightlines

Title: S 38 - Proposed Traffic Calming works at Nelsons Cross at the junction of the R525 / L1102 / L1103.

Documents Attached: No

Boundaries Captured on Map: No

Observations:

75 millimetres, 7.5 centimetres and/or 2.95 inches of an elevation is not sufficient - especially at a gradient incline of 1,125 millimetres. 1.125 metres and/or 3 feet 9 inches - for a raised surface to appropriately slow the traffic to the necessary speed to ensure the safe passage of all vehicle users at Nelson's Cross bearing in mind the inadequate vision lines at same. The proposed dimensions of the Tabletop Ramp would not act as a physical barrier to reduce the speed of the traffic traversing along the R525 Regional Road especially with the limited line of sight available to vehicle users at this junction joining from the L1102 and L1103 Local Roads.

This Tabletop Ramp was precipitated by three (3) Road Traffic Collisions in the last quarter of 2021, alone, which left road users with negative life changing injuries.

Take reference to the Castletroy College Road and the dimensions of the Tabletop Ramps on same which necessitate vehicle users to travel over same between 40-45Km/h; it is also worthwhile noting that users of those Tabletop Ramps enjoy a full line of sight when taking up the Castletroy College Road.

In terms of Nelson's Cross, when enquiries were made by concerned local residents some of whom included the adjoining landowners, Limerick City and County Council refused to entertain a Compulsory Purchase Order (CPO) to the edges of the adjoining four (4) properties to increase the line of sight for road users encroaching onto the R525 Regional Road from the L1102 and L1103 Local Roads. Nevertheless and in light of the quantity of Road Traffic Collisions, Council Staff and Community Residents jointly agreed the need not only to reduce the excessive speeding through Nelson's Cross but to compensate for the inadequate line of sight for vehicle users encroaching onto the R525 Regional Road from the L1102 and L1103 Local Roads which is how the Tabletop Ramp came to the fore

However, what utility does the Tabletop Ramp in its current format provide? Absolutely nothing as it will not solve the problem as conveyed by the hundreds of local residents who delivered a petition to the Department of Transport who have to navigate this precedential accident-waiting-to-happen junction on a daily basis.

Transport and Mobility comments:

The newly raised tabletop ramp will slow down traffic on approach to this junction to increase the safety of all road users at this junction and for the residents in this area.

Ramps will be installed as per the raised tabletop specifications to suit traffic calming requirements. LCCC roads dept will complete a design. Size of ramps will be increased to suit approaching ramp requirements where required.

We envisage that a tabletop ramp is currently the most practical solution to increase the safety of all road users at this junction based on current budget and resources

Land dedication agreements with the property owners at this junction are currently been discussed to increase sightlines on approach to this junction.

SUB 13

Submission Summary

Theme: Flood Water

Title: Nelson Cross table top

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I am concerned about the table top at Nelson Cross castleconnell. I live at the Cross and would just be concerned about flood water and drainage.

Transport and Mobility comments:

A drainage strategy will devised at all corners of this junction whereby gullies will be installed to address the risk of flooding or ponding and contain any rainwater run-off from the new tabletop ramp.

SUB 14

Submission Summary

Theme: Traffic Calming

Title: Proposal for a flat-top ramp at Nelson's Cross in Castleconnell

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I write with regard to the ill-conceived proposal for a flat-top ramp at Nelson's Cross in Castleconnell.

This traffic calming measure will not do one iota to fix the actual problem at this dangerous intersection—lack of visibility. Unless the poles, vegetation, and fences are cut back and these corners reconstructed,

drivers coming from either Castleconnell or Gooig still must creep out into the intersection, such that most cars are half-way over the limit line, to see oncoming cars from Daly's Cross or O'Brien's Bridge. And once you're there, if a car is coming, you must then—dangerously—back up out of the intersection, back across the limit line you just left, so that the oncoming traffic can pass.

This proposal seems like it's been floated by people who have never actually driven there in a regular vehicle before. I'd really encourage everyone involved to do just that. Once you do, it becomes painfully clear that, slower oncoming traffic or not, it's impossible to see oncoming cars without dangerously entering the intersection. Please do so in the type of vehicle driven by people in Castleconnell, i.e., not a Range Rover. I'd be happy to meet you there in my Toyota Yaris.

