

# Submission Details

## Submitter

Name	Bruce Harper
Address	Infrastructure Officer, Limerick Cycling Campaign Antaris Consulting 5 Pery Square Limerick V94 EV1F
Note	Limerick Cycle campaign in support of safe segregated cycle infrastructure and requests the council to prioritise links from the city centre to promote healthy living and meeting climate targets.

## In relation to application

Application Number	PT8LL93
Applicant Name	Limerick City and County Council
Development Address	Moyross Avenue Moyross

# Submission Details

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Name	Bruce Harper
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## In relation to application

Application Number	
Applicant Name	Limerick City and County Council
Development Address	

**Janeczek, Kate**

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**From:** plandev  
**Sent:** Thursday 4 April 2024 14:55  
**To:** Janeczek, Kate  
**Subject:** FW: [EXTERNAL]FW: PT8LL93 Moyross Avenue Upgrade - Limerick Cycling Campaign Submission

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**Subject:** FW: [EXTERNAL]FW: PT8LL93 Moyross Avenue Upgrade - Limerick Cycling Campaign Submission

Good afternoon,

Please see email below for your attention.

Kind regards,

**Tracey**  
**Customer Services**  
**Limerick City and County Council**  
**Merchants Quay | Limerick**  
[customerservices@limerick.ie](mailto:customerservices@limerick.ie)  
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**From:** Bruce Harper <[bruce.harper@antarisconsulting.com](mailto:bruce.harper@antarisconsulting.com)>  
**Sent:** Wednesday 3 April 2024 16:11  
**To:** Customer Services <[customerservices@limerick.ie](mailto:customerservices@limerick.ie)>  
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**Bruce Harper, Consultant**



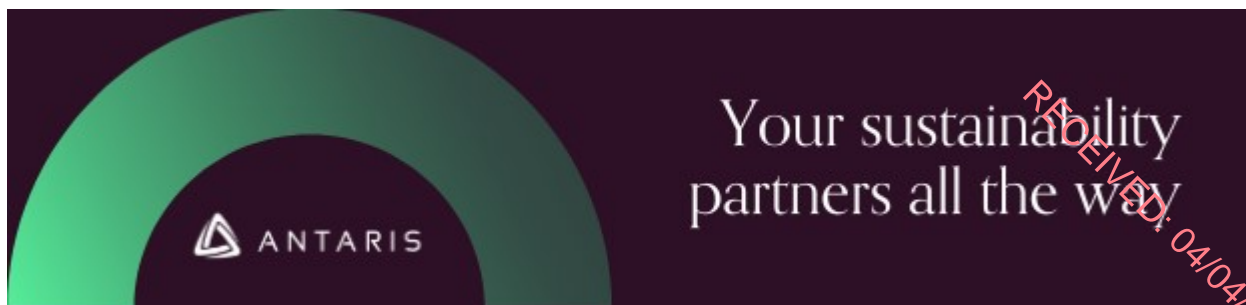
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**From:** Bruce Harper <[bruce.harper@antarisconsulting.com](mailto:bruce.harper@antarisconsulting.com)>

**Sent:** Wednesday, April 3, 2024 4:00 PM

**To:** [planning@limerick.ie](mailto:planning@limerick.ie)

**Cc:** [limerickcyclingcampaign@gmail.com](mailto:limerickcyclingcampaign@gmail.com)

**Subject:** [EXTERNAL]PT8LL93 Moyross Avenue Upgrade - Limerick Cycling Campaign Submission

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Limerick cycling campaign welcome the provision of safe segregated cycle infrastructure.

We also welcome the infrastructure improvements making the road safer and more pleasant for those walking scooting or taking the bus. In particular we welcome the reduced carriageway width, the raised table junctions, and the inline bus-stops.

We welcome the undertaking to apply DMURS, prioritising people walking cycling over those in cars, and the commitment to keep corner radii to 3m or less.

We have some concerns however that car parking infrastructure is being prioritised over cycling infrastructure, in particular the decision to provide cycle track widths below the desirable minimum of 2m has not been explained. It appears that the cycle lane width has been set below the CDM desirable minimum (2m) to squeeze in car parking.

