

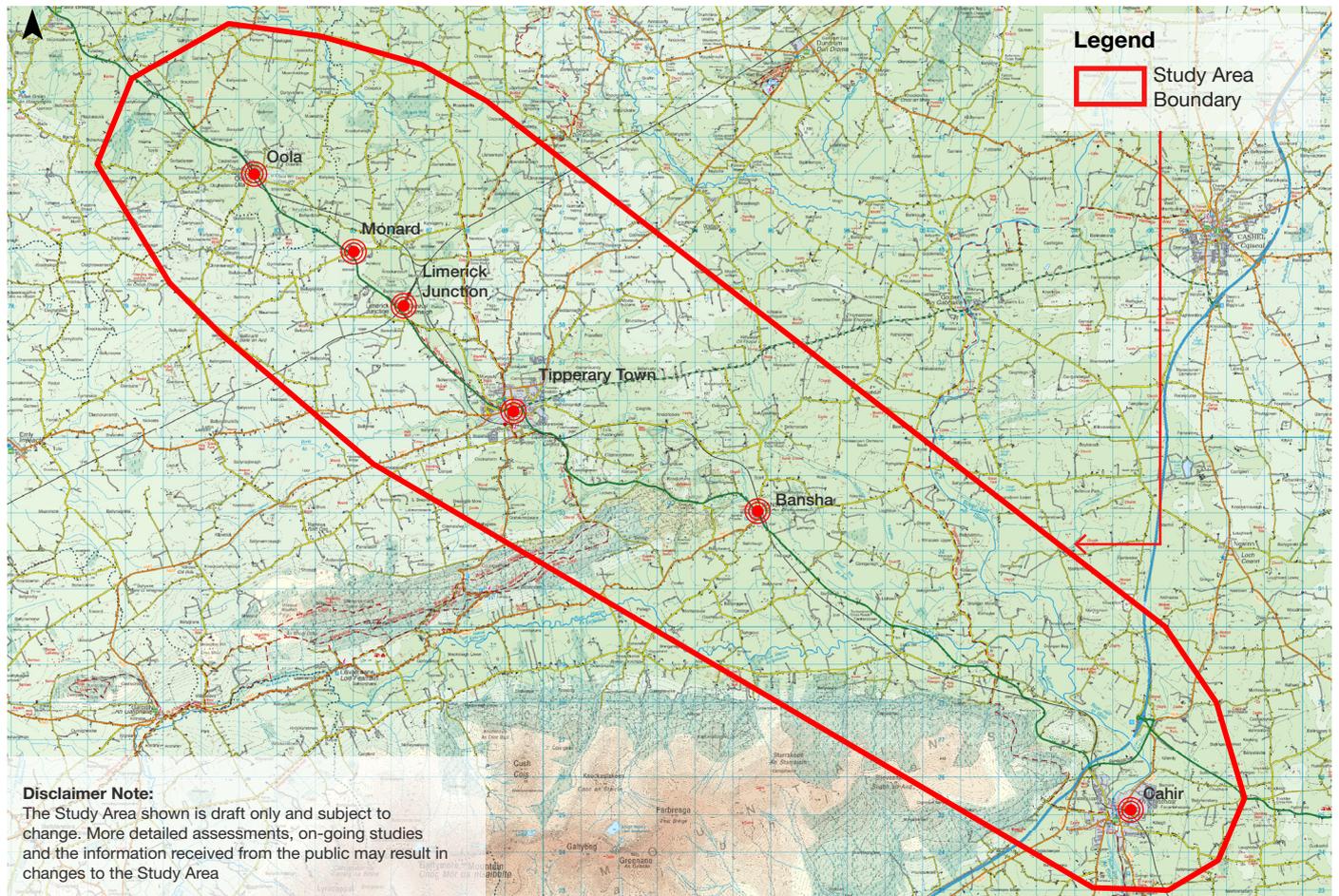


Comhairle Contae Thiobraid Árann  
Tipperary County Council

# N24 Cahir to Limerick Junction Public Consultation *Constraints Study*

January 2021





## Project Background and Description

Tipperary County Council, in partnership with Limerick City and County Council, Transport Infrastructure Ireland and the Department of Transport are developing the N24 Cahir to Limerick Junction Project. The N24 is a strategic corridor linking Limerick to Waterford. Limerick and Waterford represent the 3<sup>rd</sup> and 5<sup>th</sup> largest daytime working populations in the country respectively and while only 130km apart, there are surprisingly few economic links between the two cities. The N24 carries both long distance traffic from the southeast of the country to the mid-west of the country and significant regional and inter-urban traffic flows between Waterford, Carrick-On-Suir, Clonmel, Tipperary and Limerick. The section of the N24 through Tipperary Town also provides regional connections to Cashel (N74). Initial work has focused on data collection and an examination of the existing problems of the transportation network in order to develop appropriate and effective transport solutions. The outcome of this initial examination of the transportation issues along the N24 Cahir to Limerick corridor has identified the following issues which are worthy of further study and analysis.

