



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

Minutes of the Meeting of Limerick City and County Council's Travel and Transportation Strategic Policy Committee held on 13th February 2024 at 3:00 p.m. in the Council Chamber, Dooradoyle and ONLINE by MS Teams Video Conference.

Members Present: Cllrs. Novak (Chair), Butler, Kilcoyne, Leddin, McSweeney, O'Donovan, Secas, Sheahan (M), Teefy, Mrs. M. Browne, Mr. Seán Golden.

Officials Present: Mr. B. Kennedy, Ms. A. Leahy, Ms. C. Mulcahy, Mr. D. Slavin, Mr. J. Cregan, Mr. H. McGrath, Ms. M. Hennessy, Ms. M. Corrigan, Ms. N. McGarry, Ms. M. Fitzgerald, Mr. S. McGlynn, Ms. S. Kennedy, Ms. T. Flanagan, Mr. Tom Hayes.

Other Invitees: Cllr. Sean Hartigan

The Chair opened the meeting and welcomed the members and presenters.

Item 1: Minutes:

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on the 12th of December 2023 were proposed by Mrs. M. Browne, seconded by Cllr. E. O'Donovan and adopted.

Item 2: Presentation: Traffic Calming Policy - Mr. Hugh McGrath, S.E.

Mr. Hugh McGrath, assisted by Mr. Seamas O'Reilly delivered a presentation on the Traffic Calming Policy. Mr. McGrath referred to the previous presentation on Traffic Calming delivered at the December SPC Meeting, at which all issues/suggestions by the members were considered. Following discussion and feedback today, the next steps are to finalise the document and recommend it to the full council for approval.

The Chair thanked Mr. McGrath and Mr. O'Reilly for the presentation and opened the floor to questions/comments.

Cllr. E. O'Donovan raised three observations/queries as follows:

1. Why is a plebiscite required when every residential estate needs traffic calming measures.
2. Horizontal deflection is a very positive measure and works well in Ballinacurra/Shelbourne Road. She would like to see it used on Henry Street and asked if a plebiscite would be required in this instance.
3. She agrees the policy is effective but the execution by Operations and Communications is inadequate. She referred to the recent bollards on Ashbourne Avenue/S.C.R. which are not placed where speed could be reduced.

Cllr. Secas agreed there should be a plebiscite to ascertain if and where a speed traffic calming measure is required, but she disagrees with holding a traffic survey after a plebiscite. Residents should be consulted when conducting a survey regarding the timing and location.

In response to Cllr. O' Donovan, Mr. McGrath confirmed a plebiscite is required and can be conducted by the Resident's Association. He also confirmed that the new speed limits are coming into effect Friday 16th February 2024. Mr. O Reilly will investigate the bollards recently erected at Ashbourne Avenue/S.C.R.

In reply to Cllr. Secas, Mr. McGrath stated it is preferable to ascertain what type of traffic calming measure is required before a plebiscite is undertaken, so that residents understand the measures that they are being asked to approve of.

Cllr. Teefy raised the following queries: -

1. If rural areas and schools are being considered for traffic calming measures, how would a plebiscite be completed as it can be difficult to conduct in the county.
2. Can traffic calming be introduced on a cul de sac which currently has an 80km/h speed limit or does it have to be less than 50km/h. She added that current traffic calming measures on local/regional roads and cul de sacs are effective but need to be maintained due to wear and tear to make them compliant.

Cllr. Teefy requested the presentation to be circulated to members.

Cllr. J. Leddin asked if traffic calming measures should be a condition of planning applications in new residential estates. He also referenced a recent survey undertaken at Roundwood Estate which he felt was undertaken at the incorrect location and incorrect time. The Young Munster club, located in the estate is in favour of traffic calming measures at entrance to club.

He also enquired if the new speed limit reduction of 50km/h would apply on the Ballinacurra Road.

Cllr. Butler stated that much work goes into a plebiscite and asked if using Section 38 would be more efficient.

In response to questions, Mr. McGrath confirmed that traffic calming is included in the planning process for larger housing estates. He added that the Ballinacurra Road like the Dock Road cannot be reduced from 50km/h due to its classification. This is a strategic route and will be busier with Bus connects.

Regarding Roundwood Estate, he advised looking at a specific concern and if a survey is required, he advised requesting that the survey be completed over a duration. If there are issues, then it is incumbent on the Council to deal with the matter. He offered Cllr. Leddin an opportunity to discuss with him separately or Mr. O'Reilly to close out the issue.

In relation to using Section 38, Mr. McGrath stated that S38 doesn't prescribe carrying out a survey. Residents requiring traffic calming measure should get signatures, therefore the initial stage is to do a survey.

In response to Cllr. Teefy, he advised that some schools are on strategic routes but there is no reason why traffic calming measures cannot be put in place especially if aligned with Safe Routes to School. Mr. O'Reilly advised that there are various speed zones around rural schools. These can be reduced from 80km/h down to 50km/h or 50km/h down to 30km/h through speed limit appeals process.

Mr. McGrath also added that a plebiscite is not required on rural roads as they are not residential locations. He added that it is rare that ramps would be placed on rural roads due to the lack of public lighting and would be a safety issue.

The current policy is to build speed limit around the core city centre. An example of a logical corridor would be from the Shannon Bridge approaching Barrington Street and the Crescent. He added that it is not appropriate to set land speed limits in an ad hoc manner. Most housing estates are done under Jake's Law

The chair welcomed the move away from speed ramps to traffic calming measures. She referenced the Netherlands where intuitively one slows down due to different types of road material.

Cllr. Secas asked if the 3D international best practice visual effects like in the NTP had been considered. In reply, Mr. McGrath advised that all options will be considered and added that the 3D option was a temporary measure and he felt it would lose effectiveness over time.

The next step in the Traffic Calming Measures Policy is to consider the views expressed today, and subject to further comments, to finalise the policy wording and recommend that it goes to the Full Council for adoption.

Item 3: Notice of Motion submitted by Councillor S. Hartigan (referred from Metro Meeting)

I will move at the next Meeting of the Metropolitan District of Limerick that Limerick City and County Council consider the introduction of a multi-location Parking Permit for certain approved organisations operating within the City Centre area, so as to enable them to park their vehicle at various locations throughout the city in order to deliver essential and important services to people in the City Centre area.

In proposing the Motion, Cllr. Hartigan said this motion arose from an issue where The Samaritans, while not linked to a residential address park their vehicles legally and strategically to maximize their services and recently they have attracted parking fines. He wished to consider other organisations in his motion. A residential permit will not suffice.

Cllr. Hartigan proposed deleting the word ‘**consider**’ from his motion and replacing it with the word ‘**introduce**’. He wished to make a recommendation to the full council and welcome the members' support.

The chair seconded the motion.

Mr. McGrath read the response as follows:

Parking permits are currently issued to residents in accordance with existing parking bye-laws on an annual basis (for a nominal fee) based on provision of detailed documentation. The current parking bye-laws do not provide for issuing of any other permits or exemptions to parking fees in the paid parking zones.

However, the current approach to parking management, the charging mechanisms and a review of parking demand management are to be examined under the Limerick City Transport Plan. Consultants have now been appointed by the NTA to prepare this plan for review by Quarter 3 2024. In reviewing the approach to parking management the consultants will be asked to assess the possibility of making special provisions for parking exemptions and to review the current permit system.

Cllr. Hartigan expressed his thanks for the response and considered his motion passed. Mr. Kennedy advised that the Notice of Motion should be submitted as a recommendation to Full Council and the response from Full Council will determine that way this matter will be managed.

Cllr. Teefy complemented all involved in the recent ‘Think before your Park campaign’.

Ms. Browne expressed her disappointment that there was no acknowledgement of the voluntary group’s contribution in the campaign Video. The Chair noted her thanks from this SPC to the voluntary group.

The Chair thanked all for their contribution and confirmed that the next Travel & Transportation SPC Meeting is scheduled for Tuesday, the 16th of April 2024. This concluded the business of the meeting.

