
Section 2: Policies and Objectives

2.1 Effective Transport and Movement

2.1.1 Analysis

It is the aim of the Council to create vibrant areas with good provision of public transport, which are not overburdened by the car. Such aims are particularly relevant in the case of the Ferrybank area, where traffic congestion has impinged on the quality of the urban environment. In terms of transport and movement, the area's most important defining factor is its proximity to Waterford City. Waterford has been designated as a Gateway City under the NSS and is also identified as a key node in the development arc that stretches from Derry to Sligo to Limerick and Waterford. Four national road corridors converge at Waterford City, three of which run through the plan area. This has a significant influence on transport movement within the plan area, meaning that it suffers from heavy volumes of traffic at peak times and is consequently an unsafe environment for pedestrians and cyclists.

The Waterford City N25 bypass is due to be finished by 2010. It is imperative that the potential offered by the new bypass, in terms of traffic calming, is fully realised. This plan seeks to introduce a number of transport objectives that would enable the much-needed rejuvenation of the area leading from the Belmont roundabout to the Ferrybank-Abbeylands Shopping Centre. In order for this area to become a successful village centre, local traffic traveling through this area would need to be traffic calmed. Hence, this plan proposes the implementation of a number of additional routes, which would serve to increase interconnectivity between existing and proposed residential areas (See [Map 6, Transport Concept](#)). An additional bridge crossing over the River Suir is also proposed as part of this LAP.

2.1.2 Overview of Existing Transport Infrastructure

National Routes

The N9 National Primary Route, which enters the plan area from the north-west, is the main Waterford – Dublin route. It is one of the busiest roads in the plan area, carrying large volumes of traffic to and from the Kilkenny-Dublin direction on a daily basis. The main Waterford – Dublin railway line intersects this road, meaning that traffic is held up at frequent intervals to allow the train to pass through. Upon entering the plan area, this road joins up with the N24 National Primary Route to Clonmel. The N24 enters the plan area from the west and extends into Waterford City via the Edmund Rice Bridge. As Rice Bridge is the only vehicular and pedestrian river crossing for the whole of Waterford City, it suffers from peak-time congestion and can result in traffic delays. It receives in the region of 36,000 vehicles a day. Consequently, it is not a safe or attractive environment for those wishing to gain access to the City on foot or by bicycle.

The N25 National Primary Route provides a strategic link between Rosslare in the east and Cork in the west. This road passes through the developed areas of Ferrybank and Abbeylands, and by-passes Slieverue Village. It is referred to locally as the Ross Road. The principal access to the Belview area is via the Port Access Road N29 from the N25 south of Slieverue.

Regional / Local Routes

In terms of regional and local roads, there are a number within the plan area which are somewhat ill-equipped to deal with the volumes of traffic they receive. The Abbey Road is a particularly dangerous road and is very poorly equipped as regards footpaths and lighting. These conditions are all the more hazardous given that there are two schools located on this road. Temporary footpaths have been installed; however, more long-term improvements are required along this road to make it more pedestrian and cyclist friendly.

Some of the regional roads in the plan area are used as 'rat runs' to avoid peak-time traffic congestion in Ferrybank – the Newrath road and the Kilmurry Road are two such examples. Such practices create problems for local residents, given that these areas are relatively rural in character and hence unsuitable for large volumes of traffic. Another transport issue in the plan area is the type of traffic the area attracts. Given the proximity of the plan area to Rosslare Harbour and Belview Port, a large volume of Heavy Goods Vehicles (HGVs) and trucks travel through the area on a regular basis. In recent times, this problem has been exacerbated due to the high level of construction activity occurring in the area.

Waterford Airport

A high standard of international access is vital for the economic success of the plan area, given its proximity to the Gateway City of Waterford. Waterford Regional Airport is located 9km to the southeast of Waterford City. Routes operating from the airport include the UK (London, Luton, Birmingham and Manchester), France (Lorient and Bordeaux), Portugal (Faro), Spain (Malaga), with the addition of Amsterdam in 2008. The airport is currently at the early stages of a capital development programme to be completed by the end of 2009. This programme will result in improved facilities and a substantial runway extension. These improvements will enable the airport to accommodate mid sized jets, which will allow for additional scheduled services and charter business.

