



**Limerick  
Chamber**  
Advancing business together

***City Centre Group  
Statement on O'Connell Street  
Redevelopment Plans***

*The redevelopment of O'Connell Street is an opportunity to create a new public realm which can be a destination in itself and a facility for citizens and visitors, that brings national and international attention to Limerick*

*January 2018*

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## 1. OBJECTIVES AND OVERVIEW OF STATEMENT

### 1.1. Introduction

At the outset, the City Centre Group ('the Group')<sup>1</sup> wishes to state its support for the LUCROC (Limerick Urban Centre Revitalisation – O'Connell Street) project. We believe that, in conjunction with the Limerick 2030 development plans, this redevelopment project can be a major catalyst for city centre transformation. In particular, we wish to note our optimism for the proposed plans previously presented for this project by Limerick City and County Council (LCCC) at various meetings with the business community. We are grateful for the previous opportunities to consult with the Council on these plans.

These points withstanding, the Group continues to have some concerns that the plans presented are not yet sufficiently solidified. For instance, we note elements of variability in terms of the level of detail and plan specification relayed to date.

Furthermore, while recognising that redevelopment of O'Connell Street has the potential to support delivery of a thriving, vibrant city centre for Limerick, the Group is concerned that the plans may not be sufficiently ambitious to maximise the potential of Limerick City and reinvigorate the heart of the region.

Consequently, we are submitting this Collective Statement on the Redevelopment Plans (LUCROC project) to the Council, to reiterate our concerns and requests for additional information on the different aspects of the project, as outlined in turn. As a business community directly impacted by the outcomes of this project, we consider the submission of this Statement to be an opportunity for us to make a documented input into ensuring its success.

### 1.2. Overview of Statement Structure

This Statement encompasses the following three Sections, each of which is discussed in turn:

1. Ensuring Transformative Change
2. Project Funding and Evaluation
3. Practical Issues for Consideration

The Group firmly believes that it is important that the Council disseminates as much information as possible to the business community directly impacted by this project about: 1) the specifications concerning the plan to ensure transformative change; 2) the projected cost of each stage of this project; and, 3) practical considerations, including traffic and maintenance plans.

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1 The members of this Group are listed in **Appendix 1**.

The Group decided that presentation of a series of questions for consideration by the Council was an effective means of vocalising our collective concerns and queries. It is hoped that the Council will reflect on and respond to the information requests and questions posed, which are presented in and summarised at the end of each relevant Section.

### 1.3. Overview of Key Messages

In the context of the need for **transformative change**, the Group urge the Council to:

- Ensure real transformative change, and be unwilling to accept purely incremental improvements.
- Reflect on redevelopment plans undertaken in international cities of comparable size, to establish if there are any lessons learned/ innovative features which could apply to this project.
- Provide explicit details on the plans for the proposed finishes for the urban spaces.
- Completely finish the retail/ hospitality blocks (from Denmark Street to Cecil Street), as part of an initial phase, and then complete the remaining blocks once additional funding is secured.
- Establish the feasibility of erecting a canopy over the retail/ hospitality section of O'Connell Street (i.e. from the junction of William Street to the junction of Roches Street), as part of the initial phase of this project.
- Ensure communication of a consistent narrative and provide clarification on exactly what has and has not yet been agreed, in terms of the plan specifications.
- Plan holistically for Limerick city centre's rejuvenation, and link this project to other city centre initiatives and projects, including Limerick 2030 and the Living Cities Initiative.
- Proactively address any obstacles or gaps that are dissuading private investment, and be willing to implement necessary supports. These supports could include commercial rate incentives, fast-track planning when a need is demonstrated, and reducing restrictions on interior modifications to listed buildings, via the introduction of graded guidelines. Such supports would incentivise both retail and business investment in the city centre.
- Create an animated, interactive public realm which has both day and night attractions, to incentivise increased footfall.
- Undertake analysis of the projected footfall impacts of this project; the outcomes of which could provide a useful evaluative metric in determining the project's success.
- Reflect on the city identity that it wishes to inspire via this project.

