



Chapter 5

Transport and Mobility



Sustainable Compact Growth



Infrastructure



Sustainable Places and Communities



Accessibility and Connectivity



Climate Action

Chapter 5: Transport & Mobility

Strategic Objectives

To achieve a sustainable, integrated low carbon transport system with excellent connectivity within and to Waterford.

To make efficient use of transport networks and ensure that all new developments contribute towards reducing the need to travel long distances and encourage people to walk, cycle or use public transport.

Provide public and active transport infrastructure and services to meet the needs of neighbourhoods, towns, villages and rural areas in facilitating the “10 minute” city and town concept, to achieve this development of permeability measures in Tramore, Dungarvan and Waterford will be a priority of this Development Plan. Such infrastructure should be designed to be universally accessed, sustainable and safe particularly for women and children and have appropriate lighting (Please see 'Travelling in a Woman's Shoes' TII 2020).

5.0 Setting the Scene: Transport Policy Context

There are a number of National and Regional Policies and Plans which provide the context for the following transportation chapter and policies, these are as follows:

- National Planning Framework 2040.
- Southern Regional Assembly Regional Spatial and Economic Strategy.
- Climate Action Plan 2021.
- The National Climate Mitigation Plan and Climate Adaptation Framework.
- National Energy Efficiency Action Plan (NEEAP).
- Building on Recovery: Infrastructure and Capital Investment 2016-2021.
- Smarter Travel – A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020 (Department of Transport, 2009).
- The National Cycle Policy Framework 2009-2020 (Department of Transport).
- National Cycle Manual (NTA, 2012).
- A Best Practice Guide to Permeability, produced by the NTA in 2015.
- Spatial Planning and National Roads - Guidelines for Planning Authorities 2012.
- Design Manual for Urban Roads and Streets, 2020.
- Strategy for the Future Development of National and Regional Greenways, 2018.
- Local Link Rural Transport Programme Strategic Plan 2018 to 2022; and
- Rural Transport Initiative – Local Link.

5.1 Integration of Land Use Planning and Transport

A key strategic objective of this Plan as set out in the core strategy is the creation of a compact and connected City and County, as reflected by National Strategic Outcome (NSO) 1 of the NPF. Key to achieving this objective is the integration and implementation of land-use and transport policy and in this regard the most efficient settlement and land use patterns are based on those that locate the largest proportion of the population within walking and cycling distance of their work, schools, shops and other services. For the purposes of the Development Plan three key policy interventions underpin this integration:

- Transport planning – PLUTS (review having regard to the WMATS).
- The 10-minute neighbourhood with compact growth/mixed use development; and,
- A shift to sustainable transport modes. (Need to add a short narrative on compact/mixed use development.

Strategic Policy

- Mainstream the principle of an integrated sustainable transport system with a significant shift toward public transport, walking and cycling, prioritising active and sustainable transport and reducing car dependency across the City and County.
- Integrate land-use and transport planning, aligned with the delivery of infrastructure, to achieve the concentric city, higher-density, infrastructure-led development in strategic locations.
- Promote a modal shift away from private car usage by supporting improved facilities and service frequency of public transport across the city and county, and thereby developing a viable and attractive alternative to private transport.



Integration of Land Use Planning and Transport Policy Objective

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 co-ordinates 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 modal ambitions and potential as set out in Table 5.1 and Table 5.2) from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport.
- Designing and develop permeable links for walking and cycling in new development areas and retrospectively implement accessible, safe walking and cycling facilities and infrastructure into existing neighbourhoods, particularly at peripheral locations of our urban areas, where feasible and practicable. This will be done through the provision of appropriate pedestrian and cycle facilities. All work to the public realm must take into account the 'whole journey approach' which refers to all elements that constitute a journey from the starting point to destination. All developments must ensure that universal design approach to the built environment is taken into account, including but not limited to footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters.

5.2 Waterford Metropolitan Area Transport Strategy (WMATS), Waterford Planning and Land Use Transportation (PLUTS) Study and Local Transport Plans (LTPs)

The Transport Strategy for the Waterford Metropolitan Area prepared by the NTA in collaboration with Waterford City and County Council, Kilkenny County Council, the Southern Regional Assembly and Transport Infrastructure Ireland covers the period up to 2040 and addresses all land transport modes. 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.

The development of the Transport Strategy is guided by the objectives of the RSES for the Southern Region, and in particular by the objectives of the MASP for Waterford as set out in the RSES, including the development of:

- A Concentric City, with balanced and Compact Growth north and south of the river, supported by integrated land use and transport planning.
- A Metropolitan Area bus network.
- A Metropolitan Area cycle network.
- Develop enhanced integration between rail transport with the Metropolitan Area bus and cycle network to ensure the optimal use of the rail network, connecting Waterford at a regional and national level, in catering for the movement of people and goods including development of commuter rail services into Waterford.
- Development of a more Walkable City; and
- Other supporting measures including Transport Demand Management and Transport Integration.

The Council will support the priorities and strategies identified in WMATS, and the use of LTPs, based on the Area Based Transport Assessments (ABTAs) guidance. These strategies and plans will assist in integrating national and regional transport policies and objectives to a local level.

The development strategy for Waterford City has been guided by the PLUTS since 2004. The PLUTS was initiated to provide a strong planning framework for the development of the City and Environs over the period up to 2020. Many of its growth expectations have not been realised by the strategic framework's end horizon but are still considered sound and the growth estimates initially envisaged will now take longer to achieve. We will undertake a review of PLUTS during the lifetime of the Development Plan.

Connecting Ireland

In addition to the WMATS project, the NTA is currently progressing Connecting Ireland, a public transport programme that aims to improve the quantity, quality and utility of public transport outside of the major urban areas, to introduce a systematic and strategic approach to planning new routes and services and to apply a partnership approach to bus network planning.

- Quantity – Connecting more people to more places
- Quality – Providing an attractive service
- Utility – An integrated and joined up network

The methodology applied in this process is based on the following three elements:

- The application of a settlement hierarchy in order to categorise every urban settlement in the State
- The assessment of connections provided by public transport services, between settlement and the identification of gaps in the services provided
- The design of new services to enhance existing services or to provide new service connections.

In addition to conventional scheduled services, Connecting Ireland is also exploring the potential of non-conventional measures in addressing the current mobility deficit, including the expansion of existing Demand Responsive Transport Services (DRT), the examination of new technology in DRT and the piloting of new approaches to increasing mobility, for example, the integration of non-emergency HSE services.

A general context for Connecting Ireland and its objectives will be the identification and promotion of complementary measures that reduce the need to travel, including the integration of land use and transport planning, the localisation of service provision and the development of technology hubs.

Strategic Policy

Support the delivery of WMATS, and work with all stakeholders, including the NTA and TII, to change how we move in and around Waterford City into the future, including the identification and protection of key strategic transport routes and corridors, and the construction of a new transport hub located on the North Quays.

County Transport Plan

The County Transport Plan will be informed by an assessment of inter-settlement travel patterns across the county and to key settlements in neighbouring counties, in order to better understand travel patterns and associated transport infrastructure and services requirements. Of particular importance in this process will be the examination of commuting patterns to Waterford City, the key town of Dungarvan and the large urban town of Tramore. This profiling will be used to better understand the relationship between current land use patterns and associated travel patterns. In doing so, it will also inform the formulation of land use policies which can affect more sustainable travel pattern outcomes, as well as the transport infrastructure and services need to meet future inter-settlement travel demand. The development of a County Transport Plan in time will also inform and be informed by the preparation of Local Transport Plans for designated settlements across the County.

