

Limerick City Centre Transport Plan

Update Q4-2024

16 December 024

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ATLANTIC EDGE

LIMERICK
EUROPEAN EMBRACE





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& Contae **Luimnigh**

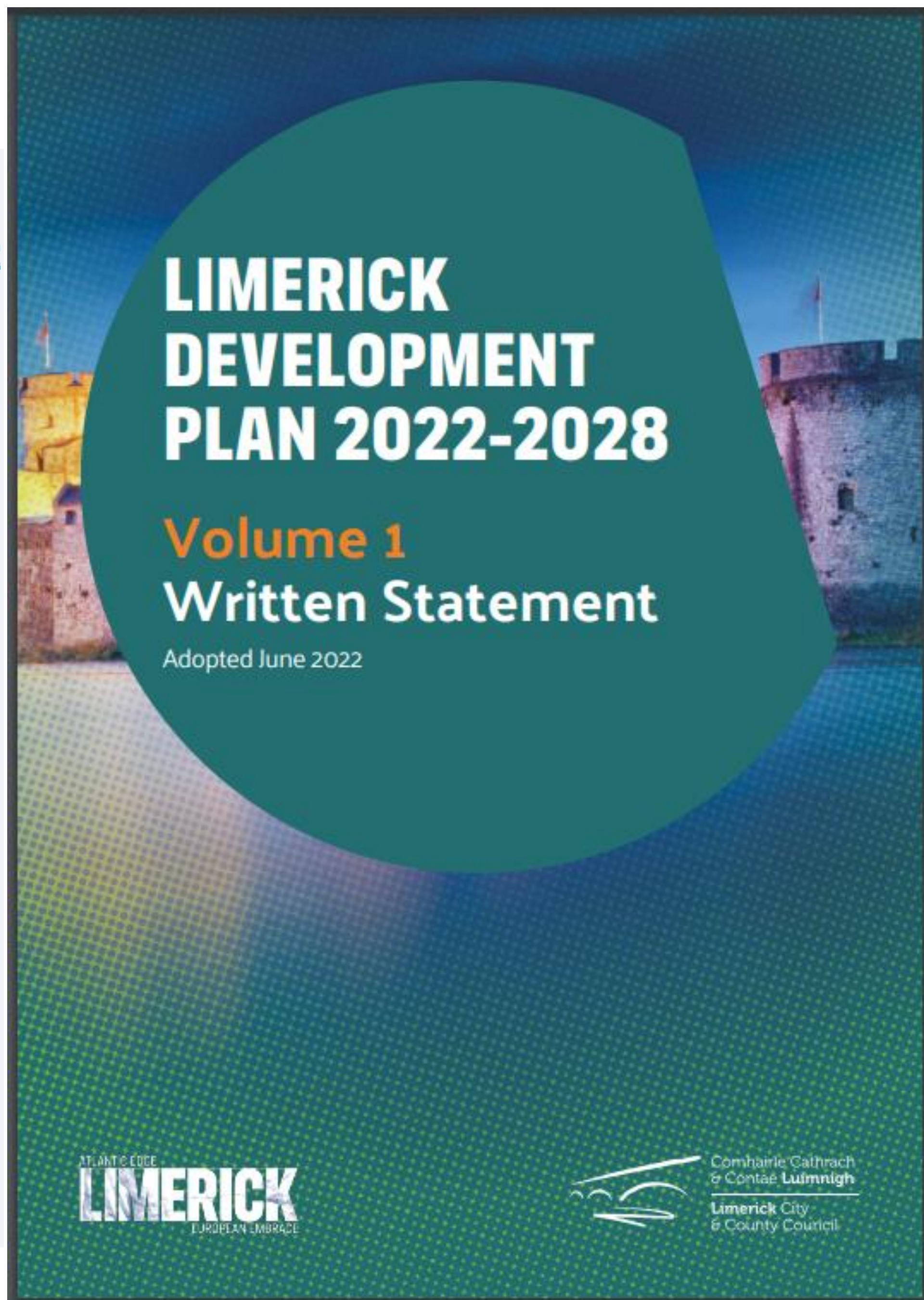
Limerick City
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Objective **TR 046**

Limerick City Centre Traffic Management Plan

It is an objective of the Council to facilitate the completion and implementation of the Limerick City Centre Traffic Management Plan, for the rebalancing of the City's street network towards sustainable modes of transport and management of all transportation modes, in compliance with the principles of LSMATS. This will include a review of the traffic system and the quantum, location and layout of on-street parking, with the aim of providing for safe and convenient movement by walking and cycling.

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LSMATS

OBJECTIVES

Limerick | Shannon

METROPOLITAN AREA TRANSPORT STRATEGY 2040



Limerick City Centre Transport Plan

**Promote & Prioritise
Sustainable Transport
& promote
Modal Shift**

**Provide
Active Travel and
Public Transport
infrastructure**

**Improve links for people to
travel to:
Work, School & College**

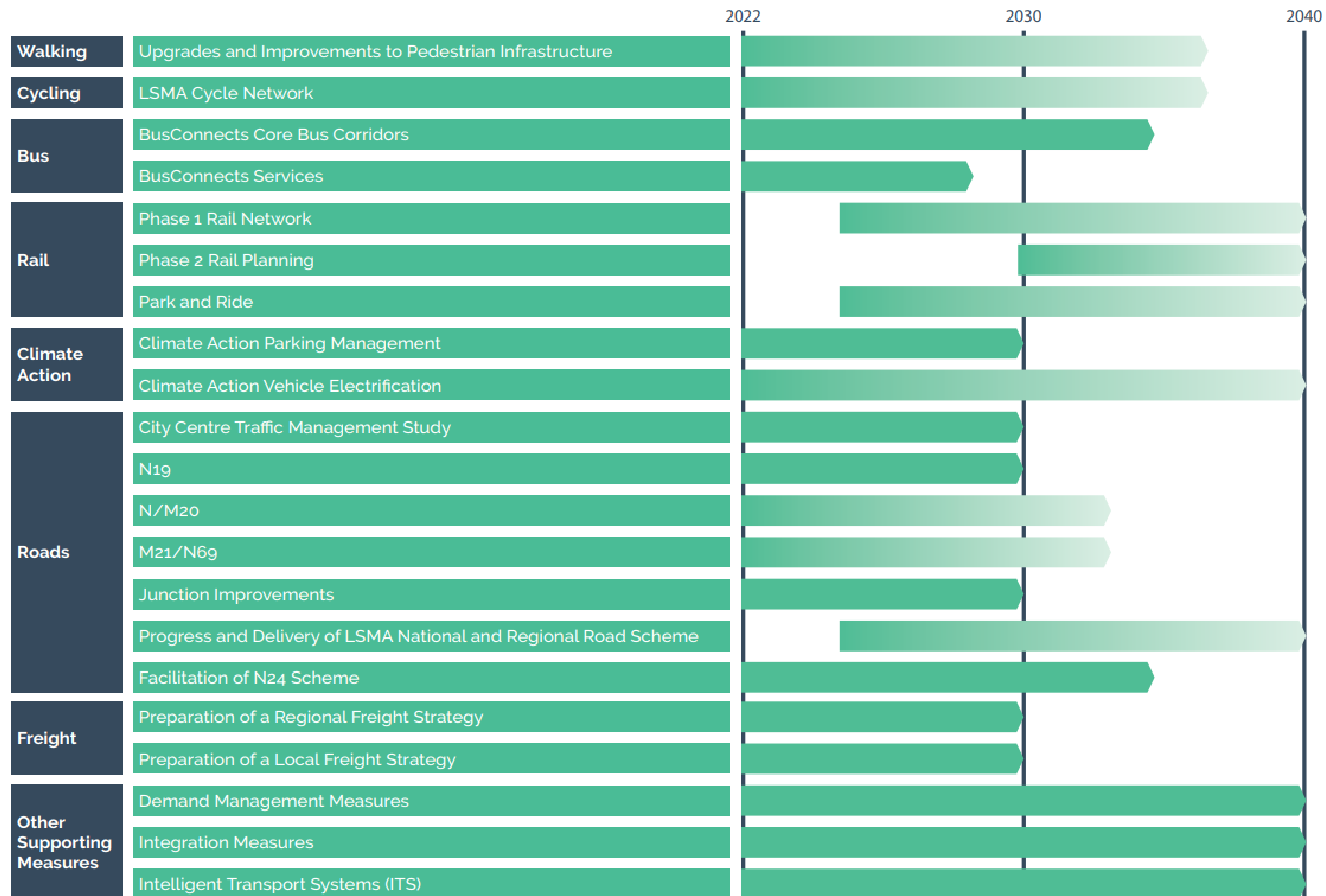
**Enhance the public realm for
people to:-
Live in & Visit the City Centre**



