

LIMERICK CITY COUNCIL



Limerick Green Routes Draft Corridor Selection Report

Response to Public Consultation

ARUP CONSULTING ENGINEERS

20th March 2008



Department of Transport
An Roinn Iompair



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Appendix A - PUBLIC RESPONSE - List of Submissions

1 Introduction

Arup Consulting Engineers (Arup), in association with DBFL Consulting Engineers (DBFL), has been commissioned by Limerick City Council to undertake a corridor selection study for the proposed Limerick Green Routes project. Limerick City Council wishes to introduce Green Routes throughout the City in order to promote modal shift from the motor car to public transport and cycling over the coming years.

Limerick City Council published the Draft Corridor Selection Report in February 2008 and sought observations and comments from the general public and interested parties. The report and associated drawings were made available for public viewing at City Hall.

This report outlines the findings from the report and reviews the comments received during the observation period.

2 Report Findings

This section of the report gives a brief summary of the Corridor Selection Report undertaken highlighting the findings from the study.

2.1 Green Routes

Green Routes are regulated traffic management measures designed to provide priority for the efficient movement of commuters, shoppers and tourists by bus. Green Routes will greatly improve the frequency and reliability of bus services, provide for improved bus service expansion, introduce new and improved pedestrian crossings facilities and provide better facilities for cyclists.

2.2 Green Routes Benefactors

- 1 Those who have no access to a private car (i.e. the elderly, tourists & schoolchildren and those who live in socially disadvantaged areas). Public transport accessibility ensures the all members of society can integrate and avail of all services provided within the Limerick City catchment.
- 2 City centre workers and residents will benefit from the improved public transport service entering Limerick City.
- 3 Green Routes will encourage greater numbers of people to travel by bus and assist in reducing general traffic flows within the city centre and enable more convenient pedestrian improvement to be carried out without effecting city centre accessibility.
- 4 The Green Routes will provide major improvements to the pedestrian environment along the selected corridors, and local residents will benefit from these improved facilities (i.e. upgraded public lighting, footpaths, dedicated pedestrian crossings improved bus stop facilities and bus time information).
- 5 The Green Routes will also facilitate the introduction of a programme of Park and Ride facilities which will help to reduce traffic congestion by reducing the number of car journeys into and out of the city centre.
- 6 Coupled with the City Council's ongoing programme of city centre remodelling, city centre business will benefit from improved competitiveness following greater accessibility by public transport. This enhanced public transport network will improve the attractiveness of the city centre as a shopping/business recreation and event destination.
- 7 The introduction of Green Routes will assist in reducing traffic congestion resulting in an improved environment within the city centre and also along the approach routes to the city centre.

2.3 Existing Bus Service

Bus Éireann currently operates approximately 19 City Bus routes as well as numerous intercity and rural services from its bus depot at Colbert Station. Additional private bus operators are also licensed to operate in the city centre and environs. Most of the city's bus services start and end in the city centre and are centred in and around O'Connell Street, Henry Street and William Street.

The current bus services are significantly affected by traffic congestion and Bus Éireann has recently noted that the average speed of buses in Limerick city and environs is just 10kph, which is significantly below international standards (approximately 20kph including dwell times at stops). As a result buses are often late and on some occasions may not turn up at all.

To ensure that bus fleets can compete with the effect of growing traffic congestion on the existing road network it is necessary now to comply with Government policy and City Council's policy to provide for comprehensive expansion of bus services in the city and environs through the implementation of Green Routes. Further investment in the existing bus fleet will happen when journey times improve following the implementation of the Green Routes.

2.4 Corridor Selection Assessment

The various routes in each corridor (South, East, West, North) available for the Green Routes entering the city centre were examined and the following criteria was used in the sustainability assessment:

Current City Bus Service – is there a Bus Éireann (or other company) City Service operating along the road?

Length of Route – the shorter the route the lower the implementation costs and the potentially shorter journey time.

Length of route within the administrative area of another County – This is required as the provision of a new route in another County may not be possible and is beyond the control of Limerick City Council.

Catchment Area Served – The type of land uses served has a large bearing on the usage of buses, for example if the route does not link a residential catchment to a destination catchment (school, employment etc) the bus loading will be very low.

Congestion – Levels of traffic congestion along the routes.

Typical Cross-section – is there space to provide bus priority measures?

Existing Bus Priority – are there existing bus lanes on this part of the route?

Potential for bus priority – is there scope to provide bus priority?

Off-street Parking – Is there off-street parking available for residents? And what type of on street parking is taking place?

Traffic Calming – is there traffic calming along a road? Traffic calming causes difficulty for buses.

Split Routing – Whether a bus will have to use a different access and egress route from the City Centre. This causes difficulties in terms of operations and service for passengers as generally bus operators prefer to have a single route.

2.5 Corridor Selection Ranking

A corridor selection process has been carried out using the above parameters and is addressed in detail in the main Corridor Selection Report. The findings of this report are summarised as follows:

THE SOUTHERN CORRIDOR

Ballinacurra Road R526 (Inbound only)

- The provision of a bus lane approaching the junction (McDonald's Cross) in the inbound direction from South Circular Road to Childers Road. The introduction of the bus lane will impact on parking; however a detailed parking survey was carried out which identified that the current parking demand along the street can be accommodated on the opposite side of the road or on side streets. The introduction of regulated parking (disc parking) can assist in accommodating resident needs.
- The co-ordination between the traffic signals at Punch's Cross with those at Childers Road/ Ballinacurra Road to allow priority for public transport vehicles.

O'Connell Avenue N20 (Inbound and Outbound)

- The provision of a bus lane approaching the junction of St Gerard Street/O'Connell Avenue in the inbound direction. The bus lane will impact on parking during peak periods; however deliveries and short term parking can be accommodated during off-peak periods along the bus lane.
- The provision of an inbound bus lane approaching the junction of Mallow Street/O'Connell Avenue and the removal of disc parking at this location.
- The provision of an outbound bus lane on the O'Connell Avenue for 200 metres approaching Punch's Cross. This junction will be reconfigured to enable this bus lane and more convenient access for Lord Edward Street traffic onto O'Connell Avenue

THE WESTERN CORRIDOR

Northern Ring Road - R445/ Cratloe Road (Inbound)

- The provision of an inbound bus lane on the Northern Ring Road from Redgate Road to Cratloe Roundabout.
- The provision of an inbound bus lane on the Northern Ring Road, Cratloe Road approaching the signalised junction at Hassetts Cross. The provision of the inbound bus lane may reduce the capacity of the roadway for general vehicles; however, the capacity at the junction will be retained by ensuring the bus lane is set back from the junction.
- The provision of bus detection facilities at Hassetts Cross will enhance the bus priority measures along the corridor.

Northern Ring Road - Sexton Street (North) R445 (Inbound)

- The provision of an inbound bus lane where road width permits along Sexton Street (North) into High Road Thomondgate.
- The provision of bus detection facilities at the proposed new junction of Sexton Street (North)/ Cross Road.

Ennis Road (Inbound) R857 (Inbound)

- The provision of an inbound bus lane along Ennis Road between Pairc na nGael and Belfield Gardens. The introduction of the bus lane will require the introduction of regulated parking provisions which can accommodate the needs of residents.

