

**National Transport Authority**

## Waterford Public Bike Share Scheme

Proposed Waterford Scheme - Public Consultation 2021 Report

Reference: REP/001

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Job number 263279-00

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# 1. Introduction

In September 2021, The National Transport Authority commenced a non-statutory public consultation on the proposed introduction of a new Public Bike hire scheme (the 'TFI Bike Scheme') in Waterford City. This report is a summary of the submissions received, and the responses to questions, feedback and comments received by the NTA.

The NTA would like to acknowledge and thank the public for their engagement in the process, and for taking the time to make comments and suggestions on the proposed Waterford Public Bike hire scheme.

## 1.1 The proposed scheme

The Waterford public bike hire scheme is one of the major projects identified by the National Transport Authority to be implemented in 2022. This is in conjunction with other existing Public Bike hire schemes in regional cities such as Cork, Limerick and Galway. At the time of writing this report, the schemes in Cork, Limerick and Galway have been in place since 2013/2014 and expansions are also currently underway in Cork and Limerick.

The proposed scheme proposed for Waterford comprises 14 docking stations distributed across Waterford City at key locations for employment, retail, housing and leisure. These bike hire schemes offer people the opportunity to enjoy cycling and provide a convenient and sustainable alternative to the car for shorter journeys, and as such can be expected to reduce the number of cars on the road.

To help with the design of this scheme, a non-statutory public consultation was held in September 2021. Specific locations in various parts of the city were identified for the provision of docking stations. Each separate location was indicated in an overall map, and more detailed drawings showing the precise location of each proposed docking station have been provided on the NTA website.

## 1.2 Consultation and Engagement

The National Transport Authority conducted a two-week consultation process around locations for stations for the bike hire scheme in Waterford City.

The consultation lasted from Thursday 16<sup>th</sup> of September to Thursday the 30<sup>th</sup> of September and members of the public made their submissions at [www.nationaltransport.ie/public-consultations](http://www.nationaltransport.ie/public-consultations).

Due to COVID-19 restrictions in place throughout 2020 and 2021, the NTA engaged in an online non-statutory public consultation regarding the proposed Waterford scheme. In response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHE), no information events were held in person. The purpose of the non-statutory consultation was to encourage stakeholders to identify questions or issues they wanted the Design Team to consider, as the project progresses through design construction. The consultation commenced on September 2021 and the initial duration of the consultation period was 2 weeks.

Online submissions could be made via submission to the NTA by email. These submissions have all been read, analysed and processed by the NTA with appropriate responses to the main themes and issues raised provided below.

## 2. Information Provided in Public Consultation

It was initially intended to hold public consultation events in the local community as part of this non-statutory public consultation. However, due to the ongoing Covid-19 global pandemic and in response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHE), an online consultation was conducted as an alternative means of engagement. Materials were prepared to provide as much information as possible to the public. These included drawings, maps and a website, all of which are further described below.

### 2.1 Drawings

A series of scheme drawings were published as part of the online consultation. In total 14 drawings were produced and combined into 4 different files that could be found on the NTA website. The drawings provided the preliminary design, general arrangement, and locations of the proposed station locations, relative to existing road layouts. A series of notes were also included on each of the drawings, informing the reader of particular proposals, such as the number of docks per station, etc.

### 2.2 Overall plan Map

A map outlining the overall plan of the Waterford Public Bike hire scheme was also supplied on the NTA website. This map showed the location of each of the stations throughout Waterford city and their respective station number.

### 2.3 Press Releases

The public was invited to participate in the public consultation process via advertisements and articles on Waterford Live on Thursday 16<sup>th</sup> September 2021. Information on the scheme and a link to the website were provided in the article.



Figure 1 Article in Waterford Live

### 3. Analysis of submissions

A total of 56 submissions were received. Submissions were received through emails to the NTA.

#### 3.1 Approach

The review of the submissions commenced in October 2021 once the consultation period had closed.

All submissions were entered into a database and assessed. An initial review indicated that submissions often address more than one issue and a number of themes emerged from the submissions.

Due to General Data Protection Regulation (GDPR) individuals are not identified in the analysis documented in this report nor in their comments or submission. Submissions have also been grouped into themes rather than presented individually.

