



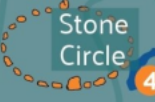
LIMERICK CITY

The Shannon Estuary Growth Triangle

The Growth Triangle

Greenway Luimneach Limerick

Greenway Bealaí Glasa na Ríochta Kingdom of Kerry





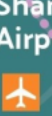
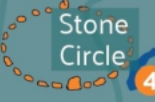
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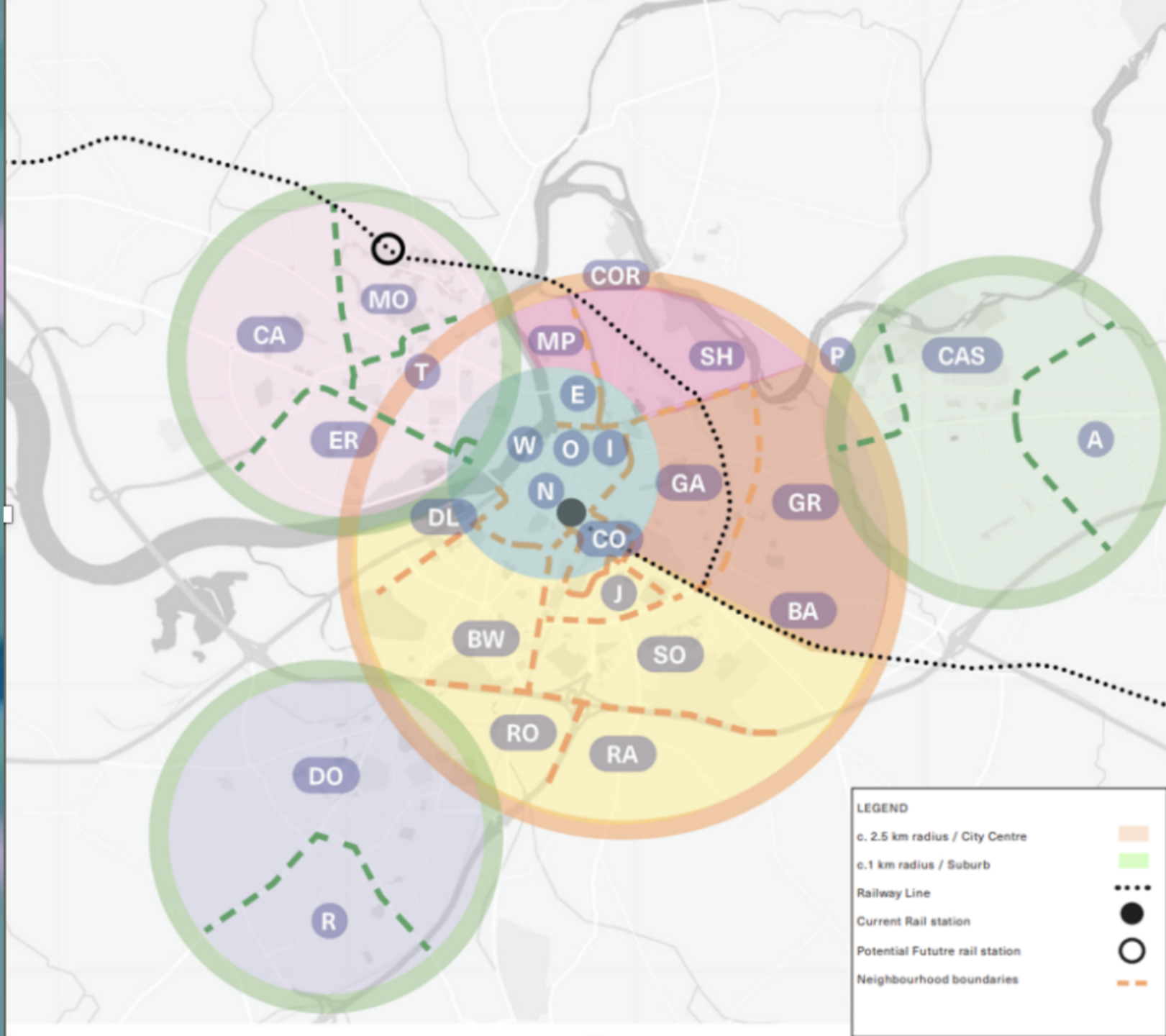
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POTENTIAL PHASE 2 RAIL NETWORK

All routes and alignments are indicative and subject to change through the statutory scheme appraisal process.



Artists Impression of Platform

Proposed Rail Network

- Proposed New Stations at Ballysimon and Moyross and others
- Reopen Foynes to Limerick for freight
- Double Track from Limerick to Limerick Junction

Metropolitan District

Sample Priorities

MTR01 Limerick 2030 – Drive on the Limerick 2030 DAC projects.

MRT02 Transportation Initiatives – Progress the development of rail stations and Implement Bus Connects.

MTR03 City Centre Revitalisation – Address dereliction in the core city centre and develop a vibrant night-time economy.

MTR04 Development of Public Amenities – Progress the Arthurs Quay framework, the Milk Market and the greening of Newtown Pery. Make our historical neighbourhoods more desirable places to live.

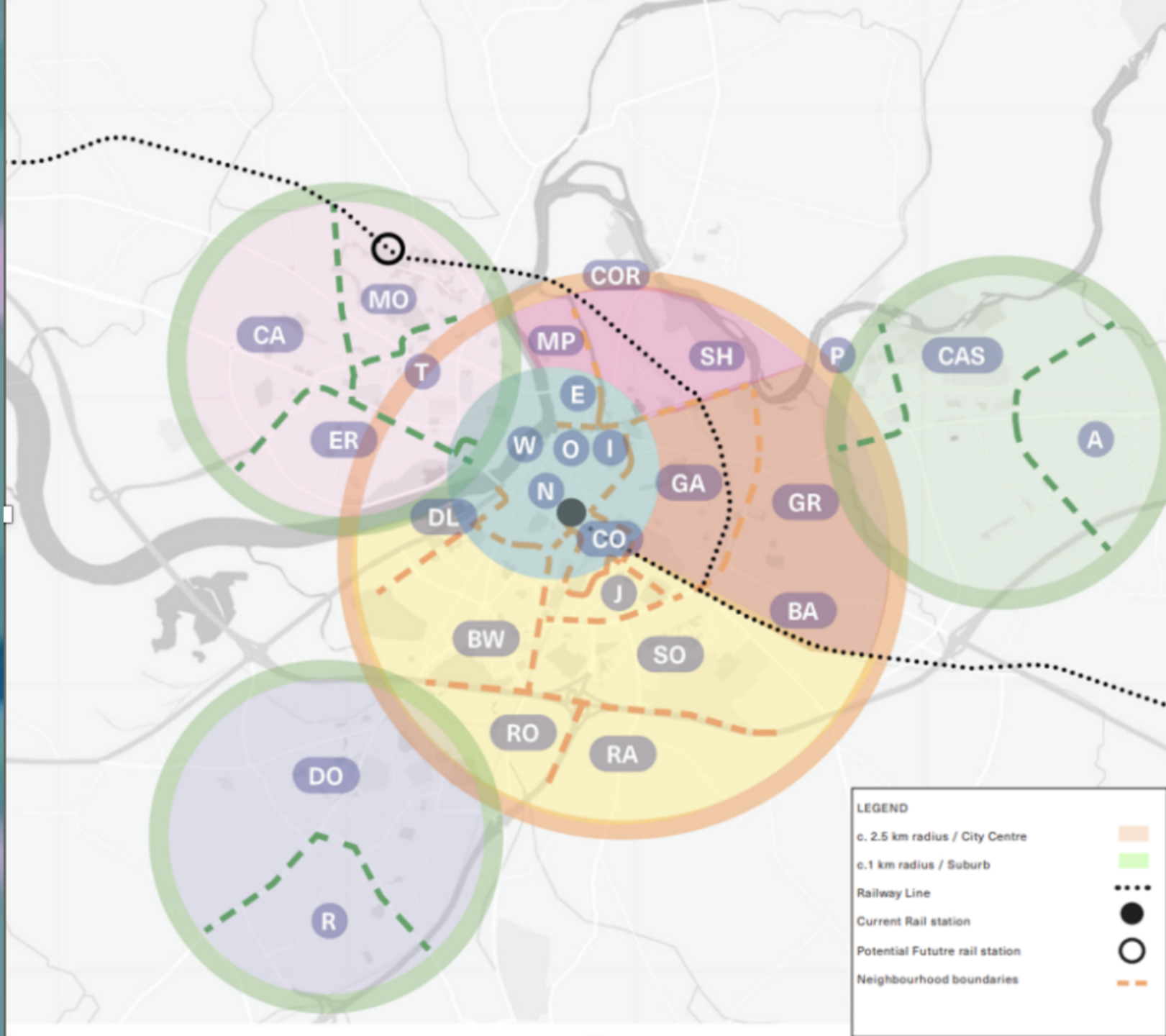
MTR05 LDA – Establish implementation group to revitalize Colbert Quarter, conduct design reviews for state-owned lands, identify strategic land banks for growth, and finalize the Living Room proposal.

MTR06 Housing Delivery – Take action to activate sites with existing planning permissions to expedite the delivery of new homes.