THE EASTERN CORRIDOR

Childers Road R509 (Inbound and Outbound)

- The provision of an outbound bus lane approaching the Parkway Roundabout. This road widening is being carried out as part of the Groody Valley Shopping Centre.
- The introduction of bus detection at the traffic signals at Bloodmill Road/ Childers Road.
- The provision of an inbound bus lane approaching the Tipperary Road Roundabout.
- The provision of an inbound bus lane approaching the Kilmallock Road Roundabout.
- Any improvement works proposed for Childers Road will involve localised road widening to facilitate the bus priority measures, some of which will be carried out in conjunction with new developments proposed for the area.

Kilmallock Road (Inbound)

- Provide a contra-flow bus lane along Kilmallock Road at Bengal Terrace to facilitate inbound buses. Access to the contra-flow bus lane will be controlled by automatic bollards.
- Revise the road layout at the Pike to allow buses to travel outbound on Kilmallock Road via a contra-flow bus lane.

Mulgrave Street R527 (Inbound)

- The provision of an inbound bus lane along Mulgrave Street to incorporate the proposed traffic signals for Cathedral Place/Mulgrave Street. The removal of disc parking at this location.

2.6 Project Value

The estimated construction cost for the schemes is €15,000,000 (ex VAT) and will be implemented over the coming 12 to 24 months following preliminary design, non-statutory public consultation and detailed design. The above capital costs represent a significant investment by central government in the development of the public transport network serving Limerick City Centre. In addition, the above corridors will connect with park and ride proposals for the suburban areas of the city. It is expected that the delivery of the park and ride strategy for the City will be in the region of €20 million and will further reduce traffic congestion in Limerick City and environs.

2.7 Summary

The provision of Limerick City Green Route Project will be one of biggest public transport projects delivered in the city for a number of years. The Project will enable the city centre to develop in an attractive and inviting fashion, will provide commuters and visitors to the city with a choice of transport modes, encourage greater bus use and tackle the traffic congestion problem in a sustainable manner. The environmental improvements (i.e. public lighting upgrades, footpath improvement works, traffic calming measures) possible from the delivery of the Green Routes project will enhance not only the city centre but also the corridors the Green Routes will travel along.

3 Comments from the Public

There were a significant number of responses made in relation to the Corridor Selection Report representing both support and opposition to the implementation of the Green Routes.

This section of the report will firstly note the organisations/individuals who offered support for the Green Routes and secondly the concerns of those who expressed objection/reservation to the implementation of the Green Routes will be responded to. Finally the names of all those who made a submission on the Green Routes is contained in the Appendix to this report.

3.1 Submissions made in support of the Green Route Project

The following list of organisations/ individuals have made a submission in support of the proposed Green Route Project

- Department of Transport
- Limerick County Council
- Clare County Council
- An Garda Síochána
- Emergency Ambulance Service for Limerick based at Dooradoyle
- Limerick City Fire Service
- Limerick Chamber
- Limerick Civic Trust
- Limerick City Business Association
- Limerick Regeneration Agencies
- Shannon Development
- Construction Industry Federation
- Limerick City Council Social Inclusion Unit
- Limerick Institute of Technology
- Limerick Institute of Technology Students
- University of Limerick
- University of Limerick Students Union
- Mary Immaculate College
- Mary Immaculate College Students Union
- Bus Eireann
- City Link Bus Company
- Galway Cycling Campaign
- Limerick Green Party
- Resident of the City and Environs
- Businesses in the City and Environs

In general the submissions made in favour of the Green Route project noted the following:

- Traffic congestion is affecting public transport reliability and frequency and Green Routes are needed to promote public transport use.
- Residents of Limerick City will have a better choice of transportation modes
- The Green Routes will improve the attractiveness of the city centre and the expanded bus services will have enhanced social benefits including better access for the elderly.
- Emergency Services response time to incidents will improve.
- The Green Route project will support the delivery of Park and Ride facilities to serve Limerick City Centre and its main centres of business, employment and education.
- Limerick City is designated a Gateway City under the National Spatial Strategy. An efficient public transport network is essential for Limerick City to retain and enhance this status.
- Climate change is a very topical subject at present. The net effect of the increased carbon footprint resulting from multiple car journeys on a daily basis is having a negative impact on the city centre. Given that there is significant pressure to reduce our carbon footprint and given that the cost of fuel is spiralling upwards, there is a growing impetus to provide a cleaner environment by reducing the dependency on the car.
- Limerick Regeneration Agencies are very keen on the provision of transport for all rather than the select few. Access to work is necessary to ensure inclusion of the marginalised communities. However, a reliable efficient public transport is also necessary to ensure the marginalised communities can access the improved work opportunities that will be available as a result of the regeneration of the city centre.
- As the regeneration of the inner city proceeds, the numbers of city centre workers will increase significantly. Again this will only succeed if there is a good public transport network to convey workers to the city centre. Equally, to attract high quality jobs and employers to the city centre, the public transport system has to be reliable and efficient.
- The quality of life for the city centre dwellers will be significantly improved if car numbers travelling into the city centre are reduced. The whole environment will improve as air quality will improve due to reduced emissions, noise levels will reduce and the city centre will be a more attractive place to live.
- Once car numbers in the city centre are reduced, congestion will reduce. As a result, there will be scope to improve on facilities for the vulnerable road users. It will be possible to convert more areas to pedestrian only areas during the peak shopping times. This will in turn encourage more shoppers into the city centre. Pedestrians will also benefit from improved crossing facilities and improved footpaths.
- For the significant population engaged in third level studies in Limerick, both at University of Limerick, with a student and staff population of 15,000, Limerick Institute of Technology with a student population in excess of 5,000 and Mary Immaculate College with a student population of 2,700, Green Routes represent the only sustainable means of transport.
- As the Green Route project develops, the city centre will become an attractive safer place for cyclists. This again will further reduce dependency on the car and as a result improve the environment for cyclists.

- For Limerick city and suburbs, the green routes must be a complete entity. They must be continuous and therefore, any routes, which commence in the neighbouring county areas, must be carried through the city area to guarantee reliability. It is not sufficient to provide bus corridors in the outlying areas that then terminate on the approach to the city centre. The congestion increases as the proximity to the city centre decreases, therefore, the continuity of these corridors to the city centre is essential so that the integrity of the whole route is not compromised. There is limited benefit if the route is not continuous.
- Limerick city is designated as a Gateway city on the Atlantic Corridor. Therefore, it must have connectivity via an efficient public transport network to the rail, airports and other cities to retain this status. For the whole of the Mid-West region to grow and prosper it is critical that there is an accessible, frequent and affordable public transport system in and around the city environs, so as to facilitate a planned framework for the future growth and development of the city centre. This is essential to enable the Limerick-Shannon Gateway to fulfil its potential as the main economic driver of the Mid-West region and to play a national role as a key gateway city in the Atlantic corridor. Therefore, the development of the Green Routes will assist in the economic development of the region
- Current government policy is very focused on the strategic importance of public transport. Transport 21 commits funding to the provision of Green Routes in the major urban areas. The provision of Green Routes is included as an objective in both the Limerick City Development Plan and the City Centre Strategy. Public transport is vital in ensuring cities can develop in a sustainable way and the Minister for Transport has set out the need to develop green routes in urban areas in his recent document *2020 Vision – Sustainable Travel and Transport: Public Consultation Document*. In order to reverse the trend of continuing car growth within Limerick City the development of Green Routes is an absolute requirement.
- If Limerick city is to become one of Ireland's and Europe's most vibrant living centres, the whole accessibility of the city must be a pleasant experience and for this to happen, Limerick city has to have a top-class public transport network.

