



Project Ireland 2040  
Building Ireland's Future

Jacobs

SYSTRA

# Revised Draft Limerick | Shannon

## METROPOLITAN AREA TRANSPORT STRATEGY 2040

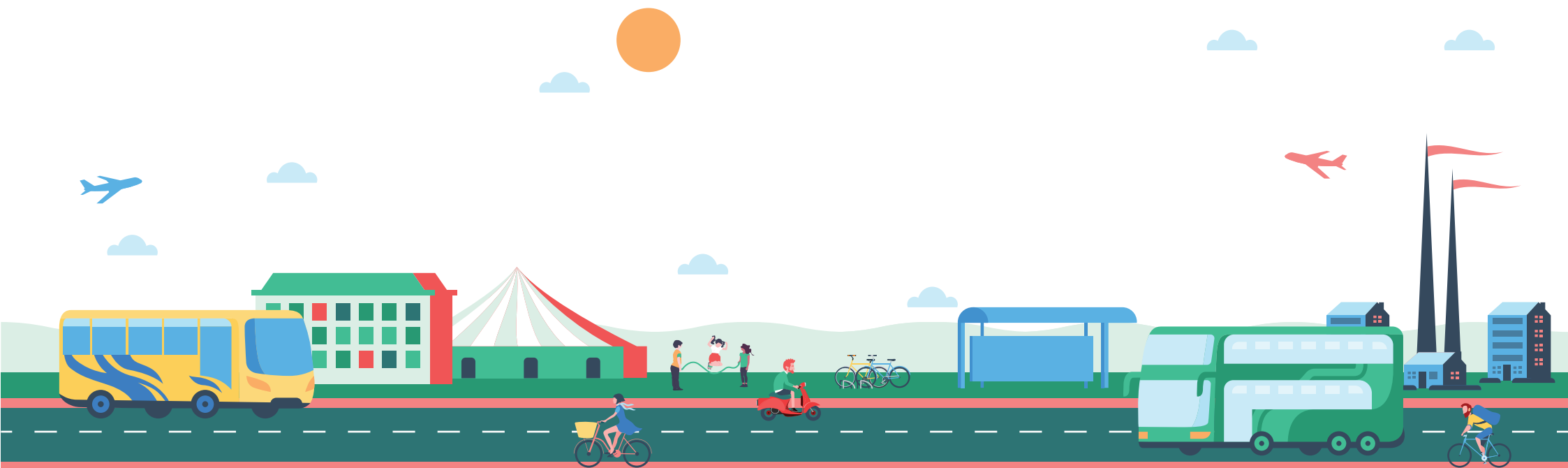
### PUBLIC CONSULTATION 2021



# A VISION FOR TRANSPORT IN THE LIMERICK SHANNON METROPOLITAN AREA

**The LSMATS starts a new era for transport in the Limerick Metropolitan Area. This Strategy sets out the framework for the delivery of the transport system required to further the development of the Limerick Shannon Metropolitan Area as:**

- A hub of cultural and social development and regeneration;
- As the economic core for the Mid-West; as an environmentally sustainable and unified metropolitan unit;
- As a place where people of all ages can travel conveniently and safely; and
- A place that attracts people, jobs and activity from all over Ireland and beyond.



# THE PILLARS OF THE LSMATS

**The function of the LSMATS is to provide a long-term strategic planning framework for the integrated development of transport infrastructure and services for the Limerick Shannon Metropolitan Area.**

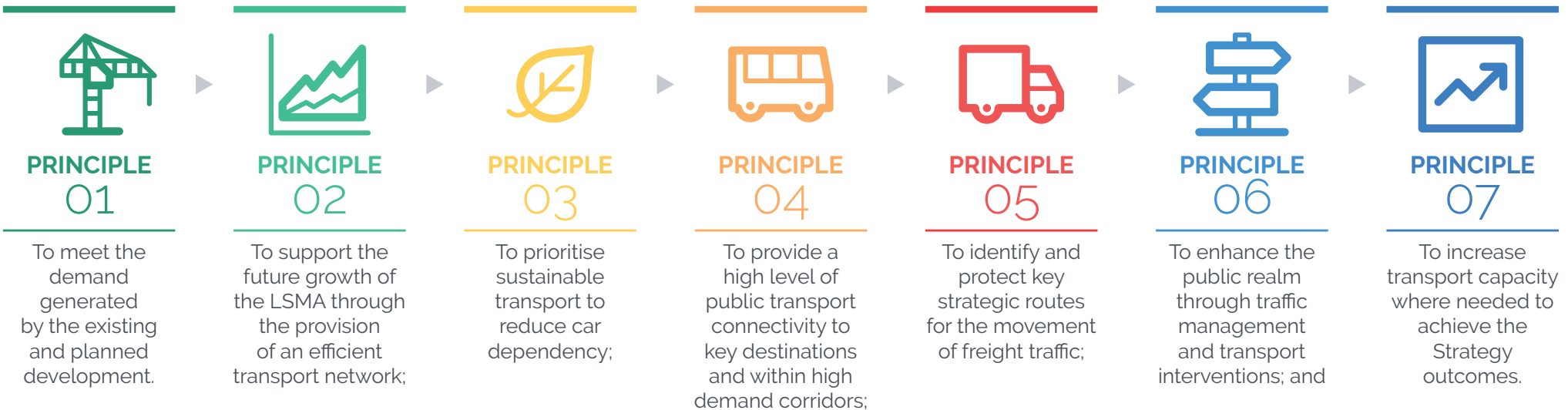
The LSMATS comprises the transport planning response to a range of challenges across several areas of national, regional and local government.

The Strategy has been developed with seven pillars in mind, they are as follows:

1. Climate Change and Reducing Emissions
2. A Unified Limerick-Shannon Metropolitan Area
3. Revitalisation of Limerick City Centre
4. Reducing Social Disadvantage
5. Transformation of the Urban Environment
6. Universal Access
7. Economic, Social and Cultural Development

To achieve the transport vision based on the seven pillars, we require a number of strategic objectives that translate these considerations into on-the-ground transport measures.

The 6 Strategic Transport Objectives are as follows:



# STUDY AREA

**The Limerick Shannon Metropolitan Area (LSMA) covers 387km<sup>2</sup>, and has a population of over 132,000 (CSO, 2016). This is made up of approximately 96,800 residents within the Limerick City and Suburbs boundary as defined by the CSO.**

Limerick City is the largest urban centre in Ireland's Mid-West Region and the third largest city in the State. Shannon is a significant centre with assets such as Shannon International Airport and Shannon Free Zone. Limerick City and Shannon are interdependent, with their complementary functions contributing to a combined strength which is a key economic driver for the Mid-West Region.

The residential population within the LSMA is concentrated mainly within Limerick City Centre and suburbs while less than 25% is distributed throughout Shannon, other towns and villages and rural areas.