## What are the Issues?

### Existing Road Safety Issues

Eight fatalities and 25 serious injuries have been recorded in the period 2006 – 2016 along the section of N24 within the study area. Both urban (Tipperary Town) and rural sections of the N24 consistently have collision rates that are above or twice above the national average for the relevant carriageway classification. The high traffic flows on sections of the N24 together with sections of poor alignment and congestion experienced in the built-up areas, narrow cross-section and frequent junctions with local road and frontage access has also resulted in a high number of collisions.



This street is also a place and is part of the urban fabric of Tipperary Town and high traffic volumes and associated proportion of HGVs detracts totally from the sense of place of the town.

### Existing Journey Times

Average journey speeds within the study area of 60 - 65km/h for weekday peak periods and 57 – 63km/h during the inter-peak periods were recorded. These journey speeds are significantly less than the National Planning Framework target of 90km/h for inter-urban roads.



### Existing Traffic Volumes and Condition

The N24 currently passes through Tipperary Town via the town's narrow congested main street. This results in a high percentage of HGVs on the town's main street which is an urban street intended to accommodate all other modes such as public transport, cycling and walking.



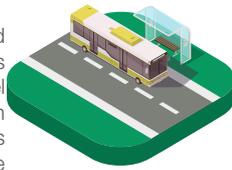
### Existing Road Alignment

The majority of the existing N24 within the study area comprises of legacy national road network, typically resulting in many alignment deficiencies in terms of road layout - such as limited overtaking opportunities and substandard geometric elements. Where overtaking is provided, overtaking sections are heavily populated with access points - reducing their effectiveness in providing safe overtaking opportunities.



**Existing Public Transport Provision**

Bus journey times between Waterford and Limerick can be in excess of 45 minutes longer than by car therefore making travel by car a much more attractive option in terms of travel time saving. Moreover, bus services utilising the N24 must negotiate the same traffic volumes as private cars and are subject to the same unreliability in terms of journey time. This in turn disincentivises the take up of bus services as an attractive alternative to the private car. Any improvements to journey times and speeds along the N24 would lead to improved performance of the existing bus services therefore making bus services a more attractive alternative option to the private car. There are nine daily rail services between Limerick and Waterford, but none of them are direct. Two of the most 'direct' of these services require a change at Limerick Junction. The remainder of the services operate via Dublin or Kildare. Journey times by rail between Limerick and Waterford range from 2 hours and 40 minutes to 4hrs and 30 minutes and require a minimum of one interchange at Limerick Junction. Similar to travel by bus, travel by car between the two cities is more attractive in terms of journey time savings than travel by rail.



**Cycling and Walking Facilities**

The South Tipperary: Active Travel Towns walking and cycling strategy contains a number of recommendations for Tipperary Town such as the provision of new footpaths and cycle links. It is noted that these recommendations also utilise the existing N24 which effectively means all modes are competing on this single shared space. This strategy focusses on initiatives and infrastructure improvements within the communities of each of the towns covered by the strategy to promote cycling and walking for the shorter journeys in these towns. However, the fact that four of these five towns in the strategy align with the N24 corridor, namely Tipperary Town, Cahir, Clonmel and Carrick-on-Suir, raises the possibility of further enhancement of cycling facilities between the towns for both the more experienced cyclist and for leisure purposes along this corridor. In addition, it is the aim of Tipperary County Council to develop plans to address mode share and implement traffic management measures. As part of project development, there is scope for improving the connectivity between Tipperary Town and Limerick Junction, and indeed settlements within the study area, by enabling the provision of cycling facilities. Consequently, as part of this project, feasible transport solutions for the N24 Cahir to Limerick Junction Project could include some measures to enable cycling facilities.



**What's Happening Now?**

The project is currently at Phase 2 Option Selection. The purpose of this phase is to examine feasible alternative options in order to determine a Preferred Option for the project. The Constraints Study is currently underway and it is expected to have potential options identified in Q2 2021. A further public consultation will be held at that time to gain feedback from the public on the options identified.

**Constraints Study**

The purpose of this non-statutory public consultation is to inform the constraints study for the project, which addresses all constraints including human beings, archaeology and cultural heritage, agronomy, landscape and visual, hydrology, hydrogeology, ecology, geology, material assets, planning policy, noise, air and climate. Our aim is to further investigate issues outlined above and identify key constraints to developing transport solutions.

The provision of a good quality transport corridor between Limerick and Cahir will enhance the overall transport corridor between Limerick and Waterford, providing opportunities for more economic links between the two cities which is compatible with Government policy at national, regional and local level, as is reflected in policies including the National Planning Framework, Project Ireland 2040, Smarter Travel, Regional Planning Guidelines and Tipperary County Council, Limerick City and County Council Development Plans and local area plans.

Combinations of solutions and alternatives will also be assessed which may involve combinations of road based solutions; enhancing, extending or providing public transport; and improvements to walking and cycling infrastructure.

The majority of the existing N24 within the study area comprises of legacy national road network.

