



**6**

**Sustainable Mobility  
and Transport**

## 6.1 Introduction

This chapter will set out the Council's strategy to provide an effective, sustainable and accessible transport system. A functional and effective transport network is fundamental to the creation of a compact and connected place. The NPF and RSES seek to reduce dependency on the private car and secure a shift towards sustainable modes of transport, including walking, cycling and public transport.

During the lifetime of the Draft Plan, the Council will strengthen the links between land use and transportation planning and will seek to promote sustainable transport, through the management of the road network in Limerick, by providing attractive, inclusive and connected walking and cycling networks, improving permeability within settlements, supporting car-share facilities and the use of electric vehicles and securing investment in public transport. It is anticipated that all of these combined measures will improve the quality of life for residents and visitors, create more attractive environments and help transition Limerick to a low carbon and climate resilient society.

The overall policy approach seeks to integrate land use and transport policies to achieve the delivery of a high quality, climate resilient and sustainable transport networks for Limerick, which is supported by appropriate objectives. Planning policy needs to look beyond catering for car dominated road space. It needs to utilise the 'Avoid - Shift - Improve' approach to integrating land use and transport planning. Focus will be on the reduction in the need for people to travel, the development of 10 minute cities and towns, where people live close to their workplace, community facilities and services. Therefore, creating a shift to more sustainable transport modes, enhanced walking and cycling facilities and by improving energy efficiency of our transport, reducing our carbon footprint.



## 6.2 National and Regional Planning

The NPF and RSES sets out the overarching policy for the integration of land use and transport policy, which seeks to deliver compact growth and sustainable mobility, as a means to reduce our carbon footprint and transition to a low carbon economy. The NPF has a strong emphasis on sustainable mobility, with a focus on the transition to more sustainable modes of travel, such as walking, cycling and increased use of public transport, it also highlights the need for electrification of public transport fleets and to significantly increase the use of electric vehicles. The RSES seeks to support the transition to a low carbon society, through modal shift from carbon heavy transport to more sustainable transport modes of travel.

### 6.2.1 Climate Action Plan 2019

The Climate Action Plan identifies how Ireland will achieve its 2030 targets for reduction in carbon emissions and a pathway towards achieving net zero emissions by 2050. A priority of the Action Plan is tackling emissions from the transport sector, which accounted for almost 20% of Ireland's greenhouse gases in 2017.

In order to achieve significant reductions in greenhouse gases, the Government's approach to reducing emissions from the transport sector is to adopt policies, to influence both the transport intensity of growth and the carbon intensity of travel.

### 6.2.2 National Guidance

The policies and objectives of the Draft Plan shall be informed by the following National and Regional guidance and policies:

- *The National Climate Mitigation Plan and Climate Adaptation Framework;*
- *Building on Recovery: Infrastructure and Capital Investment 2016 – 2021;*
- *National Energy Efficiency Action Plan (NEEAP);*
- *Strategy for the Future Development of National and Regional Greenways, 2018;*
- *Local Link Rural Transport Programme Strategic Plan 2018 to 2022;*
- *Design Manual for Urban Roads and Streets, 2019;*
- *Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020;*
- *Smarter Travel - National Cycle Policy Framework 2009 – 2020;*
- *Developing Resilience to Climate Change in the Irish Transport Sector;*
- *The National Cycle Manual (NTA, 2011);*
- *Spatial Planning and National Roads-Guidelines for Planning Authorities (DECLG, 2012).*

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### 6.3 Integration of Land Use and Transport Planning

#### Policy TR P1

##### Integration of Land Use and Transport Policies

It is a policy of the Council to support and facilitate the integration of land use and transportation policies, to ensure the delivery of sustainable compact settlements, which are served by sustainable modes of transport.

The integration of land use and transportation is a fundamental principle of the National Planning Framework and the Southern Regional Spatial and Economic Strategy. In shaping the pattern of development and influencing the location, scale, density, design and mix of land-uses, the integration of land-use and transportation can help reduce the need to travel and facilitate sustainable development.

Rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges between modes, will require sustained investment, including improving street environments to make walking and cycling safer and more attractive and providing enhanced public transport services to ensure that alternatives to the car are accessible, affordable and appealing. Consolidation of development in appropriate locations is fundamental to ensure that development can be well served by sustainable modes of travel, including public transport, walking and cycling infrastructure.

Limerick comprises a significant rural based population and as such, the Council acknowledges that some essential travel will continue to be made by cars and goods vehicles. The Draft Plan will also facilitate improvement in road infrastructure to cater for these movements. In line with national policy, it is accepted that, in the longer term, the population of the towns and villages will increase with the potential for reduced car dependency particularly, for shorter journeys.

#### Policy TR P2

##### Promotion of Sustainable Patterns of Transport Use

It is a policy of the Council to seek to implement in a positive manner, in cooperation with other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport's *Smarter Travel, A Sustainable Transport Future 2009 – 2020*, to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling and walking.

#### Policy TR P3

##### Sustainable Mobility and Regional Accessibility

It is a policy of the Council to support sustainable mobility, enhanced regional accessibility and connectivity within Limerick, in accordance with the National Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

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## 6.4 Key Enablers for Growth in Limerick

The NPF, NDP and RSES for the Southern Region identifies a number of key enablers to support the growth of Limerick, which will enhance connectivity within Limerick and benefit the wider region.

### Policy TR P4

#### Delivery of Transport Infrastructure in line with National Policy

It is a policy of the Council to support the delivery of transport infrastructure identified within the National Planning Framework, National Development Plan, 2018 – 2027 (and any update) and the Regional Spatial and Economic Strategy for the Southern Region and to support enhanced connectivity within Limerick and inter-urban connectivity within the regions.

Key projects which are critical to enabling growth in Limerick include:

- Delivery of the full BusConnects programme (inclusive of ticketing systems, bus corridors, additional capacity, new bus stops and bus shelters) for the Limerick City Metropolitan Area;
- Development of a Park and Ride programme for Limerick, linked with BusConnects Programme;
- Delivery of a comprehensive cycling and walking network for Limerick City Metropolitan Area;
- N/M20 Cork to Limerick Scheme, which is key to the delivery of improved connectivity between the urban centres and the wider region;
- Foynes to Limerick (including Adare Bypass) Road, which will link the port of Foynes with the M7/N18 at Limerick and enhance regional and international connectivity;
- N21 Newcastle West and N21 Abbeyfeale Road Scheme – key projects in enhancing regional connectivity with the South West Region and alleviating congestion in both Newcastle West and Abbeyfeale;
- N24 Cahir to Limerick Junction - Current Constraints Study Area (CSA) extends into the Limerick administrative area (North of Oola and Brookes bridge);
- Limerick Northern Distributor Road - improving accessibility to the City from

County Clare, relieving pressure on the existing river crossings in the City Centre and providing significant improvement in connectivity between different areas along the northern fringe of the City;

- O'Connell Street Improvement Works – Provision of enhanced public realm, widened footpaths and segregated cycle ways on Limerick's main thoroughfare, as well as facilitating future transport mode needs in accordance with the requirements of LSMATS.

### Objective TR O1

#### N/M20 Cork to Limerick Project

It is an objective of the Council to support the delivery of the N/M20 Cork to Limerick Project, which will connect Cork and Limerick, in accordance with all environmental and planning assessments.

### Objective TR O2

#### Foynes to Limerick (including Adare Bypass) Road

It is an objective of the Council to support the delivery of the Foynes to Limerick (including Adare Bypass) Road, in accordance with all environmental and planning assessment.

### Objective TR O3

#### N21 Newcastle West and N21 Abbeyfeale Road Schemes

It is an objective of the Council to support the delivery of N21 Newcastle West and N21 Abbeyfeale Road Schemes, in accordance with all environmental and planning assessment.