Waterford Metropolitan Area Transport Strategy (WMATS) and Local Transport Plans (LTPs) Policy Objective

Trans 02	We will support the priorities and strategies identified in WMATS/PLUTS subject to required appraisal, planning and environmental assessment processes for the sustainable development of transport infrastructure and services in the Waterford Metropolitan Area.
Trans 03	We will support the priorities and strategies identified in the Regional Transport Strategy, Connecting Ireland, as well as the transport priorities for Waterford Metropolitan Area and investment objectives as highlighted in Section 6.3 of the RSES.
Trans 04	It is a Policy Objective to prepare Local Transport Plans (LTPs) (using the Area Based Transport Assessments (ABTAs) method) in tandem with the preparation of Local Area Plans (LAPs) and also prepare LTPs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof. The Council will prepare LAPs and LTPs for Dungarvan and Tramore within one year of adoption of the Development Plan.
Trans 05	<p>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:</p> <ul style="list-style-type: none"> • A Metropolitan Area bus network. • A Metropolitan Area cycle network. • Development of a more Walkable City; and <p>Other supporting measures including Transport Demand Management and Transport Integration.</p>
Trans 06	To prepare a County Transport Plan, during the life of the Development Plan, and that such a plan should take account of WMATS, Connecting Ireland, other NTA public transport programmes and the development of Local Transport Plans.

5.3 The 10 Minute Neighbourhood

Compact growth which supports mixed use development coupled with efficient active and public transport links between places of work, community and cultural facilities and residential locations will facilitate easier circulation and mobility within our neighbourhoods and communities.

The “10-minute” neighbourhood concept is founded on the availability of a range of community facilities and services (e.g. homes, schools, cafe/restaurants, employment centres) being accessible in short walking and cycle timeframes, and/ or are accessible by high quality public transport services connecting people to larger scaled settlements that deliver these services. The 10 Minute Neighbourhood will play a vital role in creating sustainable communities and this concept is explored further in Chapter 8.

5.4 Achieving Modal Change

The Council will support and encourage sustainable and compact forms of development, which, if realised will facilitate a more balanced pattern of movement across the city and county and result in a modal shift to more sustainable modes of transport and a low carbon transport system.

The term mode share is a way to describe the proportion of people who travel by the various available modes i.e. forms of transport. Travel demand is derived from the need for people to access employment, schools, goods and services, as well as social and leisure trips. How this demand is met, and the choice of travel mode is a function of the availability and quality of both the transport infrastructure (by all modes) and the service provision.

Information derived from POWSCAR data (provided by the NTA via Modal Share database) can be used to assess the existing baseline for both the Development Plan and in future Local Area Plan assessments. POWSCAR data provides the mode share for all settlements (including at small area level) for all modes of transport.

Waterford City and County Council in conjunction with the NTA have performed analysis on mode share data for large urban settlements within the County as identified through the NTA's Methodology for Analysis of Modal share in Settlements. The study outlined how mode share data which is linked to trip length distribution data for individual settlements can be used to inform the development of mode share potential and ambitions at settlement level for travel to work trips. Table 5.1 sets out the mode share potential for urban settlements within the County if everyone in that settlement was to choose an appropriate mode for the length of each trip taken. Table 5.2 sets out the Councils realistic growth ambition for each mode in each settlement up to 2028.



Trip Length Distribution

There is a general association between trip length and mode choice as there are distances which the average person may be willing to walk or cycle to access goods, services or employment, and there are distances at which these modes are less attractive options than alternative modes. Short distance trips by public transport may be unattractive compared to alternative modes as the wait time could be a significant proportion of overall journey time. In terms of distance, trips generally break down into: Short – generally serviceable by walking or cycling Medium – generally serviceable by cycling, public transport or car; and Long – generally serviceable by public transport or car. The generic relationship between trip length and mode is presented visually in the Figure below.

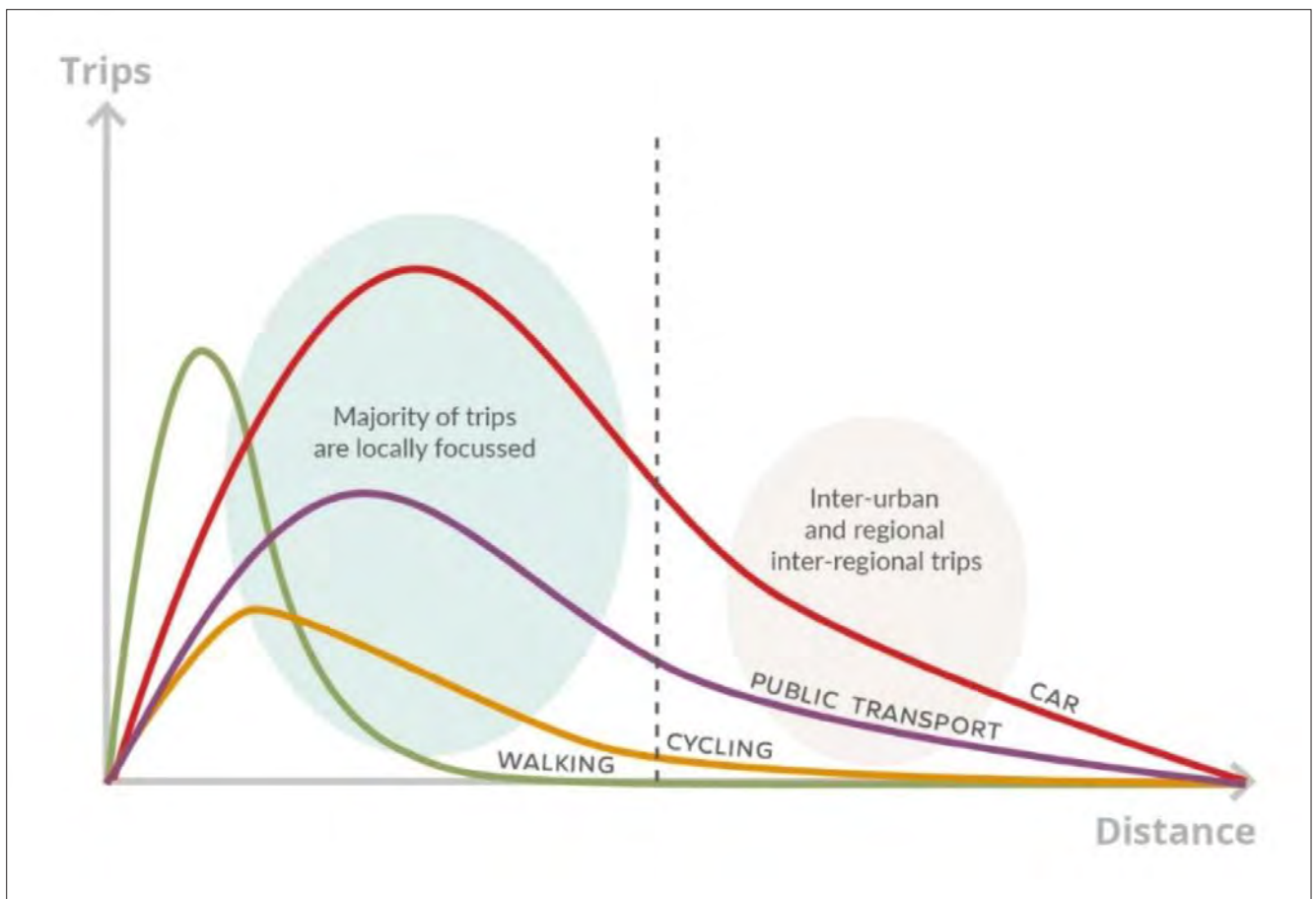


Figure 5.1 Relationship between trip length and mode (Source, NTA, 2021)

Table 5.1 Maximum Mode Share Potential for 2028 (Source NTA)¹

		CSO-Pop 2016 Data			CSO-Pop 2016 Data					POWSCAR-Dataset 2016				
					Mode Share					Trip Length Distribution				
					Current Modal Metric					Maximum Potential				
										Walk	Cycle	Cycle	Public Transport (PT)	PT & Car
Category	Settlement	Population	Employment	Pop/ Emp ratio	Walk	Cycle	PT	Car	Other	Emp 0-1.5km	Emp 1.5- 3km	Emp 3-5km	Emp 5-10km	Emp 10+km
C1-1	Waterford	53,653	23,904	0.44	13%	2%	3%	70%	13%	24%	28%	20%	11%	17%
C2-5	Tramore	10,235	1,453	0.14	6%	1%	3%	78%	12%	18%	4%	2%	28%	47%
C3-3	Dungarvan	9778	4,240	0.43	15%	2%	1%	67%	14%	32%	17%	8%	5%	38%
C4-4	Lismore	1,581	453	0.29	11%	1%	1%	66%	22%	18%	11%	1%	8%	62%
C4-5	Ballinroad	1,266	37	0.03	1%	1%	1%	84%	13%	4%	7%	22%	17%	50%
C4-5	Portlaw	1,999	209	0.10	5%	1%	1%	78%	15%	7%	1%	2%	13%	76%
C4-5	Dunmore East	1,749	198	0.11	6%	1%	2%	74%	17%	13%	3%	1%	6%	78%

