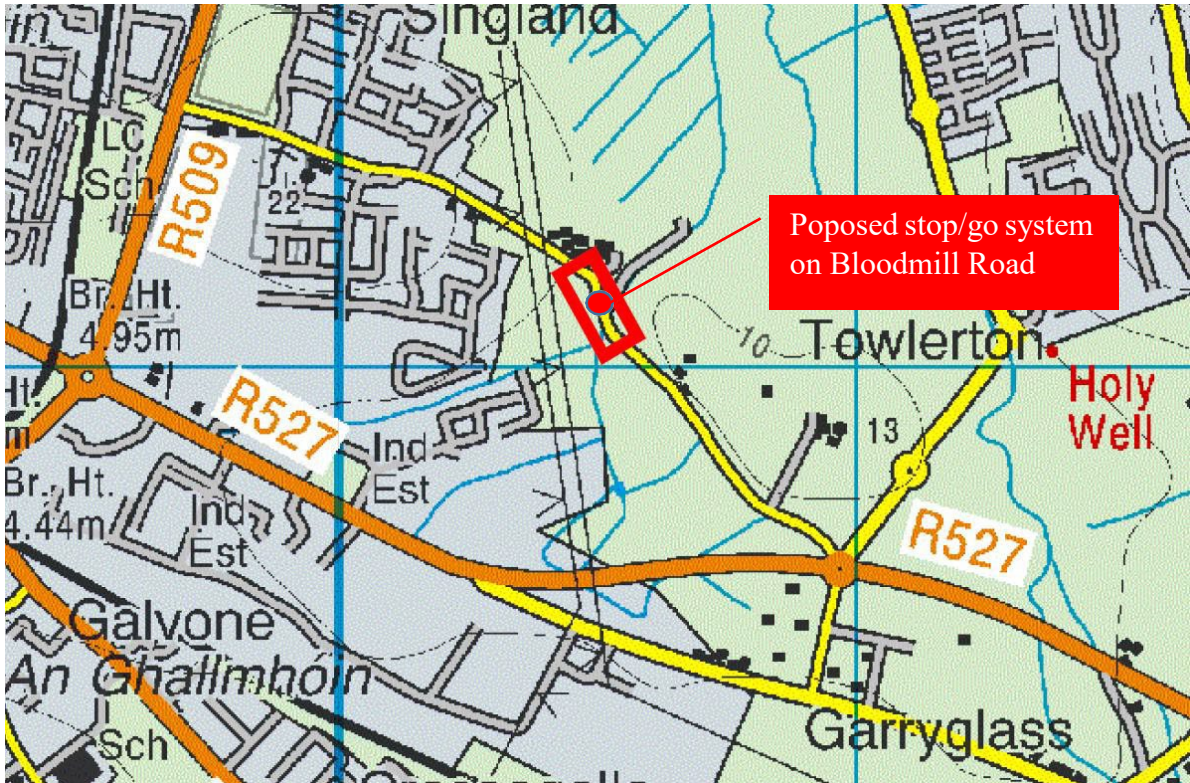


TRAFFIC AND TRANSPORTATION CLOSE OUT REPORT IN ACCORDANCE WITH SECTION 38 OF THE ROAD TRAFFIC ACT, 1994, AS AMENDED BY SECTION 46 OF THE PUBLIC TRANSPORTATION REGULATION ACT 2009

Re: PROPOSED BLOODMILL ROAD TRAFFIC STOP/GO SYSTEM



John O'Leary
Senior Executive Engineer

Hugh McGrath
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
Director of Services
Transport and Mobility Directorate
Limerick City & County Council

Date: 12.04.2024

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- 3. Likely implications, if any, with respect to the proper planning and sustainable development of the area**
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- 5. Conclusion**
- 6. Action taken by Local Authority**

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 gave notice of its intention to carry out the installation of a stop /go traffic light system on the L-5124 Bloodmill Road.

Subsequent to this Section 38 application an alternative off road solution has been agreed and works are complete. The solution comprises installation of a temporary pedestrian structure to traverse the watercourse and an extension of the footpath across greenfield lands.

2.0 Description of the nature and extent of the proposed development

The advertised Section 38 scheme comprised the installation of a stop /go traffic light system on the L-5124 Bloodmill Road, Ballysimon, Limerick between Downes Fuels and Singland House and provision of a temporary footpath / cycle lane link on the south east section of the Bloodmill Road for the foreseeable future until the newly proposed Bloodmill link road was completed.

