

WATERFORD METROPOLITAN AREA

Draft Transport Strategy | Executive Summary



JUNE 2022

This Strategy sets the framework for an **accessible, high-quality and integrated transport network that provides for the travel demand and supports the sustainable growth of the Waterford Metropolitan Area as the major growth engine of the South-East Region, and an internationally competitive European city region** as envisaged by the National Planning Framework 2040.

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01 Introduction

The Waterford Metropolitan Area Transport Strategy will be instrumental in the regeneration and transformation of Waterford. The development of a concentric city including north of the River Suir – the North Quays and other key locations will be supported by integrated transport investment to create an attractive, liveable city, connecting city and suburbs and building north-south linkages.

Regional Spatial and Economic Strategy for the Southern Region



The National Planning Framework 2040 (NPF) envisages that the Waterford Metropolitan Area (WMA) will become the growth engine of the South-East Region with projected growth of at least 50% during the period up to 2040. This projected population, employment and education growth brings with it opportunities for the development of the WMA.

This projected population and associated economic growth will also result in a significant increase in the demand for travel. This demand needs to be managed and planned for carefully to safeguard and enhance the WMA's attractiveness to live, work, visit and invest in. Current congestion and poor journey time reliability for users during core times of the day in the WMA already highlights the limited capacity within the existing transport network to cater for additional motor traffic. In common with the other regional metropolitan areas of Cork, Limerick and Galway, there is a legacy of car dependency in the WMA. This has contributed to a wide range of economic, environmental and social issues including longer commutes, declining urban centres, poor public health, reduced air quality and noise pollution.

To mitigate this, land use and transport planning will be far more closely aligned. This will discourage the use of the private car, particularly for short trips, to fundamentally change how people move around the WMA. This requires a more efficient use of valuable street and road space and a prioritisation of walking, cycling and public transport.

The Waterford Metropolitan Area Transport Strategy 2040 (WMATS or the 'Strategy') has been developed by the National Transport Authority in collaboration with Waterford City & County Council, Kilkenny County Council, Southern Regional Assembly (SRA) and Transport Infrastructure Ireland (TII). The Strategy has

also been informed by pre-consultation submissions from several stakeholders. The Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) have been undertaken in parallel and they have informed the Strategy process.

WMATS sets the framework for the delivery of an integrated transport network that addresses the needs of all modes of transport to support planned growth up to 2040 in a compact and sustainable manner.

The Strategy represents a coherent transport planning policy framework and implementation plan around which other agencies involved in land use planning, environmental protection and the delivery of other infrastructure and services such as housing, utilities and community facilities can align their plans and investment priorities. The Strategy has been developed to be scalable and flexible enough to meet changes in population and employment growth and is intended to periodic review, every 6 years.

The Vision for WMATS is:
This Strategy sets out the framework for the delivery of the transport system required to further the development of the Waterford Metropolitan Area as a hub of cultural and social development and regeneration; as the economic core for the South-East; 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 implementation of the WMATS by the National Transport Authority, Waterford City & County Council, Kilkenny County Council, Southern Regional Assembly and Transport Infrastructure Ireland will transform this city-region.

Strategic Transport Objectives

- To prioritise investment in sustainable transport to reduce the reliance on the private car;
- To provide a high level of public transport connectivity to key destinations;
- To facilitate higher density housing as a part of Transit-Oriented Developments at key points of high public transport accessibility;
- To deliver a fully accessible and inclusive transport system;
- To identify and protect key strategic routes for the movement of freight traffic and to improve access to Belview Port;
- To improve road safety, public health and personal security; and
- To minimise the impact of motorised traffic in urban centres.



02 Policy Context

Transport investment by the Government Departments, the National Transport Authority and other agencies, will be identified and prioritised through the Waterford Metropolitan Area Transport Strategy.

Regional Spatial and Economic Strategy for the Southern Region



WMATS is a regional level (Tier 2) plan and is currently non-statutory. WMATS has been developed to align with many national, regional and local level policies and will build upon many existing plans. There are long-standing objectives across several sectors at all levels which aim to reduce car-dependency, promote active travel modes, tackle climate change and increase accessibility, connectivity and social inclusion.

These policies and plans include, but are not limited to:

- National Planning Framework 2040;
- National Development Plan 2021-2030;
- National Investment Framework for Transport in Ireland;
- Climate Action Plan 2021;
- National Cycle Policy Framework 2009-2020;
- Smarter Travel – A Sustainable Transport Future 2009-2020;
- The National Sustainable Mobility Policy;
- Five Cities Demand Management Study: Recommendations Report 2021;
- Regional Spatial and Economic Strategy for the Southern Region; and
- County and City Development Plans and Local Area Plan.

National Policy

WMATS is underpinned and directly informed by National level Tier-1 policies; the most important of these are the National Planning Framework 2040 (NPF) and the National Development Plan 2021-2030 (NDP). The NPF sets out Ireland's planning policy direction for the next 20 years, while the NDP sets out the investment priorities that will underpin the successful implementation of the NPF up to 2030.

Under the NPF, Waterford City and Suburbs (including those areas within County Kilkenny) are expected to grow to support a population increase of at least 35,000 by 2040.

The NPF identifies several key transport projects and growth enablers for the WMA including:

- Delivering the North Quay SDZ regeneration project for integrated, sustainable development together with supporting infrastructure, including a new pedestrian bridge or a pedestrian / public transport bridge over the River Suir;
- Identifying infill and regeneration opportunities to intensify housing and employment development throughout the city centre and inner suburban areas;
- Progressing development of new greenfield areas for housing and the development of supporting public transport and infrastructure;
- Provision of a Citywide public transport network, with enhanced accessibility from the City Centre to Waterford Institute of Technology (WIT); and
- Development of a strategic cycleway network with high-capacity flagship routes, including the extension of the Deise greenway to link WIT to the City Centre.

Regional Policy

At a regional level, the Regional Spatial and Economic Strategy (RSES) translates the objectives of the NPF and the NDP for the Southern Region and aims to enable improved coordination regarding planning and development policy issues across local authority boundaries.

The RSES was adopted in January 2020 by the Southern Regional Assembly. As part of the development of the RSES, Metropolitan Area Strategic Plans were also devised to provide more detailed focus on city and metropolitan issues for the key cities, including the WMA.

Local Policy

The third tier in the policy hierarchy is local planning, which transposes National and Regional objectives into a local context. WMATS builds upon existing local plans and policies

including the Waterford North Quays Strategic Development Zone Planning Scheme 2018 and the Ferrybank Belview Local Area Plan 2017.

The Strategy's proposals will also inform the development of future Development Plans and Local Area Plans under Waterford City & County Council and Kilkenny County Council.



Study Area and Existing Transport Network





03 Study Area and Transport Context

The Council will support and enhance the choice of walking, cycling and public transport through the implementation of objectives and key infrastructural requirements.

Draft Waterford City & County
Development Plan 2022-2028

The WMA covers 143km², and has a population of over 59,854 (CSO, 2016). This CSO-defined Waterford City and Suburbs area (including the northern part of the City located within County Kilkenny) has a population of approximately 53,000.

Waterford City is the largest urban centre in Ireland's South-East Region and the country's fifth largest city. Waterford City and Suburbs is also the fifth largest centre of employment in the country with significant employment levels associated with Waterford City Centre, Waterford University Hospital, Waterford Institute of Technology, the pharmaceuticals sector and retail. Waterford City is home to Waterford Institute of Technology (WIT) which is located to the south-west of the City Centre. WIT has over 10,000 students enrolled with approximately 1,000 people employed across the different campuses in the city. WIT also has an additional campus call 'WIT West Campus', which is located to the west of Waterford City, along the Outer Ring Road.

The WMA is served by:

- InterCity rail services;
- City, Regional and Expressway bus / coach and Local Link services;
- Waterford Airport (located approximately 10km to the south-east of the City Centre);
- A developed network of National, Regional and Local roads; and
- Walking and Cycle networks of varying quality.

The residential population within the WMA is concentrated mainly within Waterford City Centre and suburbs with less than 10% distributed throughout Passage East, Cheekpoint, Slieverue and the other remaining rural areas.

The distribution of the population within Waterford City is heavily weighted to the City Centre, the southern inner suburb, the south-east and the northern side of the city. Employment centres such as West Pharmaceuticals, IDA Business Park, Waterford University Hospital and WIT are locations of high employment intensity in Waterford. There are also several light industrial parks and out-of-town retail outlets such as Waterford Retail Park, Kingsmeadow Retail Park and Knockhouse Business Centre.

There are 197,000 trips originating within the WMA on average each weekday (over 24 hours). The category 'all other trip purposes' makes up the highest percentage of trips in the morning peak period (07:00-10:00), representing 55% of the total. This is followed by commute trips (23%) and trips to places of education (22%). 'All other trip purposes' refers to shopping, leisure, business and visiting friends or family and represent 67% of all trips over the course of the whole day.

Mode Share

The following is the existing mode share for the WMA across the whole day for all trip purposes:

- Car: 69%;
- Public Transport: 4%;
- Cycling: 2%; and
- Walking: 25%.

This mode share reflects a legacy of high car dependency and the current limitations of the public transport provision in the WMA.



