



Comhairle Contae Thiobraid Árann
Tipperary County Council

Carrick-on-Suir & Environs Local Area Plan 2025 - 2031

Appendix 2 Sustainable Transport Plan

June 2025



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1.0 Introduction

This Sustainable Transport Plan (STP) for Carrick-on-Suir was prepared to support the policies and objectives for transport planning as set out in the Carrick-on-Suir & Environs LAP 2025 – 2031 (LAP), to support, integration of landuse and transport planning, a transition to sustainable transport and to set out a framework for investment in active travel and public transport. The LAP has considered existing transport patterns and proposed land use development in Carrick-on-Suir, and sets out actions to achieve a positive modal shift to sustainable transport.

The purpose of the STP is to examine how people travel in Carrick-on-Suir at present, to inform where new development will go, reduce greenhouse gas emissions (GHG emissions), and to support investment in public transport and active travel measures (i.e. walking and cycling) in the town. Its other key function is to guide investment in initiatives and infrastructure improvements, as funding allows, during the lifetime of the plan. A list of actions that may be delivered, subject to receipt of funding through the NTA's Active Travel Investment Programme, Rural Regeneration and Development Fund, Town and Village Renewal Fund, and other investment programmes etc is set out within Section 5 of this document.

2.0 Policy Context

2.1 Strategic Policy Plans

2.1.1 National Planning Framework

The National Planning Framework 2018 (NPF)¹ sets out Ireland's planning policy up to 2040, outlining a series of national strategic outcomes and key principles which are intended to inform policies at a regional and local level and guide development and investment in the coming years. The NPF transport related outcomes include compact growth, sustainable mobility and support for a transition to a low carbon and climate resilient society.

Transport accounts for 20% of Ireland's overall emissions, with 52% of overall transport emissions coming from private cars, 24% from freight and 4% from public transport. Specific measures for mitigation set out in the NPF include; transitioning to electric vehicles; public transport priority projects; and promoting a modal shift to sustainable transport.

2.1.2 Southern Regional Assembly Regional Spatial & Economic Strategy (SRA, 2020)

The Regional Spatial and Economic Strategy 2020 (RSES) sets a target of 55% of movement by sustainable transport modes by transforming transport systems towards well-functioning, sustainable integrated public transport, walking and cycling, and electric vehicles. The RSES objectives for sustainable transport include; reducing the environmental impact of transport; integrated land-use and transport planning; prioritising sustainable transport to achieve modal shift and reducing demand for private vehicles; improved strategic and local connectivity; enhanced public transport provision and reduced congestion.

The Regional Spatial and Economic Strategy for the Southern Region notes Carrick-on-Suir is a Hinterland Town of the Waterford Metropolitan area. It is an objective of the RSES to support the socio-economic growth and development of the Waterford MASP Hinterland Towns including Carrick on-Suir, and the enhancement of connectivity to the Waterford Metropolitan area.

2.1.3 Tipperary County Development Plan 2022 – 2028

The Tipperary County Development Plan 2022 – 2028 (TCDP) presents a number of policies and objectives for the implementation of sustainable transport measures and for the achievement of a modal shift away from private vehicle usage. It requires the incorporation of active travel actions for 'District Towns'. The TCDP seeks to promote the transition to a low carbon transport system both by reducing the demand for travel through smarter travel solutions; and by supporting investment in integrated, safe, efficient and cost-effective alternatives to private vehicles and public transport. All sustainable transport and active travel proposals are in accordance with the overriding policies and objectives of the TCDP and the Development Management Standards for transport as set out in the TCDP (Volume 3, Appendix 6) will apply to new development.

¹ Consultation on the Draft First Revision to the NPF was published in July 2024. This document will incorporate any updates arising from the final First Revision to the NPF.

2.1.4 National Sustainable Mobility Policy and Action Plan 2022 – 2025 (DoT)

The National Sustainable Mobility Policy 2022 - 2025 sets out a strategic framework to 2030 for active and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an Action Plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce journeys taken by car.

2.1.5 All-Island Strategic Rail Review (DoT, 2024)

The All-Island Strategic Review Report was jointly commissioned by the Department of Transport in Ireland and the Department for Infrastructure in Northern Ireland. It sets out a strategic vision for the development of the rail system across the island of Ireland over the coming decades. The Rail Review Report sets out 32 strategic recommendations to enhance the rail system in Ireland and Northern Ireland up to 2050, aligning with net carbon zero commitments in both jurisdictions. The recommendations seek to transform the quality of the rail system to the benefit of passengers and wider society on the island, involving additional track capacity, electrification, increased speeds, higher service frequencies and new routes.

2.1.6 National Cycle Network (2024)

The National Cycle Network (NCN), issued by TII, proposes a cycle network of approximately 3,500 km, linking over 200 cities, towns and villages and up to 2.8 million people nationally. The NCN is composed of 85 corridors, integrating existing and planned greenways and other cycling infrastructure such as the Eurovelo routes, as well as an extensive new network of safe cycle routes along existing roads. It will also link to destinations such as transport hubs, centres of education, employment, leisure and tourist destinations, making it easier and safer for people throughout the country to choose cycling as part of their daily activities. The aim of the plan is that 80% of households and nearly 90% of jobs will be located within 5 km of the network.

Carrick-on-Suir is identified in the plan as a secondary node with a link to Clonmel and proposed corridor links to Limerick and Waterford/ Dungarvan (EuroVelo 1 route).

2.1.7 Climate Action Plan (DECC, 2024)

The Climate Action Plan 2024 (CAP24) is the third update to the Climate Action Plan and sets out actions for Ireland to achieve its 2030 transport abatement targets and create a pathway towards achieving net zero emissions by 2050. Decarbonising transport is a key tenet of the CAP, with a significant greenhouse gas emissions reduction target of 50% for the transport sector by 2030.

2.1.8 National Disability Inclusion Strategy (NDIS) 2017-2022

The National Disability Inclusion Strategy (NDIS) 2017-2022 is a whole of government approach to improve the lives of people with disabilities and sets out a range of actions across a wide number of areas to achieve this goal. The Strategy includes specific actions assigned to local authorities to facilitate universal access through improved transport infrastructure. The Department of Children, Equality, Disability, Integration and Youth are working with the Disability Inclusion Strategy Steering Group to commence work on the development of a UNCRPD implementation strategy.

2.1.9 United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).

The UNCRPD was ratified by Ireland in 2018 and puts obligations on State Parties to ensure access for persons with disabilities to (inter alia) the physical environment and transportation in both urban and rural areas.

2.2 Local Level Plans

2.2.1 South Tipperary Active Travel Towns – Walking and Cycling Strategy 2013

This plan sets out a number of walking and cycling interventions for Carrick-on-Suir in order to progress a positive modal shift to active transport.

2.2.2 Green and Blue Infrastructure Master Plan Roadmap for Tipperary Waterways 2020

The Masterplan Roadmap is a strategic plan focusing on the two primary waterways in County Tipperary – Lough Derg and River Suir – as they extend through large parts of the county. The objective of the study was to develop an integrated plan incorporating biodiversity, heritage, tourism, sport, leisure, communities and economy to provide a co-operative strategic plan for our county's waterways.

2.2.3 Carrick-on-Suir Regeneration Plan – A Journey from the Suir Blueway to the Ormond Castle Quarter 2021

A multi-faceted plan developed to embrace social, economic and environmental opportunities for Carrick-on-Suir. The plan focuses on public realm and enhanced linkages between the town, its amenities and attractions including the Suir Blueway.

2.3 Guidance Documents

2.3.1 Area Based Transport Assessment (ABTA) – How to Guide, Guidance Document (Pilot Methodology) (NTA/TII, 2021)

This Guidance Document has been prepared to enable a consistent approach to the preparation of transport assessments to inform the preparation of Development Plans and Local Area Plans.

2.3.2 Design Manual for Urban Roads and Streets (DoT, 2019)

The Design Manual for Urban Roads and Streets (DMURS) and Advice Notes sets out design standards for urban roads and streets promoting an integrated design approach within urban areas (cities/towns/villages). It balances the place function (i.e. needs of residents and visitors) and the transport function (i.e. needs of pedestrians, cyclists, public transport, cars and goods vehicles).

- **Connected networks** –creating street networks which promote high levels of permeability and legibility for all, with a particular emphasis on more sustainable forms of transport.

- **Multi-functional streets** – promoting multi-functional, place based streets which balance the needs of all users.
- **Pedestrian focus** – the quality of the street is measured by the quality of the pedestrian environment, where pedestrians and cyclists are the preferred users.
- **Multi-disciplinary approach** – greater co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

The DMURS Interim Advice Note – Covid-19 Pandemic Response was published in 2020 and provides guidance to ensure that design measures align with the principle of universal design and catering for people with disabilities.

2.3.3 Safe Routes to School Design Guide (NTA, 2022)

Technical guidance on design principles and considerations to enable local authorities, in conjunction with the national 'Green Schools' programme, to create safer, calmer, more attractive routes to school including front of school environments. There are three aims:

1. To accelerate the delivery of walking/ scooting and cycling infrastructure on key access routes to schools.
2. To provide 'front of school' treatment to enhance access to school grounds.
3. To expand the amount of bike parking available at schools.

2.3.4 Transport Appraisal Framework for Capital Investments in Transport (DoT, 2023, Update 2024)

The Transport Appraisal Framework (TAF) sets out an appraisal process to be used for the appraisal of transport projects for which public funding is required. The appraisal process involves two separate activity streams. The first activity stream involves developing a business case for a transport investment. This includes establishing the need for a project or programme and exploring all feasible options and examining the potential costs and benefits arising from these options.

The second activity stream of the appraisal process requires an approving authority to scrutinise the business case and supporting analysis for a transport scheme. This is intended to ensure that proposed transport projects and programmes are conducted in compliance with the principles of scheme appraisal, implementation and evaluation outlined in the Infrastructure Guidelines and sectoral guidelines.

2.3.5 Cycle Design Manual (NTA, 2023)

The National Cycle Manual provides guidance on the design of cycle facilities for both urban and rural locations. It outlines the context of designing cycle facilities and the increased emphasis on segregation of facilities from motor traffic, provides information on what designers need to be aware of in regard to every aspect of cycle infrastructure design.

2.3.6 National Investment Framework for Transport in Ireland (NIFTI) (DoT, 2021)

NIFTI guides transport investment priorities in Ireland and identifies the road user modal hierarchy as 1. Active Travel (walking and cycling); 2. Public transport; 3. Private Vehicles. A critical component of the NIFTI is its Intervention Hierarchy whereby investment in transport projects are classified into four high level categories of investment which is to be used to inform intervention decision-making;

- 1) Maintain
- 2) Optimise
- 3) Improve
- 4) New

The Hierarchy states that the best use of existing transport assets should be the first solution considered. This is followed by maximising the value of the network through optimising its use. Investment will then be considered, with upgrades to existing infrastructure to be considered before outright new infrastructure is proposed.

2.3.7 Permeability Best Practice Guide (NTA, 2015)

Policy guidance on how best to facilitate demand for walking and cycling in existing built-up areas. This relates to the retention and creation of linkages within the urban environment for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations.

2.3.8 Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012)

The guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmph speed limit zones for cities, towns and villages. These guidelines seek to protect the investment in the capacity of national roads through appropriate policies and local planning.

2.3.9 The Treatment of Transition Zones to Towns and Villages on National Roads (TII, DN-GEO-03084)

The guidelines describe the requirements that shall be implemented on National Roads on the approaches to towns and villages in terms of the provision of traffic calming measures and pedestrian & cycle facilities. It supplements the information provided in the Design Manual for Urban Roads and Streets (DMURS) which is applicable within the Centres of towns and villages on National Roads.

2.4 Guiding Principles

2.4.1 10 Minute Towns

The 10-Minute Town concept (RSES, RPO 176) seeks to have all community facilities and services accessible within a 10 to 15-minute walk or cycle from homes, or accessible by public transport services connecting people to larger scaled settlements.

2.4.2 Avoid-Shift-Improve

This Sustainable Urban Transport concept, as supported by the NTA seeks to;

- **Avoid** the need to improve the transport network through sustainable land use planning and the use of transport demand management techniques to reduce the number of trips required,
- **Shift** from single use private vehicle usage to active and public transport, and
- **Improve** the energy efficiency of transport modes and vehicle technology.

This concept is discussed and advocated in the Joint Committee on Environment and Climate Action's Report on reducing emissions in the transport sector by 51% by 2030 (June 2021) and in the National Sustainable Mobility Policy (DoT, 2022).

3.0 Baseline Assessment

This section considers the existing population profile of Carrick-on-Suir, along with the transport patterns and sustainable transport infrastructural and service provision.

3.1 Settlement Profile

Carrick-on-Suir is a historic settlement strategically located at the upper tidal limit of the River Suir. Transport on the river facilitated the growth of the town through trade downstream to Waterford and upstream to Clonmel, Cahir and the wider region. The town benefits from well-established road and rail links to Clonmel and Waterford and Limerick City and regional connection to Dungarvan and Kilkenny.