The scheme which has been implemented comprises the installation of an off road pedestrian walkway extension and temporary watercourse structure which provides pedestrians connectivity from the Limerick Educate Together School to the Bloodmill Road.

Refer to Figures 2.1 to 2.6 of this report.

The plans and particulars went on public display from Friday 20th of October to Friday the 17th of November 2023. Submissions and observations had to be submitted by 4pm on the 17th of November 2023.

The final design was revised and an off road solution was agreed upon, subsequent to the Section 38 process. The Section 38 Process did not apply to the off road solution as there was no material change to the cross section of the existing carriageway which would constitute Traffic Calming.

Location:

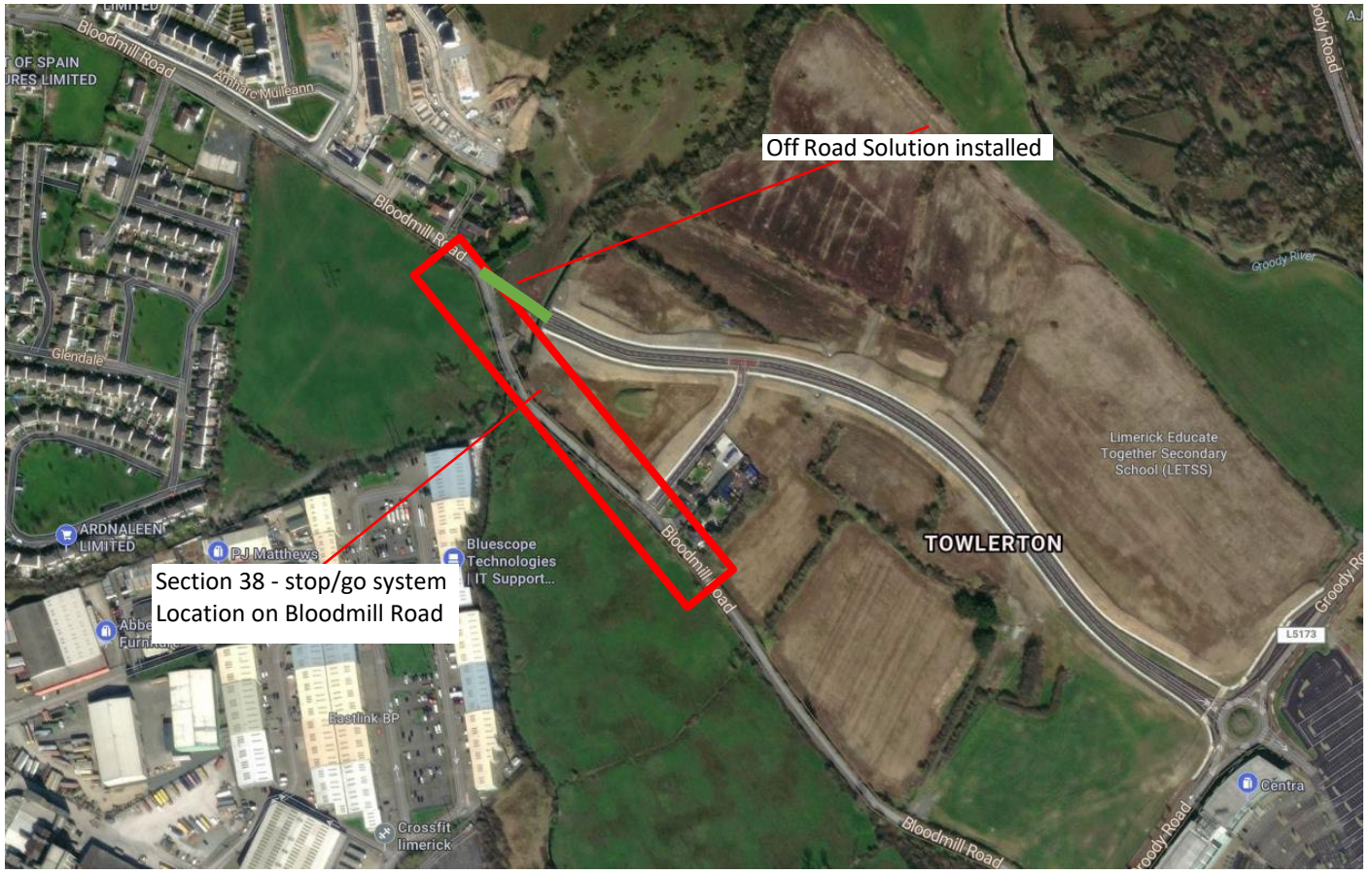
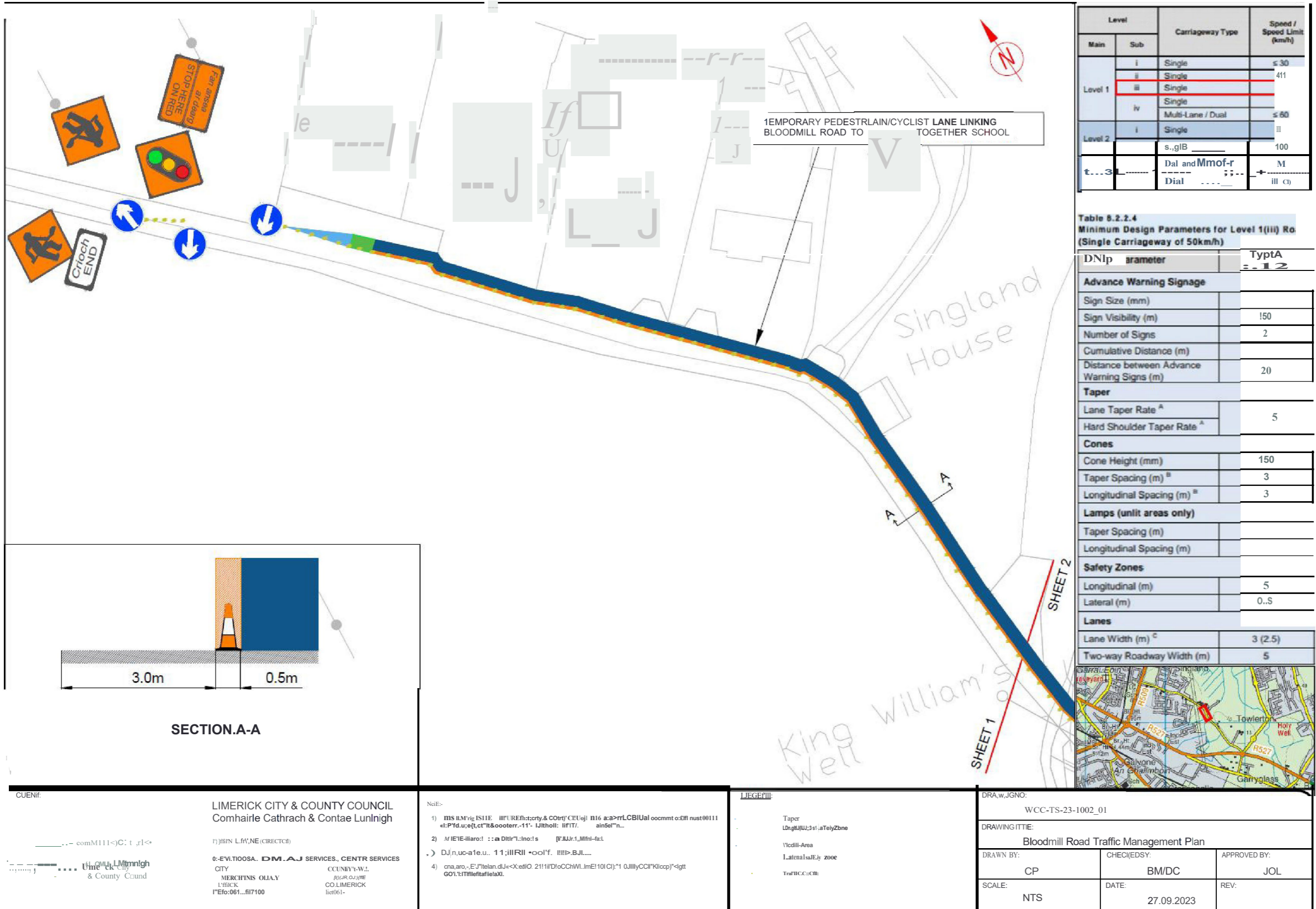