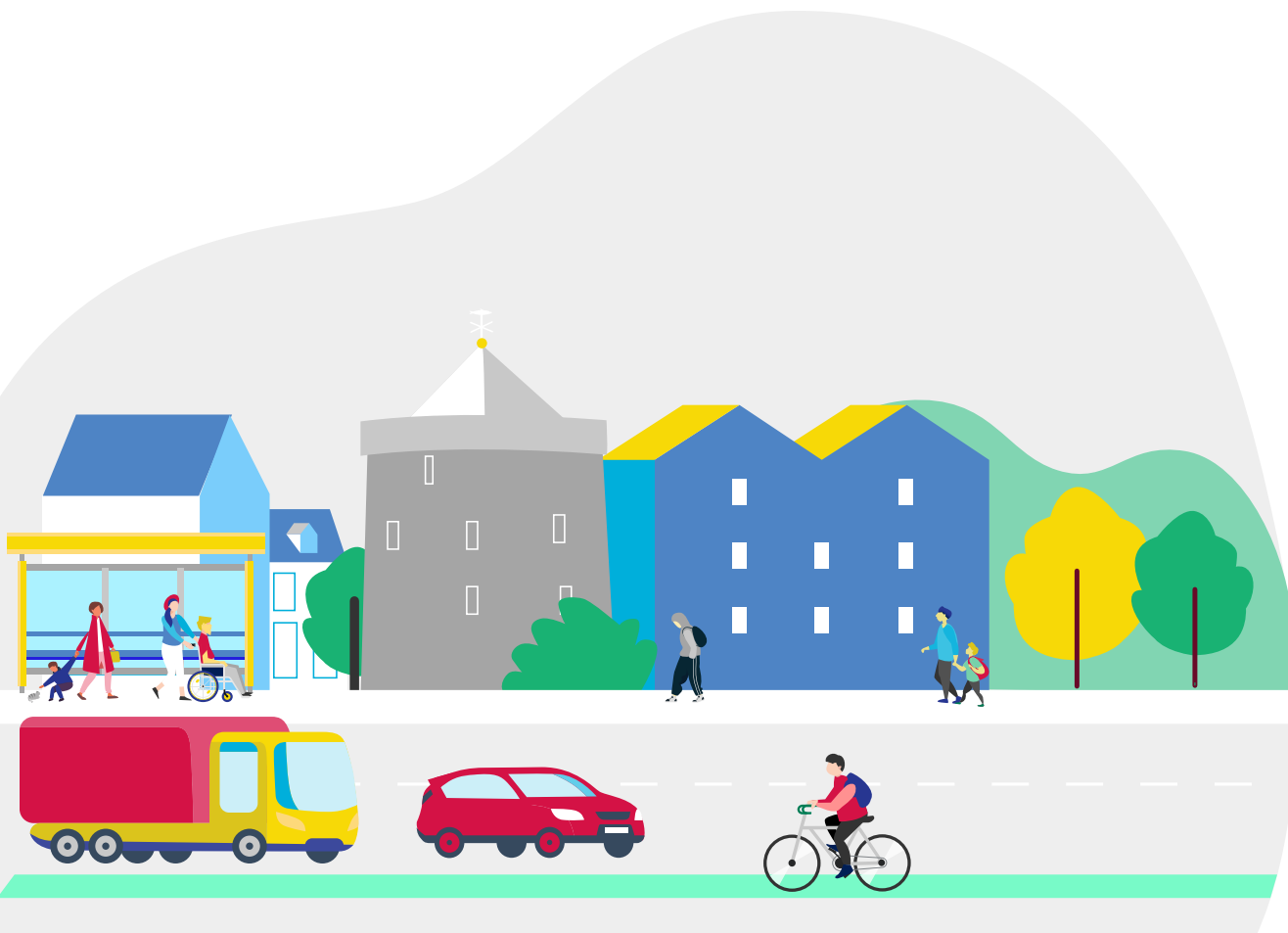
Key Challenges

Several existing challenges were considered in the preparation of this Strategy. To provide a significantly improved sustainable transport network and facilitate a modal shift toward sustainable modes, land use and transport planning, policy and investment in the WMA will need to:

- Support vibrant and accessible village and town centres across the WMA including Waterford City Centre;

- Better integrate land use, and transport planning and investment;
- Support increased population, employment and educational densities in accessible centres and along public transport corridors;
- Maximise the potential of the existing transport infrastructure including the InterCity rail network, Waterford Airport and Belview Port;
- Re-allocate road space to support more walking, cycling and public transport;

- Improve public transport through increased priority and higher frequency services operating with greater speed and journey time reliability with complementary facilities such as Park & Ride and Park & Stride;
- Minimise severance created by the River Suir, railway infrastructure and road network;
- Reduce the impact of transport on the environment, health, wellbeing and safety of residents;
- The need to achieve efficiency and resilience within the WMA's transport network across all modes; and
- Maintain and enhance the strategic function of the National Road network.



04 Land Use

It is a priority to enable infill development, with up to 50% of future housing in our cities and major urban centres and 30% elsewhere to be provided within existing built-up areas serviced by existing facilities and along high-capacity public transport corridors.

National Planning Framework 2040

The NPF estimates that the population of Ireland will increase by approximately 1 million people by 2040, as well as a requirement of an additional 600,000 jobs and a minimum of 500,000 additional homes. The NPF recognises the role that Waterford and the other regional cities of Cork, Limerick and Galway have to play in providing a counterweight to Dublin, with an assigned minimum population growth forecast of 50-60% to each regional city.

The WMATS 2040 land use scenario was developed by the National Transport Authority, in collaboration with Waterford City & County Council and Kilkenny County Council.

To support the compact growth aspiration of the NPF, Waterford City Centre will become the focus for significant regeneration opportunities at brownfield locations that include:

- The North Quays Innovation District;
- Bilberry (former Waterford Stanley Site); and
- The former Waterford Crystal Site.

In relation to employment and education, WMATS supports development along its identified high-capacity public transport corridors, to serve Waterford Institute of Technology, University Hospital Waterford, Waterford IDA, Waterford Airport and Belview Port.

The Strategy is confronting an historical legacy in the WMA, where low density land uses have moved to the suburban peri-urban fringe locations and are poorly connected to existing and planned public transport services. This pattern of development has contributed to high rates of car dependency which cannot continue.

To ensure the effectiveness of WMATS, the planning policy frameworks and implementation measures of Waterford City & County Council and Kilkenny 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. Guided by the principles of the NPF, the following strategy development priorities for the distribution of land-use have been identified for the WMA:

- To deliver consolidated development in an interdependent manner that can avail of existing transport infrastructure and services, as well as nearby amenities and facilities, in line with the principles of Transit-Oriented Development. The objective of this approach is to deliver a critical mass of growth in population and employment which can support the transition to the investment in higher capacity public transport infrastructure and services in the WMA;
- To increase densities in future residential and employment developments. This measure can contribute to a more compact urban footprint that brings more people closer to their destinations and to public transport services;
- Prioritise mixed-use development which reduces the need to travel. This includes ensuring areas are developed in tandem with the delivery of schools, shops and other community services to enable people to choose more sustainable modes of transport such as walking and cycling;
- All new development areas will be fully permeable for pedestrians and cyclists, and opportunities to improve permeability for these modes in existing developed areas will be sought. The principle of filtered permeability, whereby through private car traffic is precluded, while allowing pedestrians and cyclists to pass, will apply; and
- The layout of new developments will prioritise walking and cycling and enable the efficient provision of public transport services.

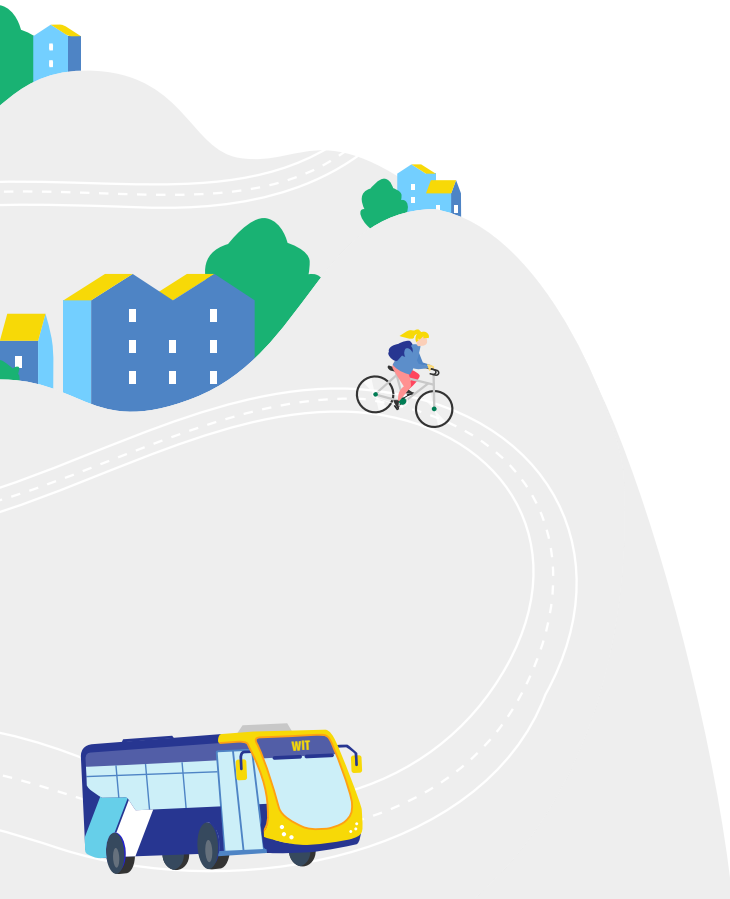




05 Strategy Development

Key Growth Enabler for WMA: Provision of metropolitan area wide public transport and strategic cycleway networks.

Regional Spatial and Economic Strategy for the Southern Region



WMATS was developed in an iterative manner through extensive technical analysis to provide a transport network that underpins the ambitious population and employment growth envisaged for the WMA under the NPF to 2040 and beyond.

The approach applied in developing and assessing the proposed WMATS 2040 transport measures was as follows:

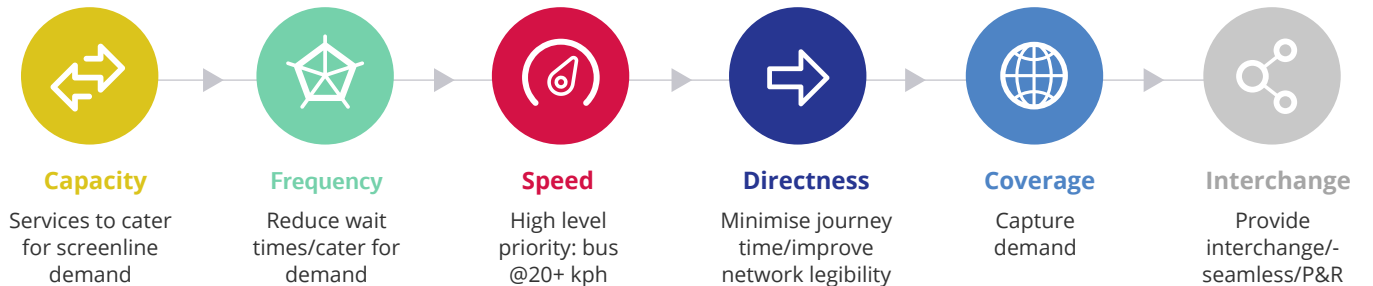
- Review relevant policy and guidance;
- Establish the baseline transport conditions;
- Identify key challenges to be addressed, in consultation with key stakeholders;
- Develop network options based on guiding principles;

- Test the transport network options with future land use scenarios set by the NTA and local authorities;
- Identify preferred transport strategy; and
- Public consultation and subsequent finalisation of the Strategy.