Belview Port

Belview Port occupies a strategic position, nationally, regionally and locally. It has good road and rail links. The principal access to the port area is via the N29, which offers quick access to the N25. The Port will benefit significantly from the upgrading of the transport infrastructure in the area, particularly from the provision of the N25 Bypass. This will result in the port becoming more accessible in the future and allow for faster transportation of goods. Belview is the only port in the country served by a rail line - the Limerick to Rosslare Europort line. Although there is no freight currently transported by rail through the port, the opportunity exists to develop such a facility in the future.

2.1.3 Improvements to the Transport Infrastructure

The poor quality of the existing transport infrastructure in the plan area contributes to the residents' dissatisfaction with their quality of life in the Ferrybank/Belview area. However, a number of strategic-level improvements to the transport infrastructure are underway. When complete, these improvements will alleviate traffic congestion in the area and enable greater emphasis to be placed on the public transport system.

N25 Waterford City By-Pass

The N25 Waterford City bypass is the most significant development in transport infrastructure. The project consists of a new river crossing in the vicinity of Grannagh, i.e. close to the location of the existing N24/N9 Junction. The by-pass commences in the vicinity of Kilmeaden to the west of the City, crosses the River Suir at Grannagh and ties in with the existing N25 to the east of Slieverue Village. The project includes a new connection, known as the Western Link,

which connects the by-pass to industrial areas to the south west of the City and links the N9 and N24 to the Grannagh Interchange. This bypass is due to be operational by 2010. When complete, it will facilitate easy access from Belview to the major national routes to the west and north i.e. the M9, N24 and N25. The second river crossing will bring much needed relief to the city centre and local community from traffic congestion and is anticipated to be open to traffic in 2010.

N9 upgrade

In line with the bypass, is the upgrade of the N9 which will consist of a motorway/high quality dual carriageway linking Waterford to Dublin. Already substantial elements of the route have been delivered and the work on the remaining sections of the N9 to Waterford is already well underway, due for completion in 2010.

2.1.4 Strategic Road Proposals

Downstream River Crossing

This LAP proposes the implementation of a downstream river crossing. A number of options are under consideration including a route from Maypark or Ardkeen roundabout on the south bank of River Suir (See [Map 8, Development Objectives](#), in particular Objective T5 and [Map 6, Transport Concept](#)). This proposed river crossing and associated link roads will serve to create greater connectivity between the lands located north and south of the Suir. Other benefits of the scheme will include:

- Alleviation of traffic pressure on Rice Bridge.
- Reduced traffic congestion in the central areas of Ferrybank/Abbeylands and the city centre itself.
- Better access for traffic traveling from the east of the plan area, e.g. Slieverue, Belview, into Waterford.
- Improved access to the Waterford City Regional Hospital.
- Enhanced development potential for lands located in Christendom and Rathculliheen.

