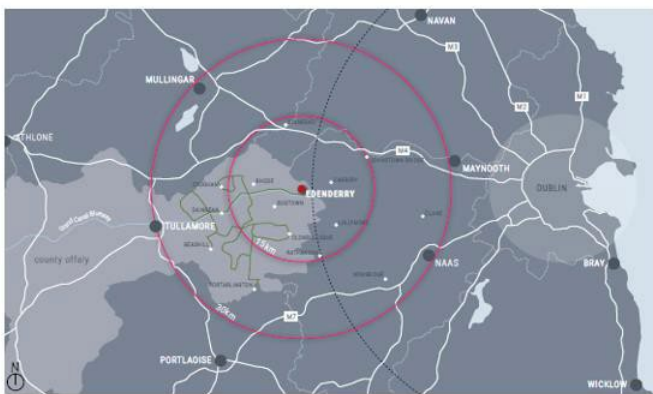




Comhairle Chontae Uíbh Fhailí
Offaly County Council

Edenderry Local Transport Plan



Report by: Edenderry Municipal District

In effect from: 28th August 2023

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1.0 Baseline Assessment of Plan Area and the Surrounding Area

1.1 Policy Context

This section outlines the policy context at a National, Regional and local level used to inform and influence development of the Edenderry Local Transport Plan, an accompanying document to the Edenderry Local Area Plan (LAP). The *ABTA How to Guide* was reviewed to assist in developing the structure of the Edenderry Local Transport Plan (LTP), and acts as a reference document to help appraise and guide the formulation of transport policies for the LTP for Edenderry. Within the LTP consideration is given to the proposed integration of land use and transport planning which will then be incorporated into the Local Area Plan for Edenderry.

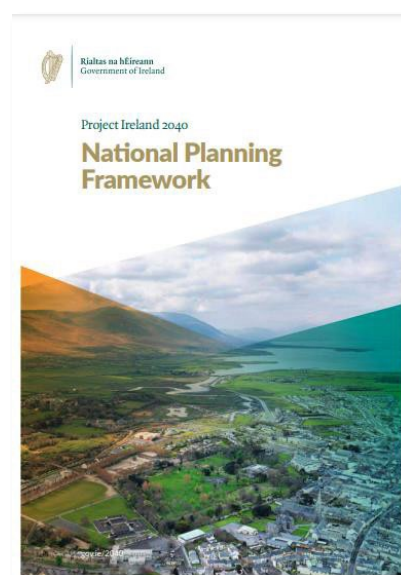
The ABTA process has been developed by the National Transport Authority (NTA), as outlined in the Area Based Transport Assessment (ABTA) *How to Guide* (Guidance Document). The NTA recommend an ABTA as the preferred form of technical assessment, which can be used to appraise and guide the formulation of transport policies within a LAP and, more generally, the integration of land use and transport planning in the form of the LAP's accompanying Local Transport Plan. Its important to note that while this LTP follows many of the approaches set out for an ABTA, it does not constitute a full ABTA, with the full scope and depth that an ABTA entails.

1.1.1 National Planning Framework

Project Ireland 2040 – National Planning Framework (NPF) is a strategic, long-term planning framework detailing planning policy for the period to 2040. The NPF identifies ten National Strategic Outcomes (NSOs) to guide public and private development and investment over the Framework Period.

Edenderry is located within the Eastern and Midland Region. National Policy Objective 1b of the NPF states that the Eastern and Midland Region will have an additional 490,000 – 540,000 people by 2040, i.e. a total population of circa 2.85 million.

Transport forms an integral part of a number of the National Strategic Outcomes detailed in the NPF, notably the following are particularly relevant to the Edenderry LTP;





NSO 1: Compact Growth

“Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.”

NSO 2: Enhanced Regional Accessibility

“A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other....”

NSO 4: Sustainable Mobility

“In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.”

NSO 7: Enhanced Amenity & Heritage

“This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets,

as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.”

NSO 8: Transition to a Low Carbon and Climate Resilient Society

“The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework...”

The National Planning Framework references the United Nations Sustainable Development Goals (SDGs) which have significant alignment with the National Strategic Outcomes in areas relevant to this plan such as Climate Action, Sustainable Cities and Communities, and Innovation and Infrastructure.



1.1.2 National Development Plan 2021 – 2030

The National Development Plan (NDP) 2021 – 2030 outlines strategic investment priorities to ensure the successful implementation of the National Planning Framework for the period up to 2030.

The NDP details indicative spends across the ten NSOs identified in the National Planning Framework. Spending packages include €35bn for Transport across various NSOs including NSO 2 and NSO 4 across the ten-year lifespan of the plan.



1.1.3 Climate Action Plan 2021

The CAP sets out targets, measures and actions for a range of sectors to facilitate the level of decarbonisation required to achieve 2030 targets for carbon emissions and create a pathway towards achieving net zero emissions by 2050. Notably, the action plan aims to promote sustainable growth that is less transport intensive through efficient planning, remote and home-working and modal shift towards walking, cycling and public transport.



