

Kilkenny County Council

N24 Waterford to Cahir

Report on Public Display of Preferred Transport Solution

Reference: 276774-ARUP-02-OS-RP-YE-000036

P03 | 6 June 2024

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Job number 276774-00

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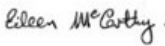
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Document Verification

Project title N24 Waterford to Cahir
Document title Report on Public Display of Preferred Transport Solution
Job number 276774-00
Document ref 276774-ARUP-02-OS-RP-YE-000036
File reference 276774-ARUP-02-OS-RP-YE-000036

Revision	Date	Filename	276774-ARUP-02-OS-RP-YE-000036.docx		
P03	06 June 2024	Description	For Publication on Project Website		
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		Filename			
		Description			
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Issue Document Verification with Document



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1. Public Display of the Preferred Transport Solution

1.1 Introduction

Kilkenny County Council (KCC), Tipperary County Council (TCC) and Transport Infrastructure Ireland (TII) are collaborating in developing a solution to the existing transportation issues along the N24 transport corridor between Waterford and Cahir as part of the N24 Waterford to Cahir Project. This is a transportation project aimed at providing a sustainable transport solution over the N24 corridor extents under consideration, whilst also providing efficient regional connectivity between the cities of Waterford and Limerick and the Western, Southern and Eastern Regions.

In accordance with TII publication PE-PMG-02042¹ Project Manager's Manual for Major National Road Projects, public engagement is required at key stages as the project progresses. The purpose of these engagements, be they public consultations or public displays of information, are to engage with the public in the project delivery process, inform the public of the statutory process and the likely timescales, seek the public's cooperation and understanding of the project, and to capture local knowledge as part of the project progression process.

This report has been prepared to document the non-statutory Public Display of the Preferred Transport Solution for the N24 Waterford to Cahir Project, which took place from 23 January 2024 to 09 February 2024. This is the third public engagement during the project development process following the below listed previous public consultations:

- Public Consultation No. 1, Constraints (4 May 2021 to 1 June 2021)
- Public consultation No. 2 Alternatives and Options (3 May 2022 to 20 May 2022)

1.2 Extent of the Public Display

Following the conclusion of Public Consultation No. 2 on Alternatives and Options, the design team reviewed the submissions received to identify the key themes and feedback that would need to be considered in the further development and assessment of the Alternatives and Options. A detailed appraisal of the Alternatives and Options being considered was undertaken using a multicriteria analysis in line with the Common Appraisal Framework (CAF)² criteria of Safety, Economy, Environment, Accessibility and Social Inclusion, Integration and Physical Activity in order to determine the Preferred Transport Solution for the project.

A non-statutory public display of the Preferred Transport Solution took place in-person between the 23 January 2024 to 26 January 2024. The in-person display took place at four venues across the study area on the below dates:

- Cahir House Hotel, Cahir, Tuesday, 23 January 2024, 2pm to 8pm
- Talbot Hotel, Clonmel, Wednesday, 24 January 2024, 2pm to 8pm
- Mooncoin Community Hall, Thursday, 25 January 2024, 2pm to 8pm
- Carraig Hotel, Carrick-on-Suir, Friday, 26 January 2024, 2pm to 8pm

The purpose of the display was to inform the public of the Preferred Transport Solution developed to solve the issues identified to date and deliver on the project objectives. The potential solutions considered included alternative transport solutions such as bus, rail and active travel modes, and different road-based options, all of which were presented to the public during Public Consultation No. 2.

¹TII (2019), PE-PMG-02042 - Project Manager's Manual for Major National Road Projects, <https://www.tiipublications.ie/document/?id=3244>

² Department of Transport (2016, updated 2021), Common Appraisal Framework for Transport Projects and Programmes

These solutions were subject to an assessment of their potential impacts, and their relative success in achieving the project objectives, to determine the preferred solution for the project.

The Preferred Transport Solution was presented in hard copy information boards and mapping, as detailed in Section 1.5, at the in-person public displays. Information brochures in either English or Irish were also available to take away from the in-person displays. Staff from Kilkenny County Council, Tipperary County Council, Tramore House Regional Design Office, and the Arup project team were all in attendance at the in-person events to explain the material on display and answer any questions. The same information was also available on the project website, as well as an interactive map, throughout the public display period from 23 January 2024 to 09 February 2024, and remain available to view at the below links:

<https://n24waterford2cahir.ie/public-display-of-the-preferred-transport-solution/>

<https://n24waterford2cahir.ie/interactive-map/>

Following the conclusion of the in-person public displays, A1 Maps of the Preferred Transport Solution Corridor at a scale of 1:20000 were available to view at Tipperary County Council Civic Offices (Emmett Street, Clonmel, E91 N512) and Kilkenny County Council Library, Belmont Road, Ferrybank (Ferrybank, via Waterford, X91 D211) from 29 January 2024 to 09 February 2024.

The aim of the Public Display of the Preferred Transport Solution was:

- To inform members of the public of the Preferred Transport Solution.
- To provide information about the project and an update on the work completed to date and the next steps.
- To encourage property owners, stakeholders and members of the public to engage directly with the project team.

1.3 Public Display Process

The following bullet points summarise the measures adopted by KCC as lead authority and supported by TCC and the Arup project team to ensure public participation in the project was achieved:

- An initial letter was sent by post on 08 January to all landowners or reputed landowners with registered lands contained within any of the Option corridors/ road links considered as part of the Options Selection Process notifying them of the upcoming non-statutory Public Display of the Preferred Transport Solution.
- A subsequent letter notifying landowners or reputed landowners with registered lands within the Preferred Transport Solution Corridor, along with a map which illustrated the property owners registered lands in relation to the corridor, was issued by post on 17 January in advance of the public display.

Substantial media advertising in advance and during the Public Display was undertaken as further detailed in Section 1.4. This included publicity of the Public Display in local newspapers, on local radio stations, on the relevant social media platforms of both KCC and TCC, and also on the KCC and TCC website and the N24 Waterford to Cahir project specific website.

- An advance online briefing was given on 19 January 2024 to the elected public representatives of both Kilkenny County Council and Tipperary County Council, as well as Senators, MEP's, and TD's, in advance of the public display. A copy of the presentation from the briefing was issued electronically to the representatives for information following the briefing.
- Appropriate venues at four locations across the study area were selected for the in-person public displays where the display material could be presented in accessible and spacious areas.
- In addition to the in-person displays, all of the information presented at the public displays (information boards and maps) was available to view or download in pdf format from the project website.
- Maps of the Preferred Transport Solution were also available to view at Tipperary County Council Civic Offices (Emmett Street, Clonmel, E91 N512) and Kilkenny County Council Library, Belmont Road, Ferrybank (Ferrybank, via Waterford, X91 D211) from 29 January 2024 to 09 February 2024.

- The updated interactive web map incorporating the Preferred Transport Solution Corridor, as well as the constraints identified to date and all of the Option corridors/ road links considered as part of the Options Selection Process, was made available on the project website throughout the display period. This interactive web map included all the same layers/ details presented on the ‘paper’ maps but enabled the user to toggle them on and off to show whichever layers were of interest. The interactive map also provided the ability to search the map by townland or Eircode, change the background mapping and included a measuring tool to measure the distance from one point to another.
- Hard copies of the Brochure were available at the public displays or could be posted to members of the public upon request by calling the dedicated KCC project phone number detailed on the project website.
- There was a facility on the project website to book a meeting with the project team during the two weeks following the week of the in-person public displays, which could be either in-person or conducted by telephone or via Microsoft Teams. Meetings could also be booked by calling the dedicated KCC project telephone number.
- The project team was available to answer any queries via a dedicated project email address or telephone number.

1.4 Notification Letters and Media Advertisement

1.4.1 Notification Letters

An initial letter was issued by post on 08 January 2024 to landowners or reputed landowners with registered lands contained within any of the Option corridors/ road links considered as part of the Options Selection Process, as per the Land and Properties Registry of Ireland’s records, notifying them of the upcoming non-statutory Public Display of the Preferred Transport Solution. In total there were 4,370 individual letters issued on 08 January 2024.

A subsequent letter notifying landowners or reputed landowners with registered lands within the Preferred Transport Solution Corridor, as per the Land and Properties Registry of Ireland’s records, along with a map which illustrated the registered lands in relation to the corridor, was issued by post on 17 January 2024. In total there were 2,285 individual letters with associated map(s) issued on 17 January 2024.

A further 200 stakeholder notification letters were also issued to identified stakeholders within the project’s study area. These letters were issued via email, if an email address was available, or by post.

1.4.2 Newspapers

Newspaper advertisements notifying the public of the upcoming public displays were placed in five local newspapers as detailed in Table 1.1 below.

A copy of the published advertisements is included in **Appendix A**.

Table 1.1 Newspaper Publications

Newspaper	Date of Publication
Waterford News & Star	16 January 2024
The Munster Express	16 January 2024
The Kilkenny People	19 January 2024
Tipperary Nationalist	18 January 2024
Tipperary Star	18 January 2024

1.4.3 Local Radio Advertisements

The public display was advertised on the below listed local radio stations:

- Tipp FM
- KCLR 96fm
- Community Radio Kilkenny City 88.7 FM
- Beat FM
- WLR FM

An initial advertisement was broadcast three times per day on the 18 January 2024, 19 January 2024 and 23 January 2024 informing the public of the in-person displays. A subsequent advertisement was aired three times per day on the 30 January 2024, 01 February 2024, 06 February 2024 and 08 February 2024, informing the public on how to view the content of the Public Display on the project website, and where hard copies of the display material could continue to be viewed. The advertisements were played during a morning, lunch time, and evening timeslot. The script of the radio advertisements is included in **Appendix B**.

1.4.4 Website Notices

Notices informing the public of the public display were published on the following websites:

- N24 Waterford to Cahir Project website <https://n24waterford2cahir.ie/public-display-of-the-preferred-transport-solution/>
- Kilkenny County Council website https://kilkennycoco.ie/eng/news/council_news/n24-waterford-to-cahir-public-display-of-preferred-solution.html
- Tipperary County Council website <https://www.tipperarycoco.ie/roads-and-transport/roads-and-transport/roads-and-transport-latest-news/2024/n24-waterford-cahir-0>

There were three separate News Bulletins posted to the project website. News Bulletin #14 was posted on 17 January 2024, prior to the Public Display commencing. News Bulletin #15 was posted on the morning of 23 January 2024, the day the Public Display commenced. News Bulletin #16 was issued on 26 February 2024 confirming the Public Display had concluded.

