

Jacobs and Systra had initially identified 4 potential locations for Park & Ride sites around Waterford City for inclusion in the Waterford Metropolitan Area Transport Strategy. These locations were presented to the Park & Ride Development Office (PRDO) on 20th October 2021 and include:

1. Newrath Road
2. Slieverue Cross
3. WIT West Arena
4. Tramore Road



Figure 1.1: Initial P&R Locations considered for inclusion in the WMATS

The NTA PRDO assessed the feasibility of each of the 4 locations shown in Figure 1.1. As part of this, the PRDO carried out detailed demand analysis for each of the main traffic routes into the city centre, concentrating on 6 key destination zones.

Information was extracted from the South East Regional Model, including select links (which detail how many cars pass a particular point along a corridor during the peak hour) and specific zone information which can detail population habits. The results were analysed and used to inform where Park & Ride would be best placed based on demand. This information was then compared against the 4 Park & Ride sites proposed in the WMATS presentation. 2 of these sites were excluded due to insufficient demand (Site 2 Slieverue Cross and Site 3 WIT West Arena). The PRDO further investigated the 2 remaining sites (Site 1 Newrath Road to the North and Site 4 Tramore Road to the South).

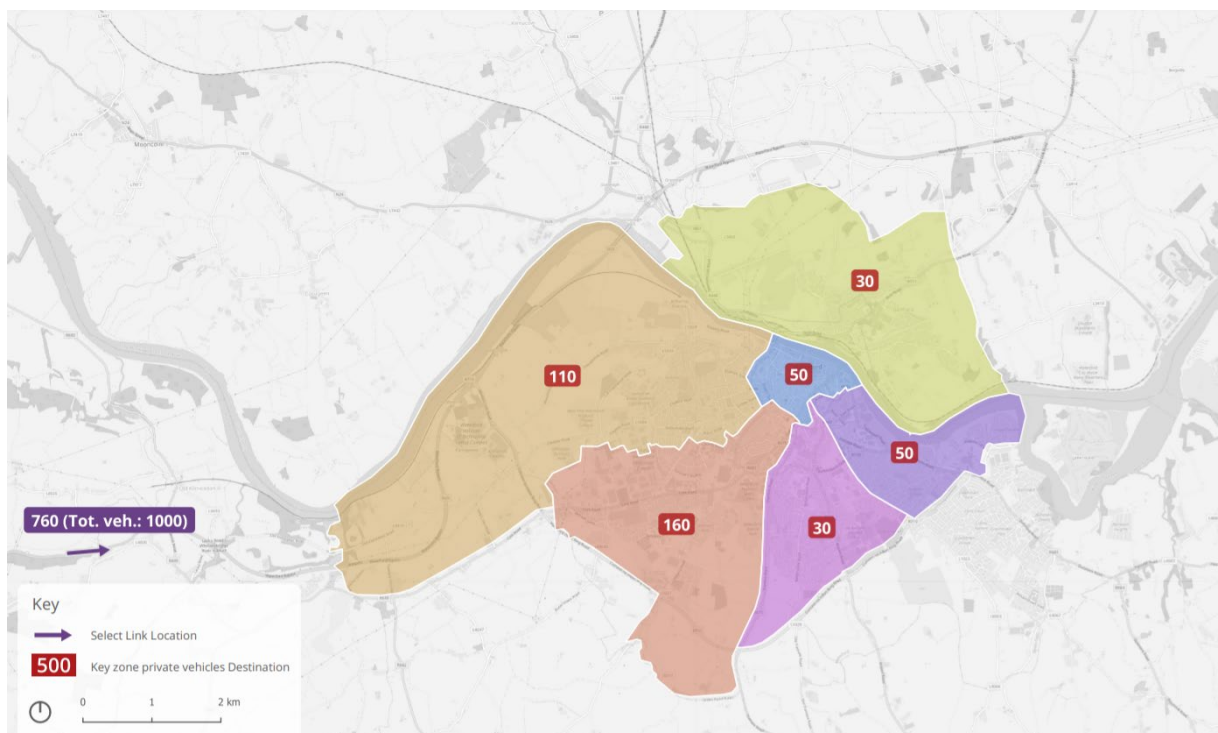


Figure 1.2: Example of the Key Destination Zones for Select Link Analysis

Site 1 – Newrath Road:

Traffic from the N24 and the M9 combines at the Quarry Roundabout to the Northwest of Waterford City and continues into the city centre zones via the Edmund Rice Bridge.

Select Link information shows that out of 1150 cars from these combined routes, only 170 cars have a destination in the core city centre zone (approximately 15%). Based on the capture rates used, the PRDO recommends providing approximately 110 Park & Ride spaces to accommodate the demand.

In version AAJ of the model, certain traffic demand measures were added, such as reduced numbers of parking spaces available in the city centre. With these measures added, the number of cars passing the Select Link location reduced from 1150 to 390, and subsequently the number of cars with a destination in the city centre zone dropped from 170 to 60. Should these demand measures be implemented, there may be a requirement to increase the size of the Park & Ride site.

The PRDO is satisfied that there is sufficient demand along this corridor to propose a new bus-based Park & Ride site on the Newrath Road. However, the provision of bus priority from the site into the city centre is crucial to incentivise a positive mode change from car to public transport.

Site 2 – Tramore Road:

The R675 links Tramore and Waterford City.

Select Link information shows that out of 630 cars passing the Select Link on this route, 100 cars have a destination in the core city centre zone. Based on the capture rates used, the PRDO recommends the provision of approximately 60 Park & Ride spaces to accommodate the demand.

In version AAJ of the model, certain traffic demand measures were added, such as reduced numbers of parking spaces available in the city centre. With these measures added, the number of cars passing the Select Link location reduced from 630 to 470 (approximately 25%), and the number of cars with a destination in the city centre zone dropped from 100 to 75.

Further to the demand analysis, it was noted that there is currently a ~100 space carpark at Tramore Bus Station and a frequent daily bus service from Tramore to Waterford City, which is operated by Bus Éireann every 15 mins is the peak hour. All the cars that are travelling from Tramore to Waterford City are within a 10min cycle catchment of Tramore Bus Station. Therefore, it can be deduced that the current service and parking arrangement is not attractive to car users. There are a number of possible reasons for this as follows:

- 1) The journey time from Tramore to Waterford by bus takes 30 mins, but by car it takes between 18-22 mins, with minimal congestion along the route.
- 2) The return bus ticket from Tramore to Waterford costs €5.60, whereas parking for the day in Waterford costs only €4.50.

Therefore, it is currently quicker to drive from Tramore to Waterford, with similar costs, to taking the bus. The PRDO conclude that locating a new Park & Ride site along this route would not be successful, unless a lot of high level demand measures are implemented in the future.

In conclusion, the PRDO are proposing 1 No. bus-based strategic Park & Ride site within the Waterford Metropolitan Area. The Strategy Map below shows the location of this site:

