



Comhairle Cathrach
& Contae Luimnigh
Limerick City
& County Council



Draft Report No. 2 - Appendices



Prepared for Limerick City and County
Council

12 March 2022





Appendix 1. Policy context

Policy context – national

Since the launch of Limerick 2030, a number of major national policy documents have developed.

National Planning Framework (NPF) -

Project Ireland 2040

The NPF is a high-level strategy that aims to shape growth and development in Ireland out to the year 2040. The NPF draws upon lessons learned from the National Spatial Strategy 2002-2022 and provides a framework for the sustainable development of Ireland's existing settlements, as an alternative to an uncoordinated "business as usual" approach to development. As a framework document it sets in train a process by which more detailed planning documents must follow, including the relevant RSES and County Development Plan.

National Development Plan (NDP) 2021-2030

The NDP 2021-2030 is a revision of the NDP, that sets out the investment priorities that underpin the implementation of the National Planning Framework as part of Project Ireland 2040. Through a total investment of €165 billion, this level of capital spending aims to ensure ongoing cross-sectoral regional development and public investment.

A key area outlined in the Strategy is supporting ambitious growth targets of the four cities of Limerick, Cork, Galway and Waterford to become cities of scale, develop as regional drivers and improvement of the collective offer in terms of infrastructure, quality of life and choice in terms of housing, employment and amenities:

NPO 1b: Southern Region: planning for 340,000 - 380,000 additional people i.e. a population of almost 2 million

NPO 1c: Southern Region: around 225,000 additional people in employment i.e. 880,000 (0.875m) in total

NPO 2a: A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs for targeting future growth across the country.

In line with the growth of the four cities outside of Dublin regarding population and employment, the NPF outlines a particular focus on improving the accessibility and connectivity of the major regional centres with particular focus on improving accessibility and connectivity northwards on the emerging Atlantic Economic Corridor (AEC) network, that links a network of major centres on the western seaboard

NPO 2c: Accessibility from the north-west of Ireland and between centres of scale separate from Dublin will be significantly improved, focused on cities and larger regionally distributed centres and on key east-west and north-south routes

As part of the NDP, the Urban Regeneration Development Fund (URDF) allocates a €2 billion investment to enable the five cities and other large urban centres to achieve sustainable growth. A total of €550 million of these funds are made available up until the period ending 2022. The funding will be allocated on a competitive bid-based approach, based on quantifiable and measurable progress towards NPF objectives. Limerick has been awarded approximately €116 million in URDF funding under the NDP to date. In early 2021, funding was allocated to Limerick for two key projects: (1) the 'World Class Waterfront' which aims to link the Opera site and the proposed new UL Campus across the river to the Cleeves riverside campus and towards the docklands incorporating major improvements at Arthur's Quay, riverside flood defences, high quality public realm, a pedestrian bridge from the city to Cleeves and signature buildings and (2) 'Living Limerick City Centre Initiative' which is about making positive, innovative and transformational change to revitalise the centre of Limerick City.

Policy context – regional

Regional policy for the Mid-West region has evolved since the implementation of the 2030 Plan.

Regional Spatial and Economic Strategy (RSES) – Southern Regional Assembly

The RSES for the Southern Region came into force in January 2020, superseding the Regional Planning Guidelines (RPGs) for the Mid-West Region. The RSES is a 12-year high-level plan that primarily seeks to support the implementation of the NPF by providing a strategic planning and economic framework for the region's sustainable growth and development.

Draft Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS)

The LSMATS is a long-term strategic plan for the development of transport infrastructure in the Limerick-Shannon region. The Strategy will aim to deliver a high-quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, an internationally competitive European city region and main international entry to the Atlantic Corridor.

The RSES provides an overarching framework for the creation and enhancement of attractive places with the necessary supporting infrastructures to stimulate enterprise investment and to realise economic potential.

The RSES seeks to determine at a regional scale how best to achieve the shared goals set out in the National Strategic Outcomes (NSOs) of the NPF. To this end, the Strategy sets out five topic-based policies. These topics are aligned with international, EU and national policy and which in turn set the framework for city and county development plans: A Strong Economy – Innovative and Smart, Environment including responding to Climate Change, Connectivity, Quality of Life, Water and Energy Utilities.

Limerick is located within the Limerick-Shannon Metropolitan Area in the RSES and hence is included in the Limerick-Shannon Metropolitan Area Strategic Plan (MASP). An important objective in the RSES was the early on collaboration between the 3 cities of the Southern Region and the connection to Galway. The RSES also outlines specific objectives towards the delivery of these visions and RPO's relating to the Limerick-Shannon Metropolitan Area. National Enablers are also identified towards consolidating the NPO's and Strategy Statements with national planning policy, such as implementation, revision and extension of the Limerick 2030 plan from the city centre towards the docks, provision of a citywide public transport network, expansion of Limerick City's third-level institutions, enabling of a leading digital and innovation economy among others.

The LSMATS will be instrumental in the regeneration and transformation of Limerick City and the wider Limerick-Shannon Metropolitan Area.

To achieve this, the draft Strategy presents seven Guiding Principles, several of which directly relate to economic and spatial regeneration through strategic transport infrastructure development.

The draft strategy recognises and outlines the importance of sustainable and resilient transport infrastructure for the future economic and spatial development of Limerick and its environs. The Strategy contains several strategies for all modes of transport within the city, from heavy freight, bus and rail to walking and cycling. These specific strategies understand the importance of multi-modal mobility for users in helping to establish Limerick City as a primary economic driver of the Southern Region and Ireland as well as creating an attractive, liveable and vibrant city.

An initial draft of LSMATS is currently undergoing revisions as of Q2 2021.

Policy context – local

A number of local plans have emerged to assist Limerick to reach its full potential.

Limerick Local Economic and Community Plan (LECP) 2016-2021

This Local Economic and Community Plan was the first of its kind for Limerick City and County. The LECP identifies high level goals for the integrated Plan, supported by specific objectives for the economic and community elements.

Limerick Regeneration Framework Implementation Plan

This Limerick Regeneration Framework Implementation Plan was unveiled in September 2013.

The purpose of the LECP, as stated in the Local Government Reform Act 2014, is to set out, for a six-year period, the objectives and actions to promote and support economic development and local and community development of the Local Authority area.

The LECP is a framework plan for the economic development and local/community development of Limerick City and County. It is the primary mechanism at local level to bring forward relevant actions under the various strategies, policies and programmes.

The overall objective of the economic element of the LECP is to promote a more integrated, inclusive and sustainable approach to economic development in the local authority area. There is a specific focus on the city centre, which has seen a “hollowing out” of economic activity, as businesses, public sector offices and residential populations have moved out from the core.

The LRFIP is focussed on the three key pillars – Economic, Physical and Social - of the programme that will revitalise the communities out to 2023, by raising standards of living, opportunity and health and wellbeing for all residents of the regeneration areas.

The LRFIP includes a €253m investment on physical, €30m on social and €10m on economic programmes. Objectives within the three key pillars closely relate to the city centre and the role greater regional regeneration has in improving the economic and spatial development of the city.

The LRFIP underwent review and the report was published in 2016 and highlighted the progress made toward the objectives outlined in the Plan. This report provides a review of the three key pillars, their objectives, actions and success as of 2016.

Overview of policy context

This review and update document seeks to align with and support wider existing and emerging policy objectives.

National	Regional	Local	EU
National Planning Framework (NPF): Project Ireland 2040 National Development Plan (NDP) 2021-2030	Regional Spatial and Economic Strategy (RSES) – Southern Regional Assembly	Draft Limerick Development Plan 2022-2028 Limerick Economic and Community Plan (LECP) 2016-2021 Limerick Regeneration Framework Implementation Plan	Urban Agenda for the EU

The Plan will be informed by the national, regional, local and EU policy context

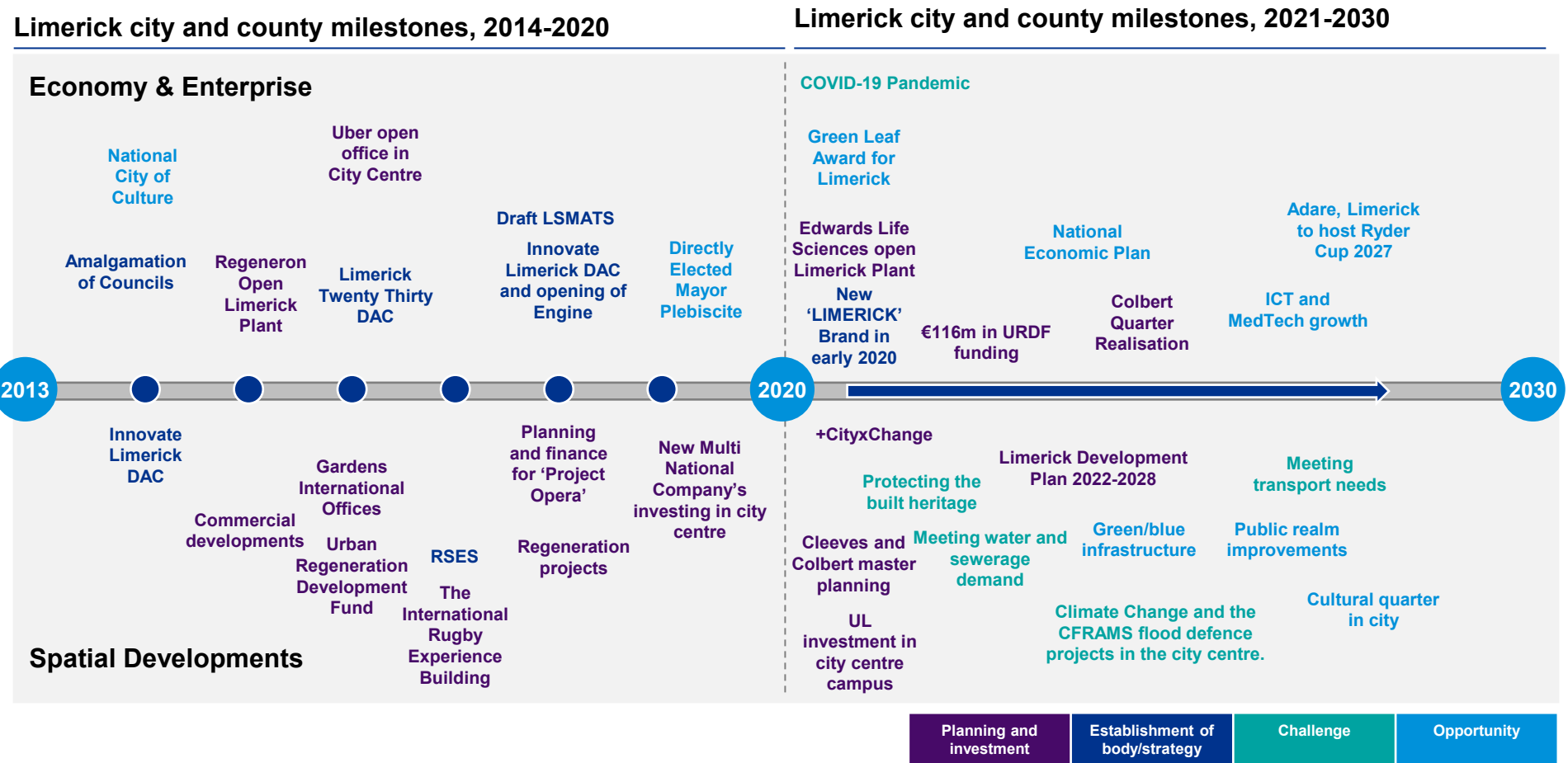
Updated Limerick 2030: Economic & Spatial Plan

The Plan will support objectives across a number of existing and emerging strategies

National Planning Framework (NPF): Project Ireland 2040	Regional Spatial and Economic Strategy (RSES)	Draft Limerick Development Plan 2022-2028, future MASP's, future LECP, future LAP's	Urban Agenda for the EU
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Recent and future milestones

Since 2014, the city has experienced considerable growth and successes. Current challenges arising from the pandemic can be overcome as Limerick grows over the period to 2030.

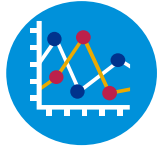




Appendix 2.

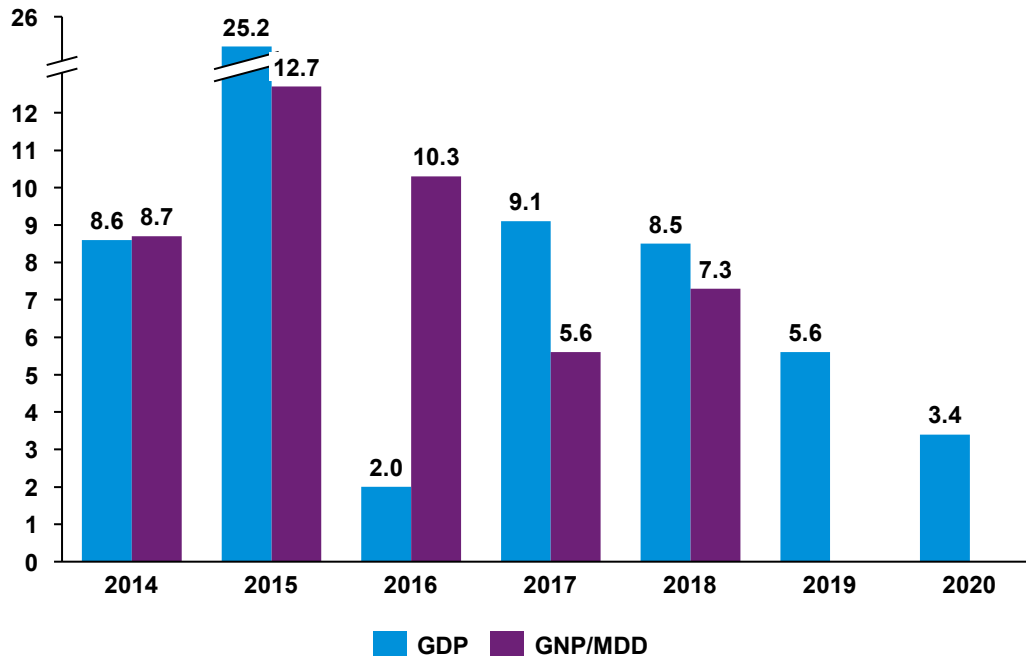
Progress to date

National and regional economic trends, 2014-2021



Ireland's economy grew strongly in the period 2014-2021 across key metrics.

National economic growth, y-o-y%, 2014-2021



Implication: strong national economic growth must be realised regionally

Key takeaways

- **Following the last economic downturn in the period 2008-2013, the Irish economy recovered strongly**, with annual average GDP growth in the period 2014-2020 of 6.2% (excluding 2015 as an outlier year)
- **Ireland had the fastest growing economy in Europe** in each year from 2017-2019, and was the only EU country to post positive growth in 2020
- **Ireland's GNP growth was also strong during the period**, although the difference between these highlight the relative gap between Ireland's domestic economy and its wider economy, inclusive of multinationals
- Since the launch of the Limerick 2030 Plan in 2013, **Limerick's and the Mid-West's economy has gone through a number of phases, mirroring national trends**
- Overall national growth typically has positive impacts on regional growth. **On a regional level, GVA estimates for the Mid-West have been suppressed by the CSO for confidentiality reasons since 2017**
- **Absence of comprehensive data on the Mid West economy needs to be strengthened. The anecdotal evidence suggests that, while growth has been strong, it has not outpaced national growth, and in particular not growth in Dublin.**

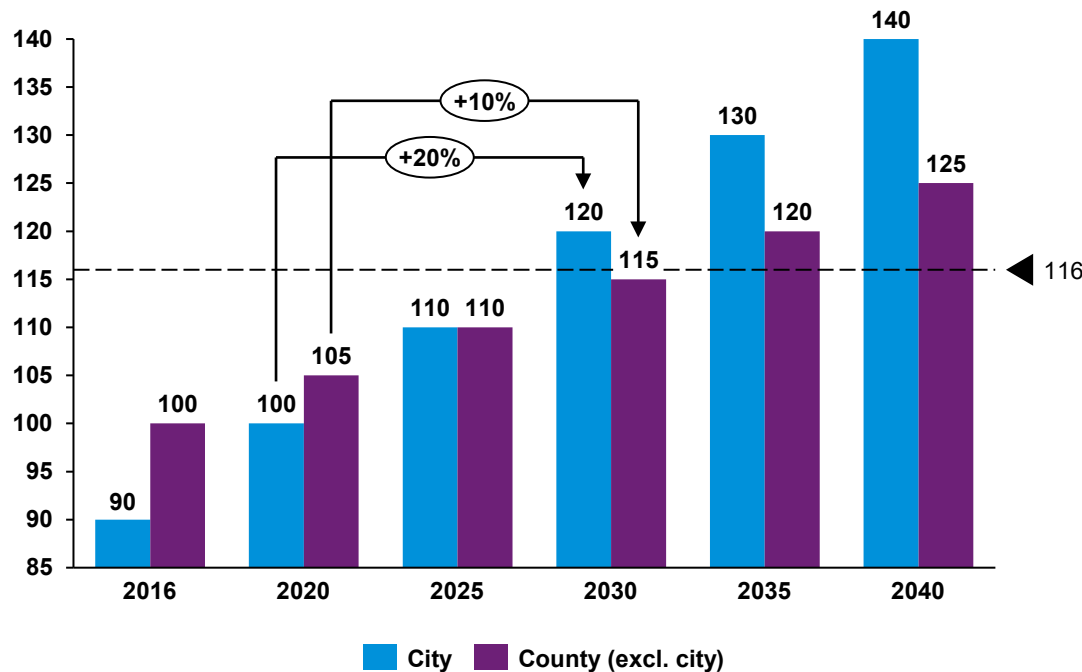
Notes: The CSO has suppressed data on regional GVA in the Mid West for reasons of confidentiality
Sources: Department of Finance (Budget 2021)



Population trends

Strong population growth since 2014 and is expected to grow further out to 2030 and beyond.

City, County, and Regional Population, 2014-2021, 000s



Implication: need to accommodate >30,000 people in next 8 years

Key takeaways

- **Nearly 50% of the total population of Limerick lives in the city and its suburbs, accounting for 2% of the country's total population.** The Limerick 2030 Plan outlines the importance of the city and suburbs reaching a population of 100,000 in order to realise the goals set out in the plan, with a growing critical mass being an important influence on the feasibility and achievability of the Limerick 2030 vision
- The National Planning Framework projects that the **population of Limerick City and its environs can grow by 47,000-56,000 persons by 2040, resulting in a total population of at least 141,000 in Limerick City by 2040.** The RSES for the Southern Region estimates that by 2031 Limerick will grow by an additional 51,000 to 61,000 persons to a total population of at least 246,000
- **Limerick City and Suburbs population trends are indicating that the population is ageing,** even if the average age was younger than the state average in 2016, the average age has increased by 2.5 years between 2011-2016 which is higher than what the state average increased by, which was 1.3 years
- The dependency ratio in Limerick, at 48% (2016), is higher than in the other five cities, albeit lower than the national average (52%). A higher dependency rate in Limerick relative to other cities, requires a relatively greater focus on age-related policies for young and old cohorts.

Sources: CSO, KPMG Future Analytics analysis

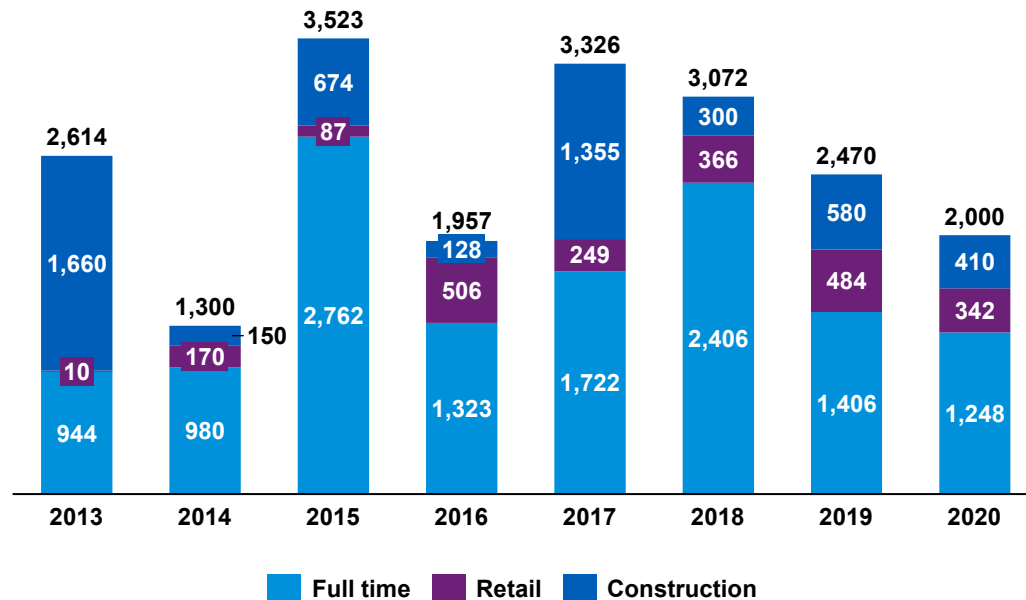
Job creation – Limerick City



Steady stream of new jobs across a diverse range of industries since 2013.

New jobs announcements, Limerick City, 2013-2021

Target: 12,000 / Reached: 15,000



Key takeaways

- **Limerick has a diverse workforce, employed by a wide range of domestic and international employers.** Professional services (26%) and commerce and trade (23%) account for almost half of all employment, while employment in manufacturing industries is strong (14%), reflective of the city's long-term strength in that industry
- **Since the launch of Limerick 2030 in 2013, the city has experienced a continuous growth in new jobs announcements annually:** with a cumulative total of 15,000 full-time and retail roles, and more than 5,250 construction jobs during construction for certain workplaces
- In the city, **the service industry is the primary occupier of commercial units (48%), followed by retail and wholesale (24%), health (14%), and construction, education, financial and public administration industries collectively (15%)**
- **While employment growth has been strong, labour force participation remains a challenge in Limerick,** where it is 55.7% relative to the national rate of 61.4%. Enabling individuals to enter and remain in the workforce is a key government priority, and a range of schemes are currently in place to support the workforce as it adapts to Covid-19.

Implication: Growth can be uneven – accept this, plan for the best

Sources: Limerick City and County Council
 Note: Dataset refers to number of jobs announced only. Actual number of figures may differ.

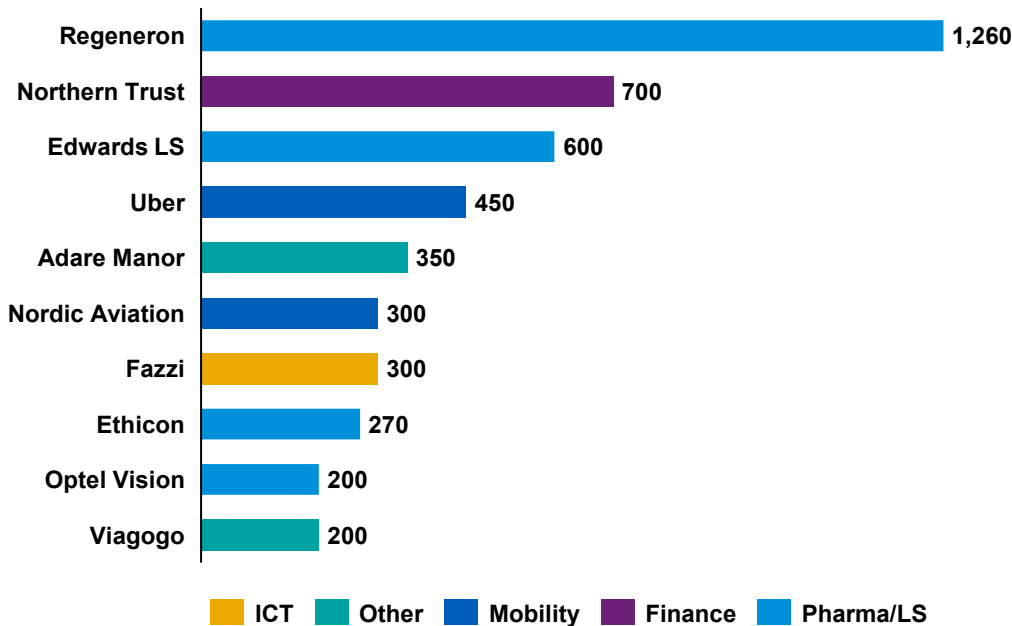


Job creation – key announcements

High profile employers have invested heavily in Limerick since 2013.

New jobs announcements, Limerick City, 2013-2021

Target: 12,000 / Reached: 15,000



Implication: several successes in diverse sectors that are likely to grow

Key takeaways

- The IDA’s Driving Recovery and Sustainable Growth 2021-2024 strategy identifies 143 IDA clients within the Mid-West region that employ a total of ~24,200 people and have noted recent investments of scale in Technology, Life Sciences and International Financial Services. The IDA plans on delivering an Advanced Building Solution in Limerick over 2021-2024 and additionally complete construction on the Advanced Manufacturing Centre in July 2021. The strategy also states that the IDA will target 76 investments for the Mid-West region in the period 2021-2024
- Between 2013 and 2020 a total of 20,262 new jobs have been announced across full time, retail and construction jobs in Limerick giving a total investment of €2,728 million. Of the total investment €27.7 million was into retail jobs giving 2,214 retail jobs. The biggest contributor to the number of job announcements between 2013 and 2020 was Regeneron, announcing a total of 1,260 jobs, the second biggest contributor was Northern Trust announcing 700 jobs in the same period.

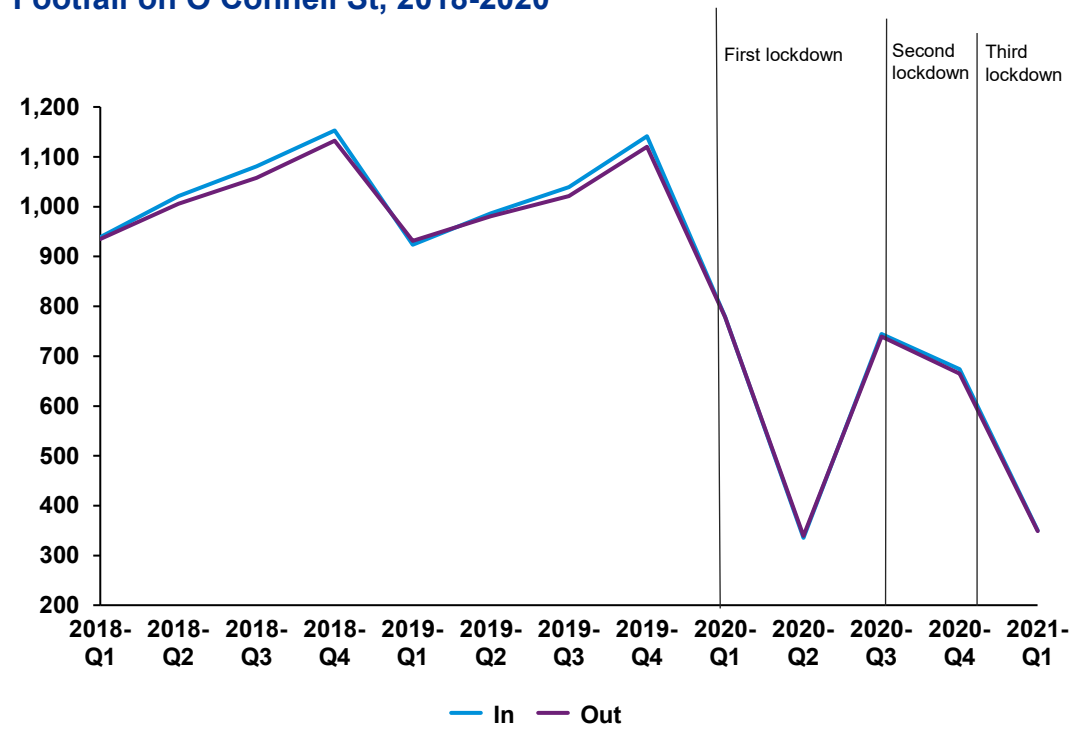
Sources: Limerick City and County Council, public jobs announcements, Driving Recovery and Sustainable Growth 2021-2024 – IDA Ireland
 Note: Dataset refers to number of jobs announced only. Actual number of figures may differ..



Footfall – Limerick City

Fluctuating footfall patterns caused by impacts of the Covid-19 pandemic.

Footfall on O’Connell St, 2018-2020



Key takeaways

- **Footfall on O’Connell Street was consistent from Q1 2018 – Q4 2019**, Q1 in both 2018 and 2019 footfalls were at similar levels, a dip in January to footfall in retail areas is expected after the Christmas period
- **Q2 in 2018 and 2019 both started a trend of increased footfall as more people begin to shop again after Christmas** however Q2 in 2020 was the beginning of the Covid-19 Pandemic and Ireland’s first lockdown
- **Footfall began to recover as Covid-19 restrictions eased during 2020** from Q2 to Q3 and fell slightly between Q3-Q4 2020 as Covid-19 restrictions had been implemented again in November 2020
- **Restrictions eased briefly on the run up to Christmas which is why the footfall for Q4 2020 was not as low** as other periods of Covid-19 restrictions
- **Strict Covid-19 restrictions had been implemented again after Christmas leading into Q1 2021 causing a huge decrease in footfall for O’Connell street**
- **These patterns are likely effecting all major retail areas in the country** as the country changes between Covid-19 restrictions.

Implication: Footfall was not increasing prior to Covid-19 despite increase in prosperity

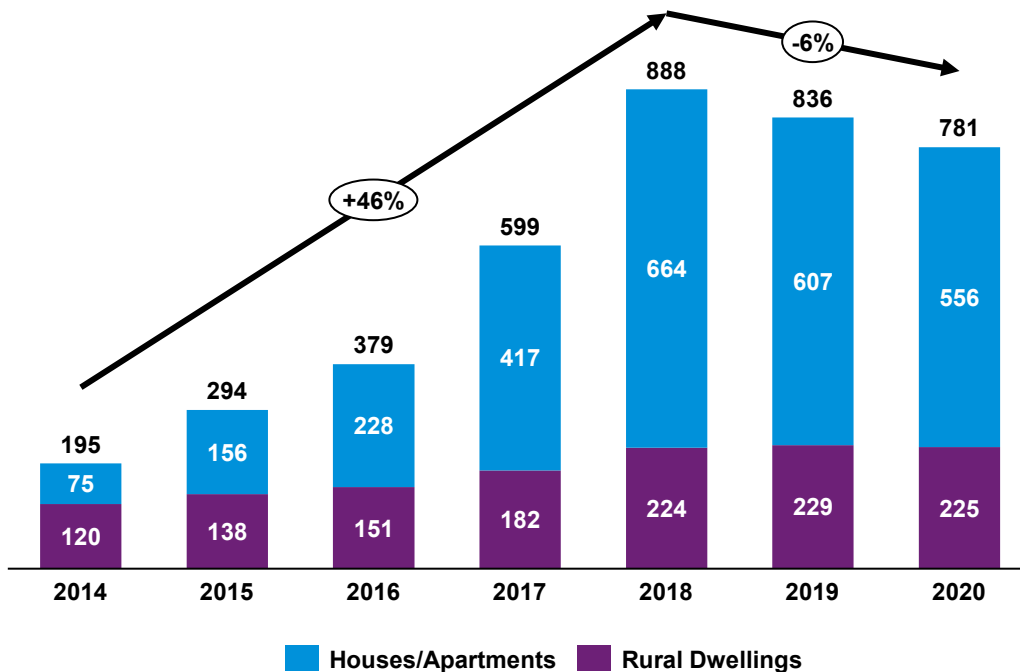
Sources: Limerick City and County Council



Housing developments

Strong growth in number of applications for housing units granted across the county.

Planning permissions granted, 2014-2021



Implication: Need to develop homes remains pivotal to growth, applications fell in recent years.

Key takeaways

- **Housing is a priority issue for the Mid West. A diverse offer of quality homes attracts and retains talent, and is vital to enabling the region's wider economic growth.** The baseline housing in Limerick city is mixed. As of 2016, the average build-year of the housing stock was 1978, while 47% of all housing had been built in 1981-2016. Over 80% of households in Limerick city are houses or bungalows
- The majority of all households (57%) are owner-occupiers, followed by private rented occupancy (26%) and social housing (12%). Household sizes in Limerick are smaller/larger than the national average. 56% of households contain 2 person or less, while 44% of households contain 3 persons or more. In 2016, 79% of households in Limerick City had children, the majority of which are non-adolescent children. Retired households account for 20% of family households
- **Data from both household accommodation and occupancy indicate most households in Limerick City are owner-occupied houses/bungalows mainly comprising of families with children**
- Houses and apartments have accounted for an increasing share of all permissions granted since 2014, rising from 38% of all permissions to 71% of all permission (remainder being single rural dwellings). The average floor area of granted permissions fell from 260 sq.m to 220 sq.m, a fall of 15%.

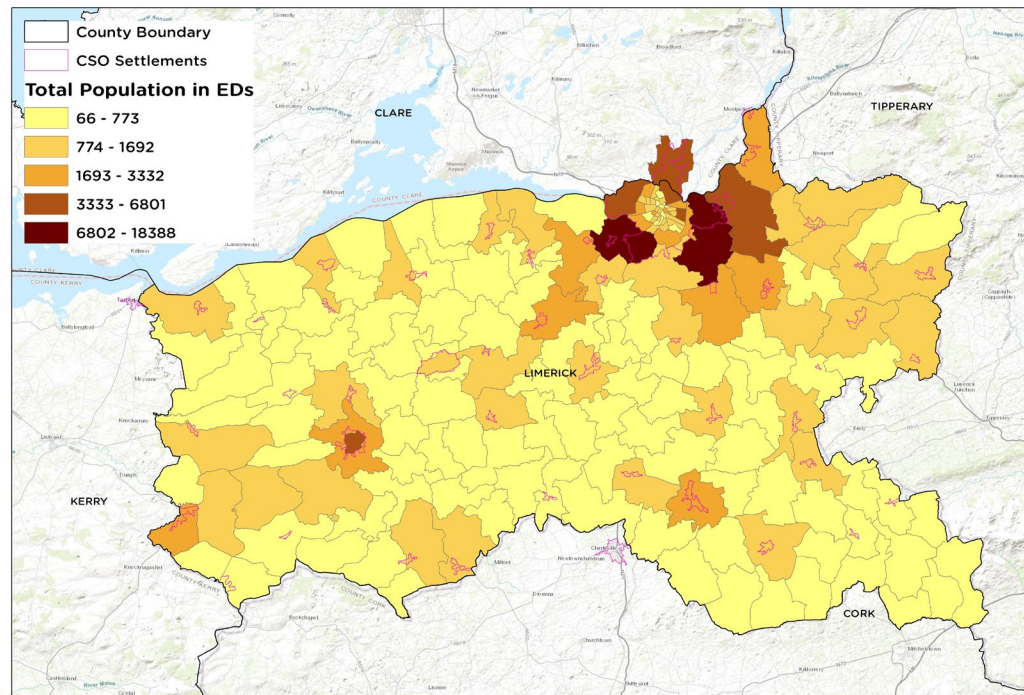
Sources: Limerick City and County Council

Population concentration



Population remains low in city centre, highest in suburbs.

Total Population 2016



Implication: Major need to increase population in the city centre to support economic and social growth.

Key takeaways

- The map illustrates that Limerick County has varied levels of population with Electoral Division's in the area representing a population between 70 to 18,400.
- The suburbs and surrounding area of Limerick City within the Limerick Municipal District has highest levels of population in the County.
- Ballycummin is the most populated Electoral Division in Limerick with 18,400 people living there in 2016. Ballysimon was the second most densely populated with 13,600 people living.
- Limerick City centre has a very low population compared to the suburbs, indicating a high level of urban sprawl taking place in Limerick City and suburbs.
- The most populated areas within the city centre are the Electoral Divisions of Dock A with 2,300 people living there and Market with 2,000 people living there.
- The areas within the city centre with the lowest levels of population in 2016 are John's C with a population of 450, Castle B with 450 and Custom house with 750.
- The town with highest population is Newcastle West within the Electoral Division of Newcastle Urban. In 2016 this town had 5,100 people living in it.

