



Comhairle Cathrach  
& Contae **Luimnigh**

**Limerick City**  
& County Council

6<sup>th</sup> May, 2022.

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

**Chairperson's Report of the Travel & Transportation Strategic Policy Committee Meeting  
of 27<sup>th</sup> April, 2022.**

The Chair, Cllr. Leddin opened the Meeting and welcomed Mr. Hugh Creegan, Deputy C.E.O., Mr. David Clements, Senior Transport Planner and Mr. Michael MacAree, Head of Integrated Planning from the National Transport Authority.

**Item 1: NTA Briefing on the second draft of the Limerick Shannon Metropolitan Area  
Transport Strategy (LSMATS).**

The NTA outlined the LSMATS engagement to date confirming that there were 112 submissions received on the first draft LSMATS and 11 events took place in 8 weeks.

The presentation included the issues raised in the public consultation, the key changes and the outcome assessment. The NTA confirmed that the next steps will be online information webinars on the revised draft to be held on the 10<sup>th</sup> May and the 17<sup>th</sup> May, and submissions can be made up to the 10<sup>th</sup> June 2022.

Cllr. Leddin and the members thanked the NTA for the presentation, and welcomed the launch of the second draft of the LSMATS.

The members raised the following comments / questions: –

- What is the solution/alternative to the traffic congestion if the LNDR is not an option, particularly in Corbally and at the Mackey Roundabout, especially with the increase in student growth over the coming years.
- Is there provision for a railway station in Corbally as something to build on going forward.
- What is the timetable for the rail line and station for Foynes, particularly with the Ryder Cup event in Adare in 2027
- As the Metro area can decarbonise faster, should the NTA be more ambitious and leave some room for rural areas
- The need for engagement with local Councillors and communities with regard to rail projects such as road access and road widening

- How will the risks in the climate targets be dealt with as follows -
  - a) As the target reduction in strategy is 35%, what will be done to plan a 50% reduction by 2030, in order to reach zero emissions by 2050.
  - b) How will the question of real governance and accountability be dealt with, as 2 reviews in 2028 and 2034 are not enough.

In response to questions, Mr. Creegan added the following: -

- Regarding traffic congestion, a new road does not necessarily solve the issue; it is more of a case of providing better public transport.
- The NTA will make explicit reference on the need for the Mackey Roundabout to be upgraded.
- Mr. Clements confirmed that other stations on the existing rail network will be kept under review, including Corbally, possibly linked to park and ride provision.
- The Foynes line was initially designed as a freight line. While current indications of costs and the likely level of usage would be insufficient to justify the upgrading to full passenger service in the short term, it will be kept under periodic review during the strategy in line with Measure RL3.
- The city and metro can achieve positive decarbonisation easier however; it may be more favourable to eliminate long journeys from the county. Rural areas generate more kilometres that have to be addressed, whereas urban areas are easier to change and design.
- The NTA agrees that there needs to be sensitive engagement with communities by Irish Rail when taking on a major project.
- The target reduction for emissions in the Strategy is 35% by 2030. As the national target is a reduction of 51%, further work will be done over 2 years to reduce that gap, through regional and national changes. The intention is to do the work, to reach zero emissions by 2050. Regarding governance, there is a strategy, so governance can be worked on.

## **Item 2: Adopt Minutes of Travel and Transportation SPC Meeting of the 22<sup>nd</sup> February 2022**

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on the 22<sup>nd</sup> February 2022 were proposed by Cllr. Sheahan (M), seconded by Cllr. Kilcoyne, and adopted.

## **Item 2: To agree dates for Travel & Transportation SPC Meetings for 2022**

The Chair proposed the following dates for SPC Meetings in 2022.

Monday, 27<sup>th</sup> June 2022 @ 3:30 p.m.

Tuesday, 25<sup>th</sup> Oct 2022 @ 3:30 p.m.

Tuesday, 20<sup>th</sup> Dec 2022 @ 3:30 p.m.