Many of the main employment centres are clustered together outside of the City centre, such as Raheen, National Technology Park and University of Limerick.

There are 415,000 trips originating within the LSMA on average each weekday (over 24 hours). The majority of travel demand is internal for Limerick City and Suburbs and Shannon, with 89% and 68% respectively of morning peak trips having both their origins and destinations in these two areas respectively. Almost half of the trips originating from the LSMA are made towards Limerick City and about 10% towards Shannon.

## MODE SHARE

The current limitations of public transport and cycling provision in the LSMA are reflected in the low mode share for sustainable travel modes. The overall LSMA mode share for the 24-hour demand is as follows:

- Public transport | 8%
- Walking | 29%
- Cycling | 2%
- Car | 61%



[CLICK TO ENLARGE MAP](#)

# PRIMARY POLICY GUIDANCE

**LSMATS has been developed to align with national, regional and local level plans and policies and will build upon many existing plans.**

Following the review of existing policies, it is clear that there are long-standing objectives across many sectors, which aim to reduce car-dependency, promote active travel modes, tackle climate change and increase accessibility, connectivity and social inclusion.

These policies have informed and guided the development of the LSMATS.

## INTERNATIONAL LEVEL POLICY

- WHO Global Road Safety Performance
- TEN-T Network

## NATIONAL LEVEL POLICY

- Project 2040
- National Planning Framework
- National Development Plan 2018-2027
- National Climate Action Plan
- National Investment Framework for Transport in Ireland 2021
- National Cycle Policy Framework 2009-2020
- A Sustainable Transport Future Smarter Travel
- National Disability Authority's Code of Practise on Accessibility of Public Services and Information Provided by Public Bodies
- Building for Everyone: A Universal Design Approach, National Disability Authority
- Technical Guidance Document M of the Building Control Regulation 2010

## REGIONAL LEVEL POLICY

- Regional Spatial & Economic Strategic Plan
- Limerick Shannon Metropolitan Area Transport Strategy
- Mid-West Area Strategic Plan 2012-2030
- Mid-West Area Strategic Plan: Public Transport Feasibility Study 2012

## LOCAL LEVEL POLICY

- Limerick County Development Plan 2010-2016
- Limerick City Development Plan 2019-2016
- Limerick Docklands Framework Strategy 2018
- Limerick City Noise Action Plan 2018-2023
- Limerick Metropolitan District Movement Framework Study 2015
- Clare County Development Plan 2017-2023
- Tipperary County Development Plans
- Shannon Municipal District Plan – Volume 3(b) – Clare County Development Plan
- Clare Noise Action Plan 2018
- Shannon Town and Environs Local Area Plan 2012-2018 (extended to 2023)
- Castletroy Local Area Plan
- Southern Environs LAP



# STRATEGY DEVELOPMENT

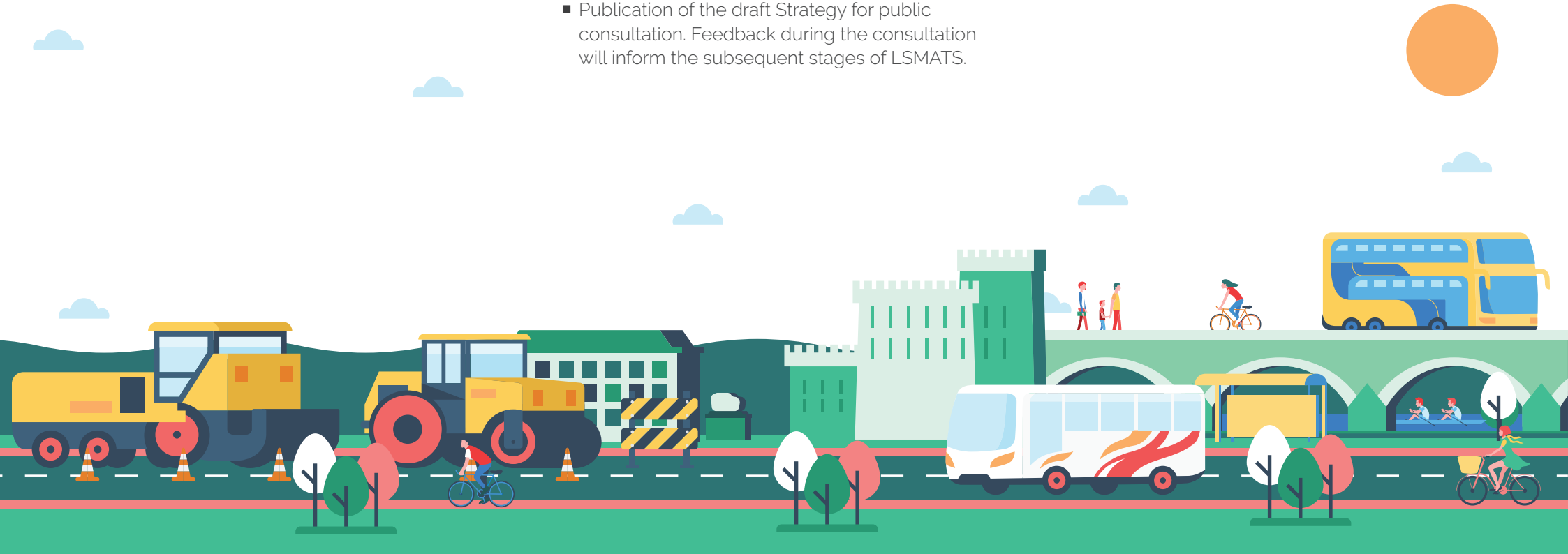
**LSMATS was developed in an iterative manner in order to provide a transport network which supports the population and employment growth planned for Limerick, Shannon and Environs under the National Planning Framework to 2040.**

The approach applied in developing the LSMATS was as follows:

- Review and establish relevant policy and guidance
- Establish the baseline transport conditions
- Identify key challenges to be addressed, in consultation with key stakeholders
- Develop network options based on guiding principles
- Testing the transport network options with future land use scenarios set by the local authorities
- Identification of preferred transport strategy
- Publication of the draft Strategy for public consultation. Feedback during the consultation will inform the subsequent stages of LSMATS.

The approach adopted for LSMATS can best serve the current and future land-use trends in the Limerick Shannon Metropolitan Area.

It would represent an integrated public transport network offering residents and visitors access to high-quality services plus the ability to conveniently access more destinations than the existing network would allow.



# COVID-19

**The first draft of the Limerick Shannon Metropolitan Area Transport Strategy was finalised for publication in early March 2020 as the impacts of Covid-19 were beginning to be realised in Ireland.**

In relation to the appropriateness and viability of the LSMATS in the context of the post-Covid world, the NTA developed an alternative future demand scenario which tests the robustness of the NTA's projects, plans and programme.

This appraisal of alternative future demand is based on a reduced demand for travel according to the following:

- 25% reduction in Travel to Work among professional workers
- 20% reduction in domestic business-to-business trips for professional workers
- 25% reduction in international travel
- 10% reduction in travel to secondary school
- 25% reduction in travel to third level education
- 10% increase in trips to food retail
- 20% reduction in trips to non-food retail.

We are satisfied that this approach fully accounts for the potential long-term impacts of the Covid-19 pandemic in line with the best information available at present.

The results of this alternative future demand test, as applied to the LSMATS, are set out in the Modelling Report, which can be downloaded from Board 18: Further Information.



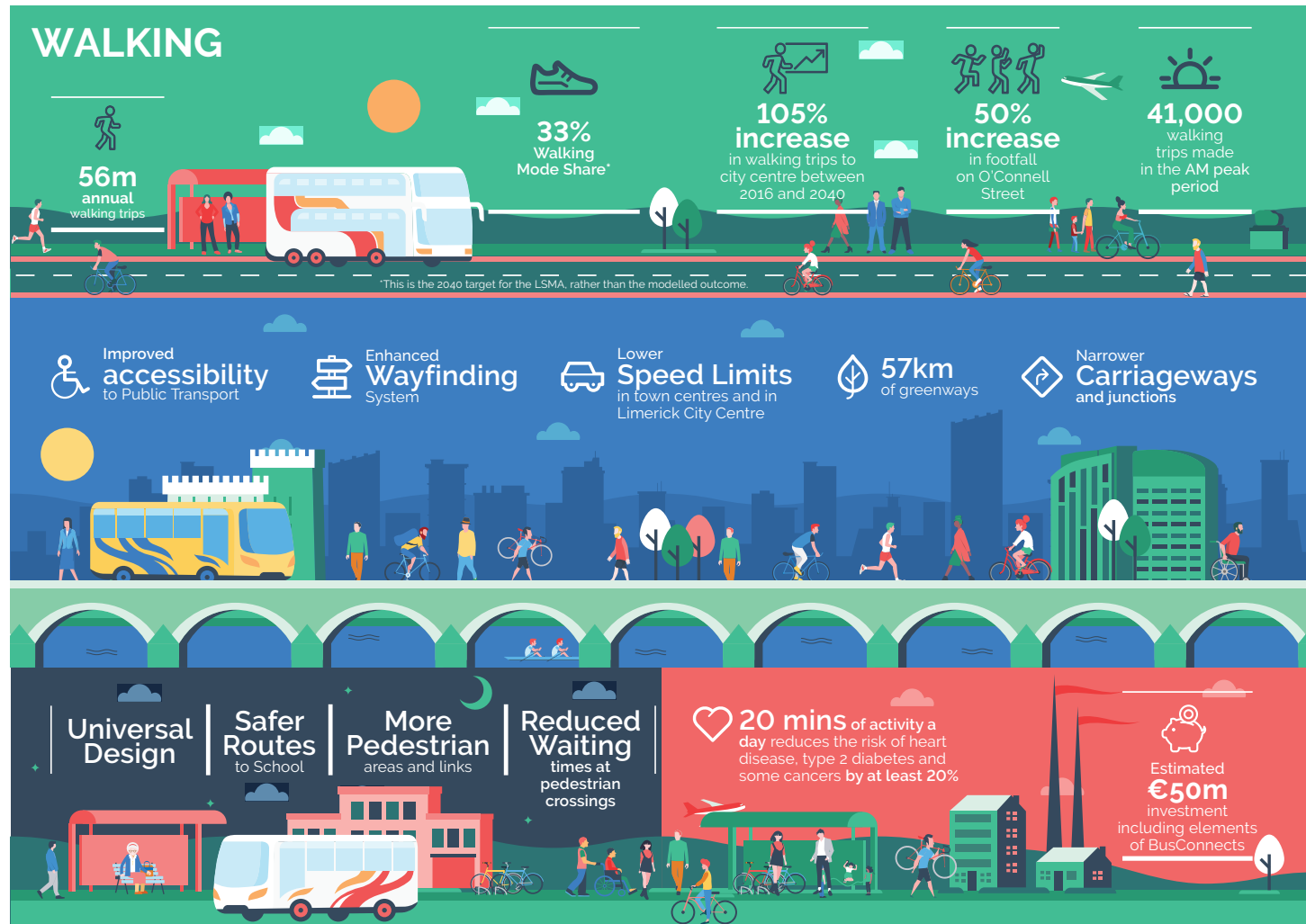
# WALKING

All journeys begin and end by walking irrespective of other modes used. Everyone is a pedestrian at some point in their day. Though often undervalued, walking links all modes of transport and is therefore critical to achieving the aims of the Strategy.

The pedestrian environment must be safe, accessible, interesting and attractive for all pedestrians of all age and abilities.

The key outcomes for walking are as follows:

- An increase in mode share for all trips, particularly for short journeys
- An increase in linked-trips with public transport, cycling, and other forms of micro-mobility
- A fully accessible, safe, and attractive pedestrian environment suitable for all ages and abilities
- All new retrofitted schemes will be designed in accordance with the overarching principle set out in DMURS
- A higher standard of urban design that prioritises safer and more efficient pedestrian movement over that of the private car.



[CLICK TO ENLARGE INFOGRAPHIC](#)

# WALKING



56m  
annual  
walking trips



33%  
Walking  
Mode Share\*



105%  
increase  
in walking trips to  
city centre between  
2016 and 2040



50%  
increase  
in footfall  
on O'Connell  
Street



41,000  
walking  
trips made  
in the AM peak  
period

\*This is the 2040 target for the LSMA, rather than the modelled outcome.



Improved  
accessibility  
to Public Transport



Enhanced  
Wayfinding  
System



Lower  
Speed Limits  
in town centres and in  
Limerick City Centre



57km  
of greenways



Narrower  
Carriageways  
and junctions

Universal  
Design

Safer  
Routes  
to School

More  
Pedestrian  
areas and links

Reduced  
Waiting  
times at  
pedestrian  
crossings



20 mins  
of activity a  
day reduces the risk of heart  
disease, type 2 diabetes and  
some cancers by at least 20%



Estimated  
€50m  
investment  
including elements  
of BusConnects

# CYCLING

Cycling is a low cost, sustainable and growing mode of transport. Limerick City has a lot of untapped potential to significantly enhance its cycling offer and culture with its flat topography, compact design, and the fact that a journey from the City Centre to the urban edge can be undertaken in less than 30 minutes.

The National Development Plan commits to the delivery of cycle networks for all of Ireland's cities. Translating this at a regional level, the Limerick Metropolitan Cycle Network Study and the Shannon Town and Environs Local Area Plan form the basis of the Limerick Shannon Metropolitan Area (LSMA) cycle network.

High-quality infrastructure and supporting measures are required to cultivate a cycling culture in the LSMA, and to give all individuals the choice to cycle, including:

- Identification of Primary, Secondary, Inter-Urban, Feeder, Greenway Routes, and Quiet Ways
- Facilities designed to National Cycle Manual standards including cycle parking
- Full or light segregation from other modes to ensure safety and comfort for all road users
- Local traffic calming, lower speed limits and junction treatments, particularly at complex junctions in an urban context
- Integration with pedestrian's environments in central areas.



[CLICK TO ENLARGE INFOGRAPHIC](#)

# CYCLING



8.4m  
annual  
cycling trips

10-15%  
Cycling  
Mode Share\*

Over  
6,000  
cycling trips made  
in the AM peak  
period easing  
congestion

\*This is the 2040 target for the LSMA, rather than the modelled outcome.



48km  
Primary  
Cycle Network



45km  
Secondary  
Cycle Network



41km  
Feeder  
Cycle Network



61km  
Greenway  
Network



Positive impact  
on mental health



20 mins of activity a  
day reduces the risk of heart  
disease, type 2 diabetes and  
some cancers by at least 20%



Expansion  
of Bicycle Sharing Systems



Enhanced End-of-Trip  
facilities



Strategy cost estimate  
is approximately  
**€69m**  
(+BusConnects  
cycle elements)

# BUSCONNECTS

**Buses are an extremely efficient mode of transport and will be the basis of the public transport system serving Limerick Shannon Metropolitan Area (LSMA).**

The LSMA can only grow in a sustainable way if the role of public transport is strengthened. The flexibility of buses means that routes and frequencies can be quickly adapted to support phases of new developments or as circumstances dictate.

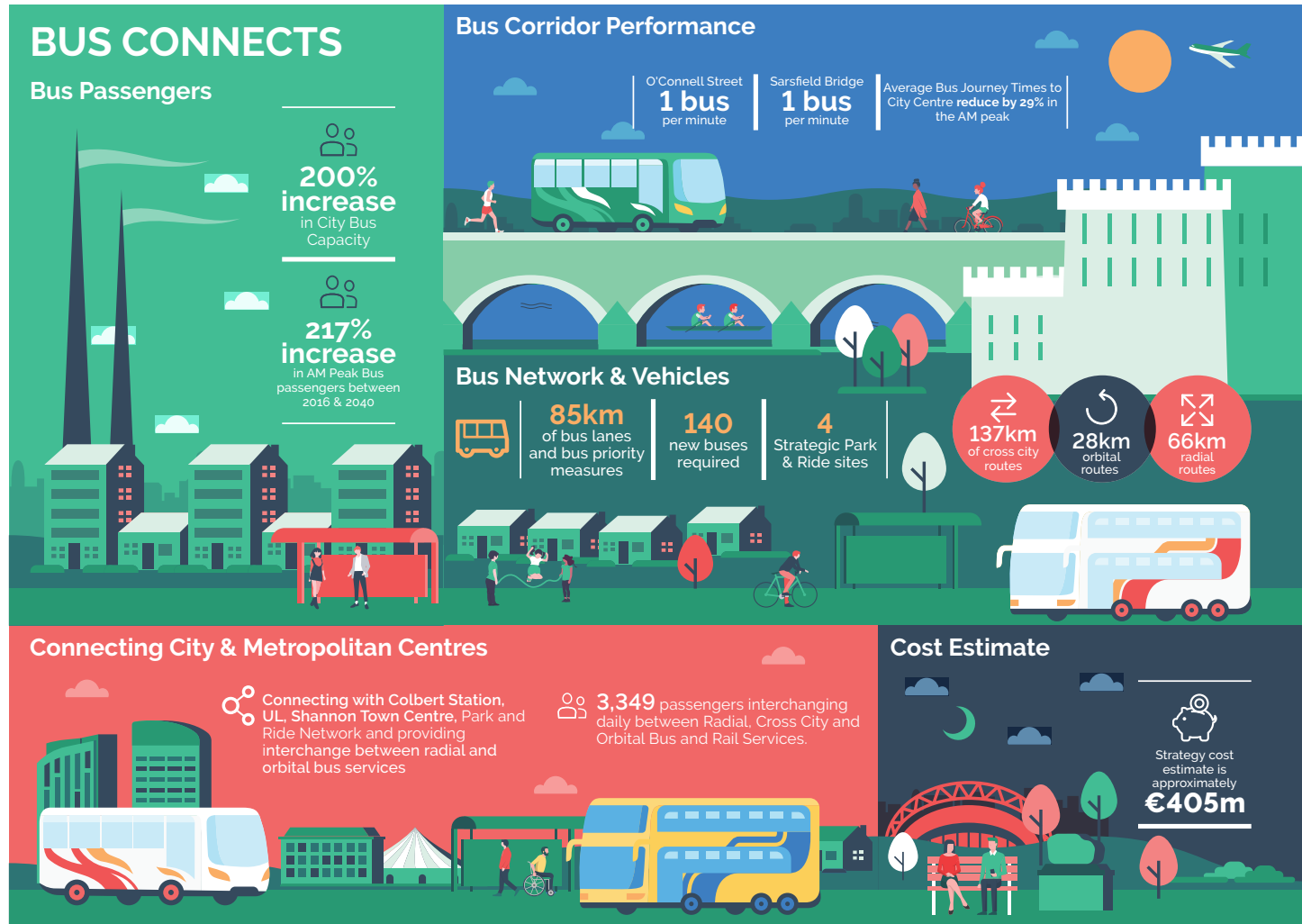
BusConnects Limerick has been devised based on the following 6 elements:

- Capacity
- Frequency
- Speed
- Directness
- Coverage
- Interchange

The BusConnects Limerick programme will provide a reliable, high-frequency public transport service to improve connectivity of Limerick City and suburbs. The enhanced service will represent a significant upgrade on the existing system and will comprise of a more comprehensive network, bus priority and new fleet. It will serve all key destinations and provide interchange with the new rail network and proposed Park and Ride services.

The two main elements to BusConnects are:

- Bus priority in the form of bus lanes, bus gates, bus-only links and other measures
- Changes to the bus service network to deliver greater frequency and more efficient operations.