The resulting WMATS transport network can best serve the ambitious projected population and employment growth in the WMA, allowing it to develop in a sustainable manner.

It represents an integrated transport network offering residents of, and visitors to, the WMA end-to-end access to high-quality services and the ability to conveniently access more destinations than the existing network would allow.

Public Transport - Six Guiding Principles





06 Walking, Accessibility and the Public Realm

Walking and cycling not only supports active health initiatives and healthy communities, but also encourages that transition to sustainable modes of travel.

Draft Waterford City and County
Development Plan 2022-2028

Most journeys begin and end by walking and everyone is a pedestrian at some point in their day. (In this regard, it should be noted that references to pedestrians throughout the WMATS encompass all footpath users, including wheelchair users and those with mobility impairments, rather than just people who can walk unaided.) Though often undervalued, walking links all modes of transport and is therefore critical to achieving the aims of the Strategy.

The overarching objective for WMATS is to create a pedestrian environment that is to be safe, accessible, interesting and attractive for pedestrians of all ages and abilities. At present, the quality of the pedestrian environment across the WMA is inconsistent with a range of barriers including insufficient footpath widths, street clutter and a lack of crossing opportunities.

The Strategy proposes a significantly enhanced Walking Network, supported by several measures including Accessibility and Universal Design, School Streets, Age-Friendly Towns, Wayfinding and Permeability. Key Measures for walking are as follows:

MEASURE WALK1

Steady State Maintenance of Footpaths

The Strategy supports the inclusion in local authority development plans of objectives to maintain footpaths to a high standard across the WMA.

MEASURE WALK2

Improved Footpaths

The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the WMA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good surface quality, and are free of unnecessary clutter while providing appropriate street furniture and landscaping.

MEASURE WALK3

Improved Junctions

The NTA, in conjunction with local authorities, will implement junction improvements across the WMA as follows:

- To enhance safety at junctions, a programme of 'narrowing' junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds;
- To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signalling changes to better balance the use of the junction between motorised and vulnerable modes; and
- To confer priority on pedestrians (and cyclists), footpaths (and cycle tracks) across side road junctions will be carried through the junction at grade.

MEASURE WALK4

Crossing Times

The NTA, with the cooperation of the local authorities, will address identified deficiencies in pedestrian crossing times at signalised junctions, in particular at locations where demand for pedestrian movements is likely to be high.



MEASURE WALK5

Crossing Points

The NTA, with the cooperation of the local authorities, will install additional pedestrian crossing points where requirements are identified.

MEASURE WALK6

Accessibility for all

Local authorities and the NTA will take full account of people with disabilities and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment, will implement improvements to existing facilities where appropriate, and will support the enforcement of the Road Traffic Laws in this regard.

MEASURE WALK7

Local Amenity Routes

The NTA will support local authorities in the provision of pedestrianised/traffic-free streets and areas in town centres, where there are benefits to transport and/or the local environment and/or the local economy.

MEASURE WALK8

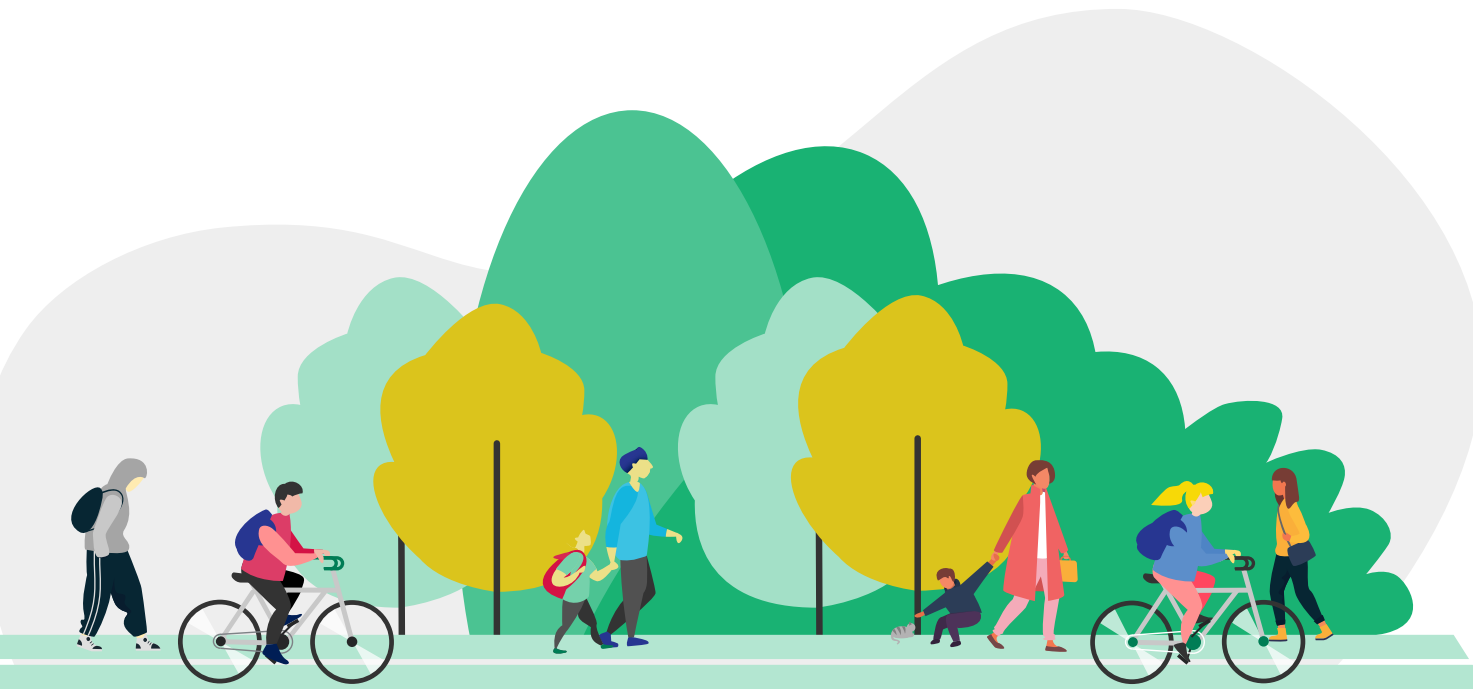
Wayfinding

The NTA, with the cooperation of the local authorities, will support the delivery of expanded and new wayfinding systems in Waterford City Centre and settlements in the WMA, and their integration into journey planning apps.

MEASURE WALK9

Permeability

Development Plans, SDZ Planning Schemes and Local Area Plans should ensure that the road and street networks in new development areas incorporate filtered permeability and should include measures which deliver filtered permeability in existing neighbourhoods.



Walking, Accessibility and the Public Realm

67,914
2040 Daily Walking Trips



19,158
walking trips made in
the AM peak period

A new
Sustainable
Transport Bridge

> 43 km
New and upgraded footpaths

54 km
of Greenways

20 min
of activity a day reduces
the risk of heart disease,
type 2 diabetes
and depression
by at least 20%

Estimated
€50 M
investment including
elements of
BusConnects

Age-Friendly
Town centres



Safer
Routes to school

**Pedestrian
Enhancement**
of all Metropolitan
Centres



**Enhanced
Wayfinding**
System



Improved
Accessibility
to public Transport

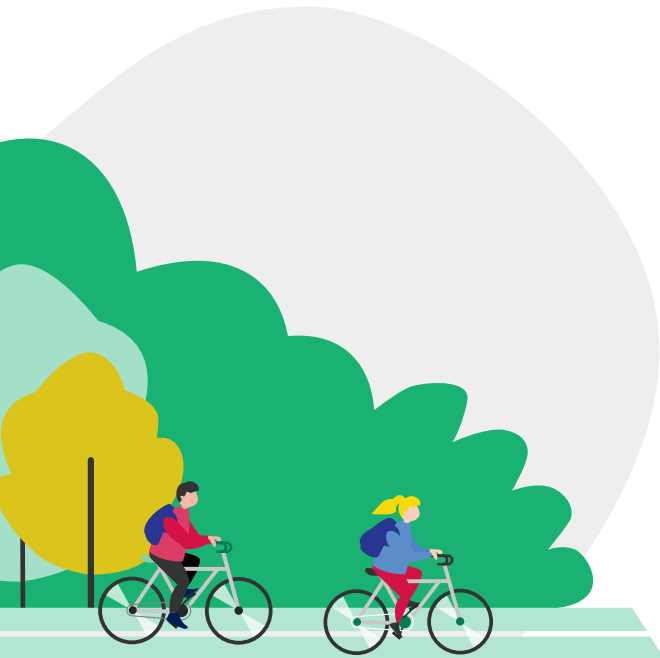




07 Cycling

Through the implementation of the Cycle Network Plan recommendations in parallel with supplementary 'soft' initiatives there is a realistic and viable opportunity to reinstate a strong cycle culture in Waterford City and Environs to the benefit of all its residents and the local economy.

Draft Cycle Network Plan for Waterford City and Environs 2014



Cycling is a low cost, sustainable and growing mode of transport. Waterford City has a lot of untapped potential to significantly enhance its cycling offer and culture with its compact urban form and the fact that a journey time from the City Centre to the urban edge can be undertaken in less than 20-minutes by bike.

The NDP commits to the delivery of cycle networks for all of Ireland's cities. Translating this at a regional level, the Draft Cycle Network Plan for Waterford City and Environs has formed the basis of the WMA cycle network. Additional proposals will align with

BusConnects schemes, the Deise Greenway, and key trip attractors such as Park & Ride facilities. High-quality infrastructure and supporting measures are required to cultivate a cycling culture in the WMA, and to give all individuals the choice to cycle, including:

MEASURE CYCLING1 WMA Cycle Network

It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the WMA Cycle Network.

MEASURE CYCLING2 Cycle Infrastructure Design

Cycle infrastructure in the WMA shall provide an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.

- Ross Road to Dock Road through Fountain Street;
- Sustainable Transport Bridge; and
- Williamstown Road to John's Hill along Upper Grange Road.

MEASURE CYCLING3

Bike Share Scheme Expansion

The NTA, in collaboration with the local authorities, will monitor the operation of the bike share scheme in Waterford city and will consider expansion of the scheme and/or the addition of other schemes to provide a structured bike share network appropriately serving key origins and destinations.

MEASURE CYCLING4

Bike Share Scheme Electrification

The NTA will support the provision of electric bike share schemes, appropriately integrated in the overall bike share scheme structure for the WMA.

MEASURE CYCLING5

Cycle Parking Strategies

Local authorities will, as part of Development Plans and Local Area Plans, prepare public cycle parking strategies in order to ensure that there is sufficient short-stay cycle parking available on-street in city, town and village centres.

MEASURE CYCLING6

Cycle Parking

It is the intention of the NTA to support the delivery, through the statutory planning process and liaison with relevant stakeholders, of high-quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles (cargo bikes, adapted cycles, hand cycles and family cycles).

MEASURE CYCLING7

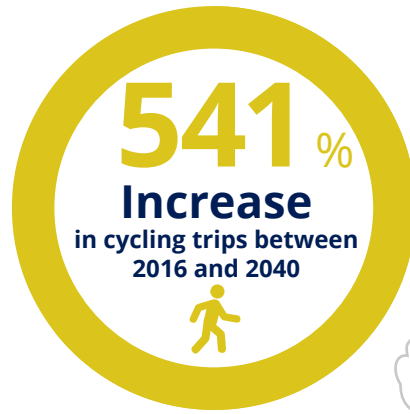
End-of-Trip Facilities

The Strategy supports the implementation of end-of-trip facilities at large trip attractors including employment and educational destinations, in tandem with the preparation of Mobility Management Plans.

Cycling

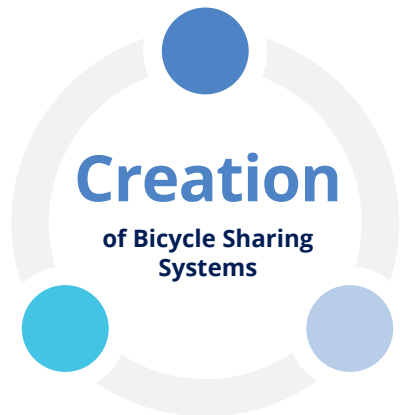
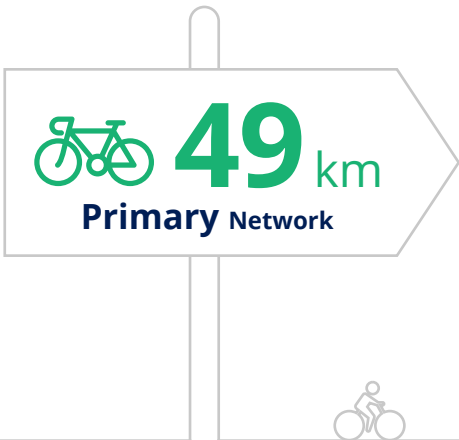
22,603

2040 Daily Cycling Trips



8,082

cycling trips made in the AM
peak period easing congestion



Enhanced End-of-Trip
Facilities



Proposed Waterford Cycling Network





08 BusConnects

BusConnects will overhaul the current bus system in all five cities by implementing a network of 'next generation' bus corridors (including segregated cycling facilities) on the busiest routes to make journeys faster, predictable and reliable.

National Development Plan 2018-2027



The NPF identifies the provision of a citywide public transport network, with enhanced accessibility from the City Centre to the University Hospital Waterford and WIT, as a key enabler for Waterford. It is also consistent with the Climate Action Plan, NDP and RSES which envisage a significantly enhanced bus service in Waterford by 2030. For the purposes of assessing the Strategy, an indicative future bus network for 2040 has been developed and refined in an iterative manner, considering corridor travel demand analysis work.

The final bus network that will be implemented in the short-medium term will require more detailed service planning and will represent a refinement of the indicative network presented in the Strategy due to, inter alia, detailed operational requirements and changing local traffic considerations.

The BusConnects Waterford programme will provide a more reliable, high-frequency public transport service for Waterford City and suburbs. The enhanced service will represent a significant upgrade on the existing system and will comprise a more comprehensive network, bus priority and new fleet. It will serve all key destinations and provide interchange with train and bus stations and support Park & Ride services.

The Draft Strategy includes the following measures related to Bus:

MEASURE BUS1 BusConnects Service Network

It is the intention of the NTA to deliver the BusConnects Service Network proposed in the Strategy in collaboration with the local authorities, and to monitor the network to identify potential enhancements in the medium and longer term.

MEASURE BUS2

Core Bus Corridors

It is the intention of the NTA to identify and deliver Core Bus Corridors on key radial routes serving the WMA.

MEASURE BUS3

Bus Priority

The NTA and local authorities will implement bus priority measures in the city centre and in settlements in the WMA in order to reduce delays to bus services. These may include such measures as junction improvements, bus lanes and traffic signal changes.

MEASURE BUS4

Connecting Ireland

It is the intention of the NTA to complete and implement the Connecting Ireland programme in the short term as a means of ensuring that the towns and villages of the WMA are well served by public transport.

MEASURE BUS5

Local Link

It is the intention of the NTA to complete and implement the Connecting Ireland programme in the short term as a means of ensuring that the towns and villages of the WMA are well served by public transport.

MEASURE BUS6

Coach Management Strategy

The Strategy proposes the development of an integrated Coach Management Strategy to ensure that private coach fleet activity aligns with wider proposals for traffic management and public realm enhancements in the WMA.

MEASURE BUS7

Zero Emissions Fleet

It is the intention of the NTA to deliver a fully Zero Emission bus fleet by 2030 in accordance with the National Sustainable Mobility Policy.

MEASURE BUS8

Fully Accessible Fleet

It is the intention of the NTA to ensure that all new buses serving the WMA will be fully accessible, with a view to full transition to an accessible fleet over the Strategy lifetime.

MEASURE BUS9

New Stops and Shelters

It is the intention of the NTA to continue to implement a programme of bus stop and shelter provision to serve the WMA bus network, and to monitor potential for further expansion and upgrade during the lifetime of the Strategy.

MEASURE BUS10

RTPI

The NTA will support the roll out of the BusConnects network and Core Bus Corridors with Real Time Passenger Information at bus stops, Mobility Hubs and Interchanges.

MEASURE BUS11

Branding and Livery

The NTA will seek to deliver a consistent branding and livery of all buses and supporting infrastructure including shelters and stops.

MEASURE BUS12

24 Hour Services

The NTA will monitor demand for late night and 24-hour services on the bus network and will examine potential to provide services to meet any identified need.



BusConnects

31,632
2040 Daily Passengers

Bus Passengers

Carrying
7,116
passengers in the AM peak hour



Bus Corridor Performance

Merchant's Quay Corridor
AM Peak Bus Frequency

1 min

Manor Street Corridor
AM Peak Bus Frequency

3 min

Bus Network & Vehicles

84 km
of cross city routes

9 km
of orbital routes

7 km
of radial routes

63 km
of bus lanes & bus priority measures

75
New buses required

1
Strategic Park & Ride site

Connecting City & Suburb



Connecting

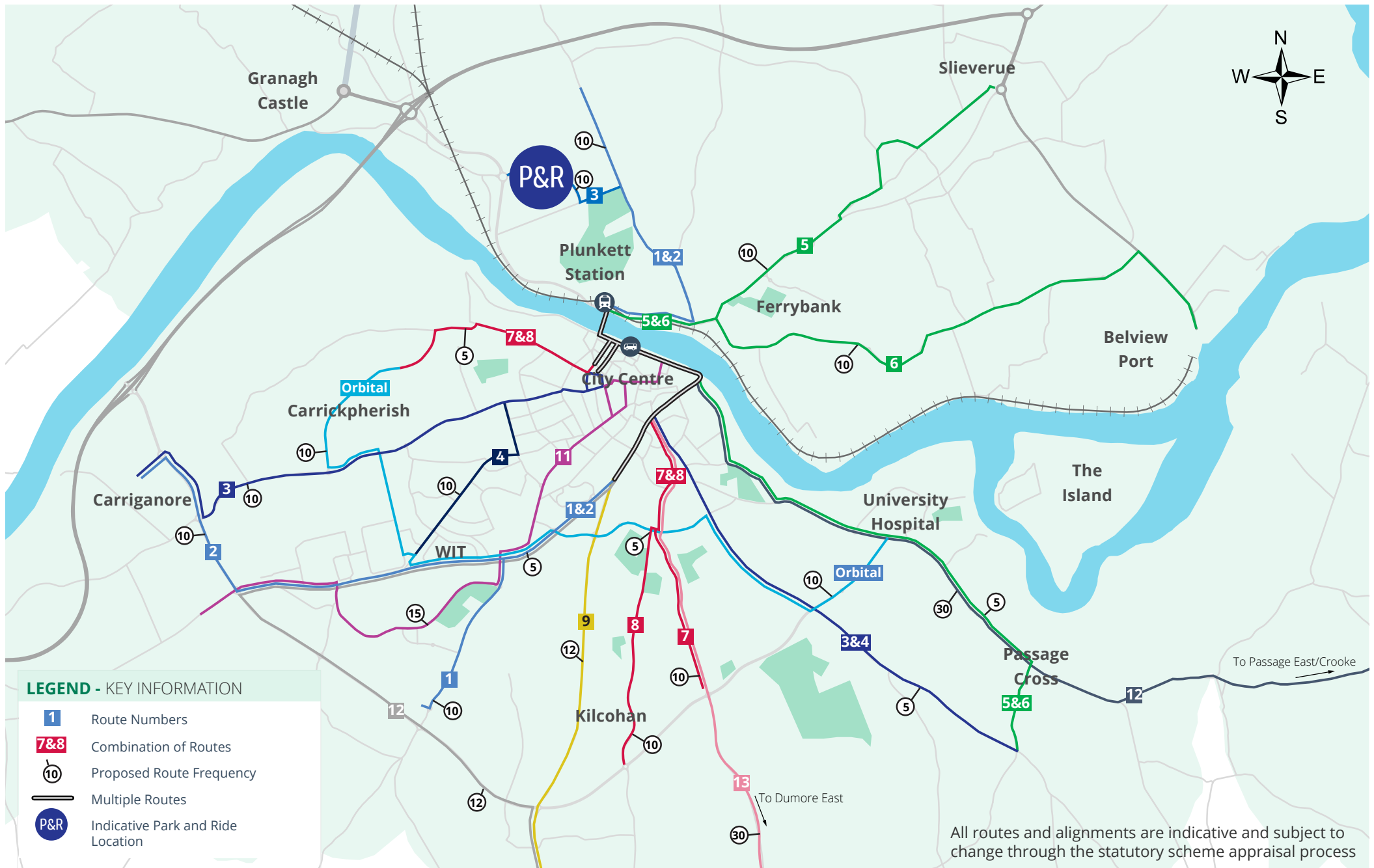
Connecting with Plunkett Station, Waterford Bus Station, WIT, University Hospital Waterford, proposed Park and Ride Network and providing interchange between radial and orbital bus services

