



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

DATE: 18th September, 2020.

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

**Chairperson's Report of the Travel & Transportation Strategic Policy Committee Meeting
of 14th September, 2020.**

Item 1:

Presentation by the National Transport Authority (NTA) on the Limerick Shannon

Metropolitan Area Transport Strategy (LSMATS)

Mr. John Paul Fitzgerald, Jacobs Engineering Ireland delivered a presentation on the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) to the members.

The presentation covered the following elements of the strategy: -

- **Overview of strategy:**
- **Walking:**
- **Cycling:**
- **Bus Connects:**
- **Roads and Streets:**
- **Strategy Outcomes by 2040:**

Mr. Fitzgerald advised that the consultation period runs for 6 weeks until the 16th October 2020 and all details of the Strategy are available on the NTA website -

<https://www.nationaltransport.ie/public-consultations/current/>

The members thanked Mr. Fitzgerald for his presentation and sought clarification on a number of issues including the following: -

- **Public Transport in terms of climate change:**
- **Extension of the consultation period:**
- **Expansion of Rail network:**
- **Bus fleet/ bus routes:**
- **Park and Ride:**
- **Effects of COVID on the Strategy:**
- **HGV Measures:**

- **Modelling data:**
- **Future use of bridges:**

Each point was addressed by Mr. Hugh Creegan, Deputy Chief Executive with the NTA. In relation to public transport, Mr. Creegan advised that single deck electric buses are in widespread use in other countries, but the technology on the double deck buses has not been as well developed. The NTA is currently in the process of purchasing battery/diesel hybrid double deck buses, the first 100 due to come in this year and 150 next year, some of which will transition into Limerick. They are capable of running on battery only mode for 2.5 or 3 kms, most likely in city centre environments. He added that it is hoped to have the first fully electric double deck buses in 2 to 2½ years. London is pioneering fully electric double deck buses and the NTA is closely monitoring the London pilot.

In relation to extending the consultation period, Mr. Creegan stated that the NTA would consider an extension and will revert to the Executive in the coming days to confirm. He also added that the strategy will be reviewed every six years and that the six-year review would be subject to public consultation.

With reference to the rail issues raised by the members, Mr. Creegan stated that modelling had shown that reliable frequent bus services would be more beneficial than rail. Mr. Fitzgerald advised that it was estimated that only 25% of passengers would use rail as compared to 85% who would use bus services. A rail link to Shannon Airport had been modelled and assessed and was not found to be cost beneficial and only marginally changed the mode share for cars by -0.2%. An upgrade of the rail link to Tipperary Town was not considered as it is outside of the boundary of the strategy.

In relation to the bus fleet, Mr. Creegan confirmed that articulated single deck buses are common features in international cities however, are not suitable for cities with narrow winding streets. The NTA will investigate the capacity of double deck buses to accommodate busy routes and is monitoring the London experience.

In relation to Park and Ride, Mr. Creegan confirmed that the NTA has taken steps to set up a dedicated national Park and Ride team to work on a Park and Ride strategy, which will include Limerick.

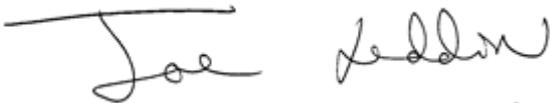
In relation to changing travel patterns due to COVID-19, he confirmed that the strategy is flexible and frequency of service can be adjusted at a later stage.

Mr. Creegan confirmed that the data available to the NTA for modelling purposes is the most up to date data.

In relation to future use of bridges Mr. Creegan advised that all options will be examined to find solutions and that the sensitivity of protected structures will be borne in mind.

The Chair thanked the NTA and Jacobs Engineering for the presentation and thanked the Members for their discussion. The meeting then concluded.

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A handwritten signature in black ink, consisting of the name "Joe Seddon" written in a cursive style. The signature is positioned to the right of a horizontal line that spans the width of the signature.

Chairperson of the Travel & Transportation Strategic Policy Committee