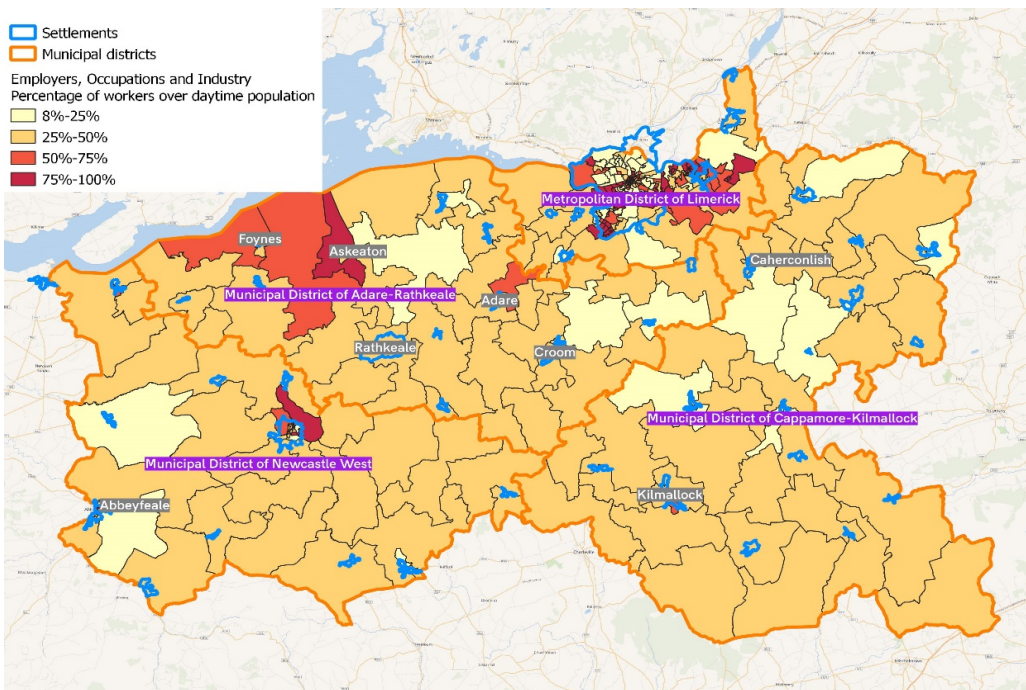
Sources: CSO – Census 2016



Workplace zones – County Limerick

A number of concentrated workplace zones evident across County Limerick.

Workplace zones in County Limerick



Key takeaways

- After Dublin and Cork, Limerick city and suburbs have the State's third largest daytime working population in 2016: the 'daytime' population of Limerick city and county was 210,000, while the 'night time population' was 195,000 (a decrease of just over 7%)
- Approximately half (51%) of the City's workforce commute from outside of the urban area. These workers are predominantly based in Limerick county (~11,500), Clare (~5,500), and Tipperary North (~2,500). Annacrotty was the main feeder town for Limerick city and suburbs (750), followed by Castleconnell (400), Ballina (350), Newport (320) and Ardnacrusha (300)
- Each workplace zone contains a minimum of three workplaces and no more than 90% of employees in any one workplace zone can work in one organisation. Such information enhances understanding of key employment 'hubs' across the city and county
- Per map, key areas outside of the city centre include Wyeth Nutritional in Askeaton, Foynes Port, Aughinish Alumina plant, and business parks in Newcastle West.

Implication: Most workers based in the city centre are not resident there – clear need to increase proximity between home and workplace.

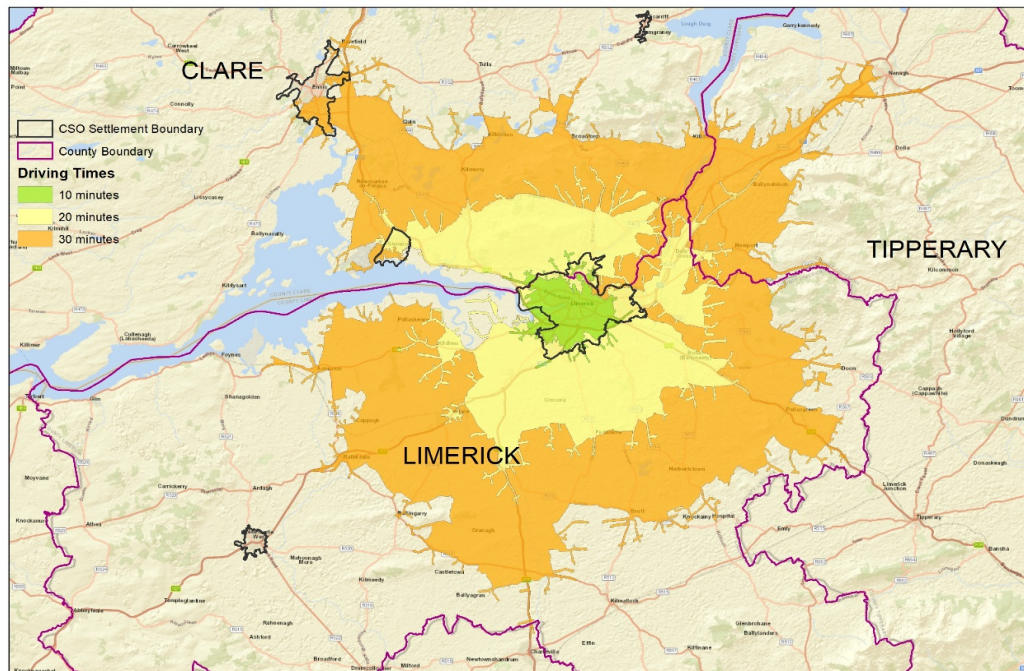
Sources: CSO – Census 2016

Commuting patterns



Limerick City is a commutable location for residents in its wider hinterland.

Driving time analysis (CSO, 2016)



Key takeaways

- As of Census 2016, 57% of residents of the city travel by car to work, school, or college, 22% travel by foot, 8% of commuters use public transport, and 3% of commuters cycle. At that time, 72% of journeys lasted 30 minutes or less and the average commute time in Limerick City was 21.9 minutes, lower than the national average of 28.8 minutes.
- As of 2016, Limerick City and Suburbs' had a high 'jobs to resident workforce' ratio of 1.26, indicating a net in-flow of workers
- Many inward commuters travel from beyond the city's direct hinterland, with Ennis, Nenagh, Shannon, Adare and Rathkeale all within a 30 minute drive
- The Draft Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS) plan includes measures such as improved walking and cycling routes, reallocation of road space and lanes for public transport and prioritisation of placemaking and public realm
- Future workplace trends are still largely unknown. The Governments 'National Remote Work Strategy' anticipates that a new 'hybrid' working model is likely to be the new trend.

Implication: Public transport options remain relatively limited to access city from hinterland. Hinterland extends to the midlands, capturing more than 1m people.

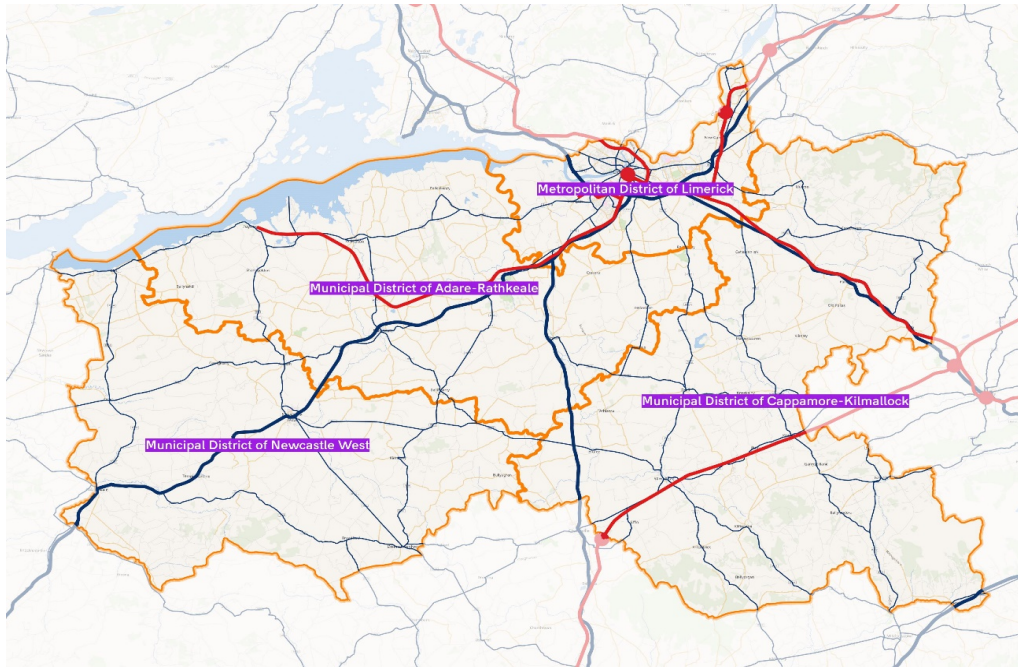
Sources: CSO – Census 2016

Connectivity and access



A number of roads projects completed since 2014, some in pipeline, some projects in long-term planning.

Key transport routes, County Limerick



Implication: Strong pipeline of roads in planning, opportunities to reorient to active mobility and greenways additionally.

Key takeaways

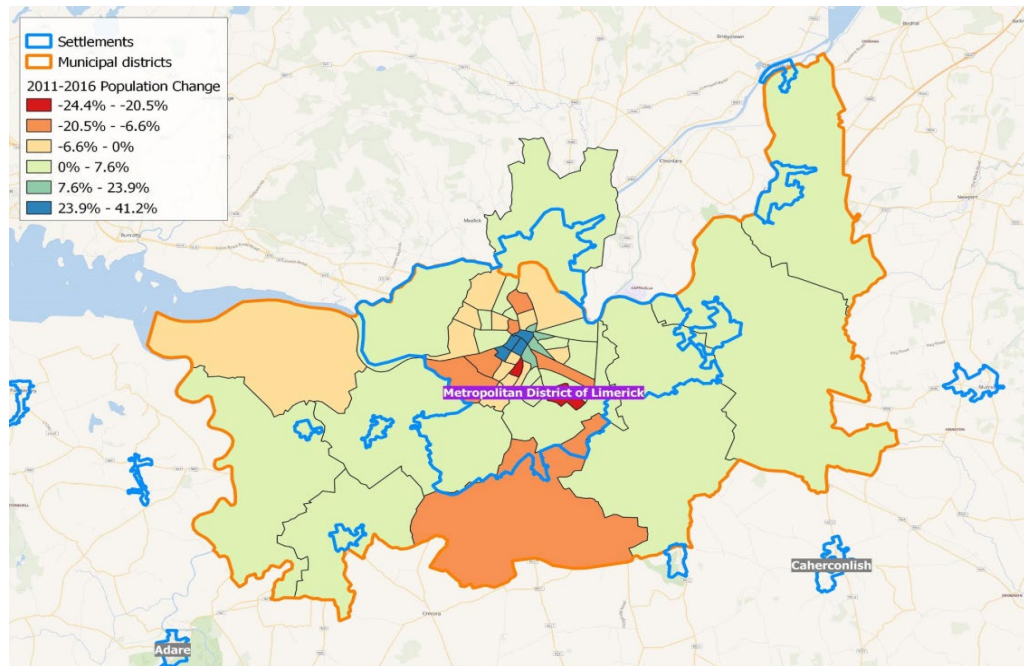
- In 2014-2021, a number of schemes of road works were completed in County Limerick.
- In March 2021, contractors were appointed to advance the first phase of development of the Limerick Northern Distributor Road as a means of improving the potential of the National Technological Park and the University of Limerick. Construction of the first phase of this project, the Coonagh to Knockalisheen Road, is expected to be completed within 33 months.
- New road from Foynes to Limerick, including Adare Bypass, currently in planning process. The case is being assessed by An Bord Pleanála and is due to be decided by 26/11/2021. This road is expected to be completed by 2027 to facilitate improved access to the tier 1 port of Foynes.
- The M20 Motorway between Cork and Limerick has been identified as a key long-term infrastructure project under Project Ireland 2040. The project is currently in phase 2 Options Selection. It is not anticipated that this project will be completed within the lifetime of the Limerick 2030 Plan.
- Another key infrastructure project that will greatly benefit Limerick and should be prioritised is the upgrades to the N24 as identified in the RSES.



Population Change

Some growth in population in city between last censuses, some decline in some areas.

Population Change 2011-2016 (CSO, 2016)^(a)



Implication: Opportunities to increase population in the city centre and its environs.

Key takeaways

- Limerick City grew by almost 3% between 2011 and 2016.
- The highest growth areas are clustered in the centre of the city in the Shannon A and Shannon B, Docks A and Custom House Electoral Divisions.
- The inner city fringes and outer suburbs toward the outskirts of the Municipal Districts experiences decline in population during 2011 - 2016.
- The areas with the biggest decline in population are spread across the city centre and are in the Galvone B and Prospect A Electoral Divisions. These both declined in population by between 20.5% -24.4% since 2011.
- The Electoral Divisions of John A, Dock D, Ballinacurra A and St. Laurence are also areas that declined in population within the city.
- The majority of the Electoral Divisions outside of the City and Suburbs within the Municipal District grew in population between 0%-7.6%.
- Two Electoral Divisions outside the city and suburbs experienced a decline in population, these are Roxborough which declined by between 6.6%-20.5% and Carrig which declined by 6.6%-0%.

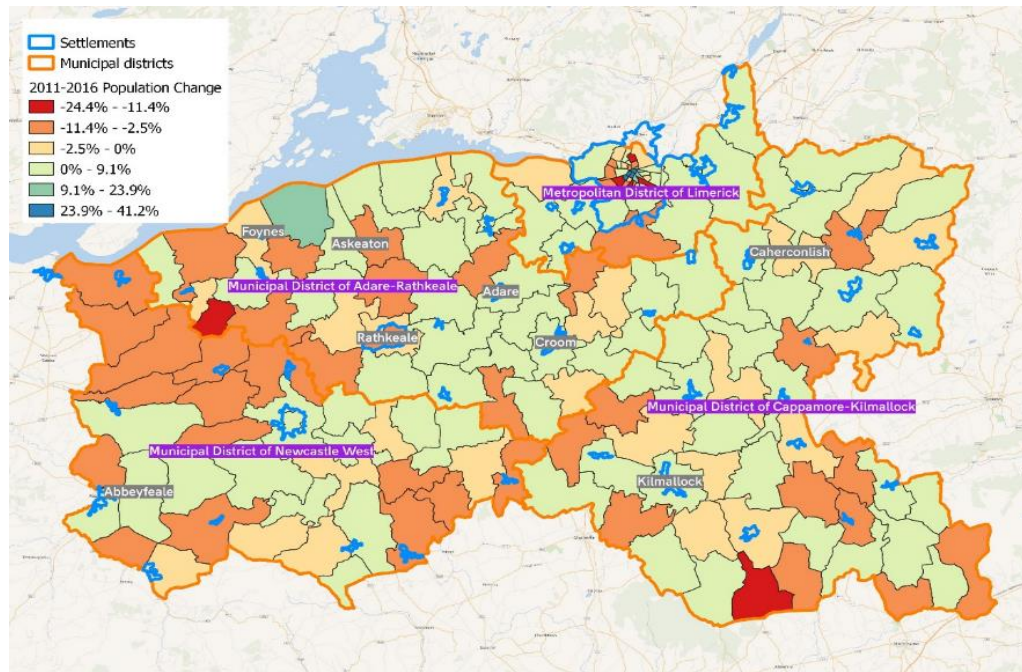
Notes: (a) The blue boundary line shows Limerick City and Suburbs; the dark yellow link indicates the boundary of Limerick Municipal District
Sources: CSO – Census 2011/2016

Population Change



Population decline observed in many areas, some minor growth.

Population Change 2011-2016 (CSO, 2016)



Key takeaways

- There are quite significant differences in population change across the City and County between 2011-2016.
- In terms of population change, the City and County overall grew by 1.5% between 2011 and 2016 – a lower rate than the State as a whole (4%).
- Limerick City and Suburbs grew by 3% while some rural areas in the west of the county in particular saw population declines, with a large number of areas declining by between 2.5% and 11.5%.
- Two electoral districts within Limerick County had a population decline of between 11.5% and 24.5% from 2011 to 2016. These are the Electoral divisions of Kilflyn and Dunmoylan West.
- One notable area of population growth in Limerick County was the Electoral District of Aughinish, where the population grew by between 9% and 24% from 2011 to 2016.
- The trend of population declining towns particularly in the west of the county and population growing in the hinterlands and rural areas is contrary to the National Planning Framework National Strategic Outcome 1 – Compact Growth.

Implication: Evident need to continue with strategic investment in county towns.

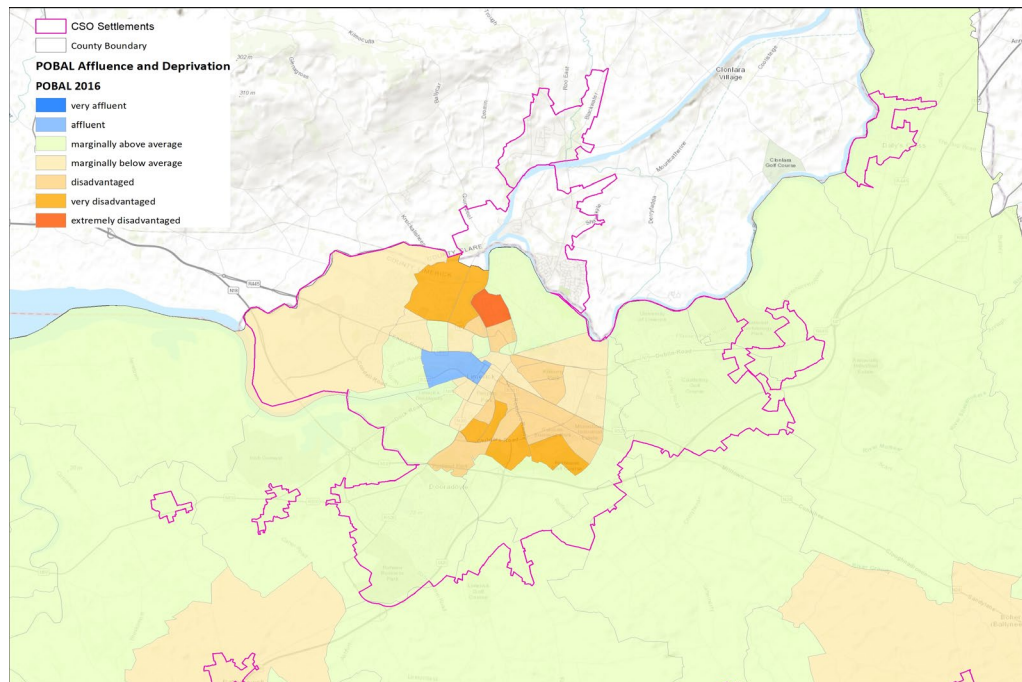
Sources: CSO – Census 2011/2016



Affluence and deprivation – Limerick City

As of 2016, disadvantage remains an issue in regeneration areas, some affluence in city.

