



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

DATE: 5th March, 2021.

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

**Chairperson's Report of the Travel & Transportation Strategic Policy Committee Meeting
of 16th February, 2021.**

The Chair, Cllr. Leddin opened the Meeting.

Item 1: Presentation on draft LSMATS following Public Consultation - the National Transport Authority (NTA):

The NTA gave an outline of the Public Consultation process and confirmed that 112 submissions were received. The presentation included the issues raised and the action responses from the NTA which will be included in the Revised LSMATS.

Cllr. Leddin and the members thanked the NTA for the presentation and welcomed the review of the draft LSMATS and the second round of Public Consultation. There was also positive feedback in relation to the revised LSMATS including the following -

- New section in relation to COVID
- Targets for walking and cycling
- The NTA's engagement with Tipperary County Council

The members raised the following questions -

- *Dealing with Freight - as exports are very important for the economy.*
- *Will strategy will meet the carbon emission reduction targets to net-zero by 2050,*
- *Will the new consultation list the baseline emissions and annual reduction resulting from the strategy.*
- *If bus route on O'Connell St., will be revised- was not intention of part 8 when it was granted a*
- *Rail – What other stations were considered for stations besides Corbally and Moyross.*
- *if any consideration had been given to linking rail infrastructure in the county into the metropolitan area and to Shannon.*
- *Who makes up the Limerick Transport Forum*

In responses to questions Mr. Clements confirmed that the strategy will be compliant with the 2030/2050 emission reduction.

In relation to the bus route on O'Connell St., Mr. Clements confirmed that as part of the implementation, a more granular examination of the network will be completed. The NTA will confirm this in a letter to Limerick City and County Council.

On the heavy rail system, Mr. Creegan confirmed that 11 different stations in the region were tested in the first strategy preparation. Analysis of Heavy Rail undertaken for Draft LSMATS is to be augmented and a number of additional rail scenarios will be examined

Mr. Clements advised that it is anticipated to go to public consultation around April/May and the NTA will ensure a robust consultation process where people have the maximum opportunity to contribute in compliance with COVID-19 restrictions.

Item 2: Adopt Minutes of Travel and Transportation SPC Meeting of the 15th December 2020

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on the 15th December 2020 were proposed by Cllr. O'Donovan, seconded by Cllr. Secas and adopted.

Item 3: Question submitted by Ms. Ailish Drake

"A 25KPH advisory speed limit was introduced in the core city centre and county towns as part of the Guiding Limerick through Covid Plan. It was proposed that this would be monitored with a view to a permanent speed limit reduction.

How has it been monitored and what are the outcomes of same?

How will the new limit be voted upon and is there a proposed time frame?"

In a written response Mr. Kennedy stated Limerick City and County Council introduced a 25kph advisory speed limit as part of the Guiding Limerick through COVID Plan, in the summer of 2020. As the name indicates, this is not an enforceable speed limit, but has the purpose of encouraging compliance.

It appears to have been successful in achieving its aims to some extent, but it should be noted that traffic patterns have been significantly impacted by the pandemic restrictions.

It is the Council's intention to introduce a permanent 30kph speed limit in the core city area and the relevant procedures/consultation will take place later this year with a view to introducing the new limit on successful completion of these procedures.

As regards our county towns, the process of introducing amended speed limits is complicated by the presence of national and regional roads running through or close to the core of some of the towns, for example Adare, Newcastle West, Abbeyfeale and Kilmallock. It may be more

appropriate that these centres be considered as part of the next countywide review of speed limits, at which point it is hoped that the learnings from the city could inform the process in the county towns.

This concluded the business of the meeting.

Is mise le meas,

Joe Leddin

Chairperson of the Travel & Transportation Strategic Policy Committee