

Draft Waterford
CYCLE
Network



1. Introduction

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle plans for counties outside the Greater Dublin Area (GDA), including Waterford City & County Council. CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland and to develop on from the cycle network proposed for the counties in the GDA.

This will include existing cycle networks such as urban cycle routes, greenways, and interurban routes. This will be supplemented by proposed cycle routes/links outlined in latest development and transport plans, and other networks required to maximise the connection of the network to communities. It should be noted that this network does not specify any infrastructure types on any route and is focused on highlighting the key links required to form a comprehensive cycle network connecting all major communities and destinations.

This note will briefly summarise the proposed cycle network for Waterford. For details of methodology, national policy and the overall aspirations for the CycleConnects networks, please refer to the main report of which this technical note is an appendix of.

2. Waterford Population and Settlements

County Waterford is located on the southeast coast in the province of Leinster and is bordered by Cork, Limerick, Tipperary, Kilkenny and Wexford.

According to the CSO 2016, the county has a population of 53,504 inhabitants. Table 2.1 below shows the population of towns within Waterford. Waterford City, Tramore and Dungarvan are the only settlements with over 5,000 people, with all other towns having a population of less than 5000.

Table 2.1 Population of Settlements in Waterford

Town/City	Population
Waterford City	53,504
Tramore	10,381
Dungarvan	9,227
Dunmore East	1,808
Portlaw	1,742
Lismore	1,374
Ballinroad	1,161

3. Existing Waterford Plans and Policies

Draft Waterford City and County Development Plan 2022-2028

The draft Waterford City and County Development Plan (WCCDP) was prepared and published in June 2021 and closed for public consultations in August 2022. The plan spans the years from 2022 to 2028 and was developed to tell the story of where and how we want Waterford to grow. It draws on Waterford's historical roots and uses their skills and expertise to continue sustainable social, environmental, and economic growth well into the future, with a focus on creating vibrant and resilient communities.

The Development Plan will be used to inform subsequent Local Area Plans (LAPs), following adoption of this Development Plan. It is intended to prepare new LAPs for areas in Waterford City, Dungarvan, Tramore, Dunmore East, Portlaoise, Lismore, and Gaeltacht na nDéise during the lifetime of this Development Plan.

The Strategic vision of the plan is as follows;

“By 2028, Waterford City and County will have continued to grow and will be evolving to become an even more attractive, prosperous, resilient and sustainable place, anchored by Waterford City as the Regional Capital, a University and Learning City, and an economic driver for the region. It will be an excellent place to live, visit and do business.”

This vision has a number of key ambitions for nature and all places to realise their full potential and these include to:

- Ensures the sustainable use of natural resources;
- Enables us to live within the area's environmental capacity;
- Enables and enhances our resilience to climate change; and,
- Creates a more open, diverse and inclusive society.

Although the Council will lead the way, many other stakeholders and organisations will be involved in delivering the Vision for Waterford's City and County. To make the Vision a reality, and to contribute towards the National Planning Framework, Project Ireland 2040 (NPF) and Southern Regional Assembly's Regional Spatial and Economic Strategy (SRSES) aims of increasing sustainable economic growth and compact urban development, Waterford City & County Council have developed a series of aims. These are to;

- Provide a strong framework for investment decisions which will help to grow and diversify the regional economy in a sustainable manner, and promote and facilitate an improvement in the quality of life in all parts of the City and County;
- Promote the need to use resources more efficiently and effectively whilst protecting, and where appropriate, enhancing our assets; and,
- Take on the urgent challenges of climate change.

To support these aims, this Plan will need to:

- Make sure the area has enough homes and job opportunities to support the level of services and facilities needed to maintain and improve quality of life;
- Ensure an adequate supply of zoned and serviced land at appropriate locations;
- Protect and, where appropriate, enhance Waterford's valued assets and resources, including biodiversity, the historic and natural environment, and its cultural heritage;

- Help create and support sustainable mixed communities, and the provision of associated infrastructure, which will meet the highest standards of placemaking, urban and rural design, and cater for the needs of the whole population;
- Encourage opportunities for greater digital connectivity across the City and County; and
- Extend, where appropriate and feasible, and make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are available and attractive choices.

Throughout the Plan, there are a number policies that make note of the facilitation and provision of cycle infrastructure and greenways, which have been listed under the following headings:

Transport

Within the Waterford WCCDP, Chapter 5 outlines the strategy and strategic objectives for transport and mobility. The objective of the Transport Strategy is to provide a long-term strategic planning framework for the integrated development of transport infrastructure and services in the Waterford Metropolitan Area (WMA).

