



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 10th June 2025 at 3:00 p.m. in the Council Chamber, Dooradoyle and ONLINE by MS Teams Video Conference.

Members Present: Cllrs. Teefy (Chair), Butler, Conway, Doyle, Kilcoyne, Gavan, Hartigan, O'Donoghue, O'Donovan, E. Ryan, T. Ruddle, Scanlon, Secas, Teskey, Ward.
Mrs. M. Browne, Mr. F. Flaherty, Mr. J. Foster, S. Golden, Mr. D. O'Neill, Mr. P. Ruttle, Mr. D. Tobin.

Apologies: Cllr. M. Ryan

Officials Present: Mr. H. McGrath, Ms. A. Leahy, Mr. J. Cregan, Ms. K. McDonnell, Ms. M. Corrigan, Ms. M. Fitzgerald, Mr. T. Hayes, Ms. M. Hennessy, Mr. T. Hayes, Mr. T. Goodwin.

Other invitees:

Cllr. M. Donoghue, Cllr. S. Benson, Anne Gaughan, Local Link,
Gerard Carey & David E. Leahy MWNRDO.

Item 1: Minutes:

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

Item 2: Update on Local Link Service – Ms. 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 Chair thanked Ms. Gaughan for the very informative update and opened the floor to questions/comments. She also asked if Local link will be providing more services, particularly in East Limerick.

In response, Ms. Gaughan confirmed that finance is secured for work in Clare this year and Limerick next year. Tipperary are making some enhancements to their routes which will flow into the Limerick routes. She added that demand is mostly in the county, going from Charleville to Newcastle West and from Newcastle West into Limerick. Service is demand responsive and there are only one or two services per week to the city.

Cllr. Ruddle complimented the work over the last 5 years and hopes it will be sustained. He referred to people living in places like Feenagh who are now able to get to destinations, all thanks to Rural Bus. A person can go into Glin for a social night and get a bus home.

Cllr. O'Donovan can understand the passenger number increase of 567% from 2019 to 2024. In relation to the service being demand responsive, she expected that people might be refused, and it could sound like a taxi service. She appreciated that the service to the city is demand-lead, but as regards hospital access, to go to the hospital one must ring for a taxi. She welcomed the new route at Mill Road in Corbally, currently in the procurement stage.

Cllr. Scanlan complimented the great work. He highlighted the Mountcollins / Tournafulla area which badly needs a service to Newcastle West and the sooner the better.

Cllr. Gavan asked for an update on services in Mountpelier as there is no bus service and it is only 10km from Castletroy. Overall, she wished to compliment the wonderful service.

In response, Ms. Gaughan confirmed that a service was installed two years ago in Montpelier for 8 months and it was not used. However, she will definitely examine it again and revert to the NTA. She also offered to speak offline with Cllr. Gavan. In relation to Mountcollins, she confirmed that it is close to submission and should be on schedule for next year.

In relation to demand responsive requests, Ms. Gaughan confirmed that a request is assessed to see if there are other public transport services or taxis available. Accessibility will have to be assessed, and there may also be time constraints on the service providers.

Mill Road is at procurement stage, no date to hand until procurement is finalised.

Cllr. Teskey congratulated Ms. Gaughan on the local link service. Being a publican himself in Raheenagh, he added that the proposed choice of route in Mountcollins, Tournafulla and Raheenagh would be a key lifeline and would be very much welcomed.

Cllr. Kilcoyne confirmed that senior people in Patrickswell use local link and asked if Bus Eireann has anything planned for Munget, Patrickswell and Ballybrown.

Cllr. Secas- advised that in the Roxboro Ballyclough area, which has a primary school, many elderly people have expressed a wish to have a bus service as far as Fedamore and asked if there is any update for the area.

Cllr. Conway acknowledged the huge work done in the Kilmallock area. However, there is no service in the Martinstown Bulgaden area, not even a 2-day week service. He asked if some quieter routes could be tweaked to accommodate Kilfinane, Bulgaden and Martinstown.

