

LIMERICK CITY AND COUNTY COUNCIL
MUNICIPAL DISTRICT OF ADARE-RATHKEALE
MEETING TO BE HELD ON WEDNESDAY,
1ST JUNE, 2016

Question submitted by Councillor Stephen Keary

I will ask at the next Meeting for an extract of Limerick City and County Council's Policy document that permits roadside trading and associated signage at numerous locations along the National Primary and other roads.

REPLY:

The principal piece of casual trading legislation is the Casual Trading Act 1995. Casual Trading means the selling of goods at a place (including a public road) to which the public have access as of right or at any other place that is a casual trading area. The Casual Trading Act 1995 was amended by SI 191 of 2004 to grant an exemption from a casual trading licence to a grower or any person acting on behalf of a grower selling berries and new potatoes on the side of the road between May and September inclusive. (Section 2(3)) Regulations 2004 - Casual Trading Act 1995 exempt from the provision of the Casual Trading Act 1995 the selling between the 01st May and the 30th September in any year of (i) strawberries, raspberries, blueberries, gooseberries, blackberries, loganberries, tayberries and currants, and (ii) potatoes having loose skins and which have been harvested prior to maturity. There is no provision in the Exempt Development Regulations for signage, however one would have to accept that some sort of signage would be associated with this type of trading. If the trader is deemed to be causing a traffic hazard there is a provision in the Roads Act 1993 to serve notice to cease the activity.

S. Duclot,
Acting Senior Planner.

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Question submitted by Councillor Emmett O'Brien

I will ask at the next Meeting for an update and progress report from Limerick City and County Council and the TII with respect to Kilcornan Traffic calming, as passed by a Motion of this Municipal District.

REPLY:

The Council has recently met with the Regional Safety Engineer from Transport Infrastructure Ireland (TII) at the above location who reports as follows.

‘Our discussions centred on the immediate area around Kilcornan School and the Community Centre. There is very little collision history recorded here, but I can see that there is a possible case for giving the area around school and playing field an “urban” treatment with footpaths and street lighting. This may highlight to drivers that the area is a centre of activity where slower speeds are appropriate.

However in order for this treatment to be effective it would need to go hand in hand with a rationalisation of the speed limit in Kilcornan, restricting the speed limited length to the location around the school where there is the most pedestrian activity, and where the proposed treatment would reinforce for drivers the urban feel and sense of place.’

Brian Kennedy,
Operations Manager - West and South Division.
May 2016