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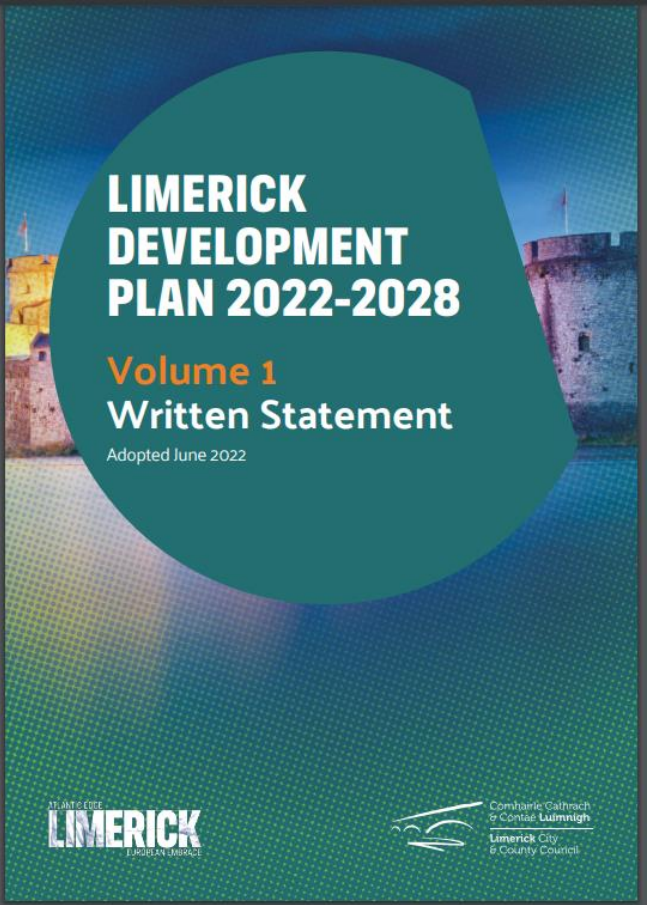
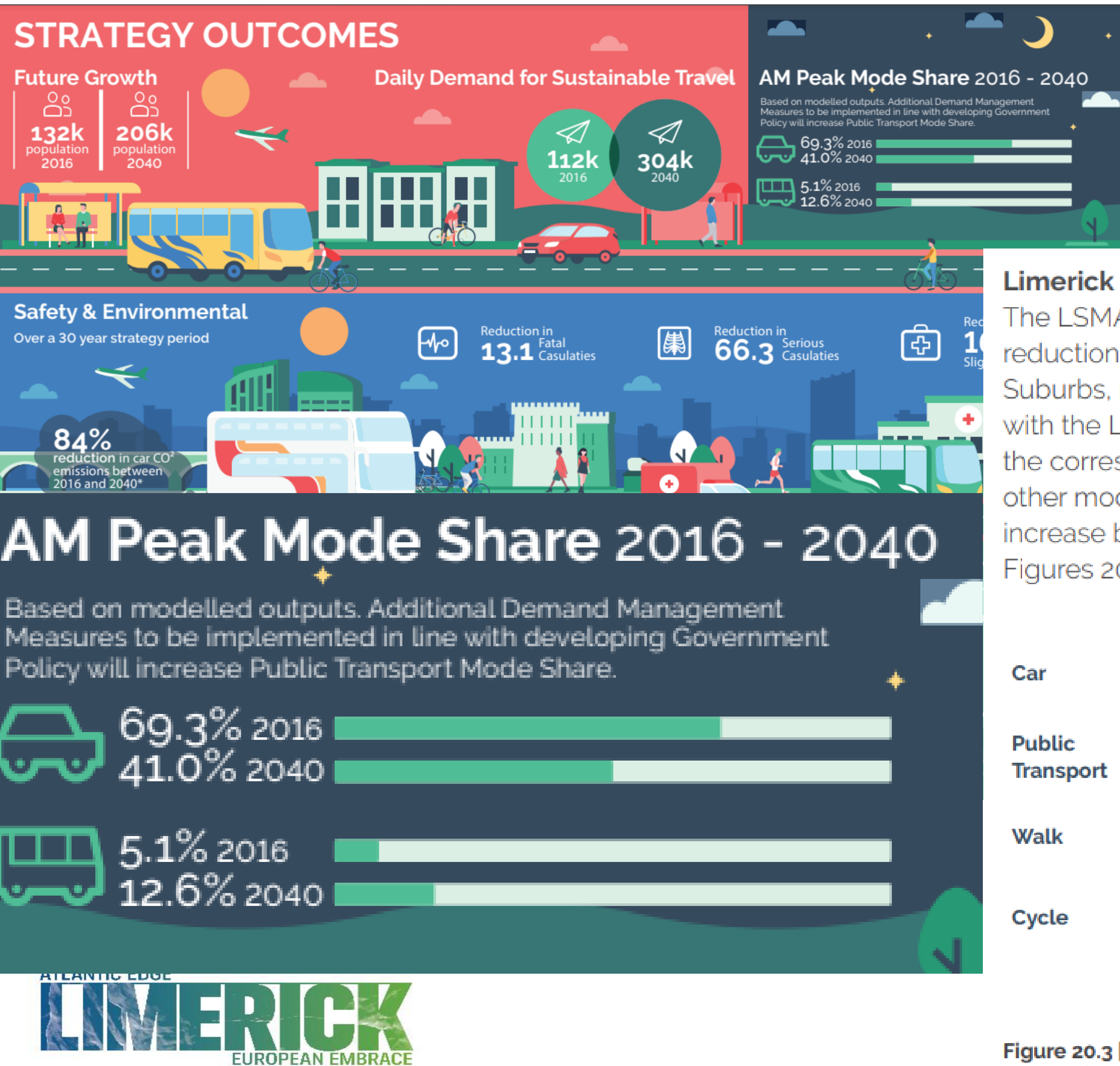
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IMPLEMENTATION PLAN



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Limerick City and Suburbs

The LSMATS is forecast to lead to a significant reduction in car mode share for Limerick City and Suburbs, reducing from 67% in 2016 to 41% in 2040 with the LSMATS in place. For the AM Peak period, the corresponding figures are 66% and 36%. All other modes increase with the highest proportional increase being seen in cycling. This data is shown in Figures 20.3 and 20.4 below

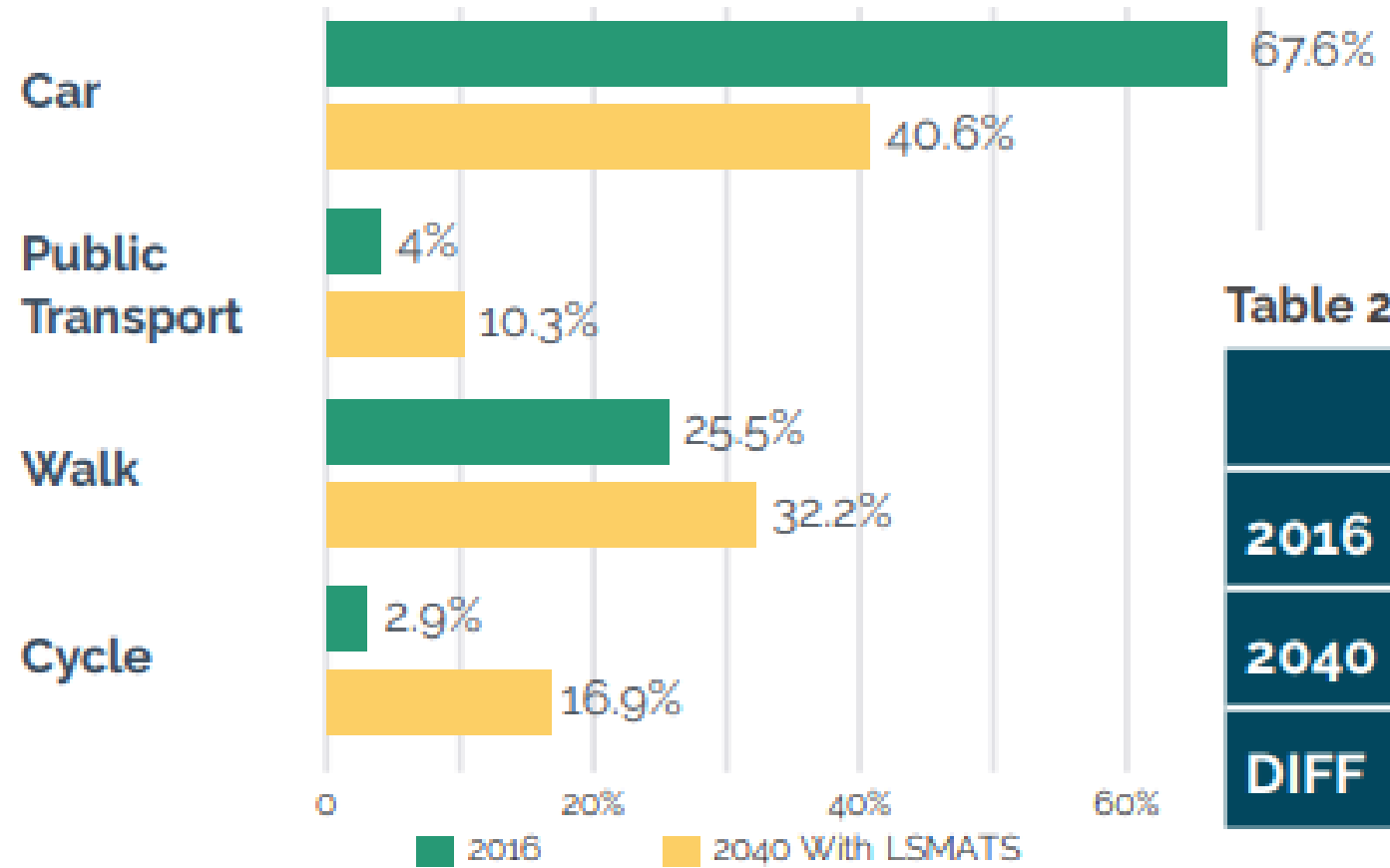


Figure 20.3 | 24 Hour Mode Share for Limerick City and Suburbs 2016 and 2040

Objective TR O6

Delivering Modal Split

It is an objective of the Council to:

- a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities;
- b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all.

Objective TR O11

Enhanced Public Transport

It is an objective of the Council to support and encourage public transport providers to enhance the provision of public transportation and frequency of services in Limerick, including the provision of enhanced accessibility from the City Centre to Shannon Airport.

