

## LIMERICK CITY AND COUNTY COUNCIL

### METROPOLITAN DISTRICT OF LIMERICK

MEETING TO BE HELD ON MONDAY, 21<sup>ST</sup> SEPTEMBER, 2015

#### Notice of Motion submitted by Councillor Daniel Butler

***I will move at the next meeting that Limerick City and County Council reduce the city centre prime parking times to 30 minutes or maximum of 45 minutes to promote turnover of spaces, to increase customer numbers and reduce abuse of spaces through long term occupancy.***

#### **REPLY**

The City Centre has a finite amount of road space and different competing needs are allocated road space to allow the city to function both commercially and in terms of moving traffic. Road space in the City Centre is allocated for Parking, Bus Stops, Coach Parking, Taxi Ranks, Loading Bays, Mobility Parking and Pedestrian Crossings. In the case of each of the above the various groups of operators would argue that not enough space is allocated to their services.

#### Policy

Limerick City and County Council's parking management policy is directly related to the city's traffic management policy. High level objectives are to action and promote national and local sustainable transport policies, innovative mobility management and Smarter Travel initiatives, technologies and infrastructure.

The Council's primary development objective is to continue to grow and maintain Limerick City as the vibrant and modern urban capital and the economic centre of Ireland's Mid-West Region. Against this background, traffic engineers and planners are faced with significant challenges in the area of parking management, not least operating a parking management policy that incorporates the following critical elements:

- The correct pricing policy.
- The correct enforcement policy.
- The correct real time parking information data.
- The correct current and future parking demand data.
- The correct financial objectives.
- Adequate special needs provisions.

Typical parking characteristics of the city include:

- 100,000 daily vehicle trips across the city road network.
- 8,500 car park spaces.
  - 3,000 on-street spaces (1,200 in the Core Business District)
  - 5,500 off-street spaces (privately operated).

An on-street pay parking system is operated by Disc parking and Phone parking. Pay parking operates Monday to Friday and Monday to Saturday 9.30a.m. to 5.30p.m. The whole of the city is a two hour zone and the parking fee is €2 for 2 hours. Thirty minutes parking can be purchased for 50 cent by mobile phone and internet parking. Up to 1,000 residential parking permits operate in the core business district. The annual cost of a Residential Parking Permit is €6.35. The public's preferred choice for parking is on-street, where occupancy norms are 98% in the core business district. Off-street parking occupancy currently runs at lower rate depending on location of Multi Storey Car Park but is typically in the range 60% - 70%.

The strategy is to manage on-street parking as a 'short stay' street destination and promote parking for periods longer than 2 hours in off-street car parks. The goal is to accommodate on-street demand as efficiently as possible by sharing the limited number of spaces available amongst shoppers, visitors and residents, and to a lesser degree vehicle types.

The current Parking Bye-Laws and the operating procedures for Limerick City permit car users to park for 10 minutes free to do quick pick ups and drop offs. Traffic Wardens will not issue a fixed penalty notice to a motorist parked in a disc parking area for 10 minutes after discovering a car that does not have paid for parking. This 10 minute grace period is to allow motorists time to purchase parking discs or to do a quick pick-up or drop-off.

The time a car is discovered parked without a valid paid for Parking Disc/Parkmagic is recorded electronically by Wardens and a fixed penalty notice will not be issued for at least another 10 minutes. This period of grace does not apply to cars parked illegally on double yellow lines, in bus stops etc. Therefore motorists can get in excess of 10 minutes grace at the start and finish of there parking event.

Loading Bays also operate in the city that allow commercial vehicles to load and unload for a maximum of 30 minutes while actively engaged.

The core elements of the Council's traffic management policy are:

- The safety of all users
- The reduction of congestion and emissions
- The promotion of Smarter Sustainable Mobility
- The promotion of the local and regional economy
- The preservation and protection of the physical and built environment

The cost of on street car parking in Limerick City Centre is one of the cheapest in the country in our cities and large towns and at €1 per hour and the Council continues to receive very positive feedback on this.

- Limerick On Street - €1 per hour (minimum payment with Park Magic 50c/30mins)
- Galway On Street - €2 per hour
- Dublin On Street - €2.90 per hour
- Cork On Street - €2 per hour
- Waterford On Street - €1.80 per hour
- Kilkenny On Street - €1.50 per hour
- Ennis On Street - €1.30 per hour
- Clonmel On Street - €1.20 per hour

### **Legal Framework enabling Control and regulation of On-Street Parking in Ireland**

The enabling legislation which empowers a Road Authority in Ireland to provide and enforce parking regulations rests in the Road Traffic Acts 1961-1994.

A Road Authority is a Council or a County or a Corporation, of a county or city or other Borough or Municipal Council. A Roads Authority is empowered under the provisions of the Roads Act 1993 to maintain a public road in its charge.

The Road Traffic Act enables a Roads Authority to make Bye Laws creating parking spaces on public roads and to introduce fees for parking in these spaces.

The principal regulations used by a Roads Authority to manage on-street parking are:

- The Road Traffic (Traffic and Parking) Regulations 1997 – Statutory Instrument No. 182 of 1997
- The Road Traffic (Signs) Regulations 1992 – Statutory Instrument No. 181 of 1997.

