

Project Background and Description

Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the N24 Waterford to Cahir Project. The project is included in the National Development Plan 2021-2030.

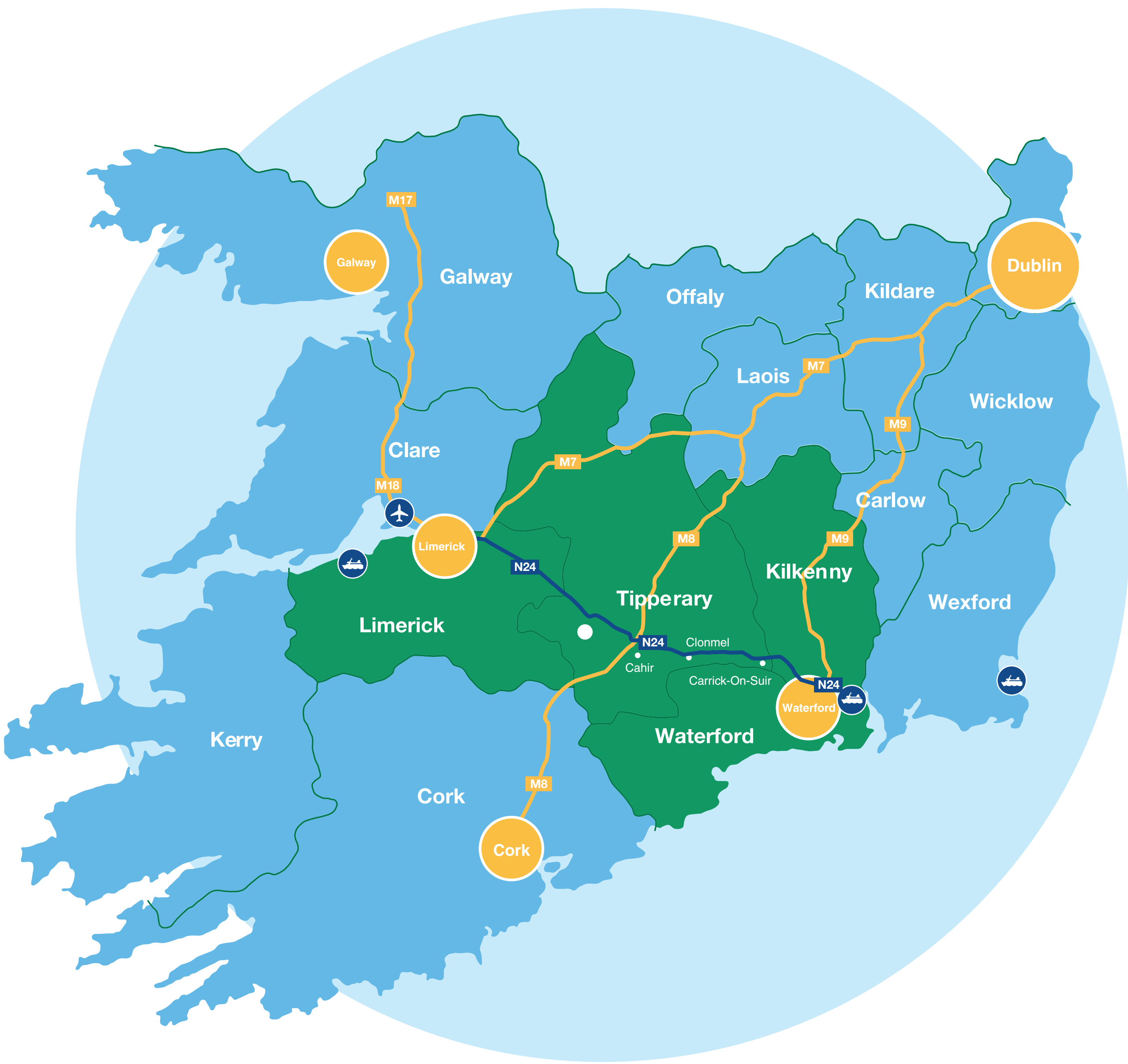
The N24 national primary road is a strategic corridor linking the cities of Limerick and Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny, with a total length of approximately 116km. The route also forms part of the strategic link between Shannon Foynes Port (via the M7, N18 and N69) and the Port of Waterford (via the N9, N25 and N29) and Rosslare Europort (via the N9 and N25). The N24 is recognised as being of importance in enhancing regional connectivity and increasing accessibility to key towns it serves, including Tipperary Town, Cahir, Clonmel, Carrick-on-Suir, Mooncoin and other rural hinterland.

The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 (Cahir North), north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

National Road projects are progressed through Phases 0 to 7 of TII's Project Management Guidelines. The need for intervention was identified in Phase 1 (Concept and Feasibility) and project specific objectives were established. The project is now at the end of Phase 2 (Options Selection), where potential transport solutions to address the issues identified were developed. The potential impact of these solutions and their relative success in achieving the project objectives has been assessed in order to determine the Preferred Transport Solution for the project.

Need for the Project

- Sections of the N24 under consideration in this project have above or twice above the expected collisions when compared to the national average. 43 people have lost their lives on this section of the N24 since 1996.
- The N24 is seen as critical infrastructure for east west connectivity between Waterford and Cahir and the wider Southern Region, providing essential connectivity for the towns and villages that it serves, including the main town of Clonmel, which is a key destination and trip generator for the route.
- All traffic on the existing route, including a large proportion of Heavy Commercial Vehicles (HCVs), travels directly through the towns and villages along the route causing congestion and exposing vulnerable road users such as pedestrians and cyclists to heavy traffic.
- The current N24 is a mix of carriageway types with approximately 48km being single carriageway with inconsistencies in the quality and standard of geometry.
- The N24 is part of a strategic corridor in terms of potential connectivity to the key ports in the southern region (Shannon Foynes Port, Europort Rosslare and the Port of Waterford), and also to Shannon Airport and the wider region.



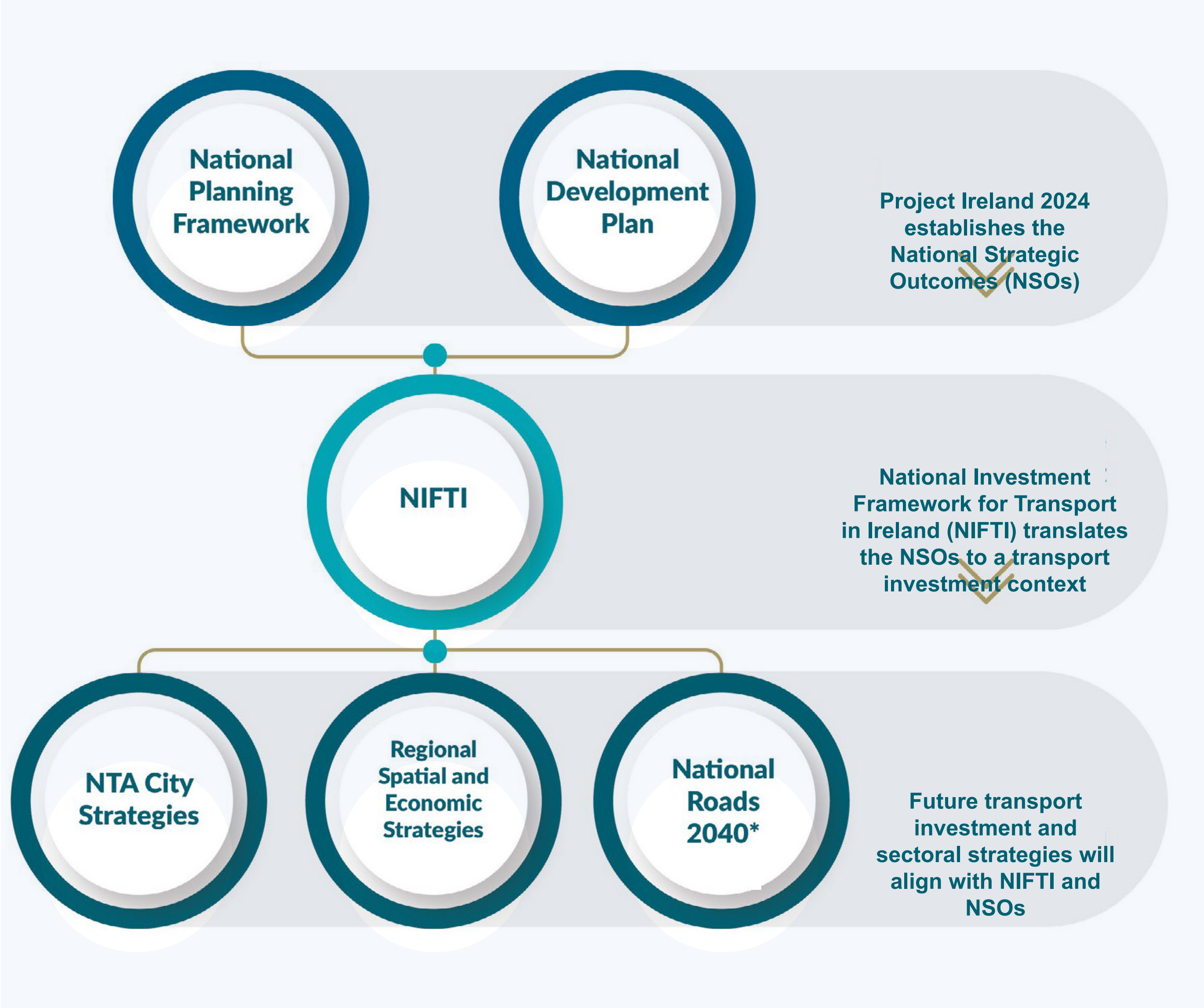
Policy Context

The N24 Waterford to Cahir Project is supported in national, regional and local policy, including the National Planning Framework (2021 to 2030), the Regional Spatial and Economic Strategy (RSES) for the Southern Region and the relevant County Development and Area Plans in counties Tipperary and Kilkenny. The N24 Waterford to Cahir Project is recognised therein as integral infrastructure required to enhance regional connectivity and increase accessibility to key towns, including Cahir, Clonmel, Kilsheelan, Carrick-on-Suir, Mooncoin and the rural hinterland. The N24 Waterford to Cahir Project is consistent with current planning policy and transport policy as set out in various policy documents. The project development also takes consideration of the Government and Local Authority Climate Action Plans in developing solutions that seek to contribute to transport sector targets related to decarbonisation and vehicle kilometres travelled.

The overriding need for the upgrade to this section of the N24 national primary road between Cahir and Waterford is to resolve the existing transport problems which impose significant restrictions on the safety and efficiency of the existing transport network. The project will address the road safety issues associated with the sub-standard alignment, significant number of direct accesses and junctions onto the national road and the mixing of high volumes of traffic, including heavy commercial vehicles (HCVs) with vulnerable road users such as pedestrians and cyclists in the towns and villages along the route. An efficient safe transport network will also enhance regional connectivity and improve the economic viability of this region of the country, which is currently compromised by congestion in towns along the existing N24.

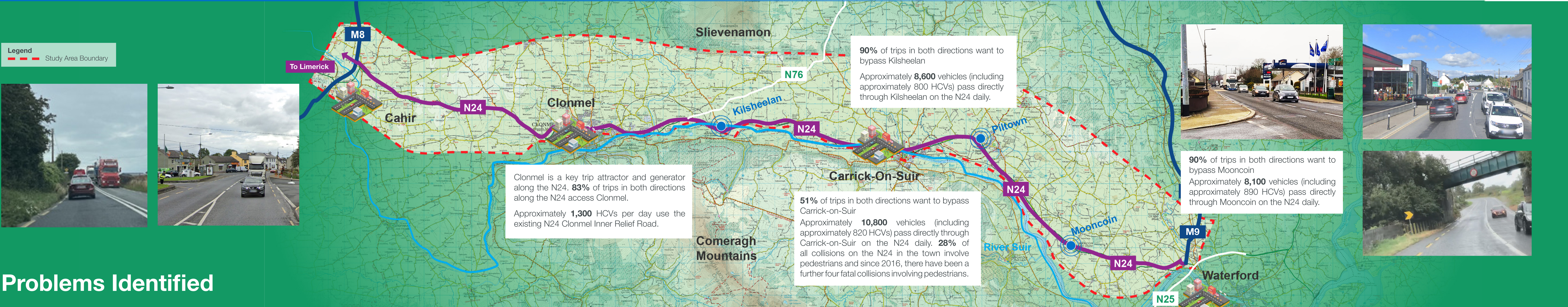
The N24 national primary route is a strategic corridor linking the cities of Limerick and Waterford traversing through the counties of Limerick, Tipperary and Kilkenny with a total length of approximately 116km. Limerick and Waterford represent the 3rd and 5th largest daytime working populations in the country respectively and while only 130km apart, there are surprisingly few economic links between the two cities. Any improvements to the transport links between these two regional cities can enhance regional connectivity and connectivity to Dublin and Cork, with the potential to open up the region for further economic development.

The Southern Region encompasses nine counties; Cork, Clare, Kerry, Limerick, Tipperary, Waterford, Carlow, Kilkenny and Wexford and covers an area which represents over 42% of the land mass of the Irish State. In 2016, it was home to one third of



the state's population, with three of the country's cities - Cork, Limerick and Waterford in the Region. Connectivity between Cork, Limerick, Waterford (and Galway) and onward to other regions is essential to delivery of the National Planning Framework (NPF).

There is a balanced distribution of cities and key towns in the Southern Region which enables smaller settlements to access larger markets and the higher-level functions provided by larger urban centres. This balanced distribution offers an attractive proposition for enterprise which has resulted in companies of significant scale in manufacturing and services, technology and pharmaceutical sectors locating in the Region. Businesses need access and connectivity to national and international markets as well as available resources. The strategic inter-regional road and rail corridor between Limerick and Waterford (including Tipperary Town, Cahir, Clonmel and Carrick-on-Suir) has the potential to develop as a viable alternative to Dublin with partnerships and a collaborative approach between the cities. The corridor is well connected to international markets at either end as it forms part of the strategic link between Shannon Foynes Port (via the M7, N18 and N69) and the Port of Waterford (via the N9, N25 and N29) and Rosslare Europort (via the N9 and N25). In addition, the N24 provides a link between the M7 (which in turn links to the N18 and M18), M8 and M9 motorways further supporting intraregional and interregional connectivity.