### Objective TR O4

#### N24 Cahir to Limerick Junction

It is an objective of the Council to support the delivery of N24 Cahir to Limerick Junction Road Scheme, in accordance with all environmental and planning assessment.

### Objective TR O5

#### Motorway Network Arterial Roads

It is an objective of the Council to upgrade arterial roads from the motorway network to increase capacity, where deemed necessary.

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**Objective TR 06****Limerick Northern Distributor Road**

It is an objective of the Council to support the development of the Limerick Northern Distributor Road, which will connect the Coonagh to Knockalishen Road Scheme to the existing R445 (old N7) and adjoining road network to the east of Limerick City, which will incorporate Smarter Travel measures, in accordance with all environmental and planning assessments.

**Objective TR 07****O'Connell Street Improvement Works**

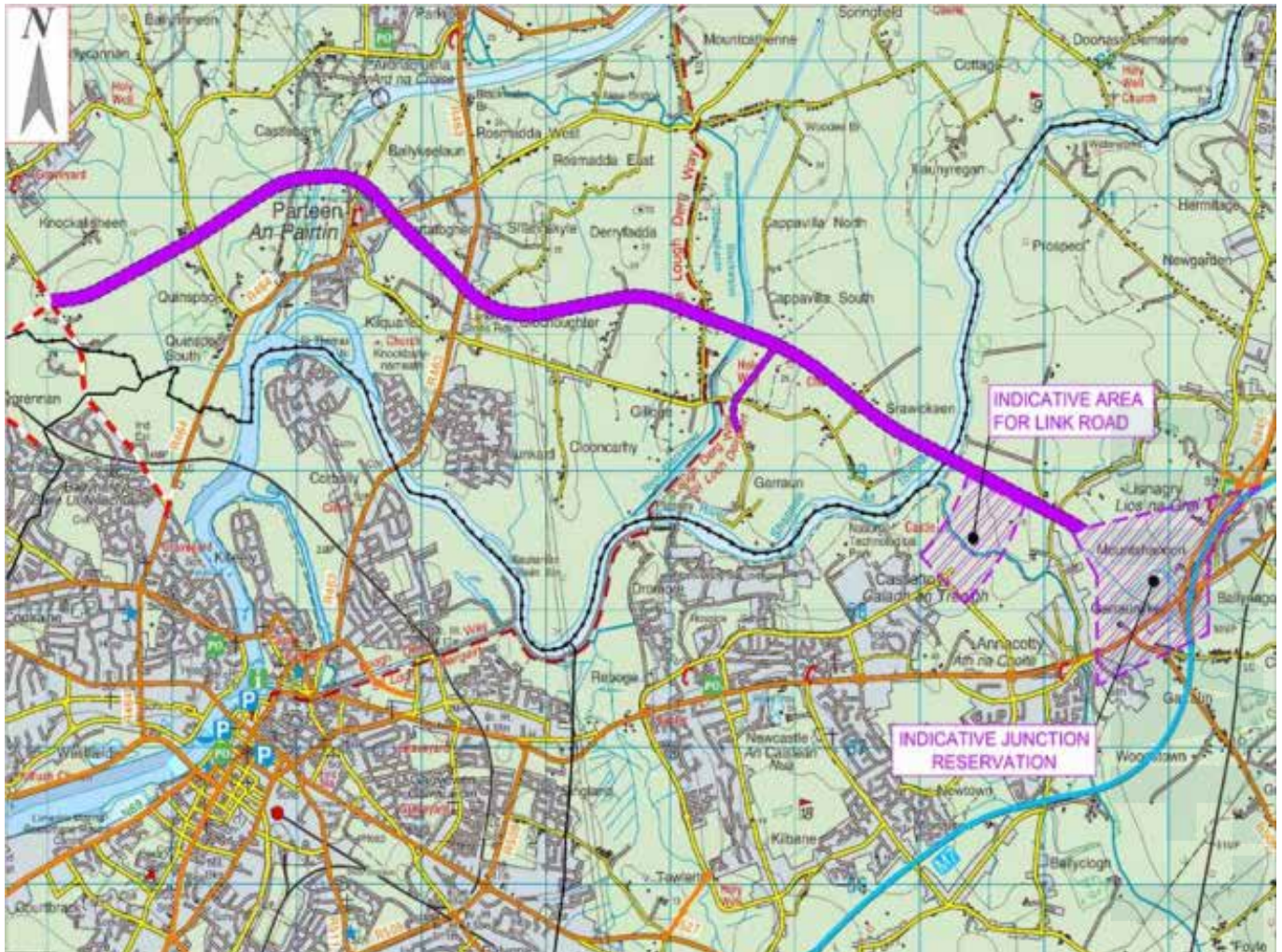
It is an objective of the Council to support the delivery of the O'Connell Street Improvement Works in the provision of a more efficient traffic management system, as well as facilitating future transport mode needs in accordance with requirements of LSMATS.

**Objective TR 08****Connecting Limerick's Southside**

It is an objective of the Council to explore improved accessibility to Limerick Southside, including the possible provision of a motorway interchange connection from the M20/M7 to Limerick Southside, subject to:

- The requirement for a Motorway Order;
- Demonstration of consistency with the criteria in Section 2.7 of the *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012), including that additional traffic loading can be satisfactorily accommodated at the junction and on the national road network;
- The special requirements of the tolling scheme (N18 and Limerick Tunnel Scheme) and the financial implications for the Exchequer of new road schemes in that context shall be evaluated;
- An assessment of environmental impacts.

Figure 6.1 Preferred Route for the Limerick Northern Distributor Road



## 6.5 Sustainable Mobility

Sustainable mobility relates to the movement of people and goods in a manner, which enhances ease of movement and a better quality of life for all and seeks to create a modal shift in favour of more active modes of travel. Greater emphasis needs to be placed on more sustainable modes of transport, in order to mitigate against the potential impacts of climate change and to remove congestion from our cities, towns and villages and make them more attractive places to live, work and relax. This requires increased priority for cycling, walking, car share/carpooling and public transport infrastructure and a greater uptake in the use of cleaner greener vehicles. The promotion of use and increased delivery of sustainable modes of transport is fundamental to achieving Ireland's carbon emission reduction requirements of 30% by 2030.

### Policy TR P5

#### Sustainable Travel and Transport

It is a policy of the Council to support, facilitate and co-operate with relevant agencies to secure sustainable travel within Limerick and seek to implement the 10 minute city/town concept, promote compact growth and reduce the need for long distance travel, as a means to reduce the impact of climate change.

### Objective TR O9

#### Climate Proofed Transport Infrastructure

It is an objective of the Council to ensure that all future and retrofitted transport infrastructure is climate proofed, through design and construction, to function in a climate altered future and would, where possible, be multifunctional e.g. provide accessible routes for other services such as fibre optics or water, energy connections or other services and technologies that might come about during the lifetime of the infrastructure.

### Objective TR O10

#### Delivery and Servicing Strategy

It is an objective of the Council to:

- a) Reduce the amount of 'last mile trips' being made by motorised vehicles;
- b) Facilitate the transition to zero-emission delivery vehicles such as cargo bikes, solar powered and electric vehicles; and
- c) Support local 'Click and Collect' facilities where appropriate to minimise trips to individual homes and workplaces.

### Objective TR O11

#### Universal Design

It is an objective of the Council to ensure that all transport schemes incorporate high-quality urban realm design that is attractive, safe, comfortable and accessible for all individuals.