Affluence and Deprivation, Limerick City, 2016



Implication: Continued employment outreach to disadvantaged areas

Key takeaways

- The Limerick Municipal District is predominantly classed as marginally above average. Within the settlement of Limerick city and suburbs, many Electoral divisions are classed as either disadvantaged or very disadvantaged.
- The Electoral Division 'John's A' is the only Electoral Division in Limerick to be classed as extremely disadvantaged. This has remained the same since 2011.
- Two Electoral division in the centre of the city are classed as affluent, this was 'Castle C' and 'Shannon A'. This has remained the same since 2011.
- The city and suburbs has had little change since 2011 in terms of the POBAL index. The major changes are in the Electoral Divisions of Limerick Rural South, Farranshone and John's C, all of these Electoral Divisions moved up to marginally above average from marginally below and the Electoral Divisions of 'Castle D' and 'Ballinacurra' both moved from affluent to marginally above average.

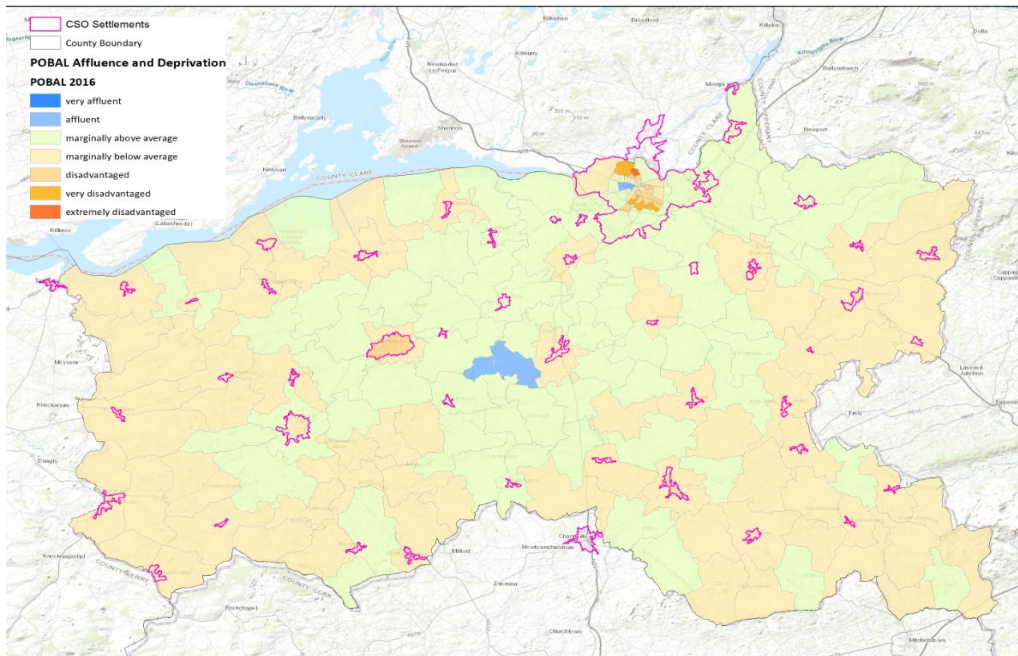
Sources: POBAL Deprivation Index - 2016

Affluence and deprivation – County Limerick



As of 2016, disadvantage is most pronounced in city and on county's periphery.

Affluence and Deprivation, Limerick County, 2016



Implication: Investment in reskilling in towns as a key priority

Key takeaways

- The POBAL HP Deprivation Index is a measure of relative deprivation of geographical areas using data across a range of measures covering demographics, social class, and the labour market compiled from the Census. It assigns scores to areas based on a national average of zero and ranging from -40 (most disadvantaged) to +40 (most affluent).
- In 2016, Limerick County as a whole largely fell into one of two categories, marginally above average or marginally below average.
- The central Electoral Divisions, and those closer to Limerick city are largely classed as marginally above average while the peripheral Electoral Divisions in the county, mainly to the East and West, are largely classed as marginally below average. This is a trend that has kept since 2011.
- The Electoral Division of Rathkeale is the only one in the county that is classed as 'disadvantaged'.
- In 2011 there were two areas of Limerick County (excluding city) that were classed as affluent, now the only Electoral Division that is classed as affluent in Limerick County is Kilfinny.

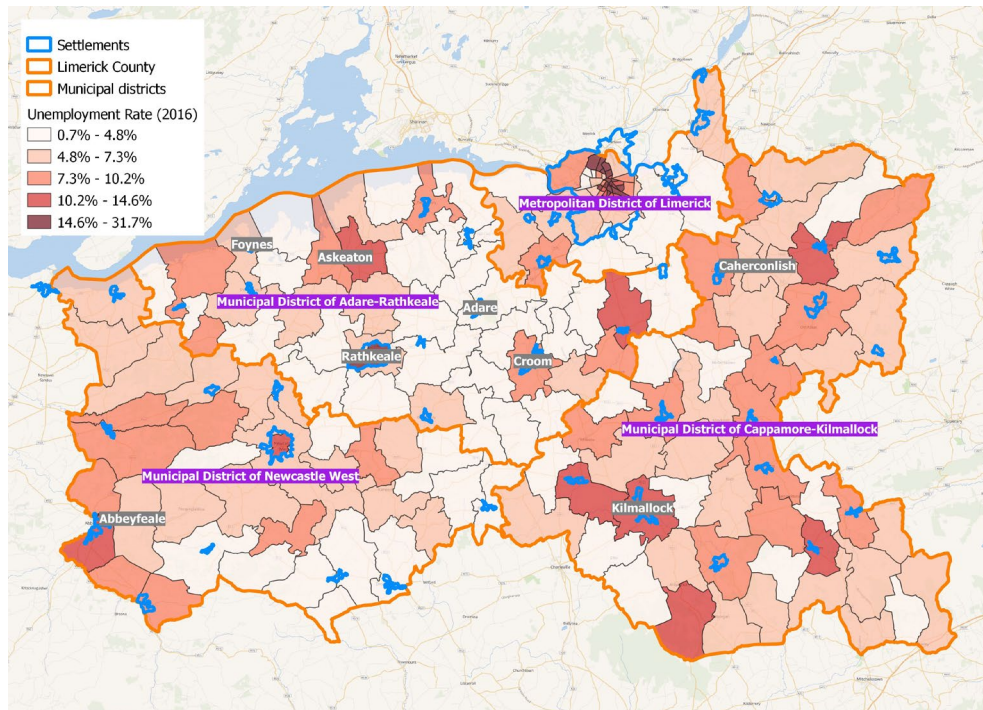
Sources: POBAL Deprivation Index - 2016

Unemployment – Limerick City and County



Unemployment highest in city centre, regeneration areas, and on periphery of county.

Unemployment Distribution per Electoral Division, 2016



Implication: More digital and community hubs needed to spread opportunity

Key takeaways

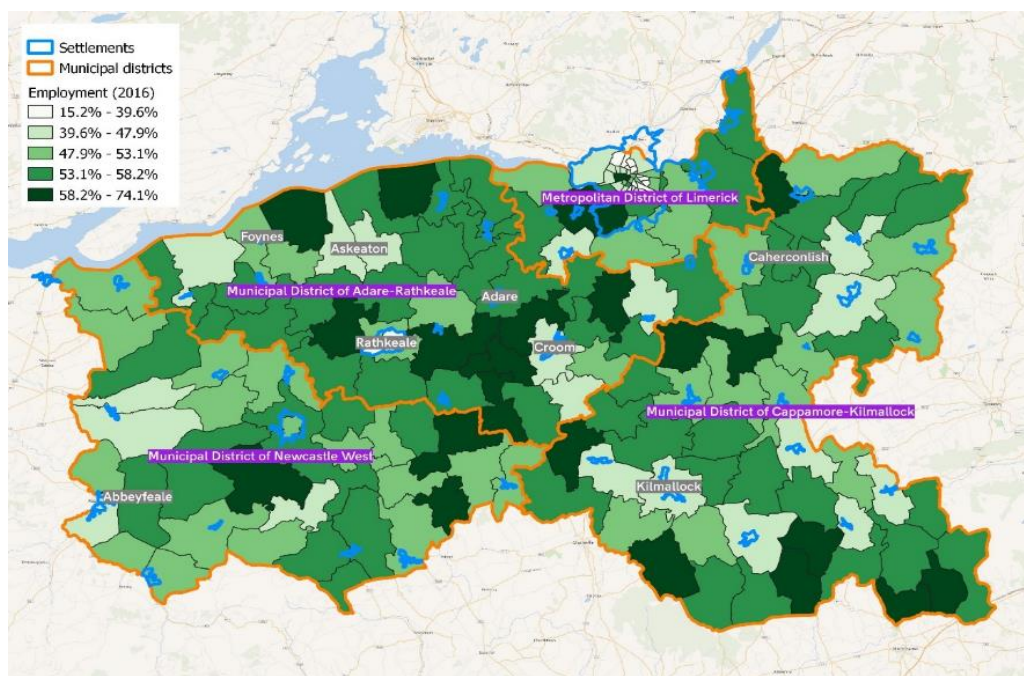
- The **unemployment rate for Limerick City and County in 2016 was 14.4%, down from 21% in 2011.**
- According to the CSO's labour force survey Q1 2020, the **mid-west region had an unemployment rate of only 5%** which was just slightly above the states rate of 4.7%
- The CSO further defines an unemployment blackspot as an ED whose labour force exceeded 200 persons and where the unemployment rate (on a Principal Economic Status basis) exceeded 27%. **There were 79 such EDs across Ireland in 2016 with an average unemployment rate of 31.2% compared with 12.9% nationally.**
- **The administrative areas of Dublin City, Cork City, Limerick City and County and Waterford City and County contained 39 of the 79 unemployment blackspots nationwide.** Seventeen of the 38 EDs in the city of Limerick were unemployment blackspots. The city also accounted for 8 out of the 10 EDs with the highest unemployment rates in the State in April 2016.
- **The highest level of unemployment in the County outside of Limerick city was in the ED of Rathkeale Urban.**



Employment– Limerick City and County

Some concentrations of employment centres, with variance observable.

Employment Distribution per Electoral Division, 2016



Key takeaways

- Principal economic status is recorded in the Census and provides an overview of the composition of a workforce and offers a useful snapshot in time for unemployment, as well as giving an indication of the proportion of students and retirees.
- According to the 2016 Census, **49.7% of the population of County Limerick are employed and 47.2% of Limerick Cities population are employed.** A significant portion of the County and City's population are either retired or students (**County: 27.7%, City: 29.1%**)
- **Limerick City and County has a diverse range of employment levels with levels ranging between 15.2% employment to 74.1% employment.**
- In the County, there seems to be a concentration of high employment levels in the lands between Rathkeale and Croom.
- The **Electoral Divisions** around many of the towns in Limerick seem to have employment levels of below **50%**.
- **Limerick City has multiple areas within it that have employment levels of between 15.2% and 39.6%.**

Implication: Employment opportunities need to be more evenly distributed within Limerick City and same for the wider County

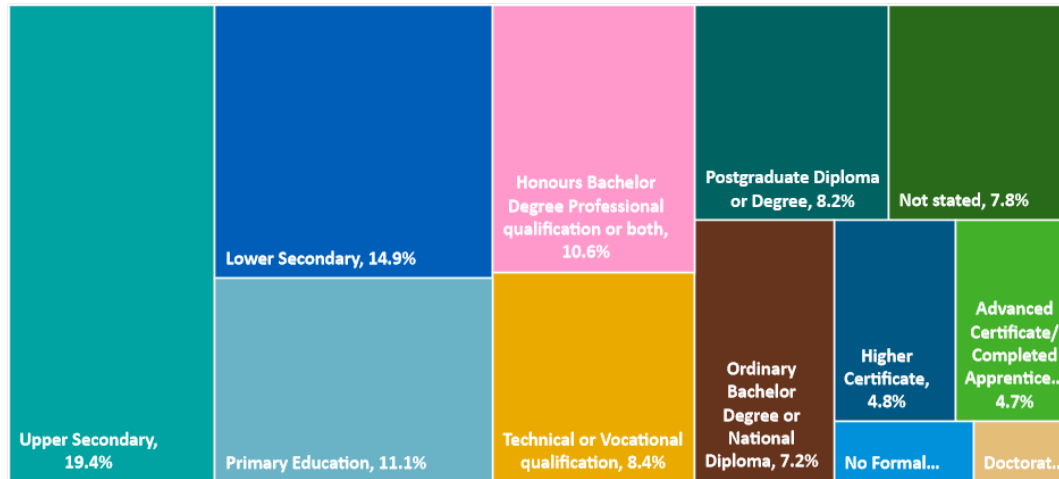
Sources: Limerick City and County Council
Note: Figures given for Limerick County are inclusive of the City's data.



Educational Attainment

More people are getting more educated.

Percentage of education received in Limerick City and Suburbs



Key takeaways

- Within Limerick City and Suburbs, the CSO Census results 2016 show that 11.1% of the population have attained only as far as primary education, with just 1.6% having no formal education (14.4% total). Nationally, 13.3% of people had indicated they had an education level of having attended primary school or less.
- 36.7% had a third level qualification (including those with a postgraduate diploma or degree or PhD) with 47.1% having completed up to Leaving Certificate.
- Education is a fundamental driver of long-term economic growth and locations with comparably strong educational attainment can harness their advantages to promote inward investment and high-quality employment.
- Compared to the levels in 2011, there is a consistent increase in education across the board with more people getting higher levels of education and less people having lower levels of education in Limerick City and Suburbs.

Implication: Keeping high levels of education will be key to job growth and inward investment in Limerick City and County

Sources: CSO – Census 2016

Progress at reaching job creation targets

Some clear successes in job creation since 2014. The pandemic setback can be overcome.

Job creation targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
Potential to create 12,000 new jobs in the Limerick area	Progress clearly evident	<ul style="list-style-type: none"> • Efforts made by LCCC and partner agencies (EI, IDA) to develop profile of the region and to attract and to create additional employment • 20,260 jobs announced from 2013-2020 in the Mid West, 63% of which were full time jobs, 11% were retail jobs and 26% were in the construction sector • Impact of the pandemic on businesses cushioned by distribution of €26.5 million from the Government's Business Re-Start Grant to more than 4,500 businesses, while rates waivers have summed to more than €30 million
Create high value jobs in order to close the €403m gap in economic performance	Some progress made	<ul style="list-style-type: none"> • Significant new job creation in Tech, Financial Services, Pharma, Medical Devices, Manufacturing • During the pandemic, 860 new jobs announced, including roles in major employers: Bon Secours, UPMC, Regeneron, Transact Campus, 4Site, Screwfix, AMCS, Takumi, Kneat
Potential for approx. 5,000 new jobs for Limerick City Centre	Some progress made	<ul style="list-style-type: none"> • 3,200 job announcements for the city centre across Tech, Hospitality - food & drink, Accommodation, Retail, Professional Services
High value jobs in key sectors and located at i.e., Medical Park at King's Island, the Opera Site, the Waterfront and the Cleeves Site	Some progress made	<ul style="list-style-type: none"> • Planning and development of a range of mixed use sites to accommodate public and private organisations (Garden International – Nordic Aviation), (Opera – Revenue Commissioners), (Cleeves - in development), (Howleys Quay – Tech & Professional Services)

Progress at reaching sector growth targets

Since 2014, the region has grown its strengths in a range of sectors, with continued growth possible.

Sector growth targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
Drive value in established sectors: ICT, Advanced Manufacturing, Logistics, High Value Food & Drink	Progress clearly evident	<ul style="list-style-type: none"> Major expansions of existing facilities since 2014 (Northern Trust, Regeneron, J&J Vision Care, etc) Growth in new sectors such as the Creative and Film area, predominantly through development of Troy Studios
Capture bigger share of growth sectors: Life Sciences, Business and Professional Services, Tourism, Sport & Leisure	Some progress made	<ul style="list-style-type: none"> Since 2014, new announcements in Life Sciences (Serosep, Edwards LifeSciences, etc); Business & Professional Services (Fundrock, AxiomSL); Tourism (Adare Manor, extensions to 5 city centre hotels) In Q1 2021, nearly 200 new start-ups launched, mainly in Legal, Accounting & Business, Wholesale, and Construction
Secure investment in emerging sectors: Low Carbon Sector	Some progress made	<ul style="list-style-type: none"> Emerging companies/research in low carbon energy initiatives Development of concept of a Green Digital Basin and signing of MOU with other local authorities On a wider regional level, the announcement by ESB of redevelopment of Moneypoint into renewable energy hub (€73 million investment) will generate spillovers for Limerick
New enterprise growth: Cultural, Creative and Digital Media	Some progress made	<ul style="list-style-type: none"> Troy Studios, Apple TV, NBC, local/national productions active in this space. Major investment to be announced. Support services to main suppliers growing
Wider reinvigoration of the City Centre from renovations, new development, increased activity, footfall	Requires uplift	<ul style="list-style-type: none"> Rugby Experience, Georgian District Renovations, Engine Hub & Digital Innovation Centre, Office Development in Upper Catherine Street, Major Retailers (Aldi & Lidl), UBER Building, University Limerick / Limerick Institute of Technology (now TUS) / Mary Immaculate College City Centre Investments, New retail & hospitality investment in city centre, SFPC – Dock Development Plan, Gas Works Site Rehabilitation Construction commenced on €250 million Opera site

Progress at advancing spatial objectives

A range of steps made to achieving spatial objectives. Progress ongoing in a number of areas.

Spatial objectives targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
Expanding the residential offer	Some progress made	<ul style="list-style-type: none"> There are currently 11,000 new homes planned for the city and 4,000 new homes planned for the county by 2030. In the period August 2020 – February 2021, €250 million invested in residential developments Median house price increased by 15% in February 2020 – February 2021. Rents grew by 4% and 9% in Limerick City and County respectively
Reposition the City Centre as the premier regional shopping destination	Some progress made	<ul style="list-style-type: none"> As the 2030 plan states, this ambition can only be achieved by radically improving the shopping experience in the prime shopping area – in the vicinity of Brown Thomas, Debenhams / Penneys, Arthur’s Quay Shopping Centre and Cruises Street. This will be aided by URDF funding for a number of projects, including the O’Connell Street Redevelopment and the world class waterfront. The Debenhams site and Cruises Street are areas of significant opportunity. Arthurs Quay mixed use development will also play an important role (new flagship retail department store).
To create quality strategic gateways to the City Centre, thereby making it a welcoming experience for visitors	Requires uplift	<ul style="list-style-type: none"> The 'poor quality of arrival from key gateways' is acknowledged in the 2030 Plan. There remains a need to enhance the public realm – particularly between key activity centres (e.g between the railway station and the city centre; between the new transformational projects; and between suburban neighbourhoods / regeneration areas and the city centre) The Colbert Station redevelopment will play a role as an important 'gateway' development.
To establish a unique tourism offer that takes full advantage of the City Centre’s special heritage and environmental characteristics	Requires uplift	<ul style="list-style-type: none"> Rugby Experience (and building on Munster Rugby and Thomond Park role); potential for further development of Green and Blue Infrastructure including the reanimation of the river front and the development / enhancement of Greenways. Cultural offering and night-time economy currently weaker than potential – steps required to attract footfall and visitors to the City Centre.

Progress at advancing transformational projects (1/2)

Seven City Centre Transformational Projects identified in the 2030 Plan. Progress made across a number.

Transformational projects – targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
A 'World Class' Waterfront – a renaissance of Limerick's entire Waterfront		<ul style="list-style-type: none"> The Cleeves Riverside Quarter (circa 10 acres), Arthurs Quay (circa 4 acres) and Bishops Quay projects represent key opportunities in this respect, serving to provide mixed-use developments of scale. The Limerick Docklands is also identified as a growth area in the city under the NPF. Planning secured for upgrade of Bannatyne Mills to offices (circa 250 workers) Investment of €73 million earmarked for the Waterfront The forthcoming Public Realm Strategy will further aid in guiding the development of the area. Development of Riverfest as a means of attracting visitors to waterfront areas In the wider city environs, enhancement may be required at additional parklands and walks at/along Condell Road to Docklands, Thomondgate to Parteen, Mill Road to the City Centre and greenway proposals i.e. Limerick City to Montpellier
The 'Limerick Cultural Centre' – an iconic destination building on the Waterfront		<ul style="list-style-type: none"> Limerick has a notable gap in cultural offerings within the City Centre. The development of a UL city centre campus has the potential to open up opportunities in this respect. However, the focus should not be on a singular offering The Land Development Agency, together with Hunt Museum, has made a submission to Tourism Ireland to secure funding for a new museum/activity centre
'Great streets' – a transformation of the City's three main streets – O'Connell Street, Catherine Street and Henry Street		<ul style="list-style-type: none"> Work on the €9.1m revitalisation of O'Connell Street will proceed in 2021 (having been halted by Covid restrictions). The project covers the area between the junctions with Denmark Street/ Arthur's Quay and Cecil Street/ Lower Cecil Street A continued need to identify spatial linkages and to align developments with public realm improvements

Progress at advancing transformational projects (2/2)

Seven City Centre Transformational Projects identified in the 2030 Plan. Progress made across a number.

Transformational projects – targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
A new City Square/Plaza – to define the focal point or ‘heart’ of the City Centre;		<ul style="list-style-type: none"> A number of new city squares / plazas are proposed as part of the series of transformational projects across the city (including at Colbert Station). Existing space at Arthur’s Quay, Pery Square, John’s Square. A key ‘focal point’ needs to be defined. The Riverfront has significant potential in this respect – including as a ‘linking’ feature between key sites and the emergence of hinge points between project sites
A City Centre higher education campus - the creation of a multi-iversity combining facilities from Limerick Institute of Technology (now TUS), University of Limerick and Mary Immaculate College in the heart of the City Centre;		<ul style="list-style-type: none"> The University of Limerick (UL) is committed to establishing a vibrant collaborative campus in the heart of Limerick City. This is to be located on the former Dunnes Stores site which is on the banks of the River Shannon. Since the publication of the original 2030 Plan, Limerick Institute of Technology has formed part of Ireland’s third Technological University (via a consortium made up of AIT and LIT). The institution is expected to comprise a student population of up to 15,000 and a staff complement of approximately 1,200 people across six campuses in Athlone, Clonmel, Ennis, Limerick (2) and Thurles
Renewal of the Georgian Quarter – a concentrated programme to restore the Georgian part of the City to its former glory		<ul style="list-style-type: none"> Two demonstration projects will help create a model for transforming buildings in Limerick’s Georgian Quarter into modern living spaces – serve as a roadmap for new residential living in the city’s historic Georgian core. Funding has been provided under the Urban Regeneration Development Fund (URDF) as part of the ‘Liveable Limerick City Centre Initiative’, totalling €42.61 million. Additional consideration of the role of the private sector in making physical and built environment improvements
Colbert Station renewal – a new public transport interchange and enhanced station environment.		<ul style="list-style-type: none"> A Strategic Framework Plan is currently being prepared. The mixed use development, will have an “emphasis on providing a mix of accommodation for people of all ages, incomes, and all walks of life”

Marketing of Limerick

2030 Plan emphasizes need to market and rebrand Limerick. Progress made in this regards.

Marketing of Limerick – targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
<p>The original Limerick 2030 Plan stated that 'It is essential that a coordinated effort is made to market and rebrand Limerick'. The current image and branding was referred to as 'fragmented'.</p>	<p>Progress clearly evident</p>	<ul style="list-style-type: none"> Limerick has launched a new brand aimed at promoting the city nationally and globally as a destination for inward investment, industry, tourism, education, the arts and culture, education and for people to live and work in. "Limerick: Atlantic Edge, European Embrace" is the new brand aimed at internationalising the city, developed by M&C Saatchi The original Limerick 2030 vision has been described as 'too vague' and 'too economically focused' by a range of stakeholders This requires review in line with the "Limerick: Atlantic Edge, European Embrace" brand

Reviewing Limerick's position in 2021

Limerick City and County have a range of strengths and opportunities, and face constraints and threats.

Limerick City and County – Strengths, Constraints, Opportunities, Threats

Strengths

S

- Strong FDI base in ICT and Life Sciences (MedTech/Pharma), the two sectors that will lead global economic growth in the 2020s
- Three higher level institutions within the City Centre and suburbs, providing learning, training, R & D, and innovation opportunities
- City and County the key regional gateway hub to the Wild Atlantic Way, with enviable location along the Shannon Estuary
- Large amount of high quality land available to develop in City and environs for residential, commercial, retail uses
- Strong population growth anticipated in City and County over period to 2030, contributing to higher aggregate consumer demand.

Constraints

C

- Changing nature of retail may dampen footfall demand for traditional retail, requiring a more experiential offer
- Relatively higher levels of unemployment in city and its environs, with a number of unemployment blackspots
- Water and sewerage network capacity in county towns to accommodate additional housing
- Increased propensity for workers to work from home, where available, mitigating footfall in city and environs.

Opportunities

O

- Realisation of transformational projects in city and environs by 2030
- Potential for culture and the night-time economy as a generator of economic and social activity
- Capability to increase population and development density in existing built up areas
- Adare to host the Ryder Cup 2027, with strong spillover potential
- Preparation of the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS)
- The establishment of a dedicated 'Active Travel' team within Limerick City and County Council
- Political change through election of Directly Elected Mayor

Threats

T

- Threat that changes to international corporate tax reduce Ireland's competitiveness at attracting FDI
- Housing supply in city and county are insufficient to meet existing and future demand, potentially acting as a barrier to growth
- Risk that economic recovery does not materialise as expected nationally or that growth in Mid West is relatively lower
- Climate change outturn deteriorates in 2020s, requiring faster and deeper adaptation and mitigation measures
- Covid-19 pandemic does not dissipate, with new emerging variants dampening growth until mid 2020s.



Appendix 3. Review of the Spatial Plan

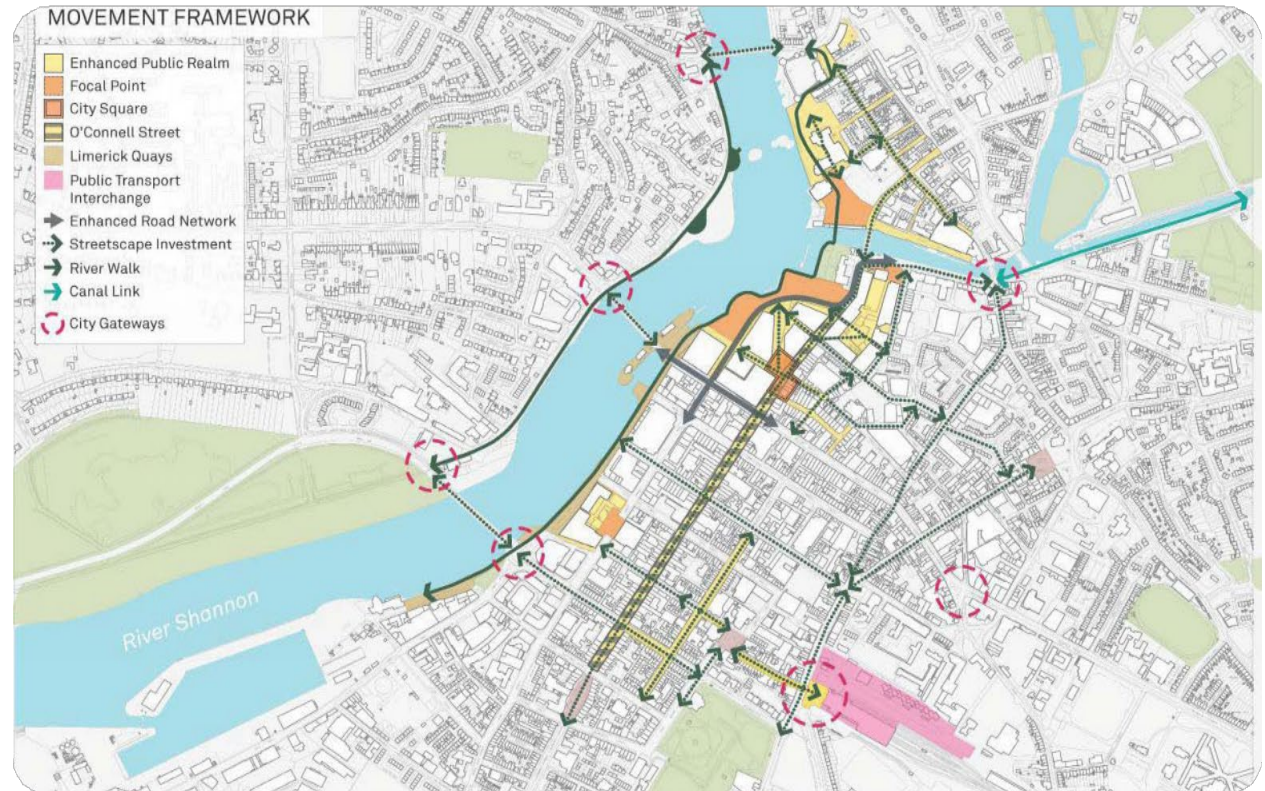
3. Spatial Organisation of Proposals

The Plan identifies a series of opportunity sites across the city centre whose development, along with a programme of public realm improvements, would together revitalise and redevelop Limerick City Centre by delivering seven transformational projects across a series of development zones in the city centre.

The development zones – and their associated opportunity sites and transformational projects – are located broadly within an area understood as the historic city centre – comprising the Medieval Area, the Georgian Quarter and the Waterfront – and for the most part located south of the River Shannon. Spatially, gateways to the urban area are considered primarily as they relate to the experience of entering this core area of the city.

Individually, the opportunity sites identified will act as anchors for development across the City Centre; together, they share the ambition of creating a City Centre that will attract new inward business investment and encourage the formation of new local businesses, providing high quality, flexible spaces to meet accommodation requirements.

The Plan identifies eight objectives that will be achieved through the transformational projects enabled by the activation of the opportunity sites. As such, the seven transformational projects represent strategic briefs for these interrelated interventions as precinct-based masterplans organised around identified opportunity sites that cumulatively build out the city centre vision.



City Centre gateways

- Shannon Bridge (north + South waterfront)
- Sarsfield Bridge (north waterfront)
- Thomondgate
- Charlotte's quay/ Mary Street
- Colbert Station
- Newtown Mahon / Upper William Street

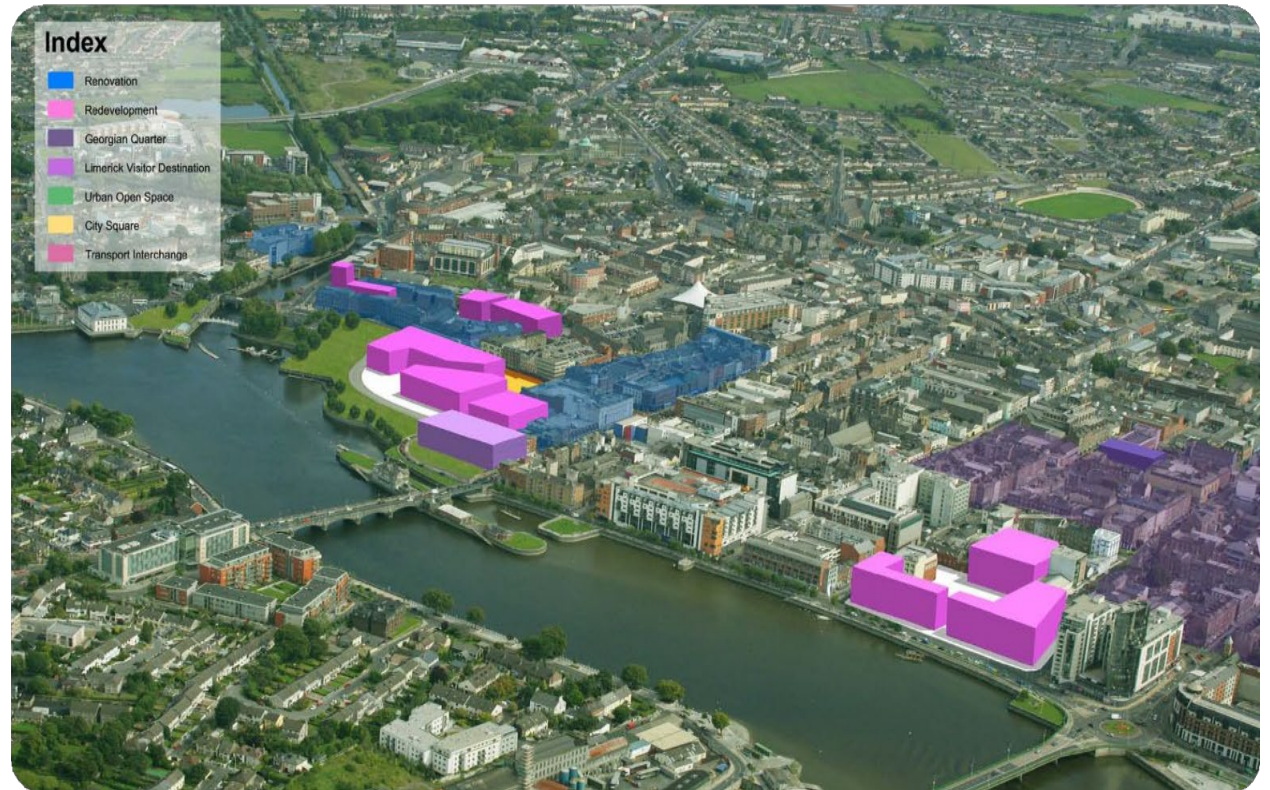
3. Objectives of the Spatial Plan

The Spatial Plan is intended to act as a catalyst – it identifies sites where larger scale development might occur; organises these within development zones; and, connects them to public realm initiatives to locate transformational projects across the city centre.

While the cumulative and interdependent nature of the transformation is noted – the Plan stresses that no single initiative will transform the City Centre but rather that success will require clarity of vision, organisation and implementation to deliver a series of inter-related interventions, with the success of each intervention dependent upon the delivery of other interventions – the catalytic nature of the plan is such that a hierarchy or sequencing of interventions is not proposed.

The eight stated objectives of the Plan in effect provide a series of guiding principles that enable this catalytic approach– as long it adheres to the objectives and contributes cumulatively to their delivery, development on the opportunity sites and toward the transformational projects can be flexible and opportunistic, rather than dictated by a planning hierarchy. As opportunities arise on the sites, complementary associated development can be considered that moves the overall vision forward.

Because the objectives are not specific to the individual opportunity sites or to the transformational projects, spatial progress toward their fulfilment varies. Specific commentary is instead provided below in consideration of the development zones.



Eight objectives of the spatial plan

1. To establish a 21st century city centre economy capable of competing with other European cities.
2. To reposition the city centre as the premier regional shopping destination;
3. To establish a unique tourism offer that takes full advantage of the city centre's special characteristics;
4. To make the city centre once again a desirable place to live by improving the quality of the housing offer
5. To create a high quality and safe urban environment which generates a sense of pride in the city;
6. To build upon the city centre's rich historic character
7. To create quality strategic gateways to the city centre, thereby making it a welcoming experience for visitors;
8. To attract and retain young people by providing learning opportunities in the city centre.

