

Appendix 1C: Cappamore-Kilmallock Municipal District Council (MDC) 16th January 2020

Table C.1: Cappamore-Kilmallock Municipal District Council (MDC) 16th January 2020

Cappamore-Kilmallock Municipal District Council (MDC) Meeting 16th January 2020	
Issues Raised	Response/Where this is addressed
In regard to Fantstown, Elected Members outlined concerns raised by local community regarding the lengthy diversion involved and that the community was being split in two with the suggested closure of this railway crossing. Unanimously requested consideration of an overbridge.	<p>Volume 2, Chapter 2: Project Need and Alternatives includes at Table 2.1 a comparison between the 2011 traffic surveys and those undertaken in October 2019. The surveys demonstrate a low volume of movements across the existing Fantstown level crossing. Furthermore, the 2009 Oral Hearing regarding an “<i>Extinguishment of Public Right of Way Over Part of Local Road LS8514</i>”, at Level Crossing XC187 at Fantstown, Kilmallock, Co. Limerick under Section 73 of the Roads Act 1993 is still relevant as the level of usage at the XC187 Fantstown level crossing has remained consistently low. The Inspector in his recommendation found “...<i>from my own inspections of the location and given the current restrictions on and the very low level of usage of Fantstown level crossing, I believe the substantial public safety arguments in favour of the proposed Extinguishment outweigh those made against.</i>”</p> <p>On the basis of the consistently low volume of usage, the results of the Feasibility Assessment, the updated multi criteria analysis at Volume 2, Chapter 2; Project Need and Alternatives, the Project Team considered that an overbridge solution should not be taken forward.</p> <p>Volume 3, Chapter 6: Population and Human Health has undertaken an assessment on the severance that would be caused as a consequence of the proposed Project.</p>
Concerns regarding unauthorised dumping and parking on the section of road that would be closed.	The Garda and Limerick City and County Council have enforcement powers to prevent unauthorised dumping and parking. Those sections of road that would be stopped up and no longer required (See inset Figures 3.7-3.12 of Volume 2, Chapter 3: Project Description would be broken up and landscaped.
Expressed disappointment that Limerick City and County Council had not formally been involved in the consultation process and agreed that more consultation and engagement should take place with the local community.	Limerick City and County Council have been fully appraised of the proposed Project and have engaged in the consultation process as set out in Volume 5, Appendix 1B. Furthermore, public engagement has been undertaken as detailed in Volume 5, Appendix 1E.
Requested consideration of impacts upon the local community, increased traffic commute times should be considered.	<p>The impacts upon the local community have been considered in Volume 3, Chapter 6: Population and Human Health as set out above.</p> <p>Increased commute times have been considered in Volume 3, Chapter 11: Traffic and Transport.</p>
In regard to Thomastown reference was made to a recent community meeting. It was noted there was a “ <i>reasonably</i>	1) It was noted in the meeting by both Jacobs and Diarmuid Sheehy that widening this proposed short length of proposed carriageway to more than the

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<p><i>positive</i>” reaction to the proposals but that clarifications were being sought including:</p> <ol style="list-style-type: none"> 1) Width of the proposed carriageway; 2) Measures to address unauthorised parking and dumping; 3) Possible provision of a footpath on the overbridge; and 4) Any weight restrictions. 	<p>existing road widths would cause safety issues at the tie-in points, where drivers may have increased their speeds due to the wider carriageway, and then would have to suddenly revert back to the existing 4m wide road cross section. It was agreed that Jacobs would look into possible <i>‘future proofing’</i> of the structure, where the overall road carriageway would tie-in with existing, but the structure would be built to allow for future widening of the carriageway if Limerick County Council were to improve the surrounding road network in the future;</p> <ol style="list-style-type: none"> 2) The police and both councils have legal powers to prevent unauthorised parking and dumping; 3) No existing footpath in locality to tie-in with, and pedestrian counts in the area would not warrant inclusion of same. Grass verge to be a minimum 1m wide in front of any safety barriers to allow pedestrian to step off the carriageway. 1.5m wide raised verge across structure to allow for safe passage of pedestrians as required; and 4) There are no weight restrictions.
<p>The importance of ongoing engagement with the local community was highlighted.</p>	<p>Community engagement has been an important part of the proposed Project and has helped to shape its design. A summary of the community engagement process is included at Volume 2, Chapter 1: Introduction.</p>
<p>Elected members agreed it would be worthwhile to invite Irish Rail back again in the near future to give a further update.</p>	<p>Noted.</p>