Table 20.1 | Air-polluting Emissions 2016 and 2040 (Kg)

	NO _x /KG	NO ₂ /KG	PM10 /KG	PM2.5 /KG
2016	695,863	218,402	50,826	33,888
2040	125,156	31,787	44,240	24,427
DIFF	-82.0%	-85.4%	-13.0%	-27.9%

TRANSPORT PLAN

STATUS

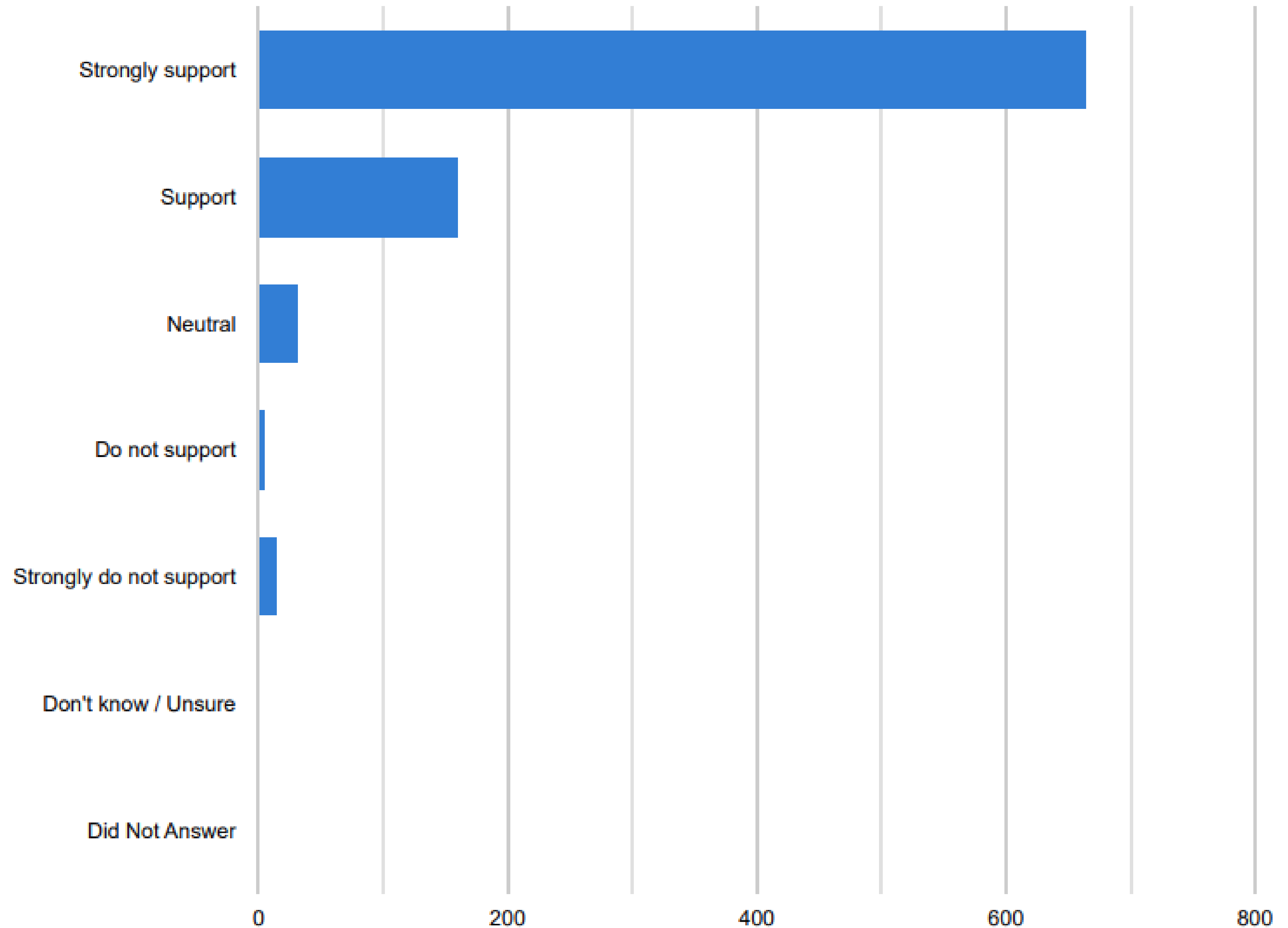
Transport Plan Steps

- Step 1 - Inception (Q2-2024) *Complete*
- Step 2 – Establish Scope and Objectives (Q2-2024) *Complete*
- Step 3 – Baseline Assessment (Q3-2024) *Complete*
- Step 4 – Option Identification and Development *Underway*
- Step 5 – Plan Preparation *Underway*
- Step 6 – Public Consultation Q1-2025
- Step 7 – Plan Finalisation Early 2025

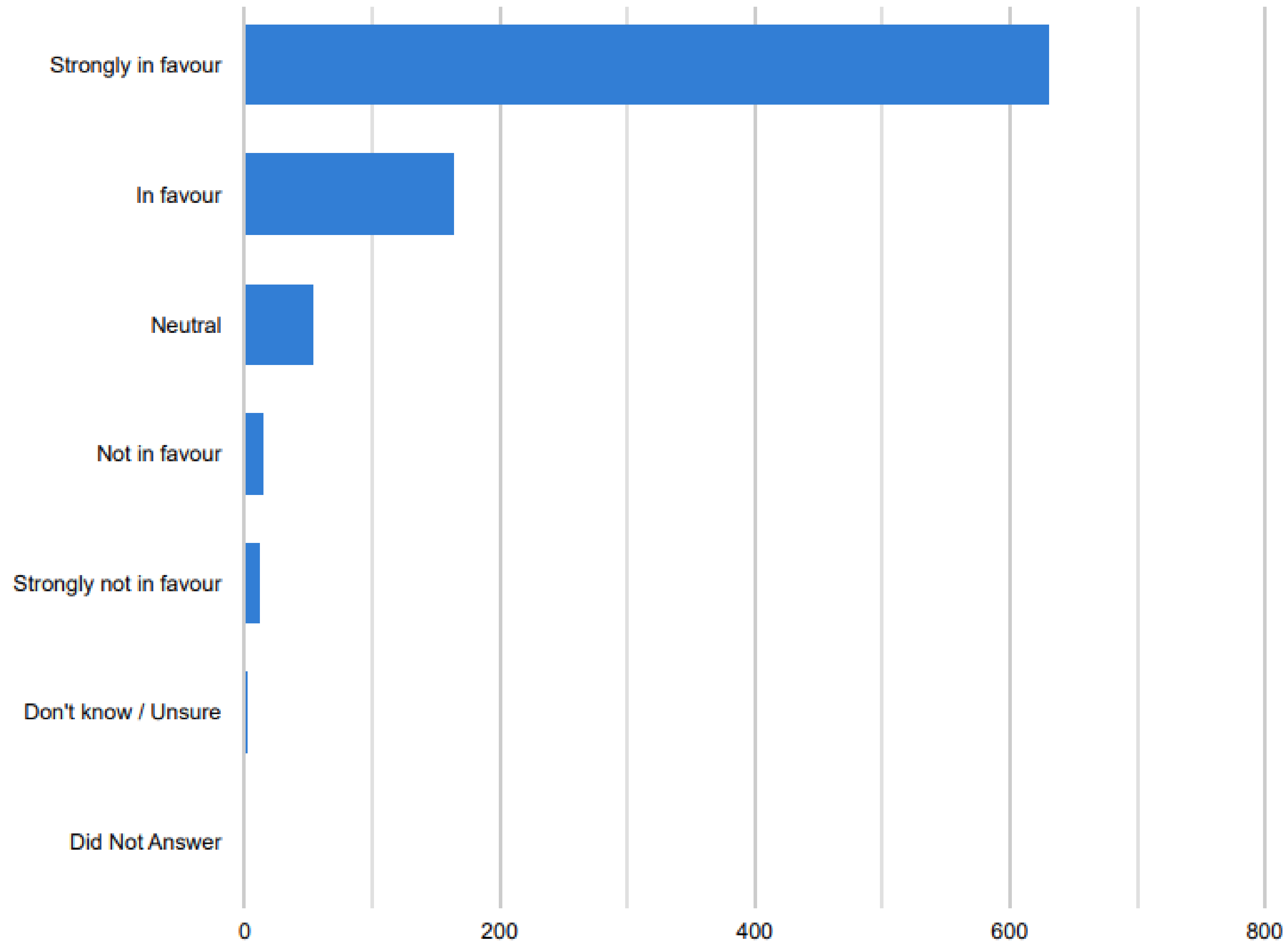
Step 3- Public Survey – June/July 2024

- 877 respondents
 - Purpose - to collect insights on the existing travel patterns in Limerick City Centre and to explore the views of the people of Limerick
 - Leaflet Drop to business in City Center \Letter to Traders & Business
 - Significant support for enhanced Public Transport measures

