LIMERICK CITY AND COUNTY COUNCIL

MOYROSS AVENUE UPGRADE

PART 8 PLANNING REPORT

FEBRUARY 2024

MRG CONSULTING ENGINEERS LIMITED

No. 4 Day Place, Tralee, Co. Kerry
Tel: (066) 7123130 Fax: (066) 7123364 E-Mail: info@mrg.ie

also : Elysium Business Watercourse Road, Blackpool Cork
Tel: (021) 4300250 Fax : (021) 4396733 E-Mail : cork@mrg.ie

Consulting Engineers **Civil Structural Environmental**

Revision Control Table

For & On Behalf of MRG Consulting Engineers Limited				
Rev.	**Status**	**Prepared By**	**Checked By**	**Date**
0	Planning Issue	T. Horan	C. Sheehy	21.2.2024

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1. INTRODUCTION

1.1 Background

The upgrade works to Moyross Avenue are proposed as part of a continuation to on-going works to the road corridor which include the link road connecting Moyross Avenue to the Coonagh to Knockalisheen Distributor Road Scheme to the west of the proposed works which received An Bord Pleanála approval in 2011 and the on-going works to the roadway being undertaken as part of the Dalgaish and Cosgrave Park developments which received Part 8 planning approval in 2015.

The proposed development the subject to this Part 8 will consist of the upgrade of c.200m of Moyross Avenue between the Sarsfield Gardens junction and the western boundary of the Corpus Christí Primary School, including:

- A realignment of Moyross Avenue through the Corpus Christí Parish Church and Corpus Christí Primary School lands;
- A reduction in the carriageway width to 6m together with raised speed table at the proposed new entrance to the Corpus Christí Primary school;
- The provision of parallel set down car-parking spaces on both sides of Moyross Avenue;
- Construction of 1.8m wide cycle tracks and 2m wide footpaths on both sides of Moyross Avenue;
- The provision of replacement car-parking spaces to the rear of the Corpus Christí Parish Church;
- Associated landscaping and siteworks.

Figure 1.1 below highlights the extents of the Scheme in red.

Figure 1.1 Site Location Map showing Proposed Scheme in red

The following documentation has been prepared in support of the proposed Scheme:

- Appropriate Assessment Screening Report
- Environmental Impact Assessment Screening Report
- Outline Resource & Waste Management Plan
- Data Protection Privacy Statement
- Planning drawings (listed below).
- Letter of Consent from the Diocese of Limerick on behalf of Corpus Christí National School.

Details of the proposed works are shown on the attached layout drawings which are contained within the Part 8 Planning Pack ;

- CPP4-A1.OS.1 Site Location Map
- 2323-101 Road Alignment General Arrangement

1.2 Policy Context and Relevant Design Standards

1.2.1 Limerick Development Plan 2022 – 2028

Chapter 7 - Sustainable Mobility and Transport of the Limerick Development Plan 2022 – 2028 outlines the Council's strategy to provide an effective, sustainable and accessible transport system. A functional and effective transport network is fundamental to the creation of a compact and connected place. The National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) seek to reduce dependency on the private car and secure a shift towards sustainable modes of transport, including walking, cycling and public transport.

The Plan notes that a key project critical to enabling growth in Limerick includes the delivery of a comprehensive cycling and walking network for the Limerick City Metropolitan Area. The following policies and objectives are included in the plan.

Policy CS P6 – LSMATS (Refer to Section 1.2.3 below)

It is a policy of the Council to ensure that the Core Strategy is in line with the objectives of the final LSMATS and the integration of land use planning and transport in reducing the need to travel and promote modal shift from the use of the private car.

Objective TR P3 – Integration of Land Use and Transport Policies

It is a policy of the Council to support and facilitate the integration of land use and transportation policies ensuring the delivery of sustainable compact settlements served by sustainable modes of transport.

Objective TR P4 – Promotion of Sustainable Patterns of Transport Use

It is a policy of the Council to seek to implement in a positive manner, in co-operation with the other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport's Smarter Travel, A Sustainable Transport Future 2009 – 2020 (and any subsequent updates), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling and walking.

Objective TR P5 – Sustainable Mobility and Regional Accessibility

It is a policy of the Council to support sustainable mobility, enhanced regional accessibility and connectivity within Limerick, in accordance with the National Strategic Outcomes of the National Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

Objective TR P6 – Delivery of Transport Infrastructure in line with National Policy

It is a policy of the Council to support the delivery of transport infrastructure identified within the National Planning Framework, National Development Plan 2021-2030 (and any update) and the Regional Spatial and Economic Strategy for the Southern Region and to support enhanced connectivity within Limerick and inter-urban connectivity within the regions.

