



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

10th January, 2024

To the Mayor and Each Member of Limerick City and County Council
Chairperson's Report of the Travel & Transportation Strategic Policy Committee Meeting
of 12th December 2023.

Item 1: Minutes:

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on 17th October 2023 were proposed by Cllr. O'Donovan, seconded by Cllr. Butler and adopted.

Item 2: Presentation: Road Safety Plan - Karen McDonnell, Executive Planner

Ms. Karen McDonnell delivered a presentation outlining the aims of the National Road Safety Strategy 2021-2030 and the Road Safety Plan for Limerick. She summarised the critical success factors to reach the targets in the plan to improve the safety of roads.

The members thanked Ms. McDonnell for the presentation. During discussion members asked if there was national funding for implementing the plan and also noted that Members were not represented on the working group.

In response, Ms. McDonnell confirmed that the working group is an interagency group comprising of representatives from roads and emergency services and local stakeholder groups, and that there are no elected members on the working group at present. There is no specific funding allocation for implementing the plan, however, many of the actions identified within the plan have existing funding streams.

Item 3: Presentation: Traffic Calming Policy - Mr. Hugh McGrath, S.E.

Mr. Hugh McGrath delivered a presentation on the Traffic Calming Policy and explained the requirement to review the current (2018) Traffic Calming policy. He clarified the aspects to be reviewed including the scope, funding, assess the appropriateness of existing measures and regularise measure/ramps of various type and profile.

The members thanked Mr. McGrath for the presentation and welcomed the plan. During discussion the members sought clarification and raised the following comments: -

- Clarification was sought on a 'strategic route'.
- LCCC should have designated funding for implementing traffic calming measures
- The scope needs to be increased and reference was made to the Ballinacurra//Rosbrien Road and also to the difficulty in cycling on the Shelbourne Road due to traffic congestion.
- Reference was made to traffic calming measures in residential areas in which a petition has to be undertaken and a survey carried out, sometimes resulting in a negative response. A suggestion was made that the Engineers should carry out the survey first and then inform residents.
- It was noted that most accidents occur on local roads and the authority has to slow traffic down. Ramps need to be assessed and regularized and the noise level addressed.
- The selection criteria needs to be revised, as currently a response back from an Engineer can be negative following a signed petition and should also include best time provision on the document.
- There are a lot of schools on certain roads and knowing what is on a road should be applied as an additional check when deciding on traffic calming.

In response to comments and questions, Mr. McGrath advised the following: -

- The existing policy looked at policies with other local authorities and Limerick is re-examining the impacts of traffic calming on bus routes and priority routes.
- The budget is very important as well as the need to prioritise traffic calming measures within any budget.
- A strategic road is considered to be strategic by virtue of the designated category and the number and/or type of vehicles using it. However, For example some strategic roads such Shelbourne Road which is a regional road, it is also considered suitable for traffic calming measures as it addresses speed issues near an existing school on the route.
- The existing 20180 policy is limited in scope and was intended for residential areas.
- It is accepted that there is a need to consider approach to surveys better.
- There is also a need to take overall account of community and through traffic, and not just residents in an area in certain locations such as Dublin road at Parkway.
- Speed control measures need to be examined to get the balance and the consultation right. Local roads can also be targeted.
- In relation to surveys, Engineers mostly have a good knowledge of an area and they should be able to give an indication if there is a problem that is likely to meet the threshold to assist those making requests.
- It is a priority to facilitate bus and vehicular traffic and it was accepted that that speed ramps could be implemented in a less detrimental manner in certain locations.
- The team will consider all suggestions.

Item 4: Presentation: Control of Car Club/ Car Share Bye Laws - John O'Leary, A/S.E.E.

Mr. O'Leary introduced the Car Clubs/Carshare services and highlighted the benefits. Draft Bye Laws are undergoing legal review at present to be followed by procurement of a license operator.

The Members thanked Mr. O'Leary for the presentation and during discussion raised the following questions/comments: -

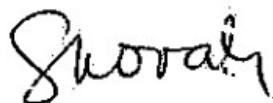
- Will members have a say where GoCars are located and reference was made to the Strand Hotel location which does not appear to be working well.
- When location is decided it was suggested to also consider the Car free housing development and also if the EV provision will be incentivised.
- Once approved, will there be more than 20 GoCar vehicles and will the county be included in the project.

In response to questions, Mr. O'Leary advised that the number, locations and uses, including the Strand Hotel will be reviewed and agreed between LCCC and any preferred bidder during the licence tender process. Once the scheme is in operation, locations will be reviewed on an ongoing basis. The provision of Electric Car Club Vehicles by the licenced operator will be incentivised during the tender process.

The procurement process for a licenced operator will be for the entire Limerick area, with the initial bye-laws covering the City & Environs area. It is intended that EV will form part of the service provision by the eventual licence holder however, as seen with the EV Charging Pilot Project there are considerable challenges to the location of chargers due to existing grid capacity with ESB Networks.

This concluded the business of the meeting.

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Saša Novak

Chairperson of the Travel & Transportation Strategic Policy Committee