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The National Transport Authority in conjunction with Limerick City and County Council and Clare County Council have prepared a Draft Limerick – Shannon Metropolitan Area Transport Strategy (LSMATs), which is currently undergoing review and will proceed to further public consultation in the summer of 2021. The Draft LSMATS will set out an integrated and balanced sustainable transport strategy for the Limerick – Shannon Metropolitan Area and will address all travel modes including walking, cycling, road, bus and rail.

### **Objective TR O12**

#### **Limerick – Shannon Metropolitan Area Transport Strategy**

It is an objective of the Council to facilitate the implementation and delivery of the proposals that will be contained in the final Limerick Shannon Metropolitan Area Transport Strategy, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders.

The Council will continue to play an important role in the development of an efficient transport system and in planning for the future transport needs of Limerick. In pursuing the objective of encouraging modal shift, the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA.

The Council aims to deliver infrastructure and public realm projects required to significantly increase levels of walking, cycling and public transport use throughout Limerick, making it more accessible, inclusive, safe and welcoming to all.

The RSES includes policy objectives requiring the preparation of Local Transport Plans in selected settlements in the region, including Newcastle West, which is identified as a key town.

### **Policy TR P6**

#### **Local Transport Plans**

It is a policy of the Council to prepare a Local Transport Plan (LTP), Mobility and Public Realm Plan for the Key Town of Newcastle West, in consultation with the National Transport Authority, Transport Infrastructure Ireland and other relevant stakeholders, as part of the of the Local Area Plan process and for other settlements as deemed necessary.

Local Transport Plans will include an analysis of transport flows, movements and investment priorities that will support more sustainable modes of transport.

#### **6.5.1 Promoting Modal Shift**

A key priority for the Draft Plan is the development of a sustainable transport system, promoting measures to increase the use of public transport, while also increasing the modal share for walking, cycling and car share/pool schemes in the City, towns and villages across Limerick. A transition towards more sustainable modes of transport is essential to reduce Ireland's carbon emissions and reach the Government's goal of a 50% reduction in carbon emissions by 2050.

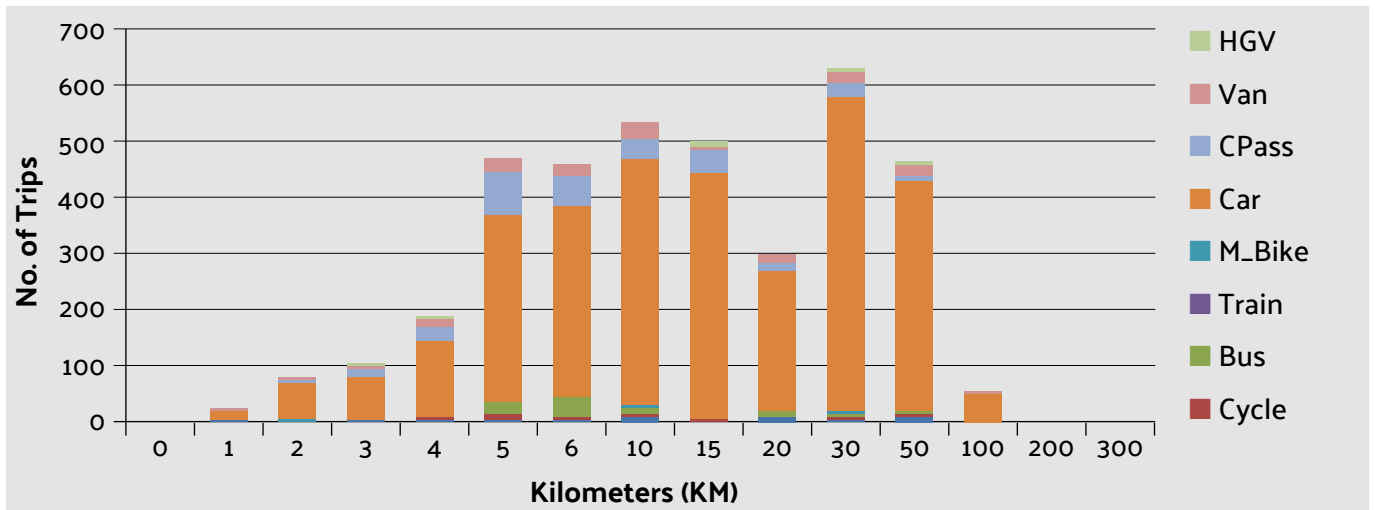
In order to achieve more sustainable travel patterns, a significant focus on reducing car dependency and increasing permeability is required. The 2016 Census demonstrates that the private car is the most common mode of transport for commuters in Limerick. There is significant scope to achieve modal shift to sustainable modes of transport. In particular, there are opportunities to convert many of the shorter journeys (under 2km) from the private car to walking and cycling.

Recent trends throughout Limerick identify a dependency on car travel, particularly over short journeys. The chart below identified all journeys undertaken to work or school within 2km of home.

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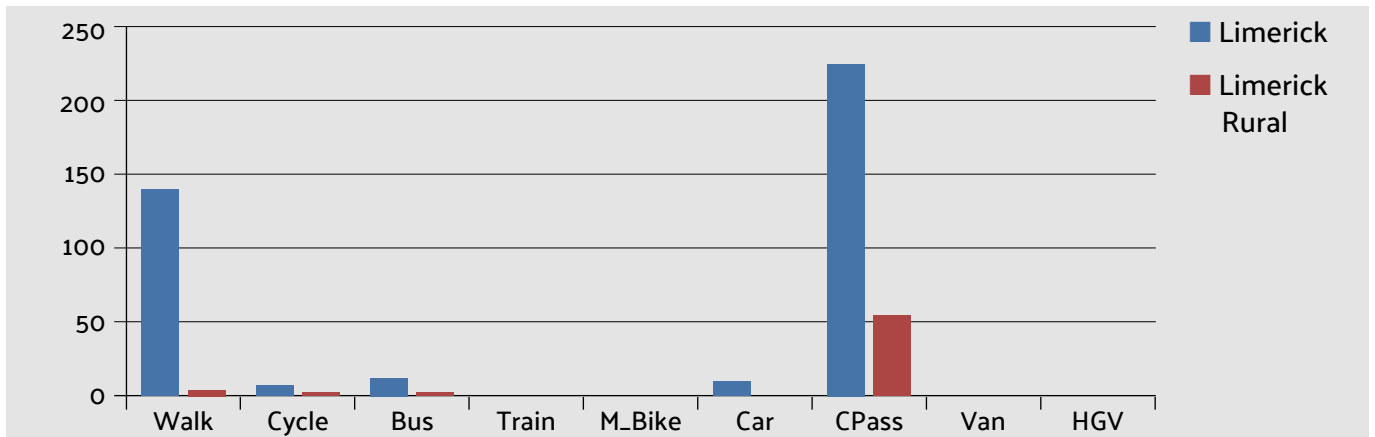


Figure 6.2 – Trip Length and Mode of Travel to Work in Limerick



Source: CSO 2016

Figure 6.3 – Journeys to Education of less than 2km by mode of travel<sup>1</sup>



Source: CSO 2016

The data confirms and highlights the challenges facing Limerick, in both the urban and rural context, with regard to promoting a modal shift away from the private car. The Draft Plan will strive to reduce the reliance on the private car, by promoting and facilitating more sustainable modes of transport and supporting development in locations, which can support compact growth.

In facilitating the delivery of the objectives of the final LSMATS and in pursuing the objective of encouraging modal shift, the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA and TII.

**Objective TR 013  
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.

The Draft Limerick Shannon Metropolitan Area Transport Strategy sets out a number of key outcomes for walking, cycling and public transport in Limerick. A 2.1% increase in walking, 2.1% increase in cycling and 5.1% increase in public transport use are sought by 2040. The Council will seek to deliver on the targets identified in the Draft LSMATS for all urban areas within Limerick.