Kilkenny County Council published a notice regarding the Public Display on their website on 23 January 2024 following the briefing to the elected public representatives. Tipperary County Council issued a statement regarding the Public Display on their website on the 24 January 2024.

1.4.5 Social Media

X (formerly Twitter) is a microblogging and social networking service on which users post and interact with messages. The announcements detailed within Table 1.2 below were made on X.com by the accounts of Kilkenny County Council and Tipperary County Council. Please see Appendix C for screenshots of the following announcement.

Table 1.2 Social Media Announcements

Day	Date	Account	Text Used
Saturday	20/01/2024	@KilkennyNotices	 Public Display of Preferred Transport Solution!  Join us from 23 rd of January to 9 th of February 2024, for info on the N24 Waterford to Cahir project. In-person displays and online details at https://t.co/1FkABL0CHZ #TransportSolution #N24Project
Wednesday	24/01/2024	@TipperaryCoCo	N24 Waterford to Cahir Project Public Display of Preferred Transport Solution A non-statutory public display... https://t.co/3ksSwuQDzE #Tipperary

1.5 Public Displays

1.5.1 Public Displays

The in-person Public Displays of the Preferred Transport Solution took place between 2pm and 8pm from 23 January 2024 to 26 January 2024 at the locations listed within Table 1.3 below. The purpose of these public displays was to inform the public of the Preferred Transport Solution identified. The overall attendance at the Public Display across the four locations was 1,597, according to the attendance registers. A breakdown of the attendance at each location is included in Table 1.3 below. It is noted that provision of details on the attendance registers by the public was on a voluntary basis, therefore, some people who attended the display may not have signed the register, and hence would not be accounted for in the attendance figures.

Table 1.3 Attendance registers per day for in-person events

Location	Date	Number of people signed in on attendance register
Cahir House Hotel, Cahir	23/01/2024	240
Talbot Hotel, Clonmel	24/01/2024	601
Mooncoin Community Hall	25/01/2024	354
Carrig Hotel, Carrick-on-Suir	26/01/2024	402

The Public Display material included information boards and mapping of the Preferred Transport Solution Corridor. Photographs showing the set up at the in-person public displays are included in **Appendix F**.

Representatives from Kilkenny County Council, Tipperary County Council, Tramore House Regional Design Office and from the Arup project team, were in attendance to assist the public in understanding the material on display and answer any questions.

A1 Maps of the Preferred Transport Solution Corridor at a scale of 1:20000 were also available to view at Tipperary County Council Civic Offices (Emmett Street, Clonmel, E91 N512) and Kilkenny County Council Library, Belmont Road, Ferrybank (Ferrybank, via Waterford, X91 D211) from 29 January 2024 to 09 February 2024.

1.5.2 Individual Meetings

The option of having individual landowner/stakeholder meetings was also available at the public displays, if requested by a member of the public. These could be facilitated in separate rooms to the main Public Display.

Individual landowner/stakeholder meetings could be facilitated by means of in-person meetings or online meetings for the two weeks following the completion of the in-person displays. Bookings for these meetings could be made by landowners/ stakeholders using the online booking app on the project website or by calling Kilkenny County Council to arrange a meeting. The booking app prompted those looking to book a meeting to select either an in-person meeting or an online meeting. In total, the following meetings were undertaken during the public display period, over and above those facilitated at the in-person public displays:

- 34 in-person meetings
- 17 online meetings

Individual meetings with landowner/stakeholder continue to be facilitated by the PLO and the project team as requested.

1.5.3 Project Website

The information from the Public Display can be viewed at <https://n24waterford2cahir.ie/public-display-of-the-preferred-transport-solution/>. This includes all information boards, mapping, and the information brochure in both English and Irish. The interactive map also remains available on the project website at <https://n24waterford2cahir.ie/interactive-map/>.

Based upon the analytics of the project website, there were 7,880 visitors (29,477 views) during the Public Display Period. Figure 1.1 and Figure 1.2 below represent the visitors and views per day of the Public Display of the Preferred Transport Solution.

1.5.4 Information Brochure

A colour Information Brochure was prepared in both English and Irish. The Brochure gave a brief introduction to the project, highlighted the need for the project, summarised what potential transport solutions had been considered as part of the Options Selection Process and included a description and map of the Preferred Transport Solution. It also included details on what happens next and the indicative timeline for the progression of the project.

A hard copy of the Brochure was available to the public at the in-person public displays. Hard copies could also be issued by post upon request from Kilkenny County Council. The brochure was also available in pdf format, in both Irish and English, to download from the project website throughout the display period, and remains available on the project website at the following link <https://n24waterford2cahir.ie/public-display-of-the-preferred-transport-solution/>.

Copies of the Brochure and Feedback Form are included in **Appendix E**.

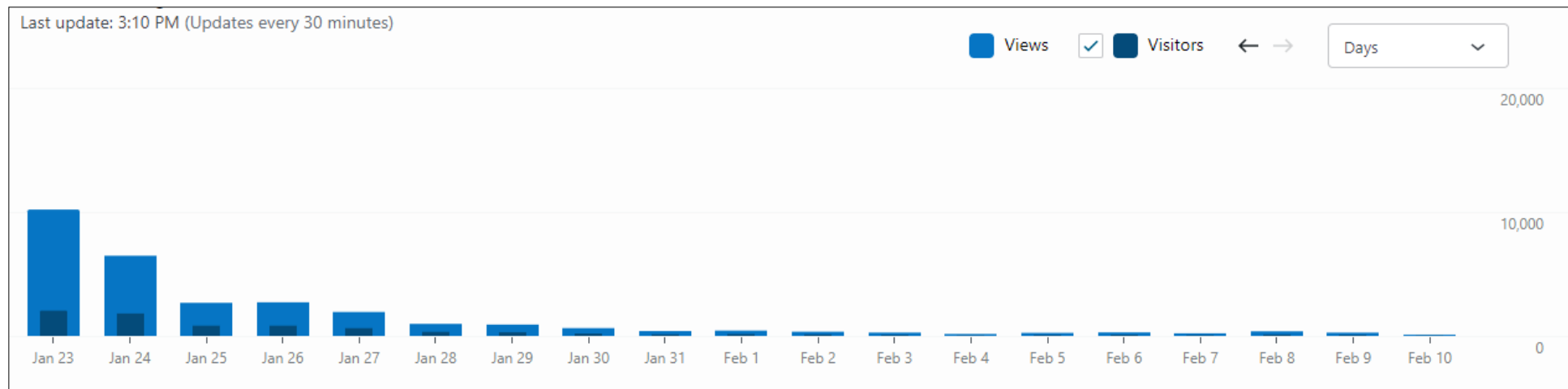


Figure 1.1 Analytics of Project Website during Public Display of the Preferred Transport Solution

Metric	Date																		Total
	23/01/2024	24/01/2024	25/01/2024	26/01/2024	27/01/2024	28/01/2024	29/01/2024	30/01/2024	31/01/2024	01/02/2024	02/02/2024	03/02/2024	04/02/2024	05/02/2024	06/02/2024	07/02/2024	08/02/2024	09/02/2024	
Visitors	2,019	1,806	822	832	627	328	292	191	124	149	119	84	51	80	96	66	111	83	7,880
Views	10,191	6,467	2,671	2,716	1,934	975	914	631	395	433	341	270	156	246	285	211	375	266	29,477

Figure 1.2 Tabular Representation of Project Website Analytic

1.5.5 Public Display Material

11 information boards were developed and displayed at the in-person public displays and on the project website. The information boards (file 276774-ARUP-02-OS-PP-PLO-000018) are still available to view on the project website at <https://n24waterford2cahir.ie/public-display-of-the-preferred-transport-solution/>.

Copies of the board are also included in **Appendix G**, with their contents summarised as follows:

- Board 1 – Project Background and Description
- Board 2 – Problems Identified
- Board 3 – Project Objectives
- Board 4 - Indicative Timeline
- Board 5 – Work Completed to Date
- Board 6 – Potential Transport Solutions Considered
- Board 7 – Process of Identification of Preferred Transport Solution
- Board 8 - Preferred Transport Solution
- Board 9 – Potential Interventions – Preferred Transport Solution (Rural Settings)
- Board 10 - Potential Interventions – Preferred Transport Solution (Urban Settings)
- Board 11 – Enabling More Liveable Conditions

The “hard copy” maps of the Preferred Transport Solution Corridor presented at the public displays were shown on a scale of 1:20,000@ A0. These maps were also available to view on the project website at <https://n24waterford2cahir.ie/public-display-of-the-preferred-transport-solution/>

The “hard copy” maps displayed included the following:

- Preferred Transport Solution Corridor Sheet 1 of 3 (Discovery Background) Drawing No. 276774-ARUP-02-OS-DR-YE-002070:
 - Study Area Boundary
 - Local Authority Boundary
 - Option Corridor and Switches not forming part of the Preferred Transport Solution Corridor
 - River Network
 - Waterbodies
 - Nodes of Relevance to Preferred Transport Solution
 - Preferred Transport Solution Corridor
- Preferred Transport Solution Corridor Sheet 2 of 3 (OSI Background) Drawing No. 276774-ARUP-02-OS-DR-YE-002071: - Only Included on Project Website
 - Study Area
 - Local Authority Boundary
 - Railway Stations
 - Railway Lines
 - Existing Motorway Network

- Existing National Road Network
- Existing Regional Road Network
- River Network
- Waterbodies
- Preferred Transport Solution Corridor
- Preferred Transport Solution Corridor Sheet 3 of 3 (Aerial Background) Drawing No. 276774-ARUP-02-OS-DR-YE-002072:
 - Study Area
 - Local Authority Boundary
 - Railway Stations
 - Railway Lines
 - Existing Motorway Network
 - Existing National Road Network
 - Existing Regional Road Network
 - River Network
 - Waterbodies
 - Preferred Transport Solution Corridor
- Preferred Transport Solution Corridor Potential Project Implementation Sheet 1 of 1 (OSI Background) Drawing No. 276774-ARUP-02-OS-DR-YE-002099:
- Preferred Transport Solution Corridor A3 Maps (printable maps 1:10,000) Drawing No.276774-ARUP-02-OS-DR-YE-002077 to 002096

The interactive web map that was available on the project website throughout the public display is still available at <https://n24waterford2cahir.ie/interactive-map/>. This interactive web map included the same layers/ details presented on the ‘paper’ maps but enabled the user to toggle them on and off to show whichever layers were of interest. There is an additional facility available within the interactive map which allows the users to select from 12 background types for example streets, navigation, terrain, national geographic style and OpenStreetMap. There is also a facility to search the map by townland or Eircode and a measuring tool to measure distances from one point to another on the map.