[CLICK TO ENLARGE INFOGRAPHIC](#)

# BUS CONNECTS

## Bus Passengers

  
**200% increase**  
in City Bus Capacity

  
**217% increase**  
in AM Peak Bus passengers between 2016 & 2040

## Bus Corridor Performance

O'Connell Street  
**1 bus**  
per minute

Sarsfield Bridge  
**1 bus**  
per minute

Average Bus Journey Times to City Centre **reduce by 29%** in the AM peak

## Bus Network & Vehicles




**85km**  
of bus lanes and bus priority measures

**140**  
new buses required


**4**  
Strategic Park & Ride sites

  
**137km**  
of cross city routes

  
**28km**  
orbital routes

  
**66km**  
radial routes

## Connecting City & Metropolitan Centres

  
Connecting with Colbert Station, UL, Shannon Town Centre, Park and Ride Network and providing interchange between radial and orbital bus services

  
**3,349** passengers interchanging daily between Radial, Cross City and Orbital Bus and Rail Services.

## Cost Estimate

  
Strategy cost estimate is approximately  
**€405m**



# RAIL



**35%**

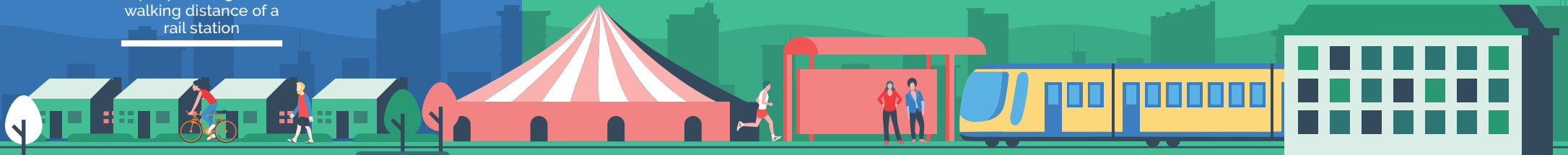
**increase**

in people living within walking distance of a rail station



**71% increase**

in rail boardings and alightings with LMSA between 2016 & 2040.



**Park and Ride facilities**

at new Ballysimon Station



**New Stations**

at Ballysimon and Moyross



**Station Enhancements and Upgrades**



**Increased Frequencies**

of Commuter Services

**2 trains per hour**

on the **Nenagh to Ballybrophy Line**

**3 trains per hour**

on the **Ennis Line**



**Improved InterCity Connectivity**

Upgrade Dual-Track between Colbert Station and Limerick Junction



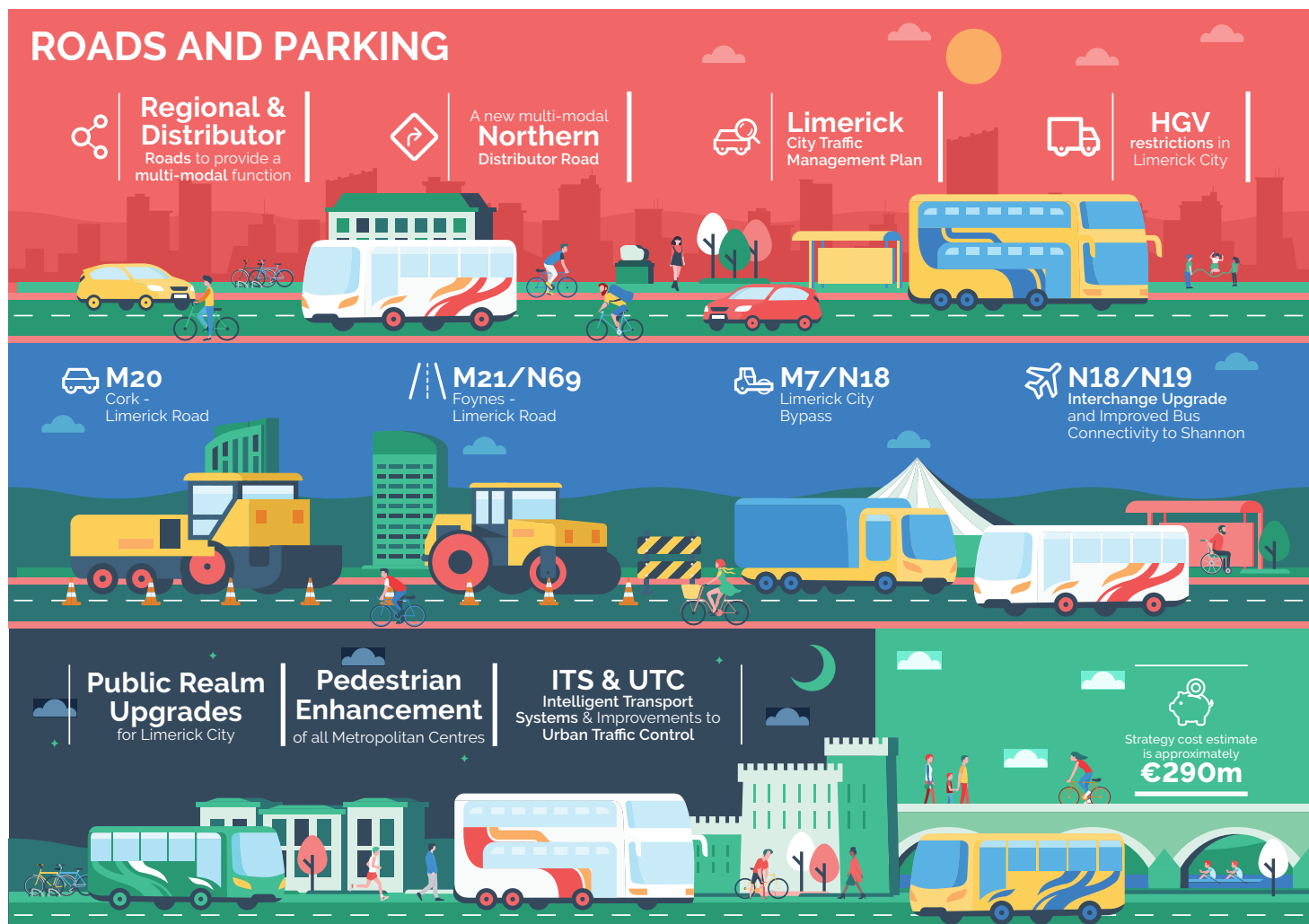
# ROADS AND PARKING

The Limerick Shannon Metropolitan Area (LSMA) has an existing well-developed network of National, Regional and Local roads and streets.

The road network refers to not only the carriageway itself but other highway infrastructure including bridges, the Shannon Tunnel, footpaths, cycleways, signage, marking and traffic signals.

It is the intention of the NTA, TII and the local authorities to:

- Maintain, manage and operate the existing road infrastructure in a more efficient manner
- Better manage the road network to protect the function of the strategic road network and to reduce the use of the private car for short journeys
- Investigate the feasibility of new roads
- Retain and protect the strategic function of the National Road network
- Complete the appraisal process and deliver the N/M20 Cork to Limerick Scheme
- Reduce peak time congestion on the N18/N19 at Shannon at progress the upgrade of the N19
- Construct the N69/M21 Foynes to Limerick Road (including Adare Bypass) to TEN-T standard
- Complete feasibility and route selection and seek to progress the appraisal and delivery of the upgrade of the N/M24 Improvement Scheme
- Deliver the Limerick Northern Distributor Road
- Implement a network of strategic Park and Ride facilities
- Determine the feasibility of mobility hubs



[CLICK TO ENLARGE INFOGRAPHIC](#)