3.2 Objections/ Reservations made on the Green Route Project

A significant number of residents/business/organisations have made submissions against the provision of Green Routes in Limerick City. Those who made submissions against the proposed Green Route Project included:

- Ballinacurra Residents Association
- Residents of Ballinacurra Road
- Residents of O'Connell Avenue
- Residents of Ennis Road
- Residents of Elm park
- Residents of Mulgrave Street
- Residents of Bengal Terrace
- Businesses on Ennis Road
- Businesses on Mulgrave Street
- Business on O'Connell Avenue
- School/college on Mulgrave Street
- Schools on O'Connell Avenue

The general points of objection/reservation have been listed in this section and measures to mitigate the points of objection will be itemised. A list of all individuals and organisations that have made submissions is included in the Appendix A.

3.2.1 Parking

Issue: Parking was recorded as been the primary point raised in the majority of the objections against the Green Route project. The streets noted for particular concern were:

- Ballinacurra Road
- O'Connell Avenue
- Mulgrave Street
- Ennis Road

Response: The provision of adequate parking provision to serve the existing residents and businesses along each of the proposed corridors will be addressed in the detailed design of each route. However, in general the following principles will apply to all routes:

- Through the design process, as much on-street parking as possible will be retained along each of the corridors, subject to the delivery of improved bus journey times.
 - On Ballinacurra Road, the design includes the retention of parking on the western side of the roadway, as it is this part of the street, which has the greatest demand for on-street parking. Many of the properties on the eastern side of Ballinacurra Road have off-street parking. A detailed parking survey was carried out along this route which identified that the current parking demand along the street can be accommodated on one side of the road. Additional capacity can be created on side streets by prudent parking management policies.
 - On O'Connell Avenue, the design envisages that the existing commuter parking which is evident on the western side of O'Connell Avenue after Punches Cross will be replaced with resident and short term users (i.e. patients to nearby surgeries) following the introduction of disc parking.

- On Mulgrave Street the majority of existing residential parking is restricted to the eastern side of the roadway with double yellow lines protecting access to the kerblines on the western side in front of both the Prison and hospital. The design proposals for Mulgrave Street propose no change to the existing parking arrangement on the eastern side of the street with the exception of extending the disc parking zone further out along the street.
- On Ennis Road, it is proposed to introduce inset parking where permissible to assist residents of the street with set down and deliveries.
- Disc parking will be extended to each of the impacted streets. This will ensure that residents and short-term users (i.e. visitors, etc.) will have maximum accessibility to all available parking in the vicinity of their home/ destination. The introduction of disc parking to the subject streets will act to remove long term users (commuters) from the streets, who are availing of valuable road space which will be then set aside for residents/ short term parkers and bus users.
- All bus lanes proposed, as part of the Green Routes will operate during certain time periods. These time periods are proposed to run from 07:30 - 09:30 in the morning and 16:30 - 18:30 in the evening, Monday to Friday. Outside of these time periods, it will be possible to park or carry out deliveries at all proposed kerb side bus lanes. Therefore, during the evening peak periods when a sizeable proportion of visits to private homes are carried out parking will be permitted at all kerb side bus lanes. In addition, during business hours 09:00 -17:00 access to parking on the bus lane will be freely available for the majority of this period.
- The Green Route project will promote the use of parking to the rear of properties. It is recognised that not all effected properties have the use of rear parking but where it is available the Green Route project would aim to encourage its use through any necessary upgrade works to access these parking spaces.
- Access to parking spaces positioned on the opposite side of the street will be enhanced through the introduction of additional pedestrian crossings on each of the streets. These pedestrian crossings will either be stand-alone crossings or will be incorporated into new traffic signal control junctions.

3.2.2 Road Safety

Issue: Many of the submissions cited that the proposed Green Routes would reduce safety for the following reasons:

- The road will become unsafe for residents entering and exiting their properties.
- Fast moving buses and taxis on the bus lane would pose a danger to pedestrians crossing the road, especially for school going children and the elderly.

Response: The implementation of bus lanes is not a new concept they have been provided for in United Kingdom and Europe since the early seventies and have been extensively pursued in Dublin and Cork since the mid nineties. There is no evidence to suggest that they increase accident rates on roadways where they have been implemented.

The majority of the proposed bus lanes will not increase the crossing width for pedestrians and will therefore not increase the time to cross the roadway. The primary change in terms of the pedestrian is that pedestrians will no longer have to look out between cars to see if a suitable gap to cross the road presents itself, they will now be able to perform this from the safety of the kerb side. In addition the Green Route project has included pedestrian crossings to facilitate those crossing roadway.

As part of the Green Route projects in Limerick all detailed bus priority measures will be subject to Road Safety Audits. These Audits will identify any safety concerns, which could arise from the design of the scheme, and any issue raised will be addressed before

construction of the project. The Green Route projects will have passed an extensive safety examination before completion.

Some of the safety measures, which will be included in the design of the Green Routes, include:

- The construction of new pedestrian crossings to facilitate the safe passage of pedestrians will be provided for on all corridors. For example, a number of new pedestrian crossings are proposed for O'Connell Avenue and Ballinacurra Road to assist those wishing to cross the road along this route. All new pedestrian crossings will be of high quality and include tactile paving, guardrails and pedestrian detection units.
- The upgrading of the footpath network to include tactile paving and dropped kerbs. The introduction of these facilities under the Green Route project will improve movement for those who are mobility impaired but also the elderly and the parents of young children in pushchairs.
- The introduction of advanced stop-lines for cyclists on the approaches to traffic signals along the route. These stop-lines will improve safety for cyclists along the route.

3.2.3 Community Impact

Issue: A number of the submissions have suggested that the Green Routes will have a negative impact on the existing community.

Response: The Green Route project is a set of traffic management measures designed to better manage the existing road space and promote the use of more sustainable travel modes for the greater community. The Green Routes are actively trying to encourage a greater community responsibility by promoting public transport use, which is accessible to all (i.e. young, old, less well-off). Public transport offers members of the community a greater chance to be in contact with other people when compared to driving a private car. Public transport allows bus users, and in particularly the elderly, a chance to socialise while both using the bus service and also while waiting at the bus stop.

3.2.4 Character of the Street

Issue: Some submissions on the Green Route project suggested that the bus lanes would change the character of the street.

Response: The Green Route project is a set of traffic management measures designed to manage the existing road spaces through road markings and street signs, no significant construction elements are proposed (i.e. retaining walls, elevated footways). The street will look the same as it does without bus priority measures. Bus lanes have been successfully implemented on Waterloo Road in Dublin and Western Road in Cork and these streets are similar to the streets proposed for bus lanes in Limerick and they have not affected the character of the street.

3.2.5 Deliveries

Issue: Again a significant number of submissions were made to the effect that deliveries would no longer be possible along the routes where bus lanes are proposed.

Response: As mentioned previously the bus lanes will be time plated and its use for buses only will be restricted to the hours of 07:30 - 09:30 and 16:30 - 18:30 Monday to Friday. Outside of these time periods deliveries will be permitted along all kerb side bus lanes.