In response, Ms. Gaughan advised that submissions were made for the Martinstown Bulgaden area, and she is waiting for NTA to reply. Roxboro is currently outside of her area; however, she will bring it to the dedicated planner with the NTA who will examine.

Regarding the Munget Clarina area, Cllr. Kilcoyne confirmed that Bus Connects is not servicing this area until 2027. Ms. Gaughan will look and see if something can be done in the meantime. In relation to Broadford – Mount Collins, Ms. Gaughan confirmed that they are currently looking at a loop in that area.

Ms. Gaughan offered to speak separately to any member who had any questions about a specific area.

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 Foynes to Limerick Road (including Adare Bypass) and the steps involved in the Compulsory Purchase Order process.

Cllr. Ruddle thanked Mr. Carey and asked how compensation is decided and if landowners will be favorably compensated if they hold on longer.

Cllr. O'Donovan thanked Mr. Carey adding that the presentation was very helpful. She asked if the Council is legally entitled to take land, what was the point of judicial review. With reference to Adare, the preferred scheme did not go ahead for the Foynes route, so presumed it is the same as for greenways as well.

Cllr. Secas referenced steps to 5 in the presentation, and she asked if a difficult landowner can prevent the council from taking possession of the land and delay the project.

In response, to Cllr. Ruddle, Mr. Carey advised that, typically, 95 – 98% of cases are settled through negotiation and the remainder go to arbitration. He added that both parties come together and agree compensation for the land. The Council will try to look for a fair price and will look for a fair settlement and discussions are had under various headings including severance, injurious affection, relocation – e.g. does the landowner have to go acquire land elsewhere.

The Council will try to ensure that the landowner is not inconvenient or financially out of pocket. The CPO process is not of the landowners' choosing; some negotiations are more complicated and may have to be referred to an independent arbitrator.

Regarding the reason for going for a judicial review, the process can be challenged; the public, including landowners, are entitled and have the right to go to court.

In response, Mr. Carey advised that if landowners are not happy with ABP decision, they can go to court for judicial review. They are going outside the CPO process, and all await the outcome of Judicial Review. Following that, if withdrawn, they can proceed to step 3 (notice to treat) and Judicial Review cannot come back in.

Mr. Ruttle queried Notice of intention to enter – interest is payable from this point and there is a timeline of 60days, the whole process is drawn out. He added when you look at the County Development plan you are coming from a policy point of view. There is a time limit on this project, the extra cost will be probably €3 million, and this could be utilised better elsewhere.

Mr. Carey advised there is a planning application process and the council would not be looking favorably or unfavorably or seen to be biased in any way.

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, adding that Cork County Council has a similar scheme. An application is going into budget this year and if funding is acquired, the Operations Team is looking to roll out the project early next year and will put this in place. The members thanked Mr. McGrath for the update.

The Chair agreed to discuss Item 5 & Item 6 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.

Cllr. Scanlon suggested including the motion for 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.

Cllr. O'Donovan welcomed the Motion as part of the wider transport system. Mr. McGrath added that there is some benefit giving parking permits to health care workers, however, it is up to them to get their company to provide this under expenses and expressed caution as could be a 'slippery slope'.

Cllr. Doyle gave examples of people requiring carers to call, who are concerned that overzealous traffic wardens book their health-carer.

Mr. McGrath advised that parking has value, and the council wants to encourage parking to benefit businesses. He added that allowing parking all day in the city is blocking up potential spaces for others, parking is for the benefit of the city. Principles of parking management in the city should be paralleled in the county.

Cllr. Donoghue thanked Mr. McGrath. She suggested that nobody wants parking for free and understands the value of parking. She appreciated that parking must be paid even if it must be included as a residential parking fee increase.

Mr. Tobin asked if charges for residential parking are being examined.

Mr. McGrath confirmed all parking will be reviewed and there will be recommendations in the Transport Plan. Putting a more reasonable price on residential parking might be able to free up costs elsewhere.

Cllr. Kilcoyne stated many parking spaces have been taken away with new cycle lanes and a policy is needed to increase number of parking spaces and identify suitable locations for high rise multi story parking. Parking in the city is detrimental to businesses and a lot have gone online as a result.