Carrick-on-Suir is nestled on the banks of the Suir River with the topography rising steeply to the south, beyond Carrickbeg and rising more gradually to the North. The river is crossed by two bridges. The Old Bridge, located on the west of the town is one-way only from north to south for vehicular traffic. It serves pedestrian and cycle users. Dillon Bridge is the main river crossing serving Carrickbeg and facilitates regional connection to Dungarvan, and Portlaw, County Waterford.

Severance is also created by the national rail line (Waterford – Limerick junction) running from West to East, to the north of the town centre. Two rail crossing footbridges are in place, one from the St. Nicholas Park crossing to the Ballyrichard Road and a recently upgraded bridge at Clairin that connects to St John's Terrace. Two rail underpasses are in operation at Pill Road (N24) and New Road (R696) and a level crossing operates at Cregg Road (R697).

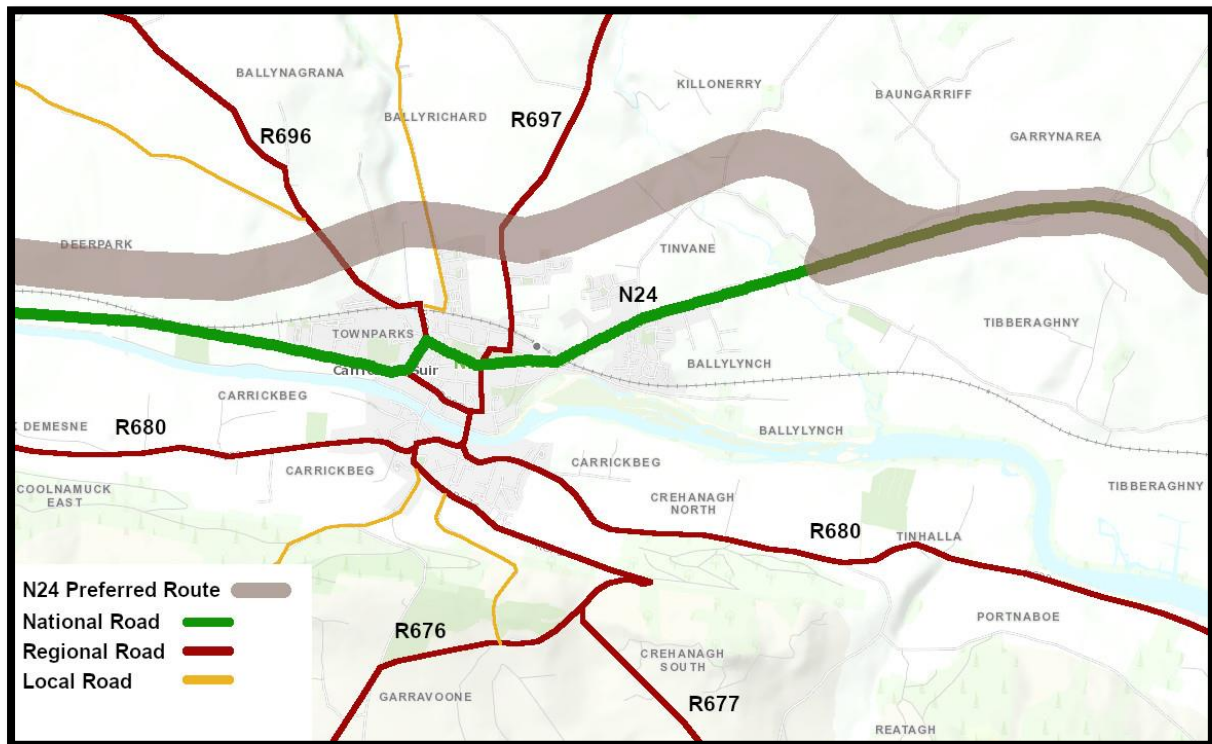


Figure 1: Road Hierarchy, National, Regional and Local Roads in Carrick-on-Suir

The town is traversed by the N24 through its centre (National route from Limerick to Waterford). The N24 Waterford to Cahir project seeks to upgrade the N24, it has been identified for progression through pre-appraisal and early planning under the National Development Plan 2018-2027 and is currently at Phase 2, where the Preferred Transport Solution which meets the project objectives was identified in Phase 2 Options Selection.

The Preferred Transport Solution for the project proposes a compact bypass of the town to the north of Carrick-on-Suir. This bypass is forecast to remove significant levels of traffic, including a high proportion of heavy goods vehicles (HGVs) from the existing N24 that currently passes through the town. Removing this through-traffic has the potential to enable the reallocation of road space to more sustainable modes such as Active Travel within the town. For example, this will directly benefit the towns student cohort as the current N24 route directly impacts two of the primary schools and all three secondary schools in Carrick-on-Suir. The new Gaelscoil primary school currently under construction is on the N24 and due to open in 2025.

Between the rail station and national route, Carrick-on-Suir benefits from direct connection with the regional cities of Waterford and Limerick and through onward connection to Dublin and Cork.

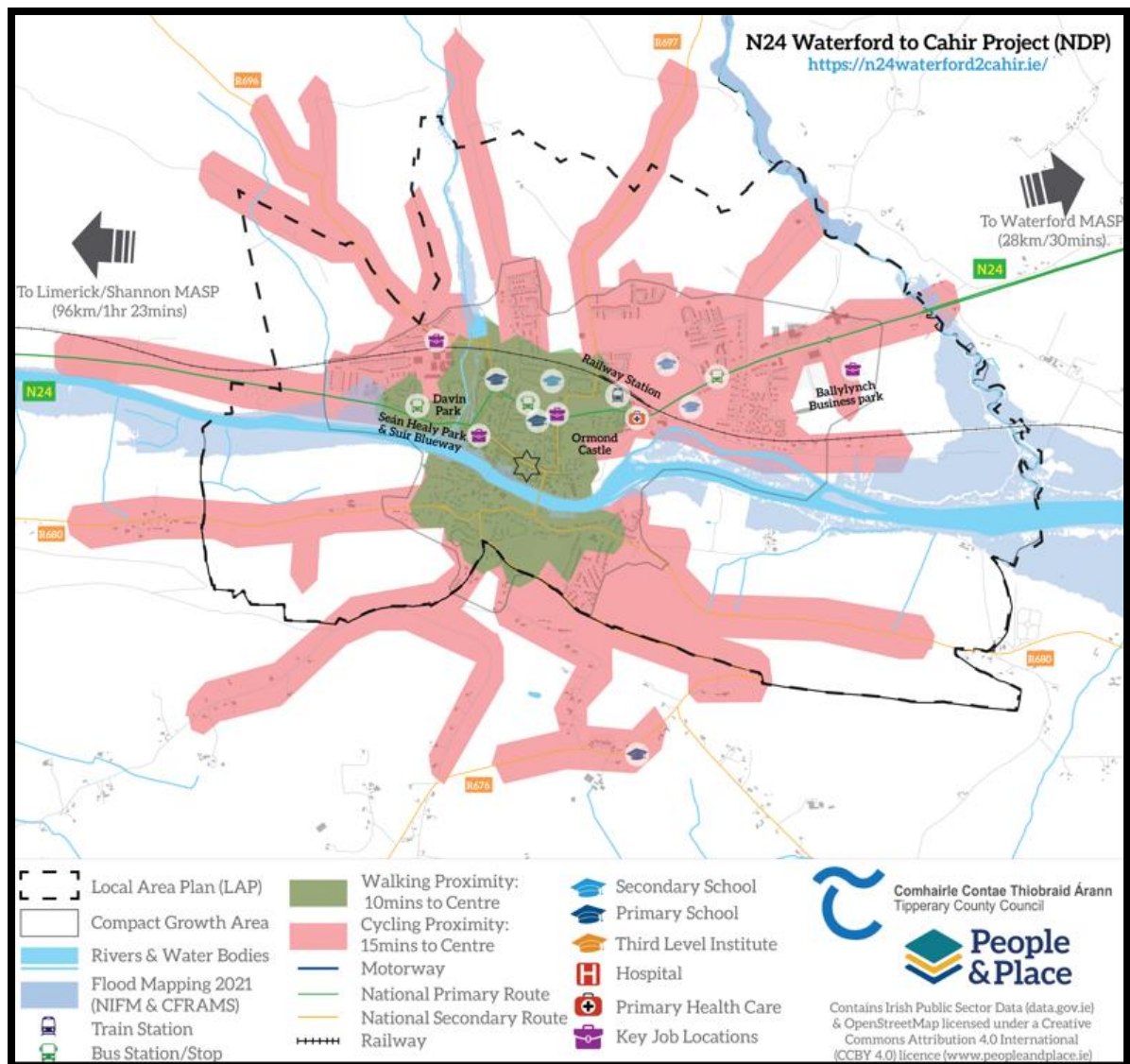


Figure 2: TCDP – Town Profile Plan for Carrick-on-Suir

The 'Town Profile Plan' clearly demonstrates the compact nature of Carrick-on-Suir with the majority of people living within a ten-minute walk (shown above in green) or a fifteen-minute cycle (shown above in red) of the town centre, (see Figure 2). The existing compact form presents an opportunity to effect a significant change to active transport. Major trip attractors are predominantly located in the town centre with the majority of residential estates and industrial activity located well within the 15-minute cycling contour.

As one of Ireland's important walled towns, Carrick-on-Suir benefits from a concentration of important historic monuments and protected structures in a relatively compact area which could impact the potential for certain development in places.

Carrick-on-Suir is located a short distance to the county boundaries of County Waterford and County Kilkenny, with some local sports facilities based across the county borders including the Carrick-on-Suir Rugby Club based in County Kilkenny and the Carrick-on-Suir Golf Club located in County Waterford.

The Suir Blueway Tipperary is a 21km walking and cycling marked trail along the Suir River towpath from Carrick-on-Suir to Clonmel, illustrated in Figure 3 below. The Blueway commences on the banks of the river in Sean Healy Park. The Waterford City and County Development Plan 2022 seeks to enhance the existing Waterford Greenway by extending it from Kilmeaden to Portlaw (Co. Waterford) and on to Carrick-on-Suir, connecting to the Suir Blueway.

Kilkenny County Council has commenced a junction improvement scheme which will provide cycle connectivity from Pilltown to the N24 / Tower Road junction, 2km from the Carrick-on-Suir LAP boundary.

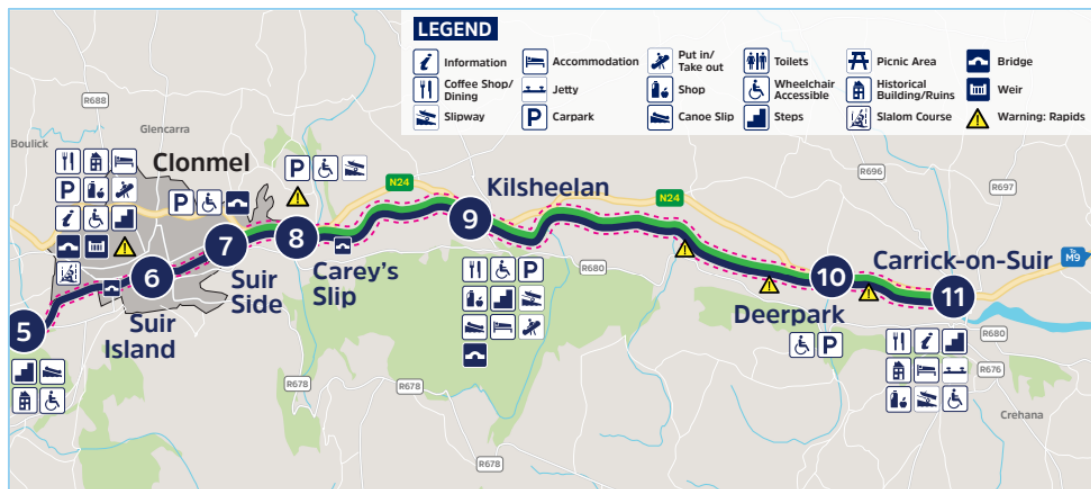


Figure 3: Suir Blueway Tipperary Map

3.2 Car Ownership

Approximately 27% of households do not own a car in Carrick-on-Suir. This is significantly above the Tipperary average of 12%, and suggests a need for reliable and safe public transport alternatives for inter settlement travel and safe active transport infrastructure for intra settlement travel. However, car ownership is still generally high, with 73% of households owning at least one car and 26.2% owning two or more.