3.2.6 Emergency Services

Issue: The presented submissions made reference to the fact that the proposed Green Routes would have a negative impact on the emergency services such as ambulances, fire engines and Garda cars.

Response: The Green Route project will not impact on the emergency services and in general their introduction will have a positive impact, as response time by emergency

services to incidents will improve. Emergency vehicles are permitted to use any dedicated bus lanes and traffic will be able to pull into them to avoid any on-coming emergency vehicles. It is of interest that the Emergency Ambulance Service for Limerick, An Garda Síochána and the Limerick City Fire Service all provided submissions of support for the Green Route project.

3.2.7 Impact on Business Premises

Issue: Some of the submissions expressed concern regarding the future viability of their business when the Green Route project is delivered. These businesses include:

- The doctor/dentist surgeries on O'Connell Avenue
- The public houses on Mulgrave Street
- The convenience store/ bookmakers on Mulgrave Street
- Bed and Breakfasts on O'Connell Avenue
- Medical Centre/ Pharmacy on Ennis Road
- Other business including The Bike Shop, INDULEC Industrial Services, Leonard's Motors and other business on O'Connell Avenue/ Mulgrave Street.

Response: The majority of the issues raised related to the availability of parking and to access for deliveries both points have been addressed in the earlier sections and are summarised as follows:

- The introduction/ erection of disc parking will improve access to parking for short-term users (i.e. customers), as commuters will be restricted from using the spaces.
- Any bus lane operation will be time plated allowing access for deliveries outside of these time periods.
- There will be no restriction to nighttime parking with the introduction of the proposed Green Routes.
- As mentioned previously the bus lanes will be time plated and its use for buses only will be restricted to the hours of 07:30 - 09:30 and 16:30 - 18:30 Monday to Friday. Outside of these time periods deliveries will be permitted along all kerb side bus lanes.
- The Green Routes will allow for improved access to the above premises by public transport.

3.2.8 Impact on Elderly

Issue: Numerous submissions were made both by elderly residents in the subject areas and on their behalf by either other family members or neighbours. The submissions primarily relate to the fact that access to the elderly residents by private car will be restricted, due to the removal of parking and that there will be a reduction in safety on the street for the elderly.

Response: Both the parking and the safety issues have been addressed in the early sections, however a brief summary on their impact on the elderly is set out below.

- Parking is permitted on all kerb side bus lanes outside of the restricted time periods. (07:30 – 09:30; 16:30 -18:30 - Monday to Friday)
- The introduction of disc parking will improve access to parking for residents, particularly at locations where commuters are currently parked throughout the day.
- All Green Route projects will be subjected to detailed Road Safety Audits to ensure they comply with the all-current safety requirements.

- The Green Route projects also include measures to enhance the pedestrian environment including the introduction of additional pedestrian crossings.

It is interesting to note that Limerick City Social Inclusion Unit provided a submission in support of the provision of Green Routes in Limerick and as part of their submission they specifically mentioned the positive impact Green Routes will have on the elderly interacting with society and others services on offer within the city.

3.2.9 Impact on Local Schools and Colleges

Issue: Educational establishments on the proposed Green Route corridors have provided submissions against the provision of bus lanes in the vicinity of their schools/ colleges. Their primary concern relates to on-street parking and safety.

Response: Again as stated previously both of these points have been addressed early in this section and to summarise the points.

- There will be no restriction to nighttime parking with the introduction of the proposed Green Routes.
- All Green Route Projects will be subjected to detailed Road Safety Audits to ensure they comply with the all-current safety requirements.

Currently parking associated with both institutions use the surrounding street network to park, parking associated with the college does conflict with residential parking and under the disc parking proposals for the area this conflict should reduce as commuter parking associated with the school/ college will have to find alternative parking arrangements (i.e. off-street parking) or use alternative transport modes.

The Schools/ College generates a significant demand for public transport use and are well located to avail of the opportunity the Green Routes will deliver. The Green Route will allow improved access to the educational facilities for those who do not own a car allowing greater integration of the educational facilities on offer to the community at large, particularly socially deprived areas.

3.2.10 Property Devaluation

Issue: Concern was expressed on the possible devaluation of property prices if the proposed Green Routes were implemented on the above routes.

Response: There has been no evidence to suggest that the provision of Green Routes has impacted negatively on property prices following their construction. In fact, in Dublin access to Quality Bus Corridors (Green Routes) is seen as a strong selling point for both new and second hand homes.

3.2.11 Use of the Dock Road instead of Ballinacurra Road/ O'Connell Avenue

Issue: A number of submissions made from interested parties of O'Connell Avenue and Ballinacurra Road suggested that Dock Road would be a more suitable location for the Green Route, as its construction would not impact on residents.

Response: The Corridor Selection Report did evaluate Dock Road as a possible option for the Southern Corridor, however it was not recommended in the short term for the follows reasons:

- Dock Road has no current city centre bus service and a very limited service is proposed in the short term.
- The existing demand for bus services along Dock Road is low, however this may grow in the medium to long term if the Docklands is developed and a bus priority route could be developed then.
- The Dock Road route from Raheen is significantly longer than the direct route along St Nessian's Road and Ballinacurra Road, resulting in additional journey times and more buses are needed to deliver the same service to the residents of the area.

3.2.12 Delay finalising the results of the Study until after the opening of the new River Shannon Tunnel.

Issue: A number of submissions made from interested parties of O’Connell Avenue and Ballinacurra Road suggested that no decision on the Green Routes for their area should be made till after the new River Shannon Tunnel is opened.

Response: The opening of the new River Shannon Tunnel will impact positively on traffic flows in and around Limerick City. However, the environmental improvements that this will deliver to the people of Limerick will be quickly eroded as new traffic associated with the continued development of the city centre and its hinterland will replace the diverted traffic. It is important that the travel needs of this expanding city are accommodated with sustainable travel options, and the development of the Green Routes will achieve this goal. The Green Routes are required both for today’s travel needs but also for future travel needs.

A number of studies have been carried out to date identifying the need and location for the proposed Green Route corridors and they are needed today to support the growth of the city centre in a sustainable fashion.

3.2.13 Enforcement of Regulations

There is a commitment from both An Garda Síochána and Limerick City Council to improve the enforcement of the traffic regulations along the proposed corridors. The increase in enforcement will both ensure the bus lanes operate in satisfactory fashion but as that existing and future parking regulations are adhered to.

4 Ongoing Monitoring

The Green Route project is not complete once construction of the Green Route is implemented. A vital part of the Green Route Strategy will be the ongoing monitoring post construction by Limerick City Council. It is necessary to invite feedback from passengers on the route, residents and business along the route, drivers of the bus fleet, emergency services, An Garda Síochána, etc. The project includes a monitoring phase which means that each year post construction, bus travel times are recorded to ensure that the target speed of 20kph is reached. If this target is not sustained, further measures will be investigated for implementation to ensure that the target is achievable.

Limerick City Council will assess all public transport providers on the Green Routes to ensure sufficient bus services are being provided and Bus Éireann have shown their commitment to the Green Route Project by guaranteeing higher frequency services on these routes.

Limerick City Council will ensure all public transport providers commit to providing high quality, low floor buses on all city routes to increase the attractiveness and image of public transport, all of which Bus Éireann and the Department of Transport have committed to under Transport 21.