#### 3.2 Profile of those making submissions

All submissions received were recorded by respondent type. A large number of submissions identified themselves as residents which represented the largest group of respondents accounting for 71% of all submissions. In addition to this grouping the remaining submissions were made by Businesses (29%).

Figure 2 below provides a breakdown of the submissions received by respondent.

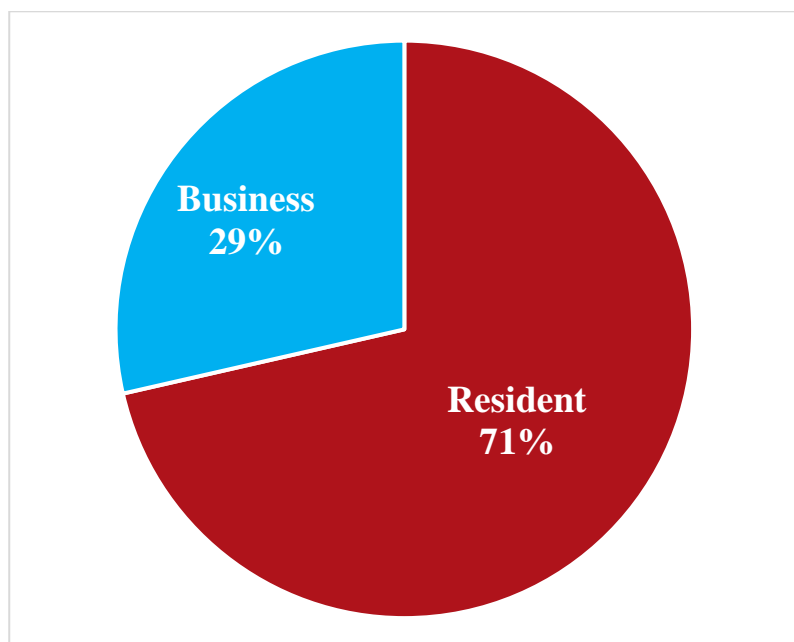


Figure 2 Profile of Respondents

The general sentiment of each of the submissions was assigned, based on the content of each submission and overall attitude expressed towards the scheme as a whole. The majority of the submissions (75%) were classified as either Very Positive or Positive, in which they explicitly state they are in support of the project, while 2% of submissions were classified as negative or very negative. The remaining 13% were classified as mixed in which they were supportive but has some suggestions or thought the design needs to be reworked.

#### 3.3 Issues identified based on Locations

The scheme is comprised of 14 stations across Waterford and submissions were made mostly about these locations but also in relation to the potential for additional stations in other locations.

As all submissions were assessed, the relevant locations mentioned within the substation were added to a list which can be seen below in **Table 1**.

This list is comprised of locations of existing stations and also locations that many people have suggested, such as at Ferrybank and Plunkett Train Station, which are also the most referenced locations, of 25% and 23% respectively.

In an effort to compress the list, locations that were only mentioned once have been counted together and are in the “Other” row.

**Table 1 Scheme Locations and Locations referenced within the submissions**

Particular area of Concern (Select)	Instance of mention	Percentage of Submissions that mention this Location
Ballygunner	2	4%
Kingfisher	2	4%
Slievekeile	2	4%
Entire scheme	3	5%
Gracedieu	3	5%
Hypercentre	3	5%
Not specified	3	5%
Railway square	3	5%
Ballybricken	4	7%
Cleaboy	4	7%
IDA	4	7%
Williamstown	4	7%
Carrickpherish	5	9%
WIT	8	14%
Dunmore road	9	16%
Plunkett Station	13	23%
Ferrybank	14	25%
Other (Single Mention)	33	59%

The full list of locations that have been mentioned through this Public Consultation can be found in Appendix A.

### 3.4 Summary of Issues identified based on Themes

All 56 of the submissions received were reviewed and the issues raised were categorised, summarised, and analysed. A total of 7 main themes were identified during this review process. These key themes and the frequency of comments relating to these key themes are presented below in **Table 2**.

**Table 2 Key Themes and Frequency of Comments**

Key Themes	Frequency	%
Supportive	55	98%

Key Themes	Frequency	%
Stations	52	93%
Safety	6	11%
Social Impact	16	29%
Accessibility	31	55%
Commerce	10	18%
Environment	7	13%

From this it can be seen that the main theme is **Support** with 55 submissions saying they are in favour of the scheme. This theme is followed closely by submissions highlighting issues to do with the **Stations**, such as their location, proposed layout or suggestions for new locations. These comments were generally related to:

- The Locations and layout of new stations;
- Access arrangements for certain areas due to lack of dedicated cycle infrastructure between stations;
- Lack of Access to residential areas;
- Access arrangements for businesses and how the scheme will impact same; and
- Displaced traffic due to the restrictions and the impact of same.