Over
1,500

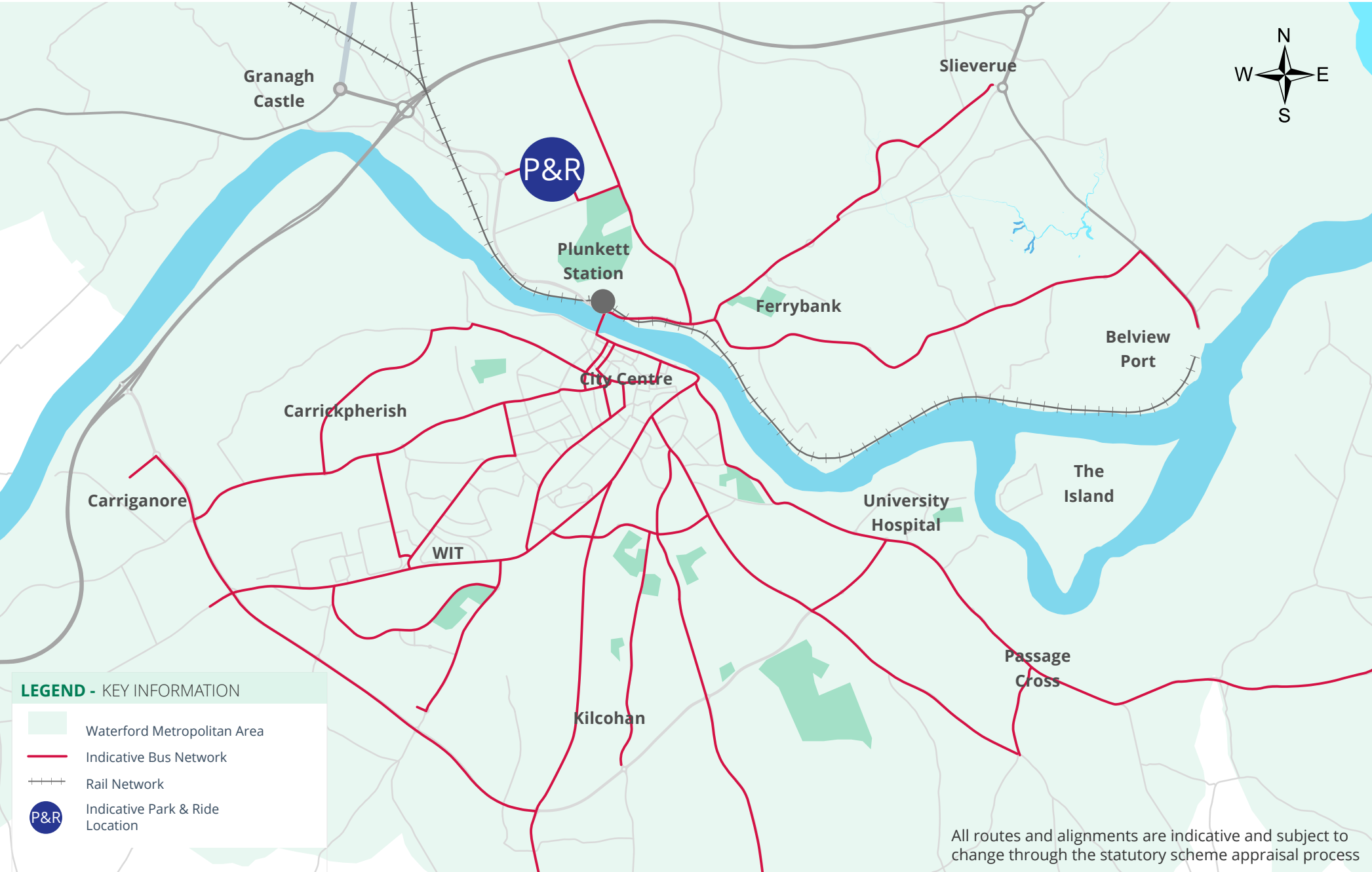
passengers interchanging between Cross City, Radial and Orbital bus services in AM peak hour



Proposed 2040 Bus Network



Proposed 2040 Bus Priority Measures





09 Rail

The Dublin to Waterford and Limerick Junction to Waterford rail lines are subject to an examination to move to higher speeds and/or electrification leading to improved connectivity at a regional and national level.

Regional Spatial and Economic Strategy for the Southern Region



WMATS proposes to maximise opportunities offered by the existing rail network to enhance regional connectivity. Maximising the potential of the rail station will support better integration of land use planning and public transport.

The WMA's existing rail network provides access to Waterford City Centre at Plunkett Station from Dublin, Carlow, Kilkenny, Clonmel and Limerick Junction. Limerick Junction is an important regional asset interconnecting the Dublin, Cork, Limerick, Galway and Waterford rail corridors.

The Department of Transport and the Northern Irish Department for Infrastructure are jointly undertaking the All-Island Strategic Rail Review. As part of this review, it is understood that the potential use of the Waterford to Rosslare rail line, which was closed in 2010, will be assessed. The recommendations of the Review should be deemed to form part of this Strategy, and pending completion of the Review the Strategy proposes to reserve the rail line to provide for future rail use.

MEASURE RAIL1

All Island Strategic Rail Review (Dual Track)

On completion of the All Island Strategic Rail Review, the Strategy will support its conclusions and proposals regarding the potential twin-tracking and electrification of the Dublin-Waterford rail line.

Plunkett Station

Plunkett Station is the terminal for rail services in Waterford City, located just north of the River Suir approximately 15-mins' walk from the City Centre. This station is served by Intercity rail and some city bus services, offering opportunities for interchange.

The station building is proposed to be relocated to the North Quays Innovation District to create a more direct access to Waterford City, through the creation of a Sustainable Transport Bridge from The Mall to Ferrybank.

MEASURE RAIL2

Station Relocation

The Strategy supports the relocation of Plunkett Station to a new site in the North Quays SDZ.

MEASURE RAIL3

All Island Strategic Rail Review (Rosslare Europort to Waterford)

On completion of the All Island Strategic Rail Review, the Strategy will support its conclusions and any proposals regarding the potential reinstatement of the Rosslare Europort to Waterford rail line.



10 Roads

Street networks should be designed to maximise connectivity between destinations to promote higher levels of permeability and legibility for all users, in particular more sustainable forms of transport.

Design Manual for Urban Roads and Streets, 2019

The WMA has an existing well-developed network of National, Regional and Local roads and streets. The road network includes the carriageway and other highway infrastructure including bridges, footpaths, cycleways, signposting, markings and traffic signals.

The priority for road investment in this Strategy will be to maintain, renew, manage and operate the existing road infrastructure in a more efficient manner, as set out in the NIFTI Intervention Hierarchy. Other priorities include the need to provide multi-modal travel particularly on new roads within urban areas, increasing the liveability and place-making functions of the urban street network, and to manage the network to discourage through traffic in built up areas.

In line with the NPF's objective to achieve Compact Growth, the Strategy seeks to deliver on strategic development priorities for the distribution of a more compact settlement pattern, based on the effective integration of land use planning and transport planning.

This will provide a long-term sustainable economic, environmental and social case for reliable public transport, high-quality walking and cycling routes, and an inclusive, permeable, people-centred public realm. Implementation of these projects in all cases will be subject to separate appraisal and environmental assessment.

MEASURE ROAD1

Principles of Road Development

There will be no significant increase in capacity for private car trips on radial roads within the Metropolitan Area, except where re-alignments or junction changes are necessary for safety reasons;

- Provision will be made for steady state investment in the WMA road network;
- That a proposed road scheme will only proceed where it has been satisfactorily demonstrated that: alternative solutions, such as public transport provision, traffic management and/or demand management measures, cannot effectively address the circumstances prompting the proposed road scheme or that these alternative solutions are not applicable or appropriate in the particular circumstances. That road schemes, other than a motorway or protected road, will be designed to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision, including as applicable, the delivery of walking and cycling facilities off-line where this is considered to be a more attractive solution for these modes;
- That where a road scheme comprises an urban bypass, measures must be proposed and implemented to reallocate road space within the bypassed area to sustainable transport and/or public realm improvements;
- That the travel demand or the development needs giving rise to the road proposal are in accordance with regional and national policies related to transport, land use and development planning; and
- That the development of the road scheme does not diminish in any significant way the expected beneficial outcomes of the Strategy.



MEASURE ROAD2**National Roads Requirements**

- The primary function of national roads is to cater for strategic traffic and this function must be protected;
- Strategic traffic, in the context of national roads, primarily comprises inter-urban and interregional traffic. This includes vehicles involved in the transportation of goods and products, especially those travelling to and from the main ports and airports, both freight and passenger related. It also includes cars, buses and other public service vehicles which contribute to national and regional economic development;
- Within the WMA, the asset value, reliability and functionality of the national road network will be protected and maintained;
- Secondary local functions should not be encouraged, or planned for, on national roads in the WMA;
- National roads are not to be developed or planned, to support the continued urban expansion through the zoning of residential land uses adjacent to or within national road corridors;
- Secondary local function traffic on national roads can be accommodated insofar as it does not impact on the primary function, which is to cater for strategic traffic; If secondary functions impact on the primary function of national roads, then demand management measures should be considered to mitigate this impact.

MEASURE ROAD3**National Roads Projects**

- It is the intention of the NTA and TII to deliver the national road schemes listed in the Transport Strategy, subject to their appraisal against national and regional policies and objectives.

MEASURE ROAD4**Regional and Local Roads Policy**

- Implement necessary upgrades to the regional and local road network in line with the Principles of Road Development set out above;
- Where part of a sustainable mobility plan, to develop orbital roads around town centres, accompanied by and facilitating enhanced public transport, cycling and pedestrian facilities in the relevant centre;
- Develop appropriate road links to service development areas, including the provision of public transport (where required) and active travel facilities;
- Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary; and
- Implement various junction improvements, realignments and local reconfigurations on the regional and local road network to address safety deficiencies and/or support integrated transport proposals catering for all road users.

MEASURE ROAD5**Urban Roads and Streets**

The implementation of the Transport Strategy will support and facilitate a place-based approach to urban roads and streets.

MEASURE ROAD6**Additional River Crossing**

In the later stages of the Strategy period, following the completion of the substantive public transport elements of the Strategy, the NTA will support the preparation of a study to examine the need for an additional river crossing downstream of Rice Bridge.