<sup>1</sup> CSO Data Educational Trips do not distinguish between Primary, Secondary and Third Level Education & Data represents Limerick addresses only

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## 6.5.2 Walking and Cycling

Walking and cycling are the most sustainable forms of transport, they assist with climate change mitigation and are important for promoting healthy communities. The creation of safe, inclusive and attractive spaces to walk around is fundamental to achieve good place-making. The Council is committed to ensuring that the physical environment in Limerick is accessible to all.

The Council will support the delivery of a programme of public realm improvements, designed to create attractive places that encourage economic and social activity, improve conditions for pedestrians and make walking a safer, healthier, quicker, more direct and more attractive form of travel.

The Council will promote walking through improvements to pedestrian routes, streets and public spaces, by giving greater priority to pedestrians in the use of road space and increasing permeability where possible. Improvements will include appropriate traffic management measures and improvements to signage and way-finding.

In order to enhance the convenience and attractiveness of cycling, routes need to be continuous and direct to facilities, places of work and interchanges. The Council will continue to develop a network of high quality, continuous cycle routes throughout the City and County, improve the permeability of the road network for cyclists and create a more cycle friendly environment, through reducing the volume and speed of motorised traffic.

### 6.5.2.1 Walking and Cycling Infrastructure

The Council will continue the roll out of active travel initiatives across Limerick, including promoting and facilitating safe walking and cycling. The installation of pedestrian and cycling infrastructure, together with roadway re-design, where necessary, will assist in encouraging active travel and thereby achieve modal shift.

The Council will seek to deliver improved pedestrian linkages within the Limerick Metropolitan City Areas and towns/villages, including the provision of improved pedestrian facilities at junctions and improved footpath width and quality, where required and subject to resources.

#### Objective TR O14

##### Walking and Cycling Infrastructure

It is an objective of the Council to:

- a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks as identified in the final Limerick Shannon Metropolitan Area Transport Strategy, including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;
- b) Maintain and expand the pedestrian route network, infrastructure and where possible retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

#### Objective TR O15

##### Limerick Cycle Network

It is an objective of the Council to implement in full, the Cycle Network, which will be set out in the final LSMATS, with priority given in the short term to delivering the primary cycle network and cycle routes serving schools.

The design of the pedestrian and cycle networks will be informed by the four core principles of the *Design Manual for Urban Roads and Streets*, which are connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach.

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### 6.5.2.2 Limerick Regeneration Areas

Limerick's Regeneration Areas of Southill, Moyross, St. Mary's Park and Ballincurra Weston have the lowest car ownership across Limerick, in tandem with experiencing physical transport disadvantages. Sustainable mobility, connectivity and permeability has an important role to play in overcoming geographic isolation, severance and in creating a non-hostile environment for pedestrians and cyclists. The Draft Plan will support LSMATS in the identification and delivery of improved walking and cycling infrastructure and improvements to the public transport network across the Regeneration Areas based on the measures identified in the *Limerick Regeneration Framework Plan*.

#### Objective TR O16

##### Limerick Regeneration Areas Sustainable Travel Infrastructure

It is an objective of the Council to support LSMATS in the identification and delivery of improvements to walking/ cycling infrastructure and improvements to public transport, based on those measures identified in the *Limerick Regeneration Framework Plan*.

### 6.5.3 Public Transport

Public transport in Limerick consists of bus, rail, rural transport services and taxi services. There are local services that provide connections between settlements within Limerick and regional services that provide connections to the wider region and beyond.

Throughout the lifetime of the Draft Plan, the Council will continue to engage with the NTA in seeking to improve transport services and infrastructure throughout Limerick.

#### Objective TR O17

##### 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.

The Council will support increased population, employment and educational densities in accessible centres and along public transport corridors and will seek to ensure that lands required for the development of planned public transport facilities (transport corridors) and interchanges are safeguarded from development.

### 6.5.4 Bus Network

The NPF identifies the provision of a citywide public transport network as a key enabler for Limerick. This aim is consistent with the *Climate Action Plan*, NPF and RSES, which envisage a significantly enhanced bus service in Limerick by 2027. The provision of a citywide public transport network in Limerick has the potential to provide the capacity needed to move large volumes of people, who travel to work, education, shops and leisure facilities around the city and suburbs each day. BusConnects Limerick will provide a reliable, high-frequency public transport service to improve connectivity within Limerick City and Environs.

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The enhanced BusConnects proposal represents a significant upgrade on the existing system and will comprise of a more comprehensive network, bus priority and new upgraded fleet. It will serve all key destinations and provide an interchange with the rail network and proposed Park and Ride services.

#### **Objective TR O18**

##### **Protect Existing Bus Services**

It is an objective of the Council to support the operation of bus services, by facilitating the provision of improved facilities and services for bus users in Limerick, including the provision of set down areas for coaches and bus shelters at bus stops, where feasible.

#### **Objective TR O19**

##### **Bus Lanes/Quality Bus Corridors**

It is an objective of the Council to:

- a) Support and facilitate implementation of an integrated, multi modal and accessible public transport network, catering for all members of society across the Metropolitan Area, including a future BusConnects Limerick programme and investment in the rail network that will be identified in the LSMATS;
- b) Safeguard the proposed quality bus corridors from inappropriate development and ensure adequate set back is maintained to facilitate the implementation of the programme, in consultation with the Local Authority.

The final bus network that will be implemented in the short to medium term is still being developed, having regard to detailed operational requirements and local traffic considerations. Notwithstanding, the BusConnects programme is fully supported within the Draft LSMATS.

#### **6.5.5 Public Transport Interchange**

The Council supports the development of quality public transport interchanges, including Colbert Station, as a key transport hub and the central role it plays in encouraging and enabling modal shift in Limerick. Through the implementation of the LSMATS, opportunities will be created for intermodal transfer between rail, bus, taxi and other sustainable modes of transport, such as walking and cycling.

#### **Objective TR O20**

##### **Transport Interchange**

It is an objective of the Council to facilitate the provision of quality transport interchanges with the rail network and proposed Park and Ride services, in order to facilitate focussed access to multiple public transport modes and to maximise the movement of people via sustainable modes.

Through the development of the Limerick BusConnects programme there will also be opportunities for interchange at the proposed Park and Ride locations outlined later in this chapter. The Council will seek to ensure that appropriate levels of cycle parking, cycle facilities and electric charging infrastructure are provided at public transport interchanges.

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### 6.5.6 Rail Connections

There are three established rail transport corridors that serve Limerick, including Nenagh/Ballybrophy, Ennis/Galway and Dublin, together with interchange at Limerick Junction for Cork/Tralee and Waterford. The three corridors converge at Limerick Colbert Station, which is progressing as a major transport hub for Limerick, providing a transformational integrated sustainable transport network. Castleconnell is the only operating station outside of Limerick City.

There are three other railway lines in Limerick which, are either no longer used or which have been effectively dismantled. These are the Limerick to Charleville line (there has already been significant development on this line, including parts of the N20), the Limerick to Tralee line (via Newcastle West and Abbeyfeale) and the Limerick to Foynes line. Irish Rail supports the protection of the Foynes line as far as Foynes Port, as it could facilitate a further extension to Shannon Foynes Port for freight services.

#### Objective TR O21

##### Rail Network

It is an objective of the Council to support and encourage new and upgrading of existing rail networks and railway stations and protect, as required, lands necessary for the upgrading of existing railway lines or stations, which would improve journey times and enable an increase in the frequency of services and connections.

#### Objective TR O22

##### Limerick to Foynes Line

It is an objective of the Council to retain the Limerick to Foynes rail line and avoid encroachment of inappropriate development, which may compromise the line's potential future use.