## **Item 4: Notice of Motion submitted by Councillor S. Novak Uí Chonchúir (referred from Metro Meeting)**

I will move at the next Meeting of the Metropolitan District of Limerick that Limerick City and County Council establish a multidisciplinary suburban rail task force for Limerick, with a purpose to engage with the relevant stakeholders and agencies to develop a suburban rail strategy for Limerick and establish a channel of communication between the local authority, Iarnród Éireann, OPR and other relevant agencies.

**REPLY:**

A comprehensive sustainable transport strategy, which includes for significant detail on suburban rail proposals for Limerick, is currently in progress in the form of Limerick Shannon Metropolitan Area Transport Strategy (LSMATS). This strategy includes for significant public/stakeholder participation. The first Public Consultation has been completed (2020) and the second Public Consultation is now underway. The Strategy is led by the NTA, with support from TII, Limerick City and County Council and Clare County Council. There is significant engagement with the relevant stakeholders, in particular Iarnród Éireann with regard to rail issues. Full public consultation will again be sought during LSMATS Draft 2 consultation on all aspects of the strategy, including suburban rail proposals in Limerick.

It should be noted that the LSMATS study, currently in draft format, forms a significant supporting strategy to the Limerick City and County Council Development Plan, hence the Office of the Planning Regulator (OPR) are appraised of the developing strategy.

As the subject of the Notice of Motion is adequately dealt with in the context of the emerging LSMATS, it is not proposed to set up a task force to duplicate a study already well advanced.

Cllr. S. Novak Uí Chonchúir accepted the response.

**Item 5: Question submitted by Mr. Bruce Harper**

Limerick Travel and Transport Linkage Group would like to know the following;

- When did LCCC last review its policy on disabled parking in the city? Some allocated spaces have been replaced and others are difficult to access.
- What ratios in relation to the allocation of disabled parking spaces are being applied?
- Is there monitoring of the current allocation and if so, what has LCCC learned from its monitoring?
- How has LCCC liaised with disability groups in relation to its policy on parking place allocation for disabled drivers?
- When will the next review take place?

**REPLY:**

**Policy\Allocations**

Regulations for the provision of disabled persons parking bays are implemented under Article 44 of the Road Traffic (Traffic and Parking) Regulations 1997 (S.I. No. 182/1997). For all planned developments we refer to and are guided by the current County Development Plan (under review) and the recently revised document 'The Irish Wheelchair Association Best Practice Access Guidelines, (4<sup>th</sup> Edition).

In regard to requests for on-street provision of designated disabled parking spaces (DDPS), these are allocated on a case by case or needs basis following an assessment by our technical team.

#### Proportion of allocation for disabled parking spaces

For on street parking we have approximately 3500 parking spaces available in Limerick City Centre within which there are 132 designated disabled parking spaces (DDPS). Within this allocation 78 are in the central or core business district. In addition we have provided 73 no. residential disabled parking spaces in the extended urban centre. As DDPS are provided on a needs basis for on-street warrants, we do not operate based on a minimum proportion unlike that of planned development applications.

#### Real-time Monitoring – Spacefinder App

In November 2021 Limerick City & County Council was the first Local Authority in Ireland to launch the Spacefinder App. This App uses technology developed by our eParking partners to give real-time availability to users of selected disabled spaces in the City allowing the driver to confirm what spaces are free. We are still in the early stages of this initiative but we hope to expand the technology where the initiative can justify such a measure. The SpaceFinder service, developed by Limerick firm ParkMagic, has been supported and endorsed by the Disabled Drivers Association of Ireland (DDAI).

In addition authorised badge holders are entitled to use standard spaces available throughout the city where this is necessary.

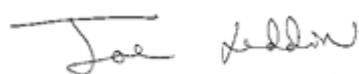
#### Liaison \ Consultation

Limerick City & County Council's approach to provision of disabled parking spaces, provides for the retention or allocation of existing Disabled Parking based on their use. New requests\ applications are considered on a case by case basis and provided in general where a warrant can be justified as close to the desirable location as possible. Existing spaces are retained until or unless their use is no longer warranted or in some cases relocated where a more suitable location is determined.

We engage with representative groups such as DDAI & Irish Wheelchair Association as well as individual citizens\drivers in respect of this service on an ongoing basis and we will continue to do so where improvements can be made to provision of facilities to disabled drivers.

This concluded the business of the meeting.

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