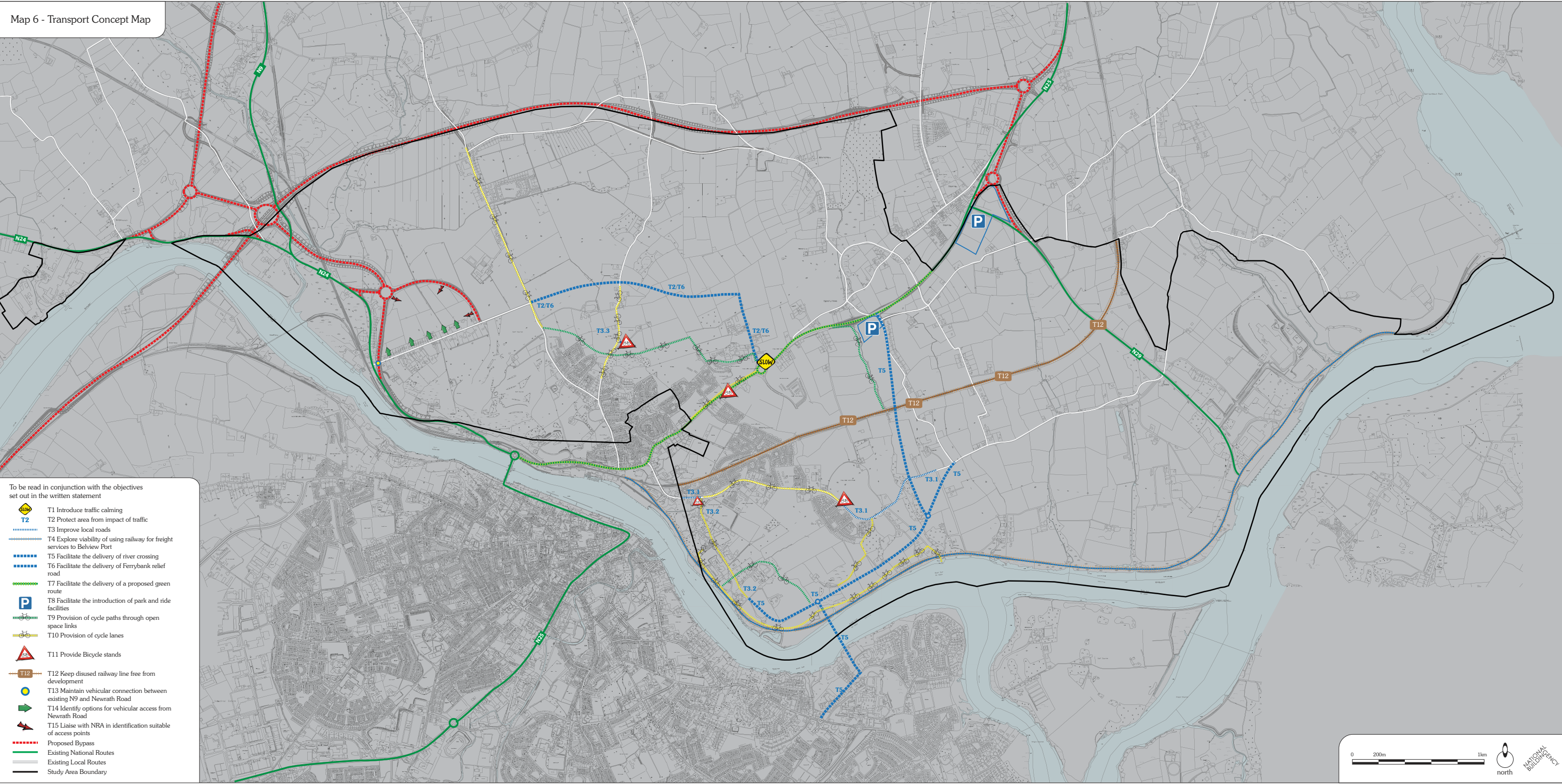
Ferrybank Relief Road

This LAP proposes a new road for the plan area which will bypass Ferrybank and other built up areas such as Rockshire. The road will start at the Belmont Roundabout and finish at Newrath, where it will join up with the existing Newrath Road and will also be able to link into the Waterford City bypass at the Newrath Junction (See [Map 8, Development Objectives](#) in particular Objective T2).

The reasons for the Ferrybank Relief Road include:

- To ensure that traffic traveling in an east-west direction will no longer need to pass through the central, built-up portion of the plan area, which is proposed as a new urban village and focal point for the community.
- To enable the creation of safe and attractive public places and areas of open space adjacent to the urban centre.
- To increase the connectivity and permeability of existing residential areas and proposed residential zoned land to the north of Rockshire, and of proposed mixed-use zoned land at Newrath.
- To facilitate greater flexibility for public transport by bus routes in the future.