Northside Areas of Focus

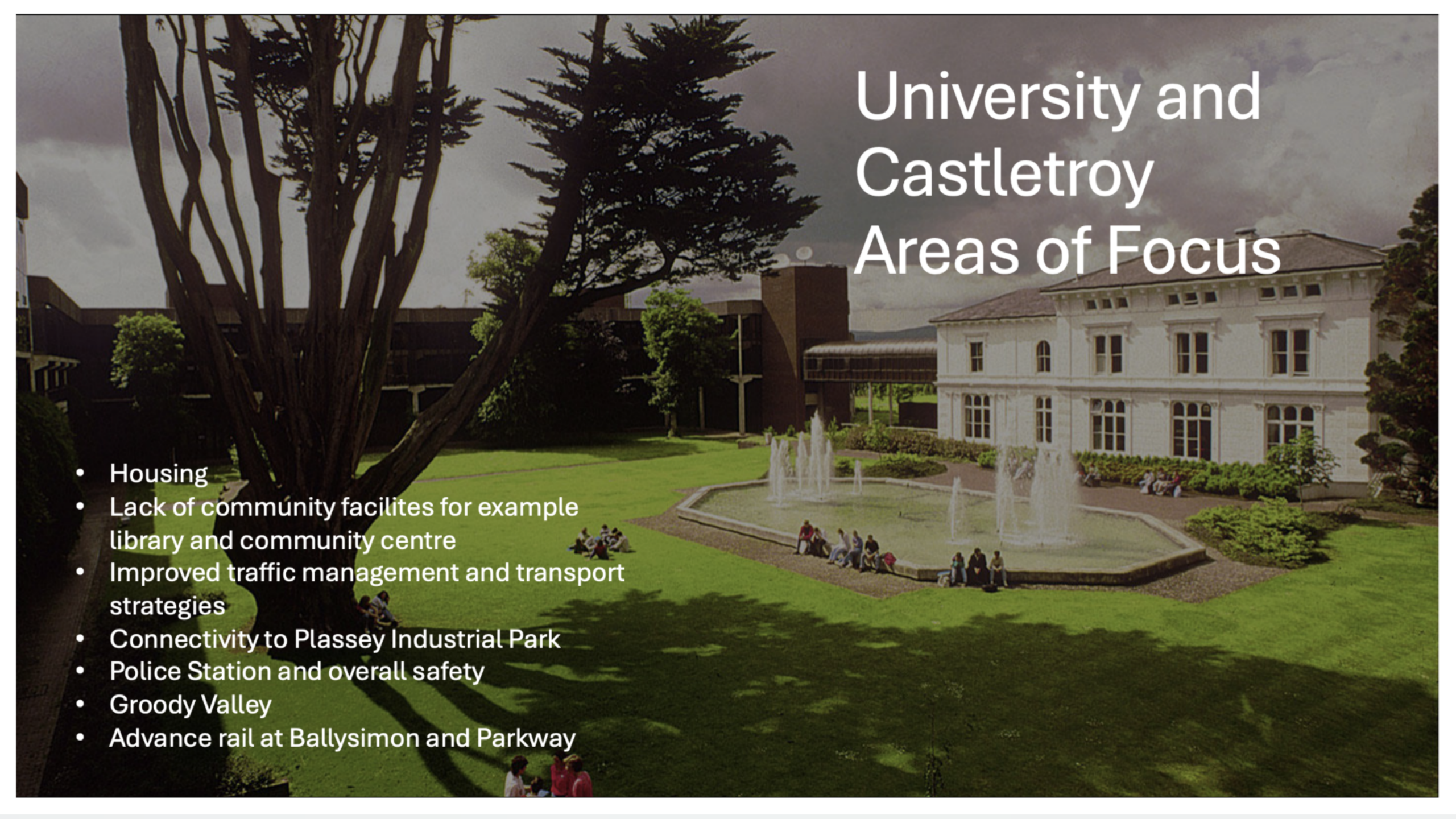
- Build on the presence of TUS.
- New rail station
- Increase in the Quality and Quantum of Housing
- Investment in public facilities such as sports facilities and the development of high quality public realm
- The completion of University Way and advancing Cleeves

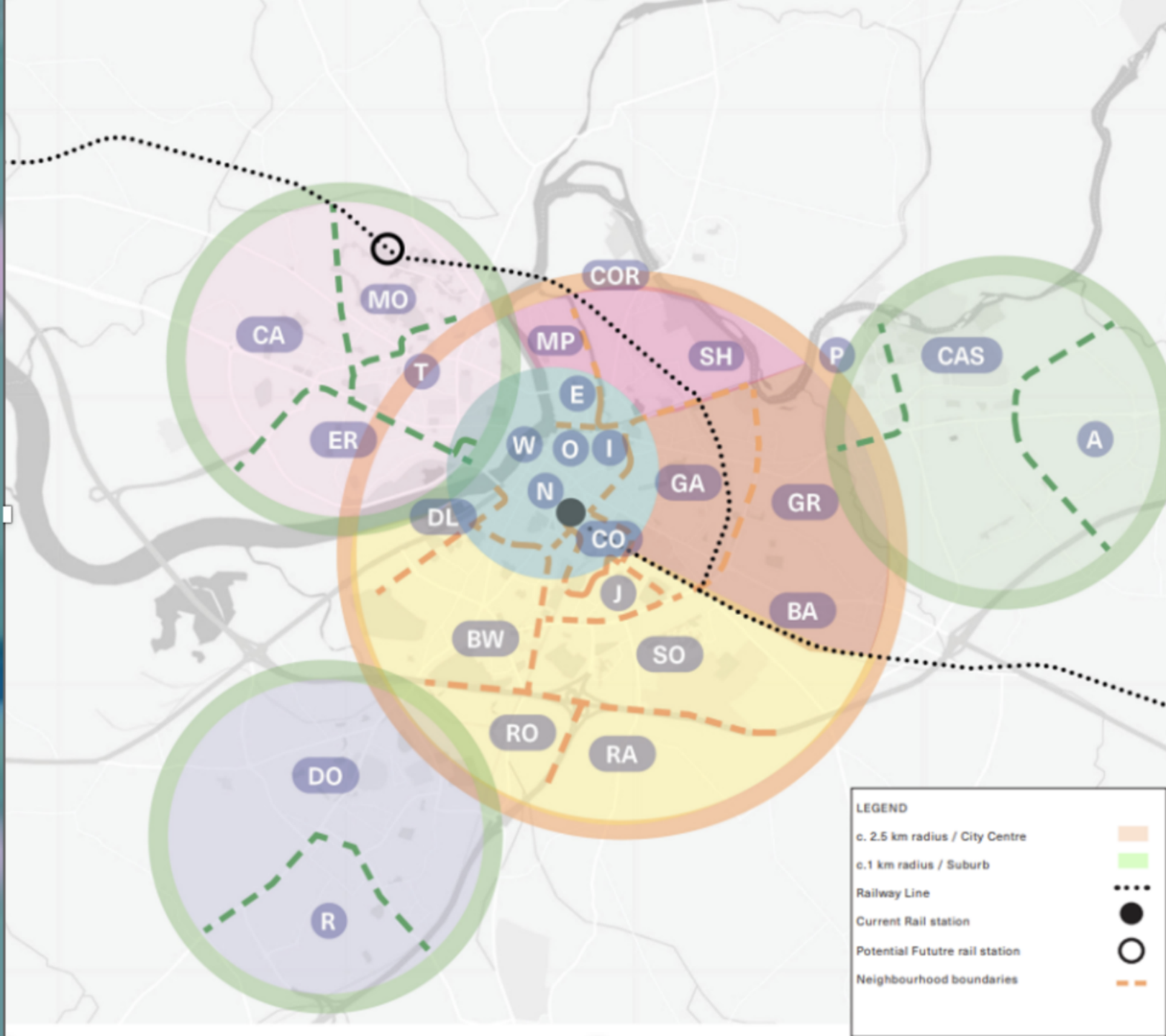




University and Castletroy Areas of Focus

- Housing
- Lack of community facilities for example library and community centre
- Improved traffic management and transport strategies
- Connectivity to Plassey Industrial Park
- Police Station and overall safety
- Groody Valley
- Advance rail at Ballysimon and Parkway



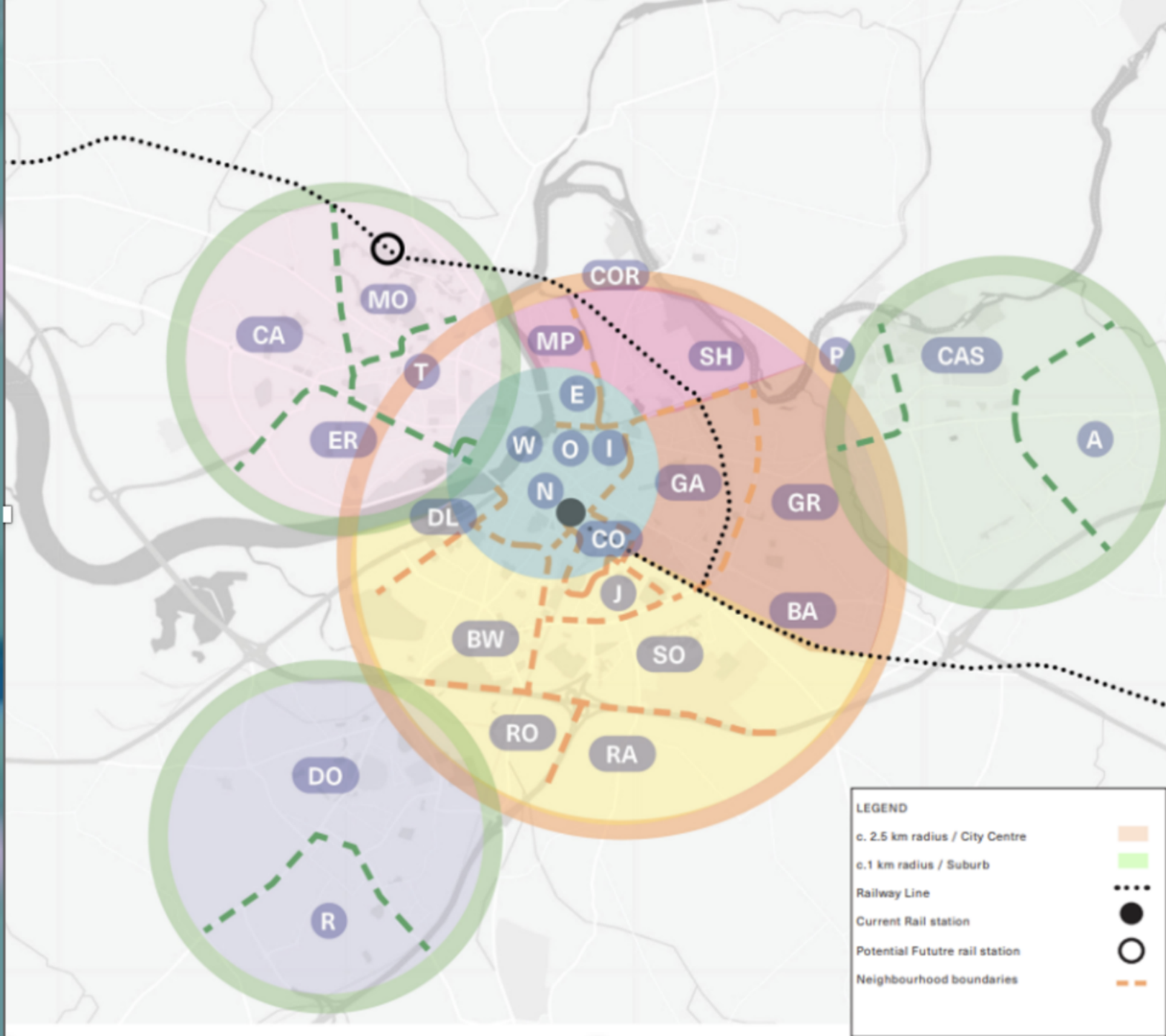


Raheen-Dooradoyle

Areas of Focus

- Housing
- More coherent development recognizing strong job creation
- Lack of community facilities for example a community centre
- UHL
- Improved transport networks including possible rail stations along the Foynes line in high density population locations
- Connectivity with outer areas – Patrickswell Clarina etc.







Historic City Centre

- Housing
- LDA projects of Colbert Station and Docklands
- Regeneration Areas
- Revitalise historic urban spaces such as the Georgian Quarter and Kings Island and city centre retail.
- Enhancement of the public realm
- Improved community safety
- Transport Strategy



LIMERICK CITY

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Greenway Luimneach Limerick

Greenway Bealaí Glasa na Ríochta Kingdom of Kerry

Clare Glens Woodland

Ballyhoura Mountains

Kilfinane Outdoor Education Centre

Galtee Mountains

Griston Bog

Dromcollogher

Newcastle West

Desmond Castle

Kilmallock

John F Kennedy Memorial

Stone Circle

Adare

Curraghchase Forest Park

Askeaton Friary

Foynes Flying Boat & Maritime Museum

Knights of Glin Experience



Growth Triangle

- This area centrally located in Limerick will help keep focus to ensure that growth for Limerick includes key county towns and their surrounding area.



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N20

N21

Rathkeale

Croom



Luimneach
Limerick

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John F
Kennedy
Memorial



Bruff

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11 The Growth
Triangle

Kilmeedy

Bruree



Kilmallock

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Newcastle
West

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Desmond
Castle



12

1

7

Adare-Rathkeale

Areas of Focus

- Preparation for the Ryder Cup in 2027
- Impact from the Shannon Estuary Growth Triangle
- Improved transport. Including public transport
- Housing. Revitalising Derelict Buildings and sustainable increase in the housing stock



Adare-Rathkeale Municipal District

Sample Priorities

AR01 Enhanced Infrastructure for Sustainable Growth – Focus on securing increased funding for infrastructure projects.

AR02 Essential Services for Housing Development - Push for comprehensive water and wastewater infrastructure to support sustainable housing development and address future population growth.

AR03 Enhanced Resource Across the District – Footpath enhancements, road safety measures, and public lighting upgrades.

AR04 Revitalisation of Derelict and Vacant Properties – Implement strategies to address dereliction and activate vacant properties.

AR05 Maximise Heritage Assets and Enhanced Placemaking – Focus on the preservation, restoration, and adaptive reuse of heritage buildings in towns like Askeaton to enhance the character and appeal.



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Castle

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Cappamore-Kilmallock

Areas of Focus

- Housing
- Improved transport connections to the city centre and become the transport hub of the district
- Make use of the untapped potential in the Medieval Town
- Invest in the public realm of the area
- Lobby for future train link



Cappamore-Kilmallock Municipal District

Sample Priorities

CK01 Strategic Infrastructure and Connectivity – Promote the development of essential infrastructure, including water and improved transportation links.

CK02 Enhanced Public Amenities and Placemaking – Invest in the public realm of key towns such as Kilmallock and Kilfinane, including upgrading amenities and greening urban spaces.

CK03 Support for Local Businesses and Rural Enterprise – Implement initiatives to support and incentivise small businesses in rural towns and villages, including more remote working hubs and a network of enterprise community centres.

CK04 Sustainable and Affordable Housing Solutions – Increase support for housing initiatives and advocate for the development of primary care centres in underserved areas. Encourage sustainable development close to transport links.

CK05 Tourism Development and Heritage Conservation – Maximise the potential of the district's heritage assets, such as Lough Gur, those in Kilmallock, and Bruff, by promoting these sites as key tourism destinations.



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The Growth
Triangle

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Kilmallock

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Newcastle West Areas of Focus

- Housing
- Economic Growth and Development. With this town being part of the Estuary Growth Triangle too, there will need to be an increased invest infrastructure
- Enhanced Safety by investing in anti-social behaviour prevention measures
- Investment in public facilities such as a sports centre and an arts centre
- Work with Uisce Éireann to improve water infrastructure



Newcastle West Municipal District

Sample Priorities

NCW01 Economic Growth and Infrastructure Development – Implement the recommendations of the Shannon Estuary Economic Task Force.

NCW02 Comprehensive Growth Strategy for Newcastle West – Prioritise the alleviation of congestion, the enhancement of the Demense as a public amenity, identify lands for new housing development and deliver new public housing in collaboration with Limerick 2030 DAC.

NCW03 Transformation of Abbeyfeale into a Model Town – Explore innovative housing solutions, implement a traffic management plan and establish better services such as a family support centre.

NCW04 Tourism Development and Greenway Expansion – Focus on extending the Limerick Greenway, promoting the overall region as a key tourism destination while supporting local retail businesses and preserving cultural heritage.

NCW05 Enhancement of Public Safety and Community Welfare – Focus on increased Gardaí presence, invest in anti-social behaviour prevention measures and community policing initiatives.



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Greenway Luimneach Limerick

Knights of Glin Experience

Glin Castle

Foynes Flying Boat & Maritime Museum

Askeaton Friary

Pallaskenry

Kildimo

Ferry Bridge

City Map

Limerick Racecourse

Patrickswell

Ballyneety

N24

Murroe

Clare Glens Woodland

Newport

Pallasgreen

New Pallasgreen

N24

Stone Circle

John F Kennedy Memorial

Bruff

Knockainey

Knocklong

Galtee Mountains

Griston Bog

Ballylanders

Kilfinane Outdoor Education Centre

Ballyhoura Mountains

Kilfinane

Kilbehenny

Dromcollogher

Kilmeedy

Newcastle West

Desmond Castle

Ardagh

Athea

Bealaí Glasa na Ríochta Kingdom of Kerry

Abbeyfeale

Templeglantine

Glin

Shanagolden

Loughill

N69

N18

M7

N68

Shannon Estuary Growth Triangle

- Creates a significant opportunity for Foreign Direct Investment and job creation
- Foynes and Newcastle West will be key drivers of this growth
- Planned rail investments will enhance accessibility and support economic development to the whole area





Abbeyfeale-Town of the Future

- Create a modern market town, that links back to its history, heritage and culture
- Create a place with a strong visitor economy and high-quality family orientated residential offering in the town centre
- Trial new forms of LCCC ownership for derelict properties
- New focus on more sustainable public lighting, public parks and living





LIMERICK CITY

The Shannon Estuary Growth Triangle

The Growth Triangle

Greenway Luimneach Limerick

Greenway Bealaí Glasa na Ríochta Kingdom of Kerry



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an Deiscirt

Southern Regional
Assembly

SRA Meeting with Mayor of Limerick

Key Issues and Trends for Southern Region and Limerick



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Southern Regional
Assembly

Projected and Actual Growth (2016 – 22) in Metropolitan Areas

Galway

Projected: 16,500
Actual: 6,536 (40%)



Limerick / Shannon

Projected: 18,086
Actual: 10,880 (60%)



Waterford

Projected: 8,766
Actual: 6,701 (76%)



Cork

Projected: 42,169
Actual: 23,480 (56%)



Dublin

Projected: 97,800
Actual: 162,481 (166%)



**Population increase of Dublin more than 3 times that of the
other Cities combined**

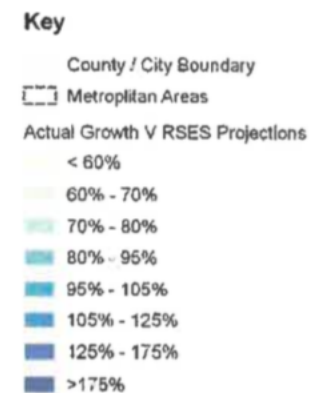
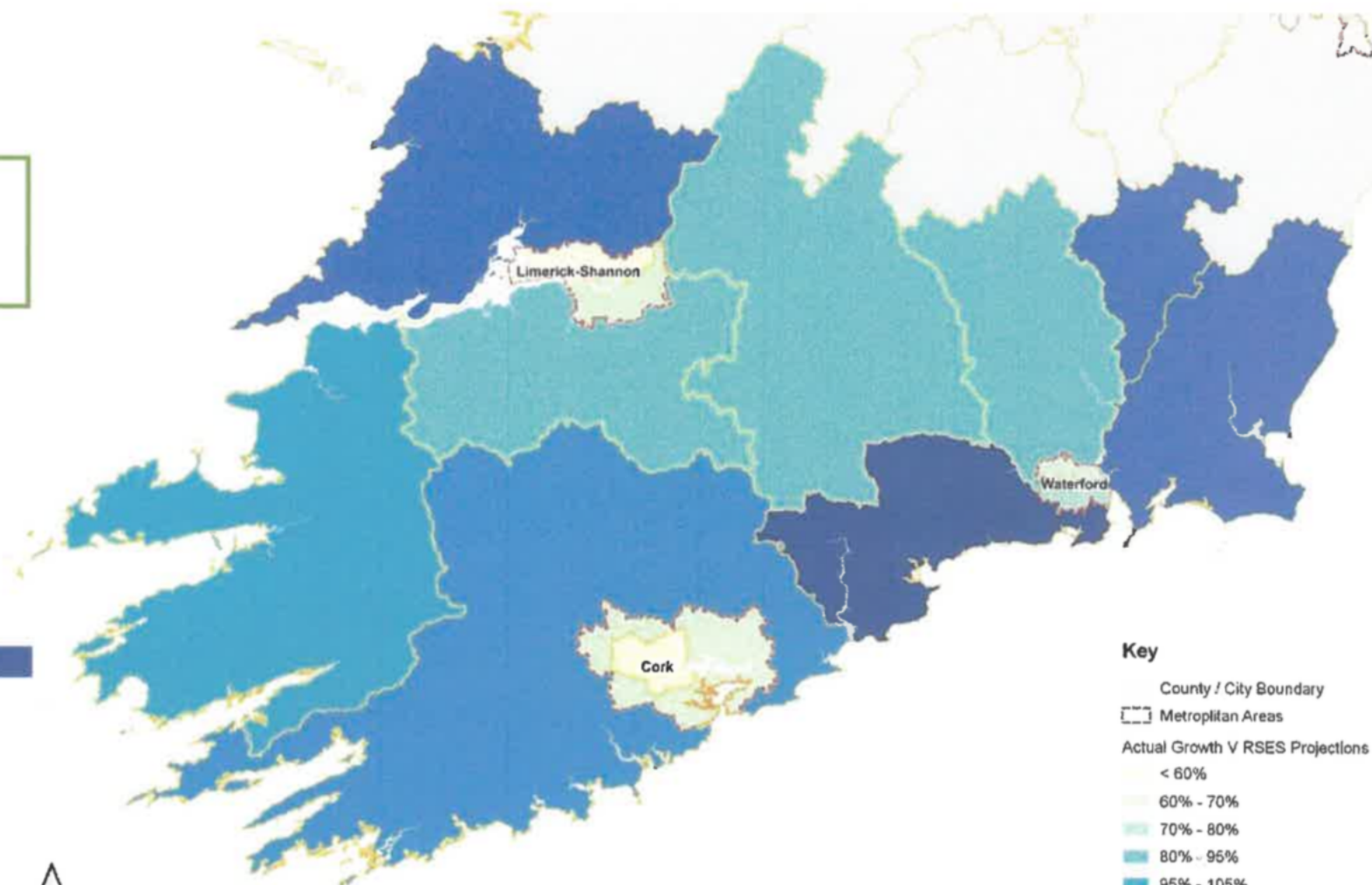
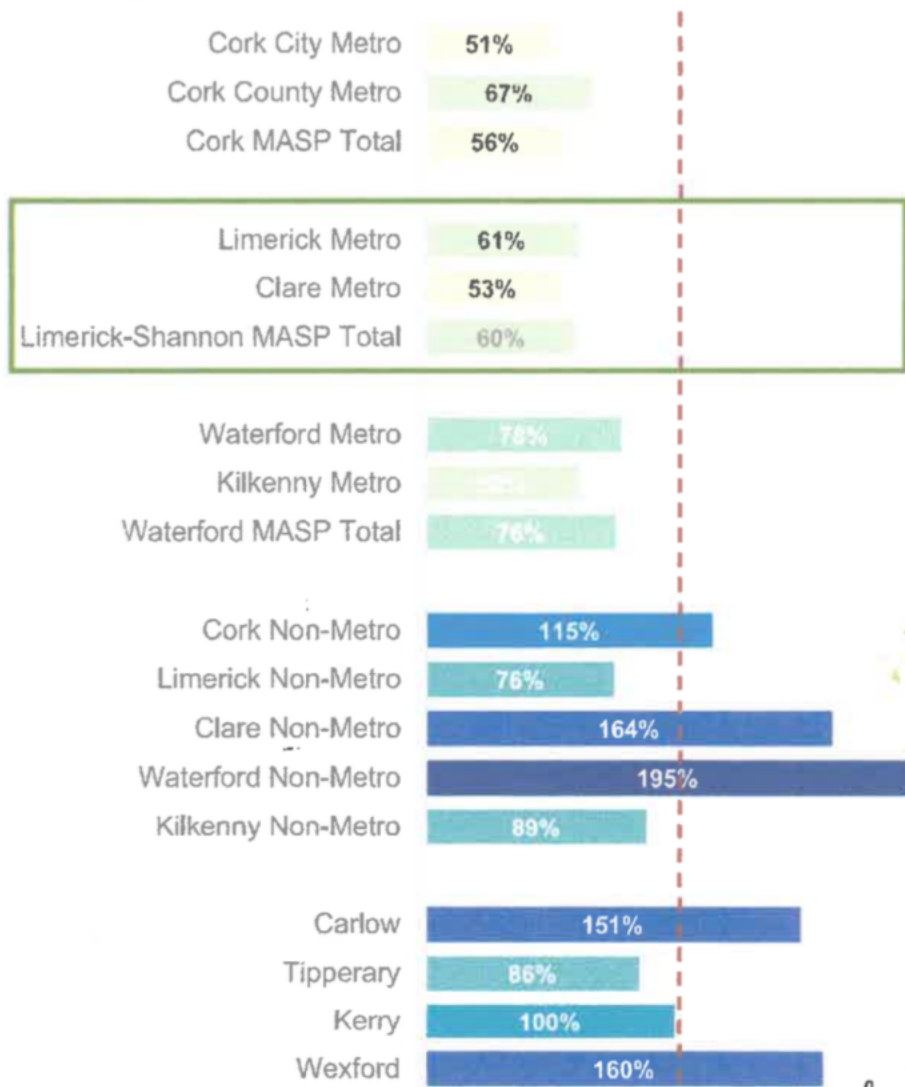


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Population Growth 2016 to 2022

% of RSES Growth Projection Achieved

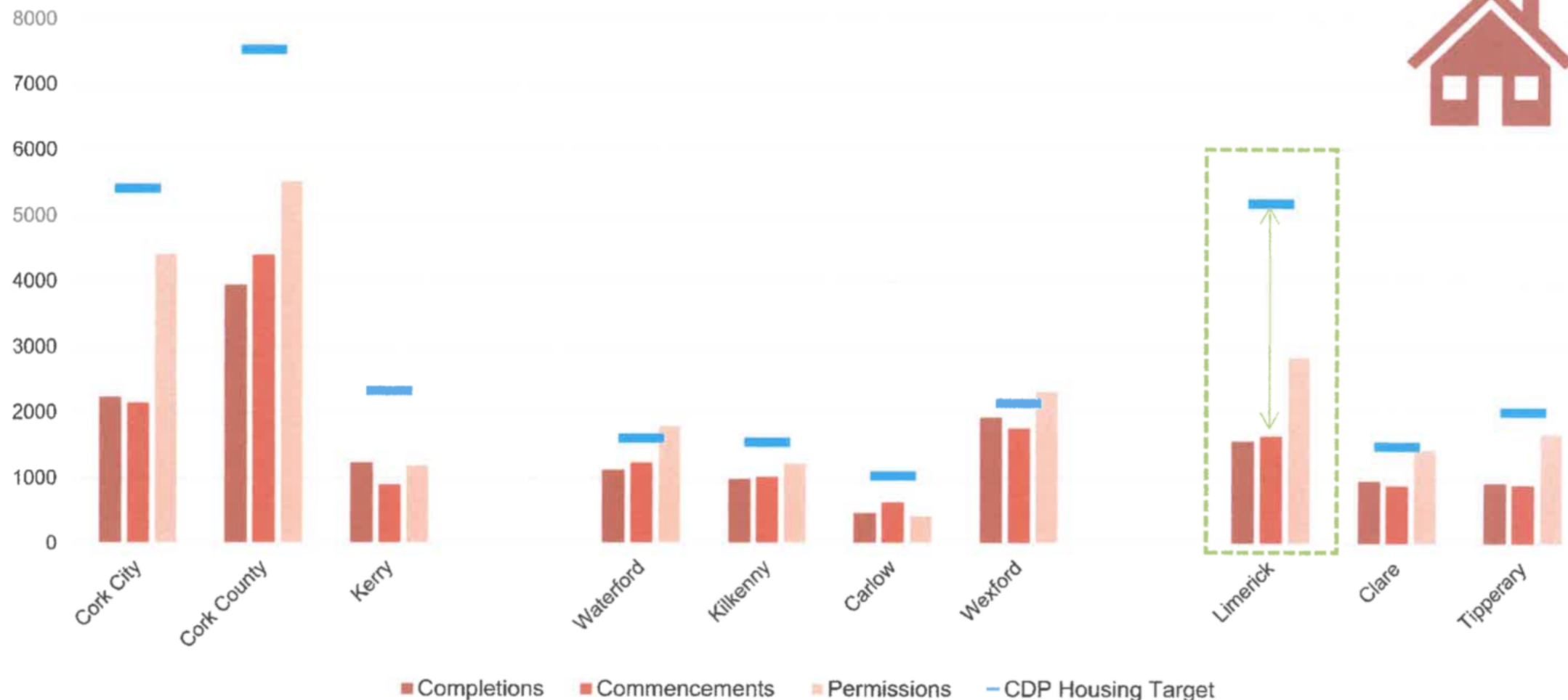




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Planning and Development Activity 2022 – 2023: SRA Local Authorities