1.6 Feedback from Public Display

1.6.1 Overview

As detailed within Section 1.5, there was significant engagement from the public throughout the public display period. The following section provides a thematic summary of the feedback received during the public display.

1.6.2 Thematic Summary of Feedback

This thematic analysis of the feedback received during the in-person displays and landowner or reputed landowner meetings held during the Public Display period identified the following main topics:

- Concerns over access arrangements to the N24 where the Preferred Transport Solution reuses the existing N24
- Concerns over how access to lands either side of the Preferred Transport Solution will be maintained

- Concerns over the impact of the Preferred Transport Solution on land and property
- Concerns over the viability of agricultural enterprises impacted by the Preferred Transport Solution
- Concerns over the number of Heavy Commercial Vehicles (HCVs) using the existing N24 and local road network and if the Preferred Transport Solution increases this
- Queries regarding how the Preferred Transport Solution resolves the existing transport issues along the N24 Clonmel Inner Relief Road
- Concerns over how the interventions in the Clonmel area will transfer traffic off the existing N24 and reroute traffic around Clonmel
- Queries regarding the Origin and Destination Traffic profile for Clonmel.
- Concerns over the potential impact of an overbridge over the N24 in Clonmel
- Concerns about safety issues on the existing N24
- Concerns over the proximity of the proposed bypass of Kilsheelan to the village
- Support for the removal of heavy traffic and particularly HCVs from Carrick-on-Suir
- Support for the removal of heavy traffic and particularly HCVs from Mooncoin
- Enquiries on the detail of the design of the road component (location within the corridor, cross section width, elevation of the road, junction types and locations, etc.)
- Lack of existing Active Travel facilities along the existing N24 and safe crossing points across the existing road
- The expected timeline for the project and the statutory processes
- The Compulsory Purchase Order (CPO) process
- Concerns about potential impacts on residents and communities
- Concerns about impacts regarding noise, visual, and air quality
- Concerns about impacts during construction (noise, traffic management, access, etc.)
- Concerns regarding potential flooding as a result of new or upgraded sections of road
- Concerns over the newly constructed Tower Road Junction scheme and the required Stop Line Junction provisions prior to access onto the N24
- Concerns in relation to property value or buying, selling, and renovating properties near or within the Preferred Transport Solution Corridor. Concerns also in relation to housing shortage in the area.
- Concerns about the level of uncertainty surrounding progression of the scheme. In particular, for property owners who have been informed that their property would potentially be acquired but no timeline for when/if this may happen.
- Concerns from landowners in relation to planning difficulties adjacent to the project who may wish to develop on their property.

1.7 Conclusion

Public participation is a critical part of the development of any infrastructure project and in particular during the early phases of the project. There was significant engagement throughout the public display period:

- 1,597 people signed the attendance register across the four in-person displays
- 7,880 visitors to and 29,477 views of the project website

- 51 meetings held in the two weeks following the in-person displays

The Public Display of the Preferred Transport Solution informed the public of the preferred solution for the project, obtained feedback in relation to the proposals and sought to answer any questions raised during the public display period. It also provided additional insight into the transport and safety issues experienced by the public using the section of N24 within the study area; and also, further insight into how those within the study area interact with the existing road e.g. farming or business operations adjacent to/ accessing/ crossing the existing N24.

The feedback received during the in-person public displays, subsequent meetings, phone calls and submissions received will be assessed and used to inform the development of the design and environmental evaluation of the Preferred Transport Solution in more detail during Phase 3 of the project.

Appendix A

Newspaper Adverts



Comhairle Chontae Chill Chainnigh
Kilkenny County Council

NUAIGHT & FÓGRAÍ

Seiceáil Clár na dToghthóirí

An bhfuil tú ar Chlár na dToghthóirí do Chontae Chill Chainnigh? Cuardaigh bunachar Sonraí Chlár na dToghthóirí ar líne anois? Féach <https://www.checktheregister.ie>
Seiceáil an bhfuil tú ar Chlár Reatha na dToghthóirí.



N24
Waterford
to Cahir

Public Display of the Preferred Transport Solution

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 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.

The project is being managed by Tramore House Regional Design Office on behalf of Kilkenny County Council in partnership with Tipperary County Council. Arup were appointed as technical advisor in July 2020 to progress the planning and design for the project.

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 Phase 2 (Options Selection) where potential transport solutions to address the issues have been identified, developed and assessed to determine a Preferred Transport Solution. Potential solutions included alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions were subject to an assessment of their potential impacts, and their relative success in achieving the project objectives, to determine the preferred solution for the project. The Preferred Transport Solution has now been determined for the project and will be presented to the public at a non-statutory public display from 23 January 2024 to 09 February 2024.

The Preferred Transport Solution will be on display at in-person public displays at four venues across the study area on the below dates:

- **Cahir House Hotel, Cahir, Tuesday, 23 January 2024, 2pm to 8pm**
- **Talbot Hotel, Clonmel, Wednesday, 24 January 2024, 2pm to 8pm**
- **Mooncoin Community Hall, Thursday, 25 January 2024, 2pm to 8pm**
- **Carraig Hotel, Carrick-on-Suir, Friday, 26 January 2024, 2pm to 8pm**

All of the information presented at the in-person events will also be available on the dedicated project website www.n24waterford2cahir.ie throughout the display period from 23 January 2024 to 09 February 2024.

Project brochures will be available at the four events or you can request a brochure by contacting us on (056) 779 4380 during office hours, Monday to Friday or by emailing: N24waterford2cahir@kilkennycoco.ie.

Maps of the Preferred Transport Solution Corridor will also be available to view at Kilkenny County Council Library, Belmont Road, Ferrybank (Ferrybank, via Waterford, X91 D211) and Tipperary County Council Civic Offices (Emmett Street, Clonmel, E91 N512) from 29 January 2024 to 09 February 2024.

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Comhairle Chontae Chill Chainnigh
Kilkenny County Council

Section 75 of the Roads Act, 1993
(Road Regulations 1994)

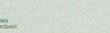
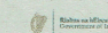
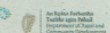
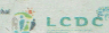
TEMPORARY CLOSURE OF ROADS

NOTICE IS HEREBY GIVEN of the decision of Kilkenny County Council to close to traffic the following public roads within the Piltown Municipal District in order to facilitate motor vehicle testing.

Roads to be Closed	Alternative Routes	Proposed Duration of Closure
LS5113 at Garrygaug and Milltown LS5115 at Milltown LS7548 at Milltown and Garrygaug	Eastbound: LS5113 at Milltown to LP1041 at Listrolin to LP1040 at Cashel to LS5118 at Tobemabrone to LS5113 at Corbally Westbound: LS5115 at Milltown to LS5116 at Harristown to LP1037 at Redacres North to LS5117 at Ballinva North to LS5113 Listrolin	Saturday 27 th January, 2024 From 8:30am to 5:30pm

Local diversions will be in place through marshalling and signage.

Tim Butler, Director of Services.



Kilkenny Local Community Development Committee Local Enhancement Programme 2024 OPEN FOR APPLICATIONS

The Local Enhancement Programme (LEP) provides funding to support community groups across Ireland.

The LEP is funded by the Department of Rural and Community Development (the Department) and administered by the Local Community Development Committees (LCDCs) in each Local Authority area.

Who is eligible for funding. Locally based community and voluntary groups in disadvantaged urban and rural areas and not-for-profit organisations.

The following provides a non-exhaustive list of the type of projects that may receive funding under the programme:

- Development/renovation of community centres
- Accessibility improvements
- Community amenities
- Development of youth clubs or facilities
- Development of sports or play/recreation facilities
- Improvements to town parks and common areas and spaces
- CCTV equipment
- Improving energy efficiency of community facilities to reduce ongoing costs/climate action initiatives
- Purchase of equipment, laptops or tablets
- Maintenance of premises including painting and repairs

Small scale project applications accepted for grants up to up to €1,000

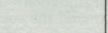
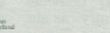
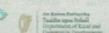
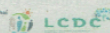
Medium scale applications accepted for grants between €1,000- €5,000

A limited number of larger grants will be granted to larger projects. Please contact the Community Department for further guidance on eligibility for same.

How to apply? Application Forms & Guidelines are available for download from Kilkenny County Council

www.kilkennycoco.ie or by Emailing: communitygrants@kilkennycoco.ie

The closing date for receipt of valid applications is Friday 16th February 2024 at 12.00 noon



Kilkenny Local Community Development Committee Women's Group Funding 2024 OPEN FOR APPLICATIONS

The Department of Rural and Community Development ("The Department") has decided to allocate funding to support Women's Groups. This is a ring fenced fund under the Local Enhancement Programme 2024.

The application process is being administered by Kilkenny LCDC (Local Community Development Committee)

The ring-fenced funding will support Women's Group's particularly in disadvantaged areas, to carry out necessary repairs and improvements to their facilities and purchase equipment.

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Former US Ambassadors joy on receiving SETU Honorary Doctorate

South East Technological University (SETU) has bestowed an honorary doctorate upon Waterford's Daniel Mulhall in recognition of his distinguished career in the Irish diplomatic service spanning 40 years.

Serving as Ireland's 18th Ambassador to the United States until his retirement in 2022, Mulhall also held ambassadorial roles in the United Kingdom, Germany, and Malaysia. Beyond his diplomatic achievements, he is acclaimed as an author and historian.

Mr Mulhall is among five individuals selected by SETU for this esteemed accolade, which acknowledges an individual's exceptional and

outstanding contribution to an endeavour or society.

Late last year, SETU became the first TU to bestow honorary doctorate awards with renowned actor Carrie Crowley, pioneering biomedical engineer Prof. Annraoi de Paor, and Irish academic and former politician Dr Maurice Manning all receiving awards.

Mr Mulhall expressed pride at the award ceremony, held at SETU Arena today, stating, "This is my first time being honoured by an Irish university and it is a source of particular satisfaction for me that this is happening in Waterford, the place where I was born and brought up, and for which I have an undying affection."

He added, "I have carried Waterford with me wherever I have been during my decades of diplomacy, and it is a pleasure to be recognised in this manner in my home place."

As a Freeman of Waterford, Mr Mulhall continued saying, "It is a joy for me to become an honorary graduate of the SETU. I look forward to supporting SETU in any way I can in the years to come."

Extending congratulations to the recipients, Professor Veronica Campbell, President of SETU, said, "This year is a special year for SETU, the inaugural year of the SETU Honorary Doctorates. These awards recognise the exceptional contribution of

individuals in shaping our society and are bestowed on those who have excelled in the arts and sciences, culture, advocacy, social activity, sport and business and in doing so, have positively impacted people's lives both nationally and globally."

