



Comhairle Cathrach  
& Contae **Luimnigh**

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**Limerick City**  
& County Council

**Minutes of the Meeting of Limerick City and County Council’s Travel and Transportation Strategic Policy Committee held on 18<sup>th</sup> February 2026 at 2:15 p.m. in the Council Chamber, Dooradoyle and ONLINE by MS Teams Video Conference.**

**Members’ Present:** Cllrs. Teefy (Chair), Cllr Daniel Butler, Cllr Gregory Conway, Cllr Peter Doyle, Cllr Fergus Kilcoyne, Cllr Ursula Gavan, Cllr Seán Hartigan, Cllr John O’Donoghue, Cllr Elisa O’Donovan, Cllr Eddie Ryan, Cllr Martin Ryan, Cllr Tom Ruddle, Cllr Jerome Scanlon, Cllr Elena Secas, Cllr Adam Teskey, Cllr Ger Ward, Maureen Browne, David Tobin.

**Apologies:** Mr. Farron Flaherty, Philip Ruttle.

**Other Invitees:** Inspector Padráig Sutton, An Garda Síochána.

**Officials Present:** Ms. P Liddy, (PL) Mr. H. McGrath (HMcG), Caroline Mulcahy (CM), Mary Hennessy (MH), May Fitzgerald (MF), Ms Natasha McGarry (NMcG), Úna Walsh (ÚW) Ms. M. Corrigan (M.C.), Ms. S. Kennedy (SK), Mr. S. McGlynn (SMcG), Trevor McKechnie (TMcK), Tom Hayes (TH), Tara Flanagan (TF), Mr. T. Goodwin (TG).

**Item 1: Minutes:**

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on the 17<sup>th</sup> of December 2025 were proposed by Cllr. Elisa O’ Donovan, seconded by Cllr. Fergus Kilcoyne and adopted.

**Item 2: Update from Mr. Lynch on Rail Strategy for Limerick – Mr. Cian Lynch, Program Manager**

Mr. Cian Lynch delivered an update on the overall ambition and objectives for rail in the Mid-West which aligns with the 32 recommendations set out in the All-Island Strategic Rail Review to enhance the rail system in Ireland. It is aimed to double share in the transportation market in Ireland over the next 25 years.

The members welcomed the presentation and agreed it was positive to see the upgrades at Limerick Junction and highlighted the following issues: -

- Vegetation clearance on the Limerick to Foynes freight line and the impact on animal habits, many of the displaced animals have been finding refuge in local estates
- The possibility of a direct line from Limerick to Cork to be examined.
- The potential for the temporary platform in Adare becoming permanent.
- The potential for Rosbrien, Patrickswell and other sites to be considered for temporary platforms and if the Council could fast track planning for a platform in Patrickswell.
- Clarification on the term double tracking and is a direct line to Sligo to be considered.
- Query on a rail link as fair as Foynes in conjunction with Foynes Port Company as it could become a potential economic development opportunity.
- The location of the freight depot for the Foynes to Limerick freight
- Query if the manned rail crossing gates were a hindrance to development around Annacotty, UL and the Technological Park.
- Is Park and Ride from Limerick Junction to Adare to be implemented.
- The Moyross Station was welcomed.
- The railway lines in Ballysimon and Annacotty were highlighted and would be welcomed as Dublin Road is congested and it is hoped there is double tracking as far as Killonan.
- Will Irish Cement line will be considered as part of the Commuter Study, as it is connecting a growing suburb including Limerick Business Park near Raheen.
- Query if Dromkeen, Oola and Pallasgreen were considered as part of a line, and whether further Park and Ride sites are being considered here.
- What sort of freight is to be carried by the Foynes to Limerick line and whether this is to ever be considered a commuter line for passengers.
- Will the Kilmallock Bridge upgrade be examined as bridge is very old and people cannot use the footpath which creates issues for people with disabilities or people using buggies. It is also a very sharp bridge and the other side cannot be seen.

In response to questions, Mr. Lynch added the following -

- He will revert regarding query on compensation for homeowners. The platform in Adare was always intended to be temporary but permanent stations are being considered as part of the commuter rail study. Double tracking of the existing line between Limerick Colbert and Limerick Junction is key to improving services between Limerick and other major cities. Freight depot locations are under consideration, and Limerick Junction is an option. He will speak to the freight team on the matter. The aim is to reopen any existing lines and the Irish Cement line is to be considered in the commuter rail study
- Further Park and Rides are being examined across the city
- A commuter rail study is being progressed with the NTA including Ballysimon Park and Ride, and he hopes to revert by September with an update.