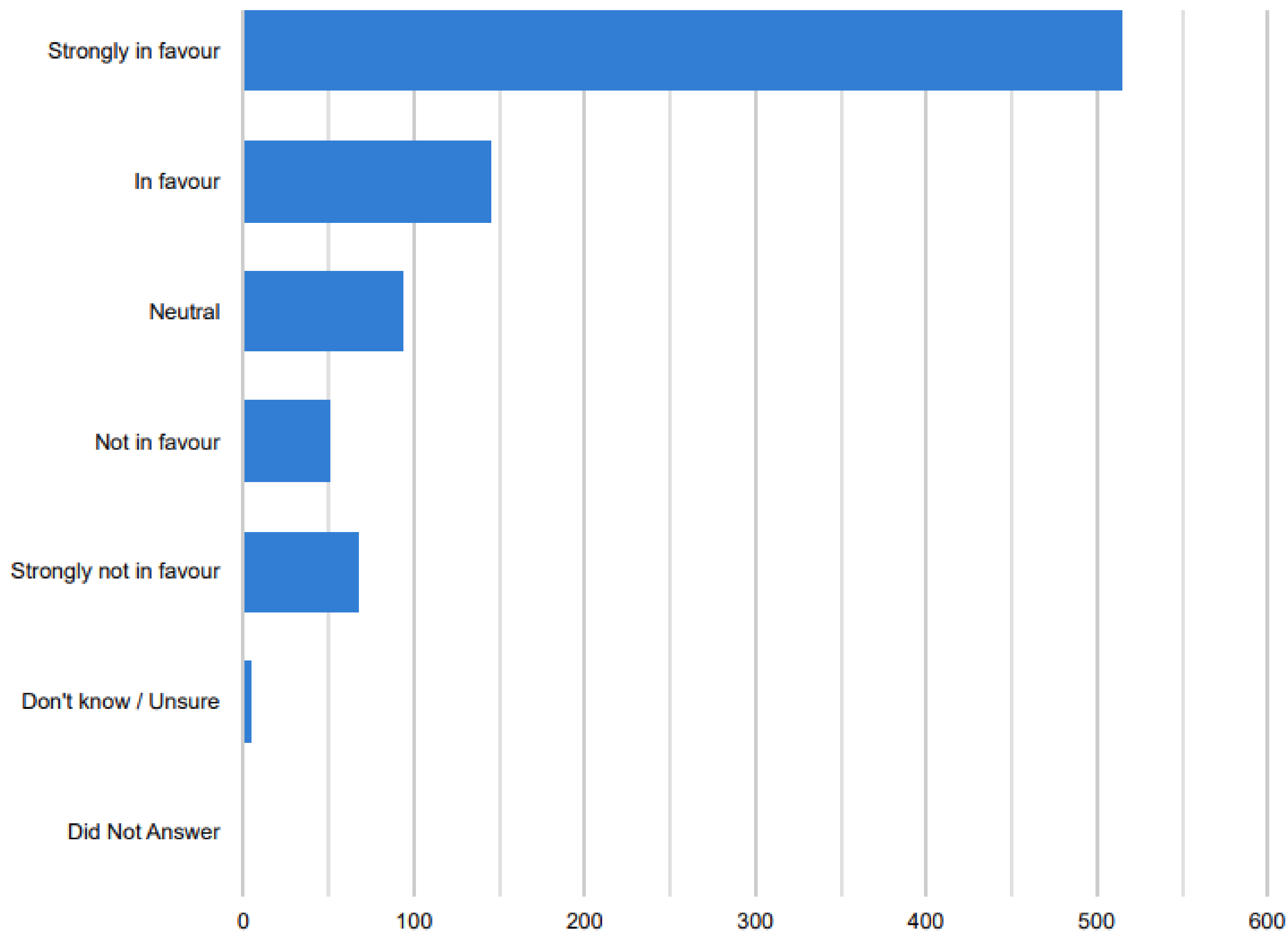
Q1: Do you support the principle of giving people more transport choices when travelling into and around Limerick City Centre?



Q2: Are you in favour of improving facilities for people walking and wheeling (such as wheelchairs, prams/buggies) in the City Centre?



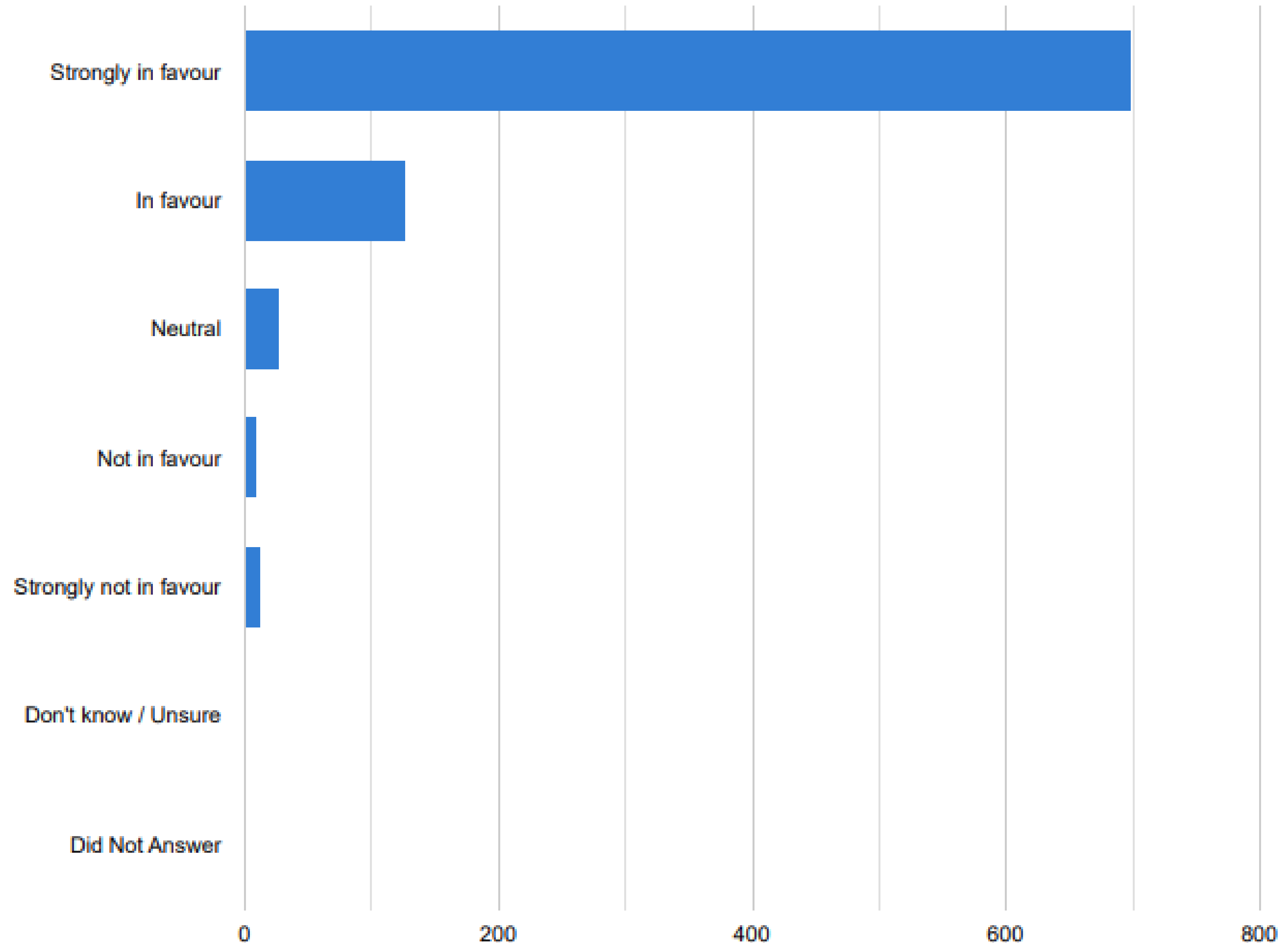
Q3: Are you in favour of improving the safety and connectivity of cycle facilities in the City Centre?



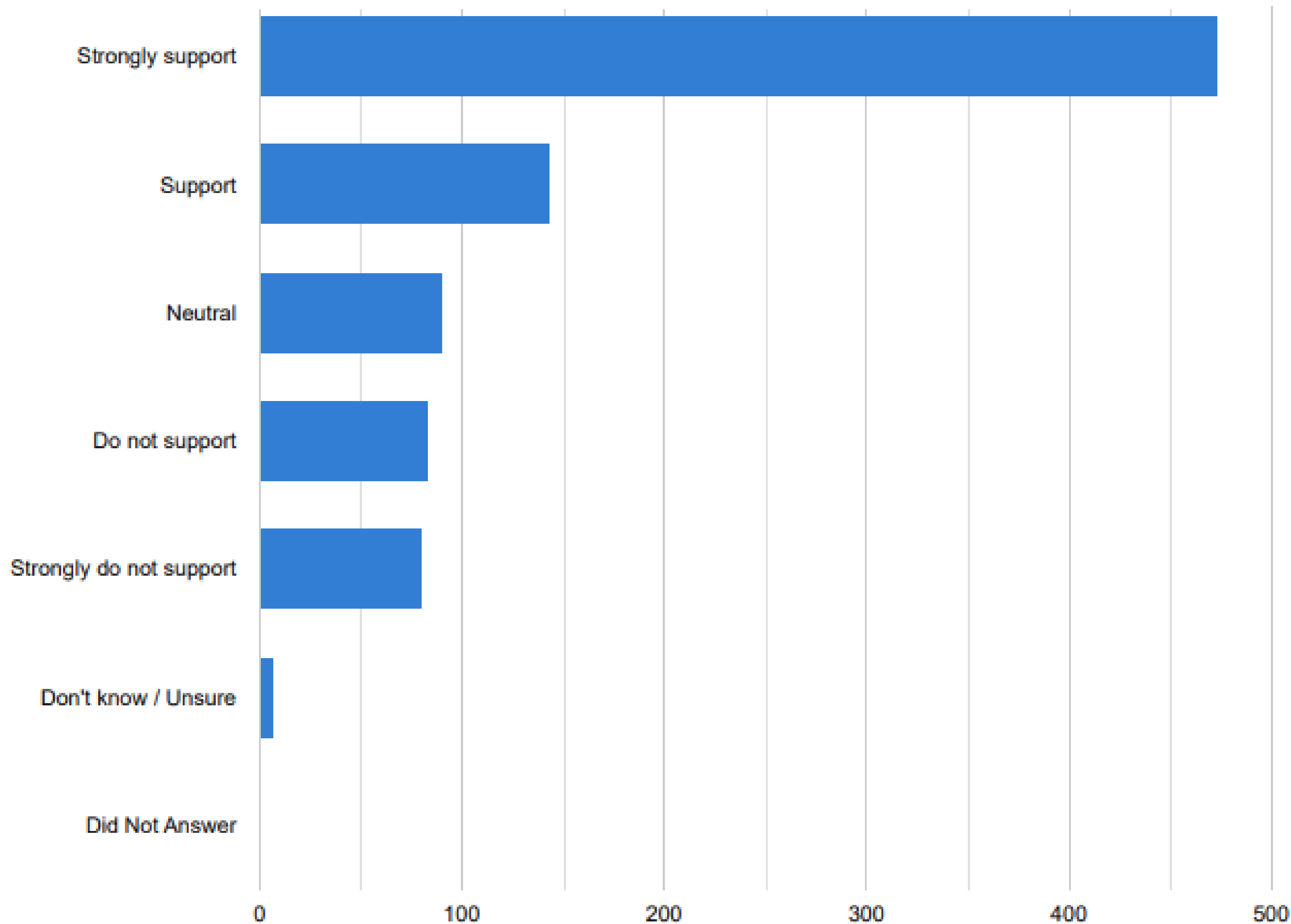
Q4: Are you in favour of a high-quality reliable bus service throughout the City Centre?