"The conferring of an honorary degree is the greatest and most prestigious accolade that a university can bestow on a person, and it is our great privilege to honour this year's recipients who have excelled in their given fields. Their achievements align

with the values of SETU, and we take great pride in celebrating their remarkable accomplishments. I would like to extend my congratulations to Dan Mulhall on the award of his Honorary Doctorate at today's ceremony," Prof. Campbell stated.



Former Irish Ambassador to the United States, Daniel Mulhall receives a SETU Honorary Doctorate award from Mr Jim Bergin, SETU Governing Body member at conferring ceremonies in Waterford. Photos: Patrick Browne



Dr Derek O'Dwyne, Vice President for Academic Affairs and Registrar, Prof. Veronica Campbell, SETU President, former Irish Ambassador to the United States and Honorary Doctorate award recipient, Daniel Mulhall, and Mr Jim Bergin.

N24 Waterford to Cahir

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No taxis, more taxes – A look at Waterford's pub trade in 2023

By Caroline Spencer

The Waterford pub trade is facing difficult times in terms of inflation, rising energy costs, high taxation and basic transport.

Waterford representative with the Vinters Federation Ireland (VFI), John McGrath, spoke to the Waterford News & Star in depth about the myriad problems facing the industry.

John is the owner of Downey's Bar, located in Dungarvan. Downey's is a popular spot, not just with the locals but visitors from around the world. In 2016, U2 popped in for a few pints, much to the delight of fellow punters.

Seasonal pressures

The seasonal period brings a much needed boost to local pubs in Waterford, but it doesn't go far enough to help ease the issues.

John said: "It is only a small window in the calendar year and the pub trade is under extreme pressure

from rising costs, such as energy, rates, insurance and staff shortages, to mention a few. We are very much weather affected from heat to cold and flooding. In hot summers, coolers/fridges and all electrical devices use more energy, while in winter heating our premises costs a lot more.

"Recent VAT increases on food and price increases from our major suppliers also had a bearing on our trade and finally the increase in the minimum wage, together with the changes in the Sick Leave Act, also have to be taken into consideration.

"Shortage of staff is another major issue for the hospitality sector, as we compete against the pharmaceutical industry to get even weekend staff."

This may ring true in Dungarvan especially, where there is high employment in pharmaceutical companies like Haleon.

Post-lockdown landscape

The post-Covid lockdown period has coincided with a significant drop in VFI members in Waterford. People's changing social habits have also left an effect.

As John said: "In December 2019 Waterford city and county had 145 VFI members. Today, December 2023, we have 122 a drop of 18% in four years. Various reasons can be given, some retired, not all staff returned to the trade, and rising costs didn't help. More home drinking became popular and the 'pop up outside caterers' made partying at home so much easier."

Like many rural pubs, lack of public transport is a huge factor in keeping a trade up and running. John said: "The taxi service is non-existent in rural Ireland and not much better in the towns and cities. [Recently] the newly formed Taxis for Ireland Coalition wrote to the Taoiseach and the Minister for Transport calling on Government to acknowledge the extreme shortage of

taxis in cities, towns and rural areas across Ireland and address the persistent crisis, which has been negatively impacting both the Irish public, and tourism and hospitality businesses for many years."

Support local

Despite the pressing challenges, John said that late 2023 was a great time for the pub industry. He said: "The positive side is the pub trade enjoyed a very good October and November. The Rugby World Cup helped in October and November surprisingly is up on previous years generally around the country. Hotel prices have dropped, and winter staycations are on the increase, particularly with the retired generation."

Tourism is a major factor in keeping the industry in rude health.

John explained: "American tourists visiting outside Dublin are getting very good value for their dollar and the Irish pub is still the no. 1 tourist attraction in the country."

He continued: "The



U2 pictured outside Downey's pub, Dungarvan, after popping in for a few pints.

Government have helped in some areas, the kerosene grant and the rate refund scheme announced in the Budget all will help, but they need to do more. Rising insurance and ener-

gy costs and the rate of excise duty all need to be addressed by the Government before there are more closures all around the country, like the post offices and banks."

He ended with a plea for all to support their local: "The pub is the hub of the community and for some it's their only outlet to meet for a chat and catch up in rural Ireland."

RNLI in Waterford rescue four sailors from rigid inflatable boat

By Darragh Murphy

Helvick Head RNLI came to the aid of four sailors on Sunday, January 7, after they got into difficulty and needed assistance two miles off Mine Head, south-west of Dungarvan.

At the request of the Irish Coast Guard, the volunteer crew launched their inshore lifeboat into north-east Force 3-4 winds and calm waters. The lifeboat, helmed by Alan Kelly and with crew members Páidí Breathnach, Joe Foley and Rian Kelly onboard, made its way to the scene arriving at 2.40pm.

The crew assessed the situation and found all the casualties to be safe and well. As the 5.5m rigid inflatable boat (RIB) had sustained engine failure, a decision was made to tow



Helvick Head lifeboat en route to aid four sailors. Photo: Jamie Breathnach

it back to Dungarvan harbour. A tow line was established and the boats arrived safely back at 4.00pm.

Speaking following the

call out, Seán Walsh, Helvick Head RNLI Launching Authority, said: "We would remind anyone planning a trip to sea to always go prepared. Wear a lifejacket

and be sure to carry a means of communication. Should you get into trouble or see someone else in difficulty, dial 999 or 112 and ask for the Coast Guard."

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Thursday, January 16, 2024 www.tipperary.ie

COMMUNITY 19

CAHIR NEWS



Cahir Park U13 Boys team reached the U13s National Trophy South East regions last 8

AROUND THE TOWN

CAHIR ARTS TO BEGIN ART CLASSES

Are you interested in art? Then why not enrol for the new Abstract Painting classes due to start shortly in Cahir Arts Gallery on Castle Street, Cahir with artist Adrian Cooke. This 8-Week Course with Adrian (see gadriancookearts) will begin on Tuesday January 30, 2024. These are evening classes and times are from 7 - 9pm. Learn how to paint in an abstract style with a clear understanding of colour, form, composition and meaningful expression! For booking and details, please visit: <https://adriancooke.ie/learning/abstract-painting-studio-course/> or call 0878609644.

COMMUNITY LOTTO

There was no winner of the Draw that took place last week on Wednesday January 10, 2024. The Draw was witnessed by Marie Casey. The numbers drawn were 4, 9, 15 & 31. The Lucky Dip winners winning €25 each were Geraldine Byron, Ballydrehid, Cahir, Margaret Browne, Cahir Bingo, Tara Armitage, Pearse St. Cahir and Eileen Butler, Cahir Day Care Centre. Congratulations to all winners.

The next Lotto Draw will take place on today Wednesday, January 17, 2024 in the Social Welfare Office at 12 noon with results the next week. The Jackpot is now €4,000 and we wish everyone the best of luck in the Draw. Tickets are available in the Enterprise Centre and in local shops too. We would like to wish you all a very Happy New Year.

CAHIR PARK AFC

Juniors - Our A team returned to league action last

Sunday travelling to Pease Villa FC. They showed great determination and a will to win to come away with a 2 nil victory. Goals were scored by John O'Brien and Craig Guiry sealed the victory. Well done to the team and Management. Great stuff lads!

TSOL Youths Division 1- Cahir Park Youths took on Cashel Town away on last Saturday January 13 and lost out on the day. Final Score was Cashel Town 1 - 0 Cahir Park.

Cahir Park U15 Boys - Our Cahir Park U15 Boys team and Coaches travelled to Kilkenny to take on Freebooters in the U15s National Trophy last Saturday. It was not to be their day and team came home disappointed despite a great effort.

Cahir Park U13 Boys - Our Cahir Park U13 Boys team faced De La Salle of Waterford last Saturday in the U13s National Trophy South East regions last 8. With kick off at 4.30pm, the team were playing under lights by the end and despite a fantastic effort were unlucky on the day. It was a huge achievement for these lads who made it this far in the competition and there was big disappointment afterwards, but we are all very proud of them. Support on the day was very much appreciated and best of luck to De La Salle in the next round.

Cahir Park 50/50 Draw - The last 50/50 Draw took place on last Wednesday January 3, 2024 and the lucky winner of €380.00 was O'Brien's Pharmacy. Congratulations to Dermot. Thank you to all our ticket sellers, all our sponsors and everyone who buys tickets, we truly appreciate your support of our Club. We remind everyone that there is a cash winner every week and tickets can be purchased from Committee, online or through local businesses.

CAHIR GAA NOTES

JUVENILE - Athletic Development Programme Our Juvenile players are taking part in an Athletic Development Programme which began on Friday January 12 in the Colaiste School Hall. First up were U14s and U13s followed by U15s and U17s in a separate later session. The programme is being delivered by Pro Recovery Clonmel which includes county footballers Kevin Fahey and Ross Peters and will run for eight weeks.

TRIALS - County U15 football trials took place on Saturday January 13 in Dr. Morris Park. There were two Cahir boys in attendance. South U14 and U15 hurling trials take place next Saturday January 20 in Fethard Town Park. The list of players being asked to attend these trials will be sent out to clubs during the week.

COACHING REQUIREMENTS - There is an Introduction to Coaching Gaelic Games (Foundation Course) taking place on January 26 and 27 in Ferryhouse, Clonmel. This course is mandatory for anyone involved in coaching juveniles. Another mandatory requirement for coaching juveniles is a safeguarding certificate. There will be a safeguarding course taking place on Wednesday January 24 in Colaiste Dun Iascaigh, time tbc.

JUVENILES - Cahir Juvenile GAA Club is holding a Clothing Recycling Fundraiser. We need all your unwanted clothing so please donate any men's, ladies or children's clothes, paired shoes, handbags, curtains or bed linen, put in black bags and drop off bags to Cahir GAA Club rooms on Saturday January 27 between 11am and 1pm.

NEWS ITEMS

If you wish to include notes/photos on these pages, please call Cahir Correspondent, Maria Taylor on 086 1022014 or email caspietaylor@hotmail.com



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Refugees are forcing us to examine our attitude to difference

Margaret Lee
news@tipperarystar.ie

At this time, in Ireland, circumstances again force us to examine our attitudes to difference.

We have had to face the issue of difference in the recent referendum to our Constitution and now we have to confront our inner attitudes to people who are different, people who come from another country, another culture.

Virginia Satir, a noted Family Therapist, once said that dysfunctional people have a problem with difference and this makes me question if some of the protests against adult males who seek international protection are symptomatic of some level of dysfunction in ourselves.

While we are familiar with emigration, immigration is relatively new to us in our country. People coming to our shores seeking a better life is a recent phenomenon.