Map 6 - Transport Concept Map



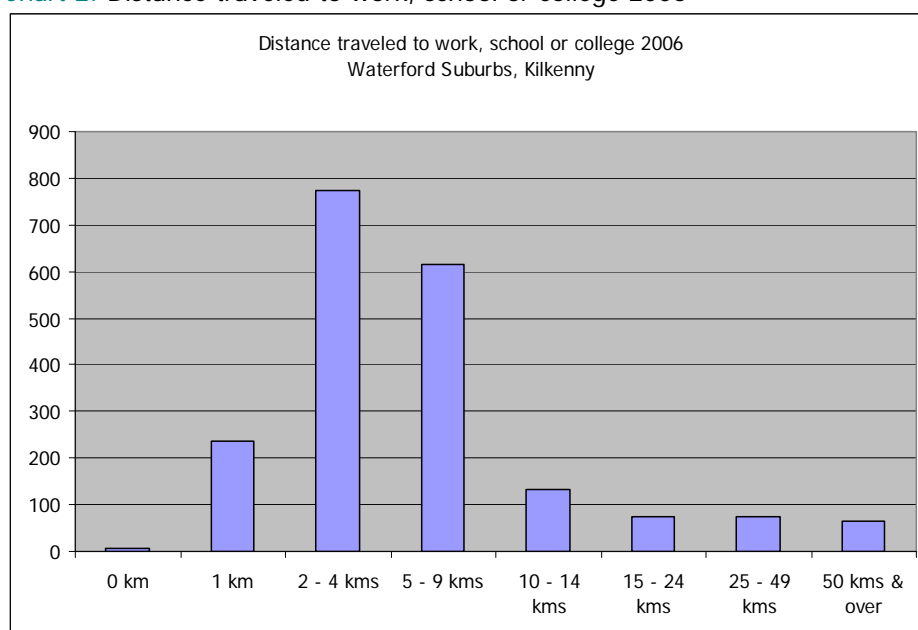
- To be read in conjunction with the objectives set out in the written statement
-  T1 Introduce traffic calming
 -  T2 Protect area from impact of traffic
 -  T3 Improve local roads
 -  T4 Explore viability of using railway for freight services to Belview Port
 -  T5 Facilitate the delivery of river crossing
 -  T6 Facilitate the delivery of Ferrybank relief road
 -  T7 Facilitate the delivery of a proposed green route
 -  T8 Facilitate the introduction of park and ride facilities
 -  T9 Provision of cycle paths through open space links
 -  T10 Provision of cycle lanes
 -  T11 Provide Bicycle stands
 -  T12 Keep disused railway line free from development
 -  T13 Maintain vehicular connection between existing N9 and Newrath Road
 -  T14 Identify options for vehicular access from Newrath Road
 -  T15 Liaise with NRA in identification suitable of access points
 -  Proposed Bypass
 -  Existing National Routes
 -  Existing Local Routes
 -  Study Area Boundary

2.1.5 Public Transport

Travel Movement within the area

The most recent Census of Ireland data for the area indicates that most of the plan area residents travel less than 4km to reach work/school/college each day (See Chart 2). However, a significant proportion of residents travel over 10km a day to reach work/education facilities, with some traveling over 50km per day. This would indicate that a considerable proportion of people are traveling outside the plan area and beyond Waterford City for work/education every day. It also indicates that there are a percentage of people in the area who undertake long journey commutes on a daily basis. Therefore, the travel patterns of people residing in the plan area appear to be quite varied. This indicates that there is a need for a wider range of transport options in the area, particularly in relation to public transport.

Chart 2: Distance traveled to work, school or college 2006



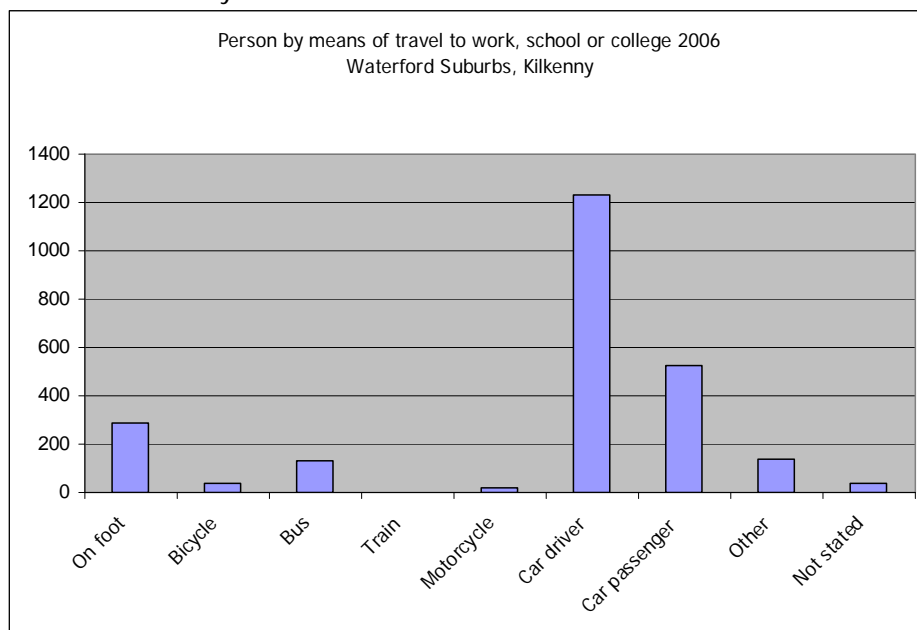
Source: Central Statistics Office 2006

Use of Public Transport

The most recent Census of Ireland data for the Waterford City environs in Kilkenny shows that the car is the most widely used method of transport in the plan area. Traveling on foot is the next most popular mode of travel. People who travel to work/college/school by bus account for a small proportion of travel movements. A very small number of people use cycling as a means of transport in the plan area.

It is therefore apparent that steps need to be taken to make public transport more attractive and viable in the plan area. This may encourage people to adopt more sustainable attitudes to transport and travel in the long-term. Such a move should be viewed as a strategic necessity not only for reasons of environmental sustainability, but also due to the fact that the forecast growth in population for the plan area will inevitably lead to a greater demand for efficient transport options.

Chart 3: Persons by means of travel



Source: Central Statistics Office 2006

Buses

Chart 3 illustrates that the number of people using the bus as a means of travel to work, school or college in the plan area is minimal. Traffic congestion in the plan area at peak times such as morning and evening contributes to the inefficiency and unreliability of bus services.

Existing Services

A private bus operator links Ferrybank-Abbeylands to Waterford City and runs on average once an hour with no set stops (no Sunday service). The plan area is also served by the Ring-a-Link bus service, which receives funding from various bodies including the Rural Transport Initiative. This is a flexible service, which responds to telephone bookings and was established to serve the needs of those living in rural areas. Bus Eireann run a city service in Waterford City, operating routes to the W.I.T, the Regional Hospital and a number of residential areas south of the Suir.

In terms of national services from Waterford City, Bus Eireann, as well as a number of private companies, operate routes. The most direct bus service to Dublin runs up to 10 times daily and generally takes 3 hours. In terms of inter-regional routes, buses run to Wexford, New Ross, Rosslare Harbour, Cork, Limerick and Galway. These routes are run at regular intervals but generally involve transfers.

Green Route

Green Routes are roads which include dedicated or shared facilities for buses and cyclists and improved pedestrian facilities. Waterford City Council has identified two Green Route Corridors linking the suburbs to Waterford City Centre. It is planned to implement these Green Routes in the near future. The routes are as follows:

- N25 Corridor: from Belmont to Ballinaneesagh, via Ferrybank, the Quay, Parnell St. and the Cork Road.
- Dunmore Road Corridor: from Knockboy to the Mall.

The principle aims of Green Routes are to shorten journey times and improve the reliability of bus services by providing:

- Bus lanes
- New and improved pedestrian crossings
- Better facilities for cyclists
- Shorter journey times for emergency vehicles and taxis

The Green Route scheme also involves the creation of Park and Ride facilities at two locations on the N25 (one north and one south of the River Suir). This LAP proposes the following areas as suitable locations for Park and Ride facilities:

- (1) On the N25 site near Milepost
- (2) Near the N29/N25 Junction

(See Objective T8).

Rail

The plan area contains three railway lines, the main Dublin line, the Waterford to New Ross line, which is currently disused and the Limerick to Rosslare Europort line, which is still in use, but does not operate on a frequent basis. The most direct route to Dublin from Waterford is via Kilkenny, which runs up to 6 times a day. There are a number of inter-regional routes, such as to Limerick and Cork.

Future Plans for Rail

There are no plans by CIÉ to bring the Waterford to New Ross railway line into re-use in the short term. In order for this line to receive investment by CIÉ, the area would have to demonstrate commuter potential and would have to possess a sufficient 'critical mass' of population and residential development to make the scheme viable. It is imperative that this rail corridor be kept free from development to cater for sustainable transport modes into the future. It is an objective of this plan to maintain buffer zones at various intervals along the disused railway line, so as to enable the development of train stops in the future if required.

Other expansion plans for rail services include the introduction of high specification railcars onto the main Waterford – Dublin line, and the redevelopment of Plunkett Station in Waterford City (expected to commence in mid 2008) to consist of a modern facility with integrated bus, taxi, and rail services, and a multi storey car park.

Walking and Cycling

A significant proportion of people in the plan area choose walking as a method of transport. This is to be expected given the proximity of the study area to Waterford City. However, there is considerable scope for improvement to the pedestrian environment of the plan area. Many places currently lack footpaths and adequate public lighting; hence there is little incentive for people to travel on foot.

As is evident from the above chart, the number of people who use cycling as a means of transport in the plan area is almost negligible. There is a lack of cycle lanes in the plan area at present, although in recent times efforts have been made to increase their provision, e.g. along the Kilmurry/Gorteens road.

Future Plans for Pedestrians and Cyclists

As outlined earlier, the large volumes of traffic passing through the plan area mean that it is not particularly conducive to cycling or walking. It is an objective of this plan to create dedicated lanes and paths for pedestrians and cyclists (See [Map 8, Development Objectives](#) and [Map 6, Transport Concept](#)). The provision of cycle and walking networks between

neighbourhoods and neighbourhood centres will be encouraged, specifically through the open space network.

The opening of the Waterford bypass will offer the potential to introduce cycle paths, footpaths and traffic calming measures along the existing N25 route. There is also scope for creating a boulevard area along this road from Belmont to the administrative boundary with Waterford and into the North quays area. Such initiatives would help raise the profile of public transport in the plan area, making it a more attractive means of travel.

2.1.6 Transport Policies

It is the policy of the Council to:

- TP1** Encourage the optimum use of existing transportation infrastructure by implementing traffic management schemes and proposing a traffic management appraisal after completion of the N25 and N9 upgrades to ensure the implementation of key transport objectives.
- TP2** Explore the viability of using the Limerick to Rosslare Europort railway line to transport freight to and from Belview Port.
- TP3** Reduce the need for people to travel (especially by car) by creating neighbourhood centres, where local and daily services are readily accessible, at frequent intervals throughout the plan area (See Section 3.2).
- TP4** Promote the accessibility of Neighbourhood Centres which are located along key through-routes in the plan area, and which in time, will be well served by public transport infrastructure, with good pedestrian and cycle links.
- TP5** Encourage the development of a higher frequency bus service linking the plan area to Waterford City.
- TP6** Support the creation of pedestrian linkages to the proposed urban centre in all new residential developments.
- TP7** Facilitate the long term re-opening of the disused railway through the promotion of increased residential densities along the rail corridor route, and explore means of financing such a service.

2.1.7 Transport Objectives (Refer also to [Map 8, Development Objectives](#)).

It is the objective of the Council to:

- T1** Introduce traffic calming measures in the area leading from the Belmont roundabout to the Ferrybank-Abbeylands Shopping Centre.
- T2** Protect the core area of Ferrybank/Abbeylands from the impact of traffic congestion and explore options to enable the diversion of traffic around this area, such as the provision of northerly road from the Belmont Roundabout to the Newrath Road in the long-term (Ferrybank Relief Road).
- T3** Improve, through road widening and other measures, the following local roads in the plan area:

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- T3.1 Abbey Road
T3.2 Clover Road
T3.3 Rockshire Road
- T4** Explore the viability of using the Limerick to Rosslare Europort railway line to provide freight services to Belview Port.
- T5** Reserve lands for the development of a Downstream River Crossing at Newtown and associated road links that will enable a connection to Clover Road in the west and to Gorteens Road in the east, with an additional road link to the N25 in the north, and ensure that a separate Environmental Impact Assessment (EIA) is conducted for this scheme.
- T6** Facilitate the delivery of the Ferrybank Relief Road in tandem with the construction of new housing developments in the area over subsequent plan periods (long term objective). Refer also to Objective T2.
- T7** Facilitate the delivery of the proposed N25 Green Route Link between Belview and the North Quays within the lifetime of this LAP, to include bus stops and pick up points throughout the proposed urban village.
- T8** Facilitate the introduction of Park and Ride facilities in tandem with the Green Route. Locations under consideration include:
- (1) On the N25 site near Milepost
 - (2) Near the N29/N25 Junction
- T9** Increase the provision of cycle paths in the plan area, particularly through the open space links.
- T10** Provide cycle lanes for all zoned development areas on the following routes:
- (1) Abbey Road
 - (2) Clover Road
 - (3) N25/Urban Village
 - (4) Rockshire Road
 - (5) Mullinabro Road
- T11** Provide bicycle stands in the urban village and at all neighbourhood centres.
- T12** Keep the disused railway line free from development and reserve 6 metres either side so as to facilitate the long term development of either a commuter rail service or local tram service, should future demand warrant it. The reservation of land at intervals to accommodate possible transit stops are shown as T12 on [Map 8, Development Objectives](#).
- T13** Maintain a vehicular connection between the existing N9 and the Newrath Road. The creation of cul-de-sacs at this location will not be encouraged.
- T14** Identify options for suitable vehicular access points from the Newrath Road to lands zoned C2: Commercial and Mixed Use at Newrath. Options are shown as T14 on [Map 8, Development Objectives](#).
- T15** Liaise with the National Roads Authority in the identification of suitable access points from the National Road surrounding lands zoned C2: Commercial & Mixed Use at Newrath. Optional access points are shown as T15 on [Map 8, Development Objectives](#).