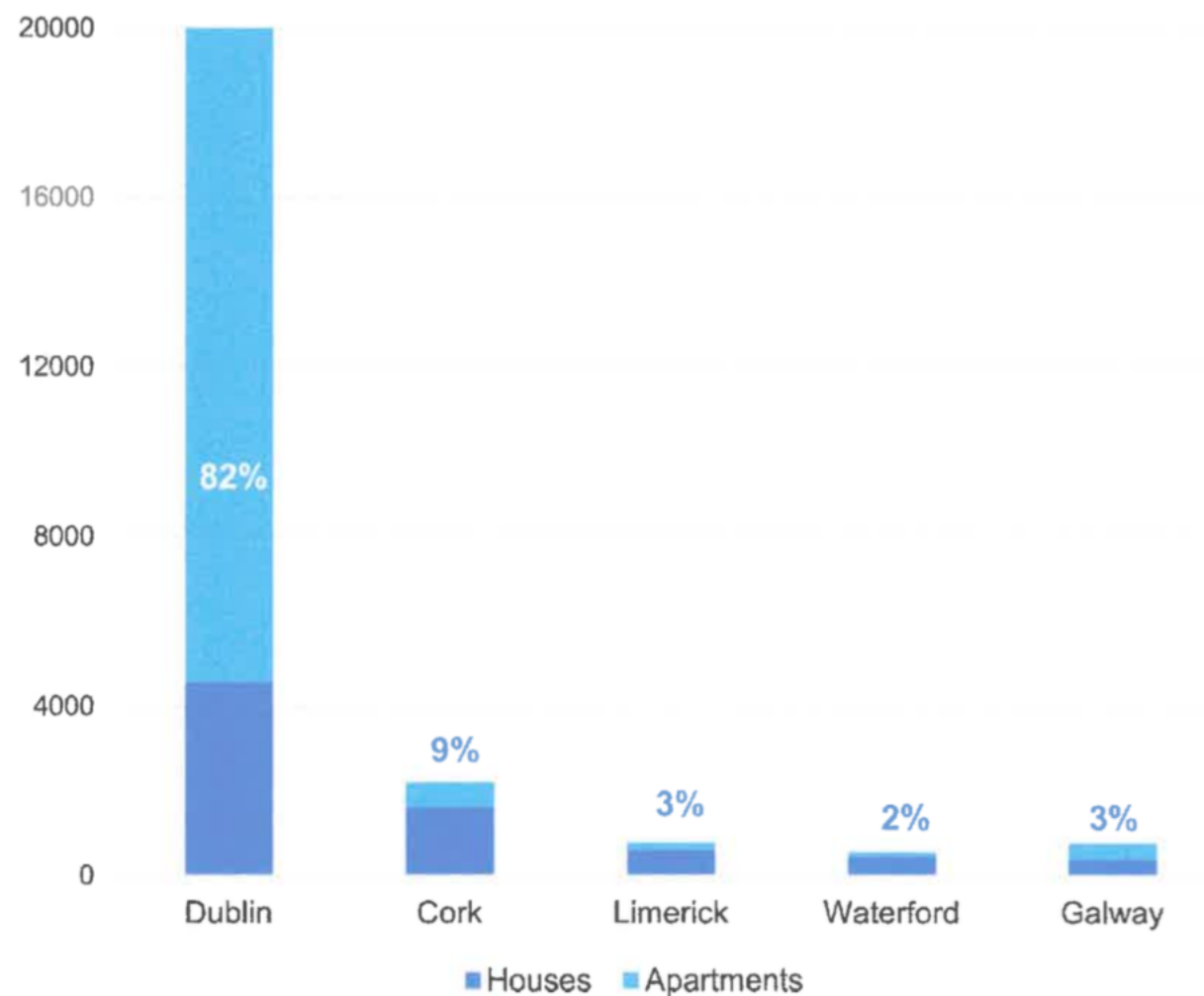
Source: CSO Monthly statistical reporting, City and County Development Plans



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Overall Delivery of Housing in Cities and Suburbs 2022 - 23



Housing Completions in Cities

- Ireland's five Cities have accounted 24,600 new homes over 2022 and 2023, 39% of all completions nationally.
- When only houses are considered, delivery across the five cities is broadly proportional to the targeted distribution growth set out in the NPF. However when apartment delivery is included, there is a stark difference in the overall distribution of housing in Dublin (82%) compared to other Cities combined (18%).
- Since 2018, 28,400 apartments have been completed across the five Cities. **Of these, 26,326 (93%) have been delivered in Dublin, with only 270 (1%) in Limerick.**
- Trends highlight a sustained under delivery of privately developed higher density, apartment developments in Cities outside of Dublin – primarily due to development viability rather than lack of market demand.

Source: CSO Housing Completions (Settlements and Local Authorities)

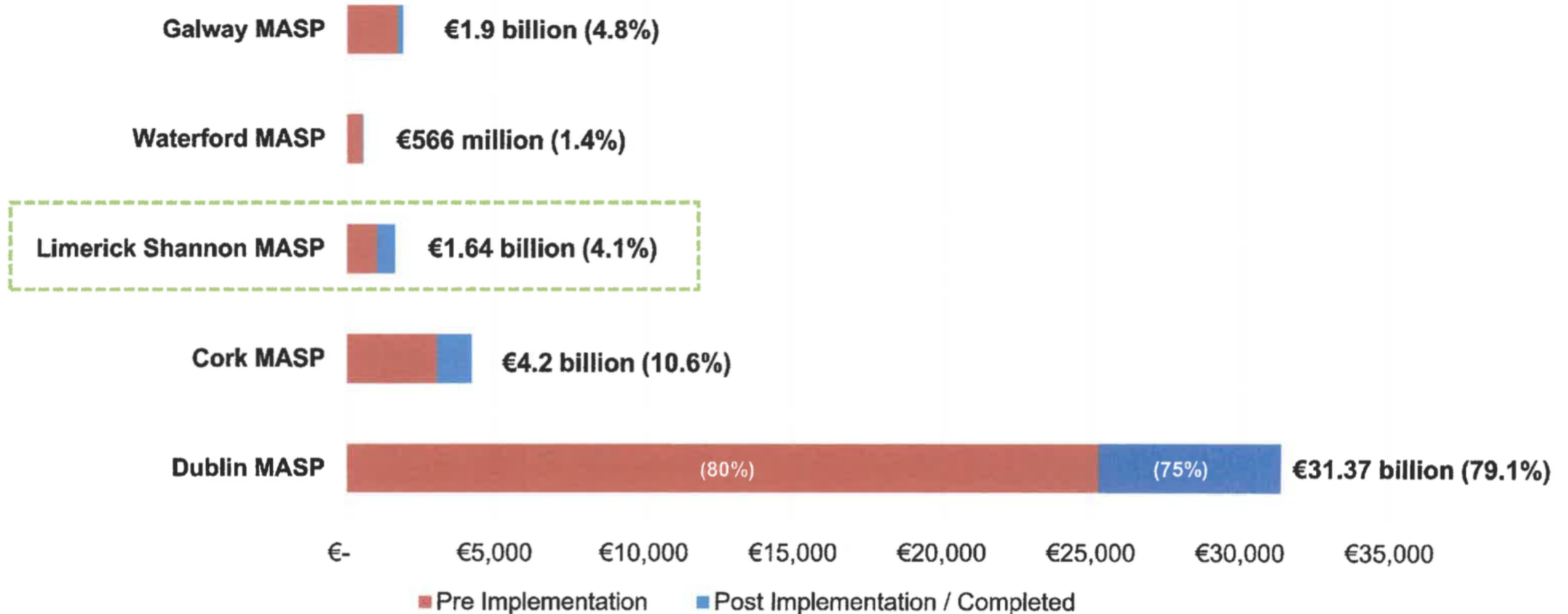


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National Development Plan 2021-2030 Capital Investment Tracker

Share of Overall Planned Investment* by MASP Area



Source: Project Ireland 2040 Capital Investment Tracker (May 2024). Cost based upon cost categories, or latest public projection for major projects



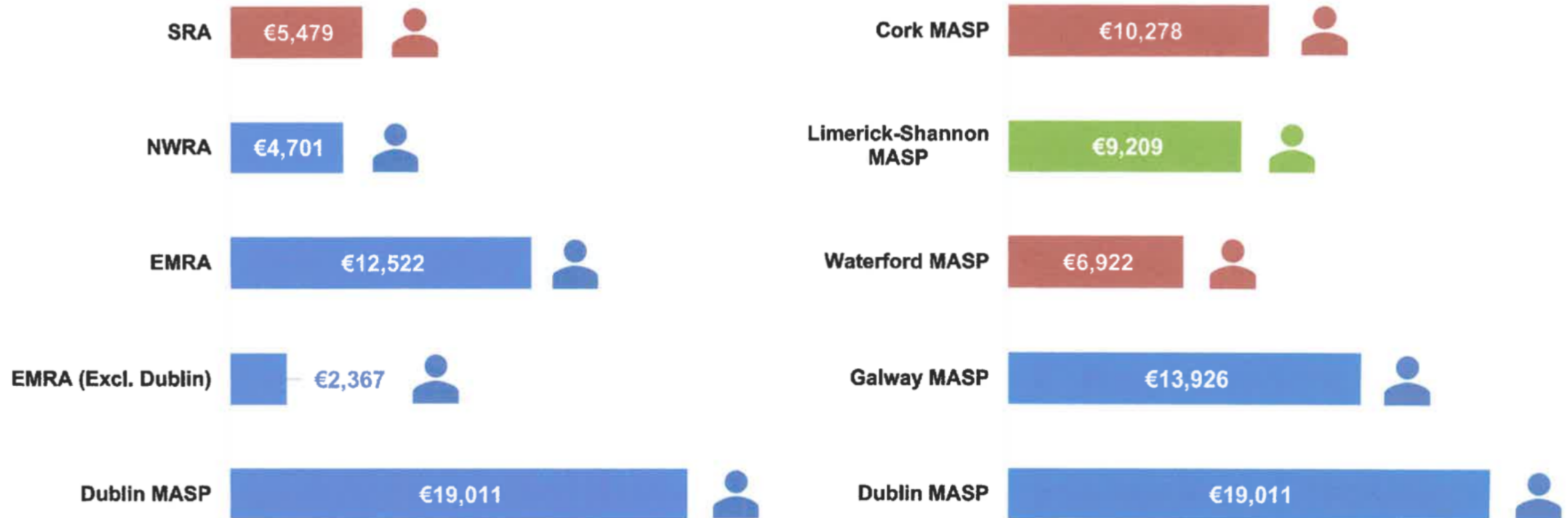
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National Development Plan 2021-2030