Another strong theme related to overall **Accessibility**, which comprised of 31 comments, or 55% of all submissions. These were mostly linked to issues related to cyclist and pedestrian safety, but also related to some general issues with regard to the public realm and loss of access or difficult access to stations from residential and sub-urban areas.

## 3.5 Themes Raised and NTA Response

### 3.5.1 Theme 1: Supportive

In total, 55 of the submissions received included comments related to the locations of Stations, which comprises of 98% of all submissions. Inherently these submissions were considered positive or very positive. Respondents were happy about such things as:

- The location of stations;
- The number of stations;
- The connectivity;
- Increased mobility; and
- The scheme in general.

### 3.5.2 Theme 2: Stations

In total, 52 submissions mentioned the stations throughout the scheme, which comprises 93% of all submissions. Of these submissions, 73% are considered positive, 25% were mixed and 2% are negative. These submissions were concerned with:

- The proposed location of the stations;
- Suggestions for new locations; and
- Conflicts between stations and existing buildings.

### 3.5.3 Theme 3: Safety

In total, 6 submissions had concerns about safety in regards the scheme, which comprises 11% of all submissions. Of these submissions, 50% were mixed, 33% were positive, and 17% were negative. These submissions were concerned with:



- The existing cycling situation within Waterford city;
- The lack of dedicated cycling infrastructure; and
- The conflict between new cyclists and existing traffic.

#### **3.5.4 Theme 4: Social Impact**

In total, 16 of the submissions received included comments related to the Social Impact of the scheme, which comprises 29% of all submissions. Of these submissions, 94% were considered positive and 6% of these submissions were classified as mixed, while none of these submissions were considered negative. These submissions commented on:

- The health benefit of cycling;
- Encouraging cycling within the city; and
- The improvement to mobility around the city.

#### **3.5.5 Theme 5: Accessibility**

In total, 31 of the submissions received included comments related to Accessibility, which comprises 55% of all submissions. 74% of these submissions were considered positive or very positive. 26% of these submissions were classified as mixed or negative, while none of these submissions are considered very negative. The main concerns in regard to Accessibility are:

- The location of stations and potential additional stations;
- Locations of stations potentially conflicting with existing access and amenities to some businesses; and
- Suggesting alternative modes of transport.

#### **3.5.6 Theme 6: Commerce**

In total, 10 of the submissions received included comments related to Commerce, which comprises 18% of all submissions. 70% of these submissions were considered positive or very positive. 30% of these submissions were classified as mixed, while none of these submissions are considered very negative. The main comments in regard to Commerce were:

- Happy with the scheme as improved accessibility can support business; and
- Suggestions of potential stations at a number of important markets, stores and enterprises to encourage business.

#### **3.5.7 Theme 7: Environment**

In total, 6 of the submissions received included comments related to the Environment, which comprises 13% of all submissions. 83% of these submissions were considered positive or very positive. 17% of these submissions were classified as mixed, while none of these submissions are considered negative. The main concerns in regard to the Environment are:

- Happy about the potential reduction to car use;
- Happy about encouraging more active and sustainable modes of transport; and
- The general need for more promotion of sustainable modes of transport.

### **3.6 Summary of Main Issues Raised**

This section identifies the key issues raised throughout the consultation process. The NTA will seek to establish the validity of the concerns, the potential consequences for the project, and how best to address the issue and/or mitigate any potentially negative impacts. Irrespective of the count or issues, all submissions were considered equally on their merits in relation to the proposed scheme. The key issues raised, and the frequency of comments received in relation to each key issue are shown below in

Table 3. Each of these issues has been raised under one or multiple themes identified in Section 3.4 above.