In terms of **practical issues for consideration**, we ask that the Council:

- Deploys a structured communication strategy for updating impacted business owners of expected disruptions during construction.
- Assesses the health and safety, 'cleanability' and functionality/ usability of the materials and features to be used, prior to installation.
- Ensures adequate budgetary provision for continual upkeep and ongoing maintenance, as part of this project.
- Provides an update on the status of the Council's traffic plan for this redevelopment project.
- Adopts a holistic approach to the traffic plans, and considers all possible outcomes of route amendments.
- Undertakes a city impact survey (i.e. trial run) of the traffic proposal prior to its implementation, to flag any resultant bottlenecks to be rectified.
- Liaises with An Garda Síochána concerning policing implications of the redevelopment plans.
- Undertakes ongoing reviews, once this project is complete, which incorporate feedback of impacted stakeholders.
- Clarifies who will be the Council point(s) of contact with this Group concerning the progress and management of this project.
- Provides briefings to all City Centre Group members together, to ensure consistency of information relayed.

## 2. ENSURING TRANSFORMATIVE CHANGE

### 2.1. Need for Transformative Change

- **The redevelopment of O’Connell Street is an opportunity to create a new public realm which can be a destination in itself and a facility for citizens and visitors, that brings national and international attention to Limerick.**
- The public realm space needs to be animated and not sterile, and suitable for both day-time and evening uses.
- Transformative change is needed, and not just incremental improvements. As a collective group, we resolutely believe that an innovative streetscape needs to remain a central focus of this plan. It is essential to ensure that throughout, this project focuses on not only what is underground, but also the features above ground to ensure the creation of an iconic city centre.
- We argue that the Council needs to ensure that the specifications required to achieve real change are established and delivered on. While recognising that incremental steps may be needed to achieve ultimate transformative change, we stress the need for an ambitious plan to truly transform the city centre.

#### *Specific Question*

- What are the key transformative change outcomes planned as part of this project, to ensure that when completed, the feel of the city centre is vibrant, distinctive and inclusive?

### 2.2. Best-in-class Design

- Limerick city has become best-in-class in a number of ways in recent years; stronger FDI investment, increasing employment rates, job prospects, up skilling and improved quality of life are all testaments to this.
- Now is the time for our city centre to become a vibrant, thriving and confident best-in-class designed hub, where people are drawn not only to work and live, but also to experience and interact.
- Therefore, all upgrades to features and aspects need to be ambitious and visionary, rather than formulaic, in design.
- This project presents us with an opportunity to redefine how citizens interact with our public spaces, by creating a more welcoming and inclusive core hub.

### *2.2.1. Learnings from Case Studies*

- The Group feels that it is worthwhile to reflect on redevelopment plans undertaken in other outstanding European and international cities of comparable size, to establish if there are any lessons learned/ innovative features which could apply to this project.

#### ***Specific Question***

- Has the Council assessed outcomes of redevelopment projects of similar scope in cities of comparable size? If not, does it have any plans to undertake any such assessments?

### *2.3. Determining Specific Focal Point Features*

- Now is the time to focus on the visual aspects, prior to the design being definitively set. To this end, the Group requests that details are provided on the plans for the proposed finishes for the urban spaces. Explicitly, the Group requests that the Council specify which specific focal point features (water, bandstand, seating areas, public sculptures etc.) and materials (e.g. paving) will be included in the streetscape.
- The Group believes that Limerick city should encompass unique rather than generic features, which stand the test of time, and distinguish our city from others across Ireland and beyond.
- Furthermore, the entire layout including materials and features should be to a consistent standard throughout.
- Information on the exact type of paving material, street furniture, bins or signage that will be used has not yet been communicated. Supplementary to providing this information, assurances of testing of such materials and features for durability and maintenance is requested from the Council (see also **Section 4.2**).

#### ***Information Requested***

- We request that information is provided on the focal point features and materials that will be included.

#### ***Specific Question***

- Will there be a consistent standard to the features and materials used throughout the redevelopment?

## 2.4. Prioritisation of Block Completion

- The blocks considered most important to complete in the initial phase are from Denmark Street to Cecil Street. The Group feels that it is most important to completely finish these retail/hospitality blocks first as part of an initial phase, in light of funding limitations. It is proposed that the remaining blocks be completed, once additional funding is secured for the next stage.

### *Specific Question*

- How many blocks does the Council plan to complete initially?

