



Comhairle Cathrach  
& Contae **Luimnígh**

**Limerick City**  
& County Council

**10<sup>th</sup> May, 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 23<sup>rd</sup> April, 2024.**

**Item 1: Minutes:**

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on 13<sup>th</sup> February 2024 were proposed by Cllr. J. Leddin, seconded by Cllr. E. O'Donovan and adopted.

**Item 2: NTA Presentation - TFI Bike Scheme in Limerick- Andreas Saul-Rotne, Architect.**

Mr. Andreas Saul-Rotne delivered an overview on the TFI Bike scheme outlining the stations in Limerick city and usage.

The members thanked Mr. Saul-Rotne for the presentation and raised comments on the following issues: -

- Members expressed dissatisfaction of the scheme over the last 10 years and felt the service is poorly delivered at a very high cost.
- An expansion of the scheme would be welcomed and a re-evaluation of the management of the contract.
- Some members felt that the only positive of the scheme is that the distribution vehicles are now electric and new stations in Colbert Station, TUS and King's Island are welcome.
- Members expressed concern of the danger in having bikes and pedestrians using the same walkway and gave an example of the city centre to UL walkway.
- The existing docking stations are very close together and could serve more people in education and employment centres. The scheme also needs to move to an app.
- The absence of GPS tracking is a disadvantage.
- Some Docking stations are unreliable and in many instances after docking a bike, one can receive a text that bike is still active.

Members also sought clarification on the following issues: -

- Expansion plans to the scheme to areas with large demographic.
- The possibility of benchmarking with other cities.

- Will shelter be provided over the docking stations.
- What is the possibility to Industry link -combine with leap card/general travel pass.

In response, Mr. Saul-Rotne added the following-

- The Operators Contract is coming to an end so scheme will be reviewed in preparation for new tender towards end of the year.
- An expansion to the scheme is part of the review as well as usage, potential areas etc.
- Shelter over the docking stations was not discussed as installing a cover would take up a lot of space.
- Industry links was not discussed in detail but will be considered.
- It is intended to increase the numbers using the scheme and have a new and improved system.
- The NTA is currently working on the app with electric bikes and should be going for testing shortly.
- In 2011 the criteria was based on fixed docking and the stations were required to be close to the city. Over time, the lesson learnt has been that the stations need to be close to employment centres to maximise usage.

**Item 3: Presentation - Parking Permits for Voluntary Organisations – Karen McDonnell, Executive Planner**

Ms. McDonnell introduced this item by way of explaining how it arose from a Notice of Motion at an SPC Meeting and then a plenary meeting in March 2024. She outlined the requirement for the introduction of a permit scheme for voluntary organisations.

The members thanked Ms. McDonnell for the presentation and raised the following comments/queries:-

- Members expressed concern regarding the start and finish with charitable organisations
- There was an acknowledgement of the decline in business and footfall in the city and the considerable reduction in on-street parking in recent times.
- Serious consideration needs to be given to Park and Ride and Rail before parking spaces are further reduced.
- What is the timeline for the Transport plan?
- Will the Arthur's Quay project interact with the Transport Plan?
- Members welcomed the recent announcement regarding cameras at traffic lights which will detect vehicles breaking lights, resulting in auto fines.

In response Mr. Kennedy advised the following:

- The Limerick City Transport Plan will work in tandem with the Arthurs Quay Project as the plan is cognisant of all plans for the city and is working closely with all stakeholders.
- The Council is very cognisant of the need for trade to operate efficiently in the city.

- 4 Park and Ride sites have been identified in Raheen, Ballysimon and Coonagh and 1 has been acquired on the Dublin Road near Junction 28 which is progressing with the NTA.
- The draft transport plan is a priority measure and should be available in Q3 or Q4 and it will then go to consultation.

Mr. McGrath clarified that one or two of the traffic light cameras will be piloted in Dublin first and added that the NTA is examining traffic enforcement.

**Item 4: Traffic Calming Policy – Hugh McGrath, S.E.**

Mr. McGrath delivered the Traffic Calming Policy outlining the changes proposed following a workshop held on the 12 April 2024.

The members thanked Mr. McGrath for the update. During discussion the members raised the following comments and queries:

- Members supported policy that liaises with those in close proximity to affected area and agreed speed needs to be managed.
- Some members expressed concern going with petitions in advance of work, as may only receive a small percentage of responses from residents.
- Gardaí have to play their part on this and enforcement is lacking at present.
- Petitions need to be considered on individual basis and should not be required where houses are isolated from the road i.e. dangerous road and in need of traffic calming measures to highlight road safety.
- What changes would need to be made to the bye laws to roll out average speed cameras as this would lead to acceptance of speed limits.
- Members raised concerns regarding the lack of visible signs for the new 30km/h limit in the city.

In response, Mr. McGrath advised the following: -

- It is important to have discussions with the local engineer and know the outcome before works commence in a residential area.
- The policy is moving away from speed ramps and more into narrowing roads.
- In non-residential areas 100 meters from infrastructure is the criteria.
- There will be an increase in road markings and signs for the new speed limit. The DoT has recognised the importance of enforcement and is looking into the matter.
- The average speed cameras in Birdhill were a pilot scheme. The intention is to roll out on the non-motorway network.

Mr. Kennedy advised that average speed cameras require legislation as opposed to bye-laws on non-motorways. He advised that he did write to the Department of Transport on the matter and will continue to support and liaise with the DoT.

Mr. McGrath added that the Traffic Calming Measures Policy is to be recommended to full Council for adoption in due course.

The Chair agreed that Items and 5 and 6 would be discussed together.

**Item 5: Notice of Motion submitted by Councillor L. Galvin (referred from Newcastle West Municipal District)**

I will move at the next meeting that the byelaws be reviewed with regard to residential parking in the NCW Municipal District

**Item 6: Notice of Motion submitted by Councillor J. Scanlon (referred from Newcastle West Municipal District)**

I will move at the next meeting that the charge for resident parking permits in Newcastle West be brought in line with the rate which applies to residents of Limerick City

In proposing the Motions Cllr. Scanlon advised of a premises in which a resident is living over the business and only one permit is allowed for the premises. Cllr. Galvin agreed that there needs to be 2 residential parking permit per premises. He also expressed his disappointment that the rate in the city is €6.35 and €25.00 in the county and should be equitable and a two-permit rule should apply.

**Response to both Motions:**

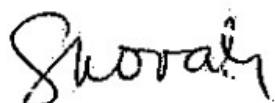
**Limerick City and County Council has commenced preparation of the Limerick Transport Plan. On completion of The Plan the parking byelaws for all districts will be reviewed and updated as necessary. Any changes made to byelaws in the interim would be premature.**

Cllr. Scanlon stated that the reply is not satisfactory and 2 permits for premises is required for the business owner and resident. As fines have been issued, one cannot be waiting for report plans to be completed.

Mr. Kennedy advised that there is a process and bye laws in place which make it very difficult not to comply with but there is an appeals process in place. He offered to speak separately to Cllr. Scanlon on both Motions to which Cllr. Galvin agreed.

This concluded the business of the meeting.

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**Saša Novak**

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