- Foynes to Limerick line, is being considered as a commuter line but not in the near future.
- Mr. Lynch advised he will take away the issues on Kilmallock bridge and will revert in September.

The Chair thanked Mr. Lynch and stated it was all positive particularly the following-

- The double tracking would be positive and make a huge difference to the N24
- Bridge in Kilmallock
- With a direct line from Limerick to Cork, two major cities would be connected.

Mr. Lynch added that between Limerick and Limerick Junction there will be double tracking of the line. The timeline involves appointment of an MDC this summer with design and planning to follow. Freight Depot being assessed at Limerick Junction and he will speak to Freight team on the matter. The double tracking is a major objective. In relation to the commuter rail, the model in Cork for the Cork Area Commuter Rail programme has been very successful and Irish Rail would seek to replicate this in Limerick. Following approval by the Chair and in Mr. Flaherty's absence, it was agreed to move to **Item 5**.

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

In Mr. Flaherty's absence, Mr. Tobin submitted the item for discussion as follows:

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

MC read the response as follows:

*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 questions by the members, Inspector Padraig Sutton clarified the following-

- An Garda Síochána are often asked for views and have no issue with pedestrianisation.
- Engineering in the first place to address and then enforcement of continued problems.
- Information around the “Think Before You Park Scheme is available at [Think Before You Park | Limerick.ie](http://Think Before You Park | Limerick.ie)
- The Transport plan is at the final stage subject to Mayoral approval in the coming weeks and is prioritising pedestrian movement.
- Regarding the engineering side and technology on phones, the seeking out of registration of vehicles, systems are advanced in relation to the Road traffic legislation.

Mr. Goodwin advised he attended the ‘Step Forward’ meeting with Mrs. Maureen Brown today at which there were lengthy discussions. The group would also like to meet Inspector Sutton.

Mr. Tobin thanked the executive and Inspector Sutton for the response. He added that there is quite an increase in calls on the Traffic Watch System. He and Inspector Lacey have met with LCCC and An Garda Síochána. They offer prompt advice when it is required and it is extremely positive.

**Item 3: Item for discussion – Referred from November 24<sup>th</sup> 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”.

**MC read the response as follows:**

We have reviewed your request and can confirm that the following is the position.

*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.*

In response to queries by the members, Mr. McGrath clarified the following -

- In the event of a person falling and if a path is in the Council's charge, then the responsibility lies with the council.
- The remit of the Council is to do maintenance and deal with cracked footpaths etc.
- If the Council does not salt a path in a private estate, then LCCC is not responsible if someone falls.
- When thaw hits, even if there were resources available, LCCC cannot go to all places. Law is reasonably practical and does not state that the onus is on the property owner and it is limited responsibility.
- He suggested that advice could be uploaded on Council's website by the directorate.

P.L. advised that the executive is currently looking at doing a pilot on this issue. Residents do request salt from the Council for their area. She will further examine the matter.

The Chair advised that all responses and copy of the byelaws will be circulated.

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

Given the objectives of the Limerick–Shannon Metropolitan Area Transport Strategy (LSMATS), particularly its emphasis on reducing car dependency, improving access to opportunity, and addressing transport disadvantage, can the Council outline what contractual, enforcement or support mechanisms were in place under the Control of Car Club Bye-Laws 2024 in relation to the recent car-sharing operator that withdrew services following sustained anti-social behaviour?

Furthermore, what policy lessons are being drawn from this experience to inform future licensing, tendering or partnership arrangements, so that car-sharing can operate sustainably in challenged locations and continue to provide a viable shared-mobility option for residents who depend on it as an alternative to private car ownership, in line with the social inclusion and accessibility objectives of LSMATS?

**Reply:** NMCG read the response as follows-

*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.*

During discussion, the members highlighted the following -

- Request for update and operation on the Car-Share scheme within Limerick. The PPN has queried this as the scheme is under scrutiny. The scheme is currently operating at a reduced capacity due to anti-social behavior.
- There were issues with Go Car as they have monopoly of Irish market. The contract was up to June 2025 and there were issues with Go Car before they removed services due to anti-social behavior.
- Members agreed that there is a need in the city for the service.
- The media scheme worked well. News was put out about anti-social behavior in Limerick and members did not approve of the way they left Ireland and hopes we can get another provider.

Following Mr. Tobin's request, NMcG agreed there would be an update at the next meeting.

Following a query regarding an update on the funding by TII and the NTA for 2026, the chair agreed that this would be circulated. She also reminded members of the upcoming workshop to make a work programme.

This concluded the business of the meeting.