Planned Investment Per Capita

(Based on NPF/RSES 2031 Population Projections)





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National Development Plan 2021-2030

Planned Investment in MASP Areas and Opportunities for Equalised Funding



Dublin

A: - €4.7 billion (-15%)

B: No Change

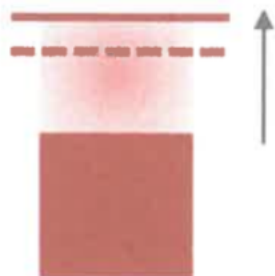
Scenario A: No overall net increase, but redistribution of funding on equal per capita basis (2031 projections)

Scenario B: No change in Dublin funding, increase in other MASPs to Dublin per capita equivalent. €6.99 bill. net increase (18%) in overall spend across MASPs

Cork

A: + €2.41 billion (57%)

B: + €3.57 billion (85%)



Limerick - Shannon

A: + €1.23 billion (76%)

B: + €1.74 billion (106%)



Waterford

A: + €756 million (133%)

B: + €989 million (175%)



Galway

A: + €304 million (37%)

B: + €692 million (16%)

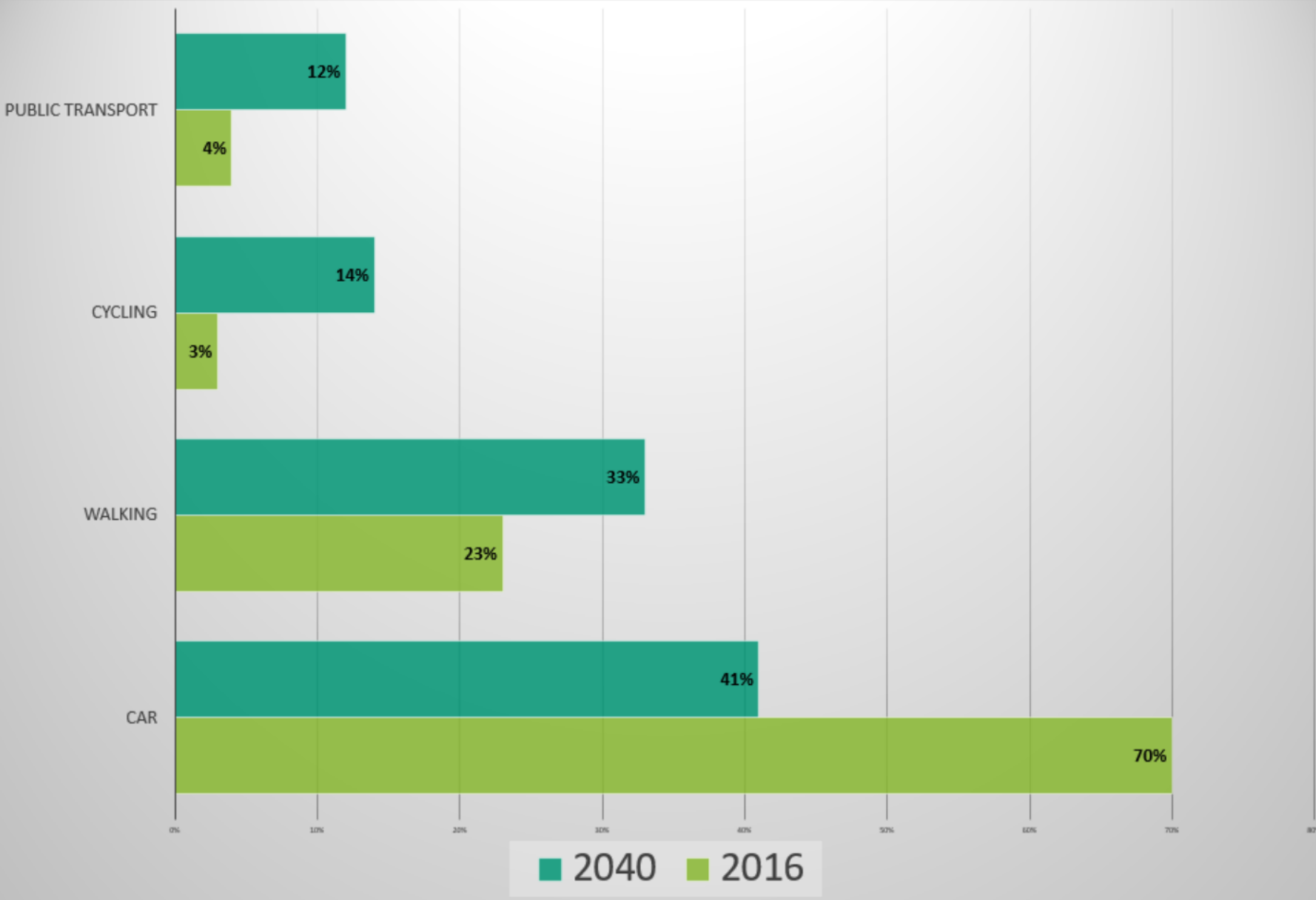


Effective Regional Development Key Issues and Concerns

- Ambitions for balanced regional growth **are reasonable and achievable**, but require an **effective whole of government approach to implementation**.
- Housing market dynamics are resulting in **a significantly more pronounced under delivery of housing in our Region** and Cities compared to Dublin and the Mid-East. **This is influencing, rather than a response to, population growth.**
- Planned capital investment under NDP **is significantly misaligned with the objectives of the NPF** and fails to support ambitions for the Southern Region.
- The misalignment of the NDP and NPF is not recognised by government, with **no effective mechanism for monitoring** the regional distribution of investment.
- **It is not realistic to our three Cities to grow at a faster rate than Dublin when they receive half the level of investment.**

LSMATS Sustainable Transport

Target Mode Share Change from 2016 to 2040



Limerick City Transport Plan – Types of Implementation considerations

- **Delivery of Modal Shift Targets** (Monitoring & Management of LDP & LSMATS)
 - Daily boardings at Limerick Colbert – 1,112 in 2016 (NTA National Rail Census Report, 2022)
 - Daily boardings at Limerick Colbert – 1,581 in 2022 (NTA National Rail Census Report, 2022)
 - Modal shift target is to increase by 48% between 2016 -2040.
- **Bus priority** measures
- **Improved Pedestrian & Cycle facilities & Safety**
 - **Pedestrians** – 44,000 walking trips made in the am peak period by 2040.
 - Currently approx 27,000 walking trips per day in the am peak.
- **Parking** Demand Management review
- **Delivery** Options HGV Access, - Last Mile options **UTC** Urban Traffic Control (ITS\AVL)
- Smarter **Street Management** (Parking, Loading Bays, Coaches, Taxis),
- Proactive **Traffic Management** –re-assignment of residual necessary vehicles. (Use of ITS, Google Traffic\Waze)
- **Economic** Impact of travel measures

Transport Strategy - €1.2bn Investment

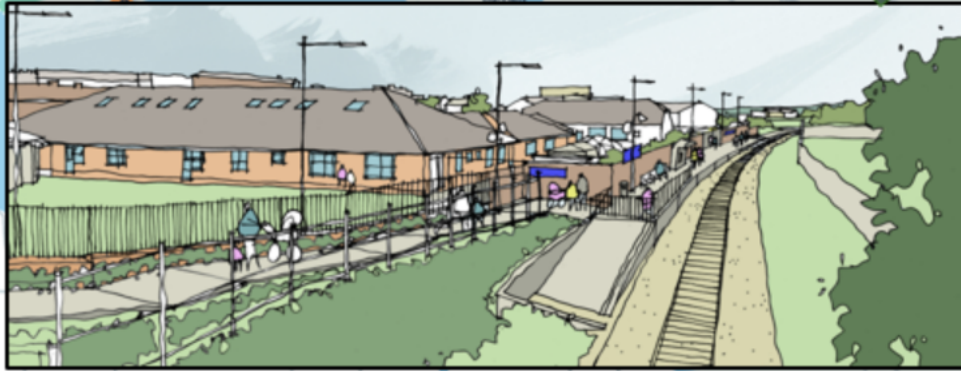
Behavioural Change

- Cycling / Wheeling – New infrastructure provision
- eMobility Dockless Bike Scheme/eBikes/Escooters
- Walking – Footpath and shared surface enhancements
- Rail upgrades (New Stations at Moyross & Ballysimon and others)
- Bus upgrades (E-Fleet & Bus Connects)
- Car Sharing Scheme
- Free On-Street Parking while Charging
- Safe Routes to School
- SpaceFinder App
- Last Mile Delivery Strategy
- EV On-Street and Fleet Charging Strategy
- Fleet EV Pilot



POTENTIAL PHASE 2 RAIL NETWORK

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Artists Impression of Platform

Proposed Rail Network

- Proposed New Stations at Ballysimon and Moyross and others
- Reopen Foynes to Limerick for freight
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LEGEND - KEY INFORMATION