The Plan acknowledges Waterford's high dependency on the private car and aims to promote a modal change and fulfil the concept of the "10-minute" neighbourhood. The Council is committed to increase cycling mode to 10% in line with The National Cycle Policy Framework and to increase public transport share to 20%.

The transport policies relating to cycling and cycle infrastructure outlined in the Plan are as follows.

- **Trans 01** We will actively support the integration of land use planning and transport in the following way.
 - Ensure that land use zonings are aligned with the provision and development of high quality/capacity public transport systems in a manner that reduces reliance on car-based travel, promotes more sustainable transport choice and coordinates particular land uses with their accessibility requirements.
 - Larger scale, trip intensive developments, such as offices, retail and education, will be focused into central and other locations highly accessible by sustainable transport modes.
 - Develop a 10-minute neighbourhood framework for all new and existing urban areas across Waterford and map and identify infrastructural requirements to facilitate its implementation.
 - Support the development of a low carbon transport system by continuing to promote modal shift (as per targets set out in Table 5.0) from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport.
 - Designing permeability for walking and cycling in new development areas and retrospectively implementing walking and cycling facilities into existing neighbourhoods where feasible and practicable.
- **Trans 05** We will develop Waterford City as a concentric city in accordance with the integrated land use and transportation framework set out in the Waterford Planning, Land Use and Transportation Strategy (PLUTS) and we will undertake a review of PLUTS which is based on balanced and compact growth north and south of the River Suir and is supported by integrated land use and transport planning including the development of:

- A Metropolitan Area bus network;
 - A Metropolitan Area cycle network;
 - Development of a more Walkable City; and
 - Other supporting measures including Transport Demand Management and Transport Integration
- **Trans 07 Supporting Active Travel:** We will promote walking and cycling as efficient, healthy and environmentally friendly modes of transport by delivering a comprehensive network of safe walking and cycling routes, and investigate the potential for quiet routes which will be a high quality, fully connected and inclusive, across the Waterford City and County with associated placemaking, green infrastructure corridors and public realm improvements in accordance with best accessibility practice and promotion of the initiatives contained within Smarter Travel, A Sustainable Transport Future 2009 – 2020 or any update thereof. All proposals shall ensure no adverse impacts on ecological integrity including the Natura 2000 Network
 - **Trans 08 Priority Routes:** In order to develop a network of safe walking and cycling routes, we will put in place priority footways and cycleways on rural roads, when the opportunity arises, and sufficient road width and route options exists so as to provide for improved pedestrian access to and from villages/towns and public transport and to counteract rural isolation.
 - **Trans 09 Connectivity and Permeability:** Ensure that all developments can provide full connectivity/permeability to the adjacent road network (pedestrian, cycle and vehicular) and/or to adjacent lands which are zoned for development and lands which may be zoned for development in the future.
 - **Trans 10 Route Networks:** We will continue to develop an integrated network of greenways/ blueways and green/ blue routes within Waterford and linking to adjoining counties. All proposals shall ensure no adverse impacts on ecological integrity including the Natura 2000 Network.
 - **Trans 11 Cycling Plan:** We will prepare a city and county cycling plan which will outline how cycling for transport and recreation will be increased and how the cycle network will be developed and implemented.
 - **Trans 12 Bike Rental:** We will support the provision of bike and other rental schemes (pedal and e-bike) as well as the use of cargo delivery in Waterford City and other urban centres across the County.
 - **Trans 13 Support Facilities:** We will support the provision of accessible public amenities such as, showers, bike racks, safe cycle parking and bike storage to enable and promote walking, cycling and other forms of mobility in new and existing developments.

Tourism

The Plan acknowledges the importance of cycle infrastructure as a part of its tourism industry as outlined in Chapter 4.10: Tourism. The Plan also aims to promote 300km stretch of coastline along the Wild Atlantic Way and recognises its positive impact on tourism to the county:

Tourism policies relating to cycling and cycle infrastructure are as follows:

- **ECON 23 Tourism Product and Infrastructure:** In collaboration with local communities and social enterprise, we will promote, facilitate, encourage investment, and deliver improvements to our tourism product, infrastructure and facilities, including improved car, bus and bicycle parking, walking and cycling trails, directional signage/information boards, and service/rest facilities. Proposals for development shall ensure no adverse impacts on ecological integrity including the Natura 2000 Network. Improvements to, and new access/parking arrangements for local

attractions, walking and cycling trails etc within the county shall be developed with the co-operation of local landowners and other relevant stakeholders. Tourism product developments and infrastructure/ facilities will be subject to normal planning and environmental criteria. The potential environmental effects of a likely increase in tourists/tourism-related traffic volumes in particular locations/along particular routes shall be considered and mitigated as appropriate. Such a consideration should include potential impacts on existing infrastructure (including drinking water, wastewater, waste and transport) resulting from tourism proposals. Any such works shall incorporate and integrate elements of green infrastructure, where appropriate, and be designed in accordance with the principles of universal design. In particular we will continue to advance initiatives aimed at encouraging, strengthening, and delivering investment and improvement to rural economic development and tourism assets in the following principle (rural cluster) areas and tourism-related initiatives:

- Blackwater Valley
- Waterford Blueway;
- Coastal Walks;
- Comeragh Uplands;
- Waterford Greenway;
- Copper Coast Geopark; and
- Waterford Estuary.
- Gaeltacht na nDéise

Greenways

The Council actively supports the provision of greenway infrastructure within the county and acknowledges that benefits from a recreational amenity perspective which encourages an active and healthy lifestyle, as well as economic benefits from tourism, citing recorded user numbers in the order of 250,000 per annum to the existing Waterford Greenway.

The Plan outlines a clear goal to expand and build upon the existing Greenways within the county with aims such as the extension of the Waterford Greenway to link the South East Technological University (SETU) to the City Centre.

Greenway policies relating to cycling and cycle infrastructure are as follows:

- **W City 29 South Quays Design Framework:** During the lifetime of the Development Plan, we will prepare a Design Framework for the South Quays. This will be dominated by public amenity and biodiversity spaces building on the imminent Waterford Greenway and Waterford to New Ross Greenway interconnection and be interspersed with commercial uses which respect the built form and historic fabric of the South Quays while interfacing with new development of scale on the North Quays.
- **SC 38:** To enhance safe access to the Waterford Greenway and form new links to our rural settlements
- **BGI 06 Enhancing Waterford Greenway:** To support the enhancement of the existing Waterford Greenway and expansion of the Greenway network in Waterford City and County by examining the feasibility of developing a Waterford to Tramore Greenway and extending the Waterford Greenway to the west of Dungarvan
- **BGI 07 Greenway Network:** To support the development of a South East Greenway network with Waterford City as its hub, linking Waterford City with South Kilkenny, New Ross and Rosslare

- **BGI 08 Cycle Network:** To support the maintenance, upgrade, development and promotion of Waterford's Cycling Trail network including EuroVelo 1-Atlantic Coast Route.

Waterford Metropolitan Area Strategic Plan (WMASP)

The WMASP provides a high-level strategic framework for the sustainable development of the Waterford Metropolitan Area based on the ambition for the City and Metropolitan area as an innovation-centred, enterprising, University City with a diverse population, a vibrant cultural sector, a thriving economy, and a significant and substantial profile that brings European and international recognition.

The Plan adopts a neighbourhood strategy to the development of Waterford City. The focus of this strategy is on concentrating development around neighbourhood centres, local regeneration and retrofitting of amenity and sustainable mobility corridors. Each neighbourhood centre should be linked to the surrounding residential areas by a system of cycleways, footpaths and a hierarchical and coherent road network.

The National Transport Agency (NTA), in conjunction with Waterford City and County Council and Kilkenny County Council has commenced the preparation of the Waterford Metropolitan Transport Strategy (WMATS) in tandem with this Development Plan and it is intended that WMATS will be available to fully inform the final Development Plan in terms of the broader land use and transportation planning and demand management measures for the city over the life of the NPF while a review of PLUTS can also be undertaken once WMATS has been completed.

This transport strategy has a number of strategic aims, policies and objectives for the provision of transport infrastructure.

One of these key aims is the development of sustainable travel options to support and facilitate improved access to the City Centre, from the wider urban area, north and south of the river by walking, cycling and public transport including provision for Park and Ride facilities in tandem with the Green Route, additional cycle lanes.

The Plan states that it is an objective to ensure that the design and layout of new development provides for ease of movement and facilitates pedestrian and cycle access, and the use of public transport, through mobility links, both internal and external including that from the Waterford Greenway, riverside walkways / cycleways and connections across the South Quays carriageway.