Figure 2.1: Site Location – L-5124 Bloodmill Road

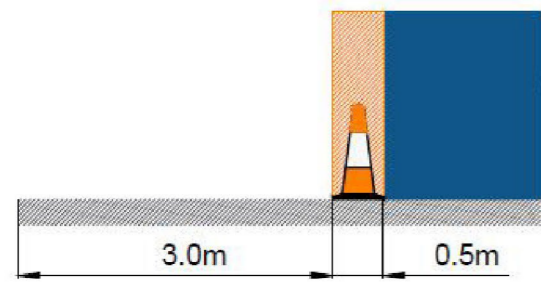
Section 38 Site Layouts:



Level	Carriageway Type		Speed / Speed Limit (km/h)
	Main	Sub	
Level 1	i	Single	≤ 30
	ii	Single	411
	iii	Single	
	iv	Multi-Lane / Dual	≤ 60
Level 2	i	Single	III
		s.,gIB	100
		Dal and Mmof-r	M
		Dial	III (3)

Table 6.2.2.4 Minimum Design Parameters for Level 1(iii) Ro (Single Carriageway of 50km/h)

Parameter	Typical Value
Advance Warning Signage	
Sign Size (mm)	
Sign Visibility (m)	150
Number of Signs	2
Cumulative Distance (m)	
Distance between Advance Warning Signs (m)	20
Taper	
Lane Taper Rate ^A	5
Hard Shoulder Taper Rate ^A	
Cones	
Cone Height (mm)	150
Taper Spacing (m) ^B	3
Longitudinal Spacing (m) ^B	3
Lamps (unlit areas only)	
Taper Spacing (m)	
Longitudinal Spacing (m)	
Safety Zones	
Longitudinal (m)	5
Lateral (m)	0.5
Lanes	
Lane Width (m) ^C	3 (2.5)
Two-way Roadway Width (m)	5



SECTION A-A

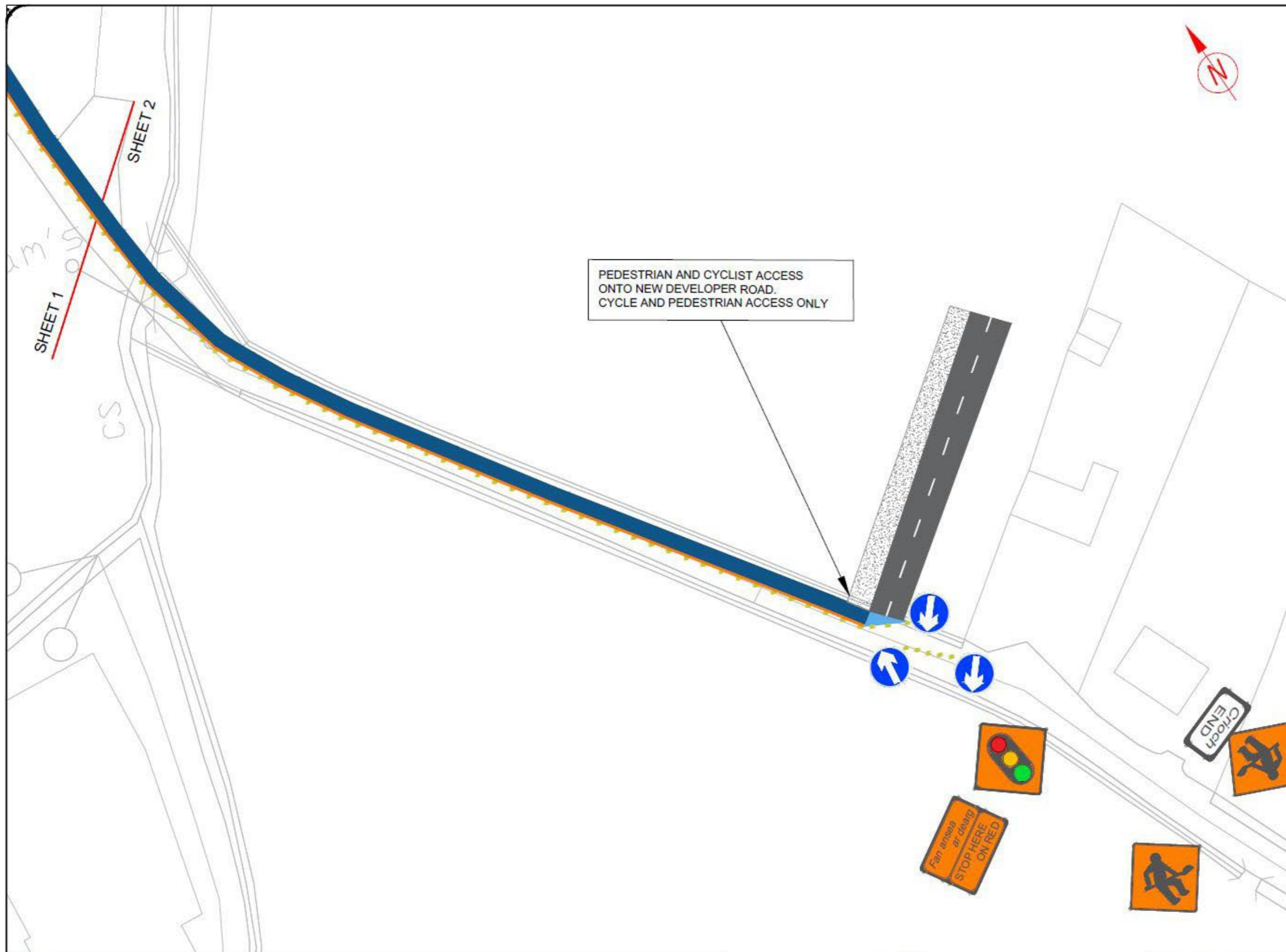
LIMERICK CITY & COUNTY COUNCIL
Comhairle Cathrach & Contae Lungh