Cllr. O' Donoghue advised that people living in the city also need a bit more convenience and agrees businesses need to be supported.

Mr. McGrath advised that the charge in privately owned car parks varies from €2.60 to €3.20 and the capacity is not being used. He agrees that multi-story parking provides great spaces but acknowledged that on street parking is a third of the cost of the private car parks.

Cllr. Scanlon advised that we need to equalize residential permits and bring both into line.

Cllr. Doyle advised that city retailers are competing with free parking like the crescent shopping centre. We need loading bays to be made available. He submitted a motion regarding the Dochas building on Parnell Street and the use of sensors on loading bays. The loading bays would be so beneficial and added that signing is very poor.

Mr. McGrath agreed with the sentiments; there are sensors in the loading bays to gather data and perhaps some businesses do not need loading bays. The executive welcomes the innovation and initiatives from the members on this matter.

Cllr. Gavan advised the fine for parking in a loading bay is €40 ticket. She does not agree with extra high-rise car parks and suggested encouraging public transport and looking at frequency of service. A bus can bring 60-80 people into the city.

The Chair suggested that the matter needs to be examined as there are a lot of taxi spaces not being used and are available during the day. She added that not everyone likes using high rises, particularly people with buggies and wheelchair users.

Mrs. Browne stated that in privately owned car parks, there are spaces for disability access. You need a blue badge for parking, and you are charged. Furthermore, the car park on Thomas Street is very tight if you had to get out of a wheelchair

Cllr. Scanlon suggested that high rise car parks were designed for much smaller cars.

Mr. McGrath agreed – we will certainly ask the question, some are very tight, we will pursue the matter of charging for disability parking for blue badge holders. The space finder app should identify spaces most widely used, and we could invest in improving these spaces.

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.

Mr. McGrath read the Motion in Cllr's Slattery's absence

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 Meeting)

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. In Caherdavin 11 of the stops had signage, this is much reduced on the Northside of the city. There seems to be a huge inequality between the north side of the city and other areas.

The motion was seconded by Cllr. O Donovan.

Mr. Tobin supported the motion and commended Mr. John B. O Callaghan on the works thus far on bus shelters. Cllr. O Donovan commended Cllr. Benson on bringing the motion and asked for clarity around the bus shelter on Mulcair Road.

The Chair wished to add her support to the Motion and asked that rural stops be included. Cllr. Secas also supported the motion.

Cllr. Kilcoyne fully supported the motion and referred to Mulcair road, there is nowhere to sit down, never seen a bus shelter going for planning.

Cllr. Gavan also supported the motion and recommended an audit of all bus stops.

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.

Cllr. O'Donovan asked if members can feed into this review. Mr. McGrath confirmed under the revised report, Mulcair Road is not included, but the general area will be. He added that Mr. O'Callaghan has secured funding from the NTA and will be part of the new network and will be prioritised.

Mr. Tobin wished to highlight the difference between Ennis Road and Moyross adding that 10% of people on Ennis Road do not have a car whereas 48% in Moyross.

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 you would have greenway all the way to Fenit.

Cllr. Doyle seconded the motion.

Cllr. Gavan supported the motion and suggested that this would add to the whole health of liveable limerick. It would be a win-win for everyone if we could extend into Limerick city.

Cllr. O'Donovan expressed disappointment at the lack of progress of this route, adding that the existing N21 should be developed into a greenway.

Mr. Ruttle believed that a route along the existing N21 would be a more favourable option especially for the businesses along this route as it would directly pass through Croagh and Adare instead of bypassing them.

Mr. McGrath advised that a lot of time and effort has been invested already and there are options along the N21 but agreed that we are almost back to the very start. He supports the right to submit this motion.

All members agreed to support the Motion and a reply will issue.

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 reexamine 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.

The Chair thanked all for their attendance and contribution and advised that the next meeting is scheduled for Tuesday, the 14th October 2025. This concluded the business of the meeting.

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 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.