Limerick City Council will actively support the provision of real time passenger information at key points on the Green Routes. Real time information will be available to passengers as they arrive at the bus stops and will inform passengers on their projected wait time.

A quality public transport service that is reliable and delivers on time will encourage usage by the public. As the numbers using the buses increase, the use of pre-paid ticketing will be introduced which will further reduce the delay at bus stops and offer price advantages compared to on-board purchasing. This will be further enhanced by the use of integrated ticketing, which allows flexibility between the various modes of public transport again reducing delay and time lost in collecting individual fares at each stop.

5 Conclusion

The public consultation process has highlighted the concerns that the neighbouring residents and businesses have in terms of access to parking, deliveries and safety along the proposed Green Route Corridors. However, as stated in the Corridor Selection Report and re-iterated in the Department of Transport submission, the Green Routes are needed to Limerick to allow for the sustainable development of the City and this objective is set out in the Minister of Transport's document *2020 Vision – Sustainable Travel and Transport: Public Consultation Document*.

There was no substantive challenge in any of the submissions on the criteria used in assessment on the Green Routes and in general no challenge was made on the recommendations presented in the corridor draft selection report. The general thrust of the submissions related to individual details for each route (eg; parking/ safety).

It is recommended that the Green Route project is proceeded with as detailed in the Draft Corridor Selection Report and that during the detailed design stage of each of the individual routes that the particular concerns raised in the submissions should be addressed by consultation with the relevant stakeholders.

Appendix A - PUBLIC RESPONSE – List of Submissions

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
20.02.08	Antoinette Coffey	1 Coolrairie Heights, Old Cratloe Road,	061- 325930	Received by e-mail.
20.02.08	Nigel Barlow			Received by e-mail.
20.02.08	Paul O'Grady	Clareview.		Received by e-mail.
26.02.08	Susan O'connell	O'Connell Ave		Received by e-mail.
26.02.08	Maureen Enright	Cablesurf.com		Received by e-mail.
26.02.08	Miriam Nally	7 St Dymnas Terrace, Mulgrave Street		Received by e-mail.
26.02.08	Kevin Donnelly	St Margarets Ballinacurra		Received by e-mail
26.02.08	Maeve Callanan	1 Riverview South Circular Road		Received by Post.
28.02.08	Dundon Callanan	17 The Crescent	411022	Received by Post.
28.02.08	Ann Fitzpatrick	4 Omega Ave		Received by e-mail.
29.02.08	Declan McCarthy	Commons Road, Coolyhenan, Ballysimon.		Received by e-mail.
29.02.08	Tony O'Reilly	5 Sydenham Terrace, Ballinacurra, Limerick		Received by post.
29.02.08	Therese O'Shaughnessy	22 Ascot Tce O'Connell Ave Limerick.		Received by post.
04.03.08	John and Betty O'Riordan	3 Omega Ave, Ballinacurra, Limerick.		Received by post.
05.03.08	Rosemary MacCarthy	20 Bengal Tce, Old Cork Road		Received by post.
06.03.08	Denis Keating	4 Verona Villas, O'Connell Ave		Received by post.
06.03.08	Catherine Keating	3 Verona Villas, O'Connell Ave		Received by post.
6.03.08	John & Nora Coyne	Mount Gerard, O'Connell Ave		Received by post.
06.03.08	Patricia Barry			Received by e-mail.
06.03.08.	Mary Morrissey	48 Bengal Tce, Limerick.		Received by post.
10.03.08	Niall Flaherty SIU	SIU City Hall Merchants Quay		Received by e-mail
10.03.08	Eileen Egan	3, Military Place O'Connell Avenue		Received by post.
10.03.08	Patricia Egan	Auburn House O'Connell Avenue		Received by post by City Managers office on the 7.03.08
10.03.08	Brian Byrne	3 Crescent Villas, O'Connell Avenue		Received by post.
10.03.08	Clare Reihan	1 Bengal Terrace, Old Cork Road	087/227897 5 315245	Received by post.
10.03.08	Brian O'Neill	2, Fairview Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn.
10.03.08	Pauline Wallace	6, Arlington Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Helen Carey	7, Arlington Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
10.03.08	Jackie Glynn	9, Arlington Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Paula Glynn	9, Arlington Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Laura Glynn	9, Arlington Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Liam Foley	4, Grattan Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Camilla & Tim Sheehan	6, Grattan Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Deirdre Dillon	7, Grattan Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Phil Mulqueen	9, Grattan Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	David Mulqueen	9, Grattan Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Denis Mooney	1 St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Alice Ryan	2, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	John Fitzpatrick	3, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Donald & Bernadette Hurley	4, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Bridget Griffin	5, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Ruth McMahon	6, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Kathleen McCarthy	7, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Daniel Himler	8, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	The Resident	9, St. Johns Avenue, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Michael Hynes, SNR	6, St. Johns Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Martin Hynes	6, St. Johns Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Michael Hynes	6, St. Johns Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
10.03.08	Mary Una Hynes	6, St. Johns Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Fiona Hynes	6, St. Johns Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Michael Hynes	6, St. Johns Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Mary Hynes	6, St. Johns Villas, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	John & Ann O Meara	2, St. Dympna Terrace, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Leesa King	9, St. Dympna Terrace, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Margaret McCarthy	10, St. Dympna Terrace, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Maureen McCarthy	10, St. Dympna Terrace, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Tony McCarthy	10, St. Dympna Terrace, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Jack Coffey	Headstones, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Noel Nicholas	Horse & Hound Bar & Restaurant, 1, Mulgrave Street,		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Geraldine Glynn	Glynns Shop, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Indulec Electrical Services	Fairview Avenue, Mulgrave Street	061-415907	Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Leonards Motors	2, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Christopher Dawson	3, Rope Walk, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Noel McCarthy	Commons Road, Ballysimon, Co. Limerick		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	John Glynn	Glynns Shop, Mulgrave Street		Received by hand delivery as part of a bundle of objections from Mr. John Glynn
10.03.08	Paddy & Cecil Reid	7, Swanson Terrace, O'Connell Avenue	Ger Clarke 087241823 7 or 061 348325	Received by email from Ger@gerclarke.com
10.03.08	Anne & Denis O'Dwyer	1, Hawthorn Villas, O'Connell Avenue deniso@indigo.ie		Received by email from Denis O'Dwyer