### 6.5.7 Park and Ride/Stride Facilities

Park and Ride facilities integrate car use with public transport and assist those living in remote locations not well served by public transport to access public transport connections. It is important that park and ride facilities improve public transport accessibility, without unduly intensifying road congestion, or increasing the total distance travelled by car. The Draft LSMATS has identified a number of locations in Limerick for park and ride. The Council will support the delivery of park and ride facilities as identified in the final LSMATS.

In addition to Park and Ride facilities, Park and Stride can also assist in reducing congestion, particularly in the last 10 minutes of the journey, the use of such sites in close proximity to schools, can reduce or eliminate the congestion at the school gates.

#### Objective TR O23

##### Park and Ride Facilities

It is an objective of the Council to facilitate the provision of Park and Ride facilities in line with the final Limerick – Shannon Metropolitan Area Transport Strategy and investigate the feasibility of the provision of 'park and ride' facilities, with suitable electric charging structures, carpooling, car sharing and bike sharing facilities to incorporate car parking and a bus stop/terminus at appropriate locations as identified in the final LSMATS.

#### Objective TR O24

##### Park and Stride Facilities

It is an objective of the Council to investigate the potential of providing a number of 'park and stride' facilities in appropriate locations in Limerick.

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### 6.5.8 Car Clubs/Car Sharing and Car Pooling

'Car clubs' and 'pool car schemes' are shared pools of cars available locally for short term hire and are a convenient alternative to car ownership. They allow for occasional car use but discourage unnecessary car journeys.

Car sharing schemes involve members pre-booking the use of communal cars for their personal use, thereby reducing the number of cars on the roads and helping the environment. They allow members access to a car when they need it, from a place near their home or workplace, without the costs of owning a car. They are an important method of facilitating the reduction of car ownership and supporting the shift to low carbon modes.

The Council will seek - in accordance with the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities* (2020) - the provision of car clubs in residential developments, particularly where a reduction in car parking is being sought.

#### Objective TR O25 Car Clubs/Car Sharing

It is an objective of the Council to support the set up and operation of car clubs/ car sharing and car-pooling schemes to facilitate an overall reduction in car journeys and car parking requirements.

### 6.5.9 Electric Vehicles

In 2008, the Government launched an *Electric Transport Programme* with a target that 10% of the national road transport fleet be electrically powered by 2020. Most recently, the Climate Action Plan set an ambitious target of achieving 100% or 950,000 of all new cars and vans to be electric vehicles (EVs) by 2030. Developing the infrastructure for alternatively fuelled vehicles will be a vital step in encouraging consumers to make more environmentally friendly transport choices. There currently is a total of 20 electric charging points registered throughout Limerick.

#### Objective TR O26 Electric Vehicles

It is an objective of the Council to:

- a) Encourage the switch to Electric Vehicles and e-bikes through the roll-out of additional electric charging points at appropriate locations, throughout Limerick, in association with relevant agencies and stakeholders;
- b) Facilitate the provision of electricity charging infrastructure for electric vehicles, both on street and in new developments, in accordance with the Development Management Standards set out in Chapter 11.

### 6.5.10 Micro-Mobility

Micro-mobility refers to personal vehicles such as bikes and scooters including electric and dockless models. Micro-mobility has emerged in recent years and e-scooters in particular, have become a visibly more popular transport mode in Limerick. Micro-mobility allows for a convenient and flexible level of local mobility, supporting better connections with public transport and enabling active mobility intermodal trips.

New legislation is due to be approved to regulate the use of e-scooters in public places in Ireland.

#### Objective TR O27 Micro-Mobility

It is an objective of the Council to facilitate and support the use of scooters, e-scooters and emerging personal mobility modes of travel in line with relevant legislation.

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### 6.5.11 Mobility Management Plans

Mobility management plans/workplace travel plans are proposals, which will minimise the impact of the traffic generated by their development. They include mitigation measures which will take account of the findings of a Traffic and Transport Assessment (TTA) and a series of actions aimed at supporting sustainable travel for employers and staff. A Mobility Management Plan also addresses site-specific issues or barriers affecting travel choice for employees and modal split targets for the workplace. Measures that should be included are integration with public transport, promotion of car sharing/pooling, parking pricing and control and the encouragement of cycling and walking by the provision of cycling and walking routes and secure cycle parking. The NTA document *Achieving Effective Workplace Travel Plans – Guidance for Local Authorities* also provides guidance on proposals to encourage employees to walk, cycle or carpool to the workplace.

#### Objective TR O28 Mobility Management

It is an objective of the Council to require the submission of Mobility Management Plans, subject to the guidance provided in the *Toolkit for School Travel, Safe Routes to School Programme, Workplace Travel Plans – A Guide for Implementers and Achieving Effective Workplace Travel Plans – Guidance for Local Authorities*, for any development that the Council consider will have significant trip generation and attraction rates, at peak hours or throughout the day and where existing or proposed public transport may be utilised.

#### Objective TR O29 Area Wide Mobility Management Planning/Networks

It is an objective of the Council to support and promote Area Wide Mobility Planning/Networks, to develop a collective approach to sustainable travel and support a culture of sustainable travel practices among workplaces at Strategic Employment Locations.

### 6.5.12 Promoting Active Travel

The term ‘active travel’ has been defined by the Department of Transport, Tourism and Sport as ‘travelling with a purpose using your own energy’. Generally, this means walking (including all users of footpaths) or cycling as part of a purposeful journey.

#### Objective TR O30 Behavioural Change Measures

It is an objective of the Council to:

- a) Continue to implement behavioural change initiatives and ‘softer measures’ aimed at enabling and promoting sustainable travel across Limerick’s workplaces, campuses, schools and communities as identified in LSMATS;
- b) Facilitate and implement school streets and school zones, including slow zones around schools, park and stride facilities and promote and facilitate active travel options for school children to reduce the health and safety risks associated with traffic congestion, pollution and inactive lifestyles.

### 6.5.13 Greenways

Greenways are a term for the collective networks of parks and open spaces, which facilitate green modes of movement, (walkers, cyclists, roller skaters and horse riders) for pleasure, recreation, tourism and daily journeys. Greenways often coincide with wildlife corridors, which highlights the need for careful planning and design to ensure that they will be assessed for potential impacts on biodiversity. Limerick City and County Council are currently progressing a Blue – Green Infrastructure Strategy for Limerick City Metropolitan Area, which will seek to capitalise on opportunities for linkage and enhanced connectivity using blue and green infrastructure. Additional information on Blue/Greenways can be found in Section 5.3.7 in Chapter 5: Environment, Heritage, Landscape and Green Infrastructure.

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## 6.6 Strategic Connections

### 6.6.1 Airport

The Council recognises the importance of air travel for international connectivity and in improving the attractiveness of Limerick for business opportunities and development of the tourism industry. Limerick is strategically positioned within close proximity to Shannon International Airport. The Council supports the continued operation and growth of Shannon Airport as an important element of the transport and communications infrastructure of the region. The Council also supports measures to enhance public transport connections from Limerick City to the Airport.

#### Objective TR O31

##### Shannon Airport

It is an objective of the Council to support the continued operation and growth of Shannon International Airport and measures to enhance public transport connections to the Airport from the City Centre.

### 6.6.2 Strategic Ports and Harbours

Limerick has significant port facilities in the natural harbour of the Shannon Estuary. These comprise of the Shannon-Foynes deep-water cargo port, Limerick Docks in Limerick City and a jetty facility at Aughinish, between Foynes and Askeaton.