**Table 3 Key Issues and Frequency of Comments**

Key Issues	Frequency	%
Stations Locations	53	95%
E-Bikes/E-scooters/ Alternative	4	7%
More Stations	49	88%
Loss of Access	1	2%
Cyclist Safety	5	9%
Pedestrian Safety/ Access	6	11%
Other Projects	5	9%
Land Acquisition	5	9%
Lack of Associated Cycling Facilities	5	9%
Additional Traffic/Heavy Local Traffic	8	14%

The main issues raised were related to **Station Locations** (53 comments), and similarly, **More Stations** (49 comments) – these primarily related to the lack of additional stations or the exact location of proposed stations. The most requested location for a new station is within Ferrybank and the Train Station on the northern end of the city. Additionally, **Additional Traffic/Heavy Local Traffic** (8 comments) and **pedestrian and cyclist safety** (6 and 5 comments respectively) featured in a number of submissions.

The comments received in relation to pedestrian safety, cyclist safety and local traffic are mostly related to the interface of these modes with the encouragement of more cycling. The following key issues were raised:

- Additional cyclists on the road due to more dedicated cycling facilities and the impact of traffic due to more cyclists;
- Additional cyclists resulting in an increased risk to pedestrians; and
- Risk to the scheme users from existing local traffic;

The issues raised are outlined in more detail in the following section.

### **3.7 Issues Raised and NTA Response**

#### **3.7.1 Issue 1: Stations Locations**

In total, 53 of the submissions received included comments related to the locations of stations, which comprises of 95% of all submissions. 74% of these submissions were considered positive or very positive. 26% of these submissions were classified as mixed or negative, while none of these submissions are considered very negative. The main concerns in regard to station locations are:

- Suggestions for new locations;
- Locations of Stations are conflicting with existing access and amenities to some businesses; and
- Happy with the location of stations.

##### **3.7.1.1 Positive/Supportive**

In summary the main positive/supportive submissions related to public realm were the following:

- Many submissions expressed support for proposed locations; and

- Many submissions also expressed positivity towards the provision of pedestrian plazas and improvement of public spaces.

### **3.7.1.2 Design Specific Suggestions**

The main suggestions in terms of general design for public realm included the following:

- A large quantity of the submissions relating to station locations were focused on the provision of new stations at Ferrybank and Plunkett station.
- Various other locations have also been suggested for consideration.

### **3.7.1.3 Location Specific Suggestions**

As stated above, the main location specific suggestions for public realm were the following:

- A new station on the northern side of the city at Ferrybank and the train station; and
- The majority of the locations listed in Section 3.3 are in regard to the provision of a new station.

### **3.7.1.4 NTA Response to Issue 1**

The proposed scheme represents the initial phase of an expansion of the regional bike hire scheme into Waterford City. An initial 14 locations have been chosen based on a range of factors, including serving key potential trip generators and at locations that have suitable environments for implementation.

Although desirable, due to the prevailing connectivity and the lack of cycle connectivity to the northern quayside at present, provision of an additional station or stations serving the Ferrybank/Plunkett Station areas is not considered feasible as part of the initial phase of the scheme. However, pending proposals to improve this connectivity (namely the proposed Sustainable Transport Bridge) will allow this to be revisited. Furthermore, the Waterford Metropolitan Area Transport Strategy will determine the strategic cycle network proposals for Waterford, which will inform the potential locations of additional stations.

## **3.7.2 Issue 2: E-Bikes/E-scooters/ Alternative**

In total, 4 of the submissions received included comments related to E-Bikes/E-Scooters and Alternatives. These submissions were either Mixed, Positive or Very Positive and within the theme related to accessibility/traffic impact. Of these four submissions, one was Mixed, and was suggesting that the scheme should have been implemented sooner.

### **3.7.2.1 Positive/Supportive**

The majority of submissions relating to this issue a considered to be positive, with one submission raising concerns in relation to timing of the scheme the delay in progressing it to implementation. The rest of the positive submissions are in support of the scheme and are asking for electrified modes of transport as a bonus scheme, such as that in place in the current DublinBikes scheme.

### **3.7.2.2 Issues Raised**

In summary, the main issues raised relating to this issue was the current lack of provision of electrified modes of transport.

### **3.7.2.3 Location Specific Suggestions**

This issue is considered a scheme wide issue and is not subject to just one location.

### **3.7.2.4 NTA Response to Issue 2**

Integration with electric bicycles is currently not facilitated within the public bike hire scheme, although the NTA will continue to explore potential options to integrate e-bikes within the scheme infrastructure across all the regional cities in the coming years.