LIMERICK CITY & COUNTY COUNCIL
Comhairle Cathrach & Contae Lungh
CITY SERVICES, CENTRAL SERVICES
MICKELLY OLIVIA
LIMERICK
061-211100

- LEGEND:
- Taper
 - Advance Warning Signage
 - Carriageway Area
 - Lane Width
 - Traffic Signs

DRAWING TITLE: Bloodmill Road Traffic Management Plan
DRAWN BY: CP
SCALE: NTS
CHECKED BY: BM/DC
DATE: 27.09.2023
APPROVED BY: JOL
REV:

Figure 2.2 Bloodmill Road Traffic Management Plan Part 1



Level	Carriageway Type		Speed / Speed Limit (km/h)
	Main	Sub	
Level 1		i Single	≤ 30
		ii Single	40
		iii Single	50
		iv Single	60
Level 2		Multi-Lane / Dual	≤ 60
	i	Single	80
Level 3	ii	Single	100
	i	Dual and Motorway	80
	ii	Dual and Motorway	≥ 100

Table 8.2.2.4
Minimum Design Parameters for Level 1(iii) Roads
(Single Carriageway of 50km/h)

Design Parameter	Type A > 12 hours
Advance Warning Signage	
Sign Size (mm)	600
Sign Visibility (m)	50
Number of Signs	2
Cumulative Distance (m)	40
Distance between Advance Warning Signs (m)	20
Taper	
Lane Taper Rate ^A	1 in 5
Hard Shoulder Taper Rate ^A	
Cones	
Cone Height (mm)	750
Taper Spacing (m) ^B	3
Longitudinal Spacing (m) ^B	3
Lamps (unlit areas only)	
Taper Spacing (m)	6
Longitudinal Spacing (m)	6
Safety Zones	
Longitudinal (m)	5
Lateral (m)	0.5
Lanes	
Lane Width (m) ^C	3 (2.5)
Two-way Roadway Width (m)	5



CLIENT: **LIMERICK CITY & COUNTY COUNCIL**
 Comhairle Cathrach & Contae Luimnigh

KIERAN LEHANE (DIRECTOR)
 OPERATIONS AND MAINTENANCE SERVICES, CENTRAL SERVICES

CITY HALL
 MERCHANTS QUAY
 LIMERICK
 Tel: 061-407100

COUNTY HALL
 DOORADOYLE
 CO. LIMERICK
 Tel: 061-556000

- Note:-
- 1) This drawing is the property of Limerick City & County Council. It is a confidential document and must both be copied, used, or its content divulged without prior written consent.
 - 2) All levels are referred to Ordnance Survey Datum, Main Head.
 - 3) Do not scale, use figured dimensions only. If in doubt, ask.
 - 4) Ordnance Survey Ireland Licence No. 2010/09/CCMA/Limerick City and County Council Copyright Government of Ireland.