Shannon Foynes Port is identified as a Tier 1 Port of National Significance in the current National Ports Policy (DTTAS, 2013) and is an EU Core Network Port (TEN-T), located on the North-Sea Mediterranean TEN-T Core Network Corridor. The Port has a key role both regionally and nationally in meeting the external trading requirements of the Irish economy. The Council supports the development of improved connectivity and enhanced transport networks to Shannon Foynes Port.

The Council supports the operation of the existing Limerick Docks and the sustainable redevelopment of the adjacent lands. The Limerick Docks are within close proximity of the City Centre and the Council will support and facilitate improved connectivity with the City Centre, including public transport and pedestrian linkage.

#### Objective TR O32

##### Docks and Ports

It is an objective of the Council to support the continued development of Shannon Foynes Port as an EU Core Network Port (TEN-T) and Limerick Docks as marine related assets, in accordance with the 2013 National Ports Policy.

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## 6.7 Roads Infrastructure

The road network also plays a vital part of Limerick's transport infrastructure to support economic development as well as for social journeys. Proper management of use, maintenance of roads and improvements to the network is vital. A hierarchy of roads exist in Limerick, including sections of motorway, national roads, regional roads, local roads and urban roadways. There has been significant investment in road infrastructure and therefore it is important to protect and maintain the carrying capacity of the road network within Limerick.

### Policy TR P7

#### Road Safety and Carrying Capacity of the Road Network

It is a policy of the Council to seek improvements to road safety and enhance the carrying capacity of the road network throughout Limerick, through minimising existing traffic hazards, preventing the creation of additional or new traffic hazards in the road network.

In implementing the above policy, the Council will have regard to the following objectives:

### Objective TR O33

#### Land Uses and Access Standards on to All Roads

It is an objective of the Council to ensure that any development involving a new access to a public road, or the intensification of use of an existing access onto a public road, that would compromise the safety and capacity of the road network, will not be permitted unless the new or existing access meets the appropriate design standards.

The Council will ensure traffic safety is a priority in the case of all accesses onto public roads.

### Objective TR O34

#### Improvements to Regional and Local Roads

It is an objective of the Council to provide for and carry out sustainable improvements to sections of regional roads and local roads, that are deficient in respect of alignment, structural condition, or capacity, where resources permit and to maintain that standard thereafter.

### 6.7.1 National Road Network

Limerick occupies a strategic location on the national road network, with a large number of National Routes traversing through it. The primary purpose of the national road network is to provide strategic transport links between main centres of population and employment. The M7, the M8 and Foynes Port (Foynes to Limerick (including Adare Bypass) Road) have been identified as part of the Trans-European Transport Network (TEN-T). Additionally, the N18 Limerick to Galway, the N21 Limerick to Tralee and the N20 Limerick to Cork National Primary routes are identified as part of the EU TEN-T Comprehensive Network. The N24 Limerick to Waterford and the N69 Limerick to Tralee National Primary roads also provides important regional and inter-regional connectivity within and through Limerick.

### Policy TR P8

#### Safeguard the Capacity of National Roads

It is a policy of the Council to:

- a) Protect the capacity of the national road network, having regard to all relevant Government guidance, including DoECLG *Spatial Planning and National Roads Guidelines* (DoECLG, 2012) in the carrying out of Local Authority functions and;
- b) Ensure development does not prejudice the future development, or impair the capacity of, the planned national roads, which includes the N/M20 Cork to Limerick Scheme and Foynes to Limerick Road (including Adare Bypass) projects and other schemes referenced in Section 6.4.

### Objective TR O35

#### National Roads

It is an objective of Council to:

- a) Prevent inappropriate development on lands adjacent to the existing national road network, which would adversely affect the safety, current and future capacity and function of national roads and having regard to reservation corridors, to cater for possible future upgrades of the national roads and junctions;

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- b) Avoid the creation of any new direct access points from development, or the generation of increased traffic from existing direct access/egress points to the national road network, to which speed limits greater than 60kmph apply;
- c) Facilitate a limited level of new accesses, or the intensified use of existing accesses, to the national road network on the approaches to, or exit from, urban centres that are subject to a speed limit of between 50kmph and 60kmph. Such accesses will be considered where they facilitate orderly urban development and would not result in a proliferation of such entrances;
- d) Consider permitting access where members of the farming community wish to build their houses for their own occupation, on their own land where the house is required for occupation by a member of the farming community, in connection with the working of the farm and where no reasonable alternative access is available to them and where that access is safe and the traffic levels generated are reasonably low. Such developments shall be subject to a Road Safety Audit.

The primary purpose of the national road network is to provide strategic transport links between main centres of population and employment. The M7 Motorway have been identified as part of the Trans-European Transport Network (TEN-T). The Council will support the improvement and protection of the EU TEN-T (Trans-European Network for Transport) network to strengthen access routes and connectivity.

The Council will facilitate the protection of all National routes from frontage access and to minimise the number of junctions in accordance with TII's Policy and the Department of Environment, Community and Local Government's *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012).

Similarly, the Council will seek to safeguard the drainage network associated with the national road network.

#### **Objective TR O36** **National Road Network Drainage Regimes**

It is an objective of the Council to ensure all developments protect and safeguard the capacity and efficiency of the drainage regimes of the national road network.

#### **6.7.2 Regional Road Network**

The regional road network provides important links between the towns and villages across Limerick. They supplement the national road network. The regional road network in Limerick is subdivided into strategic regional roads and regional roads. In the case of strategic regional roads and regional roads, especially those which have a high carrying capacity, the Council shall adopt a restrictive policy in relation to new development in the interests of traffic safety.

**Policy TR P9**  
**Strategic Regional Road Network**  
It is a policy of the Council to protect the investment in the strategic regional road network and maintain and improve road safety and capacity.

#### **Objective TR O37** **Strategic Regional Roads**

- It is an objective of the Council to:
- a) Improve, manage and maintain the strategic regional road network in Limerick, in a manner which safeguards the strategic function of the road network;
  - b) Prohibit development generating additional traffic and requiring direct access onto a strategic regional roads in areas where speed limits in excess of 50kmph apply;
  - c) Consider permitting access onto a strategic regional road where members of the farming community wish to build their houses for their own occupation, on their own land where the house is required

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for occupation by a member of the farming community in connection with the working of the farm and where no reasonable alternative access is available to them and where that access is safe and the traffic levels generated are reasonably low. Such developments shall be subject to a Road Safety Audit and all relevant planning criteria;

- d) The above applies to the following strategic regional roads:
- R521 Foynes/Newcastle West;
  - R522 – Newcastle West/Dromcolliher/County Boundary;
  - R518-Askeaton/Rathkeale/Ballingarry/Bruree/Kilmallock;
  - R520-Newcastle West/Junction with R518 (towards Kilmallock);
  - R511-Limerick/Fedamore/Junction with R516;
  - R512-Limerick/Bruff/Kilmallock/Kilfinnane/County Boundary;
  - R513-Junction with N24/Caherconlish/Herbertstown/Hospital/Knocklong /Ballylanders/County Boundary;
  - R503 – Junction with N7 to County Boundary (towards Newport);
  - R525- Castleconnell to O'Briens Bridge;
  - R505-Junction N24/Cappamore/Doon;
  - R510-Junction with Raheen roundabout (R526)/Quins' cross roundabout/Mungret roundabout (N69);
  - R526-City boundary to Colopys Cross-Patrickswell;
  - R445 from the Mackey Roundabout to Annacotty Roundabout

### 6.7.3 Local Roads

Local roads form the bulk of the road network in Limerick and serve an important economic role, because of the dispersed nature of the population in the County. Urban roads and streets are located in towns and villages and provide essential access from residential areas to retail streets, commercial lands and amenity areas.

Limerick City and County Council has responsibility for the carrying out of maintenance and improvement works on these roads, financed from their own resources and supplemented by state grants.

