

Draft Wexford
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 Wexford 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.

The CycleConnects plan 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 highlight the key links required.

This note will briefly summarise the proposed cycle network for Wexford. 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. Wexford Population and Settlements

County Wexford is in the southeast of the country in the province of Leinster. It is bordered by county Wicklow to the north, and counties Carlow, Kilkenny and Waterford to the west.

According to the CSO 2016, the county has a population of 149,722 inhabitants. Table 2.1 below shows the population of towns within Wexford with at least 1,000 people. Wexford Town, Enniscorthy, Gorey and New Ross are the only settlements with over 5,000 people with all other towns having a population of less than 5,000.

Table 2.1: Population of Settlements in Wexford

City/Town	Population (2016)
Wexford Town	20,188
Enniscorthy	11,381
Gorey	9,822
New Ross	8,040
Courtown- Riverchapel	3,591
Bunclody	1,984
Castlebridge-Blackwater	1,840
Rosslare	1,620
Ferns	1,415
Ballygeary (Rosslare Harbour)	1,200

3. Existing Wexford Policies and Plans

Wexford Development Plan 2021-2027

The Wexford County Development Plan (WCDDP) was published by Wexford County Council to outline the strategy and objectives for the planning of the County.

The Plan's core objectives are to:

- Be a self-sustaining, low carbon, climate resilient county where people want to live, work and play.
- Offer high quality sustainable employment opportunities and high-quality residential developments.
- Have sustainable urban and rural environments supported by excellent physical and social infrastructure.
- Continue to value its unique natural environment, built and cultural heritage, and which offers a range of high-quality experiences to both residents and visitors.

Transport

The Plan aims to provide an effective, accessible, and sustainable transport system. The main priority of national transport strategy is to encourage a modal shift to more sustainable and active modes of transport. The Council aims to promote this modal shift with the provision of footpaths, street lighting, cycling infrastructure, the setting of speed limits, crossings, one-ways systems, and pedestrianisation.

The Council aims to achieve this modal shift through the following measures:

- Reducing demand for travel by integrating land use planning and transport planning and ensuring that new development is compact and connected and located in proximity to existing services and employers and/or at locations with the highest levels of accessibility for public transport and optimise potential for sustainable modes such as walking and cycling.
- Prioritising sustainable modes of transport such as walking and cycling by ensuring that the development of our towns and villages and the respective route networks are designed in a manner which is permeable, attractive, and safe for those users.
- Reducing the carbon generated by the movement of people and goods by prioritising the development of appropriate infrastructure such as public transport, rail freight, cycle paths, electric vehicles etc.
- Ensuring that international, national, and regional connectivity is developed to adequately serve the needs of the people and economy and ensure that transport infrastructure and services for all modes of travel is enhanced on the Eastern Economic Corridor from Belfast to Dublin to Rosslare Europort including Gorey, Enniscorthy and Wexford.
- Preparing Local Transport Plans for the towns of Wexford, Gorey, Enniscorthy and New Ross.
- Setting standards to ensure that development takes place in a manner which is efficient, sustainable, safe, and universally accessible and requiring that infrastructure is incorporated in new developments to accommodate alternative fuels to diesel and petrol.

- Responding in a pro-active and collaborative matter to ensure that the county is ready for, and can fully benefit from, technological changes in transport including in the provision of electric and other alternative fuels infrastructure.

There are a number of strategic transport objectives support the Council's goal outlined above. The following objectives are related to encouraging a modal shift and encouraging sustainable mobility:

- **TS02:** To minimise the generation of greenhouse gases by the transport sector by effectively integrating land use and transport planning through the Core Strategy and Settlement Strategy of the County Development Plan, the implementation of the 10-minute town concept in local area plans, by promoting compact development in the right location and by managing our networks, roads and streets in a manner which will promote and prioritise sustainable modes.
- **TS03:** To strengthen the county's regional, national and international connectivity by all transport modes.
- **TS05:** To develop and support the development of multimodal transport infrastructure and services on the Eastern Economic Corridor, which runs from Belfast to Rosslare Europort via Dublin, Gorey, Enniscorthy and Wexford Town with strong links to the Southern Region and Atlantic Economic Corridor via New Ross.
- **TS07:** To plan for the appropriate development of all aspects of the transport network for all modes and to ensure that the design and investment decisions prioritise sustainable transport modes.
- **TS08:** To prepare Local Transport Plans in accordance with the Area Based Transport Assessment Guidelines (TII, 2018) for Wexford, Gorey, Enniscorthy and New Ross towns.
- **TS10:** To support and enable the integration of transport modes including development at public transport interchanges and transport hubs in the main towns to facilitate transitions between different modes of transport.
- **TS12:** To promote sustainable transport in rural areas of the county through promoting compact growth in villages, working with public transport providers to facilitate better services and necessary supporting infrastructure, providing for safe and convenient walking, and cycling through the provision of footpaths, streetlights, crossing points and in traffic management including the setting of speed limits and promotion of considerate driving.
- **TS16:** To ensure that all urban roads and streets in our towns and villages, including residential streets and housing estates, are designed in accordance with the principles, approaches and standards set out in the 'Design Manual for Urban Roads and Streets (DMURS)' (2013/2019) and any updated version of the Manual and the TII document 'Treatment of Transition Zones to Towns and Villages on National Roads' where relevant in order to
 - Provide safe and convenient infrastructure for walking and cycling
 - Ensure that all streets and route networks are designed to balance the needs of place and movement
 - Create roads and streets networks which are easily permeable by active travel modes and to support appropriately designed and safe measures which improve the permeability of existing street layouts
 - Ensure that roads and streets and cycling and walking networks can adapt to climate change and as appropriate can accommodate green infrastructure and biodiversity networks.

Authority, Green Schools/ An Taisce, 2013) which promotes cycling and walking for trips to school and will seek to provide and facilitate the provision of safe routes to school.

The Plan outlines the following cycling objectives:

- **TS23:** To prepare a Cycling Strategy for the county to inform the development and co-ordination of the necessary infrastructure to facilitate and encourage more cycling for both everyday transport and leisure purposes.
- **TS24:** To implement the Core and Settlement strategies of this Plan to encourage population growth in towns and villages where people can more easily undertake journeys on foot or by cycle. Within towns and villages, residential and other developments will be encouraged at appropriate locations and at the appropriate density to facilitate walking and cycling. Local transport plans will inform decision making on land use zoning, walking, and cycling networks and the provision of walking and cycling infrastructure in the 4 main towns.
- **TS25:** The design of new developments, streets and street networks shall be in accordance with DMURS, recognise the importance of assigning higher priority to pedestrians and cyclists and ensure that they are fully permeable by pedestrians and cyclists. Where practical, new developments should integrate fully with existing roads and streets to facilitate permeability. They shall also have regard to the Permeability Best Practice Guides (NTA, 2015), other Government guidance and advice as may be updated, Chapter 5 of this Plan and the development management guidance in Volume 2
- **TS26:** To protect existing and provide new safe linkages in existing developments and street patterns where such linkages improve permeability by walking and cycling. The delivery of retrospective links should, where possible, be made in conjunction with the provision of additional amenity space to make the links open and attractive.
- **TS27:** To maintain, improve and provide appropriately designed and universally accessible infrastructure for walking and cycling (including footpaths, cycle paths, pedestrian crossings, dropped kerbs, road surfaces, cycle parking, junction designs, street lighting and as far as reasonably possible, the design of future roundabouts will be 'Dutch style' roundabouts with priority cycle lanes and pedestrian ways) and to undertake traffic management schemes which facilitate convenient, pleasant and safe cycling and walking in towns, villages and rural areas.
- **TS29:** To provide cycling and walking routes as resources allow within and between settlements, and between settlements and rural trip generators (including places of employment, sports facilities, tourism assets including greenways and other amenities). The Council will provide a cycle way, segregated where possible, between County Wicklow, Gorey, Camolin, Ferns and Enniscorthy, with a view to extending this cycleway towards Rosslare Europort and New Ross. The provision of such cycling and walking routes shall be subject to the protection of habitats, environment, amenity and heritage and Appropriate Assessment in accordance with the requirement of the EU Habitats Directive to ensure the protection and preservation of all designated SACs and SPAs. Green infrastructure and sustainable drainage shall be designed into such routes where possible.

