comhairle chontae na mí
meath county council

Miontuairiscí/Meeting Minutes

Transportation & Urban Regeneration Strategic Policy Committee 21st May 2026, Swift Room, Buvinda House, Dublin Rd, Navan, C15 Y291 at 2.30 pm

Attendees – (Councillors):	Cllr Mike Bray (MB) Chair, Cllr Amanda Smith, Cllr Sean Drew (SD) online, Cllr Paddy Meade (PM) online
Attendees – (Sectoral Representatives):	Mr. Dave Anderson (DA) PPN Rep online, Ms. Josephine Reynolds O'Connor (JROC), PPN Rep, in person. Ms. Paula Mc Caul (PMC) PPN Rep online
Absent	Cllr, Cllr Wayne Harding (WH)
Apologies:	Martin Murray (MM), DOS, Cllr Caroline O' Reilly
(Officials):	Fiona Beers (FB) Senior Executive Engineer, Joe McGarvey (JMcG) Senior Engineer, Joan Carroll (JC) Senior Executive Officer, Nicholas Whyatt, Senior Engineer (SE), Lorraine Sherrock (LS) Administrative Officer,
Presenters	Cllr Alan Tobin, Cllr Helen Meyer, apologies, Cllr Sharon Tolan, Enda Weldon (EW) Senior Executive Engineer, Andy Faulkner (AF) Senior Executive Engineer.

Item	
1.0	**<u>Minutes of Previous Meeting 19th February 2026</u>** Proposed by; Cllr Amanda Smith (AS) Seconded by: Cllr Mike Bray (MB)
2.0	**<u>Matters Arising from Minutes</u>** No matters arising
3.0	**<u>Notice of Motion referred from Plenary to SPC for discussion, submitted by Cllr Helen Meyer & Cllr Alan Tobin</u>** *"To introduce an immediate ban on the use of weed killer containing glyphosate for the year 2025 by Meath County council and all local authority contractors with a review in Nov/Dec 2025 to assess if it is feasible for the council to introduce a permanent ban."* Cllr Tobin delivered a detailed and informative presentation outlining the rationale for the motion, emphasising the importance of exploring more environmentally friendly alternatives to glyphosate-based herbicides. He also clarified that the motion originated in 2024, with the initial intention of ceasing the use of glyphosate during the summer period and assessing the outcomes during the winter months to inform future decision-making.

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	DA thanked Cllr Tobin for his presentation and noted that he had contacted Dublin City Council, who have ceased the use of glyphosate since 2020. SD stated that he would support progressing the matter further. He suggested that the Council should commission a report on alternative weed control methods, including associated costs, with a view to informing discussions at the 2026 budget meeting. MB also thanked Cllr Tobin for his presentation and agreed on the need to work towards alternative methods. He highlighted that, given the large geographical areas within the county, it would be important to develop a structured plan for implementation. It was agreed that the SPC should continue to work towards developing a practical approach, with the aim of putting an alternative method in place. MB opened the floor for discussion on what should be proposed for the next meeting. NW raised a point in relation to the current Biodiversity Plan, noting that while it does not specifically call for a ban on glyphosate, he acknowledged the merit in exploring the proposal. He highlighted that the Council already has a Biodiversity Plan in place which commits to minimising the use of such products. DA requested that the Committee be provided with additional information in advance of the next meeting. This should include details on who is currently using glyphosate, as well as an outline of the processes and practices presently in place, to better inform members and support decision-making. Members agreed that glyphosate is a harmful product and that having further detailed information would be beneficial in progressing the discussion.
4.0	**<u>Presentation on Speed Limit Review</u>** Enda Weldon, Senior Executive Engineer, delivered a presentation on the Speed Limit Review, outlining that the Council is currently progressing through Phase 2, which involves the introduction of a 30 km/h speed limit in built-up and urban areas. He provided an update on key milestones and timelines associated with the project: • **25th February 2026**: Completion and return of the initial calculation of the number of poles, signs, and periodic speed limit signs *Status: Initial calculations returned*

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	• **30th October 2026**: Conclusion of the adoption of the Special Speed Limit Bye-Law process *Status: Ongoing* • **31st March 2027**: Installation of all new poles and signage in advance of the new speed limits taking effect, ensuring full implementation of urban speed limits The presentation highlighted steady progress to date and confirmed that works are advancing in line with the planned national framework for the rollout of revised urban speed limits. Members expressed their satisfaction with the presentation and noted that they felt well briefed on the progress and key aspects of the Speed Limit Review.
5.0	**<u>Notice of Motion referred from Plenary to SPC for discussion, submitted by Cllr Sharon Tolan</u>** *"To comply with Meath County Development Plan MOV OBJ 43, "To implement a programme of traffic and parking management measures in towns and villages throughout the County", I call on Meath County Council's Transportation SPC to investigate a pilot scheme for the Laytown-Bettystown MD, for the implementation of restrictive parking arrangements on the main streets on weekdays. This pilot scheme could be introduced in a similar way to the scheme introduced by Westmeath County Council in towns like Moate and restrict on street parking on the main streets to a limit of 2 or 3 hours maximum on weekdays, with business and residential permits allowed. This measure is required to ensure that local rate payers are fully supported to continue to do business in our towns and villages, and customers can access convenient short-term parking."* Cllr Tolan clarified that the proposal is not seeking the introduction of paid parking. Instead, the intention is to seek support from the SPC to pilot a scheme focused on on-street parking only, excluding long-term car parks. She outlined that the proposed approach would involve: • Establishing a pilot scheme in the Laytown-Bettystown Municipal District • Limiting on-street parking to 2–3 hours on weekdays • Providing for business and residential permits • Conducting public consultation • Reviewing the outcomes of the pilot scheme before considering any further implementation The aim of the proposal is to support local businesses by improving short-term parking availability and ensuring turnover of parking spaces in town centres.

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	SD thanked Cllr Tolan for her presentation and acknowledged the issues outlined. However, he noted that, in his view, the implementation of such a scheme would likely require the introduction of paid parking to be effective. PMC raised a query regarding the proposed duration of the pilot scheme, highlighting the importance of clarity from a retail and business perspective, as businesses would need certainty and understanding around how long the trial would operate. NW commented that the proposal is well-suited to a pilot process. He queried whether the intention would be to introduce bye-laws or to initially install signage and carry out public consultation to assess its effectiveness. He further noted that the introduction of resident permits would require bye-laws, and that any regulatory signage would require enforcement by An Garda Síochána. MB opened the floor for discussion. DA noted that similar parking restrictions are already in place in other towns and considered the proposal sensible. He expressed support for proceeding with a pilot scheme. AS also indicated agreement with the proposal. JC advised that a member of the parking team had recently conducted a walk-through assessment of the area and observed that many of the parked vehicles belonged to business owners and staff. She outlined that progressing such a scheme would require: • The introduction of bye-laws to facilitate the issuing of permits • Identification of appropriate funding • Amendments to the current parking management contract/tender PM commented that the proposal had not received full support from elected members when raised at the Municipal District Meeting. He suggested that the Council could consider alternative solutions, such as the purchase of land to provide additional long-term parking or liaising with Iarnród Éireann to do so. NW advised that the Council has engaged with Iarnród Éireann and the National Transport Authority (NTA) regarding parking challenges and confirmed that a range of potential options are currently under consideration. He noted that this work is currently at an early assessment stage and may take a number of years to progress. MB stated that it would be important to have the support and input of the Municipal District (MD) Councillors. He noted that they could provide local insight and advise the Committee on what they

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	consider appropriate for their area, including recommendations on the most suitable form of pilot scheme. NW further advised, with reference to the Standing Orders and rules of debate, that matters specific to a single Municipal District—such as Laytown—would not typically fall within the remit of the SPC. He stated that the SPC's role is to consider matters of overall county policy. He noted that while a broader discussion on parking policy at a county-wide level would be appropriate, any decision to investigate or progress such proposals should be framed on a county-wide basis rather than for a specific MD. Following discussion, members agreed that the proposal should be considered at a county-wide policy level in line with the remit of the SPC. It was agreed to investigate how a pilot scheme could operate on a county-wide basis, rather than being limited to a specific Municipal District. This would include examining the practical and operational requirements of introducing such a scheme across the county.
6.0	**<u>Presentation on Roads with PSCI rating 1-4</u>** Andy Faulkner, Senior Executive Engineer, gave a presentation on the Pavement Surface Condition Index (PSCI) across the road network, covering Regional, Local Primary, Local Secondary, and Local Tertiary Roads. The presentation outlined the treatment measures associated with PSCI ratings 1–4, which represent roads in poorer condition requiring more significant intervention. AF advised that since the last survey was carried out, the Council has taken on an additional 1,000 km of roads, primarily relating to urban housing estates. He also provided a comparison of road condition improvements: • PSCI Ratings 1–6 (poorer condition): o 2024: Approximately 1,280 km o Current: Reduced to approximately 800 km • PSCI Ratings 7–10 (better condition): o 2024: Approximately 736 km o Current: Increased to approximately 3,106 km These figures demonstrate a significant improvement in the overall condition of the road network, despite the increase in road length under the Council's responsibility.

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	SD thanked Andy for the presentation, noting that significant progress is being made across the road network. He requested that a copy of the presentation slides be circulated to members to allow for a more detailed review, particularly of the maps and supporting data. MB queried how the roads works programme is currently adopted and whether there may be merit in reviewing or revising the existing approach in light of the information presented.
6.0	**AOB** Cllr Mike Bray welcomed Joe McGarvey on his appointment as Senior Engineer in the Transportation Department. He also expressed his thanks to Fiona Beers for her work and contribution as Acting Senior Engineer. Meeting ended @17.00 pm

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