The specific cycle infrastructure policies and objectives for Waterford City are as follows:

- **W City 29 South Quays Design Framework:** During the lifetime of the Development Plan, we will prepare a Design Framework for the South Quays. This will be dominated by public amenity and biodiversity spaces building on the imminent Waterford Greenway and Waterford to New Ross Greenway interconnection and be interspersed with commercial uses which respect the built form and historic fabric of the South Quays while interfacing with new development of scale on the North Quays.
- **W City 11 Public Realm Policy Objectives:** To improve the experience of visitors and residents in the city centre and continue the enhancement of a high-quality city centre which invites, encourages and supports sustainable movement we will:
 - Facilitate the development of an accessible city centre, with particular reference to persons with disabilities, pedestrians and cyclists and improve the availability of public transport, and short-term parking, within easy reach of the central area;
 - Continue to implement transformational enhancement across the public realm, in particular along the South Quays, Spring Garden, Jenkins Lane and the

Cultural Quarter and in the delivery of a network of quality amenity/biodiversity spaces where opportunities arise;

- Engage in active land management in collaboration with the Land Development Agency (LDA) and landowners in order to deliver transformational change on opportunity and other redevelopment sites identified in the Development Plan and on our vacant sites register; and,
- With a view to securing higher order retail uses on the main shopping streets/core shopping area and of improving the visual appearance and quality of the city centre we will consider the preparation of a Special Planning Control Scheme for the area during the lifespan of the Development Plan.

Waterford City Development Plan (WMATS)

The draft Waterford Metropolitan Area Transport Strategy was published for public consultation in June 2022. It sets out the framework for an assessable, high-quality and integrated transport network that provides for the travel demand and sustainable growth of the Waterford Metropolitan Area as the major growth engine of the South-East Region. One of the objectives of this strategy is to develop a strong cycling culture in Waterford City. This includes the proposed measure ‘to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the WMA Cycle Network. Figure 3.1 outlines the proposed cycle network for the city as part of this strategy.

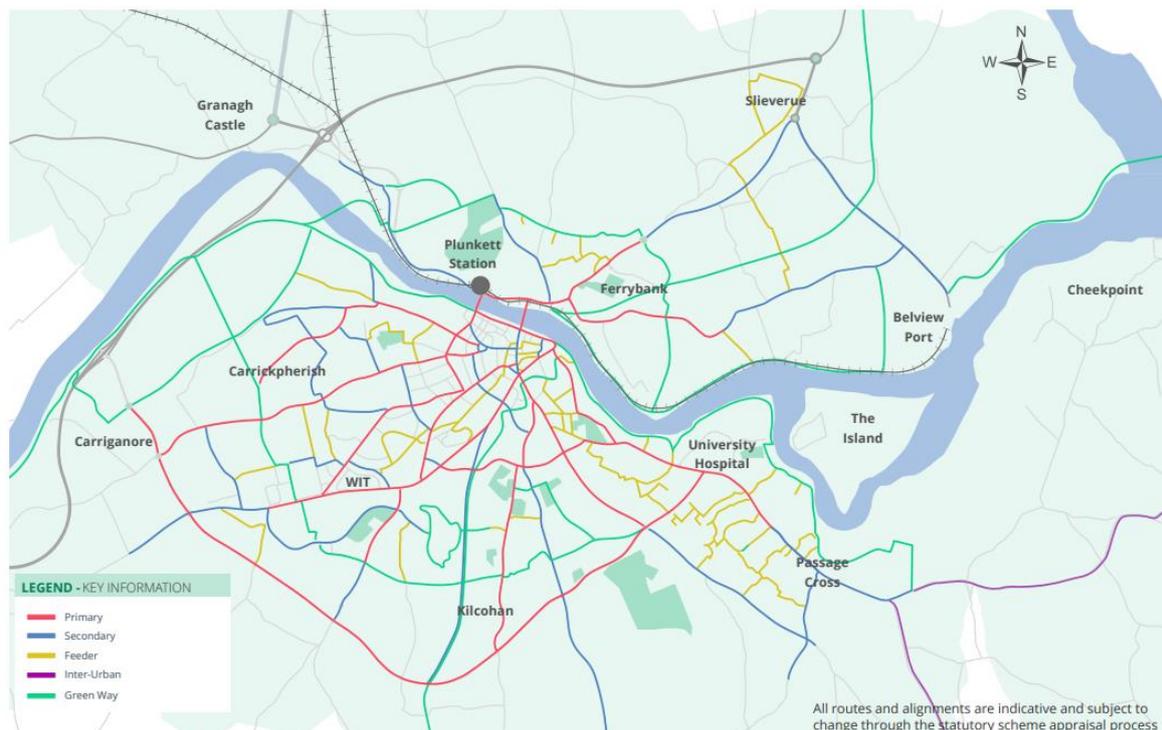


Figure 3.1: Proposed Waterford Cycling Network (WMATS 2022)

Tramore Local Area Plan 2014–2020

The Local Area Plan sets out the overall development strategy and framework for the proper planning and sustainable development of Tramore for the period 2014-2020. As stated above the development of the Waterford City and County Development Plan 2022-2028 would lead to the intention to prepare new LAPs for areas within county Waterford. As such due to the plan pending approval reference within this note has been made to the 2014-2020 Tramore LAP.

