

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 18th February 2026.

9th March 2026

Officials Present: Patricia Liddy (PL), Hugh McGrath (HMcG), Chris Neville (CN), Mairead Corrigan (MC), May Fitzgerald (MF), Natasha McGarry (NMcG), Tara Flanagan (TF), Patricia Fogarty (PF), Una Walsh (UW), Tom Hayes (TH), Toby Goodwin (TG), Sinead Kennedy (SK), Caroline Mulcahy, (CM), Mary Hennessy (MH), Trevor McKechnie (TMcK), Inspector Pádraigh Sutton, (PS)

A Chomhairleoir, a chara,

A blended meeting of the above Strategic Policy Committee took place on 18th February 2026. 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 17th December 2025 were proposed by Cllr. E. O'Donovan and seconded by Cllr. F. Kilcoyne and adopted.

Item 2: Update from Irish Rail on Rail Strategy for Limerick – Mr. Cian Lynch

Mr Cian Lynch delivered an update on the overall ambition and objectives for rail in the Mid-West.

Following discussion Mr. Lynch clarified issues raised by the members and agreed to revert in September with the findings of the Commuter Rail Study.

Item 3: Item for discussion – Referred from November 24th Plenary Meeting - Proposed by Cllr. Keary, seconded by Cllr. O’Donoghue

“To consider drafting a new byelaw for city and county that all property owners be responsible for footpaths adjacent to their premises”.

Response:

The Roads Authority has a duty to maintain public roads which includes footpaths under the legal definition (see definition of a ‘road’ in Roads Act 1993 – Section 2). Maintenance of footpaths by Landowners should be limited to superficial/non-destructive tasks (e.g. Sweeping, Clearing debris) that would not fall under the requirement of the need for a Road Opening Licence.

Any such maintenance does not relieve the Roads Authority of the duty to maintain. Anything significant in terms of maintenance by a Landowner could place a legal liability on such a landowner in the event of a public liability case. Any byelaw introduced would not place any additional legal obligation on Landowners than already exists so such new bye laws would not be justified.

It was determined that any byelaw introduced would not place any additional legal obligation on landowners than exists already so as such, new bye laws would not be justified.

Item 4: Item for discussion – submitted by Mr. David Tobin

Update on the Car-Share scheme and operation of same within Limerick.

Response:

Limerick City & County Council have previously sought tenders on two occasions on the open market in respect of Car Share schemes, having engaged in extensive market consultation.

Unfortunately, neither of the procurement processes resulted in a success bidder for the service provision as we did not receive any tenders.

The existing service provider in limerick (Go Car) were part of an original pilot project in the city. They have removed their share cars from the public streets only for operational reasons, and concerns regarding the locations. Go Car are still operating at private locations such as petrol Stations, retail outlets etc

In the interim we have again initiated enquiries with a service provider in the market with the intention of re-establishing a pilot project for 2026.

When we are in a position to confirm a new scheme we will advise accordingly.

Following discussion by the members on the issues with GoCar, it was agreed that there would be an update on the matter at the next SPC Meeting.

Item 5: Item for discussion – submitted by Mr. Farron Flaherty

To discuss the Council's approach to pedestrianisation and pedestrian-priority spaces across Limerick and how enforcement of existing pedestrian spaces is addressed.

Response:

Breaches of the Road Traffic (Traffic and Parking) Regulations 1997 (S.I. No. 182/1997), specifically concerning Pedestrianised Streets (Article 45), are treated as fixed charge offences in Ireland, often resulting in fines and penalty points.

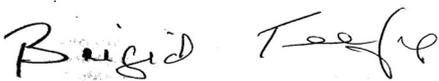
Key penalties and details regarding the misuse of pedestrian areas include:

- Fixed Charge Notice (Fine): Driving a mechanically propelled vehicle into a pedestrianised street (unless exempt) generally results in a fixed charge penalty of €80 if paid within 28 days, or €120 if paid within 56 days.
- Penalty Points: Such an offence typically incurs 1 penalty point on payment of the fine, or 3 penalty points if the matter goes to court and a conviction is secured.
- Court Penalties: Failure to pay the fixed charge notice can lead to court prosecution, where fines can be significantly higher.
- Pedestrianised Areas: Article 45 prohibits vehicles from entering or parking in a pedestrianised street or area during designated hours, except for exempted vehicles (e.g., in some cases, for loading during specific times, or emergency vehicles).
- Cyclists: Cyclists entering a pedestrianised street or area illegally may also be subject to a €40 fine.
- These regulations are enforced by An Garda Síochána. Wardens are not authorised to enforce these breaches in Limerick City & County Council other than for stationary vehicles parked in such areas where they do issue fixed charge notices.

Following discussion, the approach to pedestrianisation and pedestrian-priority spaces across Limerick was clarified by HMcG and Inspector Sutton.

This concluded the business of the meeting.

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Brigid Teefy,
Chairperson of the Travel & Transportation Strategic Policy Committee