The Method

- Settlements were grouped according to size. There are four categories ranging from less than 5,000 to 20,000+.
- The second level of refinement was dividing the settlements according to their population to employment ratios. The reason this was applied was to reflect the varying levels of opportunity for work trips within the settlements. For example, where there is a very low employment base i.e. Tramore, the opportunity to walk or cycle to work is vastly reduced. In these settlements it would be expected that there would be a higher reliance on the private car, but similarly it may also indicate that there is an opportunity to provide inter-settlement public transport options. One way of increasing sustainable travel mode share is locating more employment in areas with a low employment base.
- Another layer of information was added which contains the trip length distribution for each settlement. This shows how many work trips are less than 1.5km, between 1.5 - 3km, 3 - 5km, 5 - 10k, and 10km +. Combined with the mode share data, this indicates the number of trips currently made by each mode, while understanding the number of trips which fall within each distance band. This can be used to show the opportunity or potential that may exist to increase the walking and cycling mode share. For example, where it is shown that there is a high percentage of trips made by car that are less than 1.5km, yet the walking mode share is low, this illustrates that there is the opportunity to convert these car trips to walking for example in Waterford City and Dungarvan. Where a significant portion are under 3km or 5km the opportunity to cycle is available.

¹ In the analysis undertaken by the NTA as part of the 'NTA Mode Share Assumptions 2021' the Car was considered in all bands of the POWSCAR dataset. However, in settlements where it is shown that there is a high percentage of trips made by car that are less than 1.5km, yet the walking mode share is low, this illustrates that there is the opportunity to convert these car trips to walking. Where a significant portion are under 3km or 5km the opportunity to cycle is available.

Mode Share Ambitions

The data illustrates the opportunities that exist within each settlement in the County for use of active modes. The 'Potential' figures in Table 5.1 sets out the theoretical maximum potential for modal share in the large urban settlements in the County up to 2028 based in CSO 2016 figures. Table 5.2 provides what the Council considers to be a realistic growth ambition for each mode over the life of the Development Plan. These reduced figures give allowances for persons that cannot cycle, walk or access public transport due to a variety of reasons. It is considered that 80% achievement of the theoretical maximum potential that is set out in Table 5.1 is considered appropriate.

Table 5.2 Waterford Ambition Percentage Growth Per Mode for Active and Sustainable Transport to 2028² Based on 80% Achievement of Potential

Settlement	Walking		Cycle (1.5 – 5km)		Public Transport	
	WCCC Ambition	Relative % Growth from 2016 to 2028 Ambition	WCCC Ambition	Relative % Growth from 2016 to 2028 Ambition	WCCC Ambition	Relative % Growth from 2016 to 2028 Ambition
Waterford City	19%	47%	38%	1920%	9%	335%
Tramore	15%	146%	5%	535%	22%	712%
Dungarvan	25%	66%	20%	814%	4%	525%
Lismore	15%	34%	10%	948%	6%	1185%
Ballinroad	3%	159%	24%	1769%	13%	1588%
Portlaw	6%	16%	3%	435%	11%	718%
Dunmore East	11%	77%	2%	352%	4%	190%

The inclusion of mode share ambitions within the Development Plan illustrates a clear commitment by the Council to work towards achieving modal shift and promoting sustainable forms of transport. It must be noted that the NTA through the Active Travel grants, the development of Cycle Network Plans and the continuing programme of improvement in public transport for example through the Connecting Ireland programme, will work with the Council to assist with funding and delivering projects which will help to meet these objectives.

The Council in conjunction with the NTA is developing WMATS for Waterford City and will undertake Local Transport Plans for all the Local Area Plan locations which will provide a more granular level of how the above mode share ambitions will be achieved. During this process the above data may be amended due to more up to date data being available.

In order to achieve the ambitions in providing an alternative choice to the private car financial commitments from Government with regards to funding vital infrastructure/ public transport services are required. A behavioural change is also necessary from individuals with regards to how we decide what mode we choose to move in/ around and between our settlements.

5.5 Active Transport: Cycling and Walking

The total population travelling to work/ education using Green modes (walking and cycling) is 10,487 and accounts for 14.6% of the total population within the county - marginally lower than the State average (16.6%).

² WCCC Ambition in Table 5.1 was calculated by multiplying POWSCAR Dataset 2016 in Table 5 by 0.8 which reflects the 80% achievement of the theoretical maximum potential. The relative % growth was calculated by dividing WCCC Ambition by CSO 2016 Mode Share Data in Table 5 - for the purpose of these calculations cycle (1.5 -3km and 3 – 5km were grouped together).