Against the background set out above the Traffic Department continues to implement the Traffic Regulations and Parking Bye Laws and implement changes as necessary.

### **30 or 45 Minute Maximum Stay on street parking**

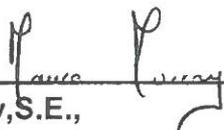
In response to the items raised in the Notices of Motion in relation to providing for either a maximum of 30 or 45 minutes parking on-street it should be noted that this is one of several different proposals in relation to parking that have been brought forward by members for consideration over the past year. The current Parking Bylaws approved by Council allow for a maximum stay of 2 hours on any street and there is a general acceptance of this 2 hour period from the business community and parking users. Any previous changes to how parking operates have always led to confusion among users and as a result a higher number of appeals to fixed penalty notices. As each of the proposals

brought forward by members in relation to the operation of parking over the past year have all been different. Therefore any of the proposed changes to the way parking is operated in the city will have consequential effects. The traffic department do not at this time recommend any changes to the parking system as what is in place is well accepted and is working reasonably well for the majority of users and the business and residential communities. If the members believe that the current system of on street parking management needs reviewing then it is recommended that this issue should be an item for review and consideration by the Strategic Policy Committee (SPC) on Transport where the current operation of the on street parking system can be reviewed and a new policy's and procedures developed if required.

As noted above the vast majority of car parking in the city centre is provided in off-street car parks and on-street car parking occupancy is running at close to 100%. There is not really an issue with getting people to use on-street parking. The bigger issue is that it is a limited resource. Private Car Parking short term charges are generally much higher than on-street and this also needs to be considered as part of any review of how parking operates.

The Members should also be aware that income from parking is used to run the traffic light system, provide new road markings and signs, and provide school wardens as well as improvement and maintenance of city centre streets. Any loss of parking revenue by providing an alternative charging system on-street will result in a loss of revenue for these essential services and this revenue will have to be found from other sources.

SIGNED:

  
pp. V.Murray, S.E.,  
TRAVEL & TRANSPORTATION

**METROPOLITAN DISTRICT OF LIMERICK**

**MEETING TO BE HELD ON MONDAY, 21<sup>ST</sup> SEPTEMBER, 2015**

**Notice of Motion submitted by Councillors Michael Sheahan and Marian Hurley**

I will move at the next meeting that the Street Ambassador Programme be reintroduced in 2016.

**REPLY**

The Limerick Street Ambassadors programme was run by the Limerick Communications Office (formerly Coordination Office) over the last ten years or so, until the Limerick Communications office ceased to exist in 2013. The service was funded by a combination of funds from the (then) Limerick City Council, Limerick County Council and Shannon Development.

Limerick Marketing ran the programme on a one off basis in 2014 given the City of Culture year. For resource issues the programme wasn't run in 2015 but the restoration of the Limerick Street Ambassadors programme is under review for future years, as part of the current review of marketing and festivals & events being undertaken under the change process.

**PAT DALY,  
DIRECTOR OF SERVICE,  
ECONOMIC DEVELOPMENT AND PLANNING.**

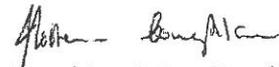
**Notice of Motion submitted by Councillor Sean Lynch**

I will move at the next meeting that Limerick City and County Council examine the possibility of developing the River Shannon area between the Docklands and Thomond Bridge as a regular space for water sports, recreation, etc. and that a dedicated sub-committee comprised of the relevant water bodies, users, officials and Councillors should be set up to examine the proposed project.

**Reply:**

The Council will liaise with Waterways Ireland and other appropriate bodies regarding the establishment of a dedicated sub committee to examine the possibility of developing The Docklands and Thomond Bridge as a space for water sports.

The terms of reference and the representative bodies to be part of this working group will be considered following consultation with Waterways Ireland , the navigation authority for the River Shannon.

  
Josephine Cotter-Coughlan

Director of Service

Community, Leisure and Emergency Services

LIMERICK CITY AND COUNTY COUNCIL  
HOME AND SOCIAL DEVELOPMENT  
METROPOLITAN DISTRICT MEETING TO BE HELD ON 21<sup>ST</sup> SEPTEMBER, 2015

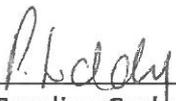
Notice of Motion submitted by Councillor Cian Prendiville

"I will move at the next meeting that Limerick Metropolitan District calls on the government to take urgent action to provide the thousands of social and affordable houses needed for the homeless, those on housing waiting lists and those coming to Ireland to seek refuge from war and persecution in the Middle East and North Africa. We extend our solidarity and welcome to those refugees, and call on the Council to work with other interested groups locally to investigate what they can do to help provide support, sanctuary and security."

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REPLY:

I wish to acknowledge your Notice of Motion and advise Limerick City & County Council is working closely with all agencies with regard to our housing waiting list and will play its part when required by the Irish Naturalisation and Immigration Service.

  
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Caroline Curley,  
Director of Service,  
Home & Social Development.

18<sup>th</sup> September, 2015.