### **3.7.3 Issue 3: More Stations**

In total 49 submissions included comments related to More Stations. Most of these submissions were mixed / positive / very positive and the themes related to:

- Locations for new stations;
- Areas where it is considered that stations are lacking; and
- Benefits of connectivity via new stations.

Most of these were positive or very positive submissions (73%) and were happy with the new scheme and wanted more stations. The remaining mixed or negative submissions (27%) were more adamant that the scheme needed new/additional stations. As mentioned above, most of the of the locations mentioned above in Section 3.3 are concerned with including additional stations in these areas.

#### **3.7.3.1 Positive/Supportive**

The majority of these submissions had a positive sentiment and were requesting more stations as a means of improving the whole scheme and its connectivity.

#### **3.7.3.2 Issues Raised**

In summary, the main issues raised relating to more stations were the locations of proposed stations and the benefit that they would offer to both connectivity and efficiency of the network.

#### **3.7.3.3 Location and Design Specific Suggestions**

The main suggestions in terms of general design for new stations were location based and as such a list of these locations is included in Section 3.3 in Table 1.

#### **3.7.3.4 NTA Response to Issue 3**

As outlined above, the proposed scheme represents the initial phase of an expansion of the regional bike hire scheme into Waterford City. An initial 14 locations have been chosen based on a range of factors, including serving key potential trip generators and at locations that have suitable environments for implementation. It is noted that the scheme requires a sufficient level of coverage and a suitable catchment with accessibility for it to be successful. Remote locations (for example at Tramore) and locations within proposed developments are generally not considered as they present operational problems for the scheme (in particular, for locations that are remote this creates numerous operational challenges as there is a general need for stations to be located relatively proximate to each other for ease of use and service) and for stations within private lands there is potential for accessibility issues for the operators and for potential users.

The scheme as proposed will form the initial phase of the proposed expansion into Waterford City and following implementation will be continuously monitored and performance evaluated. In addition, the Waterford Metropolitan Area Transport Strategy will determine the strategic cycle network proposals for Waterford, which will in turn inform the potential locations of additional stations.

### **3.7.4 Issue 4: Loss of Access**

There was only one submission that stated that there is a conflict between a proposed station and the access to parts of and an existing building.

#### **3.7.4.1 Positive/Supportive**

The submission regarding loss of access is not considered positive regarding its own issue raised and is neutral in terms of the project as a whole.

#### **3.7.4.2 Issues Raised s**

The main issue raised with this submission is with the location of Station 3 and its proximity to a nearby building.

### **3.7.4.3 Design Specific Suggestions**

The submission expressed concern regarding the station location adjacent to a building and requested it to be relocated.

### **3.7.4.4 Location Specific Suggestions**

This issue is mostly concerned with the location of Station 3.

### **3.7.4.5 NTA Response to Issue 4**

The proposed station (Station 3) which is proposed to be implemented adjacent to the Menapia Building will be relocated to Bank Lane, which is being improved as part of a pedestrianisation scheme by Waterford City Council.

## **3.7.5 Issue 5: Cyclist Safety/Access**

In total, 6 of the submissions received included comments related to cyclist safety or access. Most of these submissions were either mixed or positive/very positive. In general, the positive points that were made in the context of cyclist safety were about the proposed installation of segregated and protected cycle lanes. These cycle lanes will have a positive impact in terms of accessibility, safety, and integration; and that the promotion of cycling in this way should be a policy going forward.

Around 60% of the submissions were positive and the remaining 40% were Mixed and the themes related to this issue are as follows:

- The cycle network between the stations, including expected points of conflict;
- The cycling infrastructure within the town centre;
- Better cycling infrastructure on the bridge connecting to the north;
- The walking distances between the stations;
- The interface between existing local traffic and;
- Conflict with access and amenities of existing building and new stations.

### **3.7.5.1 Positive/Supportive**

Out of the 5 submissions that were made about cyclists' safety, 2 submissions (40%) were positive and 3 were mixed (60%).

### **3.7.5.2 Issues Raised**

In summary, the main issues raised relating to cyclist safety were the following:

- Lack of cycling facilities around Waterford in the form of cycle lanes; and
- Current cycle facilities are dangerous for younger cyclists.

### **3.7.5.3 Design Specific Suggestions**

In summary the main suggestions in terms of general design for cyclist safety were the following:

- Concerns about high kerbs being dangerous for cyclists.