# ROADS AND PARKING



## Regional & Distributor

Roads to provide a multi-modal function



A new multi-modal  
**Northern**  
Distributor Road



**Limerick**  
City Traffic  
Management Plan



**HGV**  
restrictions in  
Limerick City



**M20**  
Cork -  
Limerick Road



**M21/N69**  
Foynes -  
Limerick Road



**M7/N18**  
Limerick City  
Bypass



**N18/N19**  
Interchange Upgrade  
and Improved Bus  
Connectivity to Shannon



## Public Realm Upgrades

for Limerick City

## Pedestrian Enhancement

of all Metropolitan Centres

## ITS & UTC

Intelligent Transport  
Systems & Improvements to  
Urban Traffic Control



Strategy cost estimate  
is approximately  
**€290m**



# LAND USE, REGENERATION AND SCHOOLS

**To ensure the success of this Strategy, the planning policy frameworks and implementation measures of Limerick City and County Council and Clare County Council must look to target higher densities and mixed-use developments in areas where opportunities exist for sustainable transport provision and in a manner that better aligns the provision of transport with demand.**

The objectives of LSMATS are as follows:

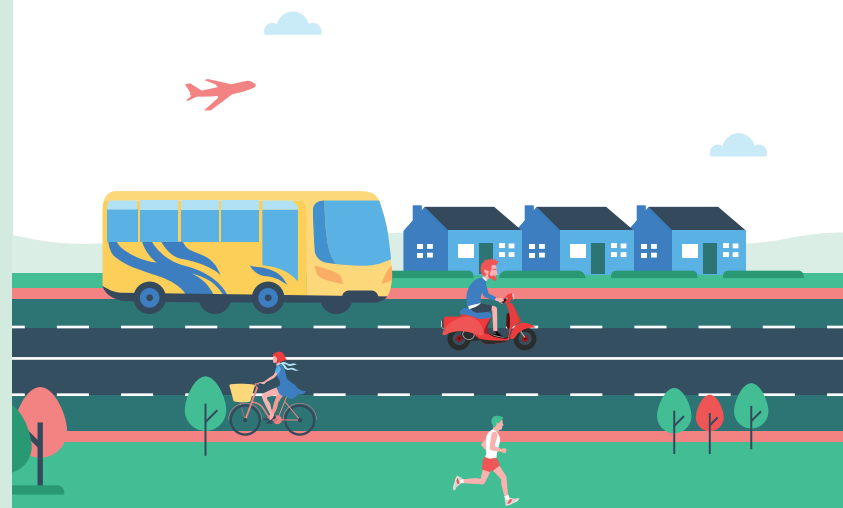
- Collaborate with stakeholders and landowners to maximise the development of potential land at Colbert Station
- Support and facilitate the revitalisation of Limerick City Centre as the regional focus for economic, social and cultural activity and as a location for high density residential development
- Follow the principles of integration and land use and transport planning to promote public transport, walking and cycling across the Limerick Shannon Metropolitan Area
- To identify and deliver specific improvements to walking and cycling infrastructure in regeneration areas
- To identify and deliver improvements to the public transport offer in regeneration areas
- To deliver new road schemes in regeneration areas to cater for enhanced public transport
- To redevelop the Thomand Weir to enhance connectivity
- To significantly improve pedestrian and cycle accessibility at various points between Moyross and Cratloe Road
- To upgrade Roxboro Road and the Roxboro Roundabout in order to cater for pedestrians, cyclists and public transport and to better integrate Southill with areas to the north
- To ensure that Development Plans and Local Area Plans provide for the development of new schools only in locations where access for pupils is maximised by walking or cycling
- To ensure that designs for new schools include maximising the priority for pedestrians and cyclists in terms of access and car and bike parking
- To expand the Green Schools Travel Module
- To support organisations seeking to implement behavioural change initiatives
- To prepare a programme of works aimed at providing safe walking and cycling environments to schools

# URBAN DESIGN

**The advent of the private car changed the way in which our urban areas function. Our streets became increasingly dominated by cars and were often designed to prioritise the through movement of vehicular traffic.**

The objectives of LSMATS are as follow:

- To reallocate road space, manage the road network to discourage through-traffic and prioritise place-making functions
- To manage undertake public realm improvements and provide bus priority
- To ensure all transport schemes incorporate high-quality urban realm design
- To ensure high-quality public realm and streetscape design that is attractive, comfortable, and accessible for all individuals and enhance the wayfinding systems



# IMPLEMENTATION

**LSMATS is intended to be scalable, flexible and future-proofed enough to meet changes in population and employment growth. It is subject to periodic review every 6 years.**

The implementation of the major public transport and roads infrastructure projects of the LSMATS will be determined by the outcome of the current review of the National Development Plan.

However, an indicative implementation is outlined here, which divides delivery into three suggested phases, short, medium and long term.

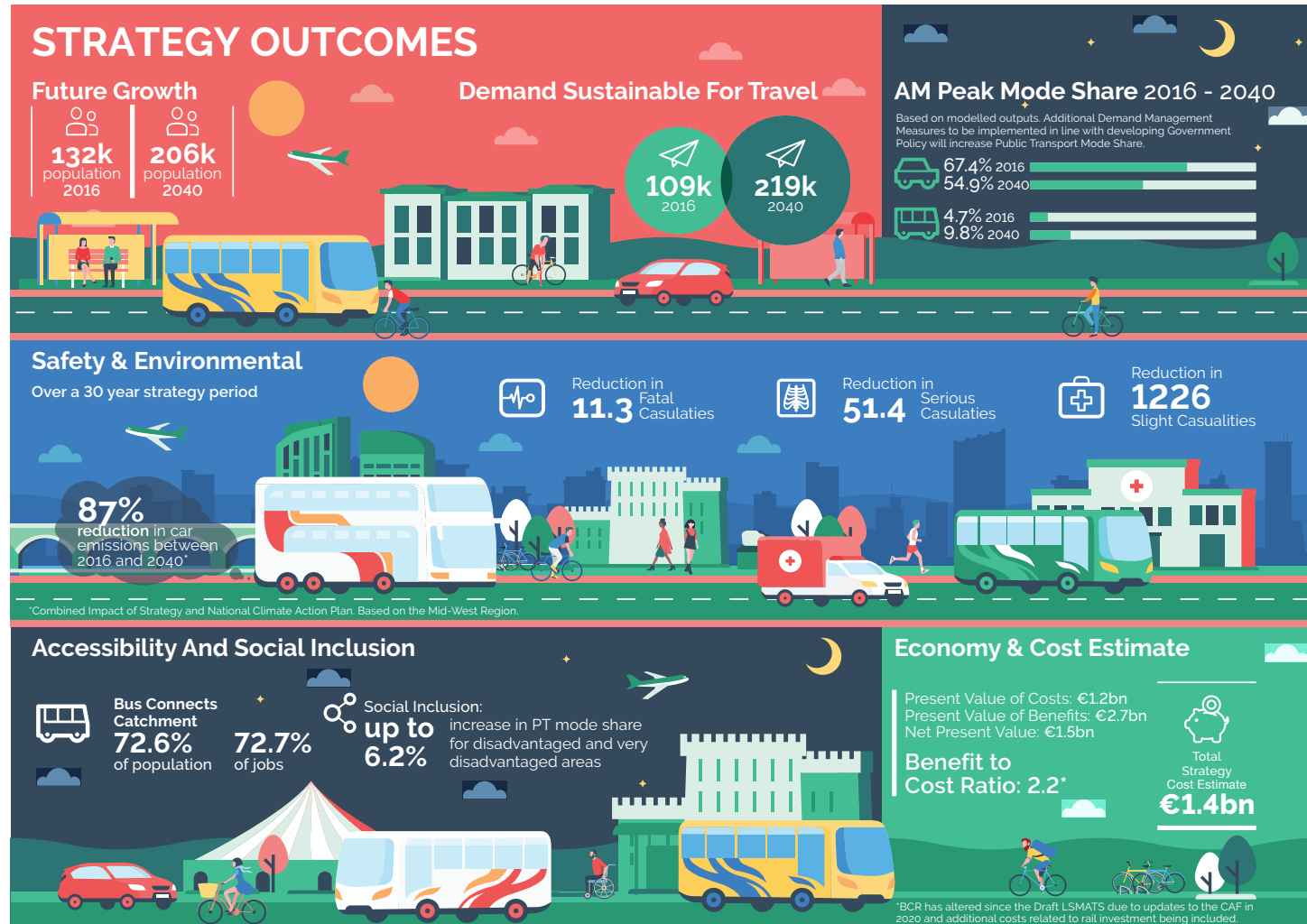
TIMEFRAME		SHORT TERM (up to 2026)	MEDIUM TERM (up to 2031)	LONG TERM (up to 2040)
<b>WALKING</b>	Upgrades and Improvements to Pedestrian Infrastructure			
<b>CYCLING</b>	Primary Network			
	Secondary Network			
	Feeder Network			
	Inter-Urban			
	Greenway			
<b>BUS</b>	BusConnects Implementation			
	Wider Bus Network Improvements			
<b>RAIL</b>	Dual-track between Limerick Colbert and Limerick Junction			
	Existing Station Upgrades and Improvements			
	Electrification of Rail			
	Investigate Further Investment In Rail Lines And Stations			
	Implement Upgrade at Ballycar			
<b>PARKING</b>	Delivery of Park and Ride facilities			
	Implementation of Parking Management Measures			
<b>ROADS AND STREET</b>	Development of a City Centre Traffic Management Strategy			
	Junction Improvements			
	Limerick Northern Distributor Road (LNDR)			
	M21/N69 Foynes to Limerick Road (including Adare Bypass)			
	Delivery of N19			
	Design and Planning of N/M20			
	Progress and Delivery of N/M20			
	Progress and Delivery of LSMA National and Regional Road Scheme			
<b>FREIGHT</b>	Preparation of a Regional Freight Strategy			
	Preparation of a Local Freight Strategy			
<b>OTHER SUPPORTING MEASURES</b>	Demand Management Measures			
	Integration Measures			
	Intelligent Transport Systems (ITS)			

# STRATEGY OUTCOMES

The successful implementation of the Strategy's proposals will result in positive outcomes for the Limerick-Shannon Metropolitan Area, providing long-term economic, social and environmental benefits to the region.

The key outcomes for the Strategy are:

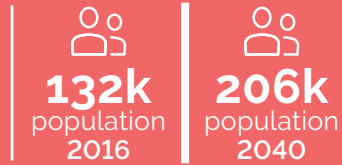
- To prioritise investment in sustainable transport in order to reduce the use of the private car for all trip purposes
- To provide a high level of public transport connectivity to key destinations
- To deliver a fully accessible and inclusive transport system
- To improve access to Shannon Foynes Port and Shannon Airport
- To improve road safety, public health and personal security
- To minimise the impact of motorised traffic in urban areas



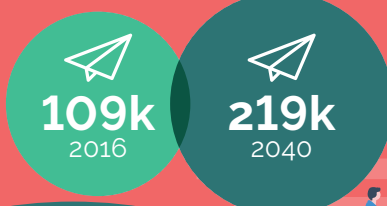
[CLICK TO ENLARGE INFOGRAPHIC](#)

# STRATEGY OUTCOMES

## Future Growth



## Demand Sustainable For Travel



## AM Peak Mode Share 2016 - 2040

Based on modelled outputs. Additional Demand Management Measures to be implemented in line with developing Government Policy will increase Public Transport Mode Share.



## Safety & Environmental

Over a 30 year strategy period



Reduction in  
**11.3** Fatal  
Casualties



Reduction in  
**51.4** Serious  
Casualties



Reduction in  
**1226** Slight  
Casualties

**87%**  
reduction in car  
emissions between  
2016 and 2040\*

\*Combined Impact of Strategy and National Climate Action Plan. Based on the Mid-West Region.

## Accessibility And Social Inclusion



Bus Connects  
Catchment  
**72.6%**  
of population

**72.7%**  
of jobs



Social Inclusion:  
increase in PT mode share  
for disadvantaged and very  
disadvantaged areas  
**up to 6.2%**

## Economy & Cost Estimate

Present Value of Costs: €1.2bn  
Present Value of Benefits: €2.7bn  
Net Present Value: €1.5bn

**Benefit to  
Cost Ratio: 2.2\***



Total  
Strategy  
Cost Estimate  
**€1.4bn**

\*BCR has altered since the Draft LSMATS due to updates to the CAF in 2020 and additional costs related to rail investment being included.