3. The Transformational Projects

The seven transformational projects are the proposals the Spatial Plan makes for redevelopment and regeneration of the City Centre. Any assessment of the progress of the Plan toward its stated objectives is essentially an assessment of the progress of the transformational projects.

However, the transformational projects are themselves complex urban propositions for the most part comprised of multiple interdependent projects often – but not always – gathered under a single masterplan. So, for instance, the City Square transformational project is arguably dependent on the significant progression of the World Class Waterfront and Waterfront Cultural Centre projects being advanced before it can meaningfully contribute to the urban fabric; however, the progress made on the Opera opportunity site and the progress made towards the Great Streets transformational project by acquiring URDF funding each contribute to the City Square – the one by building critical mass in the city centre; the other by improving the public realm leading to the square.

Similarly, while the former Cleeves factory site is noted as an opportunity site but not a transformational project, its progress advances several objectives of the plan generally while the URDF funding for a new pedestrian bridge to the Cleeves Riverside Quarter specifically advances the World Class Waterfront Project.

With each of the transformational projects embodying multiple objectives of the Plan and comprised of multiple physical components

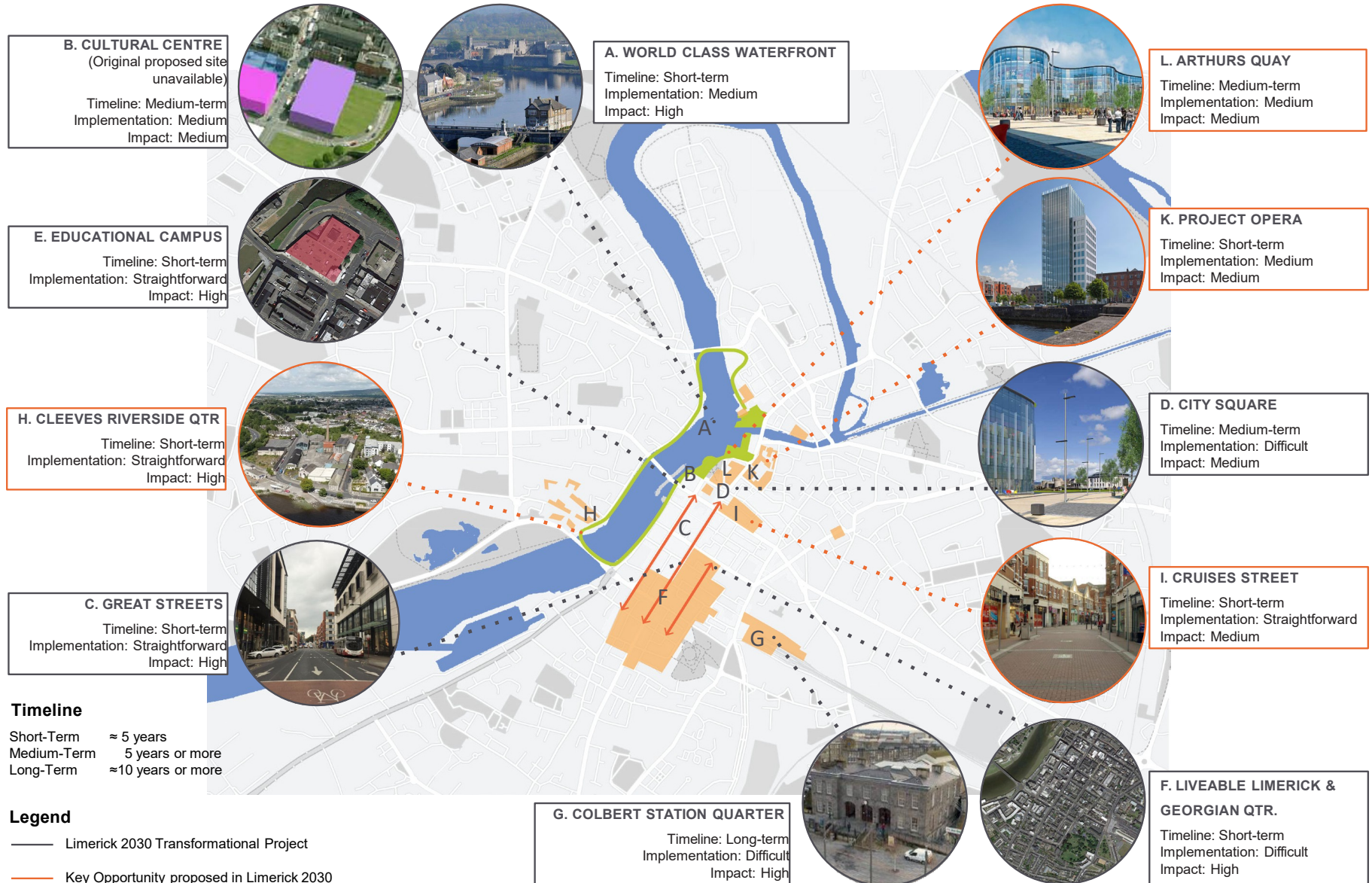


– including opportunity sites and public realm initiatives – they are best understood as representing themed and precinct-based development briefs for interrelated interventions within the city centre.

Seven Transformational Projects

- A. World Class Waterfront
- B. Waterfront Cultural Centre
- C. Great Streets
- D. City Square
- E. Educational Campus
- F. Liveable Limerick & Georgian Quarter
- G. Colbert Station

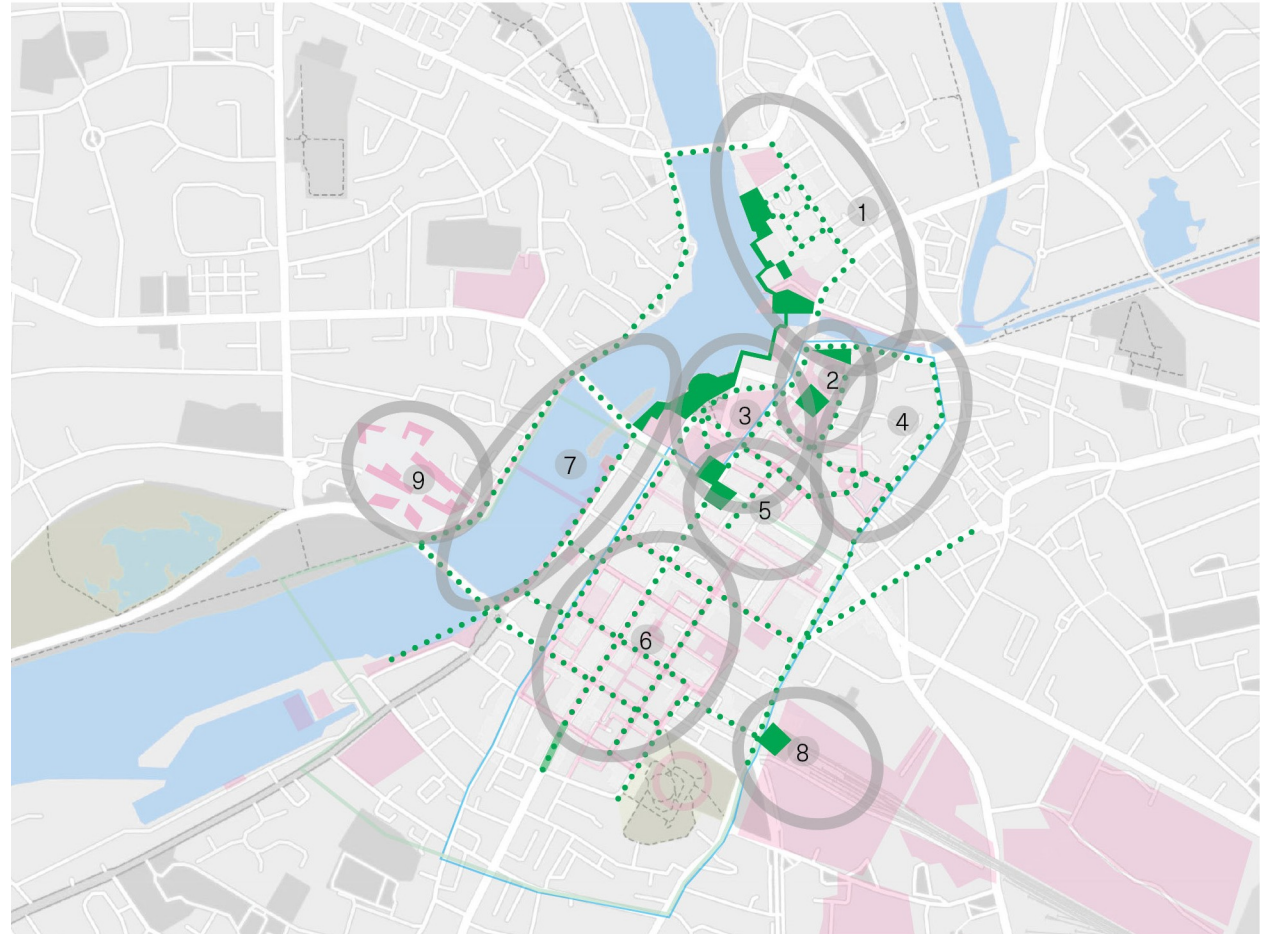
3. The Transformational Projects






3. The Development Zones

As an implementation tool, the Plan sets out City Centre Development Zones which reflect on the implication of implementing opportunity site proposals zonally, with fully integrated approaches to development, public realm and movement across districts within the City Centre. It is explicitly stated that the organisation of these development zones is spatial rather than reflecting priorities between zones. In so far as the function of the Limerick 2030 Plan is to act as a catalyst to transformation, the absence of priorities is appropriate; however, with development now in train, there is merit in considering a more comprehensive move within the plan to managing the cumulative impacts on the experience of the city centre – how quality of life is affected – of multiple large-scale construction projects at Cleeves Riverside Qtr; Colbert Station and the Opera Site occurring concurrently.

Progress of the Spatial Plan to date is most clearly assessed by considering each of the Development Zones in turn.



Limerick 2030 City Centre Development Zones

-  Limerick 2030 Public Realm Proposals
-  Limerick 2030 Street Improvements
-  Limerick 2030 Development Zones

- 1. King's Island
- 2. The Opera Site
- 3. Arthur's Quay
- 4. Irish Town
- 5. Cruises Street
- 6. The Georgian Quarter
- 7. Limerick Quays
- 8. Eastern Gateway (Colbert)
- 9. Cleeves Riverside Quarter

3. The Development Zones

For each Development Zone identified, The Limerick 2030 Plan sets out implementation tables with expected delivery partners and the local authority's role for key Renovation, Development and Public Realm projects, which are assessed hereafter:

Kings Island	Project	Delivery Partners	City Role and Delivery Requirements
Renovation	Local Court City Hall Circuit Court	Courts Service City and County Council Courts Service	Planning Funding Planning
Development	Nicholas Street Site Castle Street Site Medi Park Site	Dev Partner Dev Partner Dev Partner	Planning Planning Planning
Public Realm	Potato Market Courts Forecourt Enhanced Riverwalk Riverfront North Bridge Street Nicholas Street Local Streets	City and County Councils City and County Councils City and County Councils City and County Councils City and County Councils City and County Councils City and County Councils	Design, Fundraising Design, Funding Design, Funding Design, Funding Design, Fundraising Design, Funding Design, Funding

Opera Centre	Project	Delivery Partners	City Role and Delivery Requirements
Renovation	Granary Upper Patrick Street	Dev Partner Dev Partner	Planning Planning, Heritage flexibility
Development	Main Site	Dev Partner	Planning, Assembly, Disposal
Public Realm	Interior 'Quad' Bank Place Square Mid Block ped. link Ellen Street Patrick Street Michael Street	Dev Partner City and County Councils Dev Partner City and County Councils City and County Councils City and County Councils	Design Requirements Design Requirements Design Requirements Design, Funding Design, Funding Design, Funding

Arthur's Quay	Project	Delivery Partners	City Role and Delivery Requirements
Renovation	Penneys / Debenhams	Owner	Planning, Incentive Regime
Development	Arthur's Quay Quarter	City and County Councils Dev Partner	Planning, Land, Assembly, Incentives, Disposal
Public Realm	Patrick St. Streetscape Arthurs Quay Streetscape Ellen Street link City Square New Arthur's Quay Park Enhanced Riverwalk Sarsfield Park Hunt Museum Riverfront	City and County Councils City and County Councils City and County Councils City and County Councils City and County Councils City and County Councils City and County Councils City and County Councils	Design, Funding Design, Funding Design, Funding Design, Funding Design, Funding Design, Funding Design, Funding Design Requirements, Fundraising
Transport	Street realignment Traffic re-circulation	City and County Councils City and County Councils	Design, Funding Design, Funding

Cruises Street	Project	Delivery Partners	City Role and Delivery Requirements
Renovation	Retail Blocks ground Retail Blocks upper Residential Blocks	Owner Owner Owner	Planning, Incentive regime Planning, Incentive regime Planning, Incentive regime
Public Realm	Internal renovation O'Connell Street streetscape	City and County Council City and County Council	Design, Funding Design, Funding

Georgian Quarter	Project	Delivery Partners	City Role and Delivery Requirements
Renovation	Target Block Renovation	Owners	Planning, Incentive regime, Heritage flexibility
	Digital Media, Arts, Film Centre		
Public Realm	O'Connell Street Catherine Street Pery Square Glentworth Street	City and County Council City and County Council City and County Council City and County Council	Design, Funding Design, Funding Design, Funding Design, Funding

Limerick Quays	Project	Delivery Partners	City Role and Delivery Requirements
Development	New visitor destination	City and County Councils, Shannon Development, Faité Ireland	Planning, Land, Assembly, Programme, Design, Fundraising
	Bishops Quay	Existing owner, Development Partner	Planning, Incentive regime
Public Realm	Riverfront Park	City and County Councils, Shannon Development, Faité Ireland	Design, Funding
	Enhanced Riverwalk Henry St. streetscape Enhanced Riverwalk Cecil Street streetscape Mill Street streetscape	City and County Councils City and County Councils City and County Councils City and County Councils	Design, Funding Design, Funding Design, Funding Design, Funding

Eastern Gateway	Project	Delivery Partners	City Role and Delivery Requirements
Development	Station north Hyde Road	CIE, Owners Owners	Planning, Incentive regime Planning, Incentive regime
Public Realm	Colbert Station forecourt Davis Street streetscape Parnell Street streetscape John's Square	CIE City and County Councils City and County Councils City and County Councils	Design, Fundraising Design, Funding Design, Funding Design, Funding

Urban Science and Tech Park	Project	Delivery Partners	City Role and Delivery Requirements
Development	Riverfront Site North Site	Owners, Dev Partner Owners, Dev Partner	Planning, Incentive Regime Planning, Incentive Regime

3. The Development Zones

1. King's Island Development Zone

The Medieval quarter comprises two of the city's most important historical assets – King John's Castle and St. Mary's Cathedral – joined by Nicholas Street and by the Waterfront. Key Proposals include:

- The Forecourt: relocation of local Courts and location of new LCCC City Hall in refurbished Circuit Court and prominence to waterfront by means of improved public space plaza at Merchants' Quay and a potential new bridge completing the river walk at the Potato Market;
- Central Waterfront & Castle riverwalk to connect from Thomond Bridge to Centre via Hunt Museum;
- Nicholas St./ Mary St.: Medical/ Public Health to Mary street and development of antique quarter and restaurant offers in proximity to Castle.



Progress to Date:

- Opportunity Sites: No opportunity sites noted; none subsequently identified.
- Transformational Projects: No significant progress made in its contribution to the World Class Waterfront project.
- Objectives: Aligns mostly with historic/ tourist/ identity objectives but no significant progress made to date on any of the key Renovation or Development Projects identified, and residential development in general is under-represented with only two infill sites identified. Localised improvements to Nicholas street have been carried out.
- Summary: Uplift required – URDF funding will contribute generally to planning for public realm components and evidence that current planning is considering greenways to improve the physical expression of the fosse and other historical elements, but no significant delivery of development.



3. The Development Zones

2. The Opera site

The Opera site is primarily an opportunity site but its development will influence several other proposals in adjacent development zones. Key proposals include:

- Development of the Main Site will enable the demolition of Sarsfield House and the progression of the World Class Waterfront.
- Development of improved connectivity through the site to forthcoming developments at Arthur's Quay and the Waterfront.
- Public realm proposals to enable activation of City Square from Irishtown and to further the great streets agenda, including secondary streets such as Ellen Street, are further improved by development of a permeable block with a sequence of squares from Bank Place to City Square via an interior quad space.



Progress to Date:

- Opportunity Sites: The Opera Site is an opportunity site first and foremost and progress has been made with assembly, masterplanning, development approval and commencement of construction on the main development site.
- Transformational Projects: The development will not make its contributions to City Square and the World Class Waterfront projects until complete.
- Objectives: Aligns mostly with employment objectives and the making of the city centre more attractive and will make a significant contribution on completion.
- Summary: Some progress made – the development of Bank Place as a public space could have been offered as a 'meanwhile' use through competition to introduce new uses as the block closes.



3. The Development Zones

3. Arthurs quay

Arthur's Quay encompasses the Arthur's Quay Shopping Centre, the surrounding highways, Arthur's Quay Park and Sarsfield House and is located to provide views across a major bend in the Shannon as well as the tidal range of the Estuary. Key proposals include:

- Arthur's Quay Shopping Centre: revitalisation and development of new units with frontage to Civic Square at Denmark St & O'Connell St. and renovation of Penneys/ Debenhams including development to the rear of Penneys.
- Public Waterfront including the development of the Dunnes site and the extension of the riverside walk directly to the Potato Market via a new bridge and removal of Sarsfield House.
- Realignment of the public road to facilitate redevelopment of Arthur's Quay.



Progress to Date:

- Opportunity Sites: No progress to date on Arthur's Quay or Penny's/ Debenhams sites; some progress toward UL presence on the Dunnes site is contrary to the intended cultural use.
- Transformational Projects: Primary contributor to the World Class Waterfront and Waterfront Cultural Centre projects, as well as Great Streets and City Square public realm projects.
- Objectives: Aligns with all objectives due to presence of multiple opportunity sites and transformational projects but no significant progress made to date.
- Summary: Some progress has been made with the Great Streets redevelopment of O'Connell street underway and URDF funding secured for the diversion of the road and waterfront at Arthur's Quay. The fact that the Dunnes site was identified as cultural/ tourist use and not student accommodation is a significant diversion from the original plan.