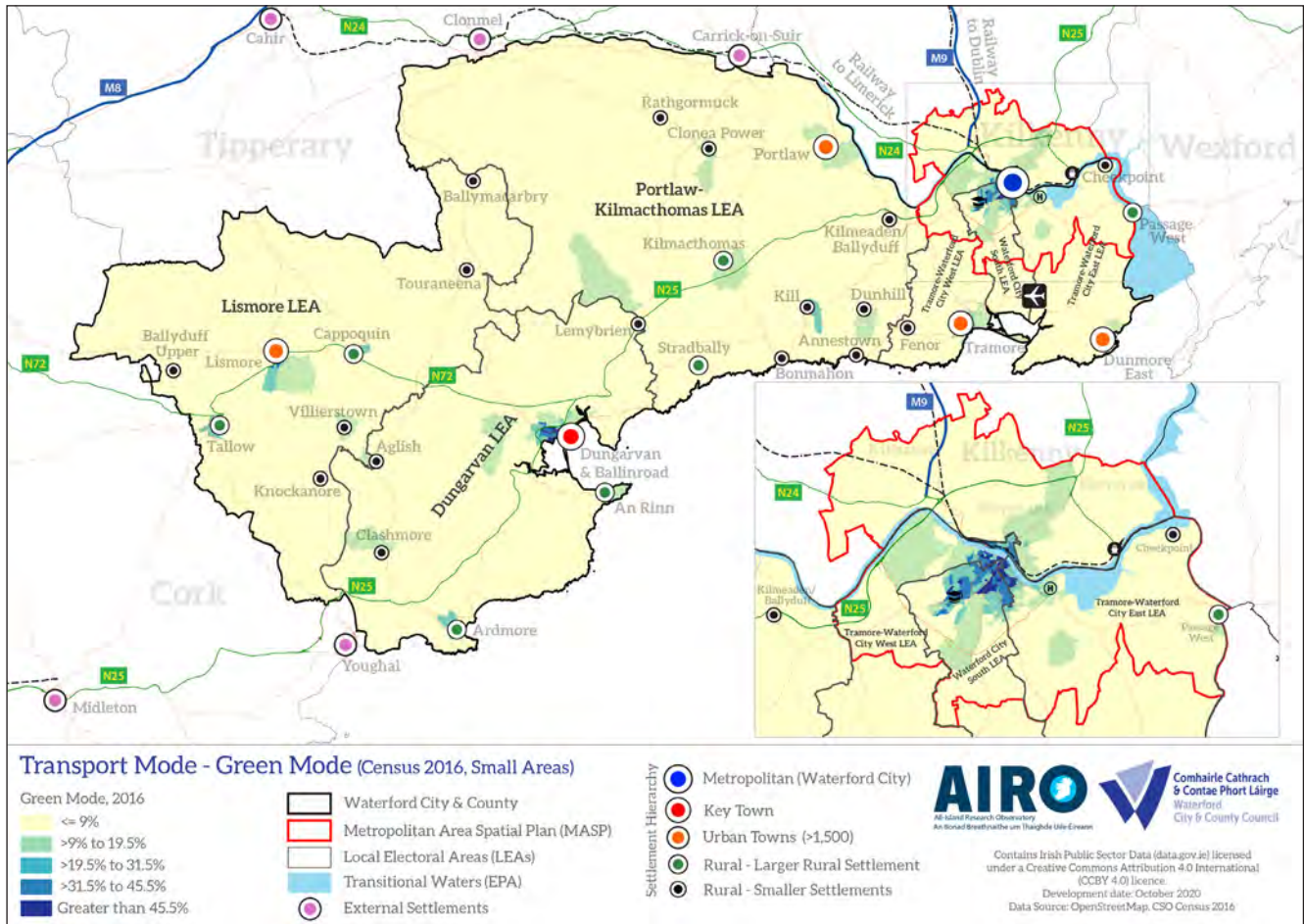


Figure 5.2 Green Modes of Travel

Location	Count	%
Waterford County	10,487	14.6%
Waterford City and Environs	6,063	20.9%
Waterford MASP	6,723	18.4%
Waterford Metro MD	7,382	17.8%
Dungarvan-Lismore MD	2,402	12.3%
Comeragh MD	703	6.4%

Across the settlement hierarchy there is a lot of variation with rates ranging from 1.7% (Kilmeaden) to 28.3% (Lismore). Of all the settlements detailed in the hierarchy graphic (18), six settlements have more than 20% of the total population travelling to work/ education using Green modes: Lismore (28.3%), Tallow (26.1%), Kill (24.2%), Dungarvan/Ballinroad (22.2%), Ardmore (20.9%) and Waterford City and Suburbs (20.1%). Figure 5.3 details the Public Transport Mode usage at the Small Area Level across Waterford.



A key aim of Smarter Travel is to ensure that walking and cycling become the mode of choice for local trips. This not only supports active health initiatives and healthy communities, but also encourages the transition to sustainable modes of travel. Where pedestrian and cycle networks are being designed and delivered the following four core principles of DMURS should be clearly demonstrated:

- connected networks.
- multifunctional streets.
- a pedestrian focus; and,
- a multi -disciplinary approach.

Active Transport: Cycling and Walking Strategic Policy

Enhance the public realm, and develop active, walkable streets, permeable neighbourhoods and places to create attractive, safe and accessible environments for all ages and abilities.

Support initiatives and develop new green and blue links between population, employment and education centres which promote active transport modes.

Active Transport: Cycling and Walking Policy Objective

Trans 07	<p>Supporting Active Travel</p> <p>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.</p>
Trans 08	<p>Priority Routes</p> <p>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.</p>
Trans 09	<p>Connectivity and Permeability</p> <p>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. Access should be also provided to adjoining amenities such as Greenways, Walkways and other recreational areas and have regard to 'Ireland's Government Road Safety Strategy 2021–2030.</p>
Trans 10	<p>Route Networks</p> <p>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.</p>
Trans 11	<p>Cycling Plan</p> <p>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.</p>
Trans 12	<p>Bike Rental</p> <p>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.</p>
Trans 13	<p>Support Facilities</p> <p>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.</p>

5.6 Public Transport

The provision of good quality public transport infrastructure and associated services has the potential to provide the capacity needed to move large volumes of people who travel to work, education, shops and leisure facilities around the City, County and beyond each day. The total population travelling to work/ The

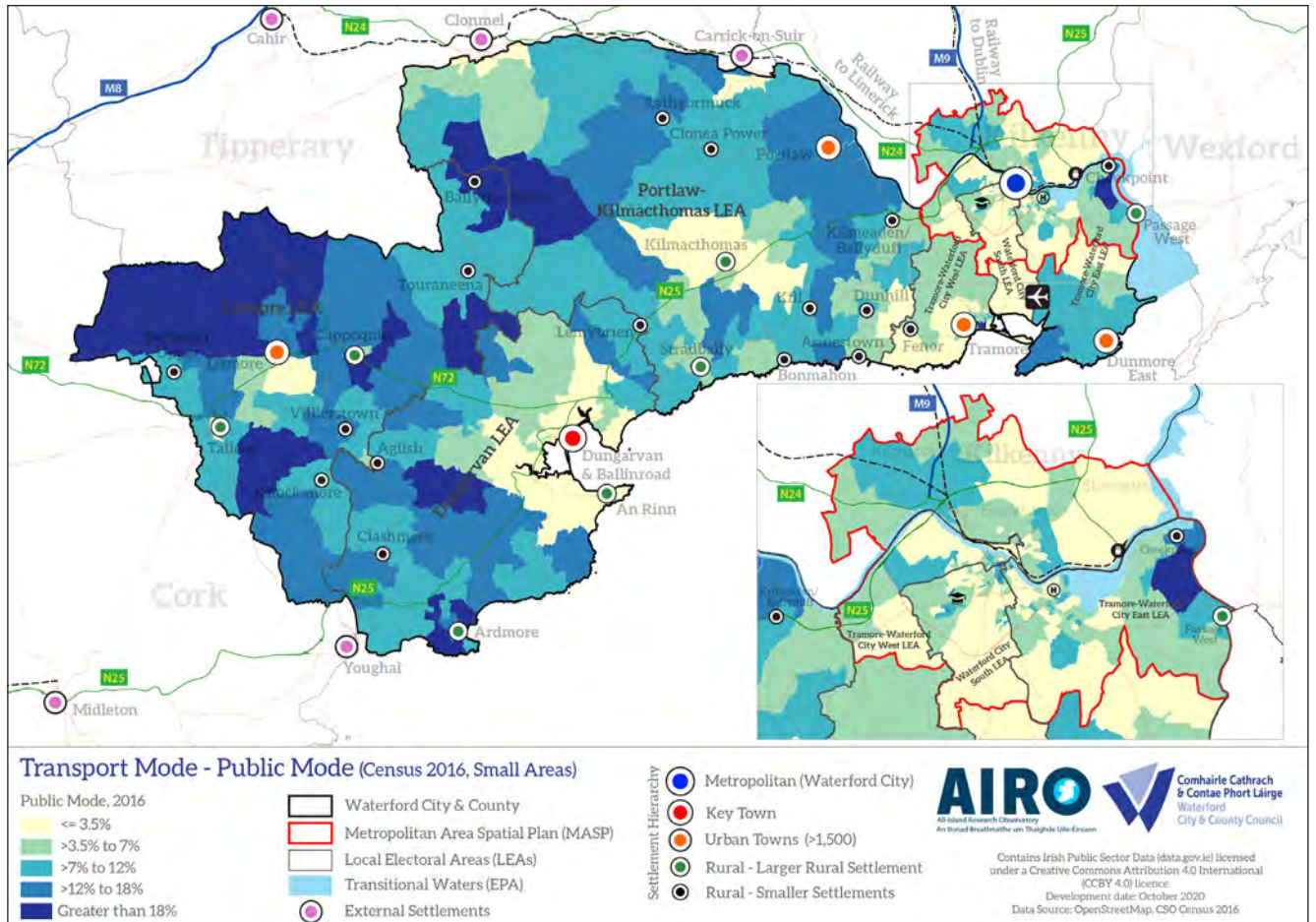


Figure 5.3 Public Transport Modes

The total population travelling to work/ education using Public Transport modes is 4,600 and accounts for 6.4% of the population within the county - this is approximately half the State average (12.9%) and the lowest mode rate in the State.

Table 5. 4 Public Transport Modes

Location	Count	%
Waterford County	4,600	6.4%
Waterford City and Environs	1,301	4.5%
Waterford MASP	1,676	4.6%
Waterford Metro MD	2,032	4.9%
Dungarvan-Lismore MD	1,570	8.1%
Comeragh MD	998	9.1%



Waterford City and Environs recorded a rate of 4.5% (1,301) and is well below the rate in all other cities: Dublin (21.2%), Cork (9.25), Limerick (7.32) and Galway (9.7%).