LEGEND:

- Taper
- Longitudinal Safety Zone
- Works Area
- Lateral Safety Zone
- Traffic Cone

DRAWING NO:
LCCC-TS-23-1002-02

DRAWING TITLE:
Bloodmill Road Traffic Management Plan

DRAWN BY: CP CHECKED BY: BM/DC APPROVED BY: JOL

SCALE: NTS DATE: 27.09.2023 REV: 1

Figure 2.3 Bloodmill Road Traffic Management Plan Part 2

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	Clarence Castillo
2	Cyclist.ie
3	Noel Kelly
4	Rigan McGeehan
5	Derek Downes

4.1 Submissions:

SUB 1

Submission Summary:

Theme: Bloodmill Road

Title: Submission Regarding Proposed Bloodmill Road Stop/Go System

Documents Attached: No

Boundaries Captured on Map: No

Observations:

Dear Sir/Madam,

I am writing to make a submission regarding above proposed stop/go traffic light system on Bloodmill Road.

I live in the Glenbrook/Glendale housing estate. I object to such a system being put in place because I believe it will lead to a lot of traffic jams and delays in the mornings. I am a nurse and I work in the Annacotty area. There has already been an increase in traffic in the mornings especially since the new Educate Together Secondary School opened. There is often a queue to get through the roundabout beside Northern Trust.

The alternative of going down Childers road to Parkway roundabout or Tipperary roundabout is not an option as there is already major congestion there in morning. This proposal may lead to further congestion at these roundabouts too.

I urge you to reconsider this proposal as I don't think it is in the best interest of road users or people living in these estates.

Transport and Mobility comments:

The proposed scheme has been revised. An off road solution was designed and agreed with all immediate stakeholders. This solution has been implemented and will have no impact on traffic flow on the Bloodmill Road.

SUB 2

Submission Summary:

Theme: Section 38

Title: Vulnerable Road User Safety

Documents Attached: No

Boundaries Captured on Map: No

Observations:

Cyclist.ie welcomes this proposed temporary measure, linking sections of the Bloodmill Road through this particularly narrow approximately 300 metre long section. The exhibited proposal will encourage greater use of this essentially rural road by walkers and cyclists, by clearly separating them from the main vehicular traffic. It will also eventually link residential areas to the local educate together school and other services. We look forward to the eventual permanent scheme in this area.

Transport and Mobility comments:

The proposed scheme has been revised. An off road solution was designed and agreed with all immediate stakeholders. This solution has been implemented and will cater for vulnerable road users linking the Bloodmill Road and the Limerick Educate Together Secondary School.

SUB 3

Submission Summary :

Theme: Bloodmill Road

Title: Proposed Bloodmill Road Stop/Go Traffic Lights

Documents Attached: No

Boundaries Captured on Map: No

Observations:

I object to the proposed Bloodmill Road traffic light system as I believe it will lead to traffic congestion.

We live in Glendale and we regularly travel on this road especially between 8.00am and 8.30am. There is already a high volume of traffic on this road in the mornings. There can often be a queue of traffic trying to get through the Garryglass roundabout. It can often take extra time to get out of the Glendale Estate entrance because the traffic is continuous in both directions.

I believe that a stop/go traffic light will cause huge traffic congestion and queues on both ends. This will lead to long delays for motorists using this road.

The second exit from Glendale/Glendale Lawn housing estate has opened recently. This exit is nearly opposite to the new housing housing estate of Amharc Muileann (137 houses). The current proposal is to put the start of the the stop/go traffic lights just down the road from these housing estate exits. During busy times, this will cause long traffic tailbacks/queues at the traffic light which will then cause further problems for cars trying to enter/ exit the housing estates. It will become a bottleneck.

The traffic congestion caused in the morning by proposal will create a situation where pedestrians will have to walk past queues of cars where there is a lot of car pollution and poor air quality. Also, school students from Glendale Lawn/Glendale will use the newly opened exit and will therefore have to cross the road where cars are queuing at traffic light while other cars trying to enter and exit two housing estates.

I really do appreciate the importance of the safety of pedestrians but the failure to put in footpaths/cycling lanes should not be compounded by causing a further problem by restricting the use of this road to motorists who form 95% of road users.