1.1.4 Regional Spatial & Economic Strategy 2019-2031

The Regional Spatial & Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out a framework to direct future growth of the region during the timeframe of the strategy. The RSES also helps implement the strategic planning framework guidelines set out in the National Planning Framework.

The Regional Spatial & Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 explains ‘functional urban areas’ as follows:

“Urban and rural areas can be interconnected to each other through many different social and economic interactions. As the places where people live, work and socialise often extend across local and regional administrative boundaries, an understanding of these cross boundary ‘functional’ areas is needed to help better plan for the provision of infrastructure, transport, housing, services and amenities in our Region.”

“The National Planning Framework identifies an urban structure for the Region based on commuting patterns, with reference to the EU/OECD definition of ‘functional urban areas’ (FUAs)¹ which is used to identify areas with different sub-regional interdependencies and influence in the region. The FUAs support and augment the Strategic Planning Areas (SPAs), which provide for a sub-regional planning remit, through recognising spatial, social and economic similarities and differences within each SPA.”

Edenderry is located within the Core Region FUA which recognises the proximity and influence of the Dublin Metropolitan Area. The RSES defines the Core Region as:

*“**The Core Region;** which is the peri-urban ‘hinterlands’ within the commuter catchment around Dublin, which covers the Eastern counties and extends into the Midlands, north into Louth and south beyond the Region into Wexford. The Core Region is home to over 550,000 people with some of the youngest and fastest growing towns in the Region and the State.”*



Figure 1: Functional Urban Areas, Dublin and Large Towns CSO 2016 (EMRA RSES)

The RSES advises that:

“Some areas in the Core Region have emerged mainly as commuting towns, experiencing high rates of population growth but with a weak level of services and functions for their resident populations. These towns will require ‘catch up’ investment in local employment and services in order to become more self-sustaining and to improve sustainable mobility, particularly in those places where there are high levels of car dependency.”

The relatively high level of commuter flows to the Greater Dublin Area from Edenderry is illustrated to good effect in Figure 4 (*Commuter Flows to the Dublin Metropolitan Area, 2016*) produced by AIRO (All-Island Research Observatory), which features in the Eastern & Midlands Regional Assembly (EMRA) Regional Spatial & Economic Strategy (RSES) 2019 – 2031.

The RSES set out a Settlement Hierarchy in order to achieve the Regional Strategic Outcomes within same. While Tullamore is assigned as a Key Town under the Settlement Typology, the RSES advises that towns such as Edenderry will be defined by development plans. The Offaly County Development Plan 2021-2027 defines Edenderry as a Self-Sustaining Town.

The RSES describes Self-Sustaining Towns as:

“Self-Sustaining Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted ‘catch up’ investment to become more self-sustaining.”