It's wonderful that the council wants to do something about this very dangerous junction. It's a wonder no one has been more seriously hurt there. But this is not a solution that will fix the problem.

Transport and Mobility comments:

LCCC roads dept envisages that a tabletop ramp is currently the most practical solution to increase the safety of all road users at this junction based on current budget and resources. Improvements of sightlines will also be prioritised as part of this scheme as much as feasibly possible. Land dedications with the property owners at this junction are currently been discussed to increase sightlines on approach to this junction.

SUB 15

Submission Summary

Theme: Table top ramp & sightlines

Title: S 38 - Proposed traffic calming works at Nelson's Cross

Documents Attached: No

Boundaries Captured on Map: No

Observations:

We live just down from Nelson's Cross on the R525 and are somewhat worried about the extra noise and vibrations the ramp will create, not by cars, but by the huge volume of trucks that use the R525 on a daily basis. I would object to these works due to the following:

1. The metal-sided trucks travelling to and from the 6 quarries between Broadford and Castleconnell make a lot of noise and cause considerable vibrations as they are going over minor bumps in the road. Putting in a 75mm ramp at both sides of Nelson's Cross will exacerbate this problem.
2. The volume of trucks, lorries and agricultural machinery that use the road may be underestimated by the council - on the afternoon of Thursday 2nd June, I counted 27 trucks and lorries passing in just 1 1/2 hours.
3. There will also be the need for constant maintenance of the ramp as this heavyweight traffic knocks lumps out of the ramps over time.

I am fully aware of how dangerous this junction is - I use it almost every day myself - but the real problem here is the non-existent sightlines from both the L1103 and the L1102 at the junction in the Daly's Cross direction due to garden hedges on both sides. Is there not an option of a compulsory purchase order to bring these back a metre or so for public safety?

As CPO's may be somewhat difficult and undesirable, may I propose an alternative, which I have experienced working very well in Germany: the use of fixed speed cameras at the approach to Nelson's Cross both ways on the R525, but with a line painted on the road at the point where the speed camera detects speed. This causes people to slow down just before the junction, exactly where a reduction in speed is needed.

I do hope you give these observations some serious consideration.

Transport and Mobility comments:

The objective of these table top ramps is to slow down traffic upon approach to this junction. The speed reduction HGV vehicles approaching the junction should reduce any noise impacts while accessing this

junction.

This table top ramp will be installed to specification to suit the transport of HGVs in this area. Improvements of sightlines will also be prioritised as part of this scheme as much as feasibly possible. Land dedication agreements with the property owners at this junction are currently being discussed to increase sightlines on approach to this junction.

Operations & Maintenance Services (Roads), Limerick City & County Council

Transport and Mobility comments:

Limerick City and County Council Roads department envisages that a tabletop ramp is currently the most practical solution to increase the safety of all road users at the Nelson's Cross junction based on current budget and resources. The newly raised table top ramp will slow down traffic on approach to this junction to increase the safety of all road users at this junction and for the residents in this area.

Ramps on approach will be installed as per the raised table top specifications to suit traffic calming requirements. LCCC roads dept will complete a design and road safety audit. Height and length of ramps will be determined to suit approaching ramp requirements.

A drainage strategy will be devised at all corners of this junction whereby gullies will be installed to address the risk of flooding or ponding and contain any rainwater run-off from the new tabletop ramp.

Improvements of sightlines will also be prioritised as part of this scheme as much as feasibly possible. Land dedication agreements with the property owners at this junction are currently being discussed to increase sightlines on approach to this junction.

Signage will be installed on approach to this junction from all directions notifying road users of a ramp upon approach.

Future permeability and Active Travel schemes will be considered for this area subject to feasibility and funding availability. Unfortunately, there is insufficient funding available this year to consider these proposals. However, these ideas will be included as a long-term strategy in this area.

5.0 Conclusion

The Limerick City and County Council road department currently intend to proceed with this scheme. All comments issued on submissions have been reviewed and the scheme will proceed based on Transport and Mobility comments given above.

6.0 Action taken by Local Authority

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 20th of May 2022. This project does not require planning as it does not meet the planning thresholds as laid out in the Planning & Development Regulations, 2001-2021.