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
10.03.08	Colin King	No postal address Email colin.p.king@ul.ie		Received by post.
11.03.08	Denis Carey	Peter Dee Academy of Music 7, Crescent Villas, O'Connell Avenue		Received by post.
11.03.08	P. Mac Namara	5, Old Wellington Tce, O'Connell Avenue		Received by post.
11.03.08	Ann, Tom & Mike Kelliher	OSMA, O'Connell Avenue		Received by post
11.03.08	Fr. Thomas Ryan, C.C.	"Gleneden" North Circular Road	061/329448	Received by post
11.03.08	Anne & Tom English	Court Brack, 2, Swanson Tce, O'Connell Avenue		Received by post.
11.03.08	Maria Kelly, Chief Executive Limerick Chamber	96 O'Connell Street	061- 217603	Received by email
12.03.08	Robin O'Regan	BanBa, Ennis Road		Received by post.
12.03.08	Kevin Hoare	Chairman, The Ballinacurra Residents Association		Received by post.
12.03.08	Mary Maher	Slieve Rue, O'Connell Avnue		Received by post.
12.03.08	Sheila Johnston	Arden, Greenpark View, Ballinacurra		Received by post.
12.03.08	Patrick & Eileen Silke	Glenavon, Ennis Road,		Received by post.
12.03.08	Aisling Relihan	O'Connell Avenue		Received by post
12.03.08	Linda Frawley	O'Connell Avenue		Received by post
12.03.08	Paschal, Bernie & Peter Costelloe	Killardry, Ballinacurra. Objecting to Southern Corridor – Ballinacurra Road & O'Connell Avenue		Received by post
12.03.08	Kevin & Therese Savage	Rosevilla, Ballinacurra, Limerick. Objecting to Southern Corridor – Ballinacurra Road & O'Connell Avenue		Received by post
13.03.08	Liam & Pearl Dolan	"Ardilaun", Ballinacurra Road		Received by post
13.03.08	John Power Insurances	JPI Financial Centre, Ballinacurra Road.		Received by post
13.03.08	Karen Lucey	7 O'Connell Tce., O'Connell Avenue		Received by post
13.03.08	Jane & Con O'Regan	'Anster House', Ballinacurra Road.		Received by post
13.03.08	Mary Scallan	1 Carlisle Tce., O'Connell Ave.		Received by post
13.03.08	Des Fitzgerald	2 Bengal Terrace, Old Cork Road.		Received by post
13.03.08	D. J. O'Malley, Solicitors	"Homeleigh", 9 O'Connell Tce., O'Connell Ave.		Received by post

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
13.03.08	Cllr. Jim Long	43 Ballinacurra Gardens.		Received by post
13.03.08	Maire Magee	"Mayfair" O'Connell Ave.		Received by post
13.03.08	Fr. William Walsh P.P.	Our Lady of the Rosary Parish, Ennis Road.		Received by post
13.03.08	Ultan Gogarty, Estates Manager	Limerick Institute of Technology, Moylish Park.		Received by post
13.03.08	Conor O'Connell, Executive	Construction Industry Federation, Mid-West Branch, Southern Region, Construction Hse., 4 Eastgate Ave., Lt. Island, Cork.		Received by post
13.03.08	Mr. Brendan Kenny, Chief Executive Officer	Limerick Southside Regeneration Agency, Unit 12-14B, LEDP, Roxboro Rd.		Received by post
13.03.08	Mr. B. Farthure	"Cader Idris", O'Connell Ave.		Received by post
13.03.08	Frazer Nash	2 Countyview Tce., Ballinacurra.		Received by post
13.03.08	Aileen O'Connor	2 Countyview Tce., Ballinacurra.		Received by post
13.03.08	Liam & Carol Storan	"Cloneeve", O'Connell Ave.		Received by post
13.03.08	Bart Ramsey	5 Mount Vincent Tce., O'Connell Avenue.		Received by post
13.03.08	Anne O'Connor	"Homeleigh", 9 O'Connell Tce. O'Connell Ave.		Received by post
13.03.08	Elizabeth McDowell	Lifford Cottage, Ballinacurra.		Received by post
13.03.08	Ann Corbett	"Villanette", Ballinacurra.		Received by post
13.03.08	Mary T. Donnelly	"St. Margaret's", Ballinacurra.		Received by post
13.03.08	Philomena Noonan	9 Ballinacurra Tce. Ballinacurra Road.		Received by post
14.3.08	Martina Bourke	1 Mt. Vincent Place, O'Connell Ave.		Received by post
14.3.08	Dr. Pierce McCrann	"Pilatus", Lifford Gardens, Ballinacurra.		Received by post
14.3.08	D. J. McNamara	18 The Crescent.		
14.3.08	Declan Lyons	1 Verona Villas, O'Connell Ave., Ballinacurra.		Received by post
14.3.08	Mr. & Mrs. Fennessy	Lifford Ave., Ballinacurra.		
14.3.08	Aisling Keating	3 Verona Villas, O'Connell Ave.		Received by post
14.3.08	Breda O'Brien	7 St. Josephs Villas, St. Joseph Street.		Received by post
14.3.08	Mr. & Mrs. Maurice Harris	1 Spellacy Square, Wolfe Tone St.		Received by post
14.3.08	Mary T. O'Regan	6 O'Connell Tce., O'Connell Ave.		Received by post
14.3.08	Anne O'Shaughnessy	3 Greenpark View, Ballinacurra Road.		Received by post

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
14.3.08	Christopher McGrath	7 County View Tce., Ballinacurra.		Received by post
14.3.08	Joe O'Carroll	The Bike Shop, O'Connell Ave.		Received by post
14.3.08	Vincent Lynch	4 Mt. Vincent Tce., O'Connell Ave.		Received by post
14.3.08	Kathleen McGill	24 Ascot Tce. O'Connell Ave.		Received by post
14.3.08	Limerick Senior College (26 Staff)	Mulgrave Street		Received by hand
14.3.08	Limerick Senior College (522 Students)	Mulgrave Street		Received by hand
14.3.08	Ingrid Browne	Emergency Ambulance Services		Received by post
14.3.08	Charles Irwin	"Kevin Villa", O'Connell Ave.		Received by post
14.3.08	W. J. Keane, Chief Superintendent	An Garda Siochana, Henry Street		Received by post
14.3.08	Andy Cullen, Ast. Secretary	Department of Transport		Received by post
14.3.08	Letters from 128 Residents from Ballinacurra Area	Various addresses in Ballinacurra		Received by post
14.3.08	Eleanor O'Brien, Chairperson (LCBA represents up to 200 businesses)	Limerick City Business Association		Received by post
14.3.08	Adrian Liston	Newtown, Annacotty.		Received by post
14.3.08	Padraic McMahon	Castletroy		Received by post
14.3.08	Hacketts Bookmakers	Mulgrave Street		Received by post
14.3.08	John O'Doherty	News Stop, Mulgrave St.		Received by post
14.3.08	Sean O'Toole	1 Mt. Vincent Tce. O'Connell Ave.		Received by post
14.3.08	12 Residents	Clontarf Place, The Crescent, Mt.Pleasant Ave.Greenpark, St. Joseph St.Ascot Tce.		Received by post
14.3.08	Municipal School of Music - 90 Submissions	Mulgrave St.		Received by post
14.3.08	Garry O'Connell	Ard Aulinn, O'Connell Ave.		Received by post
18.3.08	Sean O'Toole,	1 Mt. Vincent Tce., O'Connell Ave.		Received by post
18.3.08	Sandra Bermingham	2 Alexandra Tce., O'Connell Ave.		Received by post
18.3.08	Carmel Martin	1 Jasmine Villas, O'Connell Ave.		Received by post
18.3.08	Barry Smith	Clareville, Ennis Road		Received by post
18.3.08	Fr. Thomas Ryan CC	"Gleneden", N.C. Rd.		Received by post
18.3.08	Billy Bermingham	2 Alexandra Tce., O'Connell Ave.		Received by post