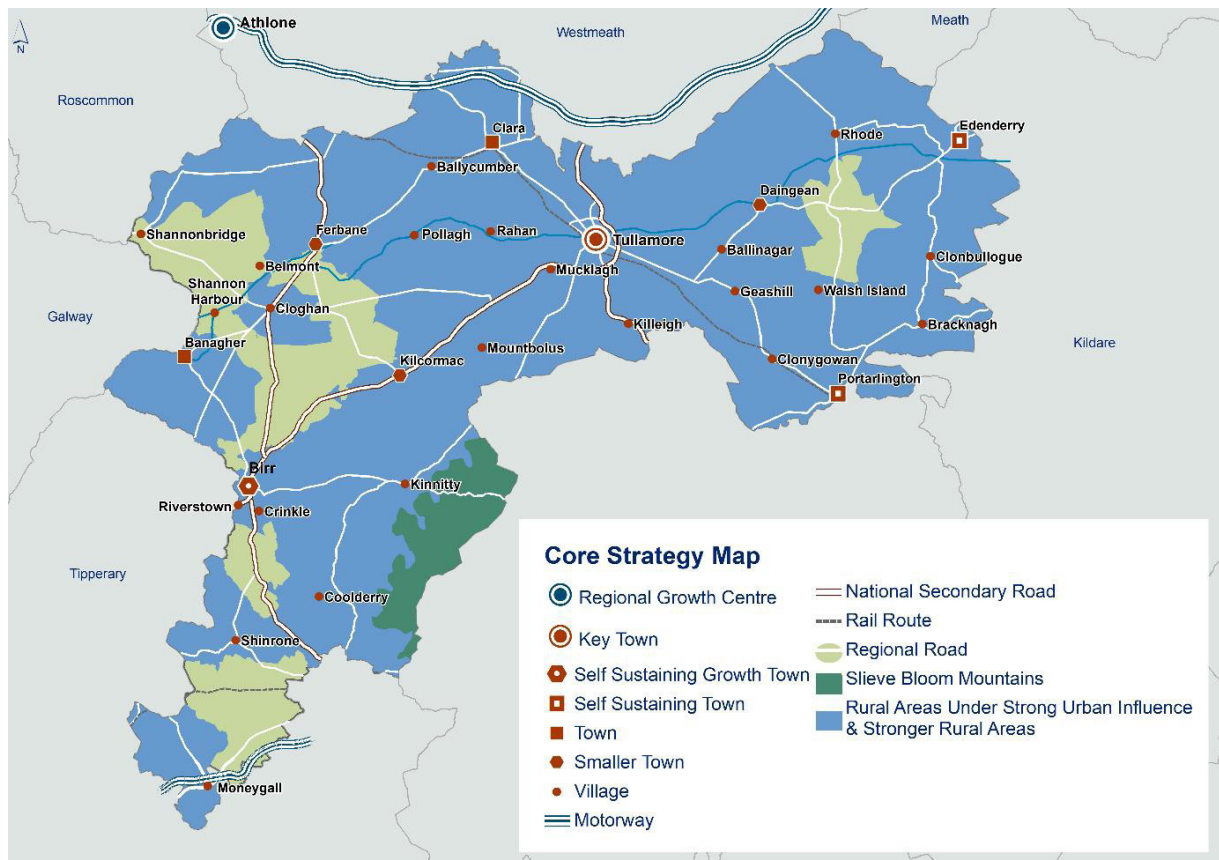


Figure 2: Core Strategy Map (CDP 2021-2027)

The RSES outlines the following policy responses to Self-Sustaining Towns:

Self-Sustaining Growth Towns and Self-Sustaining Towns	
Socio Economic Functions	Self-Sustaining Growth Towns and Self-Sustaining Towns, some of which have experienced rapid population growth and require 'catch up' investment to become more self-sustaining.
Transport Profile	Self-sufficient and commuter settlements, with good public transport and regional transport links, some of which may be highly car dependent.
Policy Response	Consolidation coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements.

The RSES identifies Tullamore as a Gateway Region Key Town. It further identifies the R402 through Edenderry as enabling infrastructure for Tullamore's accessibility:

"The improvement of capacity and journey times on the N80, N52/N62 National secondary routes and the R420 to the M7 and the R402 to the M4 will enable greater intra-regional connectivity and improve the cohesiveness of the Midland area. Furthermore, the R420 Tullamore to Monasterevin and **R402 Edenderry to Enfield roads perform functions akin to National Secondary Routes**, supporting Tullamore's linkages to other Key Towns and the Regional Growth Centre of Athlone and these should be considered for upgraded status in the future."

The Eastern & Midlands Regional Assembly – Midland SPA Socio-Economic Evidence Baseline Report (2017) finds:

The population profile of Edenderry, from CSO 2016, compare to the Eastern & Midland Regions as follows:

Population Segments	Edenderry	EMRA Average
Aged 0 to 14	25.7%	21.1%
Aged 15 to 24	11.7%	12.3%
Aged 25 to 44	32.9%	31.8%
Aged 45 to 64	20.7%	22.7%
Aged 65 and Over	9.0%	12.0%

The Midland SPA Socio-Economic Evidence Baseline Report (2017) also examines Environment and Infrastructure, which looks at areas of relevance such as Travel to Work, Commuting Flows, and Mode of Transport. Analysing departure for work patterns, it finds:

Departure for Work / Education before 7am (CSO 2016)	
Edenderry	20.3%
Offaly	13.3%
EMRA Average	15.5%

The pre-7am departure times are mapped by AIRO as below:

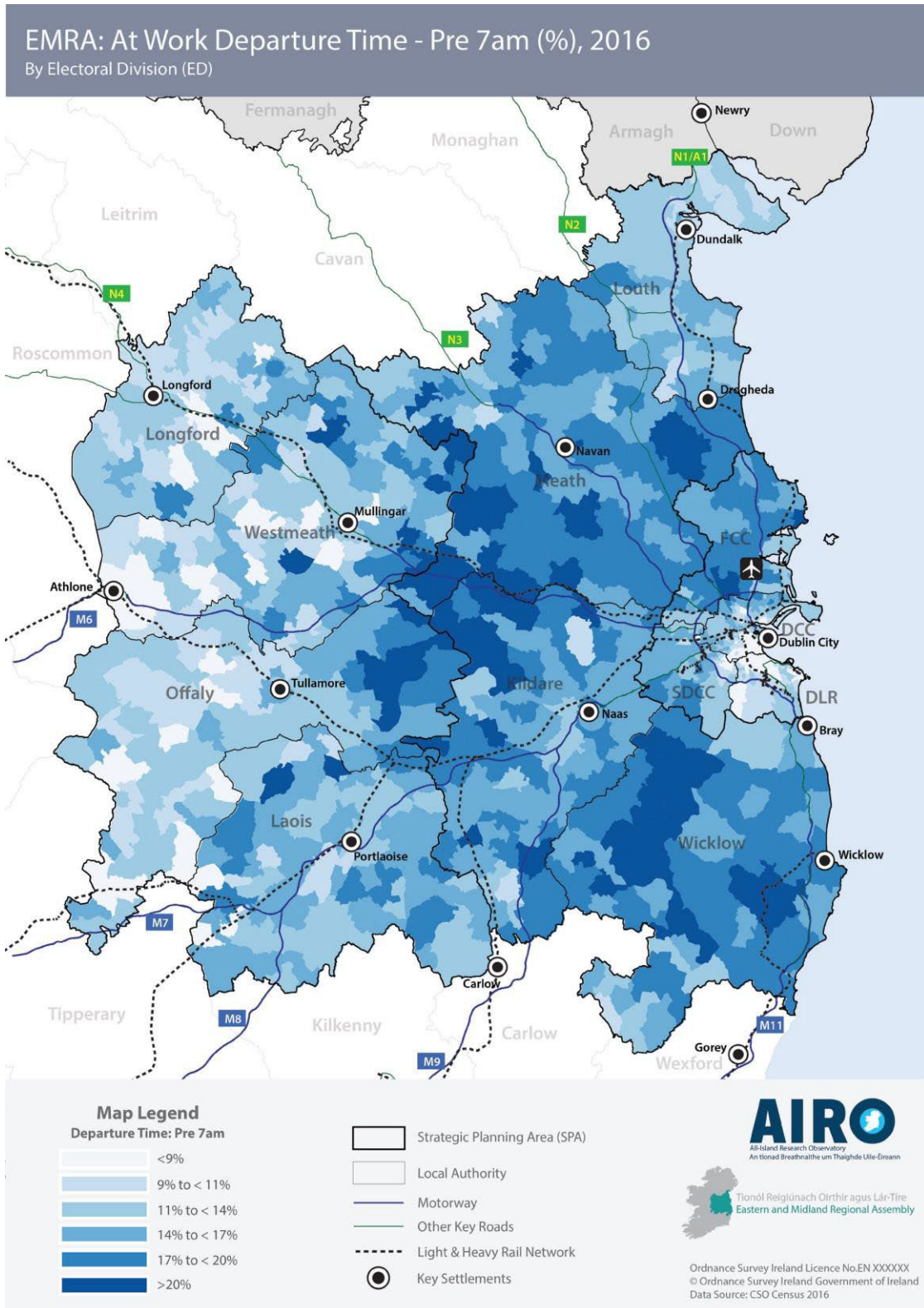


Figure 3: Commuting Pre 7am (Source: CSO & AIRO)

While the Midlands SPA Socio-Economic Evidence Baseline Report (2017) does not provide specific information for Edenderry for percentage of Workers employed in the Dublin Metropolitan Area, it does advise a figure of 7.6% for County Offaly as a whole.

The graphic illustrating the commuter flow however suggests that the proportion is higher for the Edenderry area, the map legend indicates 15% to <30%. Higher commuter flows to the Dublin Metropolitan Area for Edenderry, compared to the Offaly average may be explained by the proximity of Edenderry (at the eastern edge of Offaly) to Dublin.