Objective TR O2 – Design Manual for Urban Roads and Streets (Refer to Section 1.2.5 below)

It is an objective of the Council to support the appropriate road design standards of all roads and streets within the urban areas, including suburbs, towns and villages within the 60km/hr zone as per the Design Manual for Urban Roads and Streets and TII Publication Standards DN-GEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads.

Objective TR O5 – Limerick – Shannon Metropolitan Area Transport Strategy

It is an objective of the Council to facilitate the implementation and delivery of the proposals that will be contained in the final Limerick Shannon Metropolitan Area Transport Strategy, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders. This partnership will achieve successful integration between land use and transport planning, and targeted growth along high-quality public transport corridors and sustainable higher densities.

Objective TR O6 – Delivering Modal Split

It is an objective of the Council to:

a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities;

b) Support investment in sustainable transport infrastructure that will make walking, cycling carpool and public transport more attractive, appealing and accessible to all.

Objective TR O7 – Behavioral Change Measures

It is an objective of the Council to:

c) Continue to implement behavioural change initiatives and ‘softer measures’ aimed at enabling and promoting sustainable travel across Limerick’s workplaces, campuses, schools and communities as identified in LSMATS;

d) Facilitate and implement school streets and school zones, including slow zones around schools, park and stride facilities and promote and facilitate active travel options for school children, to reduce the health and safety risk associated with traffic congestion, pollution and inactive lifestyles.

Objective TR O8 - Walking and Cycling Infrastructure - It is an objective of the Council to:

a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks as identified in the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;

b) Maintain and expand the pedestrian route network, infrastructure and where possible retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

Objective TR O9 - Limerick Cycle Network

It is an objective of the Council to implement in full, the Cycle Network, which will be set out in the final LSMATS, with priority given in the short term to delivering the primary cycle network and cycle routes serving schools.

Objective TR O42 – Roads and Streets

It is an objective of the Council to secure improvements of the road network in Limerick, including improved pedestrian and cycle facilities, in conjunction and co-operation with relevant stakeholders, subject to resources becoming available.

1.2.2 Limerick Regeneration Framework Implementation Plan (LRFIP)

The Limerick Regeneration Framework Implementation Plan (LRFIP) published by Limerick City and County Council in 2013 included under the framework strategy to extend the existing Moyross Avenue to link with the new western entrance of the Coonagh to Knockalisheen Distributor Road and to upgrade the existing Moyross Avenue from a route that is predominantly designed for the movement of vehicles to a traffic calmed street where the needs of pedestrians, cyclists and public transport users are prioritised.

Following the publication of the LRFIP, Limerick City and County Council prepared the Design and Public Realm Code for the Limerick Regeneration Areas in 2015 which included for typical layouts of roads and streets in the Regeneration Areas. Moyross Avenue is denoted as a link street with guideance included for the proposed road corridor cross section upgrade.

1.2.3 Limerick Shannon Metropolitan Area Transport Strategy (LSMATS)

The National Transport Authority (NTA) have published the Limerick Metropolitan Cycle Network Study. LSMATS has been developed by the National Transport Authority in collaboration with Limerick City and County Council, Clare County Council and Transport Infrastructure Ireland (TII). LSMATS sets out a framework for investment in transport for the Limerick Shannon Metropolitan Area for the next 20 years and includes proposals for the significant development of the cycle network.

Section 2.1.5 of LSMATS makes reference to reducing social disadvantage through the improved frequency of public transport services to regeneration areas, the provision of safe and secure cycling facilities, provision of pedestrian linkages and public realm improvements.

Section 9 of LSMATS outlines the proposals to develop a consistent, clear and continuous network of urban and suburban cycle networks throughout the Limerick Metropolitan Area to ensure cycling becomes a realistic choice as a mode of transport.

It is an objective of LSMATS to cultivate a cycling culture through the development of cycling facilities through the following:

- Identification of Primary, Secondary, Inter-Urban, Feeder and Greenway Routes, and Quiet Ways to develop a comprehensive cycle network across the Limerick-Shannon Metropolitan Area (LSMA);
- Provide cycle facilities designed to National Cycle Manual standards;
- Provide full or light segregation from other modes of transport to ensure safety and comfort of all road users;
- Provide local traffic calming, lower speed limits and junction treatments, particularly at complex junctions in an urban context; and
- Provide supporting measures including the public Bike Share Scheme, end-of-trip facilities, and behavioral change initiatives.