Our response has varied from heartily welcoming the Ukrainians who came here in February 2022 to an increase in protests against the provision of accommodation for men seeking international protection.

It seems clear that the problem is not going to just go away, given the fact of climate change and its effect on the ability of many areas of the world to produce food. Many people are seeking to come to what is seen as the affluent western world, of which Ireland is a part.

We cannot deny that it is difficult to accommodate people in Ireland at this time. There is a shortage of housing and our standards about habitable homes and acceptable living conditions have become more exacting.

There are some actions that we can take when it comes to finding places where groups of single men can live.

We can sharpen the process by which we decide whether or not people are classified as seeking international protection.

There must be some way of figuring out if people are actually fleeing violence and persecution or are trying to better their economic lot. The latter should be made welcome if they have the skills that Ireland needs at this time. People who do not fit either of these categories must be deported with efficiency.

The very word "deportation" is often seen as an ugly word and



'We might remember the words of St Paul: Peace to those who are far away and peace to those who are nearby.'

suggestive of hardness of heart and we have had cases where people were due to be deported only to give rise to local campaigns to allow the person to stay. These campaigns are often based on flimsy reasons such as the attendance of a child in a local school or membership in a sports club.

In Ireland, we often want to please everyone and this is not possible. It would also be helpful if we can find some way whereby people who seek international protection have some access to work, particularly in a country where there is full employment.

Regardless of the speed and efficiency of decision making, it is obvious from the latest protests and arson attacks on some earmarked properties that some communities do not want single men housed in their area.

It is not helpful to demonise those who protest or label them racists. Neither is it helpful to back down on the decision that the relevant Government Department has made. The Government of the day is the one that was democratically elected and must be allowed to govern. It must also actually govern in the face of unpopularity.

Upholding the rule of law is important.

Many of the people who protest cite the catch cry of "lack of consultation" and/or "lack of communication". There are two sides to the latter. Government must give adequate information and those who are discommoded by the announcement must be ready to listen.

Throw in the factor of an upcoming election and this is not so easy.

The claim "we were not consulted" can often be a smoke screen for bigotry.

I believe that the national media have not played a helpful role in this matter.

The presence of national media seems to aggravate the situation and can give undue importance and status to the protest.

Recently the Minister for Environment was being interviewed by a national radio station ostensibly on the subject of climate change and the fact that the world is burning. However, the interviewer spent at least half of the allotted time harassing him on the subject of a local protest.

Local media are much more suitable for such interviews because they are likely to be reaching the population who are most involved in the accommodation issue.

Finally, returning to the issue of "difference".

Like all of us, the single men seeking accommodation are likely to be like the rest of us, a mixture of the good and the not so good. We would also do well to ponder that we have had some males who have been violent among our own native population.

We might remember the words of St Paul: Peace to those who are far away and peace to those who are nearby.

Like all of us, the single men seeking accommodation are likely to be like the rest of us, a mixture of the good and the not so good



Public Display of the Preferred Transport Solution

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 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.

The project is being managed by Trammore House Regional Design Office on behalf of Kilkenny County Council in partnership with Tipperary County Council. Arup were appointed as technical advisor in July 2020 to progress the planning and design for the project.

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 Phase 2 (Options Selection) where potential transport solutions to address the issues have been identified, developed and assessed to determine a Preferred Transport Solution. Potential solutions included alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions were subject to an assessment of their potential impacts, and their relative success in achieving the project objectives, to determine the preferred solution for the project. The Preferred Transport Solution has now been determined for the project and will be presented to the public at a non-statutory public display from 23 January 2024 to 09 February 2024.

The Preferred Transport Solution will be on display at in-person public displays at four venues across the study area on the below dates:

- Cahir House Hotel, Cahir, Tuesday, 23 January 2024, 2pm to 8pm
- Talbot Hotel, Clonmel, Wednesday, 24 January 2024, 2pm to 8pm
- Mooncoin Community Hall, Thursday, 25 January 2024, 2pm to 8pm
- Carriga Hotel, Carrick-on-Suir, Friday, 26 January 2024, 2pm to 8pm

All of the information presented at the in-person events will also be available on the dedicated project website www.n24waterford2cahir.ie throughout the display period from 23 January 2024 to 09 February 2024.

Project brochures will be available at the four events or you can request a brochure by contacting us on (056) 779 4380 during office hours, Monday to Friday or by emailing: N24waterford2cahir@kilkennycoco.ie.

Maps of the Preferred Transport Solution Corridor will also be available to view at Kilkenny County Council Library, Belmont Road, Ferrybank (Ferrybank, via Waterford, X91 D211) and Tipperary County Council Civic Offices (Emmett Street, Clonmel, E91 N512) from 29 January 2024 to 09 February 2024.

Property owners or reputed property owners whose property lies within the Preferred Transport Solution Corridor will be notified directly and will have an opportunity to meet with the project team throughout the display period.

For further information please log onto

www.n24waterford2cahir.ie/

Alternatively, you can contact the project team by email at

N24Waterford2Cahir@kilkennycoco.ie

or by telephone on 056-779 4380.



Appendix B

Radio Advertisement

B.1 Advert 1

To be aired 3 times per day 18, 19 and 23 January

Kilkenny County Council in partnership with Tipperary County Council announces that the Public Display of the Preferred Transport Solution for the N24 Waterford to Cahir Project will commence on 23 January 2024 and will continue until 09 February 2024.

The Preferred Transport Solution will be on display at four in-person public displays across the study area from 2pm to 8pm on the following dates:

- Cahir House Hotel, Cahir, Tuesday, 23rd January
- Talbot Hotel, Clonmel, Wednesday, 24th January
- Mooncoin Community Hall, Thursday, 25th January
- Carraig Hotel, Carrick-on-Suir, Friday, 26th January

All of the information presented at the displays will also be available on the project website n24waterford2cahir.ie and project brochures can be requested by contacting (056) 779 4380 or by emailing: N24waterford2cahir@kilkennycoco.ie.

B.2 Advert 2

To be aired 3 times per day on the 30 January, 01, 06 and 08 February.

Kilkenny County Council in partnership with Tipperary County Council announces that the Public Display of the Preferred Transport Solution for the N24 Waterford to Cahir Project commenced on 23 January and will run until 09 February 2024.

The Preferred Transport Solution is available to view on the project website n24waterford2cahir.ie which includes information & maps in relation to the solution.

Maps and brochures of the Preferred Transport Solution Corridor are available to view at Tipperary County Council Civic Offices, Emmett Street, Clonmel and at Kilkenny County Council Library, Belmont Road Ferrybank, until 09 February 2024.

Project brochures can also be requested by contacting (056) 779 4380 or by emailing: n24waterford2cahir@kilkennycoco.ie.

Appendix C

Social Media Posts

C.1 Kilkenny County Council



C.2 Tipperary County Council



Appendix D

Websites

D.1 N24 Waterford to Cahir Project Website

Public Display of the Preferred Transport Solution

The Public Display of the Preferred Transport Solution for the N24 Waterford to Cahir project ended on **09 February 2024**. The purpose of this non-statutory public display was to inform the public of the Preferred Transport Solution that has been developed to address the issues identified to date and deliver on the project objectives.

A copy of all the display material is presented below in pdf format to view and/or download.

Information Brochure (English)
Information Brochure (Irish)
Information Boards
Preferred Transport Solution Corridor Sheet 1 of 3
Preferred Transport Solution Corridor Sheet 2 of 3
Preferred Transport Solution Corridor Sheet 3 of 3
Potential Project Implementation Sheet 1 of 1
Preferred Transport Solution Corridor – 20 Sheet Layout

The Preferred Transport Solution Corridor can also be viewed using the Interactive Web Map that can be accessed via the following link:

[Interactive Web Map Link](#)

Hardcopies of the project brochure can be requested by contacting us on (056) 779 4380 during office hours, Monday to Friday or by emailing: N24waterford2cahir@kilkennycoco.ie.

[Edit](#)

D.2 Kilkenny County Council Website

[N24 Waterford to Cahir - Public Display of Preferred Transport Solution.docx \(size 91.3 KB\)](#)

The Preferred Transport Solution is on display at in-person public displays at four venues across the study area on the below dates:

- Cahir House Hotel, Cahir, Tuesday, 23 January 2024, 2pm to 8 pm
- Talbot Hotel, Clonmel, Wednesday, 24 January 2024, 2pm to 8 pm
- Mooncoin Community Hall, Thursday, 25 January 2024, 2pm to 8 pm
- Carraig Hotel, Carrick-on-Suir, Friday, 26 January 2024, 2pm to 8 pm

Following the in-person displays, maps of the Preferred Transport Solution Corridor will be available to view at Kilkenny County Council Library, Belmont Road, Ferrybank (Ferrybank, via Waterford, X91 D211) and Tipperary County Council Civic Offices (Emmett Street, Clonmel, E91 N512) from **29 January 2024 to 09 February 2024**.

D.3 Tipperary County Council Website

[Home](#) » [Roads and Transport](#)

N24 Waterford to Cahir Project

Roads And Transport

24 January 2024

Public Display of Preferred Transport Solution

A non-statutory public display of the Preferred Transport Solution for the N24 Waterford to Cahir project is now live. Information is available on the project website www.n24waterford2cahir.ie/ or by attending one of the four in-person public displays. The purpose of this non-statutory public display is to inform the public of the Preferred Transport Solution that has been developed to solve the issues identified to date and deliver on the project objectives. [Potential solutions included alternative transport solutions such as bus, rail and active travel modes, and different road based options. These solutions were subject to an assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred solution for the project.](#)

The Preferred Transport Solution will be on display at in-person public displays at four venues across the study area on the below dates:

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Project brochures are available at all venues or you can request a brochure by contacting us on (056) 779 4380 during office hours, Monday to Friday or by emailing: N24waterford2cahir@kilkennycoco.ie. [Property owners or reputed property owners whose property lies within the Preferred Transport Solution Corridor have been notified directly and will have an opportunity to meet with the project team throughout the display period.](#)

Appendix E

Brochure

January 2024

N24 Waterford to Cahir

Public Display of the Preferred Transport Solution



**N24
Waterford
to Cahir**

Cahir House Hotel
Cahir, 23 January 2024,
2pm to 8pm

Talbot Hotel
Clonmel, 24 January 2024, 2pm to 8pm

Mooncoin Community Hall
Mooncoin, 25 January 2024, 2pm to 8pm

Carraig Hotel
Carrick-on-Suir, 26 January 2024, 2pm to 8pm



An Roinn Iompair
Department of Transport

Tionscadal Éireann
Project Ireland
2040



Comhairle Chontae Chill Chainnigh
Kilkenny County Council



Comhairle Contae Thiobraid Árann
Tipperary County Council



ARUP

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 M5 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 collision rate 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 Clonmel, which is a main 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.