Roads

Regional & Distributor

Roads to provide a Multi-modal function



Waterford
City Traffic Management Plan



HGV
Additional HGV Restrictions in Waterford City

Schemes for the lifetime of the Strategy

N24
Cahir to Waterford

N25
Glenmore to Waterford

Ferrybank
Relief Road

Assessment of need for downstream crossing

Public Realm Upgrades
for Waterford City

ITS & UTC
Intelligent Transport Systems & Improvements to Urban Traffic Control



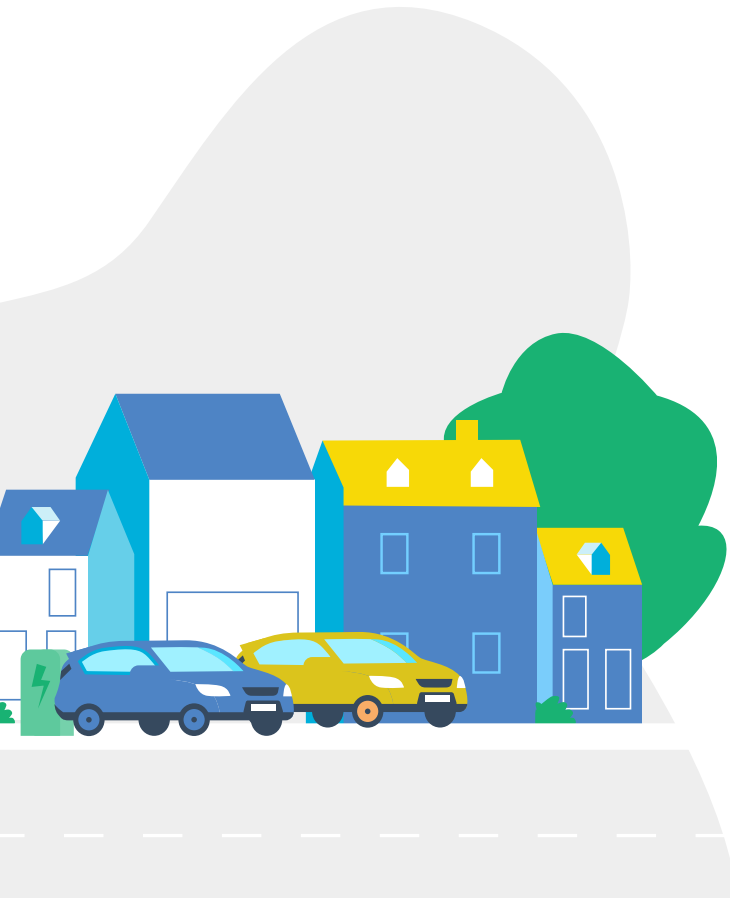
Proposed Road Network 2040



11 Parking

There should generally be no car parking requirement for new development in or near the centres of the five cities and a significantly reduced requirements in the inner suburbs.

National Planning Framework 2040



The availability and price of car parking within the WMA makes the private car attractive to use compared to sustainable transport alternatives - walking, cycling and public transport. Management of parking can and should be used as an effective demand management tool to discourage private car journeys, particularly for shorter trips across the WMA. For longer journeys, the emphasis will be on discouraging through trips in urban areas. The provision of Park & Ride and Park & Stride facilities, along with modern coherent interchange between walking, cycling and public transport, aims to make sustainable transport options more appealing compared to the private car.

Park & Ride entails the provision of high-capacity car parking facilities at designated public transport nodes on the approach roads to urban areas. Park and Stride are car-parking facilities that are located on the periphery of urban areas, within convenient walking distance of town and City Centres. Park & Ride and Park & Stride are a key component of WMATS and are a means of increasing the catchment of the transport network to those that might not otherwise have access via walking, cycling or public transport. They also allow for a reduction in town and city centre car parking, and a redistribution of road space to sustainable modes and an enhanced public realm.

An independent Park & Ride study was undertaken by the NTA's Park & Ride Development Office. It was identified that there would be sufficient demand for the provision of a Park & Ride site (approximately 110 car parking spaces) on the Newrath Road. A potential Park & Ride location was also identified on the Tramore Road as part of the demand study undertaken by the P&R Development Office. However, due to the existing parking availability near Tramore Bus Station (approximately 100 car parking spaces) the study concluded that these spaces should be utilised initially.

Therefore, instead of proposing a new Park & Ride location on the Tramore Road, it is proposed to improve the Journey Time from Tramore to Waterford by bus and reduce the price of travel, to make public transport a more attractive option.

Additional Park & Ride locations will be considered and reviewed throughout the life cycle of this Strategy. These sites will be dependent on future growth locations within the WMA.

Mobility hubs will be encouraged in regeneration areas or central areas where high-density housing is planned, such as the North Quays SDZ, to contribute to sustainable transport mode share targets and reduce the reliance on the private car particularly for short trips.

MEASURE PARK1

Strategic Park & Ride

It is the intention of the NTA to deliver a strategic Park & Ride facility in the vicinity of the N25-N9 junction at Newrath Road, and to keep under review the potential for additional Strategic Park & Ride sites on key radial corridors serving the WMA.

MEASURE PARK2

Park & Stride

It is the intention of the NTA, in conjunction with the local authorities, to identify potential sites for Park & Stride on the outskirts of Waterford city and in other settlements in the WMA.

MEASURE PARK3

Mobility Hubs

It is the intention of the NTA, in conjunction with the local authorities, to identify potential sites for Mobility Hubs in regeneration areas or areas where high-density housing is planned.



12 Freight, Delivery and Servicing

Decarbonising transport will also focus on alternative and low emission fuels for vehicles for freight, a modal shift of freight to rail transport and the increased electrification of freight transport.

Regional Spatial & Economic Strategy for the Southern Region

To meet the NPF growth projections, construction of new homes, offices and schools will result in the increased movement of freight. There will also be a greater level of delivery and servicing activity and waste management. While presenting challenges in terms of safety, congestion, air and noise pollution, the clustering of activities - allied to an improvement in the strategic transport infrastructure - offers the possibility of innovative approaches to mitigate the impact of freight activity.

Key Measures for the management of freight, deliveries and servicing include:

MEASURE FREIGHT1

HGV Management

Consideration will be given to identifying specific HGV routes and / or time restrictions for deliveries, to improve the efficiency of while minimising the impact of HGV movements.

MEASURE FREIGHT2

Delivery and Servicing Strategy

It is the intention of the NTA, in collaboration with local authorities, to prepare a Delivery and Servicing Strategy to address, inter alia, the projected growth in home deliveries, waste management and collection, the use of smaller vehicles and e-mobility for 'last mile' deliveries, and out of hours operation.

MEASURE FREIGHT3

Rail Freight

The NTA will support Irish Rail in the implementation of the outcomes of the Rail Freight 2040 Strategy.

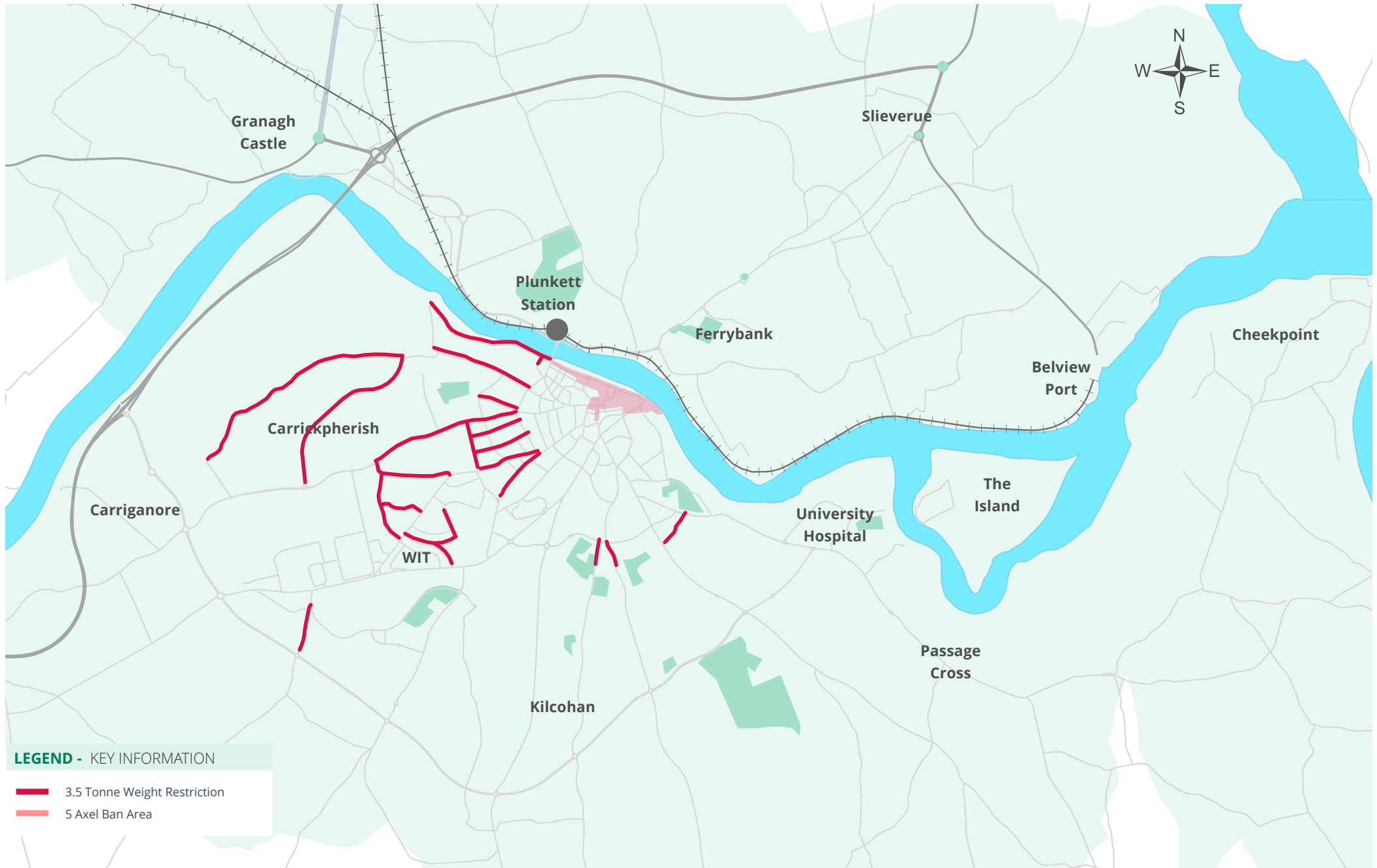
MEASURE FREIGHT4

Strategy for Sustainable Freight Distribution

It is the intention of the NTA, in collaboration with relevant stakeholders, to prepare a Strategy for Sustainable Freight Distribution to, inter alia, support the decarbonisation of the freight sector, to seek to further integrate smart technologies in logistics management and to reinforce the important role that the strategic road and rail network play in the efficient movement of freight. This Strategy will also consider the potential of Construction and Logistics Centres.