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
18.3.08	Thomas Kirby	2 O'Connell Tce., O'Connell Ave.		Received by post
14.3.08	Anne Malone	Coyle Hamilton Willis Ltd., Crescent Court, St. Nessian's Road	061 218909	Email
18.3.08	David Keary	Ballinacurra		Email
18.3.08	Robert Bermingham	2 Alexandra Terrace, O'Connell Ave	061 411698	Email
18.3.08	Pat O'Neill	Limerick County Council		Email & post
15.3.08	Rosemary Watters	"Overdale", Ennis Road		Email
17.3.08	Billy O'Dowd	O'Connell Ave		Email
17.3.08	Moya Gubbins	O'Connell Ave		Email
17.3.08	Therese Lawler	Clarville, Ennis Road		Email
17.3.08	Ray Smith	23 Elm Park, Ennis Road		Email
17.3.08	Cllr. Maria Byrne	Mannixville, O'Connell Ave	086 8300951	Email
17.3.08	Adrian & Sinead Cowell	11 Greenpark View, Ballinacurra		Email
18.3.08	Paschal & Bernie Costelloe	Killardry, Ballinacurra		Email
18.3.08	Professor Don Barry	University of Limerick		By Post
18.3.08	Ann Hackett	8 Swanson Terrace, O'Connell Avenue		By Post
18.3.08	Laura Donnelly	10 Ballinacurra Tce, Ballinacurra		By post
18.3.08	William Johnston	7 Greenpark View, Ballinacurra		By post
18.3.08	Owen Kiely	Mott MacDonald, 5 Eastgate Avenue, Little Island, Co. Cork Acting on behalf of owners of Finnegan's Bar & Restaurant at Annacotty	021 4809800	By post
18.3.08	John Michael Halpin	27 Ascot Terrace, O'Connell Ave		By post
18.3.08	John Halpin Snr	27 Ascot Tce, O'Connell Ave		By post
18.3.08	Nuala Halpin	27 Ascot Tce, O'Connell Ave		By post
18.3.08	Nollaig Lonergan	"Glenbourne" Ballinacurra Road		By post
18.3.08	Joan Casey	"Lionmount" O'Connell Ave		By post
18.3.08	Mary Griffin	O'Curry Place		By post
18.3.08	Eileen McNamara	2 O'Connell Terrace		By Post
18.3.08	Win Harrington	Clontarf House, Clontarf Place, Off O'Connell Ave		By post
18.3.08	Shannon Development	The Granary, Michael Street		By Post
18.3.08	John Deignan	2 O'Connell Ave	061 317492	By post
18.3.08	Joseph McNamara	"Rossvena", Elm Villas, Ennis Road		By post

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
18.3.08	John Scanlon	6 Swanson Terrace, O'Connell Ave		By post
18.3.08	Josephine Norton	"Rosetta", Ennis Road		By post
18.3.08	Margaret Smyth	23 Elm Park, Ennis Road		By post
18.3.08	Celine Lewis Hodkinson	3 Elm Park, Ennis Road		By post
18.3.08	Emma Parkinson	Kilsheelin, Shelbourne Road		By post/hand
18.3.08	Patrick Hurley	Kilsheelin, Shelbourne Road		By post/hand
18.3.08	Jas Hurley	Kilsheelin, Shelbourne Road		By post/hand
18.3.08	Olivia Parkinson	Kilsheelin, Shelbourne Road		By post/hand
18.3.08	Hillary Parkinson	Kilsheelin, Shelbourne Road		By post/hand
18.3.08	Ann Conway	22 Elm Park, Ennis Road		By post/hand
18.3.08	Jean Rodgers	"Bicchi", Ennis Road		By post/hand
18.3.08		4 Elm Park, Ennis Road		By post/hand
18.3.08	Dano & Gertrude Hayes	4 Elm Park, Ennis Road		By post/hand
18.3.08	Patricia O'Donovan	Elm Park, Ennis Road		By post/hand
18.3.08		1 Elm Park , Ennis Road		By post/hand
18.3.08	Shane O'Gorman	21 Elm Park, Ennis Road		By post/hand
18.3.08	Edmund Holliday	27 Elm Park, Ennis Road		By post/hand
18.3.08	Victoria Hodkinson	3 Elm Park, Ennis Road		By post/hand
18.3.08	Clare & Michael Murphy	17 Vereker Gardens, Ballinacurra		By post/hand
18.3.08	Rev Seamus Power	Sheen Lodge, Ennis Road		By post/hand
18.3.08	Gerard Quinlivan	8 Bengal Terrace, Kilmallock Road		By post/hand
18.3.08	Tony & Geraldine Daly	Brackile, Lr Shelbourne Road		By post/hand
18.3.08	Roger & Kathleen Daly	6 Moyola Terrace, Ennis Road		By post/hand
18.3.08	Jerry O'Dea's & Ginger Lillies Restaurant & Hacketts Bookmakers	17 Mulgrave Street		By post/hand
18.3.08	Miriam Flynn	Bus Eireann		By post/Email
18.3.08	Mary Osbourne	Osbornes Pharmacy, Landsdowne, Ennis Road		By post/hand
18.3.08	UL Students Union	University of Limerick		By email
18.3.08	Dr. Gerard O'Connell	Ennis Road Medical Centre, Ennis Road		By Email
18.3.08	Des Hayes	18 Ascot Tce, O'Connell Ave		By post/hand
18.3.08	Peter Hayes	18 Ascot Tce, O'Connell Ave		By post/hand

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
18.3.08	Nora Hayes	18 Ascot Tce, O'Connell Ave		By post/hand
18.3.08	Mary Immaculate College	South Circular Road		By email
18.3.08	Sean O'Toole	1 Mount Vincent Terrace, O'Connell Ave		By post/hand
18.3.08	John Flynn	Burnley, Ennis Road		By post/hand
18.3.08	Tim Walker	Apt 10, Bridgewater Court, Harvey's Quay		By Email
18.3.08	Deirdre Coyne	Ascorn House, Graney Close, Raheen		By email
18.3.08	Lucy Kinehan	32 Wolfe Tone Street		By post/hand
18.3.08	Sheila O'Connell Boland	Eden Ville, Ballinacurra		By post/hand
18.3.08	Ger & Mary Brosnahan	2 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Joseph Geary	6 Lifford Gardens, Ballinacurra		By post/hand
18.3.08		8 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Patrick Owens	"Glendale" Lifford Gardens, Ballinacurra		By post/hand
18.3.08	James Cusack	11 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Stan O'Neill	20 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Irene Barry	22 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Frances O'Keeffe	23 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Patrick McCormack	24 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Ian O'Connell	2 Lifford Gardens, Ballinacurra		By post/hand
18.3.08		5 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Tony Cremmins	7 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Tim O'Dwyer	18 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Eithne Galvin	Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Gerard Hannon	Araglin, Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Justin Herbert	2 Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Paul Carr	Arnold Leahy Architects, 1 Crescent Villas, O'Connell Ave		By email
18.3.08	Paschal O'Grady	5 St. Mary's Tce, Ballinacurra		By post/hand
18.3.08	Liam O'Doherty	Coramandal, Ballinacurra		By post/hand
18.3.08	Olive Duggan	Creevagh, Ballinacurra Road		By post/hand
18.3.08	John McIntyre	County View, Ballinacurra		By post/hand