### **3.7.5.4 Location Specific Suggestions**

The main location specific suggestions for cyclist safety were the following:

- Proposals for a new one-way systems with cycle tracks on Dunmore road;
- Suggesting a safe cycle route across the bridge into the city; and
- Connections to the Waterford greenway.

### **3.7.5.5 NTA Response to Issue 5**

The NTA and Waterford City Council are progressing a number of cycle scheme interventions to be implemented rapidly across the wider city area. Further details of these schemes will be available in early

2022. In addition, the proposed Sustainable Transport Bridge will enhance cycle connectivity across the river between the northern and southern quays.

As outlined above, the Waterford Metropolitan Area Transport Strategy will determine the strategic cycle network proposals for Waterford, which will in turn inform the potential locations of additional stations.

In relation to the Waterford Greenway, it is noted that this scheme is already operating under a successful model of bicycle hire and it must be noted that the proposed public bike hire scheme is primarily intended to facilitate short-distance trips within the principal city area. Furthermore, the scheme bicycle is heavier than a standard bicycle and it is not considered that there would be substantial demand for use of the public hire bicycles on the greenway.

However, the proposed stations at Hanover Street and Arundel Square would be proximate to the greenway entrance and users would be able to use the scheme bicycles on the greenway if desired (note that prolonged hire periods outside of the initial free 30-minute period are subject to a time-based charge).

### **3.7.6 Issue 6: Pedestrian Safety/Access**

In total 6 submissions included comments related to pedestrian safety. Of these submissions, 5 of them were positive and 1 was mixed and the themes related to:

- Accessibility / Traffic Impact;
- Safety;
- Access to buildings; and
- Integration.

#### **3.7.6.1 Positive/Supportive**

In general, the positive points made in the context of pedestrian safety were that the addition of this scheme will alleviate traffic, which is a welcomed and a much-needed addition to improve pedestrian safety.

#### **3.7.6.2 Issues Raised**

In summary the main issues raised relating to pedestrian safety were the following:

- Vulnerable users, especially children, old people, and people with disabilities, need more consideration;
- Many submissions suggested, in general, that the permeability and accessibility of the scheme could be improved; and
- A number of residents, businesses and a representative association requested that stations be located within walking distance of their relative locations.

#### **3.7.6.3 Design Specific Suggestions**

The main suggestions in terms of general design for pedestrian safety were the following:

- A wider spread of stations to residential areas so they are within walking distance.

#### **3.7.6.4 Location Specific Suggestions**

The main location specific suggestions for pedestrian safety were the following:

- The relocation of station no. 3.

#### **3.7.6.5 NTA Response to Issue 6**

As outlined above, the proposed station 3 has been relocated. The remaining proposed stations have been placed at locations intended to maximise the initial catchment coverage of the scheme whilst also serving a number of key trip attractors. Where stations are located in urban areas with interaction with other modes, their design will be carefully considered. A review of the stations proposed has been carried out, with the proposed station at Brown's Road Library now relocated to the Tycor Road Roundabout in order to increase the catchment and coverage of the scheme in this portion of the city.

Finally, additional stations will be considered as part of any potential expansion of the scheme at later stages.

### **3.7.7 Issue 7: Other Projects**

In total 5 of the submissions received included comments related to other projects.

#### **3.7.7.1 Positive/Supportive**

Of the 5 submissions that were made that mention other projects, 4 (80%) were positive and 1 (20%) was mixed. The positive submissions were in relation to incorporating new stations into upcoming developments and the local Waterford greenway.

#### **3.7.7.2 Issues Raised**

The main issues raised regarding other projects were about the integration to the Waterford greenway and installing new stations at new developments.

#### **3.7.7.3 Design Specific Suggestions**

The main suggestion in terms of other projects was about the integration to the Waterford greenway and installing new stations at new developments.

#### **3.7.7.4 NTA Response to Issue 7**

As outlined previously, in relation to the Waterford Greenway, it is noted that this scheme is already operating under a successful model of bicycle hire and it must be noted that the proposed public bike hire scheme is primarily intended to facilitate short-distance trips within the principal city area. Furthermore, the scheme bicycle is heavier than a standard bicycle and it is not considered that there would be substantial demand for use of the public hire bicycles on the greenway. However, the proposed stations at Hanover Street and Arundel Square would be proximate to the greenway entrance and users would be able to use the scheme bicycles on the greenway if desired (note that prolonged hire periods outside of the initial free 30-minute period are subject to a time-based charge).