## 2.5. Inclusion of a Canopy Roof

- The Group considers a canopy roof over the retail/hospitality section of O'Connell Street (i.e. from the junction of William Street to the junction of Roches Street) to be a **priority component** as it will be a distinctive element of this project, which should be completed as part of the first phase of this redevelopment. We ask that the Council undertakes a feasibility report to establish the projected cost and viability of erecting a canopy which would offer weather proofing for people utilising the retail space.
- If completion of the canopy is not feasible as part of the first phase, at a minimum, the foundational work (i.e. erection of canopy supports) should be completed while the relevant blocks are being upgraded.
- This canopy could incorporate an iconic and unique design, thereby becoming a focal feature of Limerick's new city centre.
- On this topic, the Group notes the large-scale triangular canopy that was recently erected in Waterford city's Apple Market. This specially constructed steel and glass canopy is reported to have cost [€1.2 M](#).
  - The canopy is held up by nine steel columns, and positioned to facilitate certain traffic.
  - A special reflective material developed by Medite is used on half of the 1,400 square-metre canopy, which is over nine metres above the street, creating a 'mirrored ceiling' effect.

### *Specific Questions*

- How firm is the Council on its vision for erecting a canopy across the retail/hospitality section?
- Have any estimations been undertaken, on behalf of the Council, on the potential cost and timelines associated with erecting such a canopy?



## 2.6. Need for Consistency of Message

- The Group feels that, to date, its members have received different information and indications concerning the redevelopment plans. A consistent narrative and clarification is needed in communicating to the Group about exactly what has and has not yet been agreed, in terms of the plan specifications.

### *Specific Question*

- Are the plans presented to date definitive inclusions or conceptual representations?

## 2.7. Ensuring a Holistic Approach to City Planning

- A holistic approach to planning city centre rejuvenation is required. While the redevelopment of O'Connell Street is not a singular silver bullet to transform the city, it is the essential, core piece of the 'regenerating jigsaw'.
- In stressing its significance, the Group considers this rejuvenation project to be the single most important element to enhancing the city centre public realm, as it will bring all of the existing public realm improvements on the blocks adjacent to O'Connell Street together.
- The implementation of the Limerick 2030 plan will attract thousands of additional jobs into the city centre, which is a welcome progression. That said, this influx will further exacerbate the housing shortage and traffic congestion issues evident in the city centre, unless strategic forward planning and joined-up thinking is deployed by the relevant departments within the Council.
- In terms of initiatives that could be deployed to increase supply, reintroduction of the 'Living Over The Shop' (LOTS) scheme could incentivise retailers to renovate currently disused spaces on upper floors as housing, thereby increasing the availability of apartments to rent in the city centre.

### *2.7.1. Georgian Quarter*

- This redevelopment project will not achieve its end goal of igniting a thriving, vibrant city centre in isolation. This plan needs to be intrinsically linked to the [Living City Initiative](#) (LCI) and other relevant schemes, to facilitate bringing the Georgian Quarter in the city centre into greater use.
- The restoration of our Georgian Quarter has the potential to considerably enhance the city centre, by bringing life and activity into many currently underutilised historic buildings. In essence, transformation of the Georgian Quarter is a key component to ensuring real, measurable transformation of our city centre. Therefore, the Living Cities Initiative needs to progress in

tandem to the LUCROC project, to ensure an ultimate win-win for the city. Doing so will leverage on the notable historic features of the city, while concurrently strengthening its contemporary appeal to businesses, investors, citizens and visitors.

## 2.8. Ensuring Implementation of Supports for Industry

- Any perceived gaps, in the context of what the city offers its citizens and visitors, need to be addressed as part of this redevelopment process, to ensure the project's ultimate success.
- Private industry will remain reluctant to invest in the city until apparent obstacles are addressed, and necessary supports are implemented. Moreover, the IDA has noted the significant impact that perceptions of the city centre have on FDI's location decisions across regional cities; which further reiterates the need to address any perceived gaps which are dissuading investment.
- We therefore urge the Council to play a more proactive role in identifying shortages evident and putting incentives in place to address such shortages. These incentives could include commercial rate amendments and fast-track planning (when a need is demonstrated). We believe that the Council should continually strive to identify the measures at its disposal which it can deploy to incentivise retailers and businesses to locate in the city centre.
- Feedback from Retail Excellence indicates that there is a lack of suitable retail space to attract flagship stores to Limerick city centre at present. Unit ceiling height appears to be one of the main deterrents. Listed properties' protected status is impacting the retail and residential markets alike.
- The Group questions whether there is potential to apply grading guidelines for listed buildings, as done for instance by the UK National Trust, which would enable structural modifications to the interior of some such buildings, while preserving and paying homage to their original external façade.
- More generally, we consider the Council to have a vital role in determining the uses which would help our city's image and attractiveness at different times during the day, particularly during weekday evenings. For instance, establishing whether there is a need for a cinema in the city centre, and if so, what supports the Council can implement to facilitate this happening.