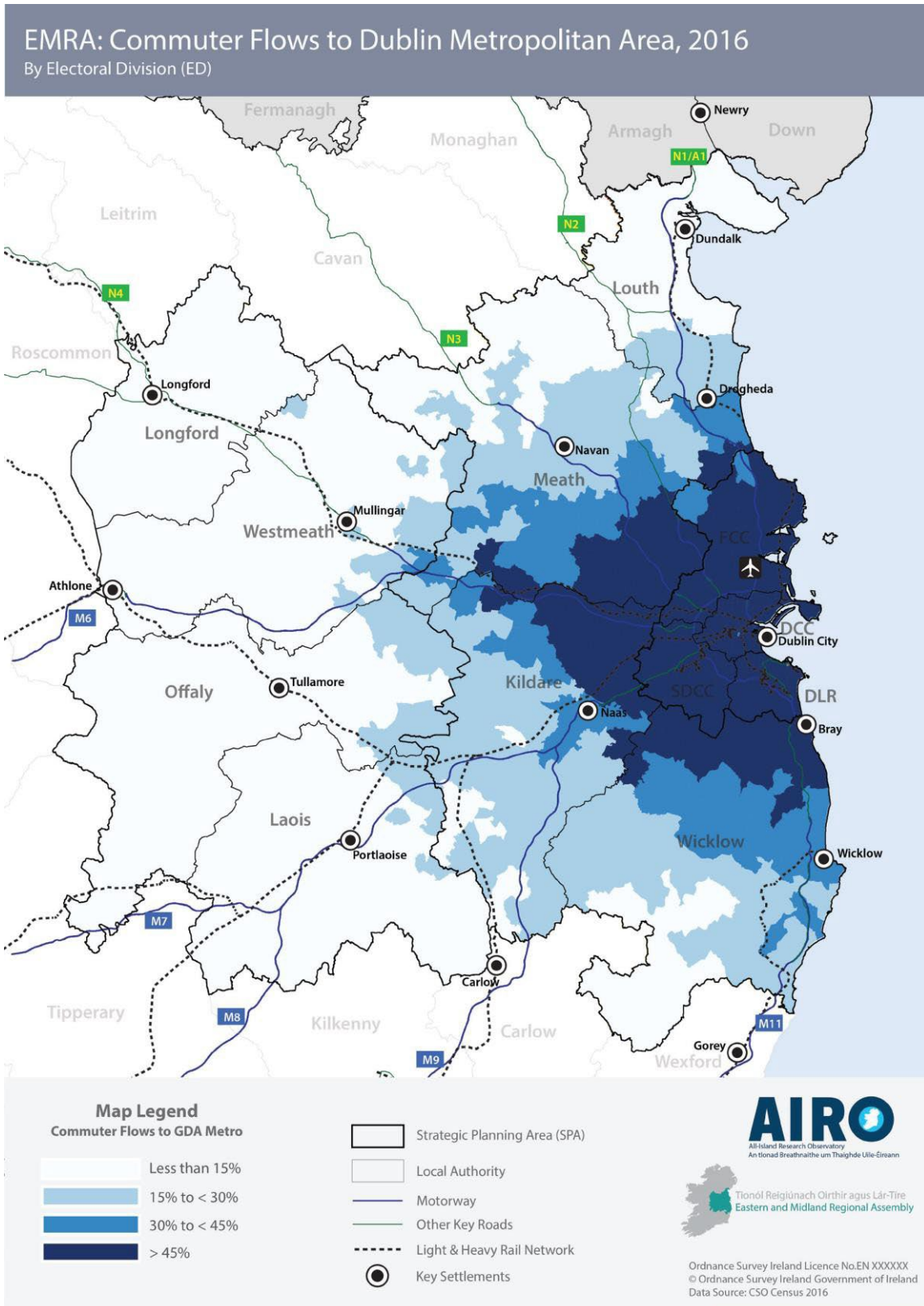


Figure 4: Commuter Flows to the Dublin Metropolitan Area, 2016 (Source: CSO POWCAR & AIRO)

The area with at least 15% of the workforce within the principle city area (Dublin Metro), is defined as a hinterland area within the geographical hierarchy, as illustrated below. Edenderry sits within this hinterland area.

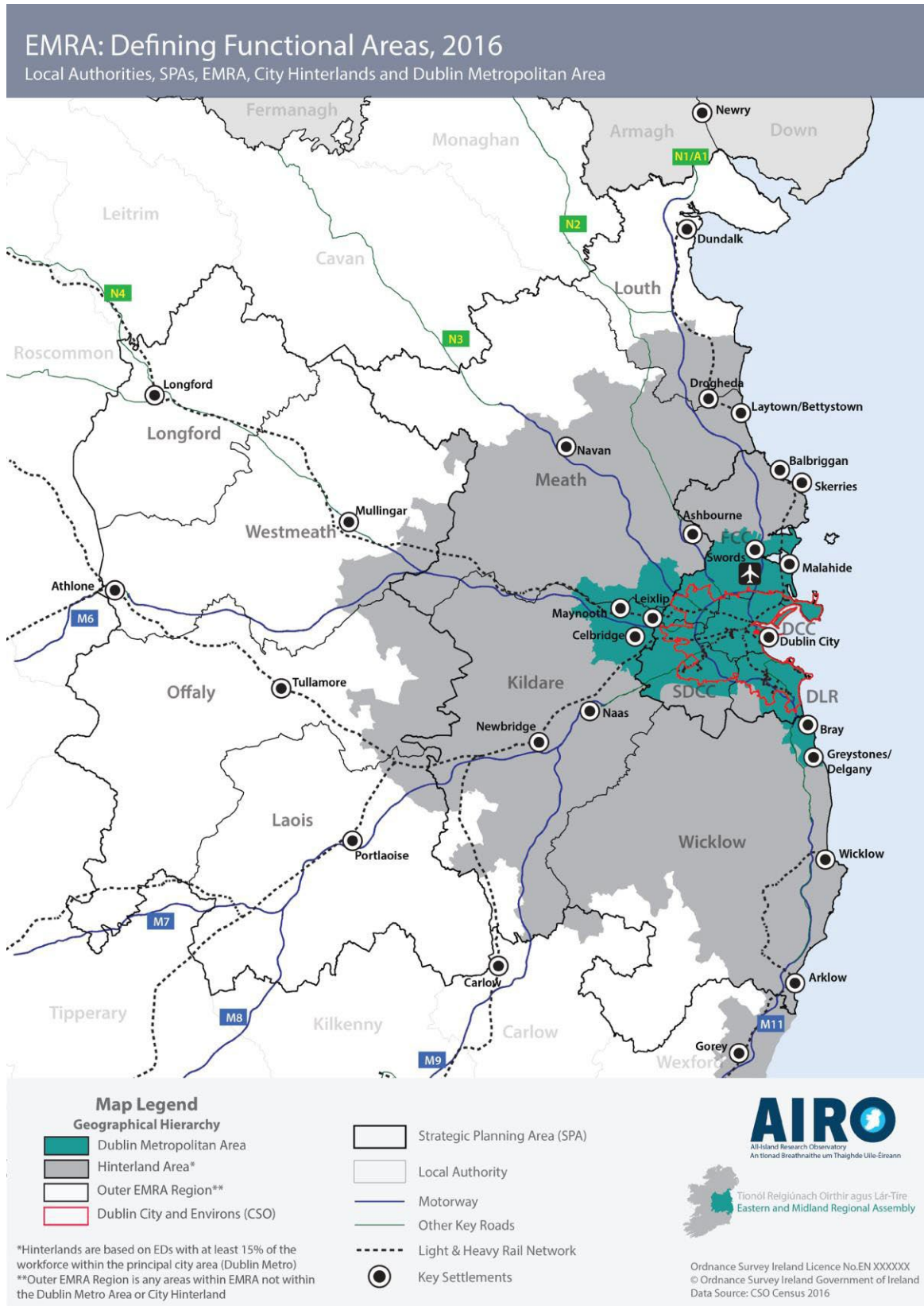


Figure 5: Defining Functional Areas; Source: Midlands SPA Socio-Economic Evidence Baseline Report (2017)

Other comparative insights provided by the Midlands SPA Socio-Economic Evidence Baseline Report (2017) are as follows:

Travel to Work / Education: Green Modes (2016)	
Edenderry	28.3%
Offaly	12.4%
EMRA Average	20.6%

Travel to Work / Education: Public Transport (2016)	
Edenderry	5.3%
Offaly	9.8%
EMRA Average	17.3%

Travel to Work / Education: Private Modes (2016)	
Edenderry	70.1%
Offaly	60.4%
EMRA Average	76.4%

The RSES identifies the Grand Canal Greenway as falling within Strategic Natural, Cultural and Green Infrastructural Assets in the Region.

The RSES also identifies Edenderry as a Level 3 retail town.

1.1.5 Offaly County Development Plan 2021-2027

Chapter 2 (Core Strategy, Settlement Strategy and Housing Strategy) of the County Development Plan (CDP) designates Edenderry as a “Self Sustaining Town”.

Self Sustaining Towns are defined as:

These towns support the regional driver role of Tullamore, and act as important local drivers providing a range of functions for their resident population and their surrounding catchments including housing, employment, services, retail and leisure opportunities. These towns have experienced rapid population growth with high levels of commuter focused residential expansion without equivalent increase in jobs and services. They require consolidation and targeted ‘catch up’ investment in services, infrastructure, suitable transport options, amenities and local employment whilst balancing housing delivery and focusing on consolidation to become more self-sustaining.

Settlement Strategy Policies SSP-10 sets out the following Settlement Strategy Policy for Edenderry (and Portarlinton):

SSP-10: It is Council policy that Edenderry and Portarlinton, Self-Sustaining Towns which have experienced high levels of commuter driven population growth and have weak employment bases, are developed to deliver population growth at a rate to achieve a sustainable balancing effect that is in line with the Core Strategy Table, and to deliver consolidation and targeted ‘catch up’ investment in services, infrastructure, amenities and local employment in order to become more self-sustaining.

Chapter 8 (**Sustainable Transport Strategy**) of the CDP details the Transport and Movement policy for County Offaly. The following sustainable transport strategy objectives are of particular relevance to the Edenderry LTP.

SMAO-02; It is an objective of the Council to prepare a Local Transport Plan in accordance with 'Area Based Transport Assessment Guidance' by TII and NTA, for the Key Town of Tullamore in conjunction with the National Transport Authority and in tandem with the Local Area Plan, and to prepare Transport Plans for other towns that are subject to Local Area Plans, namely Birr, **Edenderry** and Portarlington subject to the provision of funding and agreement with statutory agencies.

SMAO-03 It is an objective of the Council to specify baseline figures and targets for modal share in new / varied Local Area Plans in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.

SMAO-04 It is an objective of the Council to improve the baseline modal share figures for the county that are set out in this Development Plan, in particular a reduction in the percentage usage of the car which shall be informed by measures set out in Appendix 1 of this Development Plan including the improvement of rural accessibility through rural transport systems, improvements in inter-settlement and intra- settlement accessibility and improvements advocated by Local Transport Plans, all in conjunction with setting modal share targets within the county in cooperation with NTA, CARO, EMRA and other relevant stakeholders and in accordance with any relevant Guidelines that may come into effect.

SMAO-12: It is an objective of the Council to construct, upgrade and improve, where necessary, the Regional roads in the county as outlined in the accompanying table, taking into account environmental sensitivities as identified in the SEA Environmental Report and the policies and objectives of the County Development Plan relating to sustainable mobility. Where feasibility is established, the Council will seek to pursue and / or facilitate the relevant project, subject to other provisions in the Plan, including section 8.6.4 Corridor and Route Selection Process. Where lines are shown on the maps in Volume 2, they are indicative only. The Council will have regard to national and regional transport plans and the Council's programme of works. The undertaking of any works will be subject to examination of its feasibility including the availability of finance and resources and will be subject to environmental assessments where necessary:

Scheme Description

R402: Examine the feasibility of the construction of Edenderry by-pass and relief roads.