Strongly in favour\ in favour
825 (94%)

Strongly not in favour &
Not in favour
25 (3%)



Q5: Do you support the concept of more traffic-free spaces in the City Centre in favour of improved public realm?



Strongly Agree\Agree

525 (60%)

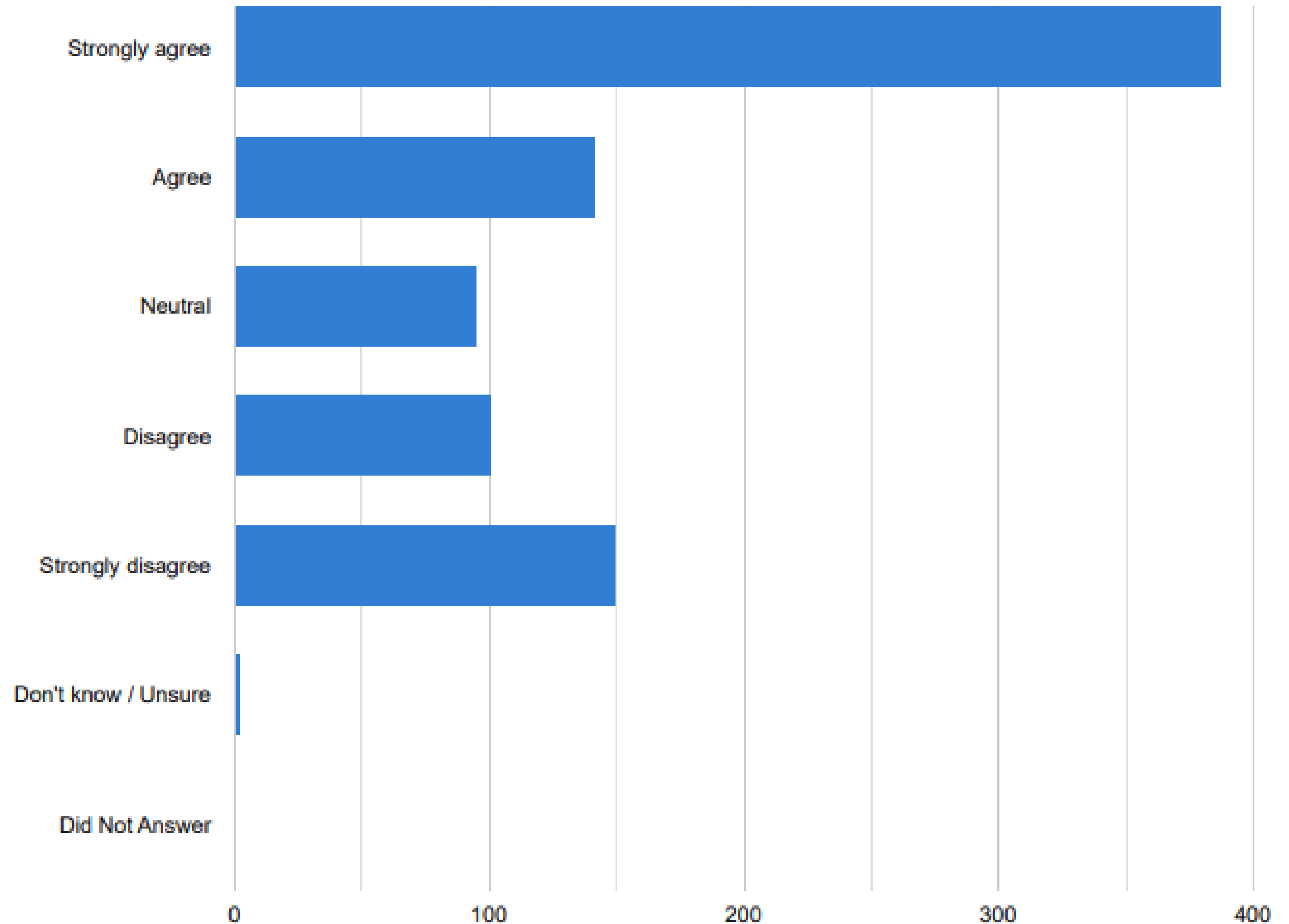
Neutral \ Unsure

95 (11%)

Strongly Disagree\Disagree

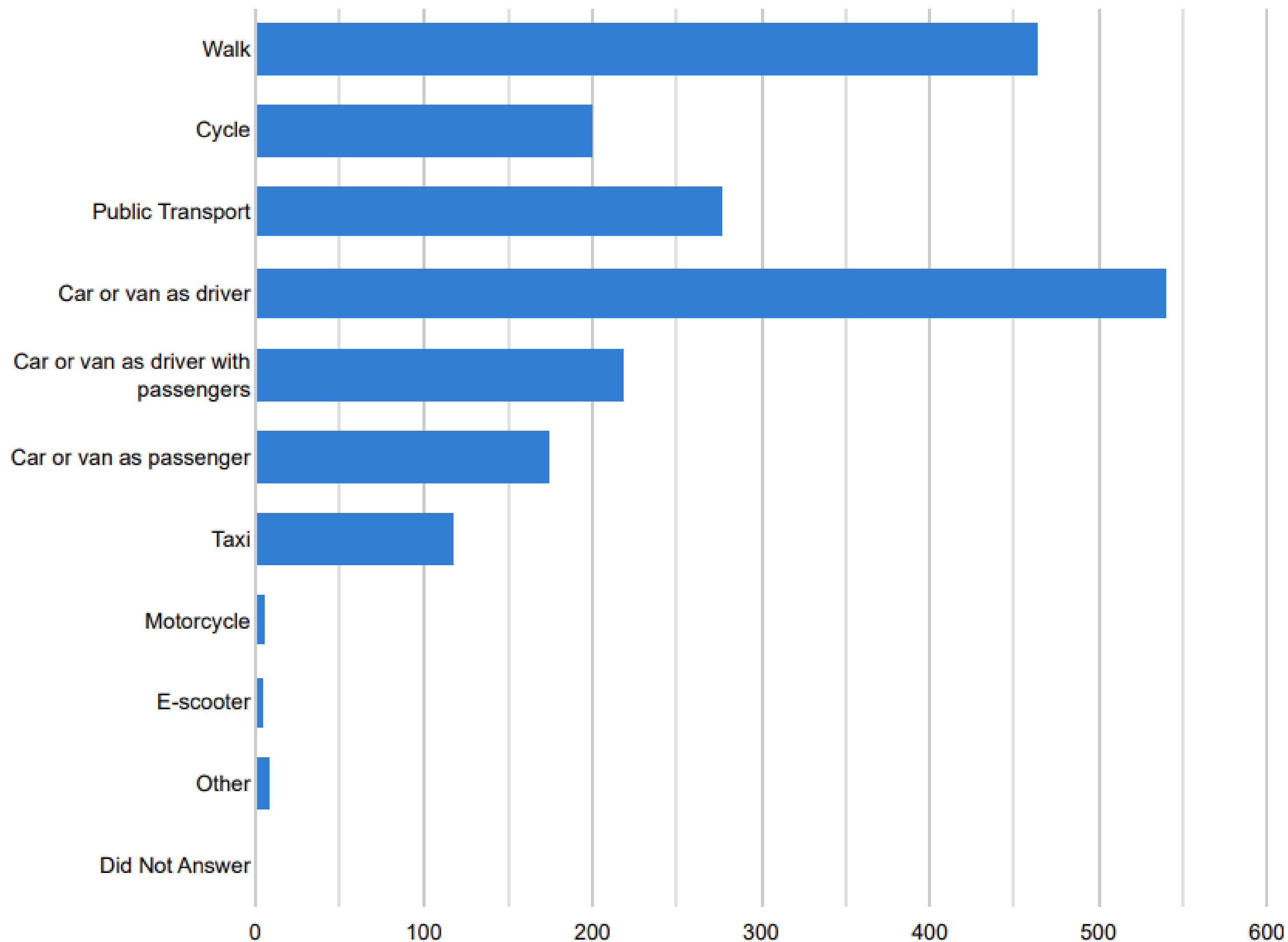
250 (28%)

Q6: Do you agree that road space for private vehicles in the City Centre should be reduced to provide improvements for public transport, walking and cycling?