Problems Identified

Safety

There have been 474 recorded injury collisions on this section of the N24 since 1996, 43 of which were fatal with 92 resulting in serious injuries.*

** Collision data between 1996 and 2016 has been validated by the Road Safety Authority*

Facilities for Vulnerable Road Users

Existing facilities for vulnerable road users within the towns along the N24 are limited to the provision of footpaths and mainly on-road cycle lanes with limited sections of segregated cycle track. There are no segregated facilities for cyclists outside of the urban areas with the exception of a short section of segregated cycle track at the Tower Road Junction on the Piltown Fiddown Bypass

Inconsistencies

The section of the existing N24 under consideration includes approximately 48km of single carriageway on which there are inadequacies and inconsistencies in the quality and standard of geometry.

There are sections of sub-standard alignment, narrow and inconsistent cross-section and frequent direct accesses.

Accesses

681 direct accesses and 86 junctions on this section of the N24 National Primary Road between Waterford and Cahir.

Overtaking

Overtaking opportunities are limited and irregularly spaced along the section of N24 under consideration.

Traffic volumes

The traffic volumes vary significantly along the section of the N24 under consideration. There are sections of single carriageway that do not have sufficient capacity to cater for the volume of traffic.

Heavy Commercial Vehicles (HCV) represent 6% to 11% of the total traffic volume on any given day which is particularly relevant given that the N24 passes through several urban areas mixing with other modes such as public transport and vulnerable road users.

Journey times

Journey times by rail between Limerick and Waterford range from 2 hours and 40 minutes to 4 hours and 30 minutes and require a minimum of one change at Limerick Junction.

Bus journey times between Waterford and Limerick take at least 2 hours and 25 minutes, which can be in excess of 30 minutes longer than by car.

There is a notable large variation in average speeds and journey times at different locations along the section of the N24 under consideration and significant differences between peak and interpeak periods. Outside of the built up areas, the average journey speeds vary between 62 - 76km/h for weekday AM and PM peak periods. These journey speeds are significantly less than the National Planning Framework target of 90km/h for inter-urban roads.

Project Objectives



Economy

- S1** - To reduce the potential frequency and severity of collisions and casualties within the N24 Project across all road users supporting the strategy of the Road Safety Authority through the provision of a safer travelling environment.
- S2** - To reduce the potential for conflict with vulnerable road users within the Project.
- S3** - Ensure that the existing road network serving communities along the N24 corridor is integrated safely into the proposed Project.

- E1** - To provide a reliable transport system over the N24 corridor under consideration and to contribute to efficient connectivity between Limerick and Waterford encouraging local, regional and national development.
- E2** - To provide opportunities for positive economic growth to the N24 corridor and reduce the cost of travel for all transport modes.
- E3** - To provide a solution that offers good value for money.



Safety

- ENV 1** - To provide opportunities to enhance the local amenity and heritage value of the area and minimise impact on National Monuments.
- ENV 2** - The Project will seek to avoid/ minimise impacts on designated Natura 2000 sites.
- ENV 3** - To ensure consideration of sustainable development principles and measures to minimise effects on the environment to support the government’s policy on climate action.
- ENV 4** - The proposed Project will seek to reduce noise and air impacts on sensitive receptors.
- ENV 5** - To minimise the impact to local watercourses, ground water and associated flood plains.
- ENV 6** - Seek to preserve existing connectivity in local rural communities along the N24 corridor.



Environment

- A1** - To increase social inclusion by enhancing accessibility to key facilities, such as employment, education, transport and healthcare from designated rural zones within the N24 corridor for all modes of transport.
- A2** - To facilitate the enhancement of sustainable travel and improved connectivity to public transport opportunities.
- A3** - To improve the connectivity between Limerick and Waterford and specifically within the N24 Project.
- A4** - To provide opportunities for place-making along the N24 corridor.



Accessibility and Social Inclusion

- I1** - To support integration of all transport modes within the wider region, integrating with adjacent national road corridors, with regional public transport facilities, and improving access to the main ports and airports.
- I2** - To support adopted land use objectives.
- I3** - To support the integration objectives set out in European, National, Regional and Local Planning policy.