Throughout the plan the support for the development of greenways is also highlighted. The development of greenways is particularly important for the development of tourism in the County. Greenways and Active Travel Routes provide recreational pathways for use by visitors and residents and encourages and promotes walking and cycling in a safe and controlled environment, as well as being a tourism asset.

- **TM14:** To support and develop our town and villages and rural heritage sites including our beaches for tourism purposes through the facilitation of links by public transport,

greenways, blueways and associated infrastructure subject to compliance with the Habitats Directive and normal planning and environmental criteria.

The Council is currently planning the development of four greenways. As part of this, the use of disused rail lines will be promoted. The four greenways are outlined below.

1. The Rosslare to Waterford Greenway. This which will be an off-road cycle and walking path from Rosslare Harbour to Waterford City and will take in the villages of Kilrane; Rosslare, Killinick, Mayglass, Bridgetown, Wellingtonbridge. It will link in with the New Ross Town Greenway project.
2. New Ross Town to Waterford Greenway including Redbridge-Mountelliot. This is joint project with Kilkenny and Waterford local authorities.
3. Wexford Town to Rosslare Strand and Rosslare Town Greenway. This will be via the South Slob. The four route options being considered are shown in Figure 3.2 below.



Figure 3.2: June 2022 Route Options Consultation (Wexford to Rosslare Greenway)

4. Wexford Town to Curracloe Greenway –This proposed greenway route is proposed to link Wexford Town with the coast and Curracloe on the east side of Wexford. This initial route was refused planning permission was refused but it is understood that it may be considered in the near future.

Tourism

County Wexford is a popular tourist destination for both domestic and overseas visitors. The plan aims to encourage activity and adventure tourism with several Greenway, Blueway and strategic objectives relating to the development of this sector.

The Specific Tourism objectives related to cycleways are as follows:

- **TM31:** To ensure that the development of greenways

- **TM58:** To facilitate improvements to tourism infrastructure including proposals to improve car, bus and bicycle parking, directional signage/information boards and service/rest facilities designed in accordance with principles of universal design subject to normal planning and environmental criteria and without detracting from the physical setting, character, or visual quality of the tourism asset.

Wexford County Council is also involved in the development of a Blueway Trail on, and along the rivers in the county. Feasibility studies for a Slaney Blueway from Enniscorthy Town to Wexford Town are currently being carried out. This Blueway could also be extended to Bunclody, where possible.

Gorey Town and Environs Local Area Plan 2017-2023

Local Area Plan is currently in place for Gorey Town and Environs, all other LAPs have expired and default to the Wexford Development Plan 2021-2027.

Within the Gorey Local Area Plan (LAP) one of the key priorities for the development strategy outlining the way forward is as follows,

“Improve the movement, connectivity and legibility within then plan area for users of all forms of transport, in particular pedestrians and cyclists”

The plan prioritizes pedestrian and cyclist access, as such new developments within Gorey should comply with the current Design Manual for Urban Roads and Streets. The LAP states an objective to move to a more sustainable transport model and the challenge this poses as the Plan area is primarily designed for cars which has led to a reliance on cars even for short trips

Key problems of the suburban layout are as follows:

- Many suburban estates are either not connected, or poorly connected, to each other.
- Some adjoining areas of public open space are not connected or have a poor interface.
- Many natural or desired walking, cycling or amenity routes are absent or discontinuous; and
- Many developments are well positioned, adjacent to the town centre but have no direct (notably pedestrian or cycle) access to it.