Q7: How do you typically travel into and around Limerick City Centre? (tick all that apply)

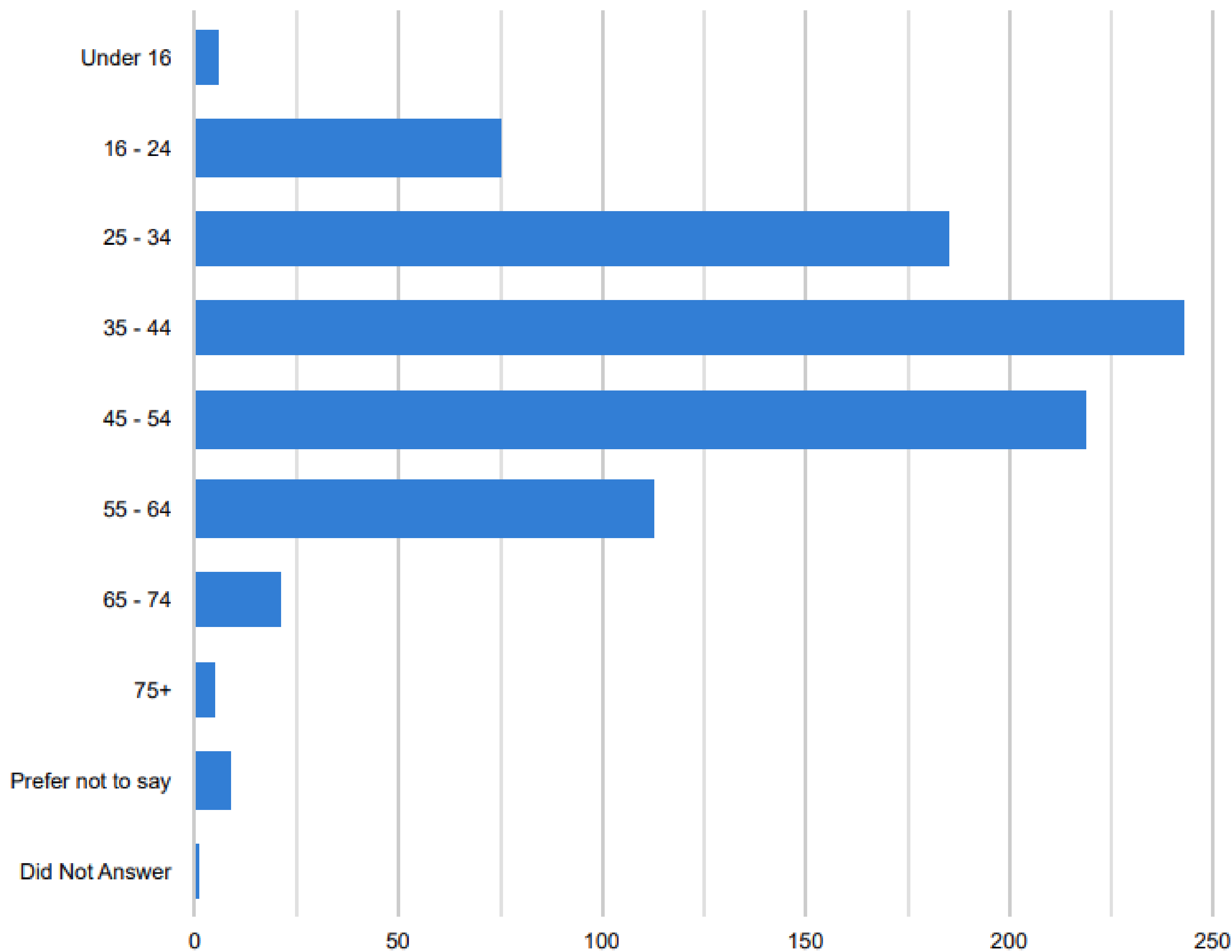
(tick all that apply)



Q8,Q9 Q10 &Q11

- Q8: What is your main reason for choosing that mode of transport (1. Speed, 2. No Alternative, 3. Reliability)
- Q9: Please select your gender (58% Male)
- Q11: Do you have a disability, health condition or illness that affects your ability to walk, wheel, cycle or use public transport?
(A lot 2%, A little 8%)

Q10: Please select your age bracket

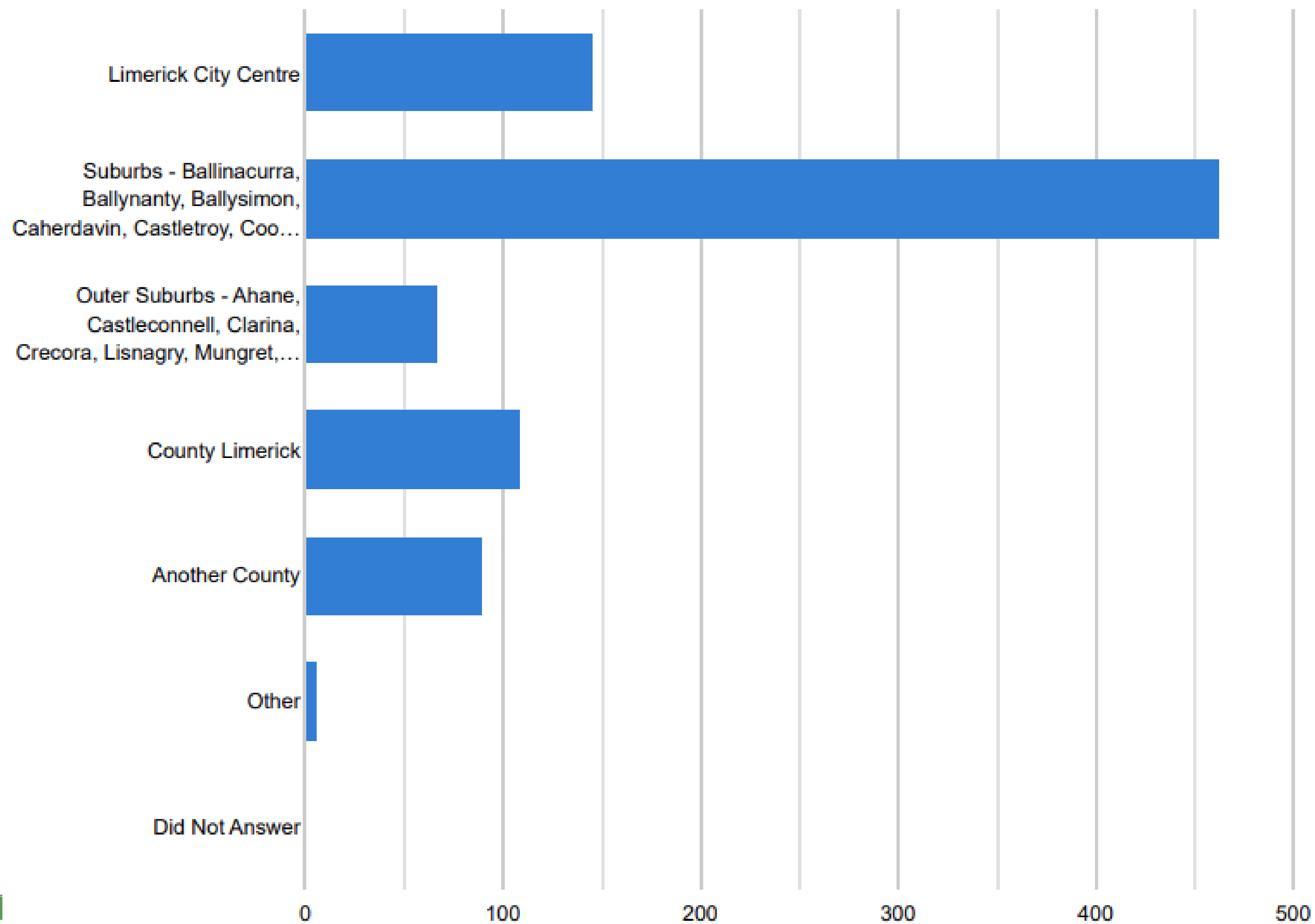




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Q12: Please select where you live