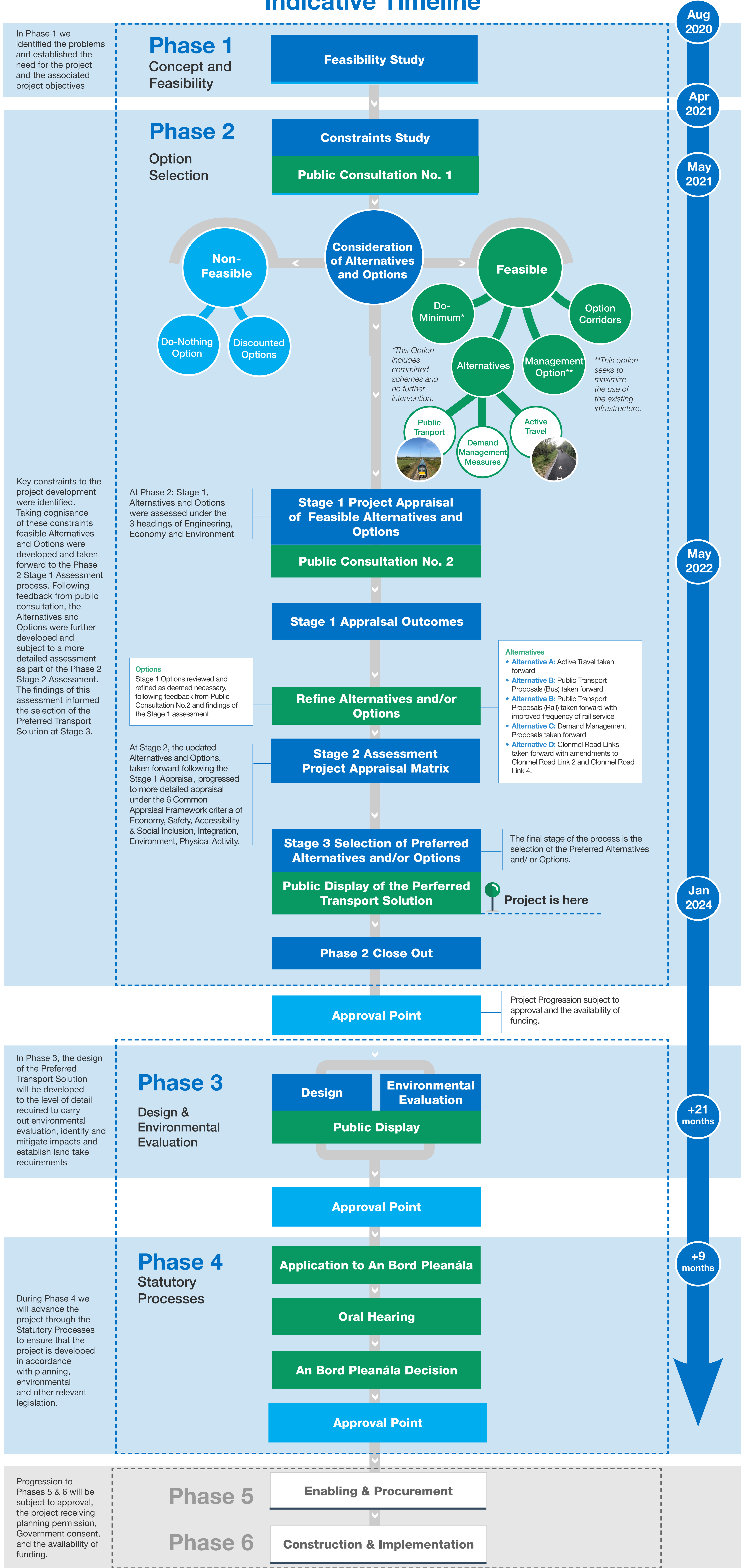
Integration

- PA 1** - To enable walking and cycling opportunities in a safer environment in the communities along the N24 corridor.
- PA 2** - To contribute to the creation of a healthier environment conducive to active travel.

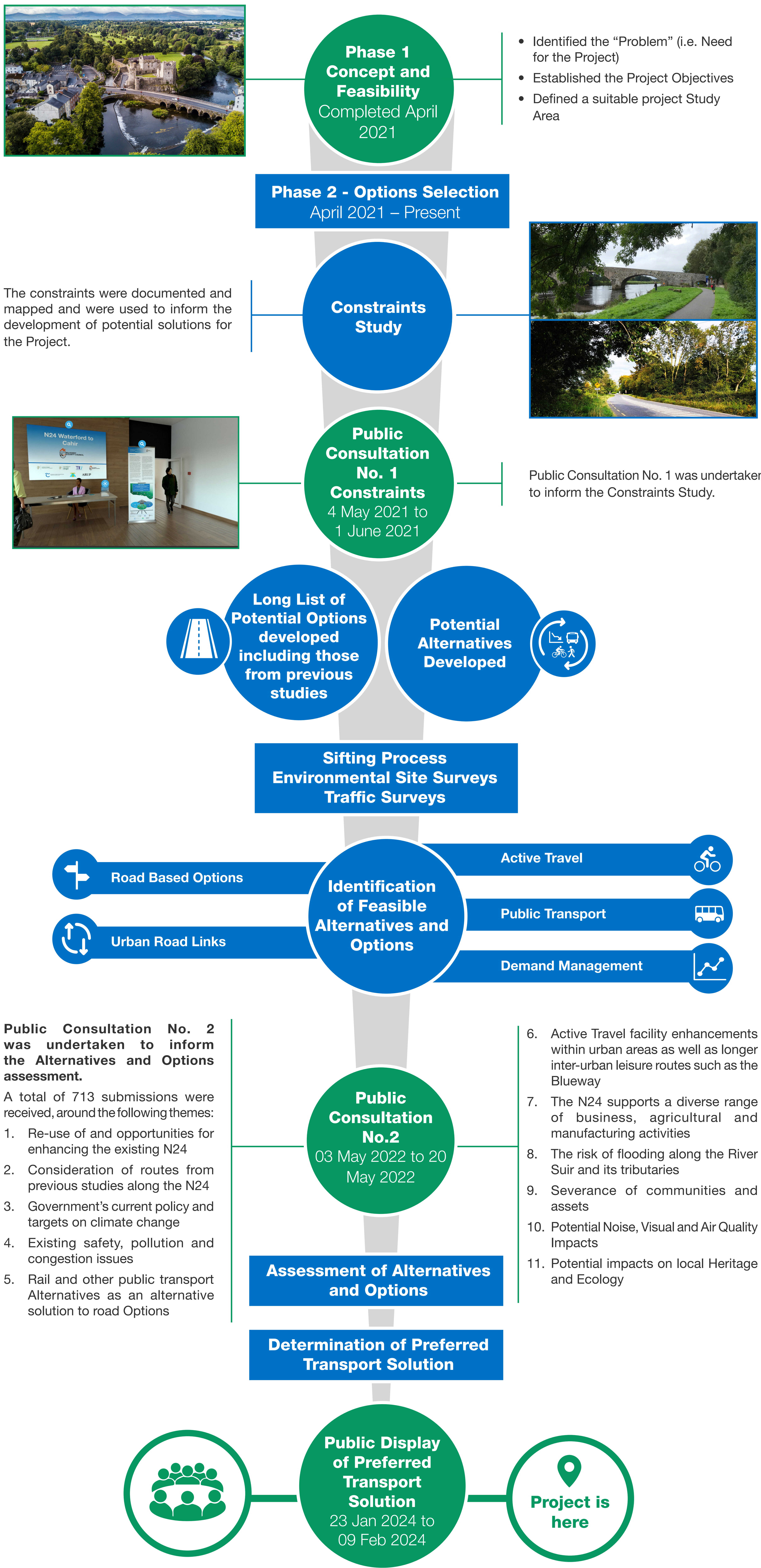


Physical Activity

Indicative Timeline



Work Completed to Date



Potential Transport Solutions Considered

Alternatives and Options

The potential transport solutions to address the issues identified examined Alternatives and Options. The term ‘Alternative’ includes Active Travel, Public Transport Proposals (Bus and Rail), Demand Management Proposals, and Urban Road Links. The term ‘Options’ refers to specific road based measures (new route, road upgrade, junction improvements etc.).

Development of Solutions

The potential transport solutions i.e. Alternatives and Options have been developed in line with the ‘National Investment Framework for Transport in Ireland’ (NIFTI) hierarchy of mode which seeks to prioritise Active Travel modes such as walking and cycling, followed by public transport over the use of private vehicles. The potential solutions were also developed incrementally in line with the NIFTI hierarchy of intervention which seeks to make the best use of the existing asset through maintenance, optimisation and improvement and finally through the construction of new infrastructure.



Active Travel and Public Transport Alternatives

- Analysis of traffic patterns in the study area has revealed a considerable number of short local trips are taking place by car within the main towns, contributing to existing congestion on the N24.
- Improvements to the walking and cycling infrastructure within Cahir, Clonmel and Carrick-on-Suir, in addition to enhancements to local bus services, would support an increase in sustainable trip making, leading to a reduction in traffic levels and congestion in and around these towns.
- Improvements to the provision of longer distance rail and bus services between Limerick and Waterford have the potential to complement other transport modes along the N24 corridor.

The following measures have been considered in the appraisal of Alternatives.



Cycling & Walking

- Provision of a comprehensive cycling network within the towns of Cahir, Clonmel and Carrick-on-Suir.
- Improved facilities for cyclists (e.g. cycle parking, e-bike charging, etc.).
- Improvements to pedestrian facilities (e.g. improved crossings, segregation and footpath provision).
- Provision of an additional river crossing within Carrick-on-Suir for pedestrians and cyclists only.



Public Transport

- Improved frequency of inter-urban bus service serving key towns.
- Improved frequency of local bus services connecting settlements north of Clonmel to the town of Clonmel during peak periods.
- Improved rail services between Waterford and Limerick without a need to change trains, stopping at all stations along the Limerick to Waterford Line, including Cahir, Clonmel and Carrick-on-Suir which fall within the project study area.
- Frequencies of one train per hour during peak periods.
- Departure and arrival times linked to typical working patterns.
- Average rail speeds of 120 km/h resulting in end to end journey times between Limerick and Waterford of 1 hour 30 mins, including stops.



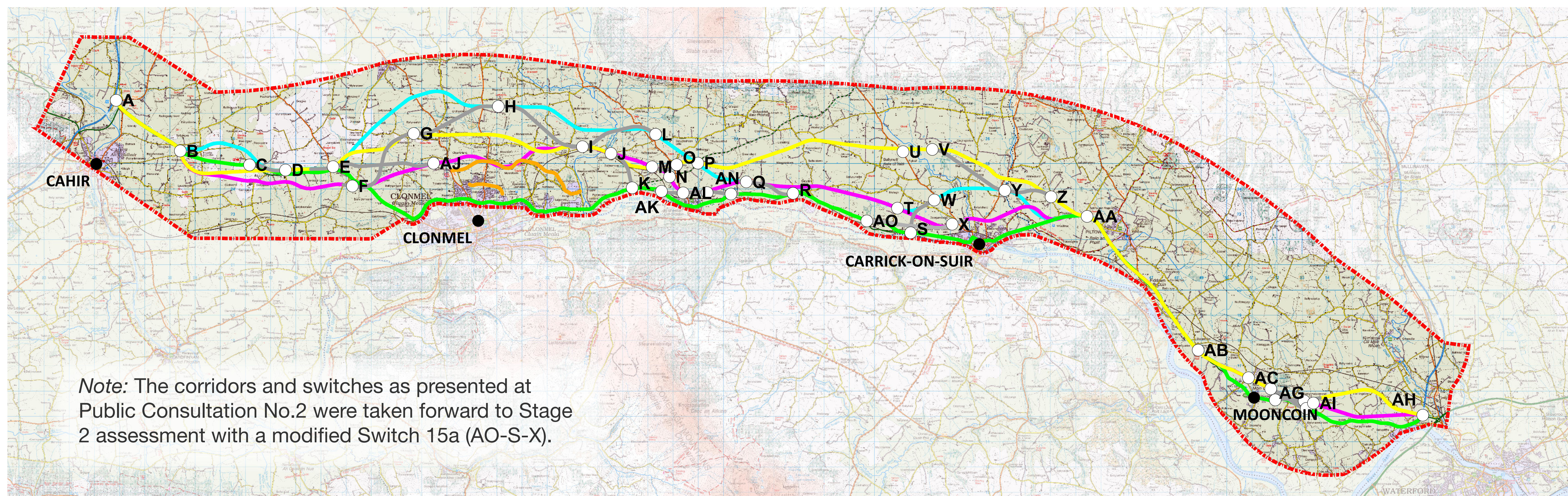
Demand Management

- Parking rationalisation within the towns along the route.
- Upgrade of existing and installation of new traffic signals along the N24 with priority given to vulnerable road users, such as cyclists and pedestrians, and strategic trips in order to remove more local trips from the N24.



Urban Road Links

- Four road links have been assessed as part of a traffic management plan for Clonmel. They aim to provide alternative connections for local trips to relieve existing congestion identified on the Clonmel Inner Relief Road.
- Clonmel Road Link 1 connects Longfield Avenue to the R689 roundabout south of Glencarra, providing a link between the R688 and R689.
- Clonmel Road Link 2 connects the R689 roundabout south of Glencarra to the N24 Carrigeen Roundabout in Clonmel, providing a link around the Carrigeen Business park.
- Clonmel Road Link 3 connects the R688 Mile Tree roundabout to a new junction with the R689, north of Glencarra to provide a link between the R688 and R689.
- Clonmel Road Link 4 connects a new junction on the R689, north of Glencarra to a new junction on the L2506 between the Bulmers Brewery and Medite site, east of Clonmel, approximately 720m north of the N24.



Option Corridors and Switches Considered

An Option corridor is defined as a corridor within which the existing road could be maintained, optimised and/or improved, or new road infrastructure could be constructed.

Corridors which were 300m wide in rural areas and 150m wide through urban areas were developed. The corridors do not represent the actual width of potential road infrastructure or the lands required to facilitate such infrastructure. The corridor instead indicates the lands within which road infrastructure could be developed.

Switches were also developed to provide an opportunity to switch between Option corridors, from node to node, in order to form a new hybrid Option corridor.

Management (Green) Option Corridor

The Management (Green) Option Corridor seeks to utilise the existing road asset where feasible through on-line improvements, minor realignments and traffic management measures.

Pink Option Corridor

The Pink Option Corridor runs the entire length of the study area from node A to node AH. It reuses the existing 2+1 dual carriageway Cloghabreedy Link road north of Cahir (nodes A to B) and also the existing N24 Piltown Fiddown Bypass (nodes AA to AB) through on-line upgrades. It follows the same route as the Cyan Option Corridor from node Q to node T and again from node AA passing to the south of the Kilmacow Quarry before tying-in to the Quarry Roundabout at node AH.

Yellow Option Corridor

The Yellow Option Corridor runs the entire length of the study area from node A to node AH. It reuses the existing 2+1 dual carriageway Cloghabreedy Link road north of Cahir (nodes A to B) and also the existing N24 Piltown Fiddown Bypass (nodes AA to AB) through on-line upgrades. It follows the route of the Cyan Option Corridor north of Mooncoin from node AA to node AF before passing north of the Kilmacow Quarry and tying-in to the Quarry Roundabout at node AH.

Cyan Option Corridor

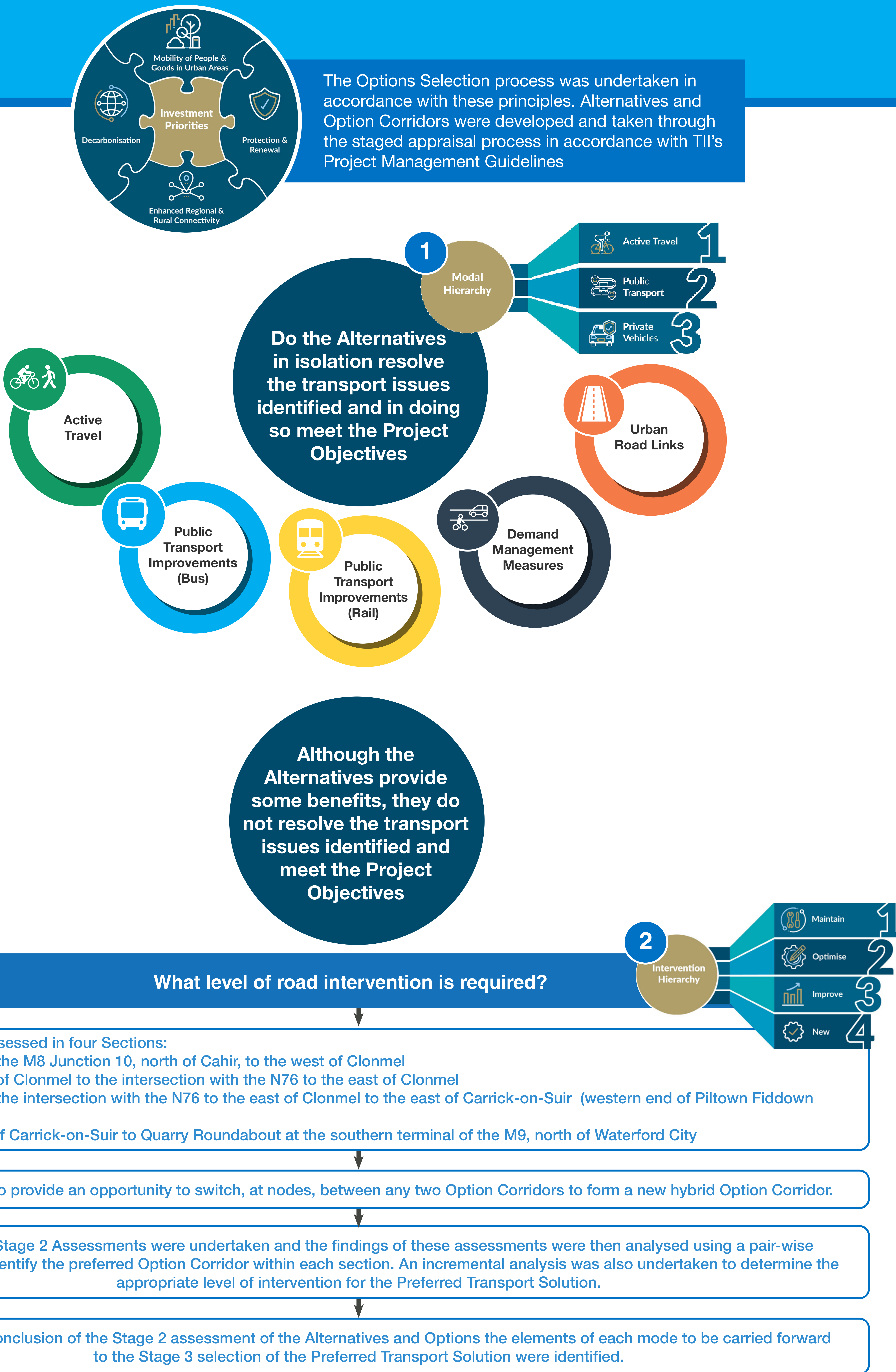
The Cyan Option Corridor runs the entire length of the study area from node A to node AH. It reuses the existing 2+1 dual carriageway Cloghabreedy Link road north of Cahir (nodes A to B) and also the existing N24 Piltown Fiddown Bypass (nodes AA to AB) through on-line upgrades. It follows the same route as the Pink Option Corridor from node Q to node T and again from node AA passing south of the Kilmacow Quarry before tying-in to the Quarry Roundabout at node AH.

Process of Identification of Preferred Transport Solution

The Preferred Transport Solution has been developed in line with the National Investment Framework for Transport in Ireland (NIFTI). NIFTI sets out clear principles for the consideration of future transport investment and is closely aligned with key Government policy priorities and commitments, such as the Climate Action Plan and the National Development Plan.

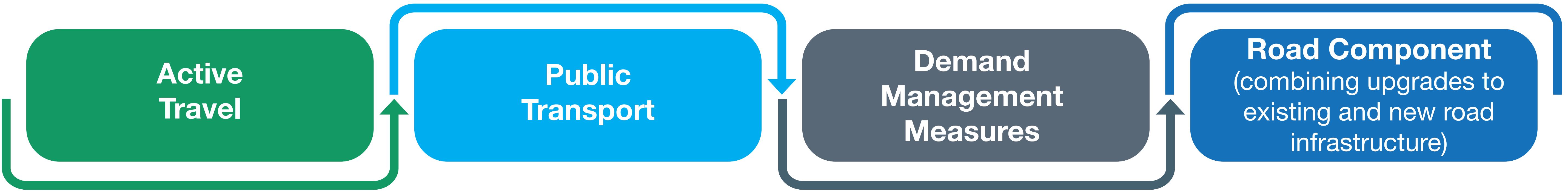
NIFTI seeks to ensure that the transport sector is closely aligned with the development targets set out in the National Planning Framework, including more compact urban growth and balanced regional development.

The Preferred Transport Solution seeks to prioritise walking and cycling, followed by public transport over the use of private vehicles. It has been developed incrementally in line with the NIFTI hierarchy of intervention which seeks to make the best use of the existing asset through maintenance, optimisation and improvement before the construction of new infrastructure. NIFTI identifies four investment priorities which are all of equal importance.



Preferred Transport Solution

Following the assessment of the Alternatives and Options an integrated transport solution was identified as the Preferred Transport Solution (PTS). Given that the modal interventions did generate some positive benefits, Alternatives were incorporated into the overall solution in combination with the road based infrastructure interventions. The Preferred Transport Solution includes the following components:



Road Component

The road component of the Preferred Transport Solution has been developed to maximise the use of the existing road asset where feasible. The overall road component of the Preferred Transport Solution includes a combination of on-line upgrades along the existing N24, minor realignments, off-line infrastructure including town and village bypasses and the implementation of the Clonmel Road Links and associated components to relieve congestion on the existing N24 Clonmel Inner Relief Road.

The road component of the Preferred Transport Solution (PTS) is approximately 58.3km in length, of which 62% of the existing N24 corridor will be improved or upgraded. The PTS also includes three new urban road links (Clonmel Road Links 1, 2, & 3) which extend to approximately 3km, and are located to the north of the Clonmel Inner Relief Road.

Clonmel Road Links

The three sustainable road links included in the Preferred Transport Solution reduce the need for local trips to use the N24 by providing connectivity between the R688 (Cashel Road), R689 (Fethard Road) and the existing N24 and through the incorporation of active travel facilities.

Link 1: Local Low Speed Link
Link 2: Inner Distributor
Link 3: Outer Distributor

N24 Corridor Upgrades

M8 Junction 10 (Cahir North) to the L7109 at Moorstown/Woodrooff

Rathkeevin to Cahir Road Roundabout, and along the N24 Clonmel Inner Relief Road to the Moangariff Roundabout

Moangariff Roundabout to the Killheffernan Roundabout at the junction with the N76

From Ballynaraha, north-east of Kilsheelan, as far as Ballynoran

From Garrynarea reusing the existing 2+1 N24 Piltown Fiddown Bypass as far as Clonmore

From Rathkieran east of Mooncoin to Quarry Roundabout (M9 Dublin - Waterford motorway)

N24 Corridor: Off-line Improvements Sections

East of the L7109 at Moorstown/ Woodrooff to Rathkeevin

From Killheffernan Roundabout at N76, bypassing Kilsheelan

From Ballynoran to Garrynarea, east of Carrick-on-Suir, bypassing Carrick-on-Suir

From eastern end of the Piltown Fiddown Bypass at Clonmore, bypassing Mooncoin to the north, before tying in at Rathkieran

Alternative Components

Active Travel Component

Active Travel is a key component of the Preferred Transport Solution and facilities will be provided as part of the project to ensure a safe environment for pedestrians and cyclists, and to provide connectivity to key trip attractors, existing Active Travel facilities and public transport connection. The project will also include connectivity to existing Active Travel infrastructure such as the Blueway.

Public Transport Improvements

Improved timetabling for both bus and rail services and additional measures such as extended platforms, car & bicycle parking, and improved access will be considered in more detail in consultation with the National Transport Authority (NTA) and Irish Rail at Phase 3.

Demand Management Measures Component:

Includes measures to reduce the need to make a trip by car and encourage transport mode shift, through measures such as provision of new traffic signals / revised signal times, parking controls, park & share facilities and public realm & urban design. These measures will be considered in more detail at Phase 3.

Potential Project Implementation

Dependant on the future progression of the project and funding available, there is potential for the implementation of the Preferred Transport Solution to be delivered on a phased basis, so that benefits are realised incrementally. The project could be broken down into the elements below (it is noted that the below list is in no particular order).

Implementation of Active Travel measures, some of which can commence in the near term

Targeted sections of on-line improvements to improve road safety

Local bypasses to relieve congestion in Carrick-on-Suir, Mooncoin and Kilsheelan

Implementation of the Clonmel Road Links and associated components of the PTS in Clonmel to relieve congestion on the existing N24 Clonmel Inner Relief Road

Further progression of the Active Travel components of the PTS in Clonmel to improve the safety of vulnerable road users and encourage a shift to active modes to assist with reducing congestion

An Roinn Iompair
Department of Transport

Tionscadal Éireann
Project Ireland
2040

Tionscail Iompair Éireann
Transport Infrastructure Ireland

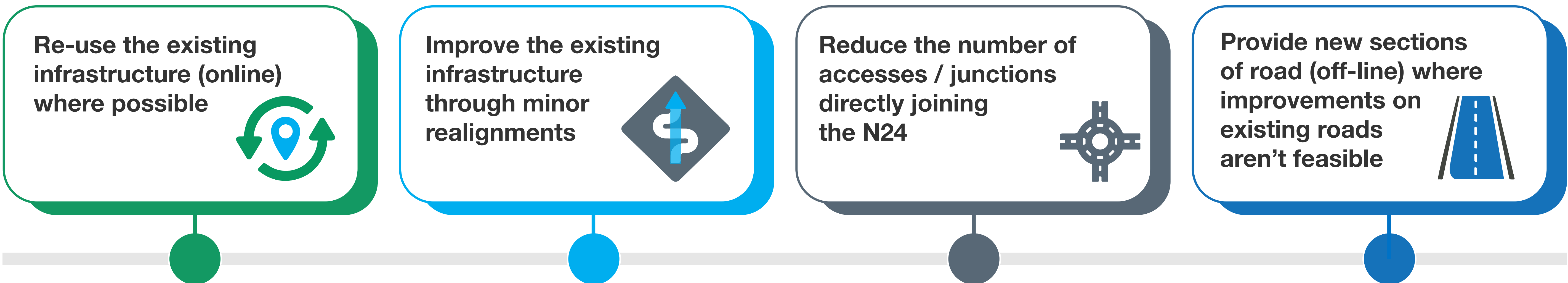
Comhairle Chontae Chill Chainnigh
Kilkenny County Council

Comhairle Contae Thiobraid Árann
Tipperary County Council

Potential Interventions - Preferred Transport Solution

Corridor Upgrades and Off-line Improvements in Rural Settings

In Rural settings, improvements seek to:



The provision of the Preferred Transport Solution will entail on-line construction works to widen the existing road, improve the horizontal and vertical alignment in parts and rationalise existing junctions. Graphics of the existing and potential scenarios are presented here for illustrative purposes only.

The route of the existing N24 is characterised by rural housing and business development patterns built in close proximity to the road. Many properties have individual direct access to the road which impacts road safety.

Potential Interventions for the Preferred Transport Solution – Rural Locations

1. Local widening of the existing N24

Existing



Upgrading the existing N24 to achieve the required standards in terms of safety and geometry will impact on some existing properties along the route and in some cases require their acquisition.

Potential



Where clusters of existing direct accesses for housing and businesses exist along the route, these may be rationalised and combined to reduce the number of conflict points and improve safety, where on-line upgrades are proposed.

2. Local realignment

Existing



Sections of the existing N24 have narrow cross-sections, the presence of multiple bends, and/or multiple access points from properties.

Potential



Minor rural realignment and/or widening of the existing N24, reduced access points to the N24 utilising access roads to combine accesses for multiple properties.

3. New Construction

Existing



The provision of new road infrastructure where necessary to achieve the required standards, while retaining the existing N24 for local access, also has the potential to impact on existing properties along the route.

Potential



Where realignments are proposed, existing accesses would be retained along the existing route for most properties, with revised access to the realigned section of N24.

Note: Schematic is for illustrative purposes only.

Potential Interventions - Preferred Transport Solution
Local Bypasses and Interventions in Urban Settings

Local bypasses are proposed for Kilsheelan, Carrick-on-Suir and Mooncoin. These local bypasses seek to:

- Remove heavy traffic from the urban centres currently mixing with local traffic and vulnerable road users such as pedestrians and cyclists.
- Reduce the number of HCVs going through the urban centres (it is forecast that between 1100 and 1200 heavy commercial vehicles will be removed from these towns in the Opening Year.
- Reduce the number of collisions occurring in urban centres, including those involving pedestrians and cyclists.
- Significantly improve air quality and reduce the level of traffic associated noise to make the urban centres more liveable places.
- Provide a safer, more secure environment with road space reallocated to facilities for more sustainable modes such as cycling and walking in urban areas, making them more attractive places to live and work.

Due to the low percentage of bypassing traffic, a Clonmel bypass would not relieve congestion on the Clonmel Inner Relief Road (CIRR). The interventions being proposed both along the CIRR and within the greater Clonmel area seek to reduce congestion along the N24 by

- Provision of new urban road links (1, 2 & 3) north of Clonmel.
- Replacement of an existing roundabout with a road overbridge with no direct vehicular access to the N24, for improved local trips into the town of Clonmel, particularly for vulnerable road users.
- Provision of Active Travel measures along the CIRR, both adjacent to and crossing the N24.
- Ensuring connectivity for all modes to a potential transport hub at Clonmel Railway station as identified in the Draft Clonmel Local Transport Plan to enable efficient connectivity between active modes, public transport and private vehicles.

Potential Interventions for the Preferred Transport Solution – Urban Locations (upgrade of existing road)



Provision of Segregated Active Travel measures parallel to the existing N24 improving safety for vulnerable road users.



Provision of controlled crossings to prioritise the movement of pedestrians and cyclists crossing side roads at junctions off the N24.



Provision of uncontrolled crossing points (with refuge islands), to aid the movement of pedestrians and cyclists across the N24 at identified locations.



Provision of grade separated Active Travel measures to facilitate safe crossing of the existing N24 for cyclists and pedestrians at key desire lines.

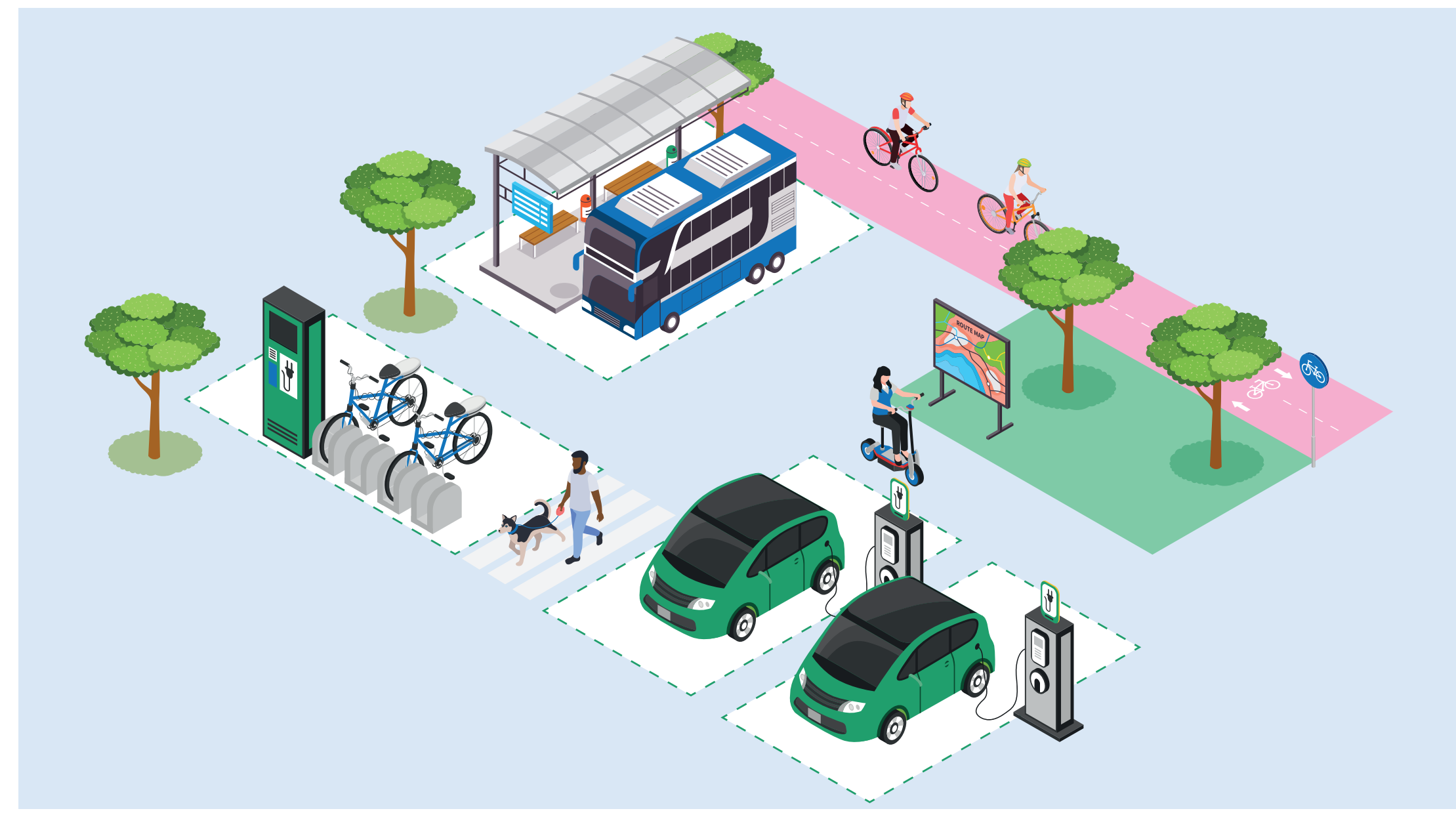
Major Junction Upgrades and Local Bypasses



Removal of an existing roundabout junction and replacement with a road overbridge with no direct vehicular access to the N24. This will relieve congestion by removing unnecessary local trips from the N24. Alternative access will be provided via the Clonmel Road links. This intervention will improve local access to Clonmel town for vulnerable road users and facilitate more trips by public transport and active travel measures.



Local bypasses are proposed for Kilsheelan, Carrick-on-Suir and Mooncoin. These local bypasses will remove a large number of Heavy Commercial Vehicles from urban areas thereby improving safety for all road users, facilitating safer Active Travel and encouraging place-making. The provision of local bypasses will provide air quality and noise and vibration reduction benefits within the urban environments.



Connectivity to potential locations for park and share facilities and transport hubs to enable efficient connectivity between active modes, public transport and private vehicles will be considered for the Preferred Transport Solution in detail at the next Phase of the Project.

The Draft Clonmel Local Transport Plan identifies Clonmel Railway Station as a potential location for a Transport Hub.

Enabling More Liveable Communities



Local bypasses can remove congestion from urban areas allowing road space to be reallocated to cycling and walking in urban areas, making them more attractive places to live and work.

What Happens Next

Following this public display, the Phase 2 (Options Selection) appraisal process will be finalised, culminating in the publication of the Option Selection Report.

The Option Selection Report documents the systematic assessment of the potential solutions identified through the three-stage process in line with the TII Project Appraisal Guidelines which identified the Preferred Transport Solution for the project.

Progression of the project to Phase 3 (Design and Environmental Evaluation) is subject to the availability of funding for the project.

The purpose of Phase 3 is to further develop the design of the Preferred Transport Solution to a level of detail sufficient to carry out environmental impact evaluation, propose environmental mitigation measures and establish landtake requirements before progressing the project through the statutory process.

Phase 4 will advance the project through the Statutory Processes, including an application to An Bord Pleanála and an oral hearing if required, to ensure the project is developed in accordance with planning, environmental and other relevant legislation.



Indicative Timeline

It is anticipated that Phase 3 (Design and Environmental Evaluation) will take approximately 21 months once it commences. Thereafter, Phase 4 (Statutory Processes) would likely take a minimum of nine months.

Additional Information

If you are unable to attend these public displays, the proposals may be viewed at the locations below from 29 January to 09 February 2024 and will also be available on the project website www.n24waterford2cahir.ie

Tipperary County Council Civic Offices
(Emmett Street, Clonmel, E91 N512) or

Ferrybank library (Ferrybank, via Waterford, X91 D211)

Updates, news and details of future public consultations or displays will be published on www.n24waterford2cahir.ie