3. The Development Zones

4. Irishtown

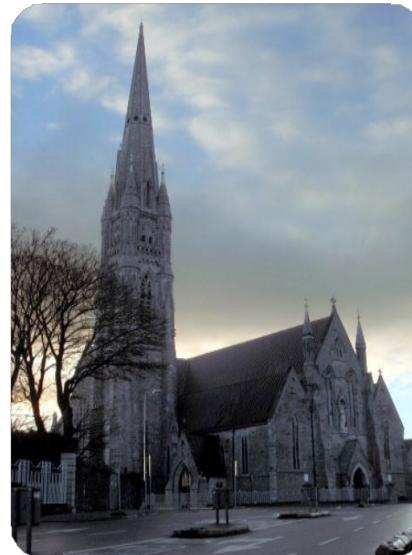
Irish Town encompasses the historic area south of the Abbey River at Charlotte's Quay with landmark destinations include St. John's Square, St. John's Cathedral and the Milk Market.

The plan does not elaborate on many key proposals specifically for Irish town or implementation thereof but the following initiatives are considered:

- A temporary open street market connecting the Milk-Market to the City Centre on weekend/ designated days
- A Cultural quarter for St. John's Square
- Irish Town as an alternative for the City Centre Higher education Campus

Progress to Date:

- Opportunity Sites: No opportunity sites noted; none subsequently identified.
- Transformational Projects: Primary contributions are to Great Streets and City Square public realm projects but no progress in that direction to date.
- Objectives: Aligns primarily with quality of life and historical identity/ attraction objectives.
- Summary: Uplift required. There is a case for considering Irishtown as being a potential focus for development post-Colbert Station redevelopment and concurrent to the World Class Waterfront. Identification of a new site in Irishtown for the cultural centre that was planned for the Dunnes site might be an alternative, leveraging the presence of existing heritage and cultural use at St. John's Square and capable of developing a north-south link from Colbert Station to the Canal Greenway via LCAD campus; similarly, a pedestrian market street at the Milk Market could be considered as a permanent intervention after the example of Santa Catarina Market Barcelona or Borough Market London.



3. The Development Zones

5. Cruises Street

Cruises street is a pedestrianised shopping street which connects Chapel Street to O'Connell / Patrick Street. It has pedestrian connections to Denmark street and Irish Town / the Milk Market.

The plan notes its importance lies in providing a vitality and instilling confidence in the centre's retail offer. The plan does not have substantial spatial proposals for the Cruises Street area, it is more focused on its programme, economic performance, maintenance, and its pedestrian connections to Denmark Street and the Milk Market. Proposals include

- Internal renovation of existing units
- Streetscape improvements



Progress to Date:

- Opportunity Sites: No opportunity sites are identified. Cruises street would be more suited to be reframed as a placemaking priority area rather than a development zone, since the key objective is facilitating connections through street improvements and frontages as opposed to development.
- Transformational Projects: Contributor to Great Streets and City Square public realm projects.
- Objectives: Aligns with all objectives around retail and the attractiveness of the City Centre.
- Summary: Some progress is made by virtue of the URDF funding for the Great Streets project.

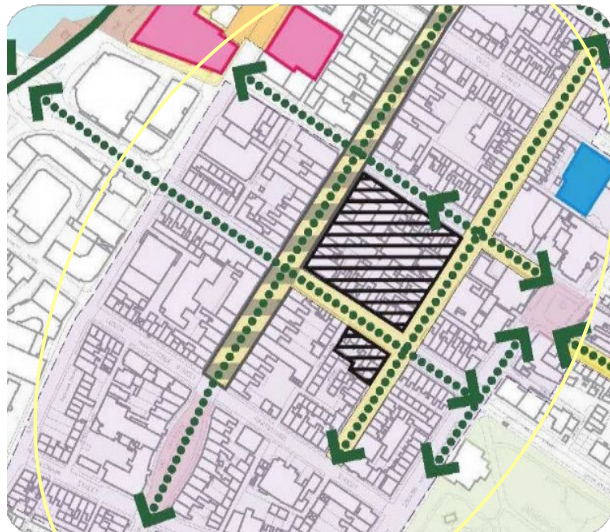


3. The Development Zones

6. Georgian Quarter

The Georgian Quarter includes the Newtown Pery Architectural Conservation Area. The Core area extends between Barrington Street to Cecil Street and O'Connell Street to Pery Street. The plan does not identify any opportunity sites within the Georgian Quarter (beyond the VEC use of the Cecil St. Atheneum). Proposals include

- Internal renovation of existing heritage buildings
- Streetscape improvements



Progress to Date:

- Opportunity Sites: No opportunity sites are identified. The proposal to restore and refurbish the existing buildings is not a spatial proposal per se, it is an intervention to accommodate residential occupation, the key spatial proposals will be in connecting to neighbourhoods beyond. Progress has been made in planning terms with regard to current investigations into how to make adaptive reuse of the buildings more attractive.
- Transformational Projects: The Georgian Quarter can be understood as a transformation in human occupation and use rather than a spatial transformation of built form i.e.. it is a heritage intervention to keep urban fabric in place, as such, the key is to connect to establish it as a viable neighbourhood for living and connect it to other neighbourhoods (Cleeves & Colbert; Docklands & Arthur's Quay). Progress has been made in current planning work.
- Objectives: Aligns with all objectives around heritage and identity and the attractiveness of the City Centre.
- Summary: Some progress is made by virtue of planning work and public realm proposals such as Newtown Park.



3. The Development Zones

7. Limerick Quays

The Limerick Quays Development Zone is focused on the Southern Shannon Quays which are described as 'the front garden to the Limerick City Centre'. Proposals for the Quays include:

- A new waterfront destination 'Limerick Cultural Centre' with a signature building, suggested at the former Dunnes site. A waterfront public space is suggested to the north-west of the site.
- Development of a site on Bishop's Quay between Mill Lane and Lower Cecil St for mixed-use: offices, residential and leisure.
- Pedestrianisation of the Quays with eating and drinking facilities, improved public realm, lighting and wayfinding to the waterfront but also to Henry Street, Cecil Street and Mill Street.



Progress to Date:

- Opportunity Sites: Some progress on plans to redevelop the former Dunnes site as the University of Limerick City Centre Campus, not the Waterfront Cultural Centre. One half of the opportunity site on the junction of Bishops Quay and Cecil street lower is being developed with a 7-storey office block currently under construction. Public Realm improvements have been completed to Bishop's Quay, Howley's Quay and the boardwalk at Harvey's Quay, potential to expand on these improvements and extend them up to Thomond Bridge and the North Quays with greater pedestrian priority, accessible design and better traffic management.
- Transformational Projects: Primary contributions are to World Class Waterfront and Great streets, with potential contribution to the Waterfront Cultural Centre project, depending on its relocation.
- Objectives: Aligns with objectives for 21st Century City Centre, regional shopping destination, unique tourism offer, liveable city, high quality safe urban environment and enhancing the city's heritage.
- Summary: Progress has been made but scope of the public realm enhancement can be expanded to cover the North Quays and extend back into Henry street and the city centre.



3. The Development Zones

8. Eastern Gateway (Colbert Station Quarter)

Significant development by LDA of state-owned lands at the Colbert Station area with proposals including

- Colbert Station Forecourt
- Davis Street Streetscape
- Parnell Street Streetscape
- John's Square



Progress to Date:

- Opportunity Sites: The assembly of the lands under the LDA masterplan represents an expansion of the opportunity site.
- Transformational Projects: The LDA Masterplan is an full expression of the transformational project, with advances in the RIAI Design Review, awarding of masterplanning contract and current work, and URDF funding toward the new bus station.
- Objectives: Aligns with multiple objectives.
- Summary: Progress made. The LDA's Framework is now very advanced for the Colbert area and as such will represent a blueprint for how a significant area of Limerick City Centre (60h+) will be developed over the next c.10 years. CIE/Irish Rail work is to commence soon on construction of a new Bus Station. The level of ambition represented by the LDA framework is key to establishing a mixed use compact growth model of development in the city centre, and also to overcoming severance issues in a key part of the city to make it more walkable. Colbert Station will act as a 'front door' to the city for many visitors, but crucially it will extend 'side doors' into the existing urban fabric to foster connectedness.



3. The Development Zones

9. Urban Science + Technology Park (cleeves riverside quarter)

The rejuvenation and reuse of the Cleeves site represents an exemplar of compact brownfield residential redevelopment at scale within the inner city. Crucially, the project will have a presence on the north waterfront and foster connections back to the Limerick Quays by means of a new pedestrian bridge which was subject of a successful URDF bid, signalling the transformation of the '3 Bridges' area to a four bridge area.

Progress to Date:

- Opportunity Sites: The assembly of the lands under the current masterplan makes full use of the opportunity site.
- Transformational Projects: The development will contribute to the World Class Waterfront, with URDF funding for a new pedestrian bridge allowing crossover into the Georgian Quarter project.
- Objectives: Aligns with multiple objectives but worth noting that the significantly residential character of the lands is not fully aligned with the original vision for the lands of Limerick 2030. This deviation from the plan is welcomed as it more fully aligns with the need to populate the city centre to achieve critical mass that will support mixed uses.
- Summary: Progress made.



3. Public Realm Connectivity

Public Realm Progress to Date:

1. Great Streets

Funding has been secured from the European Regional Development Fund (ERDF) to revitalise O'Connell Street, from the Denmark Street junction as far as the Barrington Street junction (approx. 800 metres). Construction is currently underway on the first phase between Denmark Street and Lower Cecil Street.

Henry Street and Catherine Street are in need of public realm upgrades.

2. Project Opera Internal Courtyard

Construction has commenced.

3. Bank Place Public Space

Status unknown. Potential to be delivered as part of the Opera development.

4. City Square

Status of proposal unclear, excluded from O'Connell street improvement plans, could be included in masterplan for Opera Quarter / Arthur's Quay with future contract to be awarded.

5. King's Island Public Realm Improvements

Status of proposals for Nicholas Street and adjoining laneways unclear. Funding model to be determined and improvements to be targeted as part of public realm strategy.

6. Colbert Station Forecourt

Remodelling of the railway station forecourt was completed in 2016 with a limestone paved public square and a raised pedestrian crossing across Parnell Street to Davis Street completed in 2017.

7. Davis St Streetscape

Davis Street was reduced to a one lane of traffic with a contraflow bicycle lane and upgraded footpaths.

World Class Waterfront:

8. City Quays

The Limerick City Quays remodelling was completed in 2016. There is scope to expand on the public realm improvements with greater pedestrian priority, accessible design and better traffic management with reduced car access.

There is also potential to extend the city quays improvements: across the river to the North Quayside; northwards to connect with Arthur's Quay and Merchants Quay redevelopments; and south-easterly to connect back to Henry Street and the city centre.

9. Arthur's Quay Waterfront

Development is ongoing.

10. Potato Market / Merchants Quay

Current status unknown, URDF funding secured.

11. Public Space adjacent to UL City Campus

Uplift required, should be delivered as part of UL City Campus project with short-term measures to provide a continuity around the three bridges walk, currently one of gaps in the walk where off-road pedestrian space or cycling infrastructure are not provided.



Limerick City and County Council Photomontage of Public Realm Improvements to O'Connell Street

3. Public Realm Connectivity

Original Plan Proposals:

The major opportunities identified in the original plan that will have significant impact on the city's public realm are: The Cleeves Riverside Quarter, The Colbert Quarter and The Opera Site. The Public Realm proposals for the 'Great Streets' transformational project focused on improvements to Henry Street, O'Connell Street and Catherine Street.

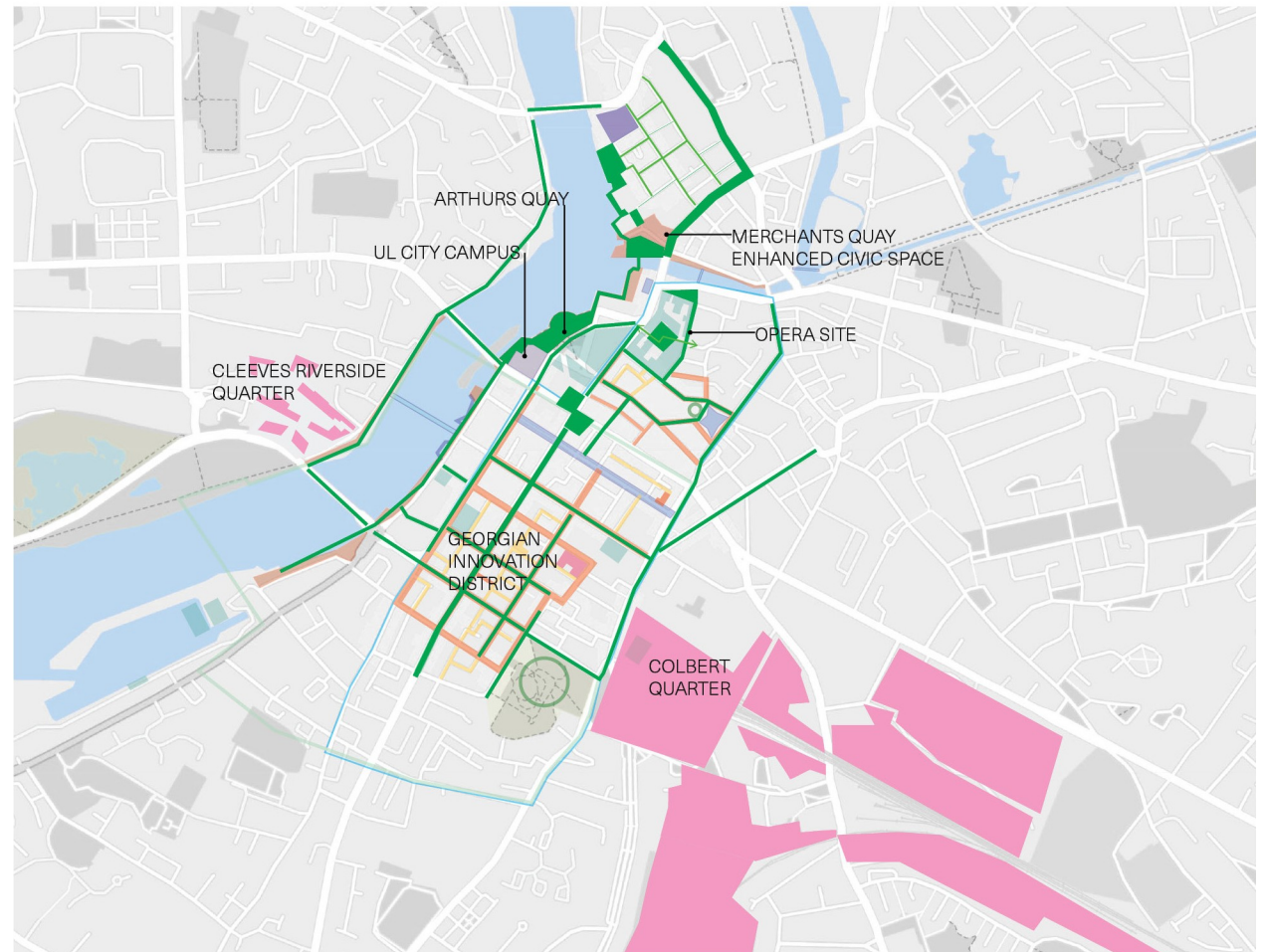
Additional Proposals:

These opportunities are being considered alongside the Gardens International development, The Georgian Innovation District and the Living Limerick City Centre initiative. The Living Limerick Plan expanded public realm improvements to most of streets contained in the Georgian Core in addition to the interconnecting laneways.

Public Realm Objectives:

An order of priority of public realm improvements will be required to deliver a short to medium-term balance between developments. This will provide an implementation roadmap for the local authority and will be set out in the upcoming City Centre Public Realm Strategy.

Gaps in public realm connectivity are clearly evident, between the city centre and the waterfront, the city centre and the docklands, Irishtown back to the city centre and the city centre across the river to the northern city environs. Strategic public realm improvements will be identified to provide continuity.



3. Design Considerations for the Revised Spatial Plan

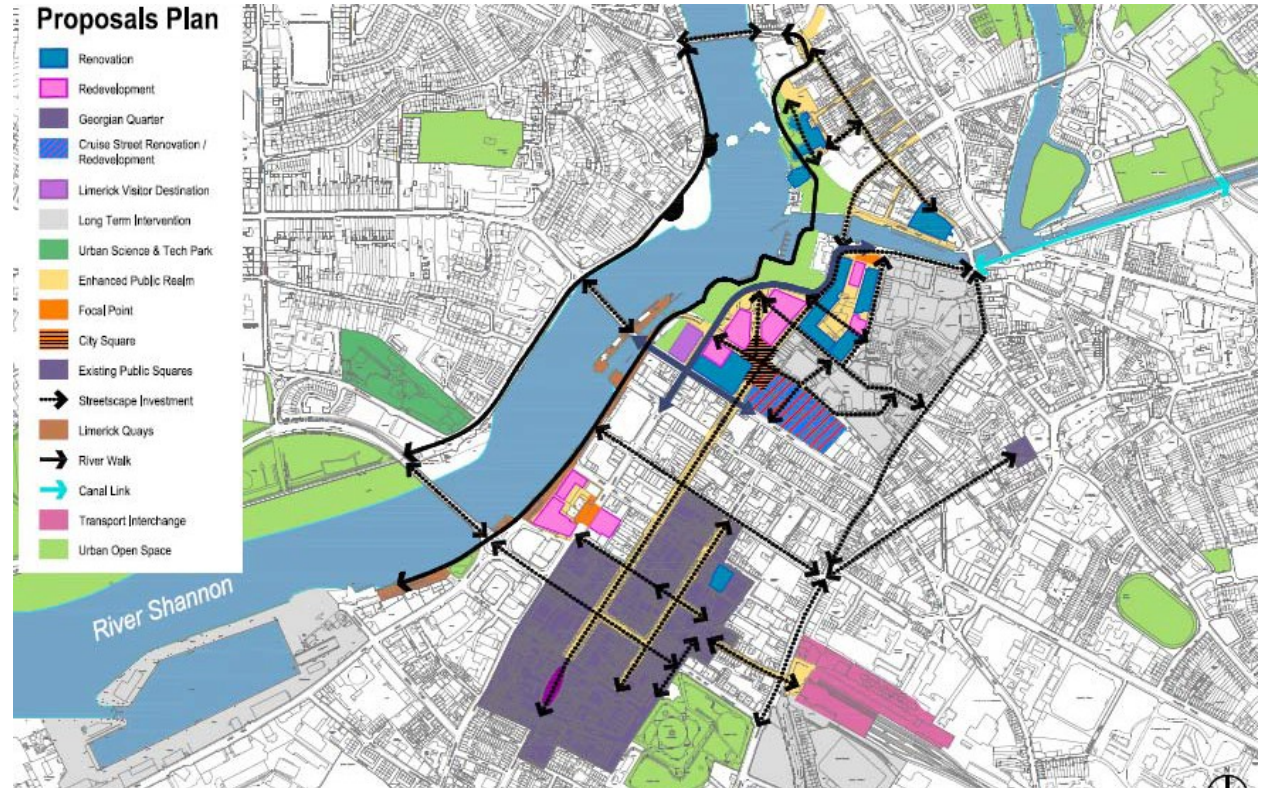
Significant revision of the spatial vision for the City Centre as expressed by the proposals plan as illustrated is not required.