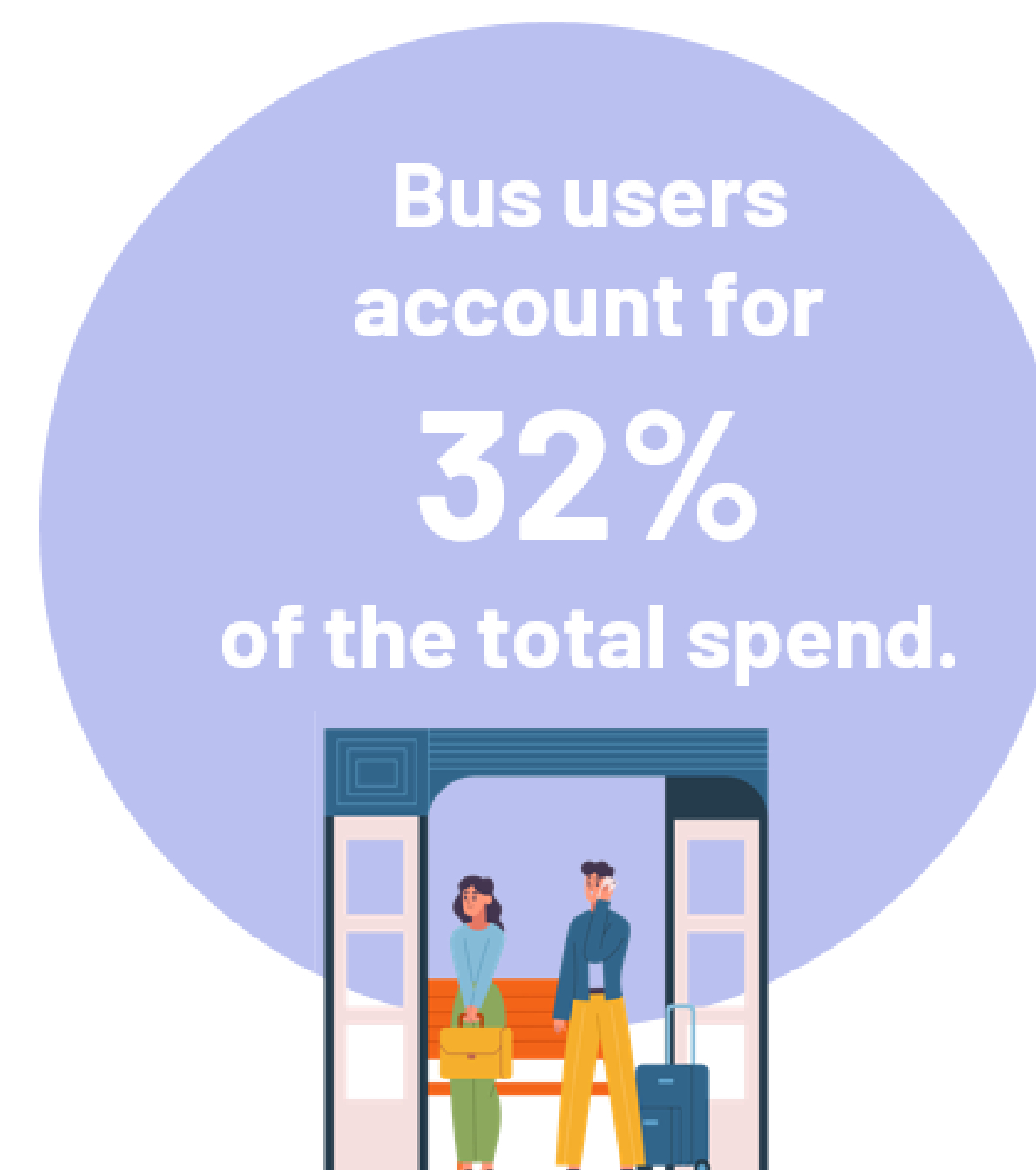
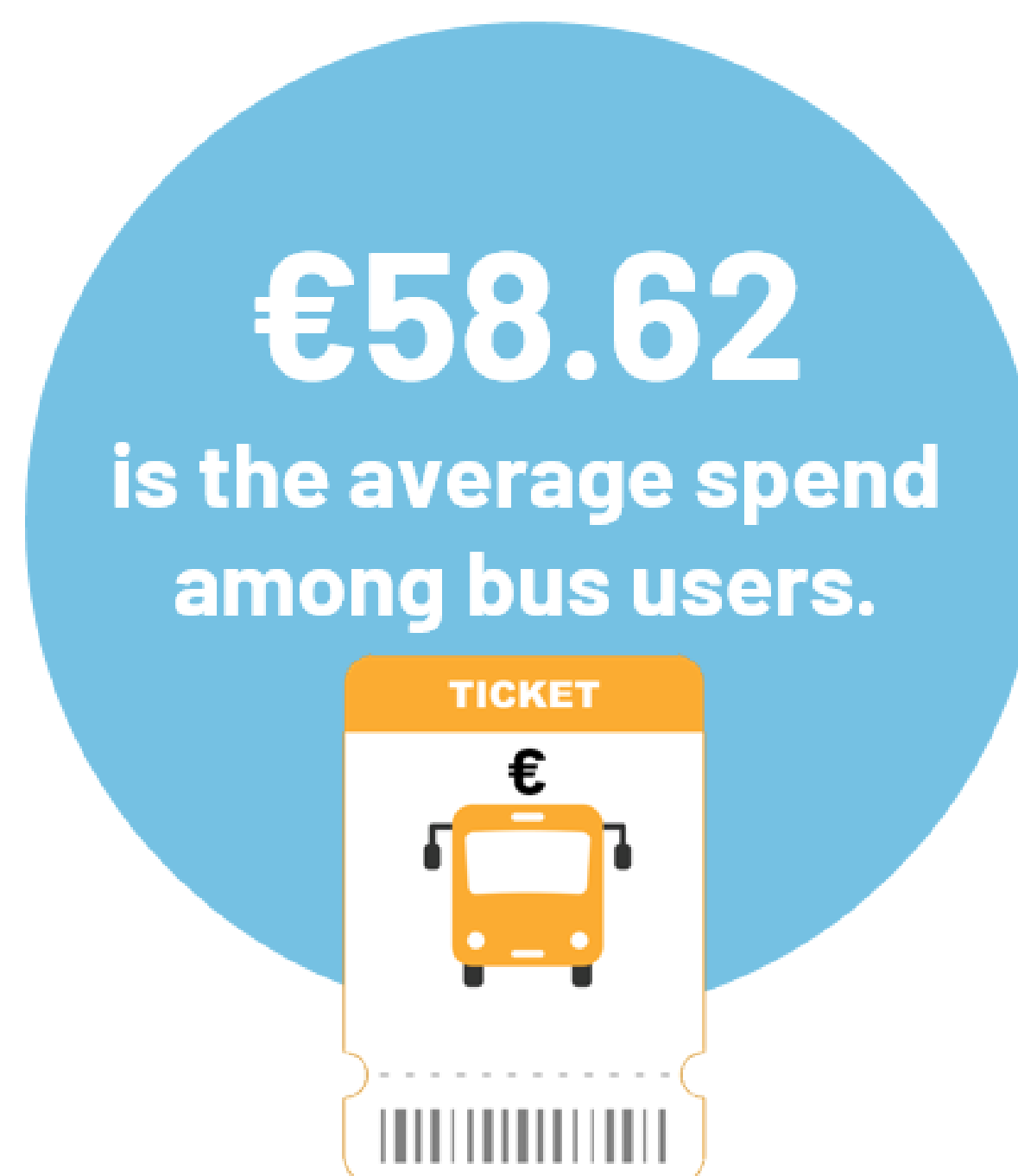


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July 24

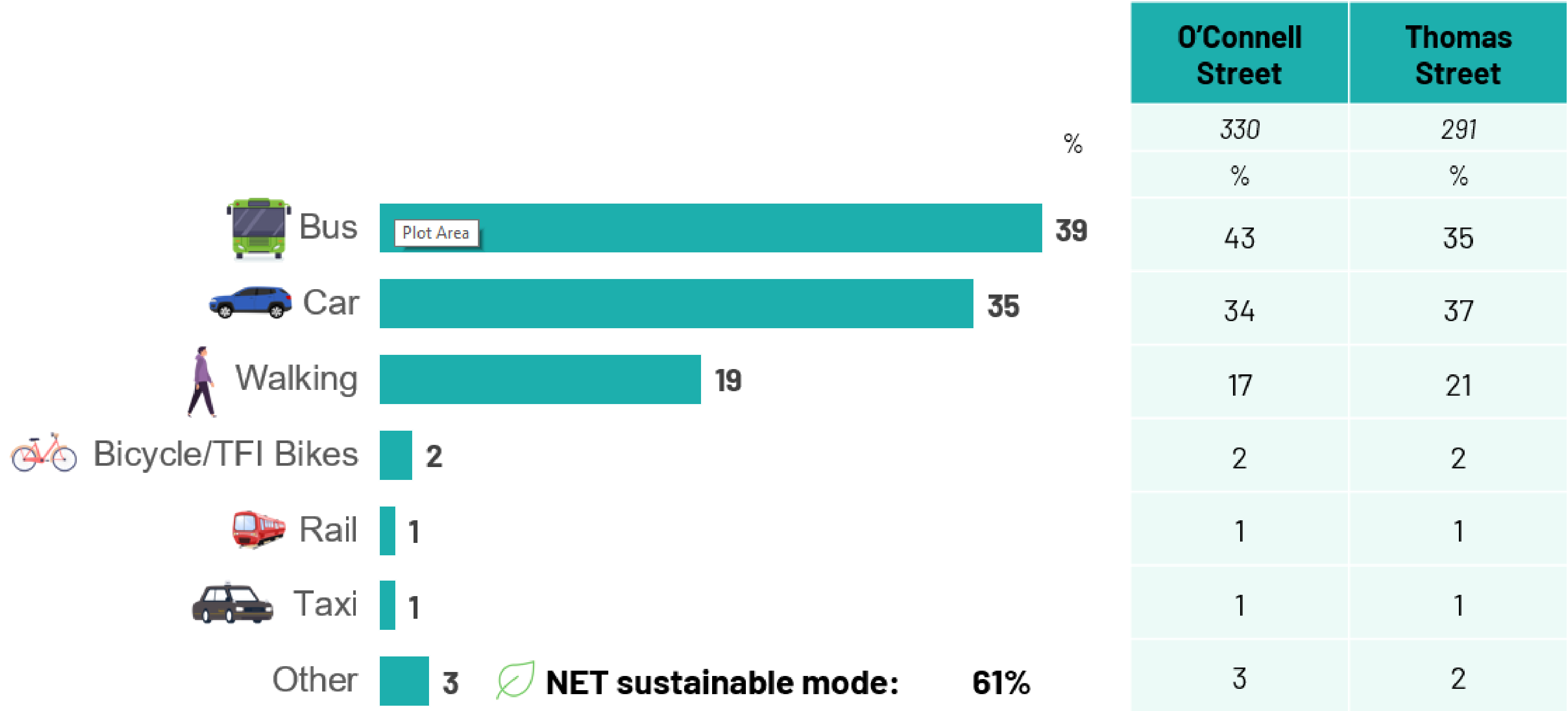
Top 3 Findings- Limerick City Centre Shopper Survey



July 24

Main mode of transport used to get into Limerick City centre (past four weeks)

Almost 4 in 10 stated that the bus is the main mode of transport they use to get to Limerick City centre.