As such the strategic objectives for the development and enhancement of cycleways in Gorey are as follows:

- **AMS01:** To ensure the design of all streets and roads in the plan area complies with the objectives and guidelines in the Design Manual for Urban Roads and Streets (Department of Transport and Department of the Environment, Community and Local Government, 2013) and the Urban Design Strategy, the Access and Movement Strategy and the Urban Design Guidelines contained in Appendix 1 of the LAP.
- **AMS04:** To secure the provision in tandem with new developments, or provide subject to available resources, the cycle objectives detailed in Figure 3.3.

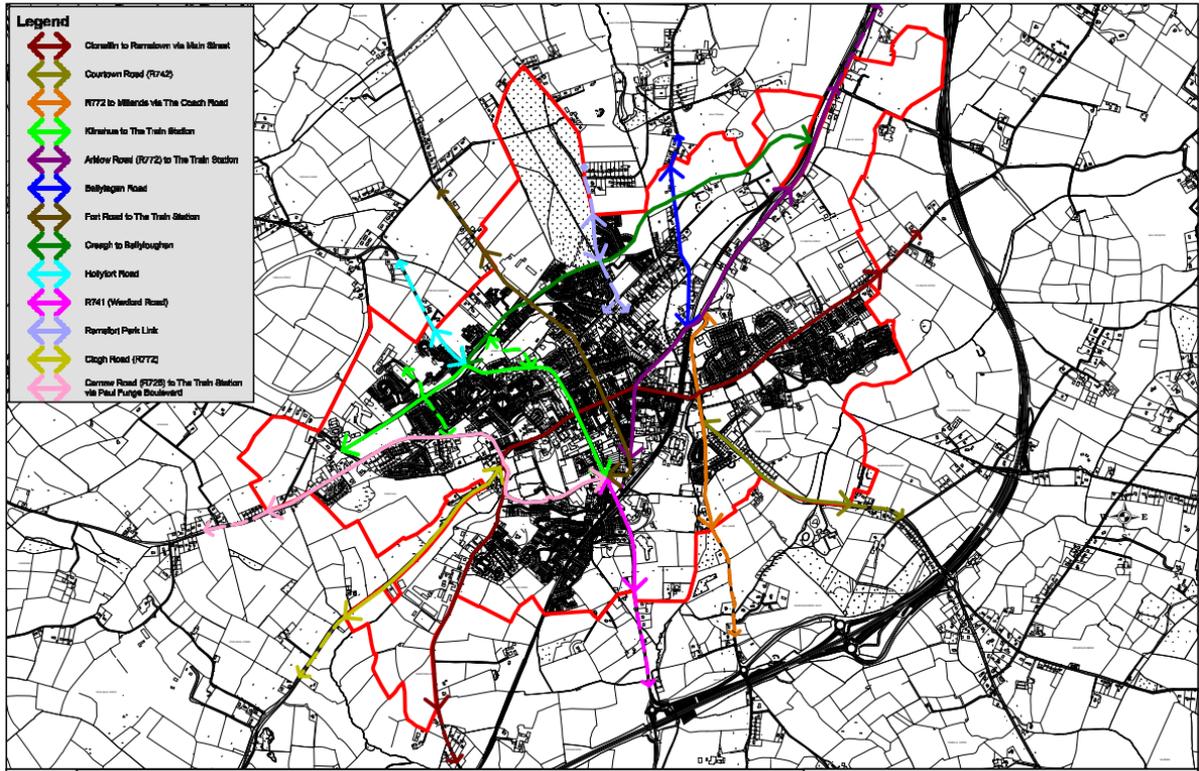


Figure 3.3: Proposed Gorey Cycle Path Network

Future Local Transport Plans

Wexford 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 Local Transport Plan process.