Existing Freight Restrictions



13 Supporting Measures and Integration

The approach required will be principally based on the application of a more integrated model of street design, where real and perceived barriers to movement are removed to promote more equitable interaction between users in a safe and traffic calmed environment.

Design Manual for Urban Roads and Streets, 2019

Supporting measures play an important role in complementing transport infrastructure and services to achieve the optimal outcomes of WMATS.

The full benefits of the significant investment that will be delivered under WMATS cannot be achieved solely through the provision of infrastructure and must be combined with the implementation of measures that support the best use of that infrastructure.

WMATS' supporting measures will be essential to the creation of physical, social and cultural environments where walking, cycling and public transport are attractive, practical and logical alternatives to the private car.

These initiatives will improve end-to-end trip facilities and integration between all modes and improve public awareness and perception around sustainable travel options. WMATS proposes a broad range of 'hard' and 'soft' measures to achieve this, including:

SM1

Local Transport Plans

The NTA will promote and assist Local Authorities to develop Local Transport Plans based on the ABTA methodology, as part of the statutory plan-making process.

SM2

Active Travel Officers

The NTA will support the implementation of dedicated Active Travel Officers in local authorities to foster a culture of active travel and provide input into the development of walking and cycling schemes.

SM3

Urban Design in Transport Schemes

The NTA will incorporate a high standard of urban design and placemaking into the planning and design of all major public transport infrastructure schemes and active travel schemes and will consider how greater biodiversity could be fostered.

SM4

Universal Design/Age-Friendly Public Realm

During the period of the Transport Strategy, the NTA will ensure that public transport infrastructure and facilities are made accessible for all users, and that the principles of Universal Design and Age-Friendly design are adhered to in all public transport projects and active travel schemes.

SM5

Smarter Travel Programme

The NTA will continue to expand the Smarter Travel Workplaces and Campuses Programme in order to directly influence travel behaviour and to maximise the use of public transport, walking and cycling infrastructure and services to be developed under the Transport Strategy.

SM6

Travel Plans

The NTA will support the development of Travel Plans for large-scale employment locations, residential developments and educational institutions.

SM7

Safe Routes to School

The Safe Routes to School programme will be rolled out and expanded over the period of the Transport Strategy in a collaborative manner by An Taisce, NTA, the local authorities, supported by the Departments of Transport and Education.



SM8**Green Schools**

The NTA will continue to support An Taisce in the operation and expansion of the Green-Schools Travel Module as a key measure in reducing car use to school and in the fostering of a sustainable transport culture from a young age.

SM9**School Planning and Design**

Development Plans, SDZ Planning Schemes and Local Area Plans should ensure that access by walking, cycling and public transport is a key determinant in the location of new schools. Planning for new schools and the expansion of existing schools should ensure that the detailed design is undertaken in a manner which maximises the priority for pedestrians and cyclists.

SM10**Cycle Training**

The NTA will support the development by local authorities of cycle training programmes in places of education and employment.

SM11**School Travel Strategy**

The NTA will support the preparation of a School Travel Strategy for the WMA to address, inter alia, School Travel Plans, Walkability Audits, School Bike Buses and cycle parking.

SM12**Public Information and Marketing**

Campaigns in delivering sustainable transport improvements, the NTA will develop and implement smart, creative, cost-efficient marketing campaigns targeted at increasing and maintaining sustainable transport demand.

SM13**Mobility as a Service**

It is the intention of the NTA to investigate the potential for MaaS to play a role in the WMA transport system and the use of the Next Generation Ticketing roll-out as a basis for its implementation, as appropriate.

SM14**Intelligent Transport Systems**

The NTA will support the application of Intelligent Transport Systems (ITS) to the transport network in order to improve the efficiency of its operation.

SM15**Car Clubs**

The NTA will support the local authorities, workplaces and other relevant agencies and companies in the implementation of car sharing initiatives, in particular as part of new housing developments.

SM16**Dynamic Parking/Loading Bays**

The NTA, in collaboration with the local authorities, will examine the potential for multi-use kerbside and off-street facilities to serve a range of needs including loading, taxi ranks and car parking.

SM17**EV Charge Points**

The NTA, in collaboration with the local authorities, will undertake a study regarding public EV charge points to address the growth in EV usage.

SM18**Monitor Evolution of Autonomous Vehicles**

The NTA will work with the Department of Transport and local authorities to take into account new emerging technology such as connected and autonomous vehicles

and the benefits they may bring, in planning and designing the transport network in the WMA.

SM19**Smart Ticketing**

It is the Intention of the NTA to deliver Next Generation Ticketing in the short term, facilitating seamless multimodal travel and reducing dwell times at bus stops.

SM20**Fares Review**

It is the Intention of the NTA to review the fare structure for transport in the WMA in the short-term and to consider revisions to support the increased use of public transport. This will be monitored throughout the period of the strategy and further changes implemented where appropriate.

SM21**Small Public Service Vehicles**

- The NTA, with the cooperation of the local authorities and the taxi industry, will support the operation of an efficient and effective taxi service for the WMA through the following actions:
- The provision of appropriate additional taxi rank space, taking into account the needs of all transport users;
- Continuing to review the national maximum fare for taxi use approximately every two years;
- Investigating the need for driver welfare facilities to be provided at public transport interchanges and in town centres;
- Incentivising the use of low and zero emissions vehicles, and;
- Ensuring that the fleet transitions to be a 100% accessible fleet during the period of the Transport Strategy.

14 Climate Action Management

Effective Transport Demand Management measures will be needed to respond to the increasing mobility needs of the growing population and economies of the five cities, while continuing to manage congestion, reduce greenhouse gas emissions, improve air quality and the urban environment.

Taking decisive and rapid action to address these issues will be a major challenge, but the benefits for our cities' residents and visitors are huge - cleaner air, a sustainable use of the world's scarce resources, more connected and healthier communities and liveable vibrant cities.

Five Cities Demand Management Study, Recommendations Report, Government of Ireland, 2021

WMATS aims to provide an effective and sustainable transport system across the region and to accommodate future travel growth in a managed and balanced way. Increased public transport provision, coupled with enhanced cycling and walking facilities in the urban areas, will enable a transition to more sustainable travel modes for many people in addition to providing the means to cater for much of the increased travel demand.

There is now, however, a legislative requirement that public bodies must take account of the Climate Action Plan and Low Carbon Development (Amendment) Act 2021 in the performance of their functions. Specifically, in relation to greenhouse gas emissions, the Act requires a total reduction of 51% in such emissions over the period to 2030, relative to a baseline of 2018. While that overall target has not yet been disaggregated into sectoral targets, for the purposes of the Strategy a 51% reduction in transport emissions has been assumed.

The overall target required to be achieved in 2030 is an overall emissions reduction of 51% across the WMA. Emissions for the WMA in 2018 were 0.09 MtCO₂eq, which requires a reduction to 0.05 MtCO₂eq by 2030. An assessment has been undertaken of the forecast emissions level in 2030, taking account of the additional transport infrastructure and transport services set out in the Transport Strategy proposals, in addition to the vehicle electrification and increased use of bio-fuels proposals. This assessment forecasts that with all these elements in place, emissions are likely to reduce to 0.07 MtCO₂eq, i.e. 0.02 MtCO₂eq short of the target. To deliver the additional reduction to reach the target of 0.05 MtCO₂eq by 2030, further measures to decrease the usage of petrol/diesel powered vehicles are required.

To address the shortfall to achieving the overall target, a set of core demand management measures (the "Core Measures") were identified for assessment in combination with three alternative overall demand management approaches, being:

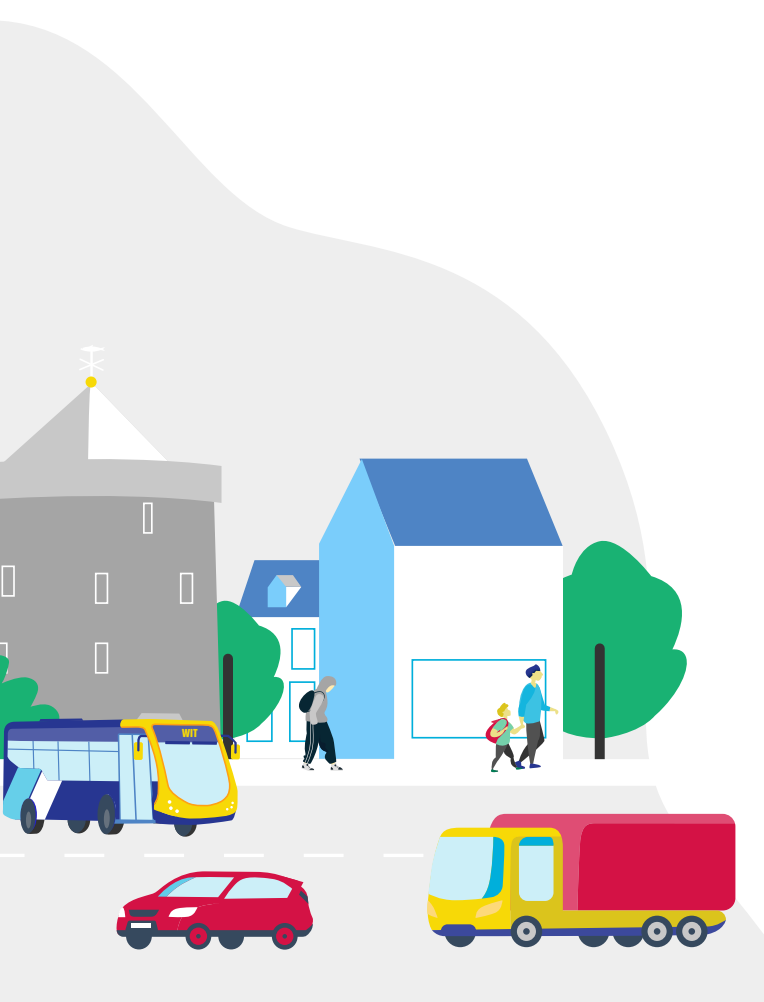
- Approach 1 – Increased fuel prices;
- Approach 2 – Additional electrification (including hydrogen vehicles) and freight changes; and
- Approach 3 – Congestion charging / low emission zones plus road pricing / tolling.