Across the settlement hierarchy there is a lot of variation with rates ranging from 1.2% (An Rinn) to 15% (Cheekpoint) - although numbers are very low. The map on the opposite page details the distribution at the SA level across Waterford. Highest rates are certainly evident in areas outside the MASP area and in the west of the county. Within Waterford City rates are very low with only a small number of urban SAs with rates >20% modal share.

The availability of public rural transport, such as Local Link Waterford³, plays an important role in overcoming social isolation, particularly in rural areas, and can act as a catalyst in creating models of partnership, where key sectors actively engage in transport provision, to ensure equality of access for all. We acknowledge the importance of high-quality public transport services and will support and facilitate the roll out of new and expanded networks and associated infrastructure in order to make public transport a more attractive mode of travel.

Under the National Development Plan investment in public transport infrastructure will be accelerated to support the development of an integrated and sustainable national public transport system consistent with the NPF NSOs of Sustainable Mobility and Compact Growth. A number of sustainable transport projects will be delivered during the life of the Development Plan to support a move to use of public transport. These include:

- Continued investment in bus and train fleets and required infrastructure.
- Delivery of the BusConnects programme for Waterford City, inclusive bus corridors, new bus stops and bus shelters.
- Transition to low emission buses, including electric buses.
- Delivery of a comprehensive cycling and walking network for Waterford; and,
- Supporting programmes of rail and bus station improvement/development, traffic management investment, passenger information programmes, public bicycle share schemes, accessibility enhancements.



Table 5.5 Transport Mode

<p>Bus</p>	<ul style="list-style-type: none"> • Bus services are the backbone of the regional and metropolitan public transport system and investment will be focused on improving connectivity between Waterford and Regional settlements and enhancing the reliability and the level of service within key settlements. Integrating transport solutions between rail, regional/ metropolitan bus, and active travel will also be supported. • The NTA provides rural transport through the Local Link Rural Transport Programme which aims to address rural social exclusion and the integration of rural transport services with other public transport services. Within the Waterford MASP, continued investment in bus infrastructure and services is a priority for sustainable mobility. This includes the BusConnects programme for Waterford City, inclusive of bus corridors, additional capacity and passenger facilities. WMATS will further address strengthening bus networks and services.
<p>Rail</p>	<p>Rail is a valuable national asset which contributes directly to:</p> <ul style="list-style-type: none"> • Enhanced mobility and reduced traffic congestion. • Regional / national economic & tourism development. • Reducing carbon emissions and achieving national climate change targets. <p>The RSES has the objective to strengthen investment in the maintenance, improvement and strengthening of the rail network, which includes increased frequency of services and reduced journey times between Waterford, and Dublin. It also includes improvements to the Rosslare- Waterford-Limerick Junction line. The RSES recognises that strategic importance of the Rosslare-Waterford Line and its importance to the region.</p> <p><i>Freight</i></p> <p>The current absence of State funding, capital or subvention, dictates a commercial focus for rail freight which limits its role to niche markets. However, RSES Regional Freight Strategy (RPO 141) includes the consideration of rail freight and highlights the asset of our Region's rail network and innovations in the freight handling and transport sector potential for electrification, lower carbon fuels and technology to be prepared by the relevant stakeholders. Experience in other European jurisdictions clearly shows the contribution of rail freight to improved carbon footprint, reduced road congestion and lower carbon emissions. There is potential to develop rail freight, such as utilising the Waterford Port and Rosslare Europort rail link for rail freight logistics.</p>
<p>Taxi and Hackney Services</p>	<p>Taxi and Hackney services are an essential part of the transport network for the City and County. They are often the only means of public transport available for people who live in remote locations, use wheelchairs or those with mobility impairments.</p>
<p>Park and Ride / Park and Stride</p>	<p>Park and Ride provision can further contribute to modal shift. The development of Park and Ride facilities on the periphery of the Waterford city, possible locations in Dungarvan and Tramore will reduce the amount of commuter traffic entering into the city and therefore contribute to a reduction in traffic congestion.</p>
<p>Car Sharing/ Carpooling</p>	<p>Car pooling can help reduce fossil-fuel based emissions and traffic congestion, and car sharing can reduce transport costs for households and reduce the need for parking.</p>

General Public Transportation Policy Objective

Trans 14	<p>To support and co-operate with public and private transport operators in the provision of an effective, accessible, attractive and sustainable transport service and in the development of key infrastructural requirements such as bus lay-byes and set-down locations in appropriate urban and rural locations, turning areas for buses in larger housing estates which:</p> <ul style="list-style-type: none"> • Strive for universal accessibility for pedestrians. • Provide adequate, safe and convenient access; and, • Reduce the dependence on the private motor car. <p>The Accessibility Programme of Iarnród Éireann, which provides for the upgrade of rail stations in terms of accessibility is anticipated to deliver improvements for persons with reduced mobility in the rail network.</p>
Trans 15	<p>We will support the development and rollout of a Citywide public transport system, which will enhance accessibility to the City Centre and key destination such as SETU & Waterford University Hospital, from within the City/Environs area, and nearby towns; and improve cross-city connectivity north and south of the River Suir.</p>
Trans 16	<p>We will require appropriate public and active modes of transport infrastructure be incorporated as part of any significant residential, educational, community or commercial development proposal. The extent of infrastructure required will depend on the nature, scale and location of the proposal and the current level of infrastructure and frequency of the public transport service. We will also seek to ensure such proposals make provision for appropriate, well-designed permeable walking and cycling links to other residential developments, amenities and facilities in pursuit of the 10-minute neighbourhood concept.</p>
Trans 17	<p>Support sustainable travel in the tourism sector by the promotion of public transport use and by integrating transport plans and tourism strategies to promote increasingly sustainable travel patterns among visitors.</p>
Trans 18	<p>We will continue to improve access via sustainable transport modes to significant employment and education destinations through the direct provision of public provided and developer provided infrastructure and through demand management measures.</p>
Trans 19	<p>We will continue to support and facilitate the provision of public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas across Waterford County in collaboration with the NTA, TII and Department of Transport, Tourism and Sport (DTTAS).</p>

Bus Transportation Policy Objective

Trans 20	<p>We will continue to co-operate with the NTA, TFI and other relevant agencies to support the operation and enhancement of existing bus network, and extension of the network to other areas where appropriate.</p>
Trans 21	<p>We will support the NTA and Local Link Rural Transport Programme to provide a quality countywide community based public transport system and associated infrastructure across Waterford city and county which responds to local needs in providing for social and economic connectivity between small villages/rural areas and larger towns.</p>



Rail Transportation Policy Objective

- Trans 22** We will support the optimal use of the rail network, in catering for the movement of people and goods and thereby enhance the economic corridor between Waterford City and Dublin, Key towns of Kilkenny, Carlow, Clonmel and Wexford Town as well as commuter towns such as Carrick On Suir and New Ross.
- Trans 23** Support the retention of the Waterford -Rosslare and the New Ross Rail lines for future freight and passenger rail connectivity between Waterford City, Waterford Port (Belview), Wexford Town, Rosslare Town and Europort.

Taxi and Hackney Services Transportation Policy Objective

- Trans 24** We will continue to provide adequate ranks at various locations throughout the city and other urban settlements in consultation with the taxi operators and other stakeholders. All ranks will be designed so as to be universally accessible and thereby provide for the needs of mobility impaired.

Park and Ride / Park and Stride Transportation Policy Objective

- Trans 25** We will investigate the potential of providing a number of 'Park and Ride' and 'Park and Stride' facilities in appropriate locations in conjunction with the provision of public transport across Waterford City, Dungarvan and Tramore subject to environmental assessment of identified locations.

Car Sharing/Carpooling Transportation Policy Objective

- Trans 26** Working in collaboration with transport stakeholders, significant trip destinations and employers, we will promote, support and facilitate car pooling and car sharing in Waterford City and County.