4. Proposed Wexford County Network

Introduction

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

Prior to developing the Wexford County Network, a 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 (TII), Department for Education and Wexford 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
- Shopping centres, hospitals and other destinations that may attract cyclists

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

Methodology

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

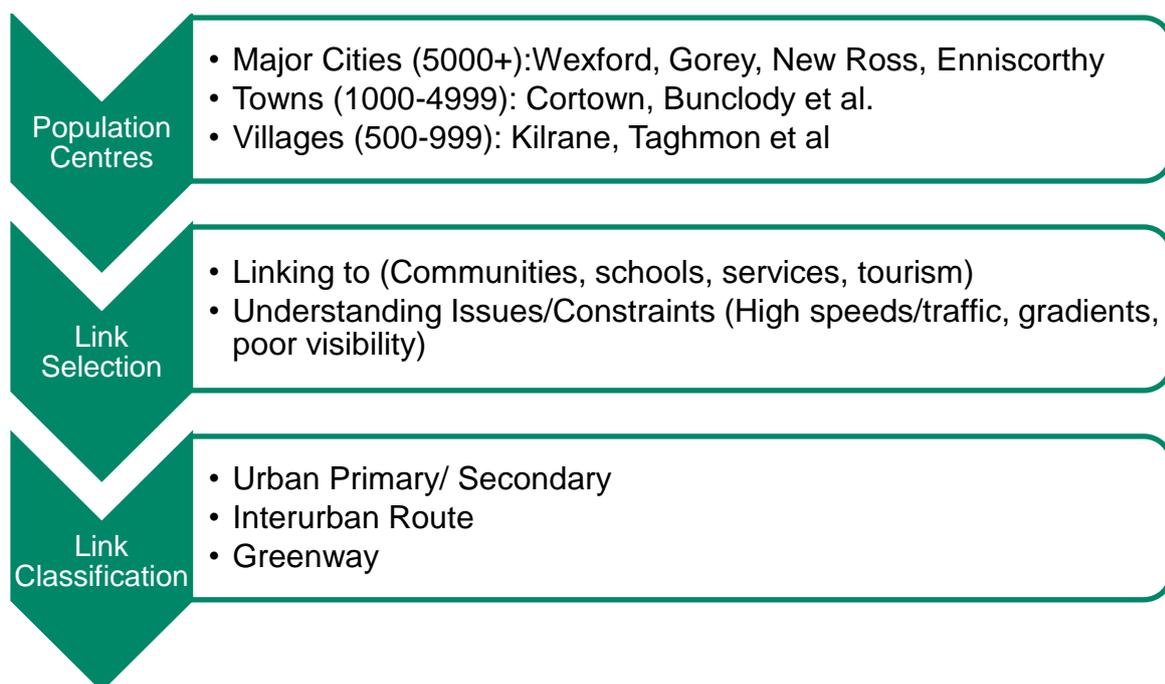


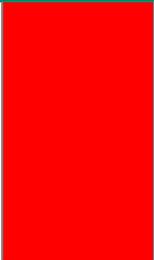
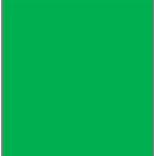
Figure 4.1: Interurban Route Selection Methodology

Population Centres: The Wexford 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 Gorey, Wexford, Enniscorthy and New Ross noted. By mapping all towns and villages, a profile emerged of where most people in Wexford 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. 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 Classification

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 existing/proposed blueways with cyclists sharing the route with pedestrians.

Proposed Wexford County Network

Following the methodology outlined above, the Wexford 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 Wexford in the NTA consultation page.

Table 4.2: Wexford CycleConnects Network – List of Maps

Cycle Map List
Wexford County Cycle Network
Wexford Town Urban Cycle Network
Enniscorthy Urban Cycle Network
New Ross Urban Cycle Network
Gorey Urban Cycle Network

This county network has also sought to provide appropriate cycle connections with adjoining counties also. This also included linking with adjacent towns and settlements such as Arklow, Waterford and Kilkenny. Furthermore, the TII National Cycle Network has been referenced to further align with key cycle networks throughout the County. This includes the connections to Waterford City and Kilkenny City.

Interurban Link Development

The primary towns with a population of over 1,000 were connected via interurban links. Where possible, towns with a lower population that were located along the route were included in the routes. The latest Eurovelo route was also considered when developing the interurban route network. 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 routes/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 Wicklow, Waterford and Kilkenny.