Following the adoption of the final WMATS, it is intended that an additional demand management study will be undertaken, in conjunction with a further examination of goods vehicles operation, to develop finalised proposals to achieve the intended level of emissions reductions. It is acknowledged that there are various permutations available to achieve the required target, and further detailed assessment will be required to establish and calibrate the optimal framework. That assessment work to develop the optimal framework will be undertaken at an early point in the lifetime of the Strategy and will take account of policies set out in updates to the Climate Action Plan 2021 and derived from the carbon budgets to be established under the Climate Action Plan and Low Carbon Development (Amendment) Act 2021.

15 Monitoring and Implementation

The success of the National Planning Framework depends on its policy reflection and programme delivery at National, Regional and Local Level.

National Planning Framework 2040



WMATS is intended to be scalable, flexible and future proofed enough to meet changes in population and employment growth. It is a live document, likely to be subject to periodic review every 6 years.

To achieve the optimum results from WMATS, Waterford City & County Council and Kilkenny County Council will work in collaboration with the National Transport Authority, Transport Infrastructure Ireland, the Southern Regional Assembly and other key stakeholders to:

- Deliver on the necessary land-use consolidation to achieve compact growth and critical mass;
- Secure capital investment under the NDP and other forms of investment;
- Implement WMATS' transport network, supporting measures and demand management measures; and
- Monitor and review progress

There are several mechanisms that will be used to deliver the WMATS, including:

- EIA and AA Transport Project Applications to An Bord Pleanála;
- Railway Order and Motorway Order;
- Part 8 Developments;
- Development under Section 38 of the Road Traffic Act 1994 (as amended); and
- Bus Operational Changes.

The requirement for public consultation related to the above processes is set out in legislation. In cases where consultation is not a statutory requirement, such as in changes to bus routeings, the NTA will seek engagement with local communities as part of the decision-making process.

A phased implementation plan has been devised to incrementally realise the transport infrastructure, services and investment over time to align with the projected growth of the WMA. The Strategy's timeline is cognisant of the NDP and aligned with that of the RSES.

The plan has disaggregated the strategy implementation in to three timeframes:

- Short-Term (Up to 2028);
- Medium-Term (Up to 2034); and
- Long-Term (Up to 2040).



16 Strategy Outcomes

This Strategy will deliver an accessible, integrated transport network that enables the sustainable growth of the Waterford Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040.

Project Ireland - 2040 National Planning Framework

The successful implementation of the Strategy's proposals will result in overwhelmingly positive outcomes for the Waterford Metropolitan Area, providing long-term economic, social and environmental benefits to the region. WMATS addresses the existing transport challenges outlined in the introductory chapters. It will enable the WMA to grow in a sustainable manner in line with growth targets set by the NPF and RSES, supported by the delivery of an integrated, reliable and efficient transport network.

It should be noted that the modal share outcomes presented in the Draft Strategy for walking, cycling and public transport use are the result of a strategic modelling process and not envisaged as ceilings or targets. Further revisions upwards to the sustainable mode shares are expected through the review process as infrastructure is improved and demand management measures are adopted by both Local Authorities.

To achieve the optimum results from WMATS, Waterford City & County Council and Kilkenny County Council will now work in collaboration with the National Transport Authority, Transport Infrastructure Ireland, the Southern Regional Assembly and other key stakeholders to deliver on the necessary land-use consolidation to achieve compact growth and critical mass; secure capital investment under the NDP and other forms of investment; implement WMATS' transport network, supporting measures and demand management measures; and monitor and review progress.



Timeframe		Short term <i>(up to 2028)</i>	Medium term <i>(up to 2034)</i>	long term <i>(up to 2040)</i>
Walking	Upgrades and Improvements to Pedestrian Infrastructure			
	Delivery of Sustainable Transport Bridge			
Cycling	Primary Network			
	Secondary Network			
	Feeder Network			
	Inter-Urban Network			
	Bike Share Scheme Expansion & Electrification			
	Greenway Network			
Bus	BusConnects Implementation			
	Wider Bus Network Improvements			
Rail	Rail Interventions subject to All Island Strategic Rail Review			
Parking	Delivery of Newrath Road Park and Ride Facility			
	Implementation of Parking Management Measures			
	Review and Delivery of potential additional Park & Ride Sites			
Roads	Development of a City Centre Traffic Management Strategy			
	Junction Improvements			
	Examination of the feasibility of a Downstream River Crossing			
	Progress and Delivery of WMA National and Regional Road Schemes			
Freight	Preparation of a Regional Freight Strategy			
	Preparation / Update of a Local Freight Strategy			
Other Supporting Measures	Demand Management Measures			
	Integration Measures			
	Intelligent Transport Systems (ITS)			
	Travel Planning - Smarter Travel and Work Based			

Strategy Outcomes

Future Growth

59 k
Population
2016



93 k
Population
2040



Daily Demand For Travel

192 k
2016

264 k
2040

Environmental

Reduction between 2016 and 2040

83%
in car CO₂ emissions

14%
in particulate matter

95%
in NOx pollution from cars

Safety

Over the 30-year appraisal period

Reduction in
294
Fatal, Serious or Slight Casualties

Accessibility

% of Waterford Metropolitan Area population within 30-minute Public Transport Journey

For City Centre
90%

For IDA Business Park
92%

For University Hospital
89%

Social Inclusion

Up to
4.2%
increase in PT mode share for disadvantaged and very disadvantaged areas



17 Environmental Protection and Management

Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) have both been undertaken alongside the preparation of the Strategy. All recommendations arising from the SEA and AA processes have been integrated into the Strategy. Many of these recommendations have been set out in the SEA Environmental Report; however, some of the more strategic recommendations are detailed below. Compliance with these measures will facilitate environmental protection and management.

In implementing this Strategy, the Authority will cumulatively contribute towards – in combination with other users and bodies – the achievement of the objectives of the regulatory framework for environmental protection and management and will ensure that plans, programmes and projects comply with EU Directives, including the Habitats Directive (92/43/EEC), the Birds Directive (2009/147/EC), the Environmental Impact Assessment Directive (2011/92/EU, as amended by 2014/52/EC) and the Strategic Environmental Assessment Directive (2001/42/EC), and relevant transposing Regulations.

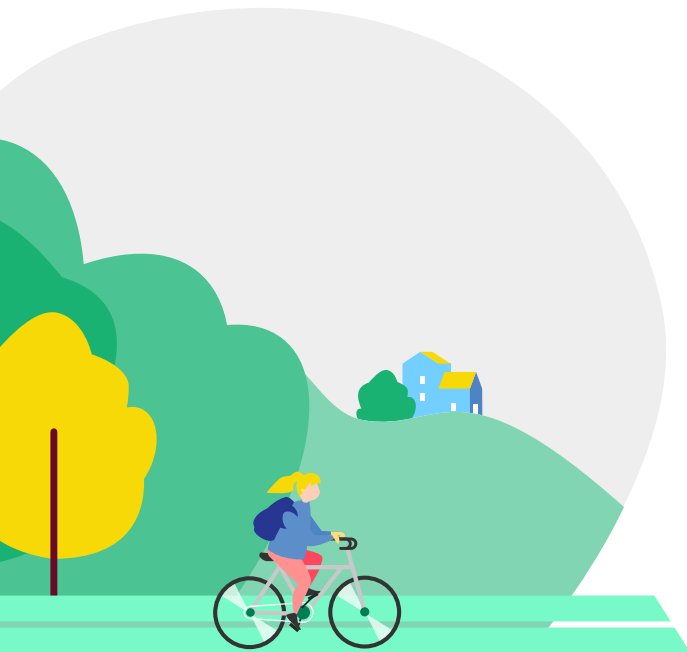
The following Corridor and Route Selection Process will be undertaken for relevant new infrastructure:

- Stage 1: Route Corridor Identification, Evaluation and Selection
- Stage 2: Route Identification, Evaluation and Selection

All projects and plans arising from this Strategy will be screened for the need to undertake Appropriate Assessment (AA) under Article 6 of the Habitats Directive. A plan or project will only be authorised after the competent authority has ascertained, based

on scientific evidence, Screening for Appropriate Assessment, and subsequent Appropriate Assessment where necessary, that:

- The Plan or project will not give rise to adverse direct, indirect or secondary effects on the integrity of any European site (either individually or in combination with other plans or projects); or
- The Plan or project will have significant adverse effects on the integrity of any European site (that does not host a priority natural habitat type/and or a priority species) but there are no alternative solutions, and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000; or
- The Plan or project will have a significant adverse effect on the integrity of any European site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons for overriding public interest, restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000.



No projects giving rise to adverse effects on the integrity of European sites (cumulatively, directly or indirectly) arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Strategy (either individually or in combination with other plans or projects)¹.

As identified in the SEA Environmental Report that accompanies this Strategy, the Strategy facilitates sustainable mobility and associated positive effects, including those relating to:

- Reductions in greenhouse gas emissions and associated achievement of legally binding targets;
- Reductions in emissions to air and associated achievement of air quality objectives, thereby contributing towards improvement or air quality and protection of human health;
- Reductions in consumption of non-renewable energy sources and achievement of legally binding renewable energy targets; and
- Energy security.

In implementing the Strategy, the Authority will support relevant provisions contained in the following documents (and any superseding revisions of same): National Energy and Climate Plan (2021); the Waterford Climate Change Adaptation Strategy (2019); the Climate Action Plan (2021); the National Climate Change Adaptation Framework (2018); and the Department of Transport's Climate Change Sectoral Adaptation Plan for Transport Infrastructure (2019), which builds on the 2017 "Adaptation Planning – Developing Resilience to Climate Change in the Irish Transport Sector".

Cognisant of the imperative to reduce emissions, the Authority will seek to ensure primacy for transport options that provide for unit reductions in carbon emissions. This can most effectively be done by promoting public transport, walking and cycling, and by actively seeking to reduce car use in circumstances where alternative options are available.

During the preparation and/or review of policies and plans relating to climate change, carbon emissions and energy usage, the Authority will seek to integrate Strategy objectives, as appropriate.

¹Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available; b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.

