



To: The Mayor, Príomh Chomhairleoir and Each Member of Limerick City and County Council

**Chairperson's Report of the Travel & Transportation Strategic Policy Committee Meeting
of 10th June 2025.**

16th June 2025

A Chomhairleoir, a chara,

A blended meeting of the above Strategic Policy Committee took place on 10th June 2025. The following is a summary of the business transacted at the meeting.

Item 1: Minutes:

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on 8th April 2025 were proposed by Cllr. O'Donovan and seconded by Cllr. Kilcoyne and adopted.

Item 2: Update on Local Link Service – Anne Gaughan, General Manager for Local Link Limerick and Clare.

Ms. Anne Gaughan delivered an update on Local Link services in Limerick, adding that the TFI public transport network in Ireland includes all services that are procured, funded, and regulated by the National Transport Authority (NTA).

The presentation was well received by the committee and the members complimented Ms. Gaughan for the very informative update.

Item 3: Presentation on the CPO process for Road Schemes – Ger Carey, Mid-West National Road Design Office

Mr. Carey delivered a presentation on the steps involved in the Compulsory Purchase Order process.

The presentation was well received by the committee who found it very informative.

Item 4: Update on provision of salt to Resident Associations during extreme weather conditions - John Gannon, S.E.

Mr. McGrath delivered an update on the provision of salt to Resident Associations. A revenue budget request will be sought for 2026 which if granted will be managed by the Operations Team.

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

Item 5: Notice of Motion submitted by Councillor M. Donoghue (referred from April Metro Meeting)

I will move at the next Meeting of the Metropolitan District of Limerick that the Council provides medium-term parking permits for tradespeople, service providers, attendees at courses or Active Retirement, where hourly parking discs and residential parking permits are not appropriate.

Cllr. Donoghue proposed providing medium term parking permits for tradesmen and carers for a few hours or days at a time. It was suggested that the motion should include city and towns.

Cllr. Conway seconded the Motion.

Reply:

Parking permits are currently issued to residents on an annual basis, in line with existing parking bye-laws, and require the submission of supporting documentation along with a nominal fee. At present, the current bye-laws do not allow for the issuing of any other permits or parking fee exemptions in areas with parking restrictions.

However, a comprehensive review of paid parking and the current parking permit system will be carried out following the preparation of the Limerick City Transport Plan. Consultants appointed by the National Transport Authority (NTA) are currently developing the Limerick City Transport Plan, with a draft plan expected to be completed in Quarter 3 of 2025.

In reviewing the approach to parking management, the potential for introducing special provisions for parking exemptions will be considered.

The members welcomed the Motion, as part of the wider transport system. Following discussion, Cllr. O'Donoghue thanked Mr. McGrath. She suggested that nobody wants parking for free and understands the value of parking.

Item 6: Notice of Motion submitted by Councillor C. Slattery (referred from May Metro Meeting)

I will move at the next Meeting of the Metropolitan District of Limerick for this Council to look at providing free parking permits to Health Care Workers who provide home support to people who live in the City with parking restrictions outside their homes.

Cllr. P. Doyle seconded the motion.

Reply:

Parking permits are currently issued to residents on an annual basis, in line with existing parking bye-laws, and require the submission of supporting documentation along with a nominal fee. At present, the current bye-laws do not allow for the issuing of any other permits or parking fee exemptions in areas with parking restrictions.

However, a comprehensive review of paid parking and the current parking permit system will be carried out following the preparation of the Limerick City Transport Plan. Consultants appointed by the National Transport Authority (NTA) are currently developing the Limerick City Transport Plan, with a draft plan expected to be completed in Quarter 3 of 2025.

In reviewing the approach to parking management, the potential for introducing special provisions for parking exemptions will be considered.

Item 7: Notice of Motion submitted by Councillor S. Benson (referred from April Metro)

I will move at the next Meeting of the Metropolitan District of Limerick that this Council, carry out an audit of all bus stops in the Metropolitan area and liaise with the NTA to provide adequate bus stop signage at all stops and remove all inadequate signage.

Cllr. Benson advised that bus stops are identified on a survey however, there is no signage. There seems to be a huge inequality between the north side of the city and other areas as signage is much reduced on the north side.

The motion was seconded by Cllr. O Donovan and supported by the members.

Reply:

As part of the ongoing Network Redesign under the BusConnects programme in Limerick, the National Transport Authority (NTA), in close collaboration with Limerick City and County Council, is carrying out a comprehensive review and assessment of every bus stop across the network. This review is a key component of the wider effort to enhance public transport services, accessibility, and infrastructure throughout the city.

As part of the implementation phase of the redesigned bus network, all necessary upgrades to bus stops will be carried out. This will include the installation of new, standardised signage where needed, as well as the removal and replacement of any signage that does not meet the

updated criteria. The objective is to provide a consistent and high-quality experience for public transport users, making the network easier to navigate and more reliable for all passengers.

In light of this ongoing work, the Council is committed to continuing its engagement with the NTA to ensure that the needs of the Limerick Metropolitan area are fully addressed and that all bus stop infrastructure is brought up to an acceptable and modern standard.