Key Findings – Limerick City Centre Shopper Survey

Visits to the city centre

Main reasons:



Time spent:



10.11 Average number of visits in the past 4 weeks

Average spend per person

	All 16+ in city centre :	€64.62
	All using any sustainable modes :	€52.95
	All using Rail	€90.62
	All using car	€78.62
	All using Bus	€58.62
	All walking	€41.18
	All using bicycle/TFI bikes	€25.56

Mode of transport used

	To city centre	Home
NET sustainable mode:	60%	58%
Car:	38%	37%
Bus:	36%	34%
Walking:	21%	20%
Rail:	2%	2%
Bicycle/TFI bikes:	1%	2%

Share of estimated daily spend in Limerick city centre

	Car	46%
	Bus	32%
	Walking	13%
	Rail	3%
	Bicycle/TFI bikes	1%

Limerick City Transport Plan -2024

Facilitate the Implementation of Bus Connects with appropriate priority

Examine Parking Demand, Loading & Private Coach movements.

Pre Draft Survey July-2024 (877 submissions)

Consider all modes of transport & needs for road space

Success of Improved Bus Services

More Journeys & improved times

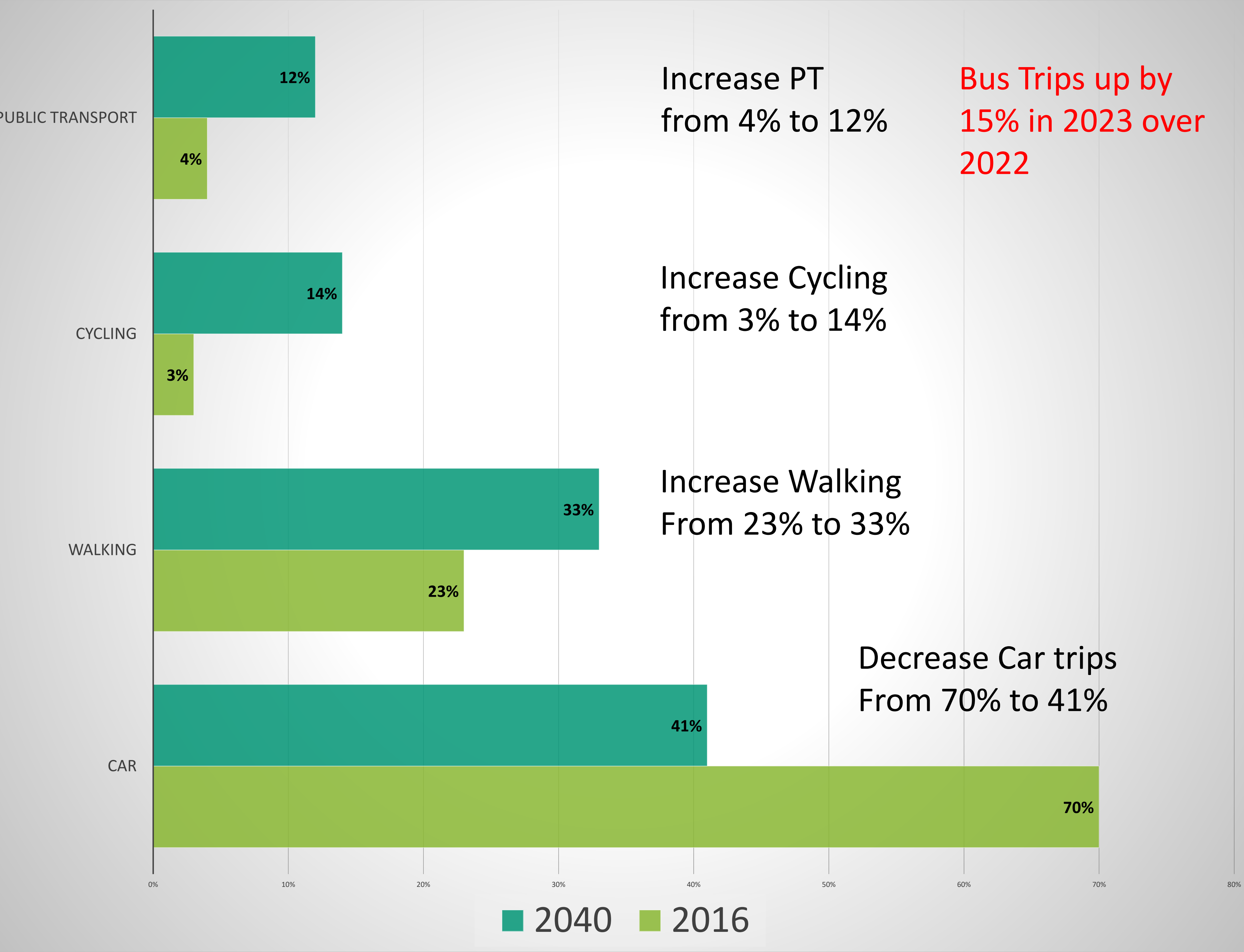
In 2023, Bus Éireann passenger journeys in Limerick 4.6 million.

This was up 600,000 on 2022 a 15% increase year on year.

In 2024 journeys are up another 5 to 6%

In August Bus Eireann introduced a 24 hour service on the 343 route to Shannon with 20min frequency at peak times & 30min off peak.

Initial data showed that the introduction of the Bus Lane on O'Connell Street in 2022 has reduced journey times through the centre from 9mins to 3mins at peak times. BE advise 15 to 20min improved journey times at peak congestion.



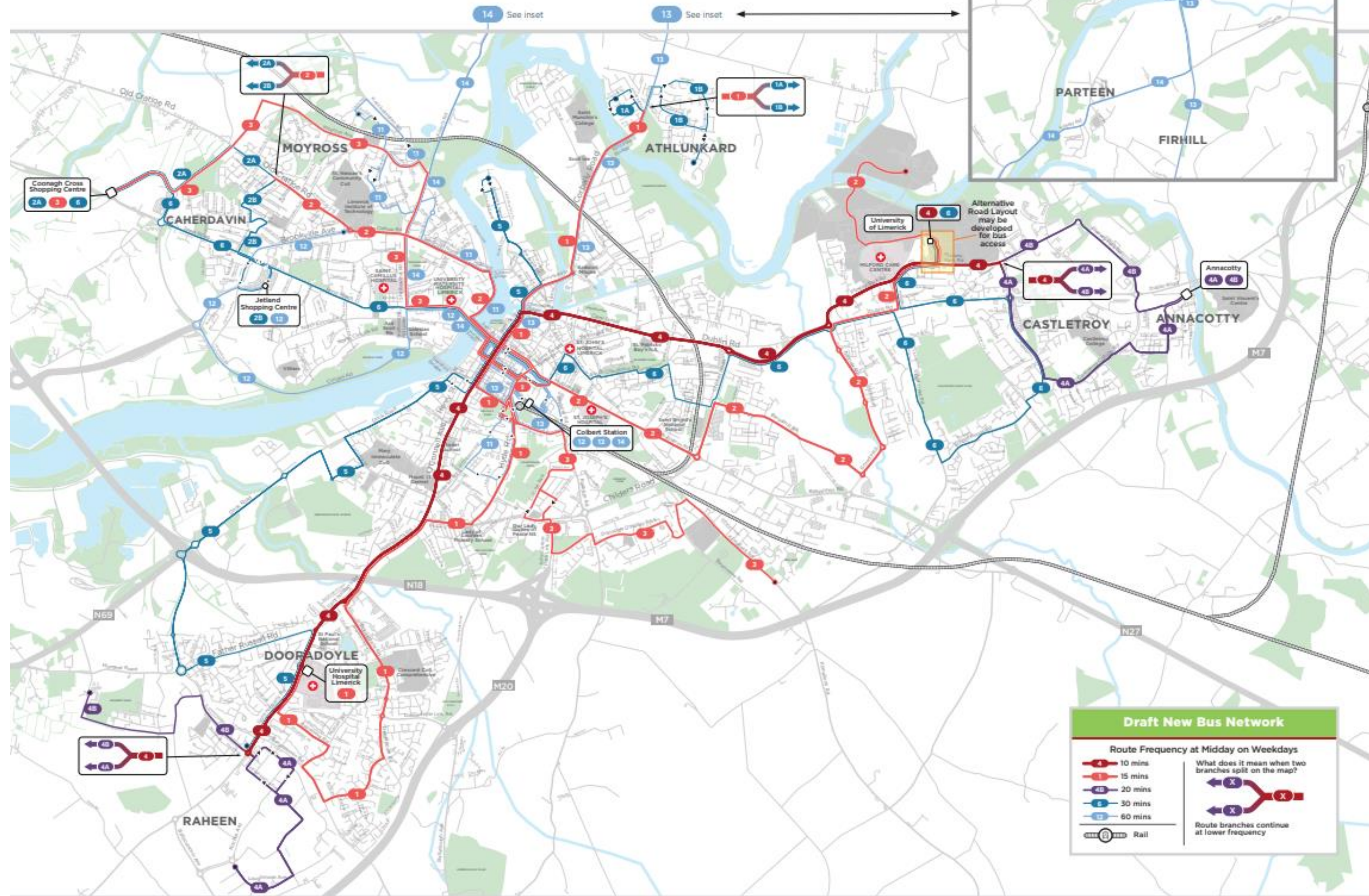
LSMATS

Mode Share

Targets

2016
to
2040

Limerick Network Map - How BusConnects gets you to where you want to go.



- The NTA has published its final new bus network for Limerick
- 85km of Bus Lanes/Bus Priority
- Increase bus services by 70% - 2026
- Links to Connecting Ireland Bus Network

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BusConnects Network Redesign 2023

Thank You