Cycle facilities shall be incorporated into the design and layout of development schemes as appropriate including road schemes and development schemes in the Town in accordance with the National Cycle Policy Framework, Department of Transport 2009, and any subsequent documents to be released on foot of same which provide guidelines and standards.

Approximately 1.2 km of pedestrian/cycle routes will be included within the amenity grassland area (i.e., former landfill area) during the Plan period. A Cycle and Walking Strategy is currently being prepared for Tramore and once finalised will assist in the delivery of a network of paths and cycleways within the Town with associated infrastructure that will assist in promoting more sustainable transport options than the private car.

The following Policies and Objectives relate to the improvement and introduction of cycling infrastructure for Tramore;

- **Policy INF 1:** To implement the smarter travel policy framework as produced by the Department of Transport and to encourage the sustainable creation of cycle and pedestrian friendly communities through the provision of sustainable cycle paths and other initiatives to curtail the dependency on private motor vehicles whilst seeking to minimise the depletion of the hedgerow resource that could potentially arise from cycle path provision.
- **Policy INF 2:** Ensure that cycle lanes are provided throughout the Town, where possible on new roads and that designated cycle bays are provided for as part of new retail/commercial/office type developments.
- **Objective INF 1:** It is the objective of the Council to support the policies of the 'National Cycle Policy Framework 2009-2020-Smarter Travel', Department of Transport, April 2009 while ensuring that any environmental effects of the implementation of the policies are fully assessed and adequately mitigated or avoided.
- **Objective INF 2:** It is the objective of the Council to promote the sustainable development of safe and convenient pedestrian and cycling facilities in the Town, to minimise the dependence on private motor vehicles, and to encourage an active and healthy lifestyle. New and upgraded road developments will be encouraged to integrate cycle lanes.
- **Objective INF 4:** That the amalgamated school site at Ballycarnane is integrated into the surrounding area through high quality vehicular, pedestrian and cyclist paths.

Future Local Transport Plans

Waterford City & County Council are required to develop Local Transport Plans as part of their Development Plan process. While the cycle network outlined in this plan has been created to reflect current transport arrangements, it may be subject to change based on the more detailed analysis and recommendations developed as part of the LTP process.

4. Proposed Waterford Cycle Network

Introduction

Following a review of existing data, policies and conducting workshops with Waterford City & County Council to review the draft cycle network, the following summarises the methodology and proposed cycle network development for Waterford. The full details of how all the CycleConnects networks were developed are available in the NTA Consultation website.

Prior to developing the Waterford County Network, a Geographic Information System (GIS) model was established for the county. This model mapped all existing information made available for the county, supplied by various bodies including the NTA, CSO, Department for Transport, Transport Infrastructure Ireland, Department for Education and Waterford City & County Council. The data collected includes:

- Locations of major employment and job density;
- Existing cycle infrastructure and routes;
- Existing bus stops, rail lines and other public transport;
- Location of schools and education centres; and
- Shopping centres, hospitals and other destinations that may attract cyclists.

The collation of this data has aided the selection of cycle routes in Waterford that are available to as many people as possible. It has also allowed for the servicing of key destinations within County Waterford.

Methodology

Following the collation of existing data, the cycle network plan for Waterford was developed. This is based on a three-tier system outlined in Figure 4.1 below.

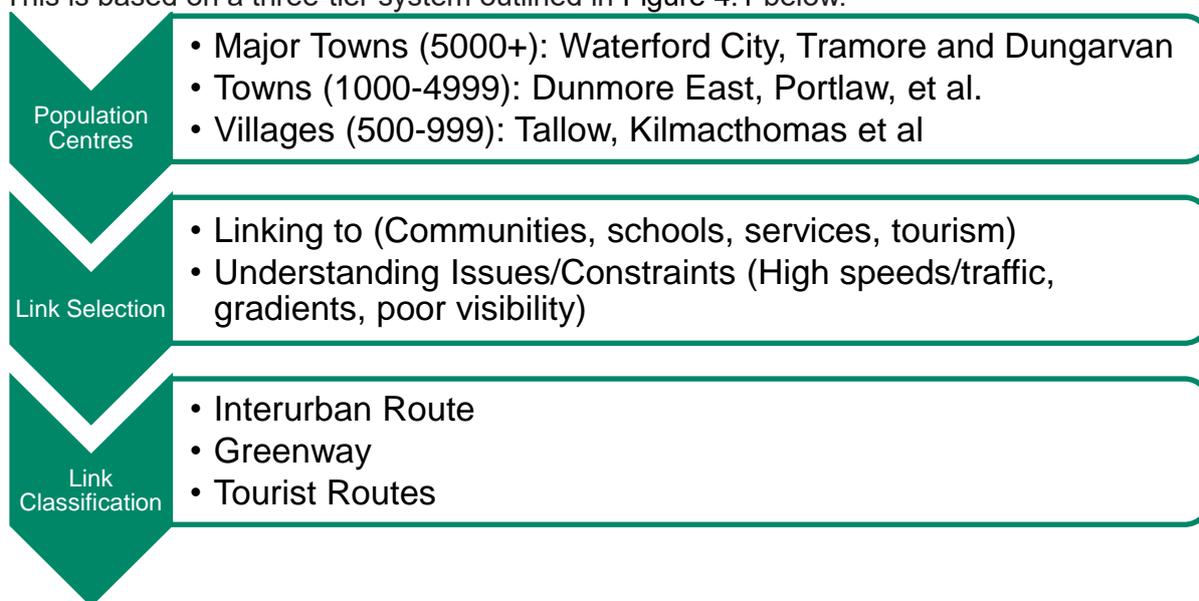


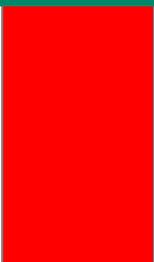
Figure 4.1: Interurban route selection methodology

Population Centres: The Waterford CycleConnects Network will look to link towns and villages together as part of a fully connected network. Thus, all towns were mapped with the larger towns such as Waterford City, Dungarvan and Tramore Towns noted. By mapping all towns and villages, a profile emerged of where most people in Waterford were situated and where potential cycle routes should be provided. CSO Settlement data was also referenced to inform where people were located within the county.

Route Selection: Once the population areas were established, potential routes were then considered along strategic corridors. This allowed multiple communities to be linked along individual interurban routes both within the County and into adjacent Counties. Where possible, these routes were also located within TII National Cycle Network Corridors. This avoided too many parallel cycle routes being developed and for an integrated cycle network to be developed within the county.

Cycle Route Classification: The route classification for each route has been summarised below in Table 4.1. It should be noted that this link classification does not reflect the existing condition of roads for cycling but seeks to highlight their potential for various route classifications. For example, while there are many interurban routes that currently have no cycle infrastructure, the aspiration will be to target these over the next decade for appropriate upgrades.

Table 4.1: CycleConnects Route Classifications

City/Town	Colour	Description
Urban Primary		High quality cycle route that can accommodate a high volume of cyclists typical in most urban areas. These will look to feature on major desire lines in town centres and form distinctive radial and orbital cycle routes in the major towns and cities. These primary routes should also form a cohesive and connected network within the urban area that will be simple for cyclists to navigate
Urban Secondary		Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment areas
Interurban		On-road cycle route to link all key settlements and destinations outside urban areas. These may have potential to provide off-road/segregated routes parallel to the existing road in later years.
Greenway		Off-road cycle route with no adjacent traffic for the majority of its route. These are typically located on old rail trails and blueways (routes parallel to lakes, rivers and canals) with cyclists sharing the route with pedestrians.

Proposed Waterford County Network

Following the methodology outlined above, the Waterford CycleConnects Network has been outlined in a series of maps shown in Table 4.2 below. These are also available to view as an individual PDF when selecting county Waterford in the NTA consultation page.

Table 4.2: Waterford CycleConnects Network - List of Maps

Cycle Map List
Waterford County Cycle Network
Waterford Urban Cycle Network
Tramore Urban Cycle Network
Dungarvan Urban Cycle Network

The Waterford CycleConnects Network primarily extends the network beyond the key settlement areas of Waterford City, Tramore and Dungarvan. In summary, it will consist of an urban cycle network for Waterford, with interurban connectors between the towns of Dunmore East, Portlaw, Lismore and Ballinroad etc. These then extend into adjoining counties forming a comprehensive and connecting cycle network nationally.

Interurban Link Development

The primary towns with a population of over 1000 were connected via interurban links. Where possible, towns with a lower population that were located along the route were included in the routes. Connections were also made to larger cross border towns in order to create a more comprehensive cycle network. The selection of interurban routes was also influenced by the location of schools/sports grounds on various parallel routes.

As part of the development of the interurban network, the Google travel planning tool was utilised to assist in selecting the most appropriate route between the various settlements. This included avoiding roads/routes with excessive gradients. In some cases, selecting a sufficiently flat route was not available. Thus, the most available flattest route was selected. However, some routes were modified slightly to connect with adjacent towns/villages or key destinations such as schools, sports pitches or tourist attractions.

The TII National Cycle Network Corridors have also been used to overlap corridors. These include corridors and routes into counties. Cork, Limerick, Tipperary, Kilkenny and Wexford.