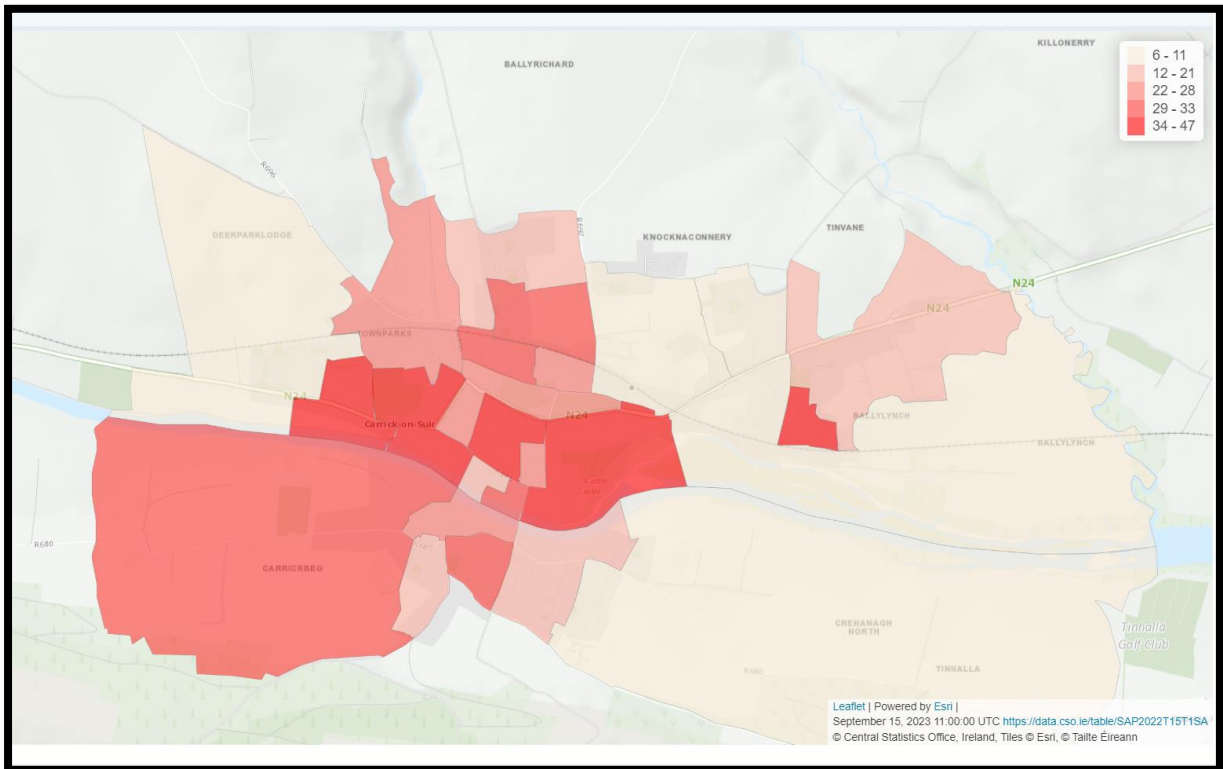


Figure 4: Distribution and Number of Households with no motor car, Census 2022, CSO/ Tailte Éireann

3.3 Journey Profiles

38% of people leave home for work and education based commuting trips between 08.00am and 09.00am, which suggests that journeys are being tailored to coincide with school starting times. 42% of journeys to work and education take fewer than 15 minutes and 62% are less than 30 minutes, suggesting that there is opportunity for people to consider walking or cycling as an alternative to the private vehicle.

The National Rail Census Report 2022 captures the number of individuals boarding and alighting at each station on a given day. Overall, on census day, there were 158,651 passenger journeys across the network. This is an increase of 62% compared to 2021. Iarnród Éireann reported 35.8m passenger journeys in the year 2022, which is an increase of 106% compared to 2021 when 17.4m journeys were recorded. This increase in patronage coincided with the loosening of Covid-19 travel restrictions including the ending of capacity restrictions on public transport in September 2021. National findings represent a general increase in rail usage since 2013. An upward trend is shown in Carrick-on-Suir since 2013, although numbers remain extremely low.

Route	Heuston		Cork Commuter & Regional		Regional		TOTAL								
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Carrick-on-Suir					5	8	13	7	4	13	4	3	1	-	6

Daily Boardings

Route	Heuston		Cork Commuter		Regional		TOTAL								
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2022	2021	2019	2018	2017	2016	2015	2014	2013
Carrick-on-Suir					7	7	14	7	9	11	8	6	-	13	4

Daily Alightings

Table 3.1: National Rail Census Daily Boardings and Alightings – Carrick-on-Suir

Factors impacting passenger choice of public transport include the frequency of service and the journey times. At present with limited service, the train service is not as popular as the bus service even with a slightly shorter travel time. There remains huge potential for modal shift to rail with increased service. The success of the metropolitan rail commuter service from Cork to Middleton would illustrate that an improved provision of service between Carrick-on-Suir and Waterford/Clonmel would lead to greatly increased use of the rail service.

3.4 Modal Share in Carrick-on-Suir

3.4.1 Education

- The overall share for active travel (walking and cycling) to school or college is 22.5%, higher than the county average of 17% but lower than the national average of 26.5%.
- Cycling represents just 0.7% of all education journeys in Carrick-on-Suir in contrast to the 2% national average.
- 20% of people used the bus for journeys to education which is higher than the county figure of 14%.
- Overall, the car is still the dominant mode of transport for education related trips, accounting for 51% which is broadly in line with the national average of 50%.

3.4.2 Work

- Approximately 16% of work-related commuter trips are undertaken by active modes with walking trips forming the vast majority of these, only 0.6% reported commuting by bicycle.
- Public transport represents 2% of the mode share for commuter trips.
- The private car is the most dominant mode of transport for travel to work at 63%.

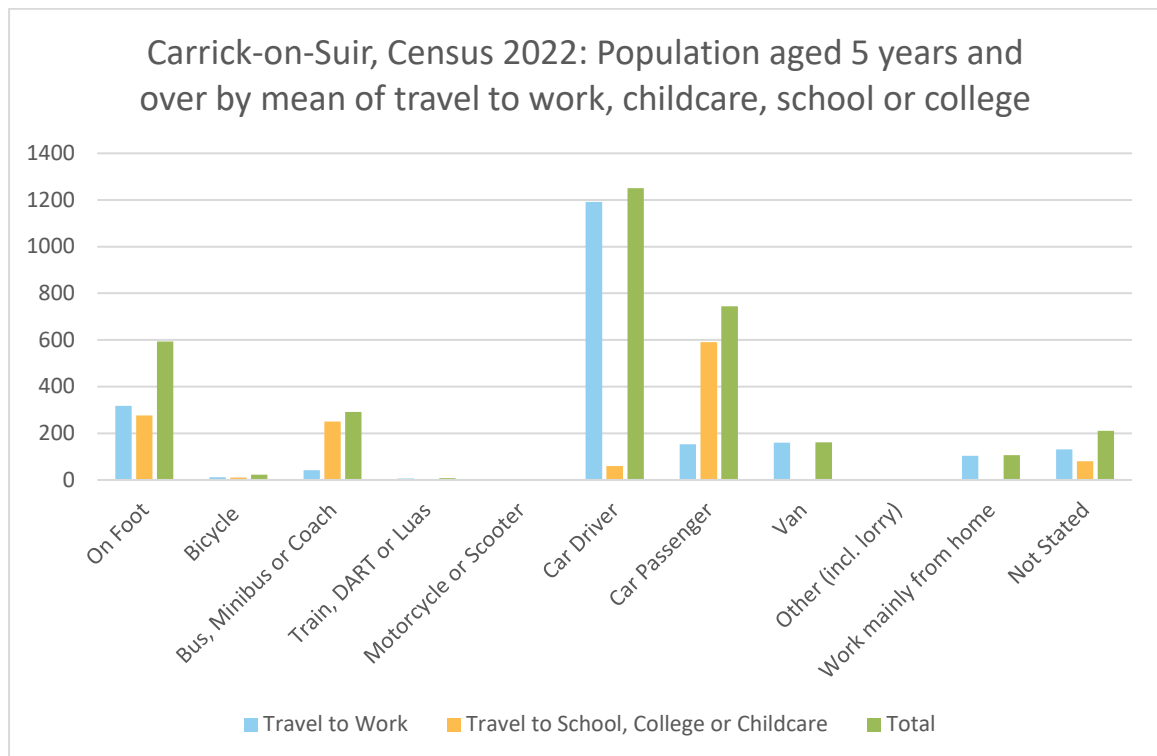


Figure 5: Census 2022 profile of commuting for Work and Education

3.5 Access to Work and Education Carrick-on-Suir

3.5.1 Access to Employment

The main employment area in Carrick-on-Suir is the urban core of the town which includes Supervalu (the towns largest employer), schools, health and public services, retail and commercial businesses. Large employment areas are The Mill River Business Park and the

Pill Road (three secondary schools and a nursing home), The Ballylynch Business Park and the Three Bridges Business Park.

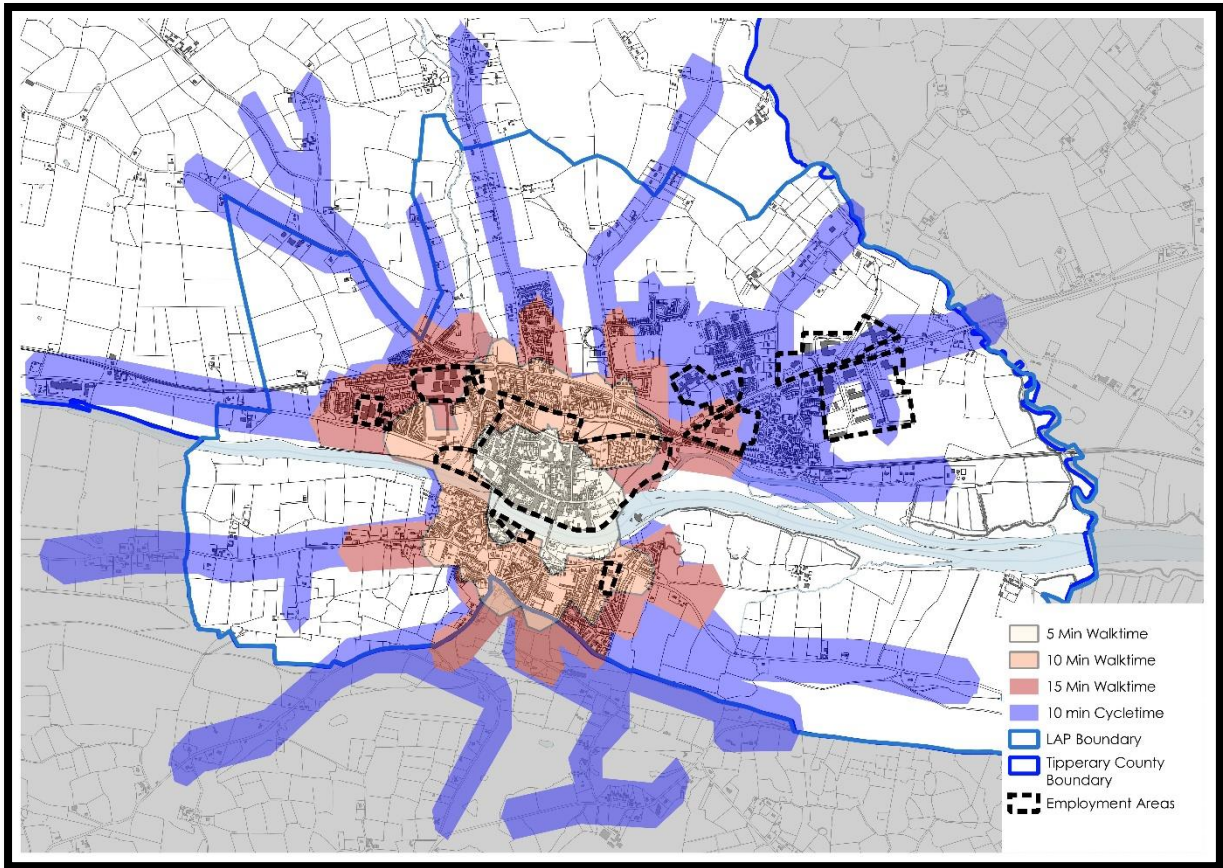


Figure 6: Main employment areas in Carrick-on-Suir

Smaller employment locations are Clonmel Road and in Carrickbeg on Waterford Road. Although most employment is located to the north of the River Suir, Carrickbeg has good accessibility to the town core with walk times for the majority of the population within the 15-minute range. The more peripheral employment areas at Ballylynch/Tinvane connect to the residential areas of Carrick-on-Suir within a 10-minute cycle time.

The comprehensive town footpath network connects all the employment areas to the residential areas. As part of recent active travel upgrades, uncontrolled crossings have been installed along Greenside South, Pill Road and the Clonmel Road. Segregated cycle lanes are provided to the west on Clonmel Road, and east of the town on Pill Road, but not currently connected through the town centre. Census 2022 reported very low numbers of people choosing to cycle to work (10 people).