Section 12 of LSMATS addresses Land Use, Regeneration and Schools and includes objectives to improve the integration of land use planning and transport planning. Measure LU4 of this section relates to Public Transport for Regeneration Areas and Measure LU5 to Walking and Cycling in Regeneration Areas. The objectives are included to provide public transport, walking and cycling alternatives.

1.2.4 Cycle Design Manual - 2023

The Cycle Design Manual is a national guidance document that details the principles of sustainable safety that offers a safe traffic environment for all road user including cyclists. The manual provides guidance on integrating the bicycle in to the design of urban areas. The manual sets out five principle requirements for providing an adequate, safe cycle facility:

- Road Safety: Providing cycle infrastructure along a route should seek to maximise road safety for all road users, including cyclists. Any perception of a lack of safety could be a deterrent to cycling.
- Coherence: A cycling network should link all main origin and destination zones/centres for cyclists. Cycling routes should be logical and continuous.
- Directness: Cycling infrastructure should be as direct as possible and should minimise delays or detours. A well-designed urban cycle network should confer an advantage in terms of average distance or journey time when compared with other transport networks.
- Attractiveness: The cycling environment along a route should be pleasant and interesting.
- Comfort: Cycling infrastructure should be designed, built and maintained for ease of use and for comfort. This is particularly important for beginners, tourists and recreational cyclists. Providing adequate comfort includes design aspects such as width, gradients, surface quality, stopping and delays and shelter.

The width of a cycle facility as well as the type of facility proposed (Integrated or segregated) are two key factors for providing adequate, safe facilities and a sub-standard cycle lane/track is never recommended.

The width of a cycle facility as well as the type of facility proposed (Integrated or segregated) are two key factors for providing adequate, safe facilities and a sub-standard cycle lane/track is never recommended. The designed width of a cycle facility is comprised of the effective width as well as clearances that are required in different circumstances. The Width Calculator table provides details for determining the actual width required for cycle lanes and tracks. It comprises of three main factors, A,B and C, as well as an additional factor, D, which is only relevant in certain circumstances.

1.2.5 Design Manual for Urban Roads And Streets (DMURS)

DMURS provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians first, the number of short car journeys can be reduced and public transport made more accessible.

Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.
The focus of the manual is to create a place – based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks,

including arterial streets, link streets, local streets, and highlights the importance of movement.

1.2.6 Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors

The NTA have published the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors.

1.2.7 BusConnects Limerick Bus Network Redesign 2023

The NTA have published the BusConnects Limerick Bus Network Redesign which amongst other deliverables included for a re-design of the bus network and building of new bus corridors and cycle lanes. The 303 bus route currently runs on Moyross Avenue with this route running cross city from Donough O'Malley Park and terminating in Delmege Park. The proposed BusConnects Limerick Bus Network Redesign includes for a re-numbering of the network with the number 3 route shown on Moyross Avenue with this route running cross city from the Killmallock Road via the City Centre through Moyross and terminating at the Coonagh Cross Shopping Centre via the new Coonagh to Knockalisheen Distributor Road.

1.3 Scheme Objectives

This upgrade works to Moyross Avenue aims to deliver improved safety, comfort and security for cyclists, along within pedestrians and the mobility impaired. This objective is to be achieved through the delivery of facilities which are designed in compliance with the Cycle Design Manual (CDM) and the Design Manual for Urban Roads and Streets (DMURS) along with National Transport Authority (NTA) input.

The design brief made particular reference to the following objectives to be met as part of the study outcome:

- To improve safety, comfort and security for cyclists, pedestrians and motorists;
- To provide safe cycling facilities in both directions;
- To improve cyclist/pedestrian crossing facilities;
- To promote and encourage walking and cycling as a transport mode;
- The facilities shall provide appropriate integration or segregation in line with the principles of the Cycle Design Manual. The overall vision for the route on Moyross Avenue is to provide a segregated cycling facility;
- To tie into the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS);
- To design a facility that complies with the Cycle Design Manual and the Design Manual for Urban Roads and Streets and any other relevant guidelines.

It is proposed to provide segregated cycle facilities on both sides of the road with a minimum clear cycle track width of 1.8m for a one-way facility. The cycle track will be typically separated from the road carriageway by a grass verge. The Scheme will also include modifications to the footpath widths with a minimum footpath width of 2.0m proposed. Other elements to be delivered in conjunction with the above include junction improvements as required, and associated modification to utilities, drainage, line markings and signage etc. Figure 1.2 shows the proposed typical cross section to be provided over part of the Scheme.

The layouts show the locations of tree planting to be carried out in conjunction with the road corridor upgrade.

Alongside the upgrade to the road corridor improved car-parking and accessibility is to be provided to the Church through an internal car-park with parallel parking to be provided on the roadway.

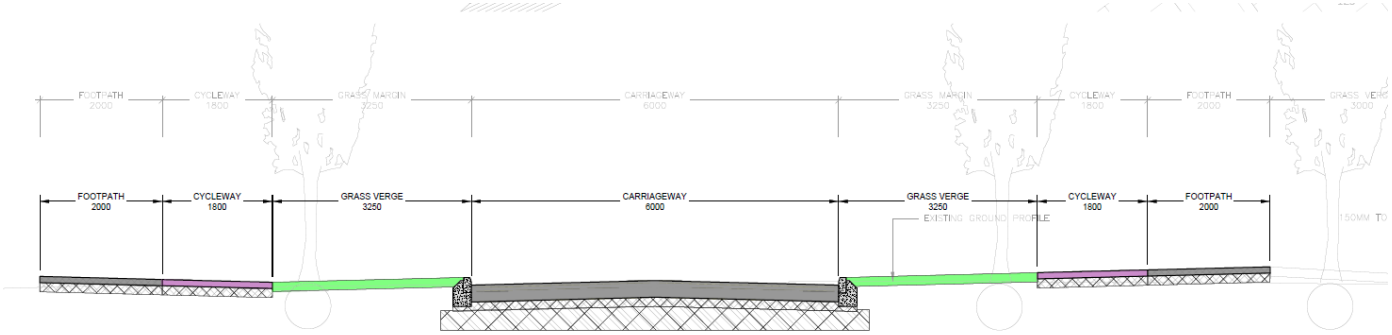

Figure 1.2 Typical Cross Section showing proposed footpath, cycle and road carriageway arrangement.

1.4 Proposed Design

The proposed cross section design is based on TL101 Standard Cycle Track in the Cycle Design Manual (CDM) which relates to cycle facilities on collector roads with speeds up to 60km/h with a buffer to be provided between the cycle track and roadway and between the cycle track and parallel parking bays. Refer to Figures 1.3 & 1.4 below.

Figure 1.3: Standard Cycle Track 3D Visualisation – TL101 Cycle Design Manual (2023)

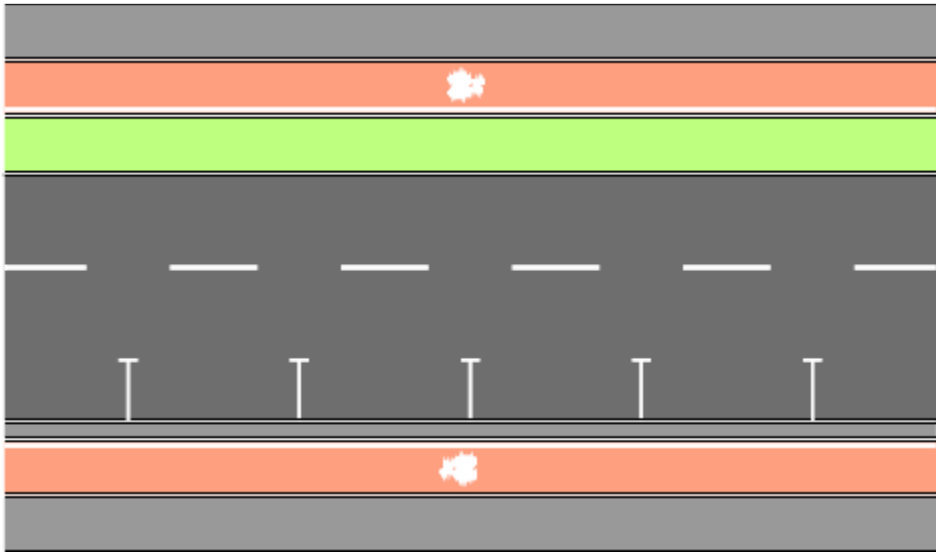

Figure 1.4: Standard Cycle Track Plan Layout – TL101 Cycle Design Manual (2023)

The cycle facilities selection guide for determining the type of cycle facility extracted from the CDM 2023 is illustrated in Figure 1.5 and sets out speed limits and cyclist volumes against the type of facility to be provided. The speed limit on the road is 30 km/ph with the selection guide indicating that a standard cycle track is permissible in this location.