This appears to be contrary to

**Policy CS P6 – LSMATS**

**Objective TR O2 – Design Manual for Urban Roads and Streets**

**Objective TR O6 – Delivering Modal Split**

Limerick cycling campaign would welcome a commitment that the council would increase its ambition and build high quality cycle infrastructure suited to transformative increase in cycling as planned for in LSMAT and ensure that cycle lane widths are at or above the desirable minimums of 2-2.5m as set out in the cycle design manual.

Table 2.2 - Width Calculator

A. Inside Clearance	
Feature	Additional width required (m)
Flush or near-flush surface including low and splayed kerbs up to 60mm high	0.00
Kerbs 61mm to 150mm high	0.20
Vertical feature from 151mm to 600mm high	0.25
Vertical feature above 600mm high	0.50

B. Central Width			
Type of Facility	Flow (cycles per peak hour)	Desirable minimum width (m)	Absolute minimum width (m)
One-way cycle track	<300	2.00	1.50*
	>300	2.50	2.00
Two-way cycle track	<300	3.00	2.00
	>300	4.00	3.00
Cycle lane	All	2.00	1.50
Shared Active Travel Facility	<300	4.00	3.00
	>300	5.00	4.00

\*May not cater for comfortable overtaking or cycling two abreast

C. Outside Clearance	
Feature	Additional width required (m)
Flush or near-flush surface including low and splayed kerbs up to 60mm high	0.00
Kerbs 61mm to 150mm high	0.20
Vertical feature from 151mm to 600mm high	0.25
Vertical feature above 600mm high	0.50

D. Buffer Width		One-way cycle track		Two-way cycle track	
Speed limit (kph)		Desirable min buffer (m)	Absolute min buffer (m)	Desirable min buffer (m)	Absolute min buffer (m)
≤30		0.00	0.00	0.50	0.30
40/50		0.50	0.00	0.50	0.30
60		1.00	0.50	1.00	0.50
80		2.00**	1.50**	2.00**	1.50**
100		3.50***	1.50***	3.50***	1.50***

\*\*Including any hard strip \*\*\* Excluding any hard shoulder

**Notes:**

i. Desirable min should be used required widths Where desirable be achieved, in reductions to: minimum value: considered.

ii. The use of wi the above guidi be avoided. In e circumstances cannot comply guidance, the d seek a departur and this should by the relevant Authority prior into the design.

iii. On gradients 3%, cycle track increased by 0. greater lateral r

iv. Where gullie on a cycle track allow cycles to the cycle track increased by th gully.

Limerick cycle campaign further note that individual cycle routes are of little use if they are not connected in a coherent network. We ask that the council prioritise links from the city centre which is a obvious gap in the network and if not addressed will prevent meaningful uptake in cycling, making our city population less healthy and preventing us meeting our climate targets.

Regards,  
Bruce Harper  
Infrastructure Officer  
Limerick Cycling Campaign

**Bruce Harper, Consultant**

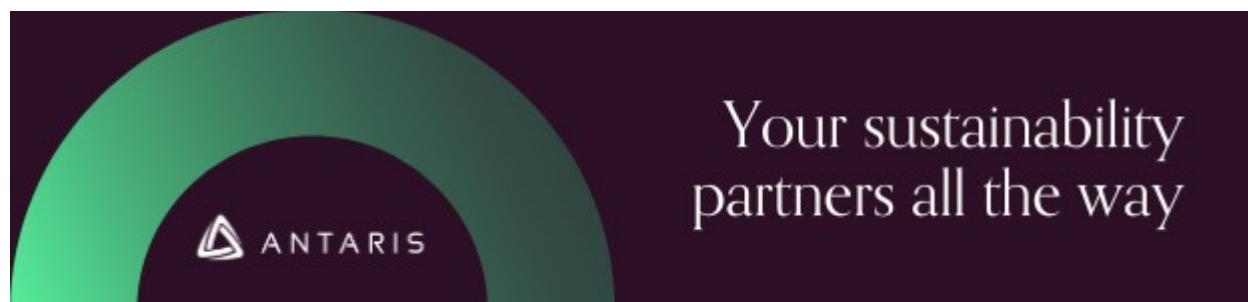
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