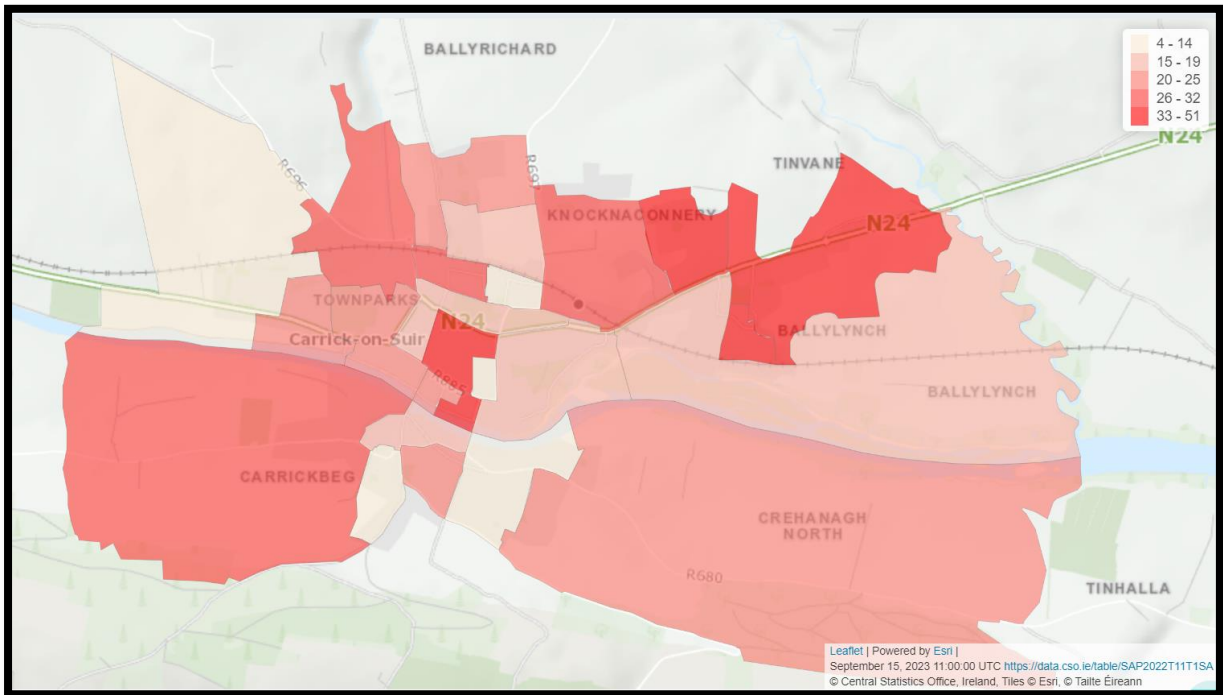


Figure 7: Distribution and no. of people who walk to work, school, college or childcare, Census 2022, CSO/ Tailte Eireann

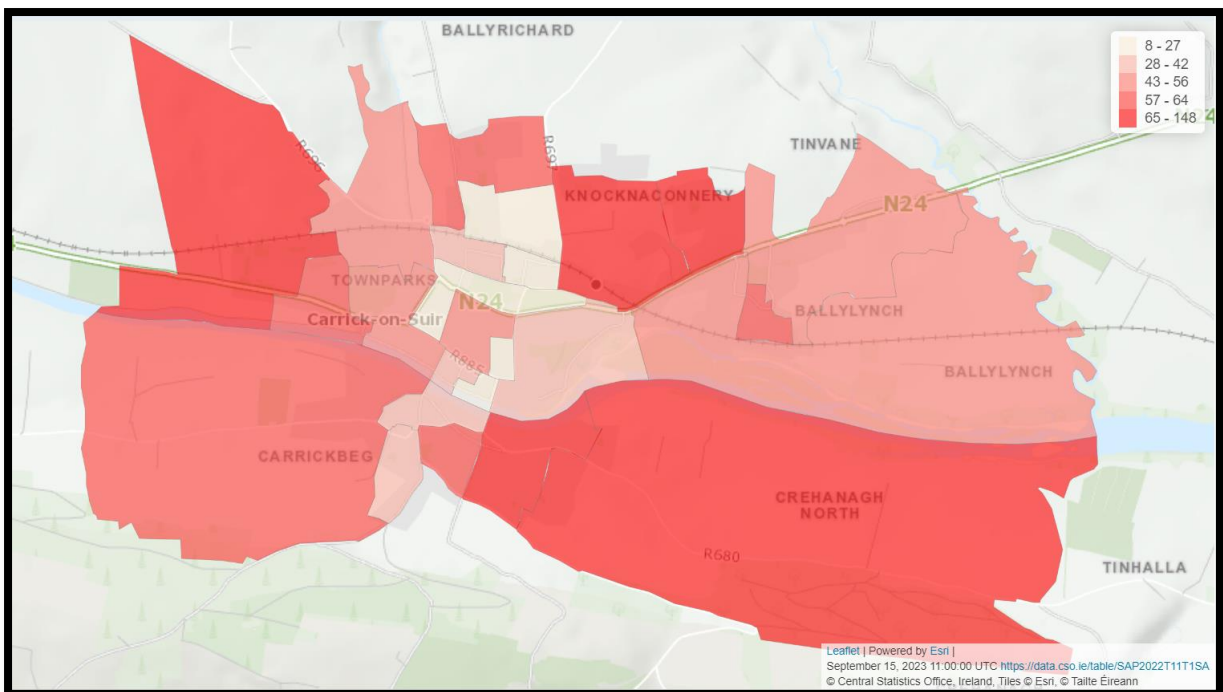


Figure 8: Distribution and no. of people driving to work/education in private car, Census 2022, CSO/ Tailte Eireann

3.5.2 Access to Education

Primary Schools

Two primary schools are located very centrally at Greenside, on the N24, with the Gaelscoil currently more remotely located at the Coolnamuck Road to the west of Carrickbeg. On

completion of the new Gaelscoil in 2025, all three primary schools will be clustered close to the town centre on the N24 route.

In terms of walking accessibility, the two centrally located primary schools are within a 10-15 minute walk of the large residential estates and the majority of the population of the town. The neighbourhoods of Ballylynch and Greenhill Village, Tinvane are outside of this walking time but come within a 10-15 minute cycling time.

The comprehensive footpath network connects all the primary schools to the residential areas. As part of recent active travel upgrades, uncontrolled crossings have been installed along Greenside South to improve accessibility to the schools. Cycling infrastructure is not available at the primary schools. The lack of dedicated cycling infrastructure correlates with the very low mode share for cycling to school in the Census 2022 results (10 people).

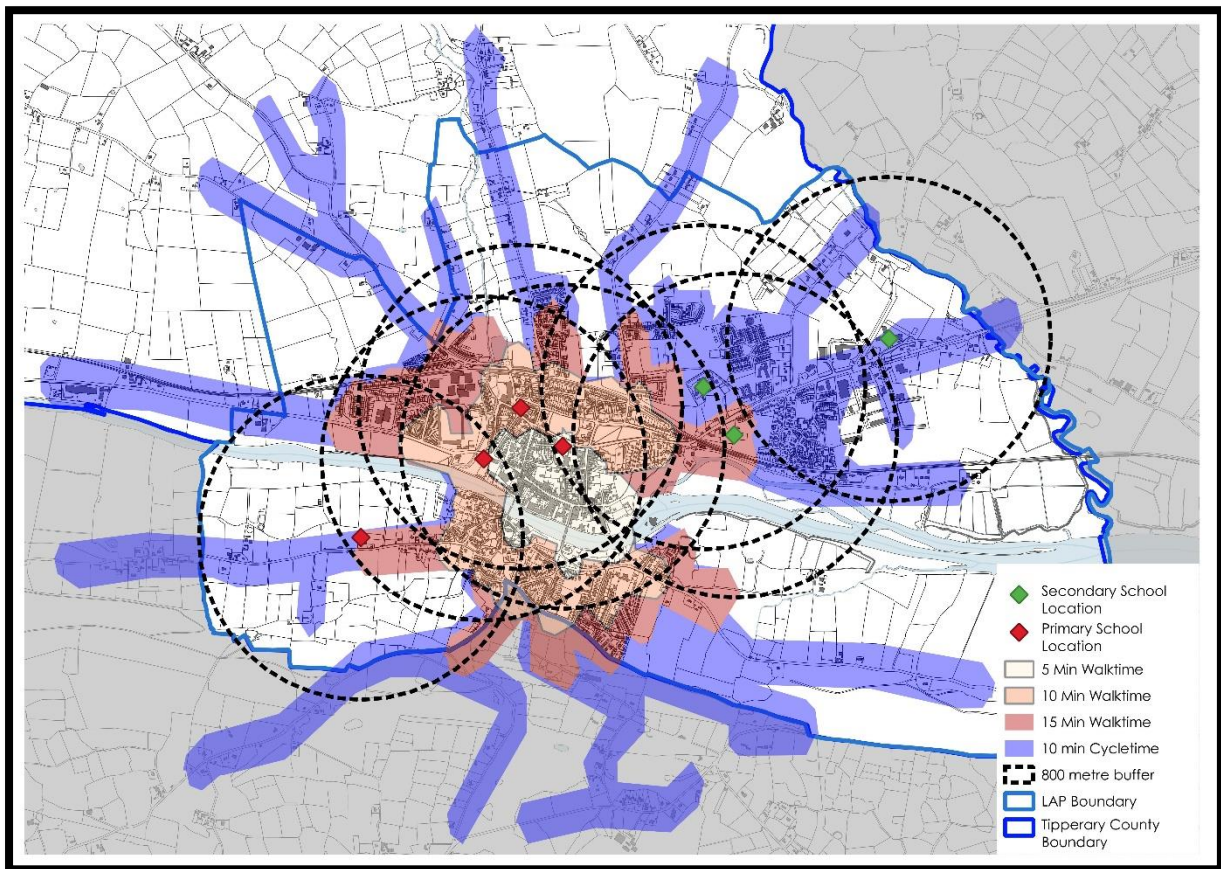


Figure 9: Location of primary and secondary schools.

Secondary Schools

All three secondary schools are located on the Pill Road, to the northeast of the town centre on the N24 route. Comeragh College, the largest of the secondary schools is located on a large campus in a peripheral location at Tinvane. As the town is compact in nature two of the secondary schools are within a 10-15 minute walk of the large residential estates and the majority of the population of the town, with Comeragh College being more remote.

The comprehensive town footpath network connects all the schools to the residential areas and town centre. As part of recent active travel upgrades, uncontrolled crossings have been installed along Pill Road to improve accessibility to the schools. Cycling infrastructure is provided on Pill Road serving all three schools and connecting to the eastern part of the town. Formalised school bus parking was also introduced which improves safety and landscaping enhances the appearance of the active school route. Currently, the cycle infrastructure does not extend into the town centre or connect to the west of the town or Carrickbeg.

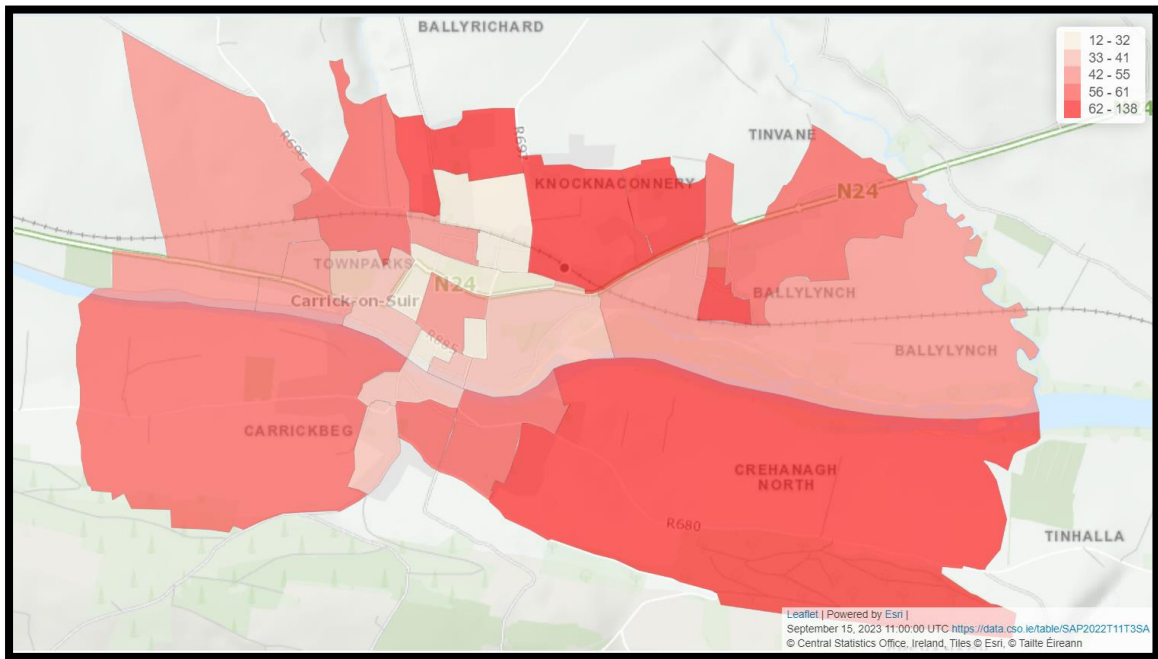


Figure 10: Distribution and no. of people who access work, school, college in under 15 minutes, Census 2022, CSO/ Tailte Eireann

41% of people who commute to work, school or college, have a travel time of under 15 minutes, with a further 22% having a commuting time of between 15 and 30 minutes.