The designed width of a cycle facility is comprised of the required width for cyclists (B) (eg. single file, or single file + overtaking etc.) widths as well as clearances that are required on the inside edge (A) and outside edge (C) of the facility. The Cycle Width Calculator from the NCM is shown in Figure 1.6 and was consulted in the preparation of the layout.

Table 2.1 - Cycle facilities selection guide

Speed Limit[1]	Two-way traffic flow (peak hour pcus)	Remote Cycleway/ Greenway	Standard cycle track (incl. two-way tracks)	Stepped cycle track	Protected Cycle Lane	Mandatory Cycle Lane	Mixed Traffic
20 km/h	< 200						
	200-400						
	> 400						
30 km/h	< 200						
	200-400						
	> 400						
40 km/h	< 200						
	200-400						
	> 400						
50 km/h	< 200						
	200-400						
	> 400						
60 km/h	Any						
≥ 80 km/h	Any						

Provision should be suitable for most users.
Provision may not be suitable for all and may exclude some potential users (Departure required).
Provision not recommended as it's unlikely to be suitable for a range of users (Departure required).
Provision not suitable.

Notes:
1. If the 85th percentile motor traffic speed is more than 10% above the speed limit, the next highest speed limit should be applied.

Figure 1.5: Cycle Facilities Selection Guide (Source: CDM 2023)

The existing carriageway width is typically 9m wide with islands provided at crossings and chevron road marking separating the two traffic lanes in places. There are side road priority junctions along the Scheme which access the residential housing areas with private accesses to the school and church properties. The side road junctions/accesses/driveways are typically 50m apart.

Moyross Avenue can be classified as a Link Street which is a local collector road through an area using terminology in the Design Manual for Urban Roads and Streets (DMURS). DMURS includes guidance on carriageway widths and recommends that designers should minimise the width of the carriageway. Lane widths may be reduced to 3m on those Arterial and Link streets where lower design speeds are being applied, which is the case with Moyross Avenue.

BusConnects recommends a traffic lane width of 3.0m in areas with a speed limit of ≤ 60 km/hr. Taking account of the guidance in DMURS and BusConnects a minimum lane width of 3.0m is proposed for Moyross Avenue.

DMURS also recommends reducing corner radii to improve pedestrian safety at junctions with low design speeds encouraged in the turning movements and where movements by larger vehicles are infrequent. Maximum corner radii of 1 to 3m are recommended. In view that cycle tracks are also traversing the side road junctions it is proposed to adopt 1m radii to the footpath kerb. A minimum 3m turning radius is proposed to the outside cycle kerb.

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

Speed limit (kph)	One-way cycle track		Two-way cycle track	
	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 minimum widths should be used when calculating required widths of facilities. Where desirable values cannot be achieved, incremental reductions towards absolute minimum values may be considered.

ii. The use of widths less than the above guidance should be avoided. In exceptional circumstances where widths cannot comply with the guidance, the designer should seek a departure from standard and this should be approved by the relevant Sanctioning Authority prior to incorporation into the design.

iii. On gradients greater than 3%, cycle track width should be increased by 0.25 m to allow for greater lateral movement.

iv. Where gullies are present on a cycle track that do not allow cycles to easily overrun, the cycle track width should be increased by the widths of the gully.

Figure 1.6: Cycle Width Calculator – Cycle Design Manual (2023)

The cycle track facility is proposed along a 30kph road with minimum 3.0m wide traffic lanes the proposed cycle facility width is calculated as follows in accordance with the Cycle Design Manual (2023):

One-way outbound cycle track

A (inside clearance)	- Flush or near flush surface	=	0.00m
B (central width)	- One-way absolute minimum width	=	1.50m
C (outside clearance)	- Flush or near flush surface	=	0.00m
Absolute minimum width		=	1.50m
Proposed minimum one-way cycle track width		=	1.80m

A buffer is also provided to the traffic/parking

1.5 Part 8 Planning Process

All developments by a Local Authority of certain scale are subject to a public consultation process as set out in the Planning and Development Regulations. The process is referred to as a 'Part 8 Planning Process'. The process requires that a notice of the proposed development is given in the public press and that a site notice is erected. The notice will set out where the plans and details of the proposal are available for inspection by the public, the dates during which the plans and details are available and the dates for which written submissions have to be received by the Local Authority.