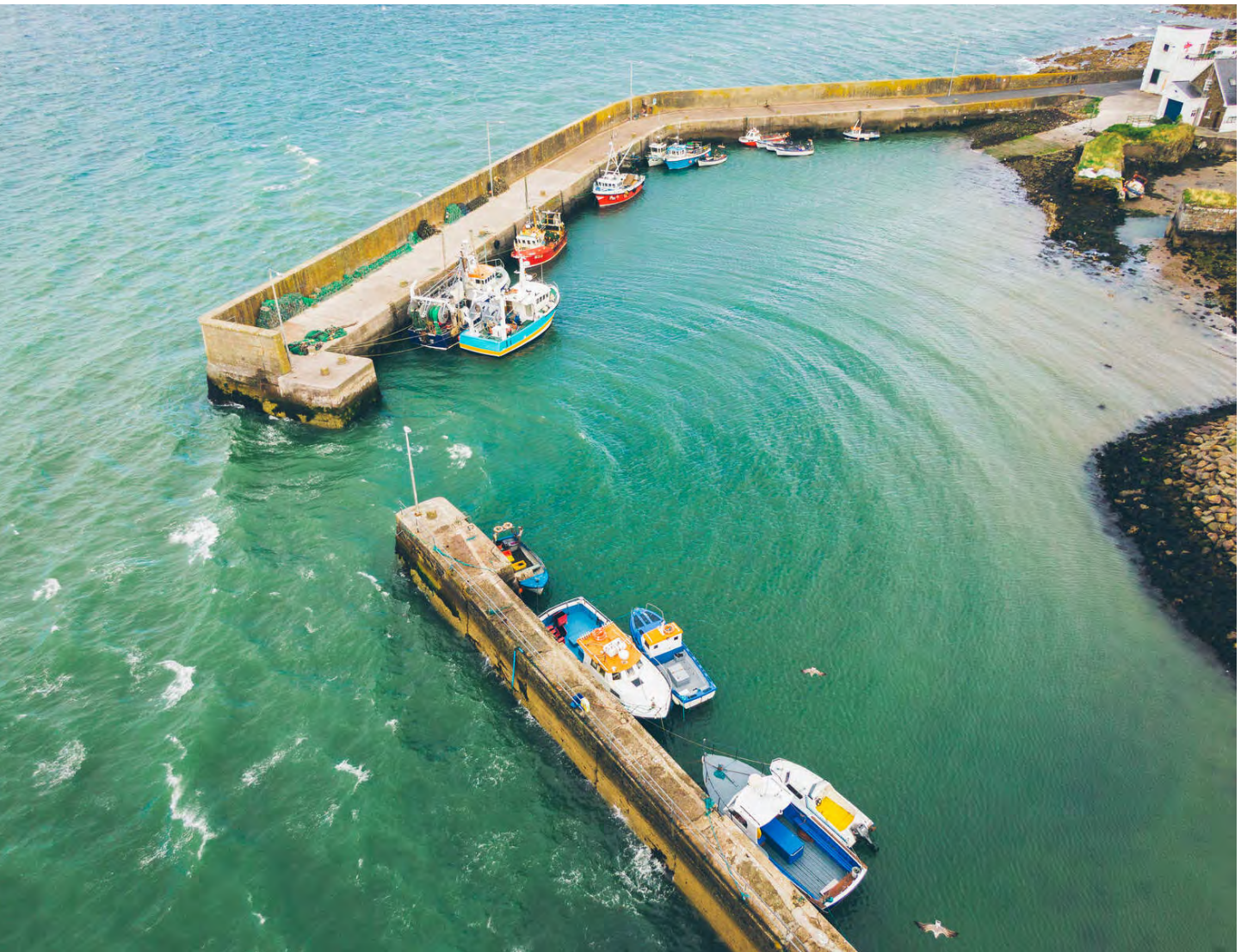
5.7 Airport, Port, Harbours and Piers

Waterford Airport and Port of Waterford play a vital role providing our region with international connectivity. The RSES recognises that investment in port and airport infrastructure is required to boost connectivity for the entire regional and act as key enablers/priorities which will assist in the transformation of Waterford into a Regional City of Scale. It is also worth noting that with the impact of BREXIT on our economy, our gateways to the world are key to safeguarding our resilience and ability to adapt to change.

Consolidating our port and airport will be contingent on the development and improvement of road and rail infrastructure and public transport services for the movement of people and goods in line with priorities defined through National Ports Policy and National Aviation Policy. A Masterplan for the Airport and adjoining business park is set out in Appendix 12.

Our harbours and piers play a vital role in commercial fishing, fish processing, aquaculture and related activities in the County. In recognition of the socio-economic contribution of Dunmore East, Heilbhic and the other harbours, piers and slips throughout the County, the Council, in conjunction with the relevant Government Departments, supports and encourages the future maintenance, dredging and improvement of harbours and piers and potential operation and maintenance role these piers and harbours could play in supporting off-shore wind developments. Such works must take place in the context of the Council's commitment to the protection of wildlife and sensitive habitats and avoid adverse impacts on land/seascapes.





Airport, Port, Harbours and Piers Policy Objective

Trans 27	We will continue to support the development of Waterford Airport and Port of Waterford to create, maintain and strengthen linkages with EU and international markets subject to environmental considerations including no potential for adverse impacts on the Natura 2000 Network.
Trans 28	We will safeguard the current and future operational, safety and technical requirements of Waterford Airport and support/ facilitate its ongoing development by avoiding encroachment of inappropriate development in the vicinity which may interfere with the safe operation of the Airport.
Trans 29	We will support improved berthing facilities for cruise ships which will help Waterford and the South East facilitate additional tourist development, subject to environmental considerations including no potential for adverse impacts on the Natura 2000 Network.
Trans 30	We will facilitate the continued operation of the Passage East Car Ferry which provides a vital link between Passage East and Ballyhack Co. Wexford.
Trans 31	We will continue to improve access to, and support the sustainable development of, all piers and harbours within the County, for both commercial and recreational purposes. We will develop a strategy for the future of our inland and costal ports and piers during the lifetime of this plan.

5.8 Road and Street Network

Continued investment in the county's road and street network is necessary to ensure the sustainable efficient and safe movement of people and goods within the county, to provide access to developing areas and to support economic activity.

School Streets

School Streets will help to reduce the danger to children created by the significant amount of traffic generated during the morning and afternoon drop off and pick up times. School Streets primary aim is to reduce local traffic congestion and emissions and improve air quality in the vicinity of schools by encouraging students, parents and staff to walk from/to home, walking buses and park and stride locations.



Road and Street Network Policy Objective

Trans 32	In conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, we will improve the City and County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.
Trans 33	We will ensure that the planning, design and implementation of all road/street networks across the city and county accord with the principles set out in the Design Manual for Urban Roads and Streets (2020), the National Cycle Manual (2010) and other relevant standards where appropriate, or any future update thereof.
Trans 34	We will protect national, regional, local roads and urban streets free from adverse development that may compromise the development of route options or the construction of preferred routes or add to the overall costs associated with new road schemes.
Trans 35	We will preserve free from development proposed road/street realignment/improvement lines and associated corridors as identified during the life of the Development Plan where such development would prejudice the implementation of Transport Infrastructure Ireland (TII) or Local Authority road schemes.

Road and Street Network Policy Objective

Trans 36	Ensure that traffic noise levels are considered as part of new developments along major roads/rail lines in accordance with best practice guidelines.
Trans 37	We will prioritise road and traffic safety measures on all roads/streets across the City and County. In particular we will support and facilitate 'School Streets' in the vicinity and on the approaches to school premises based on the Fingal School Streets Pilot Project (2019).
Trans 38	We will implement traffic calming measures on roads/streets in appropriate location in urban areas across the County, to reduce the speed of traffic in the interest of public safety, traffic safety and residential amenity. We will ensure that all streets and street networks within urban areas are designed to passively calm traffic through the creation of a self-regulating street environment. Proposals for new development should provide for appropriate traffic calming measures.

5.9 Motorway and National Roads

The motorway and national road network primarily serve long and middle-distance traffic originating in or passing through the county. These routes have an important role to play in the economic development of the county. NPF NSO 2 seeks better accessibility between the four cities and for their unrealised potential to be activated. This will be achieved by maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements. The RSES highlights the upgrade and improved average journey times on the N24, N25, N29 and the N72 as a Key Infrastructural Requirements. Due regard will be made to the Spatial Planning and National Roads Guidelines for Planning Authorities 2012, relating to development affecting National Primary and Secondary roads, including motorways and associated junctions.