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.

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 also frequent direct accesses onto this national primary road.

Access

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

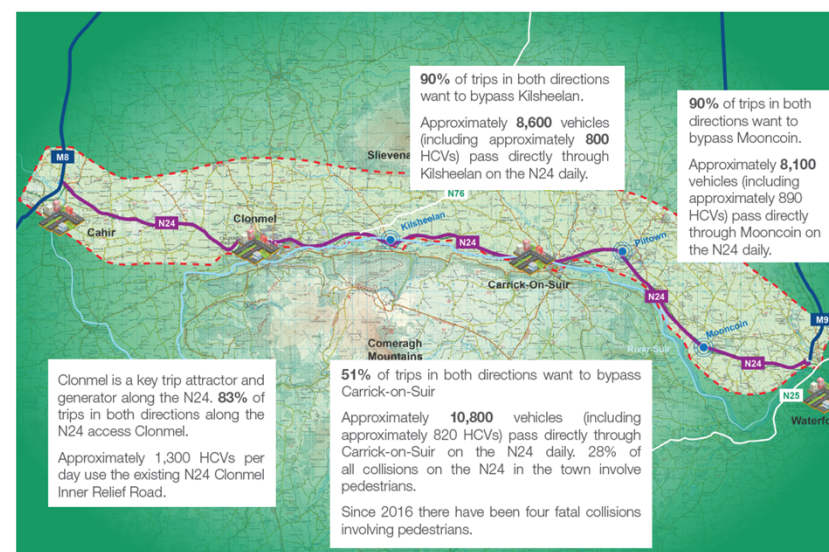
Overtaking

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

Traffic Volumes

The traffic volumes vary significantly along the N24 within the study area. 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 30 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.

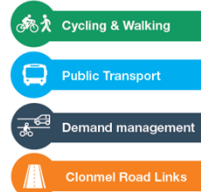
 There is a notable large variation in average speeds and journey times at different locations along the section of the N24 under consideration and significant differences between peak and interpeak periods. Outside of the built up areas, the average journey speeds vary between 62 - 76km/h for weekday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



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 Clonmel Road Links. The term 'Options' refers to specific road based measures (new route, road upgrade, junction improvements etc.).

Alternatives

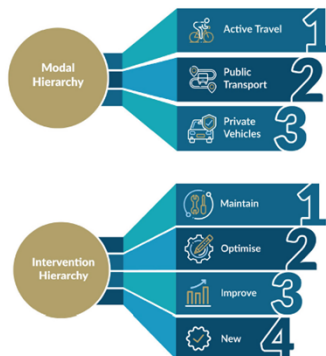


Options



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.



Preferred Transport Solution

Road Component of PTS

The Preferred Transport Solution (PTS) includes a 58.3km long corridor within which 62 % of the existing N24 will be improved or upgraded. New road infrastructure is proposed for 38% of the corridor length, focusing mainly on bypassing urban areas that the N24 currently passes directly through. 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 Ballynarah, 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: Offline Improvement Sections

- East of the L7109 at Moorstown/Woodrooff to Rathkeevin.
- From Killheffernan Roundabout at N76, bypassing Kilsheelan.
- From Ballynoran to Garrynarea bypassing Carrick-on-Suir to the north.
- 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 facilities within the environs of the Preferred Transport Solution Corridor providing connectivity to key trip attractors and existing Active Travel facilities (including the Blueway).

Demand management

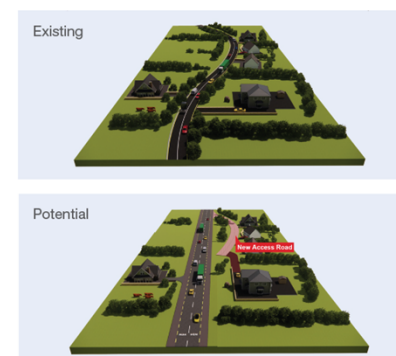
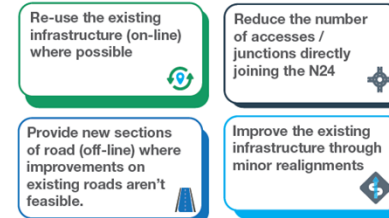
Includes measures along the Clonmel Inner Relief Road to facilitate vulnerable road users and the provision of other measures within Clonmel to reduce the need to make a trip by car.

Public Transport

Improved timetabling for both bus and rail services.

Corridor Upgrades and Off-line Improvements in Rural Settings

In Rural settings, improvements seek to:



The implementation of the Preferred Transport Solution will include on-line construction works to widen the existing road, improve the horizontal and vertical alignment where required, and rationalise existing junctions. This will have impacts on existing properties along the route and in some cases will require their acquisition.

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.

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.

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.

The full extents of any Online and Off-line Improvement elements in Rural Settings under the Preferred Corridor will be determined during Phase 3 Design.

Local Bypasses and Interventions in Urban Settings

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

- Remove N24 Through Traffic and Heavy Vehicles from the urban centres.
- 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.
- Improve air quality and reduce the level of traffic associated noise
- Provide a safer, calmer environment improving safety for all road users and facilitating safer Active Travel and place-making.

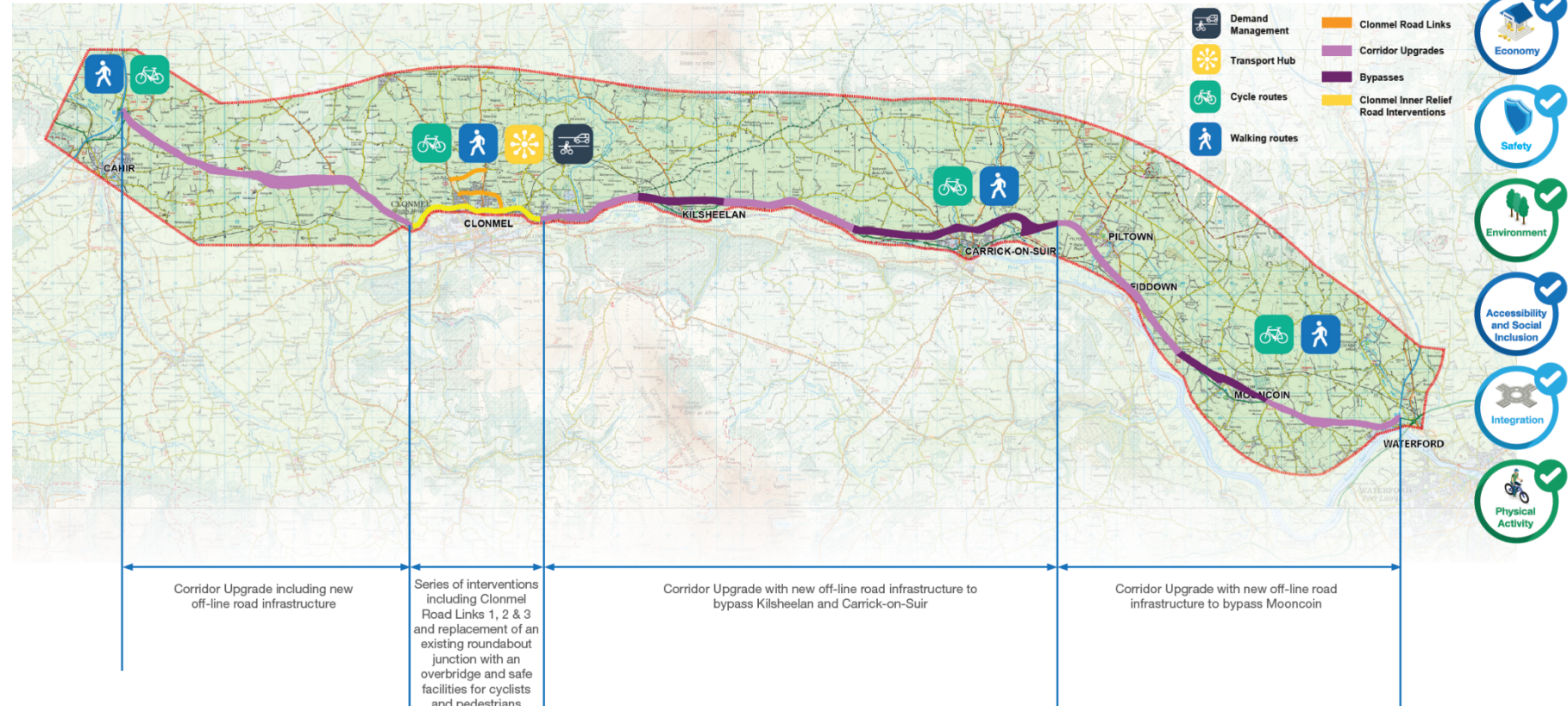
Clonmel

The interventions being proposed both along the Clonmel Inner Relief Road (CIRR) on-line section and within the greater Clonmel area seek to reduce congestion along the N24 by:

- Provision of new urban road links (1, 2 & 3) within 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.
- Improve 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.



Preferred Transport Solution



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

What Happens Next?

Following this public display, the Phase 2 (Options Selection) appraisal process will culminate 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 to progress.

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 processes.

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.

Additional Information

If you are unable to attend these public displays, maps of the Preferred Transport Solution Corridor may be viewed at the addresses below from 29 January to 09 February 2024 and will also be available on the project website

www.n24waterford2cahir.ie.