Submissions (or observations) which are received by the Local Authority are then considered in the preparation of a Part 8 'Chief Executives Report' which is subsequently presented to the Councilors for adoption. The 'Chief Executives Report' lists those who made a submission together with a summary of the points made in the respective submissions. The report then addresses each submission. Arising from consideration of the representations, the 'Chief Executives Report' sets out whether or not to proceed with the originally planning proposal or proceed with a modified proposal. It is then put to the members for their consideration and following consideration may be carried out as recommended in the Chief Executives Report, varied or modified, or not proceeded with.

In accordance with Part XI of the Planning & Development Acts 2000 (as amended) and Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended), notice is hereby given that Limerick City & County Council proposes to carry of the following development:-

- A realignment of Moyross Avenue through the Corpus Christí Parish Church and Corpus Christí Primary School lands;
- A reduction in the carriageway width to 6m together with raised speed table at the proposed new entrance to the Corpus Christí Primary school;
- The provision of parallel set down car-parking spaces on both sides of Moyross Avenue;
- Construction of 1.8m cycle tracks and 2m wide footpaths on both sides of Moyross Avenue;
- The provision of replacement car-parking spaces to the rear of the Corpus Christí Parish Church;
- The provision of a wall and railing to the boundary of the Corpus Christí Parish Church and Corpus Christí Primary School lands;
- Associated landscaping and siteworks.

2. IMPACT OF THE SCHEME

2.1 Ecological Constraints

2.1.1 AA Screening

The scheme is approximately 300m from the Lower River Shannon Special Area of Conservation and greater. Any potential improvement options will need to be checked for potential downstream impact on the above sites arising from potential construction stage site works spillage or contaminated run-off. Water pathways will need to be checked for storm water road surface water runoff and collection system.

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 Minogue Environmental Consulting Ltd. AA Screening Report which is included with the Planning Documents.

2.1.2 EIA 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 Minogue Environmental Consulting Ltd. Report which is included with the Planning Documents.

2.2 Artificial Constraints

Artificial Constraints affecting the project design proposals are as follows :

- Allowing for access to and from the Church and School properties.

2.3 Archaeological and Built Heritage Constraints

There are no recorded monuments impacted by the development works identified on the Recorded Monuments Map from the LCCC Development Plan 2022-2028.

The proposed development works do not impact on any structure or any known archaeological or built heritage constraints.

2.4 Outline Resource & Waste Management Plan

An Outline Resource & Waste Management Plan has been prepared for the Scheme. The appointed Contractor will adopt and update the Resource & Waste Management Plan with reference to the EPA's Best Practice Guidelines. The Resource & Waste Management Plan shall provide details of intended construction practices 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.

2.5 Landscaping

It is proposed to plant specimen trees at selected locations to improve the character of the road corridor. The proposed planting is considered consistent with Objective EH O10 Trees and Hedgerows of the Limerick Development Plan (2022-2028).

2.6 Surface Water Drainage

The existing surface water runoff from Moyross Avenue is collected by road gullies and discharges to a separate piped surface water network. The existing surface water network discharges downstream of the roadway to a combined sewer system. The road drainage will remain as existing. Linear green verge spaces are to be introduced on either side of the road to separate the cycle tracks and footpaths from the roadway with runoff from the cycle track and footpath surfaces to drain to the grassed areas. The area of surface water drainage from the roadway will remain similar to the existing.

The use of a SuDS (Sustainable Urban Drainage System) facility is proposed for the new parking area within the grounds of the Church with the surface water drainage discharged locally on the site. 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 SuDS systems.

2.7 Public Lighting

The existing public lighting is provided on both sides of Moyross Avenue in a staggered fashion. Re-location of lamp standards will be required in conjunction with the footpath re-construction works. The new public lighting standards will typically be 10m high galvanised steel columns with 1 metre long bracket arms and LED lighting heads. Refer to Figure 2.1.

Figure 2.1 Typical Public Column and LED Head

3. SITE TRANSPORT CONTEXT

3.1 Local Road Network

Moyross Avenue is denoted as a Link Street which provides the main access to the Moyross area tying into the arterial street network via Knockalisheen Road to the R464 Kileely Road to the west and the on-going Coonagh to Knockalisheen Distributor Road to the west.