### **3.7.8 Issue 8: Additional Heavy/Local Traffic**

In total, 8 of the submissions received included comments related to conflict with local traffic and the scheme. These submissions were more concerned with people using the public bikes coming into contact with existing traffic as opposed to new traffic being generated by the project. In addition, people were happy with the potential this scheme would have at reducing traffic throughout Waterford.

#### **3.7.8.1 Positive/Supportive**

Out of the 8 submissions 5 (63%) were positive and 3 (38%) were Mixed.

Most of the positive submissions were happy about the potential reduction in traffic and the mixed submissions were concerned about the conflict with local traffic due to a lack of cycling facilities between these stations.

#### **3.7.8.2 Issues Raised**

In summary the main issues raised relating to heavy and local traffic were about conflict on the roads with new cyclists using the public bikes.

#### **3.7.8.3 NTA Response to Issue 9**

All road users are expected to exercise due care and consideration for other road users. The potential switch of commuters from vehicle-based travel to sustainable modes such as walking and cycling will be supported by the proposed scheme, and as outlined above a number of cycle schemes are in development in Waterford City which will provide the necessary separation between cyclists and general traffic where appropriate.

In addition, the Waterford Metropolitan Area Transport Strategy will determine the strategic cycle network proposals for Waterford, which will in turn inform the potential locations of additional stations. The transport strategy will consider the requirements for all modes of transport in the city (walking, cycling, public transport and vehicular travel) as part of its development.

## 4. Summary and Conclusions

The non-statutory public conclusion took place between Thursday 16<sup>th</sup> of September 2021 to Thursday the 30<sup>th</sup> of September 2021. Due to COVID-19 restrictions in place throughout the consultation period, The NTA engaged in online non-statutory public consultation on the public bike hire scheme. The purpose of the non-statutory consultation was to encourage stakeholders to identify questions or issues they want the Design Teams to consider as the projects progress through design and statutory processes.

A total of 56 submissions were received. Submissions were received via emails to the NTA. Each submission was assigned a sentiment comprising of either Very Positive, Positive, Neutral, Negative, Very Negative or Mixed. Of the submissions received 75% were classified as Very Positive, Positive or Neutral. 2% of the submission were classified as negative or very negative and 23% were classified as mixed.

A number of issues were raised by respondents, each of which will be further considered during the ongoing design process of the public bike hire scheme. In response to the issues raised, a number of minor changes have since been made to the proposed scheme station locations, as follows –

- The proposed station adjacent to the Menapia Building has been relocated to Bank Lane to complement the proposed pedestrianisation scheme in development by WCC at this location;
- The proposed station at Brown’s Road Library has been relocated to the Tycor Road Roundabout to increase the catchment and coverage of the scheme in this portion of the city.

This report will be made available for download on the project website, at <https://www.nationaltransport.ie/national-transport-authority-launch-consultation-for-waterford-city-bike-locations/>.

The NTA would like to acknowledge and thank the public for their engagement in the process, and for taking the time to make comments and suggestions on the proposed Waterford public bike hire scheme.



# Appendix A

## List of Locations mentioned within the Public Consultation

- Apple Market
- Ballinakill shopping centre.
- Ballybricken
- Ballybeg Drive
- Ballybricken
- Ballygunner
- Barrack Street
- Bilberry
- Bridge
- Bus stations
- Carrickpherish
- Cleaboy
- Cork Road
- Dunmore road
- Entire scheme
- Ferrybank
- Fitzwilton Hotel
- Folly Station
- Gracedieu
- Grow HQ
- Hospital station
- Hypercentre
- IDA
- John's Park
- Kilcohan park station
- Kingfisher
- Kingsmeadow
- Knockboy
- Lismore
- Loglos
- Morgan Street
- Musgraves
- N/A
- N25
- Newtown
- Norris's Corner
- North Quays
- O'Connell Street
- Oscars
- Outside Walsh Park & Health Park
- People's Park
- Plunkett Station
- Poleberry
- Railway square
- Slievekeile
- St. Anne's-Waterford Tennis Club.
- Station no. 3
- Tramore
- Waterford Retail park
- Williamstown
- WIT