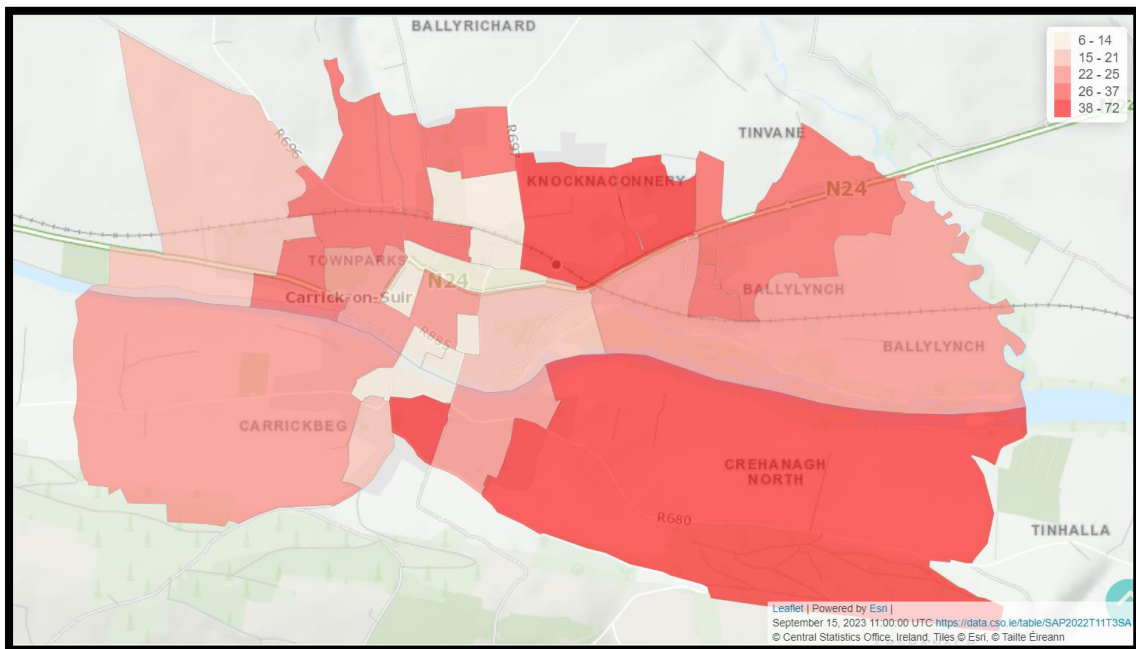


Figure 11: Distribution and no. of people who access work, school, college between 15-30 minutes, Census 2022, CSO/ Tailte Eireann

3.6 Existing Walking Network

Carrick-on-Suir is a relatively compact town with the majority of residential areas and major trip attractors located within a 15-minute walking distance of the town centre. The 5, 10 and 15-minute walking time zones for the town illustrate the compact nature of the town (Figure 12).

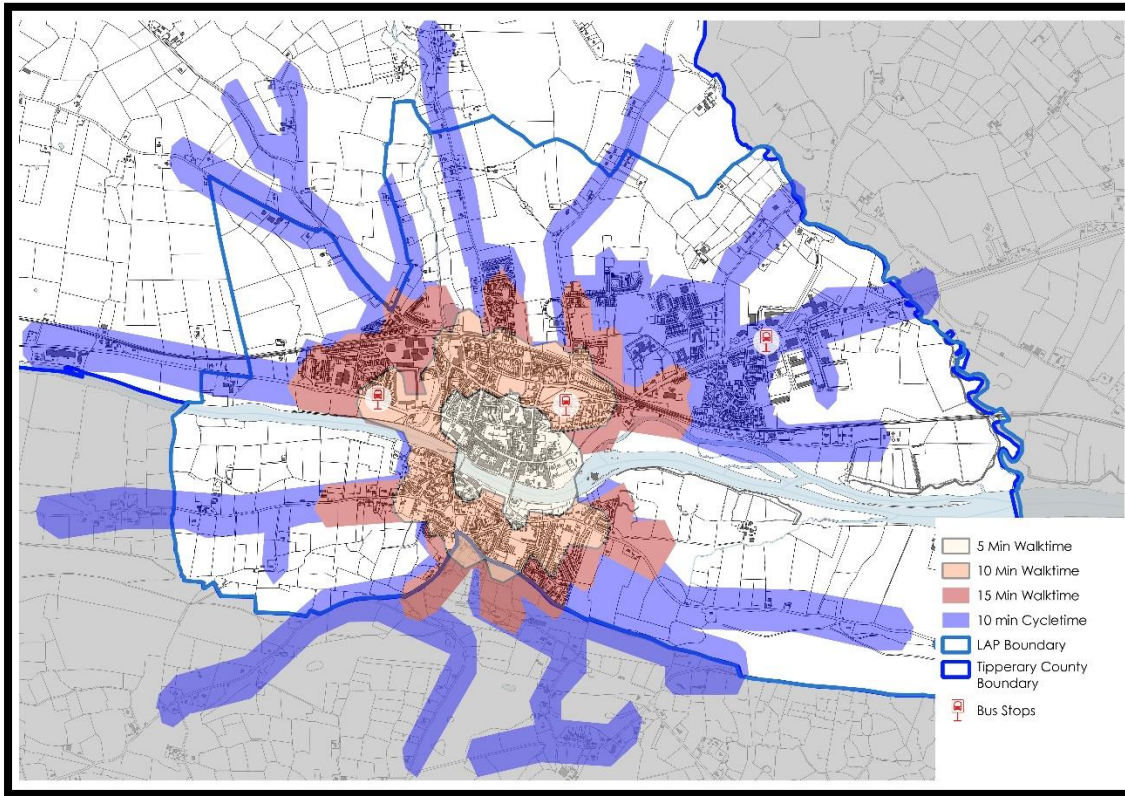


Figure 12: Walking and Cycling times coverage from town centre.

Walk times are somewhat impacted by the north-south severance introduced by three factors; The River Suir, the N24 national route and the rail line. As part of recent active travel upgrades, uncontrolled crossings have been installed along Greenside South and the Pill Road to improve accessibility and address the north-south severance caused by the national route. The project improved the landscaping of the introduced formalised bus parking and set down and introduced crossing points at desire lines to encourage walking and active travel.



Figure 13: Active Travel Upgrade works on N24, Pill Road.

Carrick-on-Suir has a number of residential estates laid out in a 'cul-de-sac' typology with poor connectivity. Severance is also created by the lack of pedestrian connections between existing estates and adjacent lands which remain to be developed.

Carrick-on-Suir has good footpath provision within the study area. Footpaths extend out to the limits of the built-up area of Carrick-on-Suir and in some locations into the rural town environs, extending;

- west to the Clonmel Road/ Lissadell Park,
- northwest to Sir John's Road/ Ballynagrana,
- north on the Ballyrichard Road to Oaklands Estate,
- north on the Cregg Road to Cregg Lawn,
- east on the N24 to Tinavane/the Three Bridges.

In Carrickbeg, the footpath network extends west on the Coolnamuck Road to St Mollerans GAA club, east on the Waterford Road to Manor Gate, south on the Mothel Road beyond the ribbon housing development and south east on the Dungarvan Road (R676) to Woodland Heights.

Sections of missing coverage and substandard footpath width have been identified:

- Short section on eastside of Ballyrichard Road
- Cregg Road Railway crossing
- Short section on southside of N24/ Clonmel Road, from new Gaelscoil building to Veterinary Clinic
- New Road R696, on west site fronting the old mart site.



Figure 14: Level crossing on Cregg Road.

The Design Manual for Urban Roads and Streets (DMURS) sets out that a minimum footpath width of 1.8m is considered adequate for areas of low pedestrian activity, whilst the desirable width is 2.5m. The pedestrian infrastructure observed in Carrick-on-Suir is varied throughout the extent of the study area with some pinch points identified where footpath width is constrained below the desirable width. Two examples of note are the width constraints introduced at the rail underpasses on New Road and the N24 underpass at Pill Road.

On the secondary road approaches to the town, there is a lower provision of pedestrian crossing points. High trip attractors such as sports grounds are provided with direct footpath access or connected to the wider network by a controlled crossing. An uncontrolled crossing is in place on the Ballyrichard Road to facilitate safe access to the Carrick Swan GAA grounds.

The Carrick-on-Suir Regeneration Plan presents an opportunity to deliver enhanced pedestrian facilities to encourage modal shift to active travel throughout the town with better links with the train station and the town centre.

3.7 Existing Cycling Infrastructure

The N24 approach to Carrick-on-Suir from the west has a cycle track which varies in type along its length between a stepped cycle lane and mandatory cycle lane. The cycle track is one way, with track provided on both sides of the road. The cycle track extends to Lissadell Park, the housing developments furthest to the west on the N24. It passes Sean Healy Park, a supermarket, the Carrick Davins GAA grounds and terminates close to the site of the under construction Gaelscoil.

To the east of Clonmel on the N24 Pill Road, cycle lanes begin outside the Edmund Rice Secondary school and Scoil Mhuire Secondary School and extends westward out to Tinvane/ The Three Bridges. This section of track passes key trip attractors, including large residential areas, key employment areas and educational facilities as well as the Sean Kelly Sports Centre. The type of cycle track varies along its length from sections of segregated track to stepped cycle track and mandatory track. One-way tracks are provided on each side of the road. Bicycle parking was included in recently completed active travel upgrades on the N24, both at Greenside South and on the Pill Road near the secondary schools.

In Carrickbeg, a section of mandatory cycle track is in place on both sides of R680 Waterford Road. It terminates at the Corpse Road where cyclists can connect to local residential roads.



Figure 15: Segregated cycle track, uncontrolled crossing and cycle parking at N24 Pill Road.

In the urban core, an existing laneway has been upgraded as part of the Castle Park enhancement. The shared active travel greenway runs from the North Quay, to the south of the Ormond Castle and Castle Park and emerges at the Primary Health Centre on Pill Road with links to the Castle Park.

While suited to cycling because of its compact nature (see figure 12), Carrick-on-Suir does not currently provide a coherent connected network through the town centre to connect the existing sections.

A 21km walking and cycling, marked trail, along the Suir Blueway river towpath from Carrick-on-Suir to Clonmel commences on the banks of the river in Treacy Park. This route acts mainly as a recreational amenity and provides a major opportunity for tourism growth in the town through potential linkages with the Waterford Greenway.

3.8 Existing Bus Services

Carrick-on-Suir is served by a frequent intercity route from Limerick to Waterford eight times daily in each direction. A number of other bus services connect the town to other towns in and outside the county as set out below. Bus stops are primarily located on the main arterial route (N24) through the town. There are no bus services stopping in Carrickbeg. Considering the compact nature of the town, bus stop locations are considered to be generally accessible to the town's population.

Table 3.2: Carrick-on-Suir Bus Services

Service	Route	Frequency
55 Bus Éireann	Limerick to Waterford Express	Eight daily services
355 Bus Éireann	Waterford to Cahir	Six daily services Mon-Sat Four services Sunday
354 Bus Éireann	Carrick-on-Suir to Dunmore East via Waterford	Eight daily services
817C Local Link	Carrick-on-Suir to Grangemockler	Six daily services

Route No.	Route	Operator	Frequency	Departures	Stops
55	Expressway Limerick to Waterford	Bus Eireann	Mon-Sat	10.12, 11.12, 13.12, 14.12, 16.12, 18.12, 19.12, 20.12, 22.12	Piltown, Fiddown, Mooncoin
55	Expressway Waterford to Limerick	Bus Eireann	Mon-Sat	8.10, 9.10, 11.10, 13.10, 15.10, 17.10, 18.10, 21.20	Kilsheelan, Clonmel, Cahir, Bansha, Tipperary Town, Limerick Junction, Monard, Oola, Pallas Domkeen
354	Carrick-on-Suir to Dunmore East via Waterford	Bus Eireann	Mon-Sun	7.20, 9.20, 11.20, 13.20, 15.20, 16.50, 18.05	Portlaw, Coolfinn, Kilmeadan, SETU, Waterford City centre
355	Cahir via Clonmel and Carrick-on-Suir to Waterford	Bus Eireann	Mon-Fri	7.50, 7:51 (to SETU), 9.20 (to SETU), 12.20, 13.50, 15.20, 17.50, 20:53.	Piltown, Fiddown, Mooncoin
355	Waterford to Cahir	Bus Eireann	Mon-Fri	7.11, 10.12, 12.12, 14.12, 16.42, 18.15, 19.13	Kilsheelan, Clonmel
817c	Carrick-on-Suir to Grangemockler	Local Link CKW	Mon- Sun	7.55 (M-Sat), 9.50, 11.50,	