The overall corridor width of Moyross Avenue will be 21m comprising 7.5m wide verge spaces on either side of the road. The existing carriageway width is typically 9m with islands provided at crossings and chevron road marking separating the two traffic lanes in places. This carriageway width will reduce to 6m.

Figure 3.1 Local Road Network

3.2 Public Transport Network

The 303 bus route currently runs on Moyross Avenue with this route running cross city from Donough O'Malley Park and terminating in Delmege Park which is at the end of the existing Moyross Avenue cul-de-sac.

The NTA have published the BusConnects Limerick Bus Network Redesign which amongst other deliverables included for a re-design of the bus network and building of new bus corridors and cycle lanes. The proposed BusConnects Limerick Bus Network Redesign includes for a re-numbering of the network with the number 3 route shown on Moyross Avenue with this route running cross city from the Killmallock Road via the City Centre through Moyross and terminating at the Coonagh Cross Shopping Centre via the new Coonagh to Knockalisheen Distributor Road.

See Figure 3.2 below which shows and extract Bus Connects with the 3 bus route shown in red.

LSMATS includes for the delivery of the BusConnects programme which will include a review of the capacity, frequency, speed, directness, coverage and interchange on the bus network in Limerick with the route 3 above reflected in LSMATS.

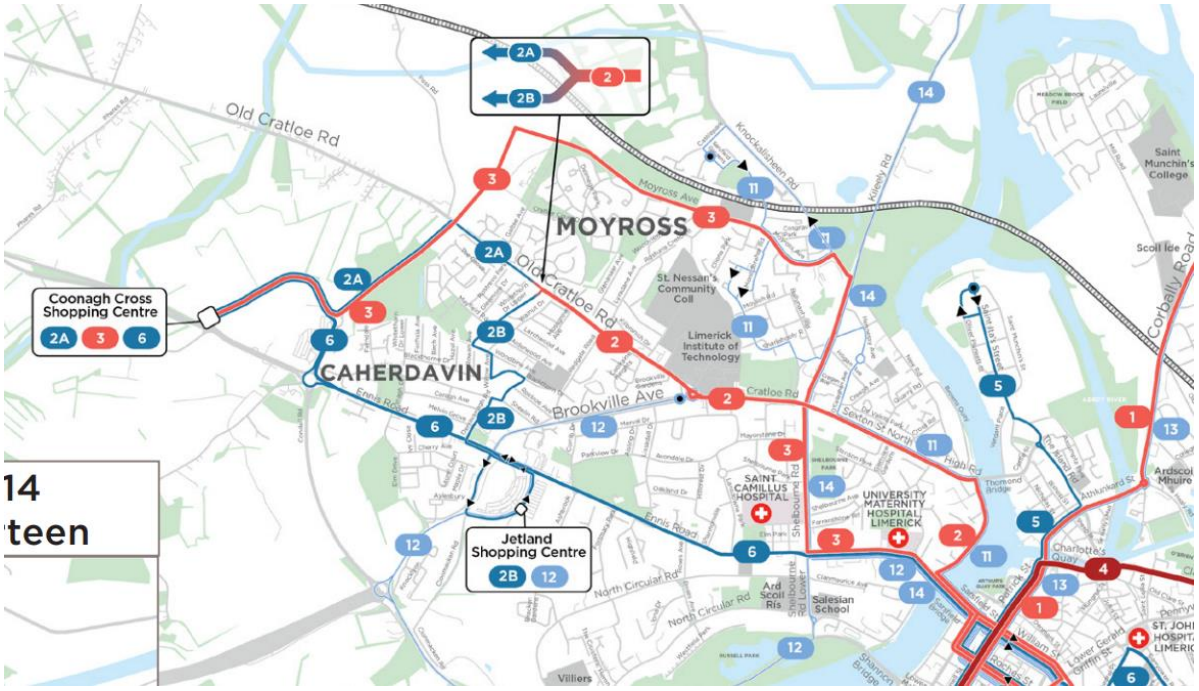

Figure 3.2 Extract of Bus Connects Limerick Bus Network Redesign showing Route 3 from the City Centre to Coonagh Cross via Moyross and the Coonagh to Knockalisheen Distributor Road.

3.3 Existing & Proposed Cycle Network

Currently there are no dedicated cycle facilities on the section of Moyross Avenue the subject of this Part 8. Recently completed work on Knockalisheen Road has provided segregated cycle facilities from Moyross Avenue to the junction with the R464 Kileely Road. The segregated cycle facilities are currently being continued on Moyross Avenue through the Cosgrave Park area as part of on-going construction works. See Figure 3.3 below which shows the proposed Limerick Cycle Network which was extracted from the LSMATS. LSMATS outlines a feeder cycle route (shown in yellow) linking to the secondary cycle routes on Knockalisheen Road and the proposed Coonagh to Knockalisheen Road.

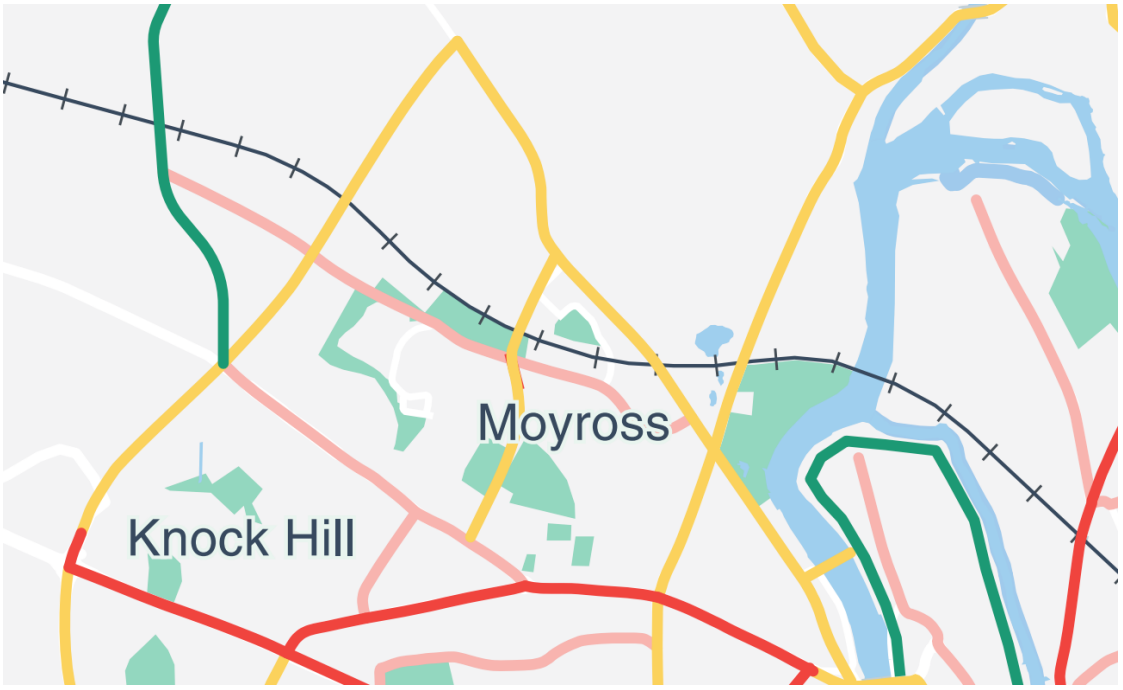

Figure 3.3 Proposed Limerick Cycle Network LSMATS
(Ref.: Limerick Shannon Metropolitan Area Transport Strategy 2040)

3.4 Existing & Proposed Pedestrian Facilities

Walking facilities are provided in the form of footpaths along both sides of Moyross Avenue. The existing footpaths vary in width from 1.8m wide where the footpath is separated from the carriageway by a grass verge to a width of greater than 2.0m where the footpaths are roadside.

It is proposed to maintain footpath widths in conjunction with the provision of the cycle facilities. An absolute minimum footpath width of 2.0m is to be provided. The proposed footpath widths are in accordance with DMURS in view of the suburban setting of the Scheme.

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 outlines the proposed Design of the Moyross Avenue upgrade works. The Scheme has been designed to improve road safety for cyclists through the provision of dedicated cycle facilities, which are segregated from traffic through the provision of a grass verge. The Scheme has also been designed to improve road safety for vulnerable pedestrians with a minimum footpath width of 2.0m proposed with upgraded pedestrian crossings to be provided. In conjunction with the reduced carriageway width, further traffic calming measures are proposed including raised table junctions.

The Scheme would provide improved connectivity for residential areas, employment zones and public transport.

The Scheme as proposed, provides for safer active travel journeys to work, school or local businesses and conforms with national and regional policy and the policies of Limerick City & County Council to promote sustainable travel. The proposal has had regard to and is considered to be consistent with the policies and objectives of the Limerick Development Plan (2022 – 2028) and the proper planning and sustainable development of the area.