SMAO-14 It is an objective of the Council to facilitate the continued improvement and upgrading of all roads, should their status be re-graded, under the national roads programme and / or the Council's road programme. The Council will seek and support the upgrading of the status of regional roads in the midlands which perform functions akin to National Secondary Routes for example the R420 Tullamore to Monastervin road and the routes that link Tullamore to the M6 at Enfield **via Edenderry**, namely the R420 and R402.

SMAO-16: It is an objective of the Council to examine the feasibility of providing future relief / distributor roads adjacent to / within the following towns and villages, taking into account environmental sensitivities as identified in the SEA Environmental Report and the policies and objectives of the County Development Plan relating to sustainable mobility. Where feasibility is established, the Council will seek to pursue and / or facilitate the relevant project, subject to other provisions in the Plan, including section 8.6.4 Corridor and Route Selection Process. Where lines are shown on the maps in Volume 2, they are indicative only: **Edenderry**

Appendix 1 of the CDP provides a tabular reference as to how modal shift principles are addressed within the Written Statement and Settlement Plans.

Section 4.10 of the CDP entitled **Green Infrastructure Strategy** noted the Grand Canal Greenway as an Amenity route. This is particularly important to Edenderry, with a Canal Greenway spur coming into the Canal Harbour in Edenderry Town Centre.

BLP-30 It is Council policy to integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting natural heritage.

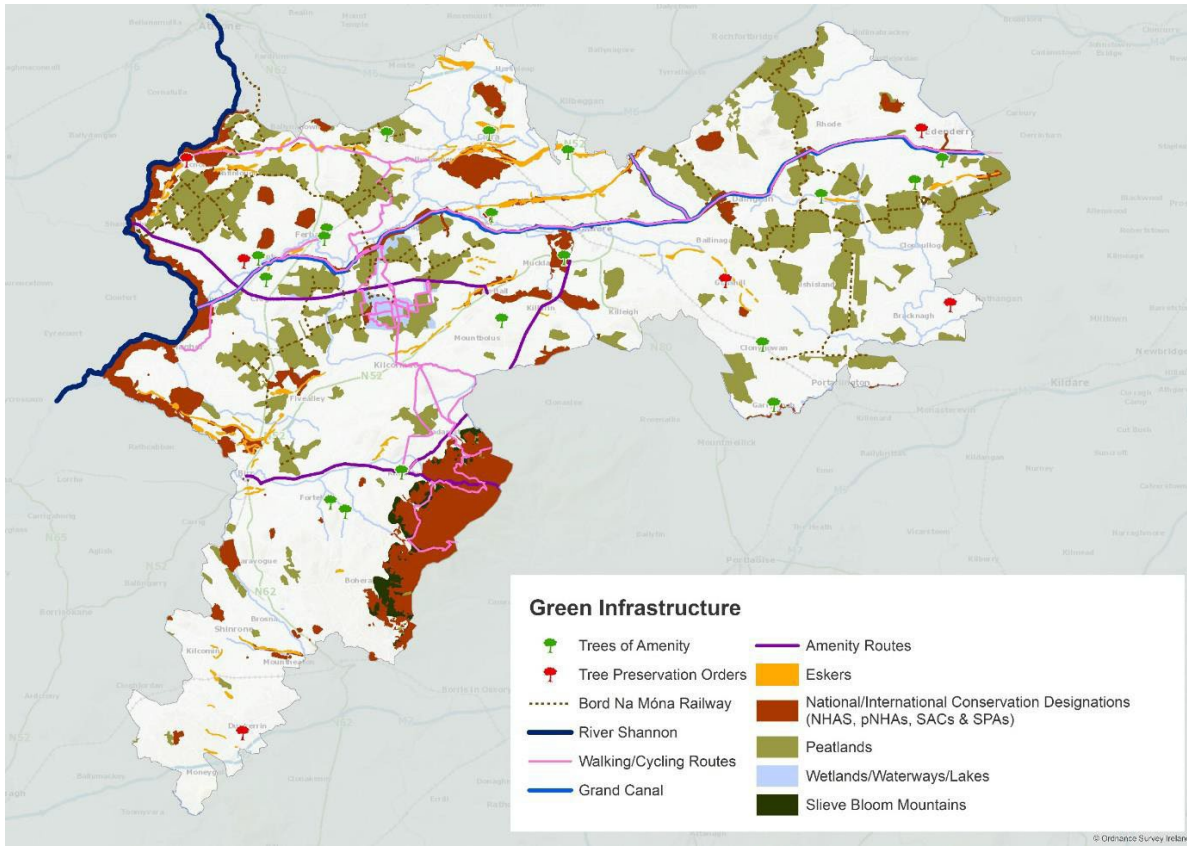


Figure 6: Green Infrastructure; Source: County Development Plan 2021-2027

1.1.7 Blundell Masterplan – The Heart of Edenderry

The Blundell Masterplan was completed in 2020 by the Paul Hogarth Company. This was informed in part by an extensive Commuter Survey carried out by McGarry Consulting. The Blundell Masterplan seeks to set in place a positive roadmap for unlocking the potential of the heart of Edenderry and helping the area to be transformed into a thriving part of the historic town.