				13.50, 15.50, 17.50, 19.50 (Sun)	
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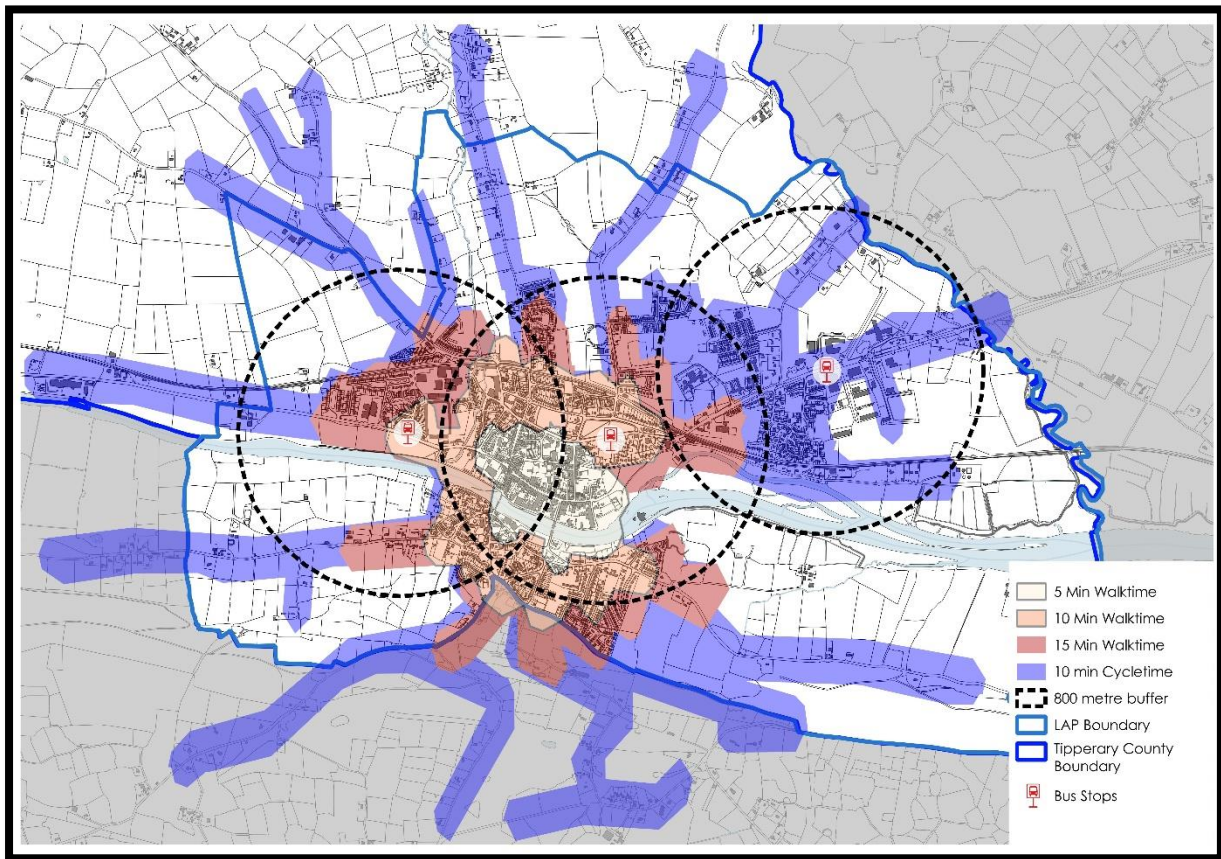


Figure 16: Location of Bus Stops in Carrick-on-Suir

3.9 Existing Rail Services

Carrick-on-Suir is situated on the Waterford to Limerick Junction rail line with two daily services in each direction. This service provides direct access to Waterford City Centre and opportunities for onward connection to Limerick, Dublin, Galway and Cork at Limerick Junction and to Kilkenny and Dublin from Waterford. The train station is located to the north of Carrick-on-Suir town centre and is accessed from a laneway off the R697. The station is within a ten-minute walk of the town centre and is connected by footpaths. The station is un-manned with a ticket machine available for trip purchases. There are eight car-parking spaces available free of charge with no facilities for secured bike parking at present.

Table 3.3: Carrick-on-Suir Rail Services		
Waterford – Clonmel – Limerick Junction	Two daily outbound services.	Two daily return services.
Daily Departure Times – Monday to Saturday. No service Sunday or public holidays		
Dep. to Waterford	11.02	19.57
Dep. to Limerick Junction	7.46	16.51

3.10 Existing Car-Parking

Surface car parking within Carrick-on-Suir is illustrated below and is dispersed around the main street and within close walking distance to the town centre. Many of the car parks serve

local amenities and services including supermarkets. Public and private car parks for general use are:

- New Street Car Park
- Main Street Car Park
- St Nicholas Car Park
- Strand Lane Car Park
- Oven Lane Car Park
- Fairgreen
- Sean Kelly Square
- Pill Road / Primary Health Centre Car Park

The Carrick-on-Suir Regeneration Plan presents an opportunity to rebalance the parking provision in the historic core, relocating some provision from the main street towards extended surface carpark provision. This will maintain access for car-based patrons and visitors to the town.

3.11 Baseline Transport Summary

- 27% of households in Carrick-on-Suir do not own a car.
- The modal split demonstrates a heavy reliance on the private car while also demonstrating an opportunity for a shift to sustainable transport for the large cohort of people commuting less than 15 minutes each day.
- There is a relatively high number of households with no access to a car, highlighting the need for reliable public transport and safe active transport infrastructure.
- There is a high reliance on the private car for short commutes with 46% of all commuting journeys to work and school take less than 15 minutes.
- The majority of residential areas and high trip generators are within the ten-minute walking or 15-minute cycling contours, presenting opportunities for modal shift through infrastructure upgrades.
- High trip generators including schools, employers and shops are located in the town core with all located within the 15-minute cycling contours. This emphasises the need for high-quality, safe active transport connections.
- The railway station, while proximate to the town and residential areas, has an unattractive public realm and no secure bicycle parking.
- The rail service operates just twice daily and not at peak commuter travel times to Waterford. These issues may contribute to the low passenger numbers recorded in the last number of rail census.
- Cycle lanes are deficient through the town centre.
- There is a need for footpath improvements in areas, particularly where sections are below recommended width.
- Bus stops are concentrated within the town centre.
- Bus stops are mainly covered with seating provided within.

- There is ample off-street surface car-parking to allow for a reduced provision of on-street parking in the immediate town centre.

4.0 Modal Share Targets

The National Sustainable Mobility Policy (DoT, 2022) is aligned with the CAP (DECC, 2019) in setting a target of 500,000 additional active travel and public transport journeys per day and a 10% reduction in kilometres driven by fossil fuelled cars by 2030. Modal shift change will occur as a result of a number of factors including; lifestyle change, change in settlement patterns, for example more compact growth in line with Town Centre First principles, and as a result in investment on active travel and public transport.

4.1.1 Employment Modal Share

The total number of daily trips to work by car/van in Carrick-on-Suir is 1,505. It is proposed that this be substantially reduced given the urban character of the LAP area and objectives to achieve compact growth. The mode share targets for work set out below, are based on the mode share targets for Tipperary as a whole, which should be seen as absolute minimum targets for Carrick-on-Suir given its urban profile and the strong potential for local trips to work and education to be undertaken in large proportion, by walking and cycling.

Work	Walking	Cycling	*Public Transport	*Car/Van
Existing Mode Share in Tipperary	8%	0.8%	1.2%	77%
Mode Share Target Tipperary	20%	10%	20%	45%
Existing Mode Share in Carrick-on-Suir	15%	0.1%	2%	71%
Mode Share Target Carrick-on-Suir	25%	10%	20%	45%

4.1.2 Education Modal Share

The total number of daily trips to education by car in Carrick-on-Suir is 650. It is targeted that this be reduced over the lifetime of the Plan. The mode share targets for education set out below, are based on the mode share targets for Tipperary as a whole, which should be seen as absolute minimum targets for Carrick-on-Suir given its urban profile and the strong potential for local trips to education to be undertaken in large proportion, by walking and cycling and through use of public transport.

Education	Walking	Cycling	*Public Transport	*Car/Van
Existing Mode Share in Tipperary	16%	0.6%	18%	61%
Mode Share Target Tipperary	20%	10%	20%	45%
Existing Mode Share in Carrick-on-Suir	22%	0.1%	20%	51%
Mode Share Target Carrick-on-Suir	30%	10%	25%	35%

**Public Transport includes: Bus, minibus or coach and train*

** Car/Van includes drivers and passengers*

5.0 Sustainable Travel Actions

This section sets out measures that may be achieved (subject to funding) in order to achieve a modal shift away from the private vehicle whilst in some cases, enhancing public realm. These measures go hand-in-hand with the objectives of the LAP to; integrate land use and transport planning; achieve more balanced, sequential compact growth and; work towards Carrick-on-Suir as a ten-minute town. The Council will also seek to optimise the existing road infrastructure to achieve a safer, more effective road network for all road users.

It is an objective of the Council to support the relevant national transport and funding authorities in their delivery of enhanced public transport services, and will seek to implement a programme of measures to support active travel within, and to the town, and achieve key outcomes for active and public transport. The proposed local objectives for sustainable transport in Carrick-on-Suir, which are informed by the TCDP policies and objectives relating to sustainable transport, are as follows:

Table 5.1: Sustainable Transport Objectives for Carrick-on-Suir

Key Objectives for Walking	<ul style="list-style-type: none"> • Increase mode share for all trips • Improve walking infrastructure with a focus on connecting residential area to schools, workplaces, town centre, bus stops and train station • Enhance public realm to provide support safer and more efficient pedestrian movement over that of the private car • Promote the application of Universal Design through the delivery of a sustainable transport network for users of all abilities • Provide safe access to schools for vulnerable road users and ensure a safe front of school environment • Provide a safe and attractive network of footpaths and cycle tracks that are suitable for use by children
Key Objectives for Cycling	<ul style="list-style-type: none"> • Connect the existing cycle network along the West-East Spine through the town core • Increase mode share for all trips • Improve cycling infrastructure with a focus on connecting residential areas to schools, workplaces, town centre, bus stops and train station and improving • Improve safety for cyclists in Carrick-on-Suir • Provide secure bicycle parking in all new developments including public realm (see cycle parking standards set out in Tipperary CDP Development Management Standards Volume 3) • Support the rollout of the proposed Carrick-on-Suir Urban Cycle Network as outlined in 'Cycle Connects'
Key Objectives for Public Transport	<ul style="list-style-type: none"> • Increase modal share for public transport • Enhance integrated and accessible bus services and bus stops • Improve connectivity to other settlements and cities through the NTA's Connecting Ireland programme • Improve service provision and maximise the potential of the rail network • Improve access to the train station and upgrading of the facility as an attractive transport hub with an opportunity for increased use.

5.1 National Sustainable Transport Investment Programme

5.1.1 Cycle Connects Carrick-on-Suir

The NTA's CycleConnects: Ireland's Cycle Network aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. The report sets out proposals for enhanced cycling connections for each town in Ireland with a population over 5,000 people.

A number of primary, secondary and interurban routes within and connecting to the town are identified. The Council will endeavour to work with the NTA to support the rollout of 'Cycle Connects' in Carrick-on-Suir including the proposed Carrick-on-Suir Urban Cycle Network.

The proposed urban cycle network identifies key routes based on an inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town. This also includes the proposed future greenway connection to Waterford and the extension to the Suir Blueway Tipperary running through the centre of the town. The inner orbital primary route includes streets such as Kickham Street, Greenside South, New Street, and Main Street.

A second primary route is also located immediately south along Main Street, Bridge Street, and Abbey Road. This is then supplemented by primary radial routes linking other parts of Carrick-on-Suir with the town centre. This includes primary cycle routes along streets such as Cregg Road, N24 Pill Road, R680 Waterford Road, R676 Woodland Heights, Coolnamuck Road, N24 Clonmel Road, and New Road.²

² Draft Tipperary Cycle Network, AECOM/NTA 2022

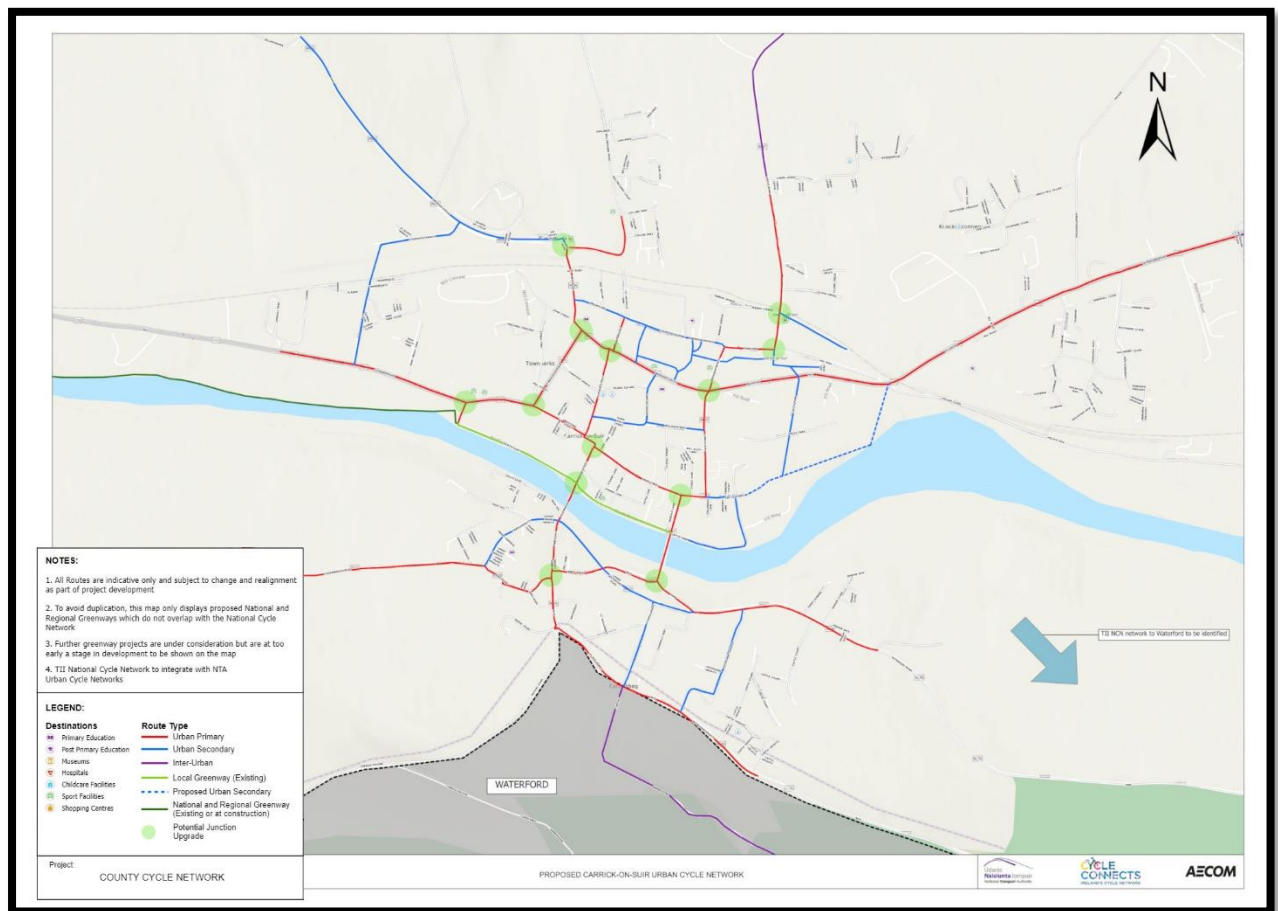


Figure 17: Indicative Urban Cycle Network for Carrick-on-Suir, NTA AECOM

5.1.2 Connecting Ireland Rural Mobility Plan

Connecting Ireland seeks to make public transport for rural communities more attractive by:

- Improving existing services;
- Adding new services; and
- Enhancing the current Demand Responsive Transport network which meets the transport needs of people who live in remote locations.

The NTA has undertaken a comprehensive analysis to better understand where rural bus service improvements are required with a view to introducing new and improved connections between villages and towns; and providing better access to public transport in rural areas.

Public consultation on proposed enhancements to the public transport network were carried out in late 2021. Since 2022 Connecting Ireland has delivered over 100 new and enhanced bus services across various counties.

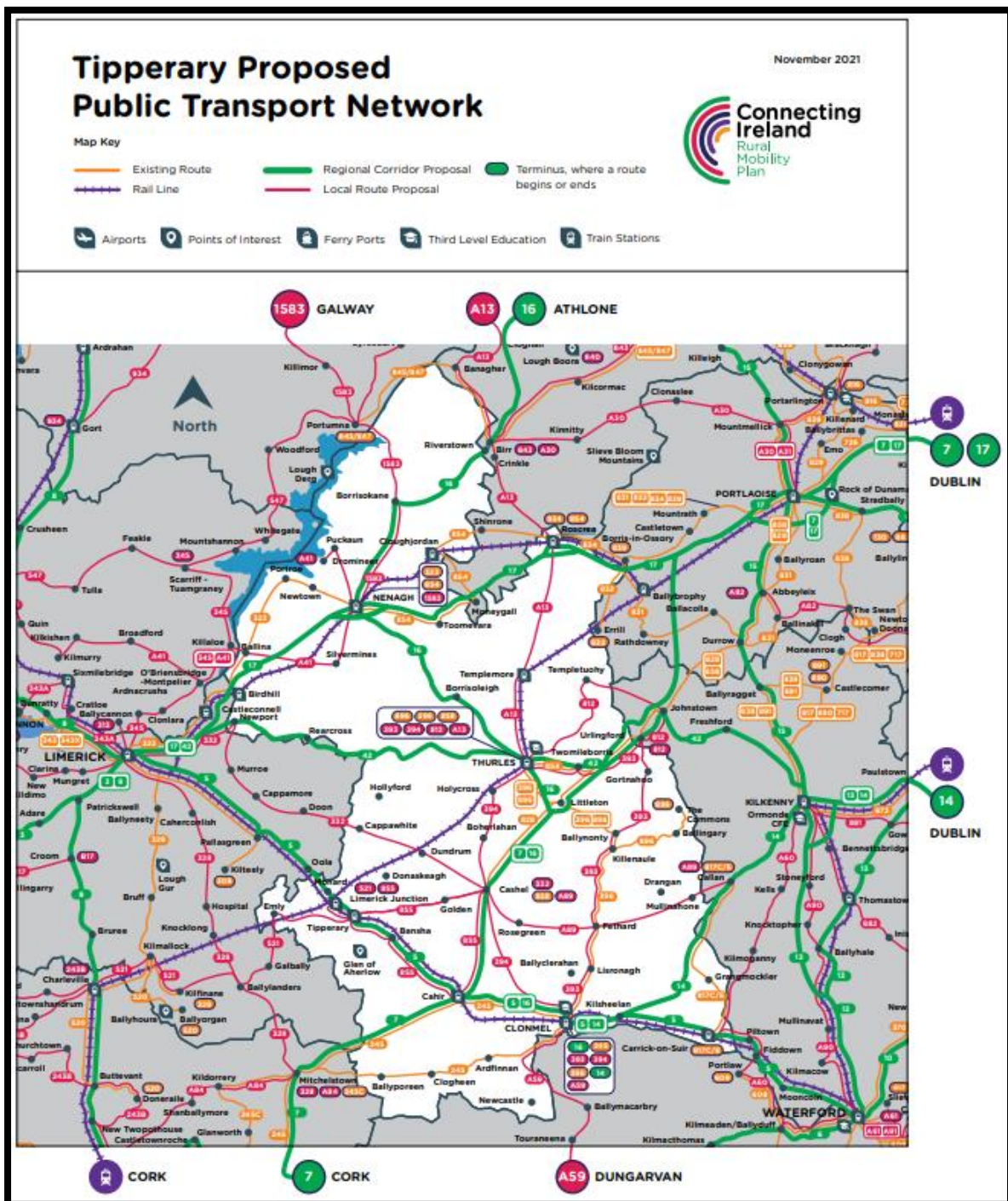


Figure 18: Connecting Ireland

The following bus routes serving Carrick-on-Suir have been proposed for enhancements:

- BÉ Route 5 – Integration and enhanced services of the existing 55, 347 and 355 routes to achieve a minimum service delivery of one per hour.
- Route 354 – Carrick-on-Suir to Dunmore East serving Portlaw, Kilmeaden, SETU, Waterford City Centre, Waterford Hospital. Enhanced service frequency of 2 hours on all-stop services.
- A60 – Kilkenny to Waterford serving Carrick-on-Suir, Piltown, Portlaw – new route proposed with three daily services.

5.1.3 Rail Service Improvements

The 'All Ireland Strategic Rail Review' was published by the Department of Transport and the Department for Infrastructure, Northern Ireland in July 2024. The Review considers how the rail network on the island of Ireland can promote sustainable connectivity into, and between, the major cities, enhance regional accessibility and support balanced regional development. The All Ireland Rail Review recognises the importance of the Limerick Junction to Waterford rail service and the review recommendations include upgrading the line and providing improved frequency of services. The following recommendations are particularly relevant to Carrick-on Suir:

Regional and Rural Recommendations:

9. Ensure regional and rural lines have at least one train per two hours.
10. Increase line speeds to at least 120km/h (75mph).
11. Upgrade Limerick Junction and the Limerick Junction – Waterford line.

Freight Recommendations:

23. Strengthen rail connectivity to the island's busiest ports.

The review notes that the Waterford-Limerick Junction- Limerick – Athenry/Galway line is the only cross-country route which does not radiate from Dublin or Belfast. The review notes that improving the Waterford to Limerick Junction line would improve connectivity between the South East and cities to the South and West. This railway could deliver significant benefits for freight services, which could access the North West without needing to pass through Dublin or turn back at Kildare.

The SRA RSES supports the objective to increase the frequency of services along the Waterford-Limerick Junction line.

5.1.4 Carrick-on-Suir Regeneration Plan

Carrick-on-Suir's regeneration plan – 'A Journey from the Suir Blueway to the Ormond Castle Quarter' – was successful in securing an RRDF grant allocation of €14.39m from the Department of Rural & Community Development, in addition to match funded provided by the Council. The Regeneration Plan area is focused on the town's central area, and incorporates Sean Healy Park to the West, the commercial centre of the town, including its riverside areas, and the Ormond Castle Quarter to the East.

The Regeneration Plan will deliver the community's ambition developed over the past 10 years, through the following actions:

- Extensive Public Realm Enhancement works supporting a Town-Centre First approach, contributing to a vibrant commercial core, delivering connectivity and enabling private sector investment.
- A new Enterprise and Digital Hub (building on the existing two hubs under the 'Stable Lane' brand) will establish new employment/enterprise opportunities, support remote working and a better quality of life for the community.
- Investment in the town as a Responsible Tourism destination, as a Trail Head to the Suir Blueway Tipperary, and the Ormond Castle Quarter a flagship destination in Irelands Ancient East.

- Works to enable Carrick-on-Suir as a Low-Carbon Town focused on Active Travel, Sustainable Transport linkages in the region, Nature-Based design solutions and enhanced Biodiversity through best practice in pollinator-friendly spaces.

The RRDF funding will allow for public realm refurbishment and enhancement in the town centre of Carrick-on-Suir comprising the upgrading of existing streets and lanes with new high-quality paving, kerbing, public lighting, improved street furniture and utility diversions/works (including undergrounding of overhead ESB cables). Footpath space will be widened, traffic calming will be developed through build-out, reduced road carriage widths and improved pedestrian crossings. Existing car parks will be improved and new car parking spaces provided.

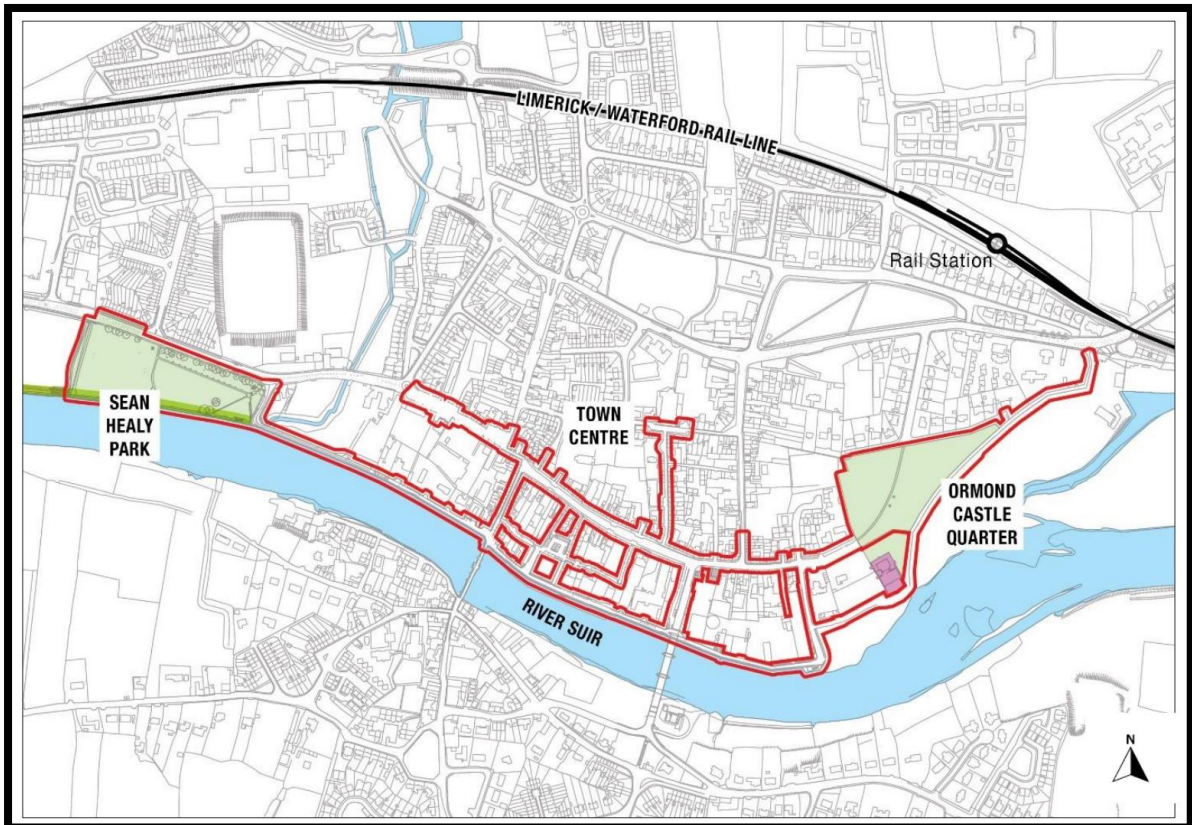


Figure 19: Regeneration Plan Area

The traffic management at the junction of Main Street and Dillon Bridge will change from a signal-controlled junction to a priority-controlled junction. Pedestrian movement will be prioritised by the design. The development includes for:

- public realm refurbishment and enhancement at Sean Healy Park comprising the development of a new vehicular parking area with entry and exit, footpaths and hard paved areas;
- widening of the Blueway and the development of associated landscaping and services/utilities to serve the proposed and future uses;
- the extension of the Suir Blueway along North Quays to provide cycleway and pedestrian linkages from Sean Healy Park to Ormond Castle and the town centre;
- the upgrading of Strand Walk with new paving; and
- the development of a new access to Ormond Castle grounds and closing of the existing ramped access.

5.2 Local Sustainable Transport Investment Programme

This STP comprises a combination of national and local level investment priorities thus informing future investment in sustainable transport within the LAP area. National interventions including the NTA Cycle Connects, and Safe Routes to Schools priorities along with the Carrick-on-Suir Regeneration Plan and the South Tipperary Walking and Cycling Strategy 2013, formed the basis for the long list of options considered in the preparation of the active travel priorities for the Plan period. In addition to this, an audit of existing transport infrastructure was carried out along with an assessment of existing and planned housing, industrial, commercial and educational infrastructure in the town in order to develop a list of sustainable transport priorities for Carrick-on-Suir. The proposed zoning for the LAP, was developed to reflect the government's priorities for compact growth and sequential development, which provided the basis for the following active travel interventions for the Plan period.

5.2.1 Sustainable Travel Priorities for Carrick-on-Suir

The development of the Sustainable Travel measures has been focused on increasing walking and cycling mode share, by providing high quality, attractive alternatives for journeys by car (particularly for short distance car trips) and also improving transport choice for those without access to a car.

These measures will deliver improved connectivity and permeability from residential areas to main trip attractors including the town centre, key employment and education sites and leisure facilities.

It is noted that the proposed measures do not encroach on the strategic national road network. The Preferred Transport Solution for the N24 Waterford to Cahir scheme proposes a bypass of the town of Carrick-on-Suir. This bypass is forecast to remove significant levels of traffic, including a high proportion of HGVs from the existing N24 that passes through the town of Carrick-on-Suir. The future completion of the scheme will present opportunities for road space reallocation on the current alignment and will facilitate further sustainable transport solutions that would enable the growth of the town in accordance with the principles set out in the National Investment Framework for Transport in Ireland and the National Sustainable Mobility Policy.

The actions identified in this plan are interlinked measures which are designed to:

- increase the mode share of walking and cycling trips within the town;
- improve active mode connections within the town centre;
- enhance accessibility by active modes to the Main Street and key community services;
- improve the town's public transport connections; and
- rebalance the road network in the central core in line with the desired modal hierarchy.

Measures under the following categories are proposed:

- Pedestrian/Walking Improvements
- Cycling Improvements
- Permeability connections

- Greenway enhancement and extension
- Public Transport Improvements
- Demand Management
- Road Transport Improvements

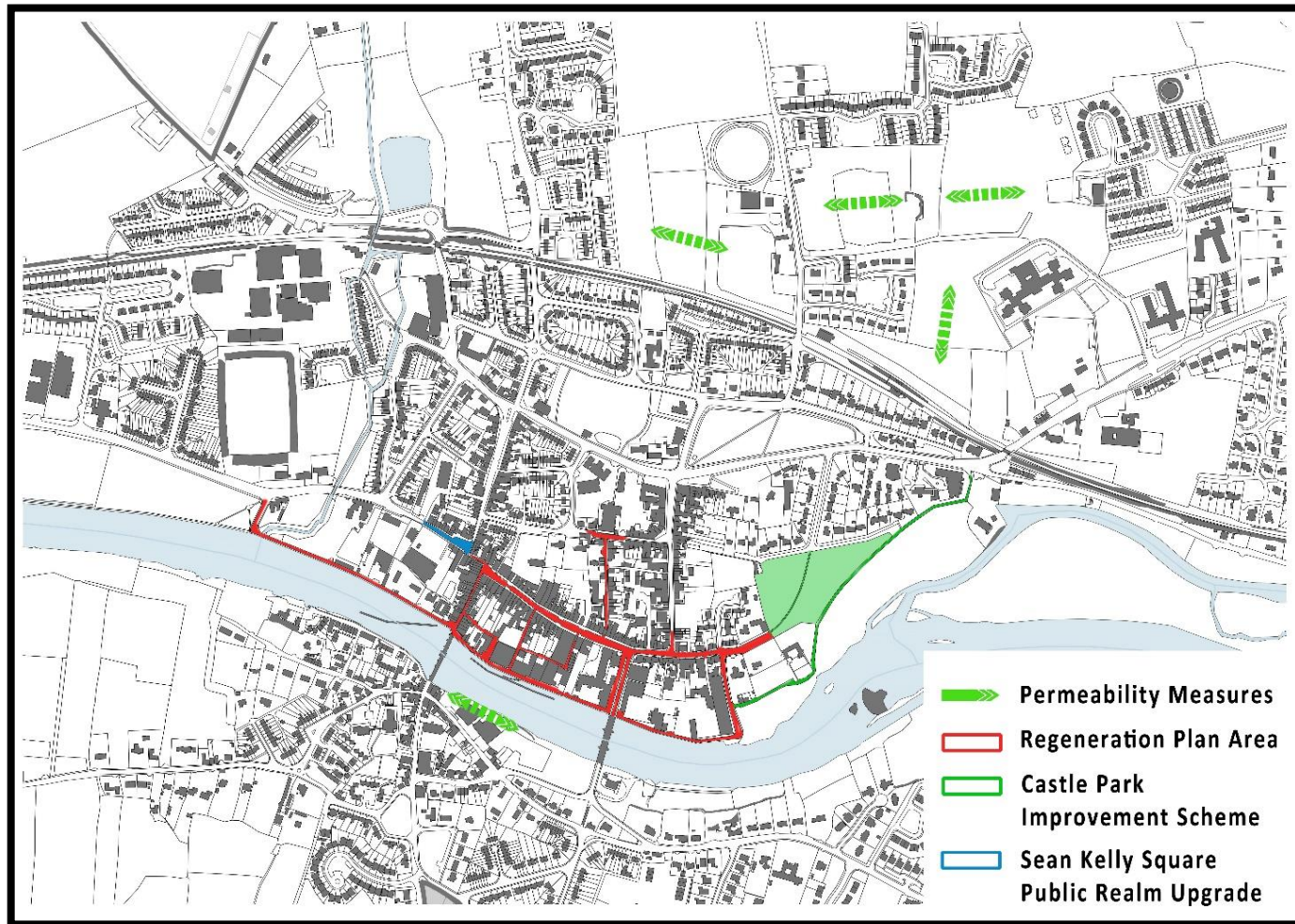
5.3 Sustainable Travel Measures

The following table and map set out a list of actions that may be delivered subject to receipt of funding through the NTA's Active Travel Investment Programme and other investment programmes, for example the Rural Regeneration and Development Fund, Town and Village Renewal Fund, Town Centre First Funding, etc.

Table 5.2: Sustainable Travel and Public Realm Projects		
Road No./Name	Proposed Intervention	Timeframe
Castle Street Public Realm Improvement Active Travel Measures		
Castle Street	Pedestrian Improvements: Castle Street cul-de-sac, upgrading of public realm, replacement of street lighting and signage	Short
Sean Kelly Square Public Realm Improvement Active Travel Measures		
Sean Kelly Square	Pedestrian Improvement: realignment of existing carriageways and footpaths and the widening of footpaths and improvement of pedestrian facilities with prioritised crossing points	Short
Sean Kelly Square	Pedestrian Improvement: Implementation of public realm works.	Short
Sean Kelly Square	Demand Management: Rationalisation of parking	Short
Ormond Castle Park Ecological & Amenity Improvement Scheme Active Travel Measures		
Castle Park	Pedestrian & Cycle Improvement: Creation of a gathering space by the Ormond Castle entrance, with reinforced grass surface defined by low native hedge, seats, cycle stands, water bottle refill station.	Short
Castle Park	Pedestrian Improvement: Resurfacing of spine footpath and increased width to 3m wide.	Short
Castle Park	Pedestrian Improvement: Loop footpath with informal seating areas	Short
Carrick-on-Suir Regeneration Plan – Active Travel Measures		
North Quay	Continue the Suir Blueway from Sean Healy Park to Ormond Castle along North Quay, connecting the existing cycle network from the west of town to the town centre, Carrickbeg and east of town.	Short
North Quay	Traffic Calming: sections of shared surface treatment	Short
North Quay	Pedestrian improvement: Series of build-outs to the West of Old Bridge (on Riverside) to create additional space for pedestrians	Short
Main Street	Traffic Calming: Reduction to one lane, reduced lane width, series of raised tables and lateral deflections in road alignment	Short
Main Street / Dillon Bridge	Pedestrian improvement: Redesign junction at Main Street and Dillon Bridge, to provide a traffic calmed environment, with priority for pedestrians	Short
Main Street	Pedestrian improvement: introduce series of raised tables and lateral deflections in road alignment at designated pedestrian crossing points	Short
Main Street	Pedestrian improvement: Introduce controlled crossing point	Short
New Street / Main Street	Traffic Calming: Reduction to one lane on section westbound from New Street to Main Street	Short

Main Street	Demand Management: Reduction in on street spaces, retention of disabled parking and loading bays	Short
Bridge Street	Traffic Calming: shared surface treatment	Short
Bridge Street	Pedestrian improvement: Controlled crossing point	Short
Strand Lane	Improve linkage from Strand Lane car park to Main Street via Oven Lane	Short
Strand Lane	Traffic Calming: shared surface treatment	Short
Chapel Street	Traffic Calming: shared surface treatment	Short
Oven Lane	Pedestrian improvement: Public realm works and improve lighting	Short
Town Centre	Cycle Parking: the provision of high-quality secure cycle parking at appropriate locations to be delivered in line with guidance set out within the National Cycle Manual.	Short
Stable Lane Car Park	Cycle Parking for 12 no. bicycles	Medium
Stable Lane Car Park	2 no. electric vehicle charging points	Medium
Stable Lane Car Park	Provision of off-street car parking spaces and improved pedestrian linkages.	Medium
Greenway Network		
Greenway	Greenway : Facilitate and support delivery of the connection from the Suir Blueway Tipperary to the Waterford Greenway (Kilmeadan) including the delivery of and improved cycle and pedestrian links over the River Suir.	Long
Cycle Network Improvements		
LAP area	Cycle Parking: the provision of high-quality secure cycle parking at appropriate locations throughout the LAP area. To be delivered when opportunity arises with regeneration and new development in line with guidance set out within the National Cycle Manual.	Medium-Long
N24 East/ Tinavane	Cycleway: Work in co-operation with Kilkenny County Council to improve active travel facilities on the Tybroughney Road to facilitate active travel connection to the Carrick-on-Suir Rugby club.	Long
N24 East/ Tinavane	Cycleway: Co-operate with Kilkenny County Council to support cycle way connection between Carrick-on-Suir and the N24/Tower Road Junction, to achieve interurban link to Pilltown.	Long
Permeability Measures		
Knocknaconnery /Green Hill Village	Permeability Measures: Work with landowners and developers to provide Pedestrian and Cycle Link between Greenhill Village (East) and Cregg Road	Medium
Ballyrichard	Permeability Measures: Work with landowners and developers to incorporate appropriate pedestrian and cycle links in future development between Cregg Road and Ballyrichard Road	Long
Carrickbeg Measures		
Carrickbeg	Permeability Measures: Work with stakeholders to provide Waterfront pedestrian & cycle linkages where feasible	Long
Carrickbeg	Public Transport: Work with NTA to examine the possibility of extending some routes or investigating new options for Carrickbeg	Medium
Carrickbeg	Pedestrian improvement: Seek the development of an off-street Carpark on Waterford Road.	Long

Map



Map 1: Location of Proposed Permeability Measures and Public Realm Schemes to provide Sustainable Travel Measures



Figure 20: Photomontage of Public Realm and Mobility improvements Proposed for Main Street.



Figure 21: Photomontage of proposed improvement to linkages on North Quay connecting West to East.