I strongly urge you to reconsider this stop/go traffic light system as i think it will be a disaster for traffic congestion in the area. As soon as the lights go up and local residents are faced with the reality of the situation, I believe there will be lots of complaints to the Limerick City council

Transport and Mobility comments:

The proposed scheme has been revised. An off road solution was designed and agreed with all immediate stakeholders. This solution has been implemented and will have no impact on traffic flow on the Bloodmill Road.

The scheme is a temporary measure until LCCC deliver its long term plan to complete a new link road from the Bloodmill road to the newly constructed road to the Educate Together School and the new Bon Secours hospital (currently under construction) which will join the Groody road at the National Trust roundabout. This scheme has been granted planning by An Bord Pleanála and is currently at detailed design stage.

SUB 4

Submission Summary :

Theme: Bloodmill Road

Title: Proposed Bloodmill Road Stop/Go system

Documents Attached: Yes

Boundaries Captured on Map: No

Observations:

There are several issues with the proposed Stop/Go system for the Bloodmill Road that need to be addressed.

1) This is an open ended proposal with no consideration given to how long this disruption will be in place. The only time frame mentioned is "for the foreseeable future until the newly proposed Bloodmill link road is completed.", which as yet has no publicized commencement or completion date nor planning application. This could be anything from 2 years to 10 years.

A disruption of this nature must have defined start and finish dates to be acceptable to local residents.

2) There is no traffic data provided to support the decision of of the location or the duration of the works.

Where is the traffic survey data?

When was this data gathered?

There is no information on what effect a stop/Go system will have on the traffic. This is going to cause extreme delays on this road, especially at peak times. Tail backs reaching to the Garryglass Roundabout in one direction or back to Cloughaun GAA pitch in the other direction are not unrealistic and this will cause road safety issues as well as access problems for local residents trying to access/leave the housing estates along this road.

How will access to and from the housing areas be ensured when traffic tails back past the entrances?

A better, safer alternative proposal would to be create a temporary pedestrian path along the inside of the existing wall that starts at Singland House, and join it to the end of the new link road that runs to the roundabout at Northern Trust.

This would remove the children from the road completely and remove the need for any traffic congestion causing activities. See attachment for images of the proposal.



Create pedestrian path from Singland House to the new road, along the inside of the existing wall



Transport and Mobility comments:

The proposed scheme has been revised. An off road solution was designed and agreed with all immediate stakeholders. This solution has been implemented and will have no impact on traffic flow on the Bloodmill Road.

The scheme is a temporary measure until LCCC deliver its long term plan to complete a new link road from the Bloodmill road to the newly constructed road to the Educate Together School and the new Bon Secours hospital (currently under construction) which will join the Groody road at the National Trust roundabout. This scheme has been granted planning by An Bord Pleanála and is currently at detailed design stage.

SUB 5

Submission Summary :

Theme: Bloodmill Road

Title: Traffic Lights

Documents Attached: No

Boundaries Captured on Map: No

Observations:

Hello, I would firstly like to say I have no objection against the Stop /Go planned for Bloodmill Rd as safety of Children must come first. My objection is where the Council plans to position the traffic lights as I believe it will make entering and exiting my property potentially dangerous for vehicles as I expect a large stacking of traffic opposite my House most of the time therefore increasing the likelihood of accidents or traffic congestion..I have met with a Council Engineer and expressed my concerns and feel moving the lights a little closer to the ballysimon rd would be a lot safer for everyone involved.

Transport and Mobility comments:

The proposed scheme has been revised. An off road solution was designed and agreed with all immediate stakeholders. This solution has been implemented and will have no impact on traffic flow on the Bloodmill Road.

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

Transport and Mobility summary:

The proposed scheme has been revised. An off road solution was designed and agreed with all immediate stakeholders. This solution has been implemented and will have no impact on traffic flow on the Bloodmill Road.

Bloodmill Road Extension, Limerick



Figure 4.1 Bloodmill road completion link to Groody road currently in Planning

5.0 Conclusion

Limerick City and County Council developed and implemented an off road solution to link the Bloodmill Road and Limerick Educate Together Secondary School. All submissions have been reviewed and responses provided.

6.0 Action taken by Local Authority

1. The revised design has been implemented. The project did not require a Section 38 application as there were no material alterations to the existing carriageway which would constitute traffic calming.
2. The project did not require planning as it did not meet the planning thresholds as laid out in the Planning & Development Regulations, 2001-2021.