With the exception of the development of Troy Studios, progress to date on the spatial and physical elements of Limerick 2030 has been concentrated within the core City Centre area identified on the proposals plan and broadly in line with its provisions. With substantial projects now advancing at Cleeves Riverside Quarter, Colbert Station and the Opera Site however; two key design considerations for a revised spatial plan can be identified:

1. 'Enabling the Plan': The management by design of the potential disruption to quality of life and ease of movement within the core City Centre area that may result from larger physical interventions entering construction stage concurrently; and

2. 'Expanding the Plan': The expansion of the provisions of the plan to encompass opportunities for transformation across the wider city and outlying urban areas.

Where Limerick 2030 has previously been a plan concerned with catalysing opportunity within the core City Centre area, the revised Plan now needs to balance its catalysing function – not only to provide uplift where required to City Centre proposals but also across a wider urban area – with ensuring that the core City Centre area remains open for business and usable for all as its physical transformation takes shape.



3. Design Considerations for the Revised Spatial Plan

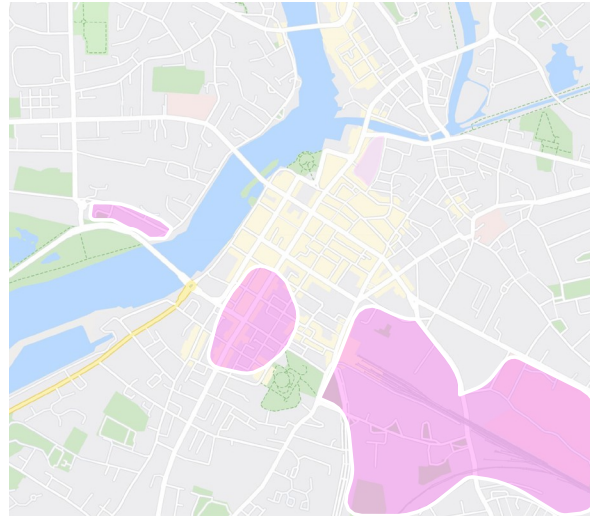
Enabling the Plan:

The most successful international cities demonstrate four clear trends relevant to the transformation of Limerick City:

- Supporting active urban life through a compact city model of higher densities and mixed use to develop critical mass;
- Incrementally implementing a framework with a clear vision that provides business as usual stability and community investment;
- Managing the city identity by means of housing choice, economic strategy and spatial integration; and
- Investing in well-being through connected streets, connected spaces and connected neighbourhoods.

Enabling the Plan to deliver the first of these requires an awareness of the others over the course of the incremental implementation phase into which the urban area is now entering.

The implementation of the Colbert Station project is a project of significant scale for the city centre, and will occur alongside the development of the Cleeves Riverside Quarter and the Opera Site, as well as ongoing public realm works to the major streets and the Quays and potential improvements within the Georgian Quarter. As these projects progress, it can be expected that there will be a period of disruption and upheaval within the core



City Centre area in general and primarily along the axis of the Shannon Bridge. To a lesser degree, there could be a sense on completion of a new vitality along this axis and through the Georgian quarter that isolates King's Island and the northern part of the city.

To a degree, the Plan now needs to function as a guide to enabling the city to maintain legibility and vibrancy through this extended 'meanwhile' phase while larger projects are being implemented – keeping the city 'open for business' while much of its fabric is behind construction hoardings.

To do so, tactical urbanism projects and placemaking initiatives – short to medium term uses or programming for spaces temporarily available during construction, or temporary uses for permanent spaces made available in advance

of completion of the wider projects– will need to be employed to maintain urban life and to test ideas for the future use of new public spaces in the city.

Expanding the Plan:

The expansion of the Spatial Plan to consider the wider city area is not only consistent with Limerick City and County Council's approach to strategic revitalisation but necessary to achieve good growth in a balanced, compact growth model.

Rather than provide an inflexible blueprint or detailed masterplan, the initial plan set out a framework for transformation based on a vision for each of the development areas catalysed by the identification of opportunity sites. The expanded plan should follow the same approach – identifying areas for development and identifying key sites within them that can act as a focus for initial efforts toward a guided wider transformation.





Appendix 4: comparators

Case study: Bilbao

The Best European City 2018

Bilbao



- Bilbao is a city located in northern Spain. Situated between two low-rising mountain ranges and 16km from the Bay of Biscay, it is the largest city in northern Spain, with a population of over 345,000. The Bilbao Metropolitan Area has a population of over 1 million. During the late 19th and early 20th century Bilbao underwent rapid industrialisation which was accompanied by the rapid growth of the city and its population.



Reimagining the built environment

- Over 25 years Bilbao has gradually been shedding its industrial skin and rehabilitating emblematic areas of the city. Notable efforts include the development of landmark cultural buildings such as the Guggenheim Museum, regeneration of the old town quarter Casco Viejo and several major infrastructural investments.

- In 2010, the city was recognised with the Lee Kuan Yew World City Prize, considered to be the highest accolade awarded for urbanism and in 2013, Mayor Iñaki Azkuna received the 2012 World Mayor Prize by the British foundation The City Mayors Foundation, in recognition of the urban transformation experienced by the Biscayan capital since the 1990s.



Economic growth

- By the end of the 20th century, following this prolonged period of economic expansion and development, the city experienced an extensive industrial crisis. As a result, Bilbao radically changed its economic trajectory and urban development patterns, transitioning from an industrial economy to a heavily service-based economy in the 1990's.

- After years of economic uncertainty, the city has recovered its dynamic nature, becoming committed to environmental, social and urban regeneration. The city's former industrial lands have become the space for internationally awarded spatial transformation that has positioned Bilbao as a popular tourist destination.



Opportunities for all

- In 2018, Bilbao hosted the Conference on Equality Diversity and Inclusion. This three day conference was dedicated to developing a community of practice on equality, diversity & inclusion local polices.

- The conference was run by the Council of European Municipalities and Regions (CEMR). The CEMR, with the Association of Basque Municipalities (EUDEL) are working to make the forum a platform to assist the transformation of the social panorama.



Sustainability

- Regeneration has not been exclusive to urban and economic development. Significant environmental and social regeneration has come in the form of the recovery of the Estuary of Bilbao.

- The recovery of the estuary has not only improved the natural and physical health of the city, but has seen the social and economic benefits of providing residents with renewed natural amenity, through riverside walks and public parks

Case study: Leeds

The post-industrial green belt region

Leeds



- The City of Leeds is a city and metropolitan area located in West Yorkshire, England. Situated in the heart of the United Kingdom, the city is the fourth largest city and one of the fastest growing cities in the United Kingdom, with a population of 793,139 persons. The Leeds metropolitan area has an estimated population of over 1.8 million.



Reimagining the built environment

- Leeds is within a green belt region that extends into the wider surrounding counties and is in place to reduce urban sprawl, prevent the settlements in the West Yorkshire conurbation from further convergence, protect the identity of outlying communities, encourage brownfield reuse, and preserve nearby countryside.

- This is achieved by restricting inappropriate development within the designated areas, and imposing stricter conditions on permitted building. Over 60% of the Leeds district is green belt land and it surrounds the settlement, preventing further sprawl towards nearby communities.



Economic growth

- Since the turn of the 21st century, the city of Leeds has taken action to regenerate itself as a cultural, financial and commercial heart of West Yorkshire. The contemporary economy has been shaped by Leeds City Council's vision of building a '24-hour European city' and 'capital of the north'.

- The city has developed from the decay of the post-industrial era to become a telephone banking centre, connected to the electronic infrastructure of the modern global economy. There has been growth in the corporate and legal sectors, and increased local affluence has led to an expanding retail sector, including the luxury goods market.



Opportunities for all

- Leeds Council issued the 'Equality Improvement Priorities Summary 2018-2022' and each year the council prepares a report that summarises the actions and progress of the Equality Improvement Priorities.

- The report sets out how the council will continue to remove and reduce barriers that may present some people from fully participating in the social, cultural, political and economic life of the city.



Sustainability

- The city of Leeds is committed to becoming carbon neutral by 2030. Leeds Council have brought forward schemes like 'Clean Air Leeds' and 'Connecting Leeds' to help achieve the carbon neutral target.

- Leeds Council are setting an example to other organisations and businesses in the city by aiming to be carbon neutral. Leeds plans to reach this target through a number of actions such as build sustainable infrastructure and promoting cycling, walking and use of public transport.

Case study: Liverpool

European Capital of Culture (2008)

Liverpool



- Liverpool is a city and metropolitan area located in Merseyside, England. Located on the Mersey Estuary and 283 kilometres northwest of London, the city has a population of 496,784, making it the tenth-largest city in England. Its wider metropolitan area is the fifth largest in the United Kingdom with a population of over 2.2 million.



Reimagining the built environment

- Liverpool has seen major investment in the regeneration of the city centre through Liverpool ONE, a shopping, residential, and leisure complex. The project involved the redevelopment of 42 acres of land in the city centre.

- It is a retail-led development anchored by department stores Debenhams and John Lewis, with additional elements including leisure facilities, apartments, offices, public open spaces, restaurants, and transport improvements.



Economic growth

- Since the late 20th century and early 21st century, the city has experienced positive economic and social regeneration. This has been primarily due to its cultural significance as both a city of sport, a city of the creative arts, and as a city of innovation and education.

- The city is home to both Liverpool Football Club and Everton Football Club, the former being recognised as one of the largest and most popular soccer clubs in the world, has also added to its attractiveness as a tourist destination.



Opportunities for all

- Liverpool city is committed to promoting equality of opportunity. The city is home to a variety of cultures which has a positive impact on the lives of its citizens and visitors but it is also the fourth most deprived local authority area in England and has some of the most deprived communities in the UK.

- In Liverpool City Council's 'Equality & Diversity Policy Statement', the Council states it will *'put equality and fairness at the centre of everything we do'*. Liverpool City Council's wants Liverpool to be a *'strong diverse city that is built on fairness.'*



Sustainability

- One of Liverpool's major city centre developments Liverpool ONE, has made commitments to enhance the sustainability of the business, the well being of the community and the overall environmental impact of the city-region.

- The city implemented a 'Community Environment Fund', this will assist Liverpool city to reach its goal of becoming net zero by 2040, improve green and blue space, reduce air pollution and improve the health and wellbeing of the people of Liverpool.

Case study: Nijmegen

The oldest city in the Netherlands

Nijmegen

- Nijmegen is a city in the Netherlands' province of Gelderland, located in the central east region of the country. The oldest city in the Netherlands, initially developing as a strategic settlement due to its natural defensive and strategic merits the city is now best known as a lively university city, the city is also rich in cultural and contemporary history.



Reimagining the built environment

- The city experienced regressive demolition through structural damage caused during the Second World War and mid-20th century planning policy. Since then the city has developed as one of the Netherlands most attractive and liveable cities today.

- The city also contains well-integrated and comprehensive pedestrian and cycling infrastructure, connecting the city to its metropolitan area and neighbouring regional centres and cities.



Economic growth

- Radboud University, which has over 22,000 students and 5,000 faculty members, acts as both a major employer within the town and a major financial and cultural asset, with 11% of its student body and 25% of its faculty body comprising of international students and staff.

- The institution regularly receives EU grants by the EU Research Council. The presence of this major education institution and young population demographic is reflected positively in the vibrancy of the city.



Opportunities for all

- Radboud University teaches a number of gender equality, diversity and inclusion courses that are offered to its national and international students.

- Radboud University has an aim to enable collaboration and work together on understanding complex contemporary societal issues.



Sustainability

- The city of Nijmegen is well known for being a green city, with many parks and forests, Berendonck Lake for water sports and beaches along the river Waal for recreation. This green city culture is also present in its transportation system, with the city having an integrated cycling and walking infrastructure.

- The city is connected to Arnhem, 18 km (11 mi) to the north, by a 'cycle highway' which crosses the Snelbinder bridge in the city. From 2010–2012 the cycle highway received upgrades to further encourage the use of bicycles for transport between Nijmegen and Arnhem.

Case study: Bristol

A leader at sustainable growth, attracting investment, and innovation.

Bristol



- Strong local identity and diversity
- Embedding Art and Cultural activity as part of the life of the city – e.g. Bristol (public art, music, etc. across the city), using and adapting existing spaces
- Proximity to countryside, and Good rail transport connectivity to London
- Dynamic mix of space – both high quality and cheap/ meanwhile space for training, start-ups, scale-ups



Retail

- Main UK Mid-Range Brands & Boutiques mainly around recent purpose-built retail centre
- Older 1960s shopping areas have declined
- Local delis, food, cafes, services, etc. in commercial and residential areas around city centre



Commercial

- Smaller professional businesses in older buildings
- Modern office quarter around Temple Meads Train station/waterfront – potential eastwards expansion into industrial area
- Large quantity of post-war office/ commercial development around city centre- high vacancy/short-term use
- Start-ups, creatives, work co-ops reusing buildings



Residential

- Inner city residential neighbourhoods around city centre
- Higher value 18th/19th century district on ridge close to University overlooking docks
- Innovative waterside living in Docklands
- High student/young professional population
- Areas with good quality family housing stock – Bristol more affordable than Bath or London



Attraction & Activities

- University – Education & Research
- History of Innovative Engineering – from Brunel to Concorde
- Arts and culture destinations in city centre: Watershed, Arnolfini, etc.
- Scenic hilly city with parks, zoo, walking routes and Avon Gorge
- Harbour with historic ships and boating
- Street Art and Exhibitions reinterpreting dated post-war areas of city centre
- Music and club scene



Use of existing building stock

- City centre heavily damaged in WW2 replanned in post-war period.
- 18th/19th century buildings largely restored with public realm improvements
- Some reuse of post-war office and commercial buildings by start-ups, creatives, work co-ops with cafes and community uses
- Old police station used as art studios with events

Case study: Nantes

Nantes offers luxury brands, department stores, and mid-level retail pop up stores for local and international brands.

Nantes 



- Recognition of the Cultural Identity of Place including built heritage and recognition of trading history
- Reinventing public realm as active spaces, including creative play, annual art and cultural trails
- Range of city centre living with good access to amenities
- Dynamic mix of space— both high quality and cheap/ meanwhile space for training, start-ups, scale-ups



Retail

- Luxury Brands
- Large Department stores
- Boutiques
- Local retailers across market range
- High quality regional produce
- Outdoor markets
- Indoor 'vintage/flea' market near main Transport hub



Commercial

- Historic legal/professional quarter around Courts
- 19th century and some modern offices in city centre
- New commercial district around main rail station and in Docklands with range of users –from small-scale professional/creatives to large corporates, include Med-tech quarter around hospital



Residential

- Varied mix throughout historic city centre inc. high value town apartments and townhouses to affordable student/young professional/short-term lets.
- Modern/contemporary urban neighbourhoods being built in extensive docklands area range of sites and scale



Attraction & Activities

- High quality historic urban fabric streets, squares and buildings - mainly stone (some streets built over old rivers)
- Greening of city centre with street parks, play areas, cultural trails, sculpture, outdoor dining, etc.
- High quality public transport and mobility inc. river buses
- Innovative reuse of shipyards with urban farming, large-scale events, and innovative tourist attractions (mechanical elephants, etc. based on Jules Verne)
- High quality horticultural tradition based around Botanic gardens
- Access to other cities, coast and countryside





Use of existing building stock

- High heritage value in city centre – buildings maintained with some high quality insertions
- High quality public realm with paving, fountains, parks, etc. and high outdoor usage

Case study: Porto

Embedding culture and transformation, aiming to maximise inclusiveness.

Porto 



- City identity built on trade and design
- Recognition of the Cultural Identity of Place including built heritage and trading history
- Inclusiveness – culture is for everyone
- Range of urban living with good public transport and access to coast
- Shift in city economy from manufacturing to innovation supported by mix of space



Retail

- Main city retail area with varied mix
- Mid-range brands clustered around modern shopping centre inserted into urban fabric.
- Local businesses in surrounding streets with local/regional produce and identity
- High quality design –fashion, furniture, etc.



Commercial

- City centre – mixed use with hotels, offices, city hall, tourist offers, restaurants, cafes
- Legal, Medical around city centre University
- High tourism offer including unique architecture



Residential

- High residential occupancy in urban neighbourhoods – both modern apartments and 19th century town houses, with some well-designed contemporary infill
- Most housing is affordable for young professionals and creative start-ups



Attraction & Activities

- High tourism offer including unique architectural heritage, sherry warehouses and river Duoro
- Modern world-class art and culture (music – classical and local)
- FC Porto football club programme
- Easy access to nature - City location on the Atlantic Coast and close to mountains
- Good international connectivity with modern airport linked to expanding metro
- Rail links to Lisbon and Spain being improved



Use of existing building stock

- High reuse and renovation after long period of urban decline and decay
- Existing public buildings (market, etc.) being restored.
- Recent high level of Hotel and short-let conversions
- New infill housing and public realm improvements around the city centre