



**Uimhir Thagarta Uathúil:** WFD-C2-71

**Údar:** Waterford Older People's Council

**Stádas:** Submitted

**Submission:** Waterford Older People's Council

**Comhairliúchán:**

Draft Waterford City and County Development Plan 2022 - 2028

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## Chapter 5: Transport and Mobility

**Caibidil:** Volume 1 » Part 3: City and County Policy Objectives » Chapter 5: Transport and Mobility

### Transport and Mobility - Main Opinions,

In looking at the development of infrastructure and transport within the WCCC development plan it is our understanding that the development plan will allow for the improvement of the foundational services for economic growth and the improvement of the quality of life for the community. As our city and county now experience an increase in an ageing population the need for greater inclusion of this cohort needs a higher dependency of attention than from the previous development plans.

Our required needs are based on information outlined in the National Planning Framework (NPF) 2040, National Development Plans (NDP) 2018-2027, Regional Spatial and Economic Strategy (RSES) for the Southern Region, A Sustainable Transport Future Policy 2009-2020, Connecting Ireland Transport Plans, The Disability Act 2005, The National Broadband Plan (NBP) and the United Nations Sustainable Goals.

In conclusion, we request that our need be included in the Waterford Metropolitan Area Transport Plans (WMATS).

#### Main Reasons.

In making our submission based on the criteria as set out, The Older People's Council (OPC) Executive is of the opinion that our submission will help give us a city that will have complete connectivity to all amenities and services via a dedicated public transport infrastructure. The development of this infrastructure will allow for the completion of improved bus corridors, cycle lanes and walking facilities which will help to support the ageing population of the City and County which is expected to reach 25% approx., of the population by the year 2040.

While it is now recognised by the World Health Organisation that the lack of the provision of a dedicated public transport service is a contributing factor to loneliness and social isolation within society our submission is aimed to help alleviate such situations.

#### Main requests

The development of a transport and infrastructural amenity to deliver connectivity, services and supports that will support an improved quality of life for all citizens. This the Older People's Council Executive feel can be achieved by

incorporating the following into the development plan.

1. A transport service that meets the need of the older person containing **a number of transport hubs and park and ride facilities** on the outer periphery of the city,(Butlerstown Business Park, Waterford Regional Sports Complex and Ballygunner Cross). They would allow ease of connectivity via a dedicated quality bus corridor to hospitals, local amenities, the city centre and other required services.

All planning of these services should be in line with the WMATS and the “Connecting Ireland Transport”programme.

A complete review under the Waterford Metropolitan Area Transport Strategy for improved service for Tramore and its surrounding areas. This review to include all services and service providers providing connectivity in the areas of Dunmore East, Passage East, Faithlegg and Crooke and the development of a quality transport corridor to the city.

For Dungarvan a number of sites including the old Glass Factory car park, car park at the Farmers Mart, at Abbeyside or Dungarvan GAA clubs may be suitable locations for designated park and ride facilities.

A review of the development of rural settlement with a plan to support communities with a comprehensive public service to suit their requirements.

The development of local town services in Dungarvan to service the increasing population of the local area. Examples would be a town service giving connectivity to Ballinroad,Garrynageragh and Kilminion to Dungarvan. A service should also extend to the west of Dungarvan to include An Rinn and its surroundings.

In other large towns sites for park and stride facilities would be located not more than a 10-minute walk from the town centre.

Parking facilities should include toilet facilities and EV charging points as per policy.

2. Proper facilities at key transport hubs and park and rides would ensure there is a structure in place for the universal movement of the ageing population and those with mobility issues across the city and county. (Bus shelters, toilet facilities etc). This can also include modern charging points for electric vehicles and dedicated cycle facilities.

3. The continuous development of low platform vehicles for ease of access through Local Link and Private operators.

Low platform vehicles should allow for ease of access for those with disabilities. There should be good customer service and the service should be offered at an affordable cost to the passenger.

The introduction of low emission public transport vehicles to comply with guidelines on low carbon emission policies.

4. More involvement and controls on the delivery of refined transport services by local authority rather than by a central body such as the NTA.

WCCC input in all transport plans are developed in line with national plans. However, overall national plans are mostly based on statistics and may not be suitable to the WCCC requirements therefore a bigger focus is required locally to sustain good connectivity within our communities.

5. A review of hackney licences to accommodate late night services with a specific function to accommodate older persons journeys especially in a rural setting.

Dedicated taxis are required to fill the gap where public transportation cannot meet the needs of the isolated person or those with impeded mobility.

Development to include Demand Response Routes in isolated areas in the west of the county to help combat social isolation in rural hinterlands.

6. An overall assessment of the need for more age friendly and disability parking within the cities and towns. Suggestion of 100% increase required on these needs.

Using the Beta Project initiative will allow the planners to discover the need for more disability and age friendly parking within the city and in towns.

7. The removal of some of the general on-street public car parking spaces in towns and in the city to allow for the provision of wider footpaths for safer walking; increased cycle lanes and a need to accommodate standard and electronic mobility aids.

8. A feasibility study to help improve the quality of minor road access to main roads and footpath replacement involving OPC input.

This study could be reviewed under the Spatial Planning and National Roads Guidelines

9. Development of the "Greenway" to include a management control system on cyclists, demarcation lines for walking and the provision of toilet facilities and seating which will allow for a more age friendly environment.

A review of policy in helping break down the challenges preventing a public transport service along the Greenway and on to areas such as Mahon Falls.

Development of the former Tramore-Waterford rail line to a Greenway with access at various points to suit the needs of the public.