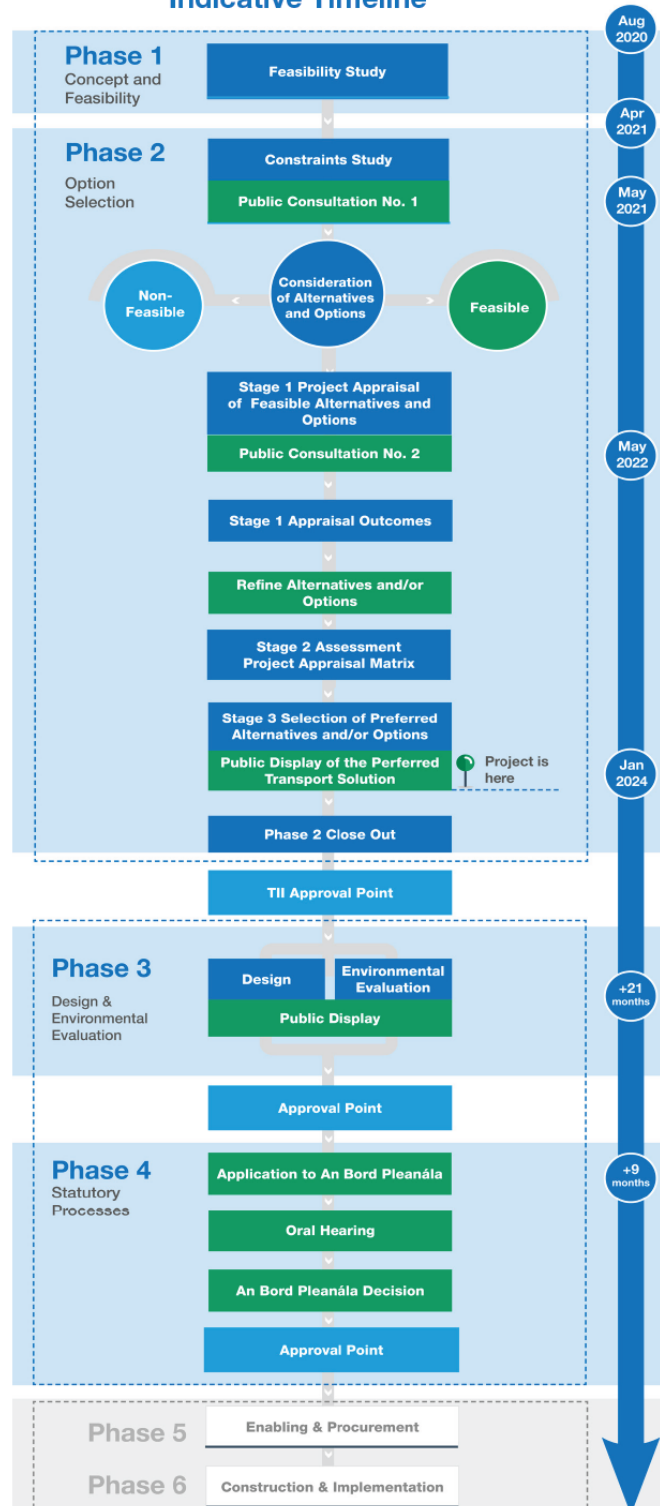
Tipperary County Council Civic Offices (Emmett Street, Clonmel, E91 N512) or

Ferrybank Library (Ferrybank, via Waterford, X91 D211).

Updates, news and details of future public displays will be published on

<https://n24waterford2cahir.ie/news/>

Indicative Timeline



Appendix F

Pictures of the in-person Public Display

F.1 Cahir House Hotel



F.2 Talbot Hotel, Clonmel



Appendix G

Information Display Boards

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.



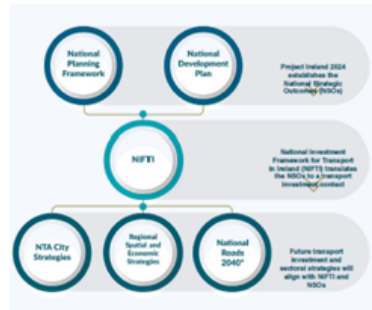
Policy Context

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.

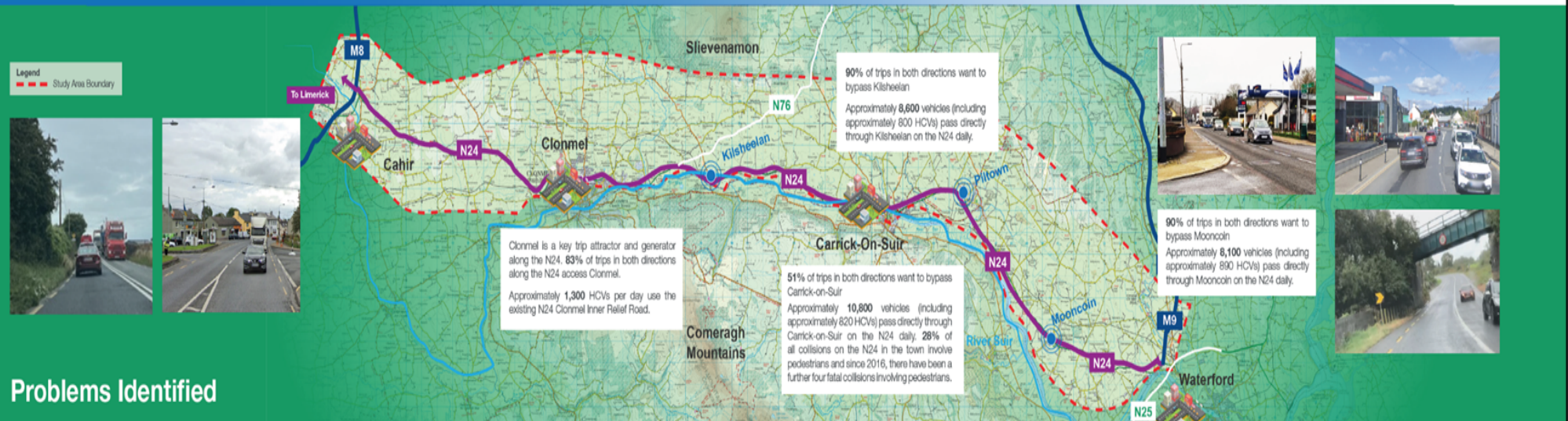
The N24 national primary route is a strategic corridor linking the cities of Limerick and Waterford traversing through the counties of Limerick, Tipperary and Kilkenny with a total length of approximately 116km. Limerick and Waterford represent the 3rd and 5th largest daytime working populations in the 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 Plottown 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



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.

- 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.



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.



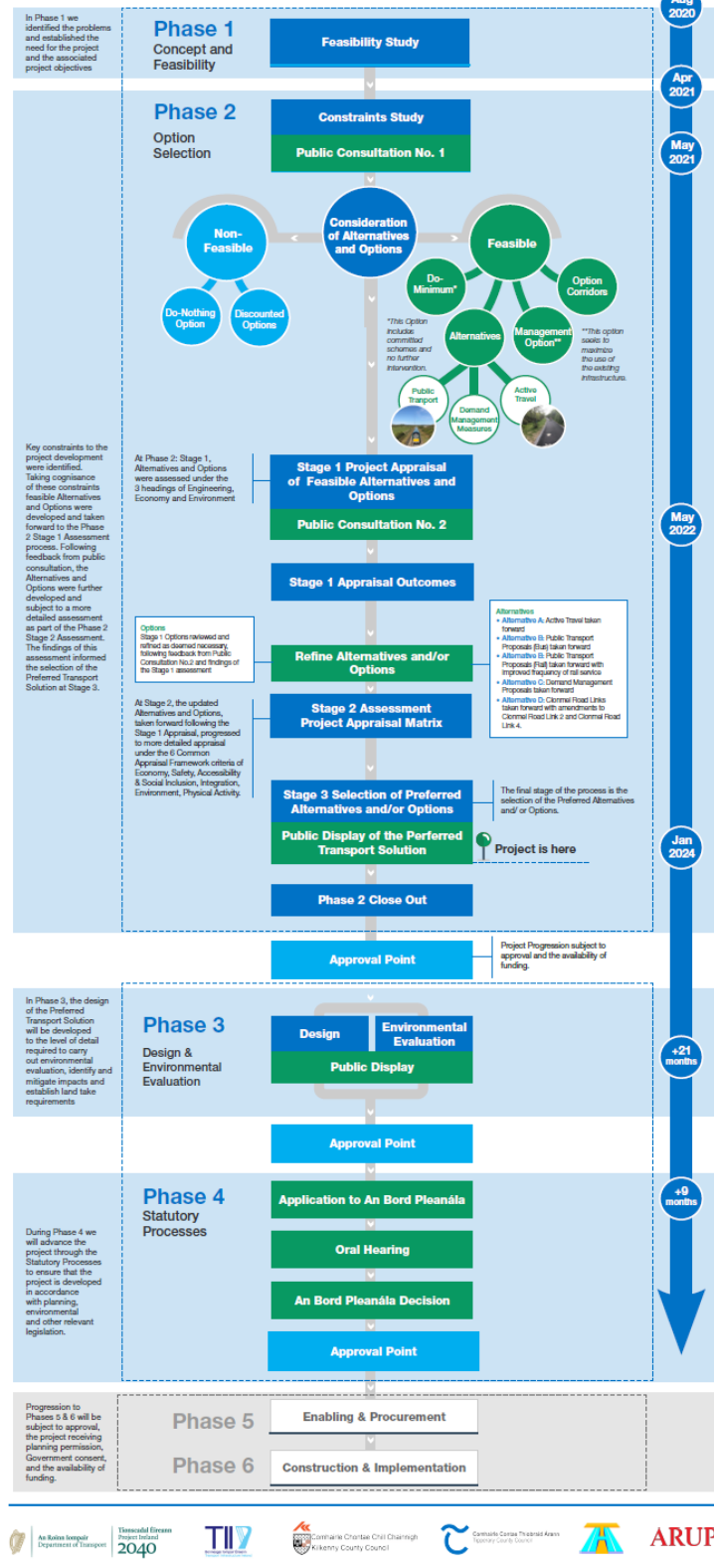
Integration

- 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.

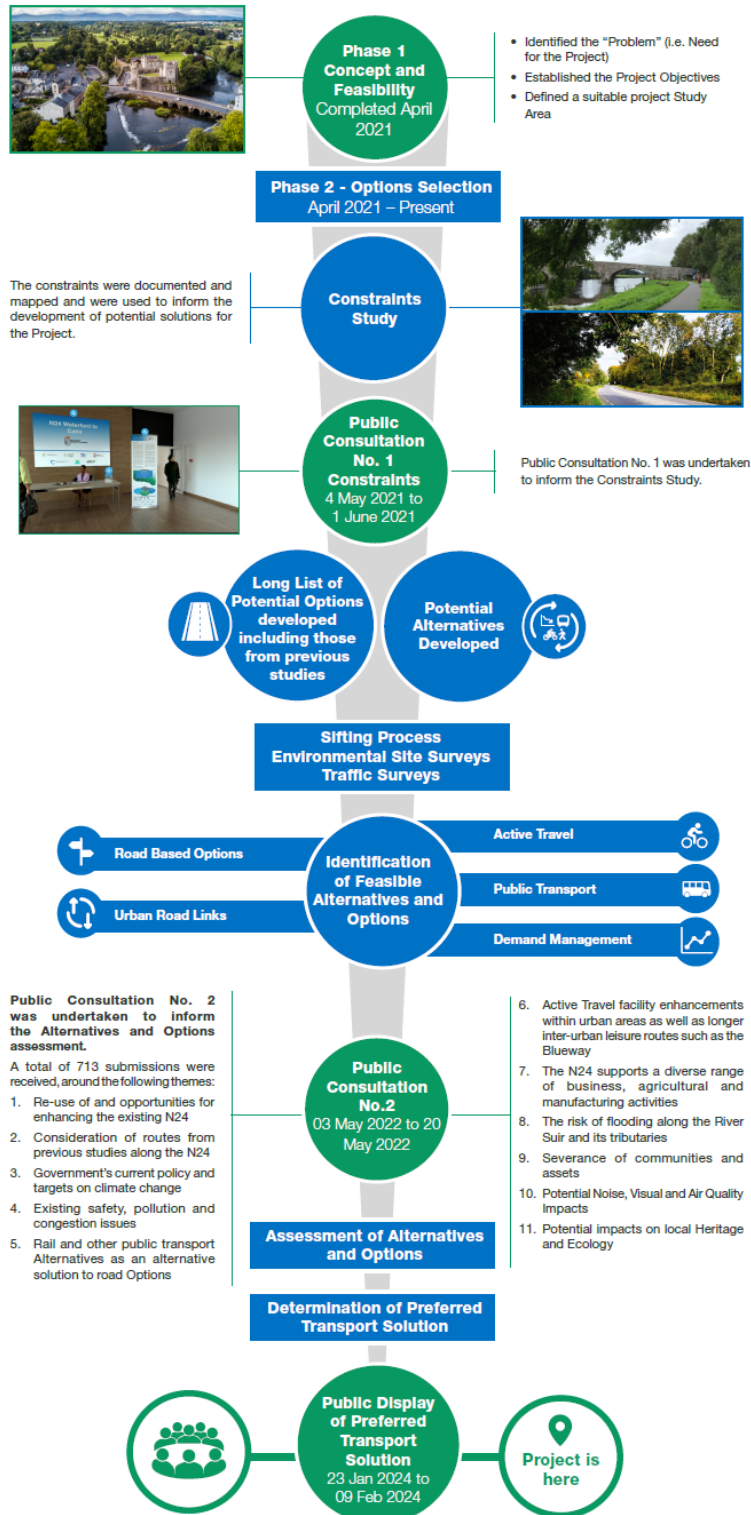


Physical Activity

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.

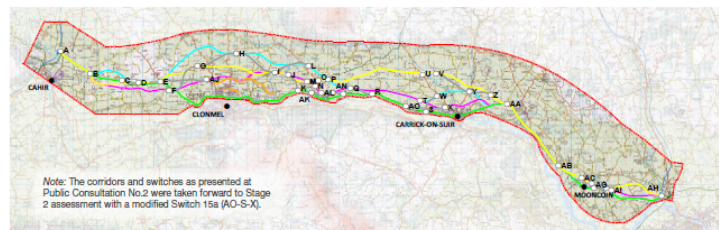


- Provision of a comprehensive cycling network within the towns of Cahir, Clonmel and Carrick-on-Suir.
- Improved facilities for cyclists (e.g. cycle parking, e-bike charging, etc.).
- Improvements to pedestrian facilities (e.g. improved crossings, segregation and footpath provision).
- Provision of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

- 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.

- 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.

- 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 Cloghbreedy Link road north of Cahir (nodes A to B) and also the existing N24 Pittown 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 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 Cloghbreedy Link road north of Cahir (nodes A to B) and also the existing N24 Pittown 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

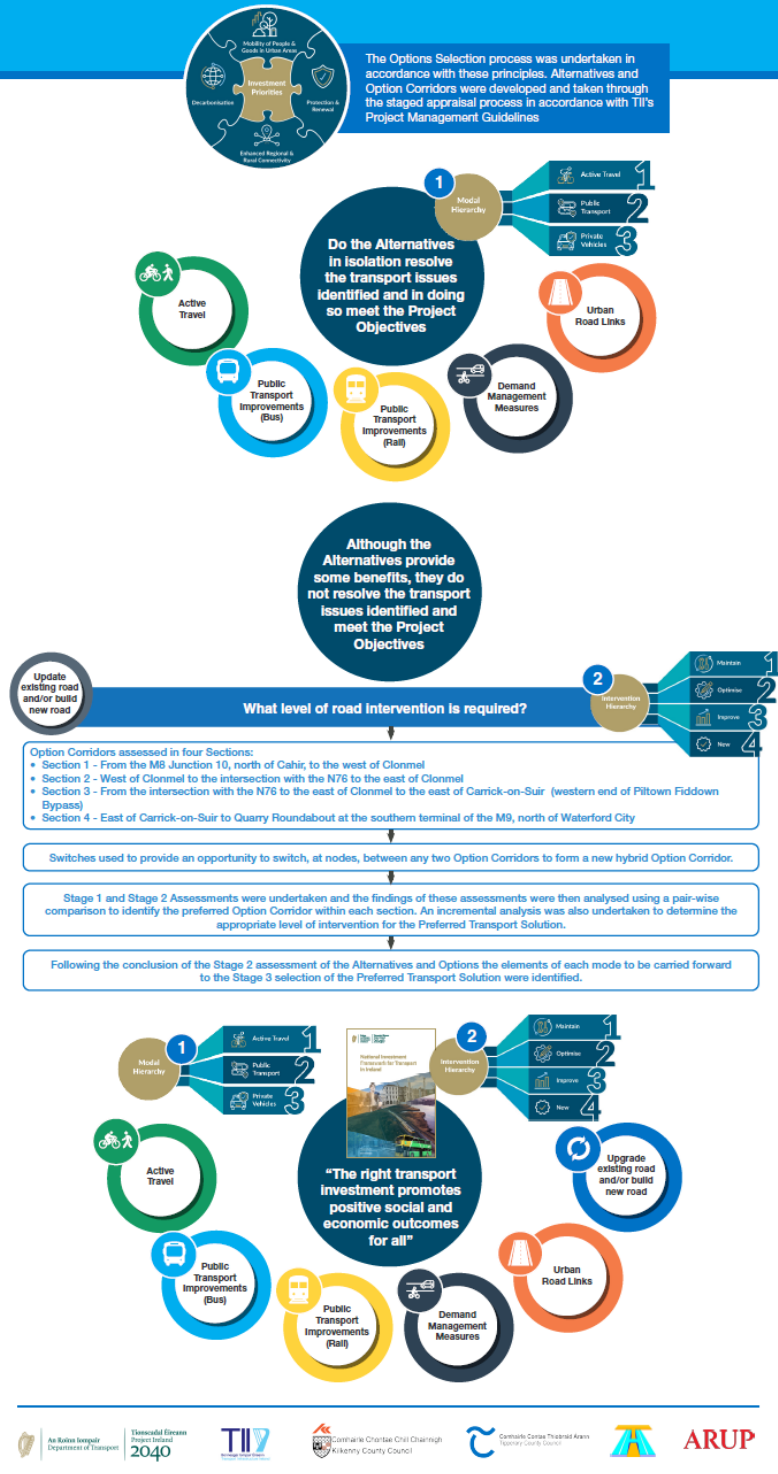
The Cyan Option Corridor runs the entire length of the study area from node A to node AH. It reuses the existing 2+1 dual carriageway Cloghbreedy Link road north of Cahir (nodes A to B) and also the existing N24 Pittown Fiddown Bypass (nodes AA to AB) through on-line upgrades. It follows the same route 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 68.3km 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 R686 (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

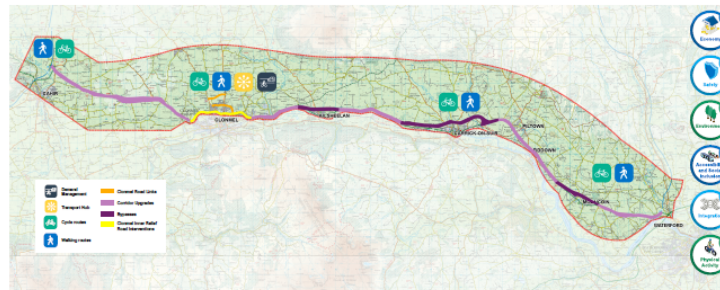
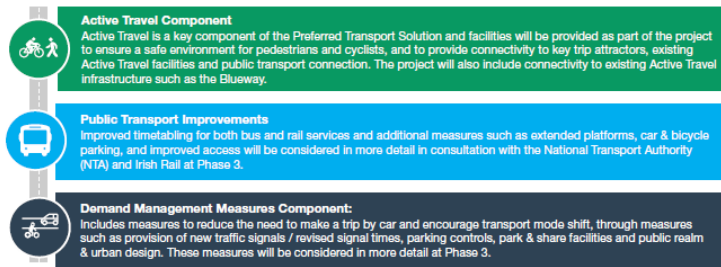
N24 Corridor Upgrades

M8 Junction 10 (Cahir North) to the L7109 at Moorstown/Woodroff
Rathkeevin to Cahir Road Roundabout, and along the N24 Clonmel Inner Relief Road to the Moangariff Roundabout
Moangariff Roundabout to the Kiliheffernan Roundabout at the junction with the N76
From Ballynara, north-east of Kilsheelan, as far as Ballynora
From Garrynarea reusing the existing 2+1 N24 Pittown 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/Woodroff to Rathkeevin
From Kiliheffernan Roundabout at N76, bypassing Kilsheelan
From Ballynora to Garrynarea, east of Carrick-on-Suir, bypassing Carrick-on-Suir
From eastern end of the Pittown Fiddown Bypass at Clonmore, bypassing Mooncoin to the north, before tying in at Rathkieran

Alternative Components



Potential Project Implementation

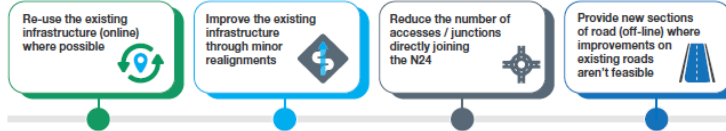
Dependant on the future progression of the project and funding available, there is potential for the implementation of the Preferred Transport Solution to be delivered on a phased basis, so that benefits are realised incrementally. The project could be broken down into the elements below (it is noted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



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

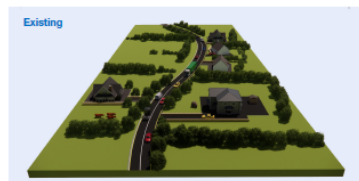


Upgrading the existing N24 to achieve the required standards in terms of safety and geometry will impact on some existing properties along the route and in some cases require their acquisition.



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



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



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



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.



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