National roads are defined as arterial routes within Design Manual for Urban Roads and Streets (2020) for urban areas. There is one Motorway, one National Route and one National Secondary Route in County Waterford.

- M9 (Extending from Waterford City to M7 Naas/Newbridge).
- N25 (Extending from Rosslare Euro Port to Cork City/Dunkettle Interchange via Waterford City and Dungarvan); and
- N72 – National Secondary Route (Extending from Dungarvan to Killarney).

N25 Long-Term Consideration

The N25 is a busy national road which links Cork to Rosslare Euro Port via Waterford City. The current national infrastructure is to link up the main cities via the central spine of the M7 and M8. The strategic national legacy route along the southern seaboard; the N25 will still attract a significant volume of traffic and as can be seen from the traffic figures in the N25 Carroll's Cross Feasibility Report (2020)⁴. The Council will support the upgrade of this National Route as set out in the RSES RPO 24b, RPO 30. However, in the intervening period the primary safety hazards that will develop into the future along these routes is likely to be the right-hand turning movements at junctions and overtaking manoeuvres along the route. As volumes increase gaps in the traffic decrease and lead to unsafe turning movements.

4 <https://waterfordcouncil.ie/media/meetings/2021/comeragh/february/5.%20%20Report%20to%20Comeragh%20Carrolls%20Cross%20538%2017th%20February%202021.pdf>



Motorway and National Roads Policy Objective

Trans 39	We will maintain and protect the strategic transport function and capacity of motorways and the national roads and associated junctions in accordance with the Spatial Planning and National Roads Guidelines (2012) and the Trans-European Networks (TEN-T) Regulations.
Trans 40	We will support the role of TII with regard to the upgrade of existing National Routes, such as the Dungarvan Bypass (N25) and Dungarvan to Mallow upgrade (N72), and where appropriate restrict development immediately adjacent to national routes and interchange[s] in order to facilitate future enlargement of the Interchange.
Trans 41	<p>National Roads: Avoid the creation of any additional access points from new development or the material increase in traffic using existing access points to National Roads, to which a speed limit of greater than 60 kph applies in accordance with the requirements set out in the Spatial Planning and National Road Guidelines, DECLG (2012).</p> <p>Transitional Zones: New access to facilitate orderly urban development on appropriately zoned land on the approach to or exist from towns, villages or settlements that are subject to a speed limit of 60 kph before a lower 50 km limit is encountered may be permitted subject to road safety audit carried out in accordance with the requirements set out in the Spatial Planning and National Road Guidelines, DECLG (2012).</p> <p>Lands adjoining National Roads within 50kmh speed limits: New access to lands adjoining national roads within the 50 kph speed limits may be considered in accordance with normal road safety traffic management and urban design criteria for built up areas.</p>
Trans 42	In order to protect the future safety and carrying capacity of the N25 approach road to Dungarvan from Waterford City, new access points for single dwellings will be prohibited within the speed limit zone up to Coolagh Road Roundabout. It is the intention of that strategic access points and road provision will be considered in the Dungarvan Local Area Plan. The Councils preference is that future access points within land banks east and west of the N25 within this area are provided by alternative road provision and not from the N25.
Trans 43	The Council will seek to conduct a strategic review of the N25 with a view to identifying locations for upgrading the existing national route to provide grade separated junction and reduce the hazardous right-hand turn movements.

5.10 Regional and Local Roads/Urban Streets

Regional and local roads provide significant links between towns and villages as well as an important social and economic function for local economic activity. Regional roads are defined as Link Roads and Local Roads are defined as local streets in DMURS in urban areas. It is important to take account of the Sustainable Rural Housing Guidelines (2005), or any revision of the guidelines, in relation to the consideration of new housing development proposals affecting Regional Roads as well as to Placemaking Chapter 8 and Placemaking Strategy Appendix 5. In particular the guidelines state the following:

- Avoid unnecessary new accesses, where access could be provided off a nearby local road.
- Ensure that necessary new entrances are located in such a manner as to provide effective visibility for both users of the entrance and users of the public roads so that opportunities for conflicting movements are avoided, taking account of all relevant considerations such as traffic levels, typical vehicle speeds, plans for realignment.

Avoid the premature obsolescence of regional and local roads in particular, through creating excessive levels of individual entrances and increased traffic.

In order to safeguard the carrying capacity and safety of regional roads, access for residential development will be restricted onto a regional route including the former where access to a lower category road is available. Regard shall be had to the requirement in the Spatial Planning and National Roads Planning Guidelines 2012, to preserve the carrying capacity of these routes and safeguard their strategic role in providing connections to the National Road Network.

There are 15 Strategic Regional Roads in County Waterford linking the main County towns to the national routes and motorways. These are shown in the table below:

Road No	Road Location and Description
R675	Waterford to Tramore to Dungarvan
R684	Waterford to Dunmore East
R683	Waterford to Passage East
R680	Waterford to Carrick on Suir (via Portlaw)
R708	Waterford to Waterford Airport
R672/671	Dungarvan to Clonmel
R682	Tramore to Orcharstown Cross
R666	Lismore to Kilworth (via Ballyduff Upper)
R668	Lismore to Clogheen (The Vee Road)
R673	Ardmore
R674	An Borthar Rinn
R634	Tallow to Youghal
R676	Lemybrien to Carrick on Suir
R677	Kilmacthomas to Bunmahon
R665	Clonmel to Ardfinnan

Regional and Local Roads/Urban Streets Policy Objective

Trans 44	We will maintain and protect the carrying capacity and associated drainage systems of regional and local roads and associated junctions in the interest of road safety in accordance with the Spatial Planning and National Roads Guidelines (2012) or any update thereof.
Trans 45	<p>Protect strategic regional roads listed in Table 5.6 against development where a maximum speed limit applies, except in exceptional circumstances, in order to protect the carrying capacity and safety of such roads.</p> <p>On these and other regional roads we will resist the creation of new vehicular accesses where the maximum speed limit applies, except in the following exceptional circumstances:</p> <ul style="list-style-type: none"> • Developments of a strategic, local, regional or national importance, where there is a significant gain to the county through employment creation or other economic benefit having regard to: the safety, capacity and efficient operation of the regional road; any plans for future upgrades of the road; and the suitability of the location compared to alternative locations. • Where applicants who establish a genuine rural housing need (Chapter 7), are proposing to build a home on their landholding and cannot provide access onto a nearby county (Local) road. In this instance, applicants will be required to maximise the potential of existing entrances. The onus will be on the applicant(s) to demonstrate that there are no other accesses or suitable alternative sites within the overall landholding. • Where it is proposed to replace an existing dwelling with a pre-existing entrance onto a regional road provided that the entrance can achieve the minimum sightline requirements or significantly enhance the safety of road users and does not constitute a hazard. • Agricultural entrances required for farm access where there are no available alternatives from a local road and providing that the entrance can meet the minimum sightlines requirements or significantly enhance the safety of road users and does not constitute a hazard. • Development which utilises existing farmyard/farmhouse access points to regional roads where the safety of all road users can be protected and enhanced and which would not result in a significant traffic hazard. <p>In all circumstances proposed development should not cause drainage issues by allowing additional water onto the public road, or impact on the drainage of the location</p>
Trans 46	Using Beta Project ⁵ initiative identify and deliver a network of sustainably connected traffic calmed rural local roads which will act as active transport and 'green finger' biodiversity corridors linking our rural economic cluster areas and settlements (as set out in Table 4.1) and enhancing potential for sustainable mobility.
Trans 47	<p>Ensure that all new streets in housing and mixed-use schemes are designed, in accordance with the most up-to-date requirements:</p> <ul style="list-style-type: none"> • Design Manual for Urban Roads and Streets (2020). • Sustainable Residential Development in Urban Areas (2009) and accompanying Best Practice Design Manual (2009). • Architecture 2009-2015 Towards a Sustainable Future: Delivering Quality within the Built Environment (2009). • Any new guidance / standards from the DECLG; and • Any other relevant design standards.

⁵ Beta projects have been used by Dublin City Council to anticipate and meet the ever-changing needs of the city. The Council used Beta Projects Beta is a live mechanism for imagining, testing and implementing ways to improve the experience of life in Dublin. Beta Projects are used to trial issues that the council is seeking to understand before implementation and to give a much better way of listening to citizens. The phrase "in beta" is a phrase used extensively in the digital world to signal that something is imperfect and being released early into the world to enable learning from real-world testing and feedback.

Regional and Local Roads/Urban Streets Policy Objective

Trans 48	<p>Seek to implement the following Road Improvement Schemes:</p> <ul style="list-style-type: none"> • R671/R672 Regional Road from Dungarvan to Clonmel. • Dunmore Link Road.
Trans 49	<p>To investigate reducing speed limits in appropriate urban area to 30km in collaboration with key stakeholders</p>
Trans 50	<p>It is an objective to support the following transport priorities across Waterford County and in the Waterford Metropolitan Area subject to their consistency with the recommendations of the WMATS or any future LTPs and or County Transport Plan, the outcome of environmental assessments and the planning process including mitigation under SEA/AA as appropriate:</p> <ul style="list-style-type: none"> • R710 Waterford city Outer Orbital Route. • R671/R672 Regional Road from Dungarvan to Clonmel. • Dunmore Link Road. • R685 Glen Road from Waterford Road to Quarry Road. • Enhanced link from Cumann na mBan Road at SETU Arena to Industrial Zoned Lands east of the Roundabout. • Quarry Road (L15011), Waterford City – Improvement • R666 Ballyduff Road Junction with the N72 at Ballyrafter

5.11 Corridor and Route Selection Process

New roads and other transport infrastructure projects (including greenways, blueways and cycleways) referred to by this Plan that are not already provided for by plans/ programmes other than the City and County Development Plan or are not already permitted, are subject to the undertaking of feasibility assessment, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the Plan relating to sustainable mobility. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

5.12 Mobility Management Plans

Mobility management plans (MMPs) are proposals by which developments can manage the mobility needs of their users and work towards reduced car dependency. We will require all applications for significant development proposals, which include the following:

- Developments that employ over 100 people.
- New schools/educational facilities (or extensions); and
- Business parks and industrial estates.

MMPs include mitigation measures which will take account of the findings of a Traffic & Transport Assessment (TTA). They bring together transportation requirements, employers, staff and site management issues in a coordinated manner. Measures that should be included are listed below:

- Integration with public transport.
- Promotion of car sharing/pooling.
- Parking pricing and control; and
- The encouragement of cycling and walking by the provision of cycling and walking routes and secure cycle parking.

The NTA document “Achieving Effective Workplace Travel Plans – Guidance for Local Authorities” also provides guidance on proposals to encourage employees to encourage walking, cycling or carpooling to the workplace.

Mobility Management Plans, Traffic and Transport Assessment (TTA) and Road Safety Audits

Trans 51

We will require all applications for significant development proposals in accordance with DM Standard set out in Volume 2 to be accompanied by Mobility Management Plans (MMPs), Traffic and Transport Assessment (TTA) and Road Safety Audits, to be carried out by suitably competent persons, in accordance with the ‘National Transport Authority the preparation of workforce travel plans a guide for implementers’ and TII’s Traffic and Transport Assessment Guidelines.

5.13 Smart City Transport

The Council will continue to support and invest in Waterford becoming a smart transport city. It is key that intelligent transport systems and efficient, inter-operable multi-modal public transport is prioritised.



Smart City Transport Policy Objective

Trans 52	We will collaborate with SETU/Walton Institute for Information and Communication Systems and Science and other parties to devise and implement SMART city/transport initiatives for Waterford City and other urban centres within the functional area of the Council.
Trans 53	<p>Support the development of the following:</p> <ul style="list-style-type: none"> • Intelligent transport systems. • Integrated ticketing. • Smart travel cards. • Waterford bike-share. • Real-time passenger information. • Smart parking; and, • Logistics management and the creation of a Waterford transport app.

5.14 Car Parking

Car parking interacts with many planning, transport and development issues and therefore needs to be treated in a strategic manner. Within Waterford city and other urban centres, a balance has to be achieved to meet the needs of residents, commuters, shoppers, business and leisure users, older people, people with disabilities as well as environmental considerations. This balance will be achieved by facilitating necessary sustainable parking in the short term, and the overall objective, of having improved public transport as a viable alternative, and as that becomes available encouraging its use as an alternative to use of private cars.

The Development Management Standards set out in Volume 2 of this Plan set out maximum car parking standards. This affords a degree of flexibility and allows developers to submit a car parking analysis of a particular area to demonstrate the supply and demand for car parking spaces. Analysis of car parking is assessed on a case-by-case basis, depending on the nature and location of the development, and its proximity to public transport. The Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018) allow for apartment development that are served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.



Electric vehicles (EVs)

The National Climate Action Plan (2021) or any update thereof has ambitious targets for the uptake of electric vehicles (EVs), with a target of having 945,000 EVs on the road by 2030, including 845,000 cars, 95,000 light commercial vehicles and 1,500 electric buses (i.e. not diesel only).

Electric vehicles (EVs) offer an increasingly realistic solution to the challenge of reducing the transport sector’s GHGs, increasing the use of renewable energy in transport and reducing reliance on imported fossil fuels. It is Council policy to expand the network of public EV charging points, through the use of the public lighting network, where feasible, and at other on-street or public parking locations subject to the availability of funding.



Car Parking Policy Objective	
Trans 54	We will complete a review of Waterford City Car Parking Strategy, which will include Age Friendly and Disabled Parking Spaces, over the lifetime of the Development Plan. The review should take account of the recommendations of the WMATS.
Trans 55	We will manage car parking as part of the overall strategic transport needs of the City and County in accordance with the parking standards set out in Volume 2.
Trans 56	We will ensure the adequate provision of appropriately located off-street car parking in urban areas to meet the needs of local residents, shoppers and businesses.

Car Parking Policy Objective

Trans 57	We will support the removal of excess on-street and surface car parking in urban centres in favour of edge of centre location which will assist in the creation of new spaces for people and improve existing streetscapes.
Trans 58	To ensure that the needs of people with disabilities and older people are met with regards to car parking provision within urban centres as well as in existing and new developments.
Trans 59	We will facilitate parking provision for tourist buses where feasible in the city and towns and villages and at tourist attractions around the city and county as the need arises and as resources permit.
Trans 60	To support investment in the sustainable development of Electric Vehicle charging facilities at on and off-street car parking locations and within new developments in accordance with the parking standards set out in Volume 2.
Trans 61	Where permitted, we will require developments of surface car parking to contain landscaping proposals which promote pollinator friendly plants, Natural Water Retention Measures as part of Sustainable Urban Drainage Systems (SUDS) and where appropriate allow for ancillary uses, such as recreation/play areas, when car park is not in full use.

5.15 Bicycle Parking

Cycling is becoming increasingly recognised for the contribution it provides as a sustainable and healthy mode of transport. Provision of secure cycle parking facilities is essential to support the promotion and development of cycling. A lack of appropriate cycle parking facilities is often cited as a barrier to cycling and cycle ownership and could be a constraint on the future growth of cycling. In this regard, high quality secure cycle parking at origins and destinations is considered to be a key element of any strategy aimed at encouraging cycling. High quality cycle parking should therefore be regarded as an integral part of any new development proposal.



Bicycle Parking Policy Objective

Trans 62	Where new bicycle parking facilities are to be provided, we will locate these near bus stops and bus/ rail stations to facilitate an increase in inter -modal journeys by cycling and public transport.
Trans 63	We will require all new developments to provide appropriate cycle parking facilities in central, accessible and safe locations so as to assist with supporting modal shift away from private cars to more sustainable modes of transport i.e. Cycling, Walking, and Public Transport in accordance with the bicycling parking standards set out in Volume 2.
Trans 64	The provision of e-bike chargers in public locations will be supported subject to the availability of funding.