### *Specific Questions*

- Has the Council completed any research to identify gaps in the city offering and the supports/requirements which would foster a more vibrant city centre?
- Is the Council receptive to evaluating whether incentives, such as commercial rates and fast-track planning, should be implemented to address any shortages identified?

- Are there any initiatives underway to ensure suitably sized retail units are available, to incentivise flagship retailers into the city centre?
- Is the Council receptive to exploring the feasibility of introducing grading guidelines for listed properties, to enable interior structural modifications (such as increased ceiling heights), to enable these properties to become attractive, viable retail/ business units?
- Has the Council considered what uses would strengthen city image and attractiveness at different times during the day?

## 2.9. Footfall Implications

- A concern expressed by the Group is that people may not occupy the new pedestrianised space, and that redevelopment could result in the generation of a ‘ghost city’. What definitively needs to be avoided is increased pedestrianisation, devoid of increased numbers of pedestrians.
- These points reiterate the pressing need for increased footfall to follow in the steps of greater pedestrianisation, to mitigate any potential anti-social behaviour outcomes. To incentivise such footfall, we need to ensure creation of an animated, interactive public realm which has both day and night attractions.
- We propose that the Council undertakes analysis of the projected footfall impacts of this project; the outcomes of which could provide a useful evaluative metric in determining the project’s success.

### ***Specific Questions***

- Does the Council plan to undertake any analysis of the projected footfall impacts of this project?
- Does the Council have any plans to address the issue of day-time and evening footfall not increasing following the redevelopment?

## 2.10. Redefining the City’s Identity

- This planning phase is the opportune time for the Council to reflect on the city identity that it wishes to nurture through this project, particularly after 5pm. Public perception of Limerick city as a vibrant, destination point for citizens and visitors alike must remain a key end goal.

### ***Specific Question***

- Has the Council reflected on the city identity that it wishes to inspire via this project?

## **Box 1: Overview of Information Requested and Questions Posed re Ensuring Transformative Change**

### ***Information Requested***

- We request that information is provided on the focal point features and materials that will be included.

### ***Specific Questions***

- What are the key transformative change outcomes planned as part of this project, to ensure that when completed, the feel of the city centre is vibrant, distinctive and inclusive?
- Has the Council assessed outcomes of redevelopment projects of similar scope in cities of comparable size? If not, does it have any plans to undertake any such assessments?
- Will there be a consistent standard to the features and materials used throughout the redevelopment?
- How many blocks does the Council plan to complete initially?
- How firm is the Council on its vision for erecting a canopy across the retail/ hospitality section?
- Have any estimations been undertaken, on behalf of the Council, on the potential cost and timelines associated with erecting such a canopy?
- Are the plans presented to date definitive inclusions or conceptual representations?
- Has the Council completed any research to identify gaps in the city offering and the supports/ requirements which would foster a more vibrant city centre?
- Is the Council receptive to evaluating whether incentives, such as commercial rate and fast-track planning, should be implemented to address any shortages identified?
- Are there any initiatives underway to ensure suitably sized retail units are available, to incentivise flagship retailers into the city centre?
- Is the Council receptive to exploring the feasibility of introducing grading guidelines for listed properties, to enable interior structural modifications (such as increased ceiling heights), to enable these properties to become attractive, viable retail/ business units?
- Has the Council considered what uses would strengthen city image and attractiveness at different times during the day?
- Does the Council plan to undertake any analysis of the projected footfall impacts of this project?
- Does the Council have any plans to address the issue of day-time and evening footfall not increasing following the redevelopment?
- Has the Council reflected on the city identity that it wishes to inspire via this project?