Therefore the existing N24 has many associated deficiencies in terms of road layout, limited overtaking opportunities, geometric deficiencies and capacity issues.

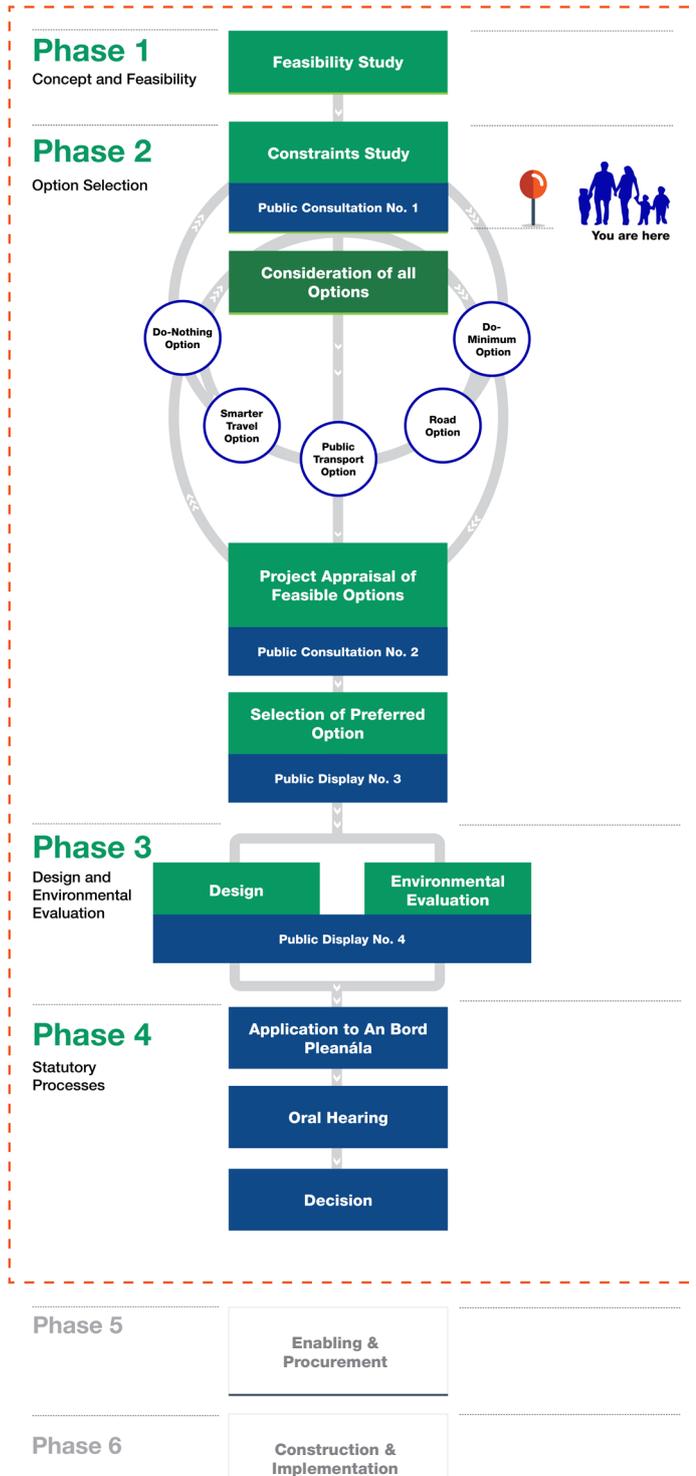
The identification of engineering and environmental constraints has commenced.

Further studies are required to identify solutions.





### Phase 1 to 4 Process



You can book an online or telephone meeting with a member of the project team through the online booking facility on the virtual public consultation room on [www.N24cahirlimerick.ie](http://www.N24cahirlimerick.ie)

### What Happens Next?

- Following completion of the Constraints Study, we will develop options to solve the transportation problems on the N24 Cahir to Limerick Junction corridor.
- Another public consultation will be held once options are developed and the public will be invited to give their feedback on the options.
- Options will be assessed and a preferred solution recommended.
- Updates, news and details of future public consultations will be published on [www.n24cahirlimerick.ie](http://www.n24cahirlimerick.ie)

### Your Opinion Matters

The public consultation period will run for 3 weeks from **27 January 2021 to 17 February 2021**.

The constraints mapping can be viewed on the project website: [www.n24cahirlimerick.ie](http://www.n24cahirlimerick.ie)

Alternatively, please call **061 951000** and we will issue a brochure and feedback form to you by post.

### How to Make a Submission and our Contact Information

Feedback and submissions can be made on or before **17 February 2021** on the project website [www.n24cahirlimerick.ie](http://www.n24cahirlimerick.ie) or alternatively completed feedback forms can be returned by email or post as follows:

#### Email

[cahirlimerick@midwestroads.ie](mailto:cahirlimerick@midwestroads.ie)

#### Post

**Mid West National Road Design Office,**  
Lissanalta House,  
Dooradoyle Road,  
Limerick,  
V94 H5RR