Item 8: Notice of Motion submitted by Mr. David Tobin, Community/Voluntary Sector

I will move at the next meeting that the Travel and Transportation Strategic Policy Committee write to the **Minister for Transport**, the **Chairperson of the Board of Transport Infrastructure Ireland (TII)**, and the **Chief Executive of TII** to call for urgent prioritisation and full delivery of the **Rathkeale to Limerick City Greenway** in advance of the **Ryder Cup in 2027**.

Note: *The full delivery of the Greenway - from Rathkeale to Limerick City - should be the primary objective given the substantial economic, social, and tourism benefits to the region. If this cannot be achieved within the timeline, then at minimum, the section from Limerick City to Adare should be completed before the Ryder Cup, to align with the completion of the Adare Bypass and ensure sustainable transport options for the event. This motion is proposed in recognition of the opportunity to maximise national and international benefit from the project in the lead-up to 2027.*

Mr. Tobin proposed the Motion and asked for support to get the ball rolling to join up Limerick city to Adare, Adare to Rathkeale and in time we would have greenway all the way to Fenit, Co Kerry.

Cllr. Doyle seconded the motion.

The members supported the Motion, and the Chair agreed to recommend the issuing of a letter to the Minister for Transport, to the Chairperson and the Chief Executive of TII.

Item 9: Question submitted by Mr. F. Flaherty, Community/Voluntary Sector

I will ask at the next meeting can the Roads Design Office provide a detailed update on the current status and progress of the Rathkeale to Limerick City Greenway project, including milestones completed to date, current stage of planning or design, estimated timelines for construction, and any obstacles that may impact the project's delivery ahead of the 2027 Ryder Cup.

Reply:

In June 2022 technical consultants were appointed by Limerick City and County Council to progress the Phase 0 stage (Scope and pre-appraisal) for the Rathkeale to Limerick Greenway project. The consultants completed their commission in March 2023, the output of which was the Strategic Assessment Report (SAR) which is a key deliverable within TII Project Management Guidelines. In the interim period Iarnród Éireann announced their decision to

reopen the Foynes to Limerick railway to freight traffic with works starting on the ground in late 2022. This was seen as a potential opportunity for the Greenway project and so several meetings were held with Iarnród Éireann staff and their consultants to examine the feasibility of co-locating a Greenway and an operational railway within the confines of the existing railway corridor.

Iarnród Éireann's consultants produced a report on this proposal in May 2023. Their report was based on a twin track arrangement with a Greenway located 3m from the nearest 'live rail'. This concluded that there was not adequate space to cater for both infrastructures within the railway corridor. We reengaged with Iarnród Éireann and their consultants, tabling several alternatives including a proposal to consider 'passing loops', where twin track running could be accommodated at certain points along the route. Iarnród Éireann were not in favour of any of our proposals, citing restrictions on future development of their services and network. The matter was discussed at senior level within TII, the Department of Transport and Iarnród Éireann and approval was given in January 2024 from TII to re-examine the feasibility of co-locating a greenway and an operational single tracked railway within the existing railway corridor, between Ballingarrane and Adare. This study concluded in August 2024 that whilst it is possible to locate a greenway and a single tracked railway within the railway corridor at certain locations, it is not viable over the full entirety of the route, due to Iarnród Éireann technical requirements and topographical restrictions.

At this point it became clear that whilst the railway corridor may play some part in the provision of a Greenway between Rathkeale and Limerick, it would not be the sole solution. To move the project forward, consultants were required to draw up a study area and start examining other possibilities for the project to progress to the next TII Phase. Tender documents were prepared for this competition but approval to commence the competition was not forthcoming from TII due a poor funding outlook at the time. The 2025 funding allocations were announced in March of this year and following TII review and approval, documents were published on etenders on 23rd of May with the tender return deadline set for 23rd of this month.

Once consultants are appointed from the current tender competition (Subject to a positive tender response and TII approval to appoint), we will prepare a study area for the scheme and begin to examine possible route corridors. Public consultations will be held to allow for feedback from members of the public and key stakeholders. The studies completed to date will assist in that process and should help to reduce project timelines overall.

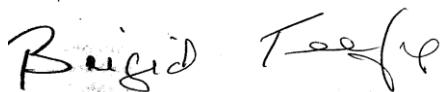
Recommendation from Travel and Transportation Strategic Policy Committee:

That, the Council write to the Minister for Transport, the Chairperson of the Board of Transport Infrastructure Ireland (TII), and the Chief Executive of TII to call for urgent prioritisation and full delivery of the Rathkeale to Limerick City Greenway in advance of the Ryder Cup in 2027.

The full delivery of the Greenway - from Rathkeale to Limerick City - should be the primary objective given the substantial economic, social, and tourism benefits to the region. If this cannot be achieved within the timeline, then at minimum, the section from Limerick City to Adare should be completed before the Ryder Cup, to align with the completion of the Adare Bypass and ensure sustainable transport options for the event. This motion is proposed in recognition of the opportunity to maximise national and international benefit from the project in the lead-up to 2027.

This concluded the business of the meeting.

Is mise le meas,

A handwritten signature in black ink, appearing to read "Brigid Teeffy".

Brigid Teeffy

Chairperson of the Travel & Transportation Strategic Policy Committee