Greenway Route Integration

Waterford Greenway

The Waterford Greenway was opened in 2017, it provides 46km of car-free pathway stretching all the way from historic Waterford City to the town of Dungarvan in west Co. Waterford. Waterford Greenway also forms part of the Atlantic Coast Route, a European long-distance north-south cycling route which passes through Norway, the UK, Ireland, France, Spain and Portugal. There are currently ongoing consultations relating to plans to introduce a greenway from Carrick-on-Suir to Waterford. The proposals would look to link the Suir Blueway with the Waterford Greenway.

South East Greenway

The construction of this greenway is due to be completed in 2023, linking New Ross in Wexford and Waterford City, via the south-east of Kilkenny. The new Greenway will be 24km long and will primarily benefit tourism in New Ross and Waterford city. The new greenway will travel along the old railway line linking New Ross, Co Wexford and Waterford City.

The Suir Blueway

The Suir Blueway in County Tipperary opened in 2019 at a cost of just under €6 million. The Suir Blueway runs for 53km in an east-west direction from Carrick-on-Suir to Cahir via Clonmel. The route is made up of a walking / cycling trail for 21km which runs from Carrick-

on-Suir to Clonmel and a further 32km of waterway along the River Suir which can be canoed or kayaked. The finalised route for this greenway is still unknown so the route illustrated on the relevant network maps is indicative only and may be subject to change.

Mallow to Dungarvan Greenway

The Mallow to Dungarvan Greenway is a proposed approximately 74km long walking and cycling path that would connect Dungarvan in County Waterford to Mallow in County Cork. It is anticipated that the greenway will generally follow the route of the abandoned rail line between Dungarvan and Mallow. This path would also pass through or link to the towns and villages of Cappoquin, Lismore, Ballyduff, Clondulane, Fermoy, Ballyhooly, and Killavullen.

The project is currently collecting feedback about the selected route corridor and moving into the constraints analysis phase. Thus, the finalised route for this greenway is still unknown so the route illustrated on the relevant network maps is indicative only and may be subject to change.

Waterford to Tramore Greenway

This proposed greenway is proposed to run along a disused railway line between Waterford and Tramore. This is at early feasibility/planning stage so the finalised route for this greenway is still unknown so the route illustrated on the relevant network maps is indicative only and may be subject to change.

Urban Network Development: Waterford City

With a population of over 5000 inhabitants, an urban cycle network has been developed for Waterford City. This is based on what has been illustrated in the WMASP and the latest City Development Plan. This also links to the Waterford Greenway as discussed previously. The urban network is comprised of an inner primary orbital route and a larger amalgamation of both primary, secondary and tertiary routes that encompasses the town. The addition of tertiary routes is largely to mirror what is the latest WMASP plan.

The network is comprised of a series of primary radial routes that link the centre of the City with other parts of the City. These are present along streets such as Grattan Quay, Gracedieu Road, Cleaboy Road, Slievekeale Road, Cork Road, Ballytruckle Road, Upper Grange Road, and Dunmore Road. A primary orbital route is also proposed on the western side of the city along streets such as Carrickphierish Road, Cork Road, Ballybeg Road, and Killure Manor. An outer orbital route is also proposed on the western side of the city along streets such as R710 Outer Ring Road.

Locations that are served by the orbital route includes, but is not limited to:

- Waterford City Centre;
- Waterford (Plunkett) Train Station;
- University Hospital Waterford;
- South East Technological University;
- Roanmore GAA Club;
- De La Salle (Cleaboy) GAA Club;
- St. Ursula's Primary School;
- Waterford & Tramore Racecourse; and

- Gaelscoil Philib Barún.

A number of secondary routes are also proposed along streets such as Knockhouse Road, Skibbereen Road, Sunrise Crescent, Priory Lawn, R708 St. John's Park, and O'Connell Street. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Tramore

With a population of over 5000 inhabitants, an urban cycle network has been developed for Tramore. The urban network is comprised of an inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town.

Starting in the northeast of the town at the junction of Waterford Road and Somerville. Travelling east along Somerville through to The Estuary, Riverstown Relief Road, Promenade, Old Crobally Road and northwards along Strand Road until the junction with Turkey Road.

Turning southwest onto Turkey Road the route continues along Gallwey's Hill, Church Road, continuing along the R675 onto Cove Road, along Newtown Hill up to the junction with Newtown Park View. Continuing north through the junction along the Coast Road, until the junction with Old Corbally Road, the route travels north on Waterford Road completing the orbital route.