Greenway Route Development

As mentioned in the County Development Plan, there are four main greenways under development. These are outlines below.

Rosslare to Waterford City Greenway

This greenway is proposed to run from Rosslare Harbour to Waterford City. The route is based on the Rosslare to Waterford Rail line. This would also connect to the South East Greenway

in Kilkenny. The route is 57.5 km in length. It is to run in conjunction with the development of the South-East Greenway from New Ross to Waterford.

The finalised route for the greenway is still unknown and may be considered in parallel with reopening the Rosslare to Waterford Greenway. Thus, the route shown is indicative only on the relevant maps and may be subject to change at once the finalised route is known.

South East Greenway

The South East Greenway will link the town of New Ross to Waterford City. The project is a joint venture between Kilkenny, Wexford, and Waterford County Councils. It is 24 km in length, primarily passing through Kilkenny. It runs along the old rail line that links New Ross, Co Wexford, and Waterford City.

It crosses the Barrow at Red Bridge. It is set to connect to the Waterford Greenway via the proposed North Quays and Bilberry Greenway Projects. This will create a 72km long greenway from New Ross to Dungarvan.

This project is due for completion in 2023.

Wexford to Rosslare Greenway

The Wexford Town to Rosslare Strand Greenway is a 10-12km route from Trinity Warf on Wexford Town to Rosslare Strand Train Station. It is intended to provide for both commuter and recreational users.

The greenway is being developed to become part of an integrated network of greenway and blueway schemes in the southeast region. It aims to provide a greenway as a sustainable transport route that links the resort of Rosslare Strand with Wexford Town.

The finalised route for the greenway is still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.

Wexford to Curracloe

The Wexford Town to Curracloe Greenway was proposed to An Bord Pleanála in 2018 and did not receive planning permission. However, it is understood it may be revisited in the near future. Thus, the finalised route for the greenway is still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.

Urban Network Development: Wexford Town

With a population of over 5,000 inhabitants an urban cycle network was developed for Wexford Town. The urban network is comprised of primary urban links connecting main trip attractors along main roads. These routes are supplemented by a series of urban secondary routes. These connect into the primary routes while also serving trip attractors and generators. The urban network includes both the Wexford to Rosslare Greenway and the Wexford to Curracloe Greenway in its proposed routes. These are located in the east of the urban network and provide connectivity in a north to south direction.

The core of the network is a number of primary routes serving key locations.

- The most eastern north to south primary route runs along the R730 from the Seamus Kelly Roundabout. It continues along the R730 Redmond Road and Rosslare Road

to the south until the N25 roundabout in Sinnottstown where the R730 meets the N25. This route runs parallel to the Greenway and the Quayfront Walkway.

- Another primary route, starting in the northwest of the town, runs from the junction of the R769 Newtown Road. It runs along Newtown Road and on to Upper John's Street and Lower John's Street and School Street. At the junction of Roches Road and Bride Place it turns to the southwest and continues along Thomas Street, Green Street and St Aidan's Road. It continues to the southwest along Whiterock Hill. The route then continues to Moorfields and Starvehall. It terminates at the IDA business Park at the junction of Sinnottstown and Rosslare Road.
- A route, starting in the south-west outside the N25, runs along the R733 from the junction with Clonard Great. It continues to the east along New Line Road and Distillery Road and King Street. It terminates at the junction of King Street Lower and Paul Quay.
- The western north to south route starts at Wexford Wanderers RFC and St. Johns Volunteers GAA Club and joining the Wexford Inner Relief Road at the Seamus Kelly Roundabout. It continues along this road and Carricklawn and Beechlawn and on to Clonard Avenue. At Whitemill Road it turns to the east, continuing until it connects to another urban primary at the junction St Aidan's Road.
- A short urban primary runs from St Peter's Square to the west along Grogans Road and Summerhill Road. It terminates at the junction of Clonard Road and Beechlawn where it connects to another urban primary route.
- Another short urban primary route runs along Parnell Street between King Street and Trinity Street.