- Dual Track
- Single Track
- Existing Train Stations
- New Train Stations

BUS CONNECTS Limerick Draft New Network Online Map

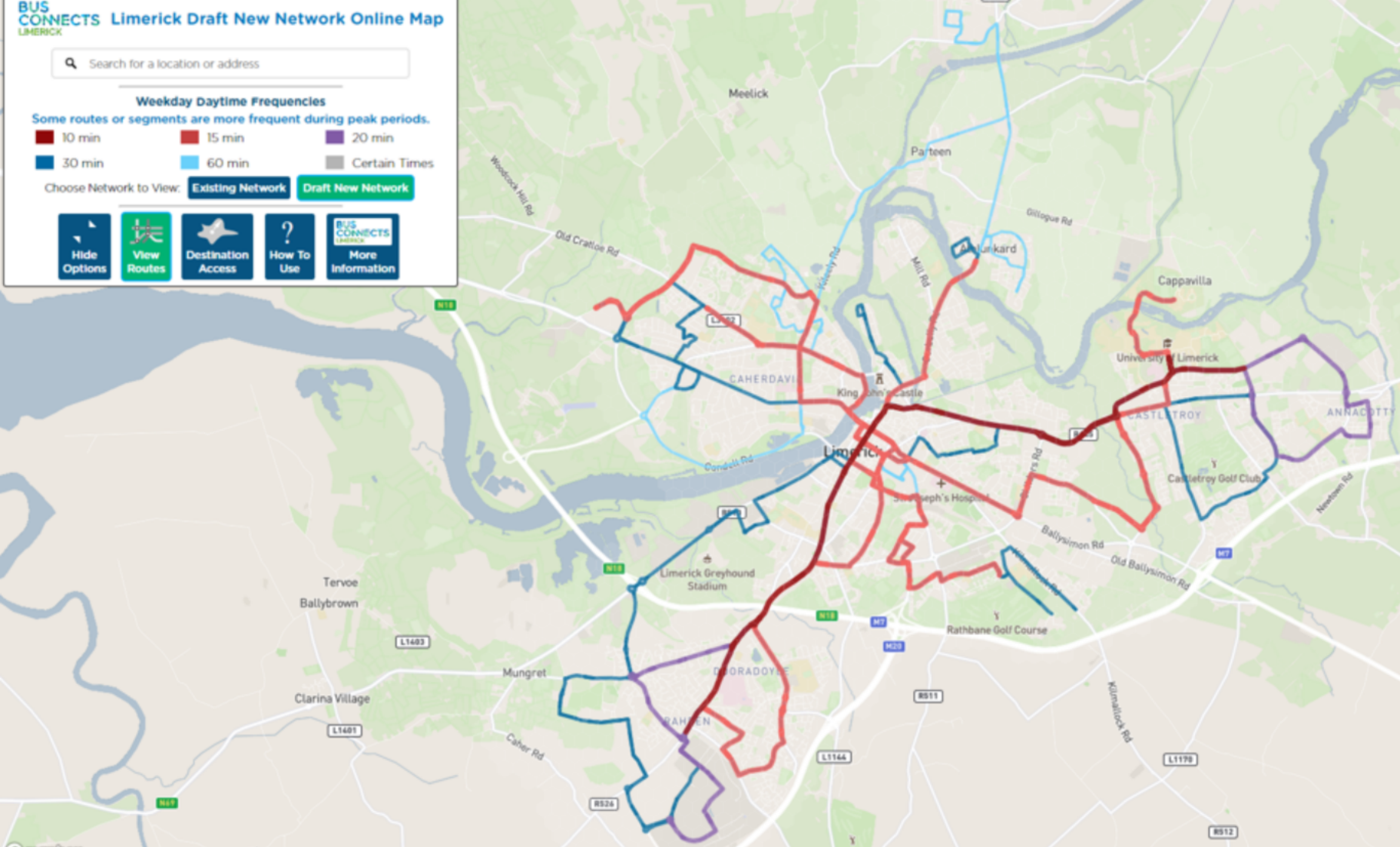
Search for a location or address

Weekday Daytime Frequencies
 Some routes or segments are more frequent during peak periods.

10 min 15 min 20 min
 30 min 60 min Certain Times

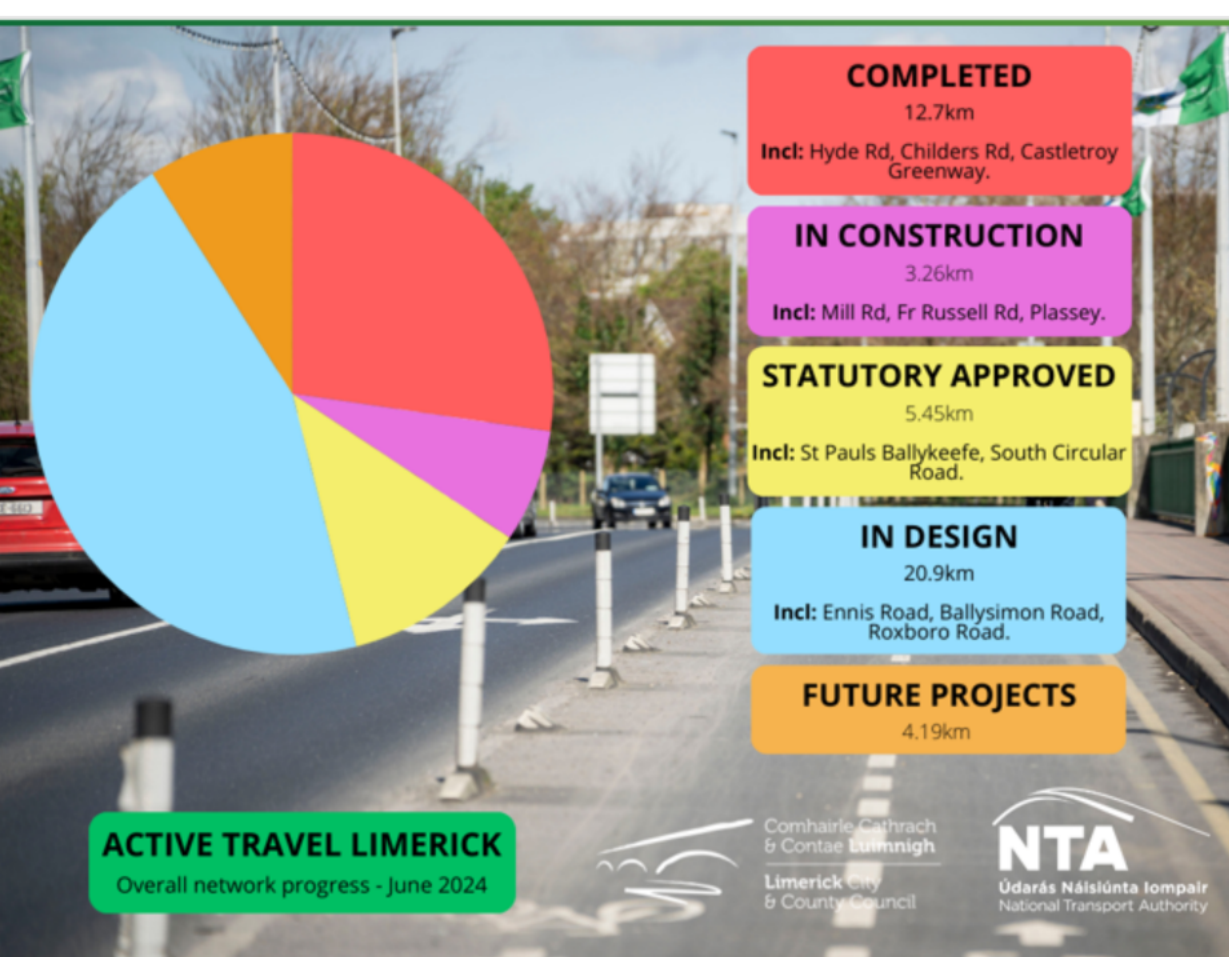
Choose Network to View: Existing Network **Draft New Network**

Hide Options View Routes Destination Access How To Use More Information



- 85km of Bus Lanes/Bus Priority
- Increase bus services by 70%
- Links to Connecting Ireland Bus Network

Bus Connects Network

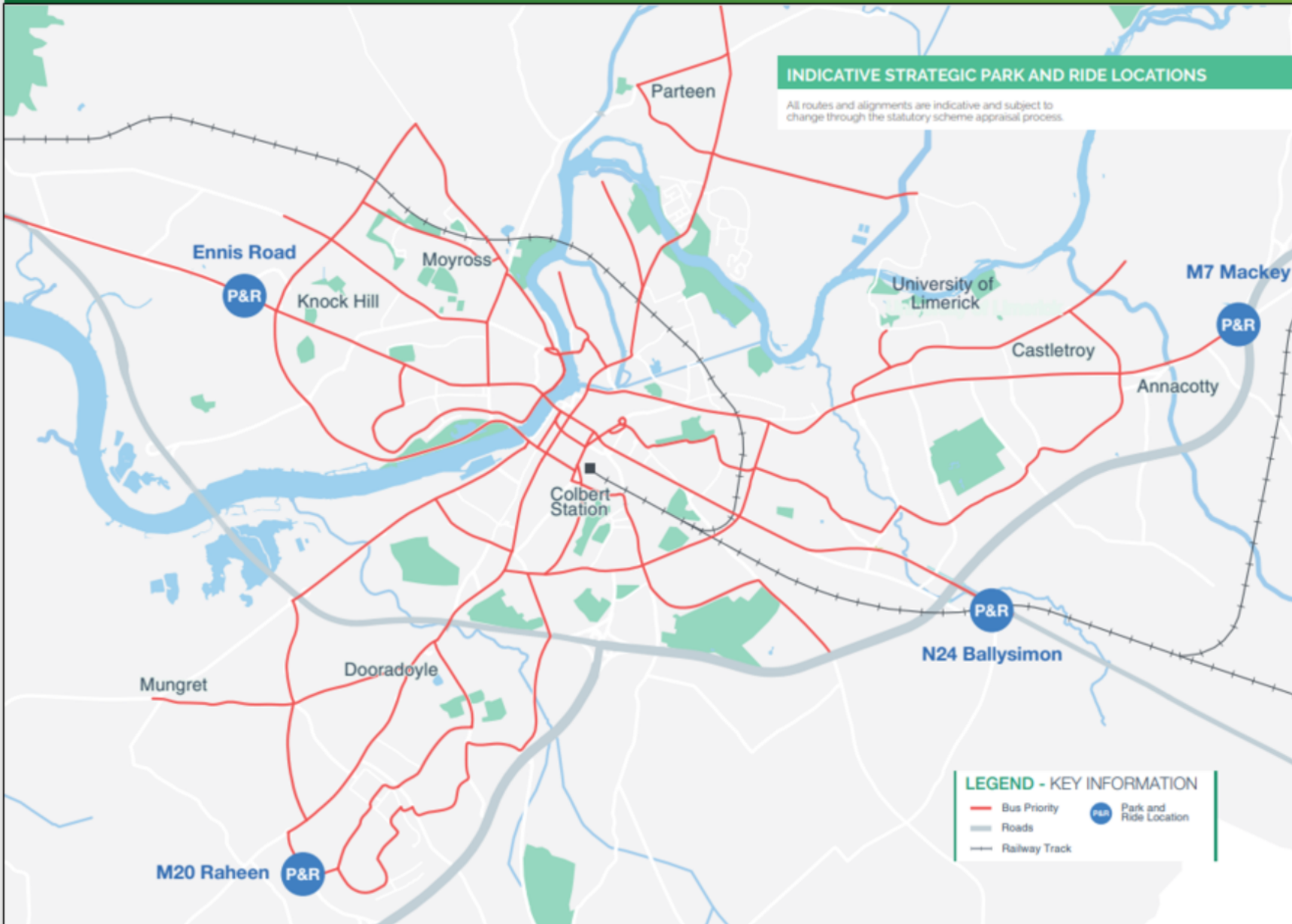


Progress to date

- LSMATS Cycle Network
- 41km Primary
- 45km Secondary
- 41km Feeder
- 61km Greenway
- Funding 2020-2024-
€85m

