

**16<sup>th</sup> November, 2017**

**To the Mayor and Each Member of Limerick City and County Council**

**Chairperson's Report for the Travel & Transportation Strategic Policy Committee Meeting  
of the 9<sup>th</sup> October 2017**

**Item 1: Adoption of Minutes**

The minutes of the previous committee meeting held on the 12<sup>rd</sup> June, 2017 were proposed by Cllr. Mitchell and seconded by Mr. Tiernan and unanimously agreed and adopted.

**Item 2: To consider the Notice of Motion submitted by Councillor S. Browne**

***"I will move at the next Meeting that this Local Authority oppose any attempt to re-route the proposed motorway link between Cork and Limerick through Tipperary, further isolating West Limerick".***

Cllr. Browne, in moving his motion, stressed the need for the most direct connectivity between Limerick and Cork. He highlighted the importance of tourism etc. to West Limerick, and offered the opinion that any route other than the direct N20 route from Cork to Limerick would isolate significant areas of West Limerick and North Kerry.

Mr. Fitzgerald explained that the Road Design Office would be required to consider all options for the M20 route in any application submitted to An Bord Pleanála. He explained that the Bord would have to be satisfied, from a planning perspective that the optimum route was before it for consideration. He confirmed it was likely a number of feasibility studies in relation to different route options would need to be undertaken. He explained that the Mid West Road Design Office is currently in a data collection phase and that traffic count surveys are currently being conducted.

On the proposal of Cllr. Browne, seconded by Cllr. Daly, it was unanimously agreed to recommend the under listed motion to the full Council:

***“That Limerick City & County Council opposes any attempt to re-route the proposed motorway link between Cork and Limerick through Tipperary, further isolating West Limerick”.***

**Item 3: To consider the Notice of Motion submitted by Cmhlr. S O’Ceallaigh**

***“I will move at the next Meeting that this Council write to Transport Infrastructure Ireland urging it to amend signage on the M7 at Junction 28 - Northbound - and Junction 27 - Southbound, to include the tourist village of Castleconnell”.***

Moving the motion, Cmhlr. O’Ceallaigh stated that Castleconnell is the largest village in the Metropolitan District but that there is no clear indication as to its location on the motorway signage. He explained that there is significant investment being undertaken in the area in terms of new housing and that this growth, combined with the natural amenities of the village, means that Castleconnell has the potential to be a significant location for visitors, employment etc. in the region. He argued that the lack of appropriate signage means that visitors to the village sometimes undertake a circuitous route to get to the village.

Mr. Fitzgerald explained that there is a limit on the amount of signage that can be erected on the motorway and also a limit on the amount of information that can be displayed on such signage.

He stated that this proposal would involve changes being made to 13 signs. He stated that the implementation of this proposal would require either the removal of destinations that are currently on signs, or the replacement of our current signage with even larger signs. He also stated that there would be financial implications in relation to any such change proposals.

It was agreed that Cmhlr. O’Ceallaigh and Mr. Fitzgerald would meet to discuss this proposal further to consider the various options that may be available to the Council.

**Item 4: Presentation on Traffic Calming Measures – Policy Options - Vincent Murray**

Mr. Murray, Senior Engineer gave a presentation on traffic calming options which could be deployed to reduce prevailing speeds. He stated that the adoption of traffic calming measures is a reserved function of the Members under section 38 of the Road Traffic Act.

Mr. Murray confirmed that the Council receives numerous requests from Members, communities etc. in relation to the provision of traffic calming measures. He stressed the need for a coherent policy to ensure there is clarity and consistency in relation to the provision and installation of measures.

Mr. Murray proposed the holding of local plebiscites to consider traffic calming proposals in particular areas. He suggested that a two-thirds majority might apply for the approval of proposals which would then go to the Council for adoption.

Following questions from the Members, Mr. Murray confirmed that the two-thirds majority for plebiscites is a general threshold that is applied by local authorities. He confirmed that the same procedure would apply for the removal of traffic calming measures.

Mr. Murray invited the Members to submit comments and observations in relation to traffic calming to the Physical Development Directorate. He explained that any observations received could then inform a proposed traffic calming strategy. He confirmed that any proposed traffic calming strategy developed would be brought back to the Members for approval.

Mr. Murray confirmed that he would hope to prepare a draft traffic calming strategy for consideration by the Members at a Meeting in the near future.

#### **Item 5: Presentation on the Limerick Cycling Network Strategy – Dan Slavin**

Mr. Slavin delivered a presentation explaining the implementation and progress made to date in developing a cycling network across Limerick City. He also confirmed that there are proposals to install cycle lanes from the city centre to LIT and Mary Immaculate College.

Members stressed the need for safe cycling routes throughout the city. Concerns were also raised in relation to cyclists using footpaths as a travel route and also the need for the Gardaí to enforce regulations in relation to illegal parking which sometimes prevents safe cycling and forces cyclists onto footpaths.

#### **Recommendations:**

***“That Limerick City & County Council opposes any attempt to re-route the proposed motorway link between Cork and Limerick through Tipperary, further isolating West Limerick”.***

The Meeting then concluded.



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**Chairperson of the Travel & Transportation Strategic Policy Committee**