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
18.3.08	Agnes Cosgrove	Ballinacurra		By post/hand
18.3.08	David Creed	117 The Grange, Raheen		By post/hand
18.3.08	Patricia Sheahan	Longstone, Cullen, Co. Tipperary		By post/hand
18.3.08	Sean Coyne,	Mount Gerard, O'Connell Ave		By post/hand
18.3.08	Sarah MCDonnell	92 Ard Aulin, Mungret		By post/hand
18.3.08	Bridie Breen	Henry Street News		By post/hand
18.3.08	John & Nora Coyne	Mount Gerard, O'Connell Ave		By post/hand
18.3.08	Frank Coscia	"Marillae", O'Connell Ave		By post/hand
18.3.08	Claire Hayes	"Alva", O'Connell Road		By post/hand
18.3.08	Sr. Paul Bourke	2 Verona Villas, O'Connell Ave		By post/hand
18.3.08		"Marillae", O'Connell Ave		By post/hand
18.3.08	Patrick Fibb	Ballinacurra		By post/hand
18.3.08	Annetta Hurley	Lifford Gardens, Ballinacurra		By post/hand
18.3.08	Gerry Lombard	3 Mount Vincent Terrace, O'Connell Ave		By post/hand
18.3.08	Niall O'Connor	4 Lifford Terrace, Ballinacurra Road		By post/hand
18.3.08	Noel McCarthy	4 Lifford Terrace, Ballinacurra Road		By post/hand
18.3.08	Michael Hayes	3 Lifford Terrace, Ballinacurra Road		By post/hand
18.3.08	William O'Dea	9 Naughton Place, Henry Street		By post/hand
18.3.08	Trudy Kenny	St. Rita's, Ennis Road		By post/hand
18.3.08	Peggy Keogh	10 Naughton Place, Henry St		By post/hand
18.3.08	Geraldine O'Dea	9 Naughton Place, Henry St		By post/hand
18.3.08	Anne McGrath- Leech	11/12 St Gerard Street		By post/hand
18.3.08	Michael J Leecj	12 St Gerard Street		By post/hand
18.3.08	Kieran O'Donnell TD	27 William Street		By post/hand
18.3.08	Peter McCarthy	4 Greenpark View, Ballinacurra		By post/hand
18.3.08	John Joseph Hayes	"Alva", O'Connell Avenue,		Received by post/hand
18.3.08	Caroline & Seamus Moloney	23 Wolfe Tone Street		Received by post/hand
18.3.08	Anne English	2 Swanson Terrace, O'Connell Avenue		Received by post/hand
18.3.08	Catherine McNamara	Melmount, O'Connell Avenue	Email germmcna mara@eirc om.net	Received by email
18.3.08	Cathal Lee	2 Violet Villas, O'Connell Avenue		Received by post/hand
18.3.08	Desmond /Margaret/Des/S ean Murray	14 Mount Pleasant Avenue, Wolfe Tone Street		Received by post/hand

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
18.3.08	Paddy & Cecil Reid	7 Swanson Terrace, O'Connell Avenue		Received by e-mail
18.3.08	Thomas Snr, Thomas Jnr & Teresa O'Farrell	No address supplied		Received by post/hand
18.3.08	Egleston Bros Photography	Leopold House, O'Connell Avenue	061-413886	Received by post/hand
18.3.08	Thomas English	2 Swanson Terrace, O'Connell Avenue		Received by post/hand
18.3.08	Imelda Gallagher	"Biarritz", O'Connell Avenue		Received by post/hand
18.3.08	James & Maeve Tynan	Ardcasin, O'Connell Avenue		Received by post/hand
18.3.08	Jim & Ann Guilteneane	34 Wolfe Tone Street		Received by post/hand
18.3.08	Sinead Lawlor	2 Swanson Terrace, O'Connell Avenue		Received by post/hand
18.3.08	Paschal & Bernie Costelloe	Email paschalcostelloe@gmail.com Killardry, Ballinacurra		Received by e-mail
18.3.08	John Greaney	4 O'Connell Terrace		Received by post/hand
18.3.08	Julie Greaney	4 O'Connell Terrace		Received by post/hand
18.3.08	Adrian Greaney	4 O'Connell Terrace		Received by post/hand
18.3.08	Pat Hall	7 Ballinacurra Terrace		Received by post/hand
18.3.08	Majella Hall	7 Ballinacurra Terrace		Received by post/hand
18.3.08	John Dawson	Secretary Limerick Branch of Green Party		By Email
14.3.08	Michael Ryan	Chief Fire Officer Fire Service, Mulgrave Street		By Email
13.3.08	Donal Buckley	Clare Co. Council		
19.3.08	Mary Mulrooney	4 Quinns Avenue		Received by post
19.3.08	MICSU	Mary Immaculate College Students Union, South Circular Road	061-40013 or 087-6856105	Received by email
19.3.08	Fiachra O'Keeffe	Limerick Institute of Technology		Received by email
19.3.08	Shane Foran	Chair, Galway Cycling Campaign c/o 24 Bun Caise, Ragoon, Galway	087-9935993 or 754601 Email galwaycyclist@yahoo.co.uk	Received by email
19.3.08	John O'Neill	Greenpark Gardens, South Circular Road		Received by post
19.3.08	Elizabeth O'Neill	Greenpark Gardens, South Circular Road		Received by post
19.3.08	B. Smyth	1, Tritonville, O'Connell Avenue		Received by post

DATE	NAME	ADDRESS	PHONE NO.	METHOD OF RECEIPT OF SUBMISSION
19.3.08	Saleem-A-Ichan	4 Clontarf Place		Received by post
19.3.08	Mary Carmody	14 Clontarf Place		Received by post
19.3.08	Irene C. Barry	“Corene”, Lifford Gardens, Ballinacurra		Received by post
19.3.08	W.J.Keane	Chief Superintendent, An Garda Siochana, Henry Street,	061-212411	Received by post
19.3.08	Sandra Geary	3 Quinn Street		Received by post
19.3.08	Colette & Joe McNamara	2 Omega Avenue, Ballinacurra		Received by hand
19.3.08	Agnes Keane	4 Lifford Avenue, Ballinacurra		Received by hand
19.3.08	Stewart Worth	26 Lifford Gardens, Ballinacurra		Received by hand
19.3.08	Tom McNamara	6 Lifford Avenue, Ballinacurra		Received by hand
19.3.08	Deirdre O’Loughlin	Fairhavens, Lifford Avenue, South Circular Road		Received by hand
19.3.08	Emma Clear/James A Clear/Patricia Clear	“Westpoint”, South Circular Road		Received by hand
19.3.08	Jessica Dudley	21 Lifford Gardens, Ballinacurra		Received by hand
19.3.08	Maeve Scott	19 Lifford Gardens, Ballinacurra		Received by hand
19.3.08		17, Lifford Gardens, Ballinacurra		Received by hand
19.3.08	Mike Foley	3 Greenpark Villas, Ballinacurra		Received by hand
19.3.08	Phil Collier	Unlegible		Received by hand
19.3.08	Anne Bourke	2, Rose Villa, Ballinacurra		Received by hand
19.3.08	Dan/Sam/ Jessica, Damie Grimes	“Glenmore”, Lifford Avenue, Ballinacurra		Received by hand
19.3.08	Joe Brooks	6 Sydenham Tce, Ballinacurra		Received by e-mail
19.3.08	Cathy Cullen, Managing Director	Irish Citylink Ireland		Received by Email
19.3.08	Denis Leonard	Limerick Civic Trust, Bishop’s Palace, King’s Island		Received by post