#### Objective TR O38 Roads and Streets

It is an objective of the Council to secure improvements to the road network in Limerick, including improved pedestrian and cycle facilities, in conjunction and co-operation with relevant stakeholders, subject to resources becoming available.

### 6.7.4 Proposed Upgrade Works/New Schemes

Within the lifetime of the Draft Plan and as resources become available, Limerick City and County Council will seek to deliver a number of new road schemes within Limerick.

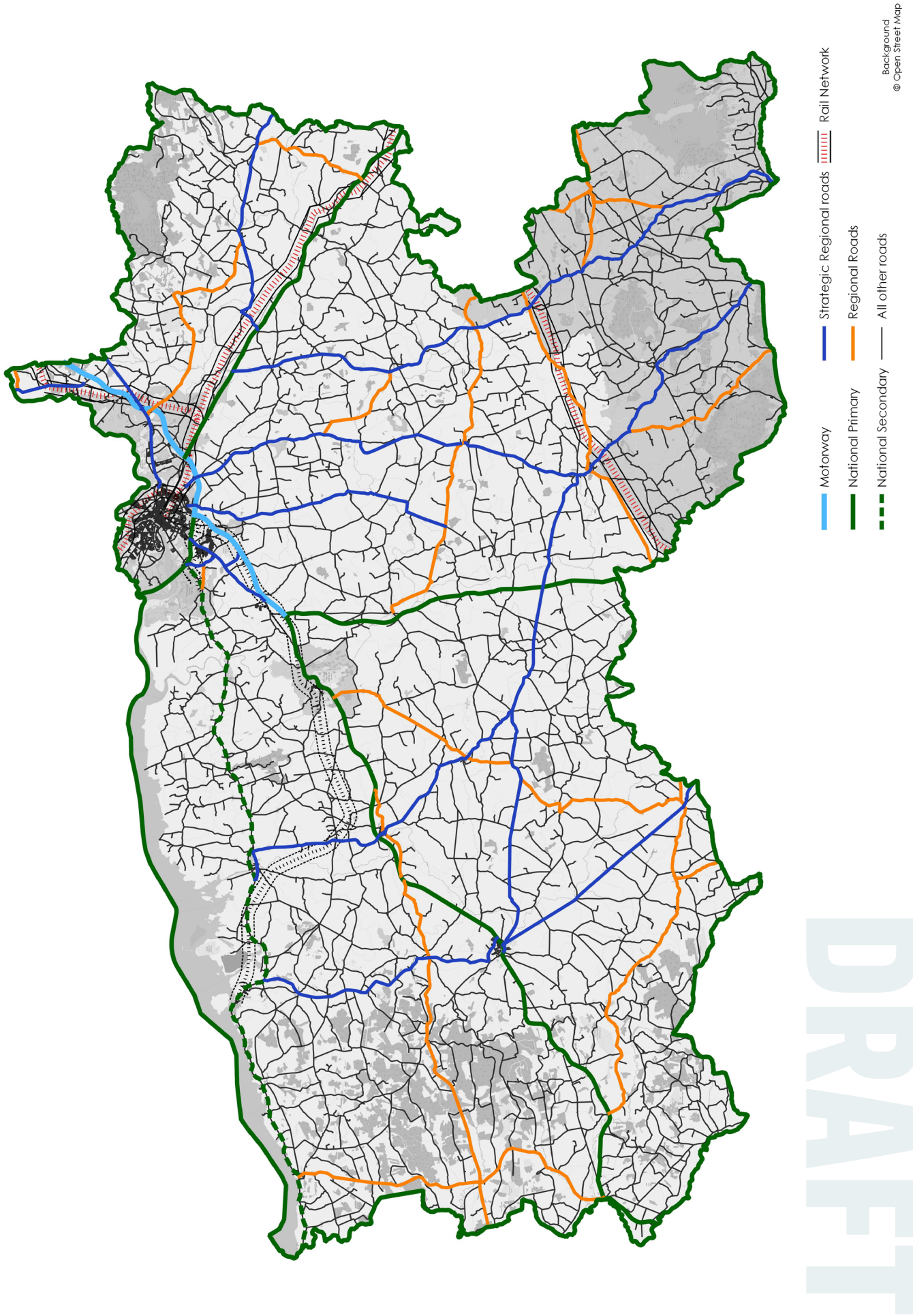
#### Objective TR O39 Upgrade works/New Road Schemes

It is an objective of the Council to provide for and carry out sustainable improvements to sections of the national, regional and local road network, to address deficiencies in respect of safety, alignment, structural condition or capacity where resources permit. The following schemes shall be included:

- Southside Link connecting Southill to Rosbrien Road;
- Rear of the Crescent Shopping Centre to Rosbrien Road;
- School House Road to Kilbane Roundabout, Groody Link Road;
- N20 O'Rourke's Cross Improvements;
- N69 Hegarty's Cross to Askeaton – Phase 1;
- N69 Hegarty's Cross to Askeaton – Phase 2;
- N21 Adare Western Approach Improvements Scheme;
- N69 Court Cross;
- N69 Mungret and Boland's Cross Road Improvements;
- N21 Devon Cross;
- N21 Ward's Cross.

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Figure 6.4 - Road Network



**Objective TR O40****Link Roads**

It is an objective of the Council to:

- a) Support and complete delivery of new and improved link roads and junctions accommodating public transport, cycle and pedestrian connections, including new road links as outlined in LSMATS. The layout and design of such works shall have cognisance to the context and interface with surrounding land uses in compliance with the *Design Manual for Urban Roads and Streets* (DoECLG 2019);
- b) Ensure proposals make provision for the accommodation of bus services along the most significant link routes, which shall include identification of bus stopping and turning areas, as well as carriageway capacity and through routes. It should be noted that the alignment of the new roads in the Draft Plan is indicative only. These roads shall definitely be aligned as part of the detailed design and development process. Similarly, the location of junctions is indicative and the exact position for construction purposes will be dependent on detailed design;
- c) With respect to the indicative Link Road from Dooradoyle Road to Rosbrien Road, a Flood Risk Assessment and Hydraulic Modelling is required. Development of this road shall be in accordance with the requirements of Section 50 of the Arterial Drainage Act, 1945 in respect of the construction of bridge structures.

**Objective TR O41****Industrial and Enterprise and Employment lands adjacent to Junction 2, Dock Road**

It is an objective of the Council to ensure Industrial and Enterprise and Employment lands adjacent to Junction 2, Dock Road as outlined on the Land Use Zoning Map for Limerick City and Environs:

- a) Shall be developed for uses with low levels of traffic movements such as warehousing, logistics, data centres etc. only;
- b) Car parking shall be provided at a rate below that provided for in the Draft Plan and provided on an area wide basis, rather than according to the requirements of individual developments;
- c) Cycle parking shall be provided in all developments at an appropriate level to encourage modal shift;
- d) All developments shall include end-of-trip cycling facilities for employees such as showers and lockers;
- e) All new roads shall incorporate segregated cycle tracks designed in accordance with the National Cycle Manual;
- f) All new roads shall seek, in the first instance, to provide filtered permeability, in order to avoid creating additional capacity for car traffic;
- g) All development proposals shall include Mobility Management Plans, with clear targets and commitments to implementing measures to promote sustainable transport.

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## 6.8 Rural Transport

The recently published Department of Rural and Community Development's *Our Rural Future: Government's Blueprint to Transform Rural Ireland* acknowledges the huge potential for cycling within and between rural towns and villages and particularly in the hinterland of rural towns. The Government has committed a €50 million fund in 2021 for Local Authority investment in high-quality walking and cycling infrastructure, specifically targeted at towns and villages across the country. The policy document further highlights the need for an improved rural public transport service, including proposals for piloting new transport initiatives for people of all ages and abilities living in rural areas. Limerick City and County Council will support the Government's commitment to rural transport including piloting sustainable transport schemes in towns and villages.