### 3. PROJECT FUNDING AND EVALUATION

#### 3.1. Proposed Phased Approach

- Funding of €4.1M has been secured from the European Regional Development Fund (ERDF) to revitalise O'Connell Street, from the Denmark Street junction as far as the Barrington Street junction, which is approximately 786 metres. Coupled with a balance of €5M from LCCC, total funding available for this project is presently €9.1M.
- The Group recognises that €9.1M is insufficient funding to complete the entire redevelopment plan for O'Connell Street. We therefore believe that additional funding will need to be secured by the Council to complete the entire redevelopment plan to a standard that ensures real measurable change for Limerick city centre.
- In terms of the initial phase of redevelopment, the Group has been informed that LCCC may proceed with the approach of completing a portion of the Street (i.e. several of the blocks) to a set standard, and to then secure funding for the completion of the remaining blocks. Throughout the project, it will be essential to ensure optimum value for money for each block completed.

#### 3.2. Breakdown of Funding and Costings

- The Group believes that it is vital that the Council establishes and communicates a breakdown of the provisional cost of redeveloping each block, once this information is available.
- This information will not only provide a much-needed indication of how many blocks can be completed out of the funds remaining from the €9.1 M, but also of what additional funding is required to complete the entire redevelopment plan. Knowledge of how much money is required, and must therefore be sourced, is necessary to ensure completion of all blocks to a standard which ensures O'Connell Street maximises its ability to foster transformative change for Limerick city.
- While recognising that final costings cannot be confirmed at present, the Group firmly believes that it is important that the Council disseminates as much information as possible about the projected costs of each stage of this plan. The specific information requested by the Group concerning project funding is detailed below.

### ***Information Requested***

The Group asks that the Council provides the following information:

- An indication of the predicted cost of redevelopment (including redesign and layout) for each block, including the costing for lighting, seating and other relevant features.

### **3.3. Project Evaluation**

#### ***Specific Question***

- After factoring in necessary expenditure on engineering etc., what portion of the €9.1M funding will be available for over the ground and underground works?
- What is the Council's current thinking in terms of the number of blocks to complete, as part of the initial phase?
- What are the timelines for each stage of this project, from the initiation of the tendering process to the completion of each phase of redevelopment?
- In terms of the €4.1M funding received from the ERDF, what explicit Key Performance Indicators (KPIs) will be applied to assess the success of this project?

#### **Box 2: Overview of Information Requested and Questions Posed re Project Funding and Evaluation**

##### ***Information Requested***

The Group asks that the Council provides the following information:

- An indication of the predicted cost of redevelopment (including redesign and layout) for each block, including the costing for lighting, seating and other relevant features.

##### ***Specific Questions***

- After factoring in necessary expenditure on engineering etc., what portion of the €9.1M funding will be available for over the ground and underground works?
- What is the Council's current thinking in terms of the number of blocks to complete, as part of the initial phase?
- What are the timelines for each stage of this project, from the initiation of the tendering process to the completion of each phase of redevelopment?
- In terms of the €4.1M funding received from the ERDF, what explicit Key Performance Indicators (KPIs) will be applied to assess the success of this project?

## 4. PRACTICAL ISSUES FOR CONSIDERATION

### 4.1. Construction and Disruption Timelines

- A structured communication strategy should be deployed for updating impacted business owners of expected disruptions during construction (including whether works will be undertaken only during business hours on weekdays or also during out of hours and weekends to expedite project completion). As part of this process, strategies to manage footfall implications during construction need to be planned carefully, in advance of construction commencing.
- The Council should reflect on the lessons learned from the William Street redevelopment project, especially in terms of how business operating on the street were negatively impacted during the construction phase. Such a review could assist the Council in establishing the measures that could be deployed to minimise disturbance to retail, businesses and traffic during the redevelopment of O'Connell Street.

#### ***Information Requested***

- We ask that the Council provide detailed indicative timelines for each phase of construction (including a disruption schedule for each impacted block), once this information is available.

### 4.2. Maintenance and Cleaning

- The Group stresses the need for assurances of the health and safety, 'cleanability' and functionality/ usability of the materials (e.g. paving) and features (bins, lighting, signage, seating etc.) to be used, in advance of their installation. It is suggested that an example of each feature is piloted, prior to selection and installation.
- We advocate the Council ensuring adequate budgetary provision for the continual upkeep and ongoing maintenance of the area and all features post completion of the project.