Proposed Cycle Network





Indicative Locations for Park and Ride

- M7: Newport Roundabout;
- M20/N21: Raheen;
- N18: Ennis Road; and
- N24: Ballysimon (rail and bus)



M20 Cork to Limerick Scheme
Foynes Adare Limerick Scheme

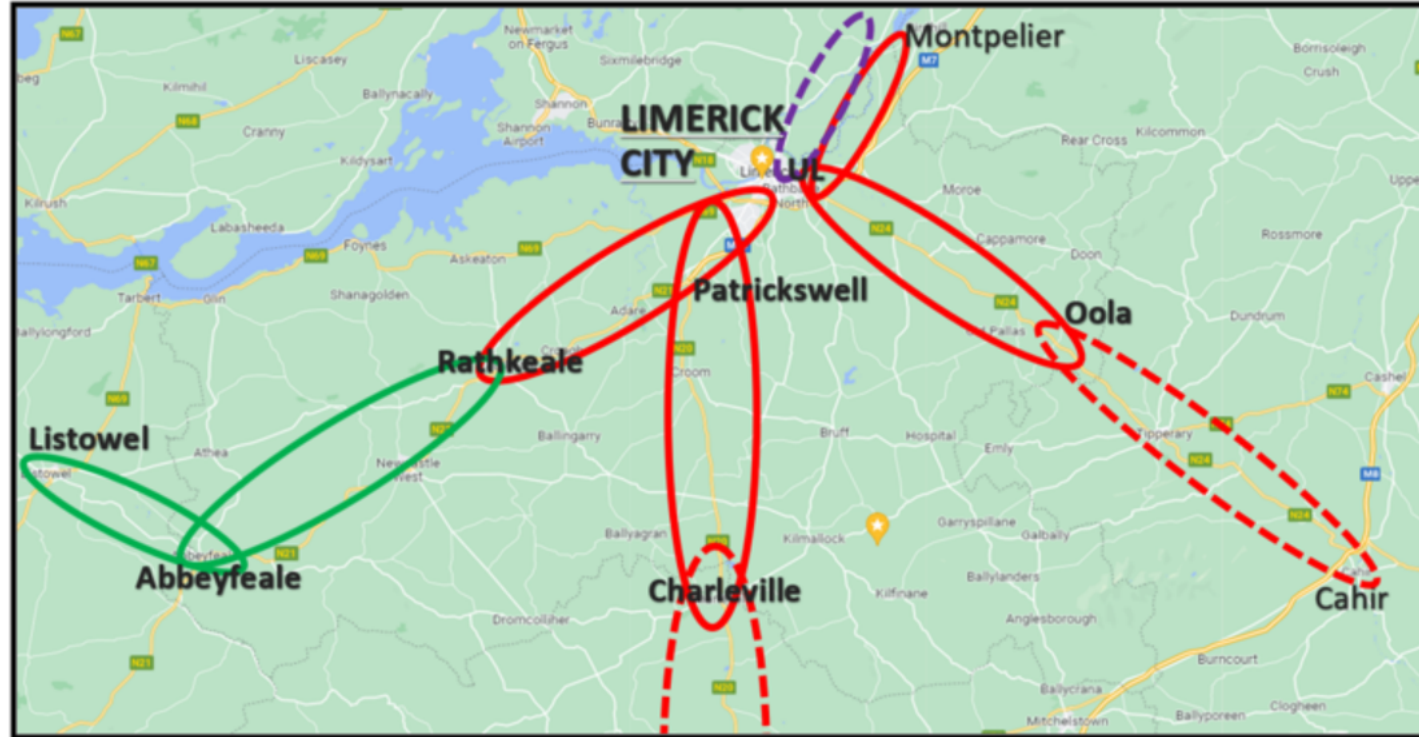


N21 Bypasses of Newcastle West and Abbeyfeale



- Preferred Transport Solution
- Foynes to Limerick-
 - Tender stage for Adare Bypass
 - Acknowledge cooperation with Iarnród Éireann
- Abbeyfeale and NCW Bypasses-
 - Preparing Statutory Documentation

Proposed Greenway Network



Stages for TII Projects

Planning and Design	Phase 0	Scope and Pre-Appraisal
	Phase 1	Concept and Feasibility
	Phase 2	Options Selection
	Phase 3	Design and Environmental Evaluation
	Phase 4	Statutory Processes
Construct / Implement	Phases 5	Enabling and Procurement
	Phase 6	Construction and Implementation
	Phase 7	Close out and Review

- Abbeyfeale to Rathkeale Complete (40km). As of April 2024, 1.5M visits
- At Feasibility/Design Stage
 - Rathkeale to Limerick (30km) Feasibility Stage
 - Cork to Limerick (N/M20 Scheme – 80km) Feasibility Stage
 - Limerick to Cahir (50km) Feasibility Stage
 - Oola to Cahir 20km (done as part of N24 Scheme) Feasibility Stage
 - Limerick to Oola 30km Feasibility Stage
 - UL to Montpelier (13km) Route Selection
 - Scarriff to Limerick (40km) Led by Waterways Ireland and Clare Co. Co.



Limerick City and County Submission

September 2024



Rialtas na hÉireann
Government of Ireland



Project Ireland 2040

Draft First Revision to the National Planning Framework

July 2024



Aim of the Submission

This submission is intended to support the Government in developing a more tailored approach that ensures Limerick is well-positioned to meet the challenges and opportunities of the coming decades.

In alignment with the Mayor's "More for Limerick" programme, this submission focuses on five key objectives that are essential for Limerick's growth and success, which should be considered in the First Revision of the NPF:

1. Developing an ambitious plan for Limerick's growth to 2050.
2. Enhancing the quality of life and place-making to create vibrant, attractive communities.
3. Promoting social inclusion and ensuring more equal opportunities for all.
4. Increasing access to more affordable and sustainable housing.
5. Reimagining and revitalising our City Centre.



Limerick's Growth to 2050

- Build on the momentum gained through the Limerick 2030 strategy and prepare subsequent plan to 2050.
- Review the population growth figures in Tables 2.1 & 4.1 which are incorrect for Limerick.
- Council recommend that the timeframe for the 'regional parity' approach be extended (see section 2.4, 'Growing our Regions').
- Review the definition of 'built-up footprint' in the NPF, as it requires greater clarity.
- Recommended that the text on 20% phased population is reviewed to ensure that it does not compromise the long-term growth and sustainability of Limerick City.
- More clarity on the DMAP preparation process; delivery timeline, supports and public participation.
- Clarity about and support for new healthcare treatment facilities (level 3 and level 4) to support Mid-West population growth to 2040-2050

Enhanced quality of Life and Place-making

- The inclusion of TOD as a key future growth enabler for Limerick.
- Potential of urban rail services - Need to investigate the viability of expanding its urban rail provision, including the reopening of disused lines and connections to Kilmallock and Shannon Airport and new stations on operating lines (Moyross, Corbally, Parkway, Ballysimon etc.).
- URDF and RRDF funding criteria and amounts need to increase.
- Support for Limerick's creative industries.
- Additional funding for heritage conservation and the development of infrastructure for creative infrastructure.

Social Inclusion and Equal Opportunities

- Development of social infrastructure, decentralise healthcare services, and ensuring equitable access to healthcare and education.
- Provisions to help ensure that educational infrastructure keeps pace with population growth.
- Recognise Department of Education as a key stakeholder.
- Establishment of dedicated telecoms unit within the County.

More Affordable and Sustainable Housing

- Need to outline the necessary supports and funding to ensure success of the new Directly Elected Mayor governance structure - Limerick Growth and Infrastructure Fund.
- Leverage private sector financing to expand Limerick's housing portfolio through the Limerick Housing co-op initiative.
- Timely delivery on critical infrastructure, particularly in areas such as transport, water and community services.

City Centre Revitalisation

Need for increased funding to support Limericks strategic projects:

- King's Island Development
- Reimagining Limerick's Georgian Quarter
- Waterfront and Riverside Development
- Public Lighting and Safety Improvements
- Colbert Quarter and Docklands
- Amenities such as library, Game Cube, sports and cultural amenities in Colbert Quarter

Metropolitan District

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CK01 Strategic Infrastructure and Connectivity – Promote the development of essential infrastructure, including water and improved transportation links.

CK02 Enhanced Public Amenities and Placemaking – Invest in the public realm of key towns such as Kilmallock and Kilfinane, including upgrading amenities and greening urban spaces.

CK03 Support for Local Businesses and Rural Enterprise – Implement initiatives to support and incentivise small businesses in rural towns and villages, including more remote working hubs and a network of enterprise community centres.

CK04 Sustainable and Affordable Housing Solutions – Increase support for housing initiatives and advocate for the development of primary care centres in underserved areas. Encourage sustainable development close to transport links.

CK05 Tourism Development and Heritage Conservation – Maximise the potential of the district's heritage assets, such as Lough Gur, those in Kilmallock, and Bruff, by promoting these sites as key tourism destinations.