### Policy TR P10

#### Sustainable Transport in Rural Areas

It is a policy of the Council to support the objectives contained in *Our Rural Future: Government's Blueprint to Transform Rural Ireland*, including investment in public transport and high-quality walking and cycling infrastructure specifically targeted at towns and villages.

There are a number of Local Link bus routes in operation throughout Limerick, which provide vital public transport links for rural areas to key settlements within Limerick. The promotion of permeability within and connectivity between the existing urban towns and smaller urban settlements and rural areas remains a key transport goal of the Council. In addition to bus routes operated under the Rural Transport Initiative, private bus operators service both urban centres and rural communities. It is important that these services are retained and improved. Public transport services in rural areas provide a vital means of access for rural inhabitants, to key employment and social services and a means of further sustaining rural settlements.

### Policy TR P11

#### Rural Transport

It is a policy of the Council to continue to support the 'Local Link' rural transport service and to encourage operators to improve the service to meet the social and economic needs of the rural communities in Limerick.

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## 6.9 Traffic Management

### 6.9.1 Limerick City Centre Traffic Management Plan

The Council have commenced work with the National Transport Authority in the preparation of the Limerick City Centre Traffic Management Plan. The key principles for the plan are to rebalance the City's street network towards sustainable modes of transport and the management of Heavy Goods Vehicles. Traffic management measures in the City Centre will be underpinned by public realm improvements that support walkability and active travel, that promote a high standard of urban design and provide a clear sense of place that respects the existing character of Limerick's Georgian heritage.

#### Objective TR O42

##### 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.

#### Objective TR O43

##### HGV Restrictions

It is an objective of the Council to identify specific lorry routes and/or time restrictions, to reduce peak-time HGV movements through Limerick City and neighbourhoods.

### 6.9.2 Traffic and Transport Assessment (TTA)

Developers will be required to undertake Traffic and Transport Assessment (TTA) for development proposals, which may generate significant additional trips/travel, including road traffic, with potentially significant implications for national and non-national roads. TTAs are used to assess the transport impacts of a proposed development, incorporating any subsequent measures necessary to ensure roads and junctions and other transport infrastructure in the vicinity of the development, remain fit for purpose and encourage a shift towards sustainable travel modes. Thresholds for TTAs are contained within the *Traffic and Transport Assessment Guidelines* (2014). The TTA should also address urban design impacts of proposed public and private transport proposals and also deal with delivery and monitoring regimes for various aspects.

#### Objective TR O44

##### Traffic Management

It is an objective of the Council to require the submission of Mobility Management Plans and Traffic and Transport Assessments in accordance with the requirements of *Traffic and Transport Assessment Guidelines* (2014), for developments with the potential to create significant additional demands on the traffic network by virtue of the nature of their activity, the number of employees, their location or a combination of these factors and for significant developments affecting the national and non-national road network.

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### 6.9.3 Road Safety

The design of development proposals must address the functionality and safety of road needs. Road Safety Audits and Road Safety Impact Assessments improve the safety performance of new roads and existing roads that require modifications due to projects or proposals. Road Safety Audits examine the safety aspects within a scheme and are generally required when a development requires a new access to a national road or significant changes to an existing access. Road Safety Impact Assessments consider the safety impact of a scheme on the surrounding road network.

Guidance for the preparation of Road Safety Audits and Road Safety Impact Assessments is included in TII Publications (Standards). Objectives in relation to Road Safety Audits and Road Safety Impact Assessments can be found in Chapter 11: Development Management Standards.

### 6.9.4 Car Parking

Car parking and cycle parking should be provided in accordance with the Council's car parking standards, taking into account public transport accessibility levels, existing publicly available parking provision and the need to deter unnecessary car use. A proportion of all parking spaces should be provided for parking for disabled people and the charging of electric vehicles. Cycle parking should also be provided.

The Draft Plan sets out a comprehensive schedule of car parking standards, with a number of parking zones, including 3 zones within Limerick City and Environs and one for settlements outside of the City and Environs. Maximum car parking standards have been applied in all areas, to support the shift away from car dependency and to support the modal shift to alternative modes of transport, particularly in the City Centre.

### Objective TR 045

#### Car and Cycle Parking

It is an objective of the Council to support the provision of parking and cycle standards in accordance with Section 11.8.5, Table 8 (a) and 8 (b) of Chapter 11: Development Management Standards.

The Council will seek to implement a programme of traffic and parking management measures in towns and villages throughout Limerick, as resources permit.

### 6.9.5 Taxi/Hackney Services

Taxi/hackney services provide door-to-door transport for those without access to a car, or a scheduled public transport service. They also provide a means of travel for the mobility impaired or those carrying heavy or bulky luggage that precludes them from using scheduled public transport. Designated taxi ranks should be part of the transport network in the City Centre, Town Centres and other locations, where there is a busy late night economy.

### Objective TR 046

#### Taxi/Hackney Transport

It is an objective of the Council to facilitate the provision of taxi/hackney transport, as a feeder service to major public transport corridors and to encourage the provision of taxi ranks at transport interchanges and at other appropriate locations.

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## 6.10 Roadside Signage

In accordance with Council guidelines and subject to Council approval, directional signage will be permitted at appropriate locations for amenities, tourist attractions and local attractions. In order to avoid a proliferation of signs leading to street clutter, existing signposts or poles should be used, where possible, in favour of the installation of new ones. Fingerpost signage is the preferred type of directional signage. Signage must be erected such that it does not result in a traffic hazard.

### Objective TR O47

#### Roadside Signage

It is an objective of the Council to regulate, control and improve signage throughout Limerick and avoid a proliferation of roadside signage, in accordance with the *Spatial Planning and National Roads – Guidelines for Planning Authorities* (DoECLG, 2012) and the National Roads Authority's policy statement on the *Provision of Tourist and Leisure Signage on National Roads* (March 2011) and any updated versions of these documents.

### Objective TR O48

#### Directional Signage

It is an objective of the Council to facilitate the provision of directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes, at appropriate locations throughout Limerick, in accordance with planning and traffic regulations.

## 6.11 Noise Sensitive Development

### 6.11.1 Traffic-Related Noise

Traffic-related noise is the main source of environmental noise affecting communities in Limerick. The World Health Organization (WHO) and European Environment Agency, indicate that health outcomes from long-term exposure to traffic-related noise are sleep disturbance, annoyance, cognitive impairment for children, tinnitus and cardiovascular disease. The WHO strongly recommends policy-makers to reduce population exposure to traffic-related environmental noise to below 53 dB *Lden* (a 24-hour noise indicator) and 45 dB *Lnight* in accordance with the *Environmental Noise Guidelines* (2018). There is a significant proportion of the Limerick population (in the city and county) that is exposed to noise levels above these values. Careful consideration of traffic-related noise shall be given to major transport infrastructure projects at the design stage.

### Objective TR O49

#### Noise and Transportation

It is an objective of the Council to identify appropriate mitigation measures to reduce noise levels from traffic where they are potentially harmful, in accordance with Limerick's *Noise Action Plan*.

### Objective TR O50

#### Noise Sensitive Development

It is an objective of the Council to require noise sensitive developments in close proximity to heavily trafficked roads to be designed and constructed to minimise noise disturbance, follow a good acoustic design process and clearly demonstrate that significant adverse noise impacts will be avoided in accordance with *Professional Practice Guidance on Planning and Noise* (2017) and based on the guidance and recommendations of the World Health Organisation.

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