#### ***Specific Questions***

- Are the health and safety, 'cleanability' and functionality of the materials and features going to be tested, prior to their selection and installation?
- What ongoing maintenance schedule and associated budgetary provisions will be put in place?

### 4.3. Traffic Plans

- Overall, the Group considers reducing traffic on O’Connell Street to a single lane to be a positive project outcome, once the dispersal of existing traffic is adequately planned for. Amendments to traffic plans for the roads parallel to O’Connell Street may have both expected and unexpected implications for the orbital routes. A holistic approach to traffic planning is therefore required, with all possible outcomes of route amendments needing to be carefully considered and planned for.
- We strongly stress the need for an overall city impact assessment (i.e. trial run testing), on a temporary basis, of the proposed traffic plans prior to construction. Doing so will flag any resultant bottlenecks, so that they can be rectified in advance of implementation. Such testing is an effective means of pre-empting and preventing negative outcomes of amending the traffic routes, and ensuring a successful transition to the new plans. Trial runs will establish which aspects of the traffic plans will and will not work in practice.
- In terms of specific route selection and trial run testing, it is suggested that two-way traffic on Henry Street and Lower Mallow Street, in addition to two-way on William Street through to Sarsfield Street and Bridge, should be considered as a first step in such planning. The Group notes that the Henry Street / Lower Mallow Street suggestion was recommended in the Limerick 2030 Spatial Plan, as adopted by the Council in their most recent Development Plan (Variation 4 – 26th January 2015). Opening up William Street / Sarsfield Street to two-way traffic could eliminate any double-parking problems which may be evident on William Street, and also make better use of the outbound lane on Sarsfield Bridge.
- In terms of specific information requests, we ask that the Council provides details on the traffic management plans, both during and post construction. In particular, we request that the Council provides clarification as to:
  - where right and left turns will be possible, once O’Connell Street is reduced to one lane of traffic;
  - where bus routes and bus stops will be; and,
  - where taxi ranks will be placed.
- Once completed, the Limerick 2030 development sites will result in additional employees residing in and commuting to and from the city centre. These eventualities need to be factored into future traffic plans. Consequently, long- and short-term traffic management plans needs to be developed concurrently. Moreover, increased employee numbers in the city, due to Limerick 2030 and other private investments, will necessitate further development and enhancement of our public transport infrastructure.



### ***Specific Questions***

- What is the current status of the Council's traffic plans for the redevelopment project?
  - How do the traffic plans address the need for delivery access to businesses on O'Connell Street that do not have alternative access to their premises except for main street access?
  - What are the Council's enforcement plans to ensure free movement of traffic on William Street?
  - Will it be possible to be able to turn right onto O'Connell Street from Sarsfield Street?
- Is the Council going to undertake a city impact survey (i.e. trial run) of the traffic proposal prior to its implementation, to flag any resultant bottlenecks to be rectified prior to implementation?
- Are there learnings from previous amendments made to the traffic plans in Limerick city, which the Council can apply to the proposed new traffic routes?

#### **4.4. Car Parking**

- The impact of new traffic plans on entry and exit to city centre car parks needs to be carefully considered. The build-up of traffic evident within the Arthurs Quay Multi-Storey Car Park when O'Connell Street has been closed/blocked in the past is testament to the need to reflect on this issue when designing new traffic plans. Inability to exit car parks causes, not only frustrating delays for drivers, but also has potential health, safety and environmental implications, due to the dangerous build-up of exhaust fumes in a covered space. In this context, we suggest that the Council examines whether opening William Street / Sarsfield Street to two-way traffic would help to alleviate entry/exit constraints from car parks.
- In response to the plans presented to the Group to date, we wish to reiterate that the loading bay/parking spaces directly outside Brown Thomas front entrance will not be necessary (as loading takes place at the building's rear entrance).

#### **4.5. Policing and Security**

- There is a need for a strong enforcement regime, both in terms of traffic laws, general security and public behaviour, during and post redevelopment.

### ***Specific Questions***

- Does the Council plan on liaising with An Garda Síochána concerning policing implications of the redevelopment plans?
- Following project completion, does the Council consider there to be a need for a manned Garda kiosk on O'Connell Street?