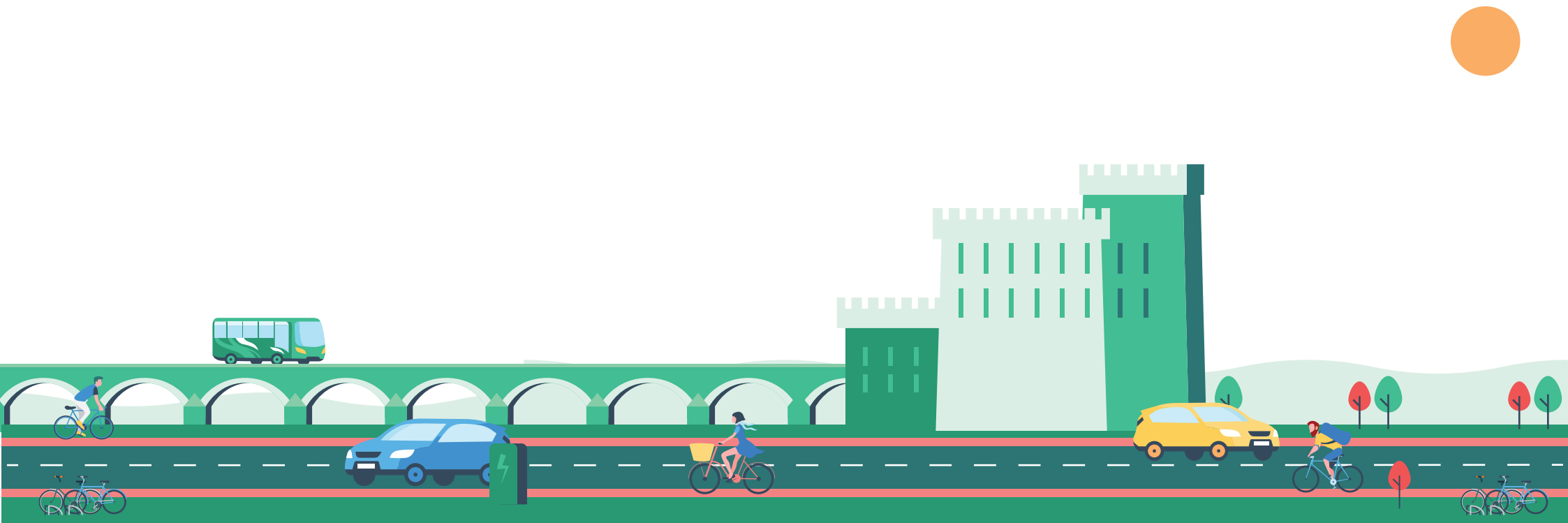
# WHAT'S HAPPENING NOW

**The first period of public consultation on the draft LSMATS ran for 8 weeks until the 30th October 2020.**

**Members of the public and interested parties were invited to submit feedback on the draft Strategy.**

A total of 112 submissions were received. The feedback received was considered and the Strategy was updated to incorporate this feedback where appropriate.

This second period of public consultation will take place for six weeks from Wednesday 9 June to Wednesday 21 July. We would like to hear your views on the updated draft Strategy.



# BOOK A CONSULTATION

**Members of the public can book an appointment or request a call back to discuss the Limerick Shannon Metropolitan Area Transport Strategy with a member of the project team by phone or video call.**

This service will be available from Thursday 10 June to Friday 16th July 2021.

Speak to a member of the project on 087 435 4401. This service will be available from Thursday 10 June to Friday 16 July between 9am and 5pm.

[CLICK HERE TO BOOK A CONSULTATION](#)



# FEEDBACK FORM

If you would like to provide us with your feedback now please follow the link below

## ONLINE FEEDBACK FORM

You can also download a copy and return your submission by post or email.

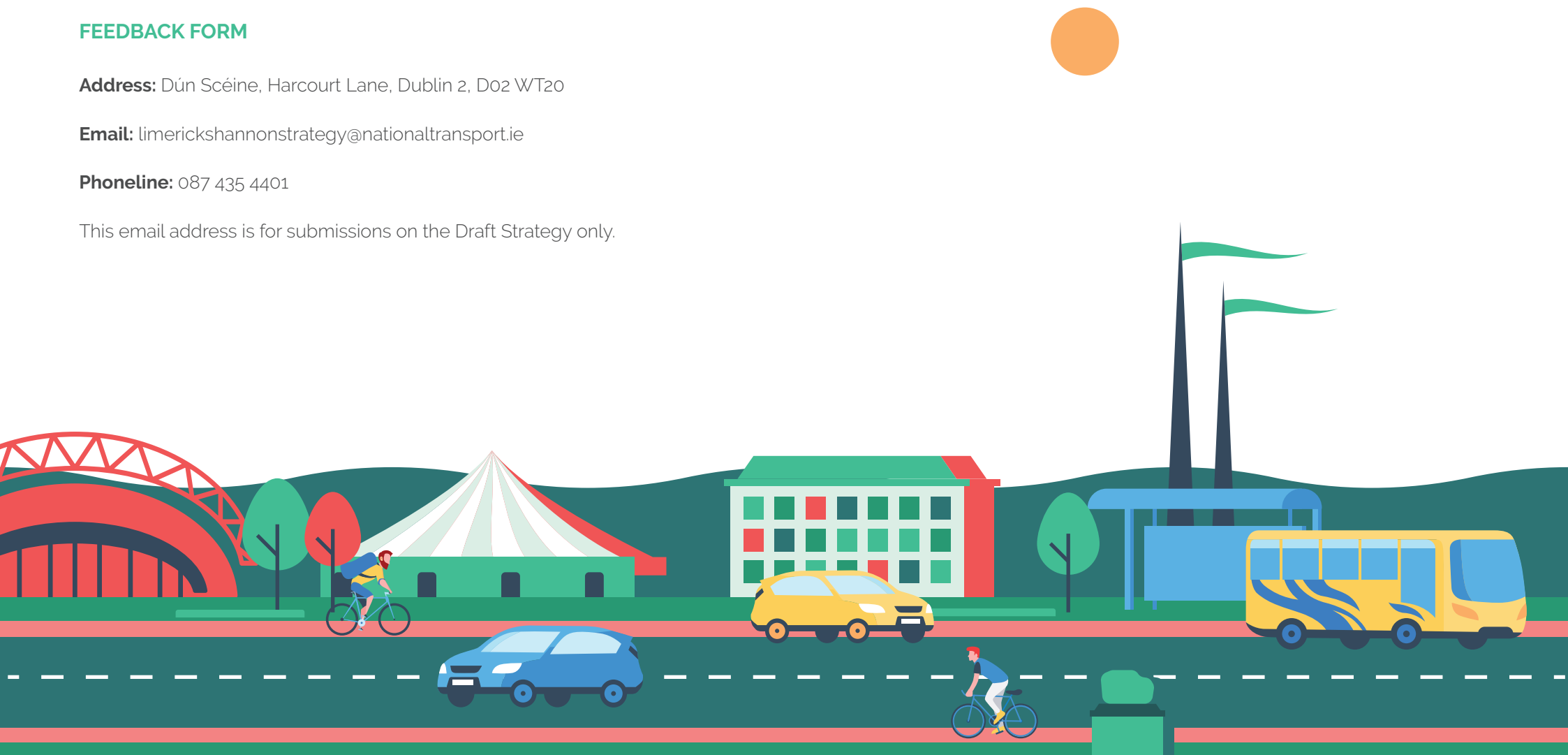
## FEEDBACK FORM

**Address:** Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20

**Email:** [limerickshannonstrategy@nationaltransport.ie](mailto:limerickshannonstrategy@nationaltransport.ie)

**Phoneline:** 087 435 4401

This email address is for submissions on the Draft Strategy only.



# FURTHER INFORMATION

Follow the links below to download each document

[DRAFT LSMATS FULL REPORT](#)

[LSMATS PUBLIC CONSULTATION REPORT](#)

[SEA ENVIRONMENTAL REPORT AND AA NATURA IMPACT STATEMENT](#)

[BACKGROUND REPORTS](#)