Locations that are served by the orbital route includes, but is not limited to:

- Tramore Tennis Club
- Tramore Golf Club
- Waterford & Tramore Racecourse
- Gaelscoil Philib Barún
- Tramore GAA, Tramore Camogie Club & Tramore AFC

In addition to the orbital routes a number of radial routes are also included to provide connectors with interurban routes in addition to serving locations that where not picked up on the orbital loop road.

The radial routes usually travel in a north/south and east/west direction and comprise of normally primary routes; however, some secondary routes form part of these routes. The radial routes are described below:

- From the northwest of the town connecting to the interurban route from the Carrick-on-Suir to Waterford Greenway a radial route is proposed to travel south along Tankfield, through to Covent Hill. At the junction of Pond Road and Patrick Street, the route turns west onto Patrick Street and the route travels along Summerhill and Lisheen. At the roundabout junction of Meadowbrook and Summerhill, the route turns south onto Bramble Court then continues south along Elm Park, Roselawn, Tramore Heights, Cove Road, Carrigeenlea, Newtown. Turning north at Newtown Wood the route connects into the interurban route from Kilmacthomas.
- From the northeast of the town the Waterford to Tramore greenway connects to the town. Traveling south the radial route travels along Waterford Road, Lower Branch Road, Turkey Road, Gallwey's Hill, then west along Church Road. The route then turns south again along the R675 along Cove Road, and Newtown Hill. The route then turns south at Newtown Park and travels along Newtown connecting into the interurban route from Kilmacthomas.

Locations that are served by the north/south and east/west radial routes include, but is not limited to:

- Splashworld Leisure centre
- Tramore Rangers Football Club
- Tramore Basketball Club
- Glór Na Mara Primary School
- Tramore Educate Together NS
- Holy Cross School

A number of secondary routes are also proposed along streets such as Priests Road, Old Waterford Road, Newtown Hill and Roselawn. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Dungarvan

With a population of over 5000 inhabitants, an urban cycle network has been developed for Dungarvan. The urban network is comprised of an inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town.

Starting to the northwest of the town at the junction of the R672 and the N25 where the proposed Mallow to Dungarvan Greenway connects to the town. Travelling east along Shandon Street, the Beeches, O'Connell Street, Parnell Street and Castle Street up to the junction with Garvan's Court. Travelling south along Garvan's Court the orbital route turns west onto Jacknell Street, Covent Row, Emmet Street, Mitchel Street and along Springmount up to its junction with the N25. Travelling north on the N25 the route meets the R672 completing the orbital route.

Locations that are served by the orbital route includes, but is not limited to:

- Ard Scoil na nDéise
- St Joseph's Primary School
- Dungarvan CBS

In addition to the orbital routes a number of radial routes are also included to provide connectors with interurban routes in addition to serving locations that where not picked up on the orbital loop road.

The radial routes usually travel in a north/south and east/west direction and comprise of normally primary routes; however, some secondary routes form part of these routes. The radial routes are described below:

- Starting to the north of the town at the junction of Monang and Knockateemore, where travelling south the route travels along Strandside North, up to the junction of Home Rule Street and Sarsfield Street.
- Starting to the northeast of the town at the junction of the N25 and An Crompán travelling south along the N25 Coolagh Road, Shandon Road, up to the junction with Youghal Road.
- Starting to the west of the town at the junction of the N25 and Youghal Road the route travels east along the R911 Youghal Road, onto Rice's Street. At the Junction of Mitchel Street, the route turns east onto Emmet Street then turns north onto St Mary Street. Travelling north along the R911 the route crosses the river and continues along the R911 through to Sexton Street, connecting to Clonea Road which is a secondary route and continues along the R675 until the junction with Ballyrandle where it travels south on Lisheenoona connecting into the greenway connecting to Waterford.

Locations that are served by the north/south and east/west radial routes include, but is not limited to:

- Causeway Tennis Club
- Dungarvan GAA Club
- Dungarvan College
- St John's Special School
- St Mary's Catholic Primary School
- Dungarvan Hockey Club
- St Augustine's College
- Scoil Gharbháin
- Dungarvan Rugby Club

A number of secondary routes are also proposed along streets such as Davis Street, Shandon Road, Dungarvan Business Park, Friar's Walk and Sheares Street. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

5. Next Steps

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle routes for County Waterford and the city of Waterford, Tramore and Dungarvan towns.

The network design for Waterford has now been made available for public consultation. This will allow for members of the public to submit their feedback. Individual maps are available to view on the National Transport Authority website and are available in the links below:

Table 5.1: Waterford CycleConnects Network - List of Maps

Cycle Map List
Waterford County Cycle Network
Waterford Urban Cycle Network
Tramore Urban Cycle Network
Dungarvan Urban Cycle Network

Following the public consultation, submissions will be reviewed, and the network maps updated as required.