These primary routes serve the following but not limited to:

- Wexford Town Centre
- Wexford General Hospital
- Wexford Train Station
- Wexford Harbour Boat and Tennis Club
- Wexford Racecourse
- Wexford Wanderers Rugby Football Club, Wexford Wanderers Cricket Club, Sarsfield GAA Club and Faythe Harriers Hurling & Camogie Club.
- Wexford Retail Park
- Wexford Business and Technology Park
- St Mary's Maudlinstown GFC
- Wexford CBS
- Scoil Charman
- Kennedy Park National School
- Loreto Secondary School
- St. Peter's College Secondary School
- St. Iberius National School
- Presentation Secondary School
- Coláiste Eamonn Ris
- Wexford Creamery, Danone, Glanbia

A number of secondary routes are also proposed along streets such as along Mulgannon Road, Clonard Road and Talbot Street, Waterloo Road and Rower 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: Enniscorthy

With a population of over 5,000 inhabitants an urban cycle network was developed for Enniscorthy. The urban network in Enniscorthy is comprised of primary urban routes along the main routes of the town, with secondary routes making connections between these. There is a small orbital route in the centre of the town. From this orbital route a number of radial routes, both primary and secondary, originate.

The orbital route in the centre of the town runs the length of Barrack Street. At the western end of the street, it continues on to the southern end of Irish Street. At the junction of Irish Street and Market Square (R702) the route turns in a southeast direction and continues along the R702 on Market Square, Castle Street and Castel Hill. It continues through Abbey Square and at Seamus Raferty Bridge turns to the northeast and continues along Slaney Quay until it meets Barrack Street.

Connecting into this orbital route are a number of radial primary routes. These routes run along the following links:

- Starting at the south of the orbital route, running along Mill Park Road from the junction of Mill Park Road and Castle Hill, continuing to the south along St John's Road. It terminates at the Junction of the St John's Road and Munster Hill where it connects to an interurban route and an urban secondary route.
- Running along the R772 starting from the Enniscorthy Bridge, continuing to the south to the junction at Springhill where it terminates at the entrance to Enniscorthy Technology Park.
- Running along Templeshannon from the Enniscorthy Bridge, continuing north along St. Senans' Road to Hempfield. There is also an urban primary connection to the railway station along this route on Station Road.
- Starting at the western part of the orbital route, running along Main Street from the junction with Irish Street continuing to the west. It runs along Duffry Street, Bellfield Road and Milehouse Road until it reaches Bridgemeadow where it terminates.

There are two primary routes that connect into this route.

- From the junction with Duffry Street and Convent Road, it runs north along Convent Road and Summerhill until the roundabout with the R772 In the north Here it connects to an interurban route and a secondary route.
- The route diverges from Bellfield Road at Bellfield, continuing to the west. At Marconi Park it travels south, then turns to the southeast along Cluain Charman. It continues along Ross Road where it terminates at Duffry Hill.

These primary routes serve the following but not limited to:

- Enniscorthy Town Centre
- Enniscorthy Train Station
- Wexford Community Workshop
- Enniscorthy Vocational College
- Enniscorthy Community College
- Enniscorthy Enterprise and technology Centre

- Bellfield GAA Complex
- Enniscorthy Public Library
- St Mary's CBS
- St Aidan's Primary School;
- Enniscorthy Rugby Club
- Enniscorthy Technology Park

A number of secondary routes are also proposed along streets such as Weafer Street, Irish Street, Island Road and Court 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: New Ross

With a population of over 5,000 inhabitants an urban cycle network was developed for New Ross. The urban network in New Ross is comprised of a large outer orbital primary route with other primary and secondary routes intersecting it. These provide connectivity within and outside of the orbital route. The proposed Waterford to New Ross Greenway runs in a north to south direction to the west of the town, on the west side of the River Barrow. It intersects with two primary routes.

The primary orbital route begins on the eastern side of O'Hanrahan Bridge. It continues east on Quay Street before turning north on North Street and John Street. It continues north along College Road before turning southeast on to Castlemore on the N30. It continues along the New Ross Relief Road until it reaches Kent's Cross Roundabout. It then turns west continuing on to the New Ross Ring Road and travelling north onto the Quay where it meets O'Hanrahan Bridge again.