#### 4.6. Review Procedures

- It will be important that the Council undertakes ongoing reviews, once this project is complete, which incorporate feedback of impacted stakeholders. This review process should consider variables such as frequency of maintenance and cleaning.

##### ***Specific Question***

- Once completed, will the project outcomes be reviewed by the Council as part of a formal review process, where feedback from stakeholders is considered?

#### 4.7. Liaison and Communication Protocols

- The Group seeks clarification on the proposed communication protocols, in terms of updating the City Centre Group, and business community more broadly, on the next steps for this project. There is a clear need for a formal structured communication process, which could be similar to the liaison process used when the Thomas Street/ Bedford Row project was being undertaken.
- As a collective group, we request that in future the Council provides briefings and updates to all City Centre Group members together, to ensure consistency and transparency of information communicated.

##### ***Specific Question***

- Who will be the designated Council point(s) of contact with the City Centre Group concerning the progress and management of this project going forward?

### **Box 3: Overview of Information Requested and Questions Posed re Practical Issues for Consideration**

#### ***Information Requested***

- We ask that the Council provide detailed indicative timelines for each phase of construction (including a disruption schedule for each impacted block).

#### ***Specific Questions***

- Are the health and safety, 'cleanability' and functionality of the materials and features going to be tested, prior to their selection and installation?
- What ongoing maintenance schedule and associated budgetary provisions will be put in place?
- What is the current status of the Council's traffic plans for the redevelopment project?
  - How do the traffic plans address the need for delivery access to businesses on O'Connell Street that do not have alternative access to their premises except for main street access?
  - What are the Council's enforcement plans to ensure free movement of traffic on William Street?
  - Will it be possible to be able to turn right onto O'Connell Street from Sarsfield Street?
- Is the Council going to undertake a city impact survey of the traffic proposal prior to its implementation, to flag any resultant bottlenecks to be rectified prior to implementation?
- Are there learnings from previous amendments made to the traffic plans in Limerick city, which the Council can apply to the proposed new traffic routes?
- Does the Council plan on liaising with An Garda Síochána concerning policing implications of the redevelopment plans?
- Following project completion, does the Council consider there to be a need for a manned Garda kiosk on O'Connell Street?
- Once complete, will the project outcomes be reviewed by the Council as part of a formal review process, where feedback from stakeholders is considered?
- Who will be the designated Council point(s) of contact with the City Centre Group concerning the progress and management of this project going forward?

## 5. NEXT STEPS

The City Centre Group requests that the Council considers all points, information requests and questions included in this Collective Statement, and responds in due course. We hope that the Council perceives our submission of this Statement to be a positive, constructive step towards collaboratively future-proofing the success of this redevelopment project for all impacted parties.

We conclude this Statement by reinstating our support for the LUCROC project, and urging the Council to plan robustly, ambitiously and holistically, taking the feedback of stakeholders onboard, to ensure the ultimate successful reinvigoration of our city centre.

If the Council requires any clarification on the points made within, prior to responding to this Statement, please contact Limerick Chamber.

## APPENDIX 1: MEMBERS OF CITY CENTRE GROUP

<b>Name</b>	<b>Company</b>
Brian Tuohy	Savins
Frank O' Mahony	O'Mahony's Booksellers
Gordon Kearney	Rooneys Auctioneers
Helen O' Donnell	Dolmen Catering - Hunt Museum
James Ryan	Centra (O'Connell and William Streets)
John Cooney	Jasmine Place
John Moran	RHH International
Ken Johnson	PWC/ Limerick Chamber
Liam Dwan	Brown Thomas
Liam Flannery	Flannerys Bar
Maeve Duff	AIB
Mark Tiernan	Tiernan Properties/ Arthurs Quay Shopping Centre
Michael Buckley	Debenhams
Michael Tiernan	Tiernan Properties/ Arthurs Quay Shopping Centre
Niall O' Sullivan	O' Sullivans Pharmacy
Pat Kearney	Rooneys Auctioneers
Philip Danaher	Kellsydan Ltd. – McDonalds
Tadhg Kearney	Tadhg Kearney Jewellers/ Chair of City Centre Group
Tony Enright	Enright Properties
James Ring	Limerick Chamber
Gráinne Greehy	Limerick Chamber



**Contact Details for Further Information:**

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