There are several primary routes that intersect this orbital route:

- In the south-west of New Ross, starting on the Waterford Road northeast to O'Hanrahan Bridge. It continues east along Mary Street, turning north up Haughton Place. It continues east along Irishtown on the L4007. At Bawnmore Road it turns north, the west at Knockvilla. It continues test until it connects to the New Ross Relief Road where it terminates.
- On the north-west of the town, there is a short primary route that runs from Assumption Terrace on the R704 Thomastown Road, turning south then connecting to O'Hanrahan Bridge.
- In the centre of New Ross, a route starts on Bewley Street, at the junction of Mary Street, then continues to the south. It travels along Neville Street and on to the L4018 on Charlton Hill and Hospital Road. It continues south until the junction with the new Ross Ring Road, where it terminates.
- Also in the centre of New Ross, there is a route running east to west along William Street and Wexford Street between Priory Street and the New Ross Relief Road.
- There is a primary route that connects into the orbital route at the junction of John Street, College Road and Craywell Road. From here it continues north along Craywell Road until the junction with the New Ross Relief Road. Here it ties into an interurban route and secondary urban route.

These primary routes serve the following but not limited to:

- Wexford Town Centre
- New Ross Community Hospital
- Our Lady of Lourdes Secondary School
- St. Canices Convent Primary School
- Waterford Business Park.
- New Ross Industrial Estate
- St. Mary's Secondary School
- Good Counsel College
- New Ross Pearse Park
- CBS New Ross
- Allianz Park
- Kennedy Park
- New Ross Celtic AFC Grounds

A number of secondary routes are also proposed along streets such as the N30, Schoolhouse Road, Priory Street and South 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: Gorey

As with the other towns with a population over 5,000 people, an urban cycle network was developed for Gorey. An orbital route is proposed in the centre of the town and includes streets such as McCurtain Street, Charlotte Row, Main Street, St. Michael's Road, Railway Road, and The Avenue. This will be then be supplemented by the following primary urban radial routes:

- In the north-west, a primary radial route is proposed from Gorey National School and subsequently along Pearson's Brook and Scholar's Walk. This then continues south along Fort Road and John Street before connecting with the town centre orbital route.
- A second primary radial route is proposed in the west of the town along Carnew Road and Grattan Street before connecting with the town centre orbital route on McCurtain Street.
- Starting in the east of the town, a route runs along Clonatin Road by Gorey Rugby Club, continuing to the southwest along Esmonde Street. This then terminates at the town centre orbital route
- In the north-east of the town, a primary radial route is proposed along Arklow Road and the R742.
- To the south-east, a primary radial route is proposed along Abbey View and continues north to the primary route on Esmonde Street.
- To the south of the town, a primary radial route is proposed at on the R741 and continues north along the Avenue and then Hollyfort Road in the north of the town. This primary radial route also intersects the primary orbital route in the town centre.

These primary routes serve the following but not limited to: :

- Gorey Town Centre

- Gorey Train Station
- M11 Campus.
- Knockmullen Retail Park.
- Gorey Shopping Centre and WFC Retail Park.
- Gorey Community School.
- Loreto Primary School.
- The Mill Retail Park.
- Gorey District Hospital.
- Gorey Showgrounds.
- Clonattin Industrial Estate.
- Christ Church Old School.
- Gaelscoil Gorey.
- Creagh College.
- Gorey Rugby Club.

A number of secondary routes are also proposed along streets such as Wexford Street, Willow Park, Ballytegan Road and Eire 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 Wexford and the towns of Wexford, Enniscorthy, New Ross and Gorey.

The network design for Wexford 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: Wexford CycleConnects Network – List of Maps

Cycle Map List
Wexford County Cycle Network
Wexford Town Urban Cycle Network
Enniscorthy Urban Cycle Network
New Ross Urban Cycle Network
Gorey Urban Cycle Network

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