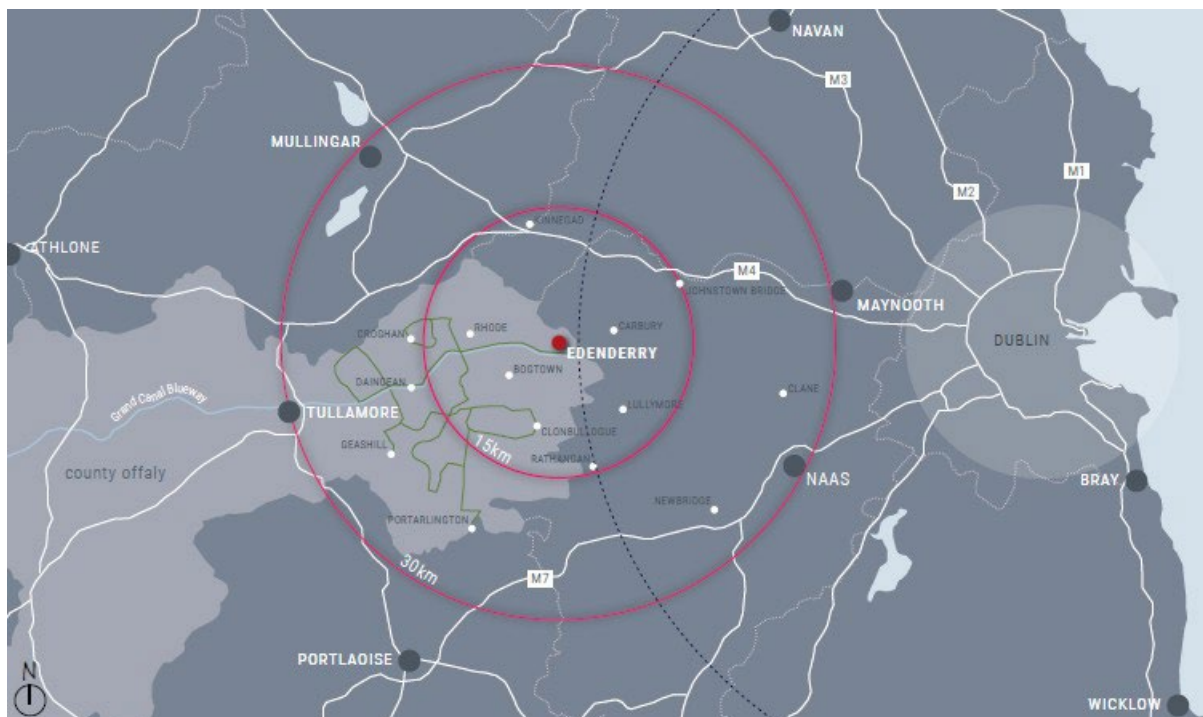
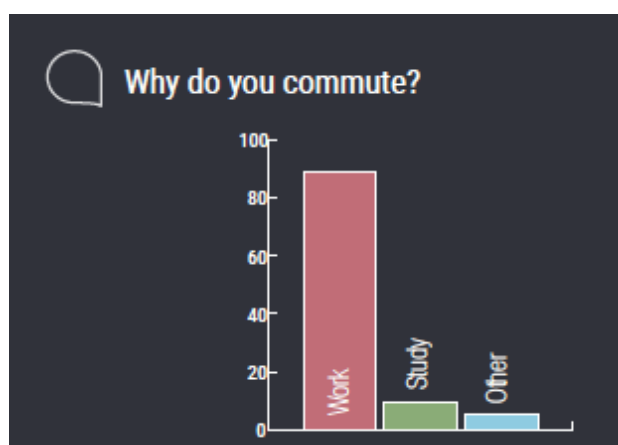


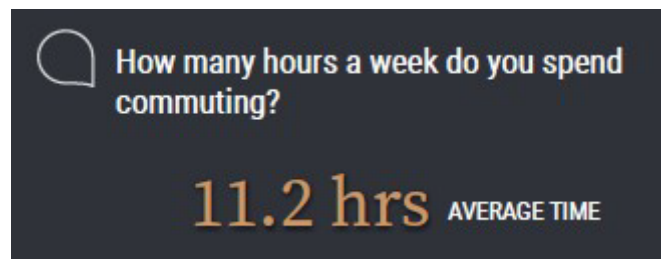
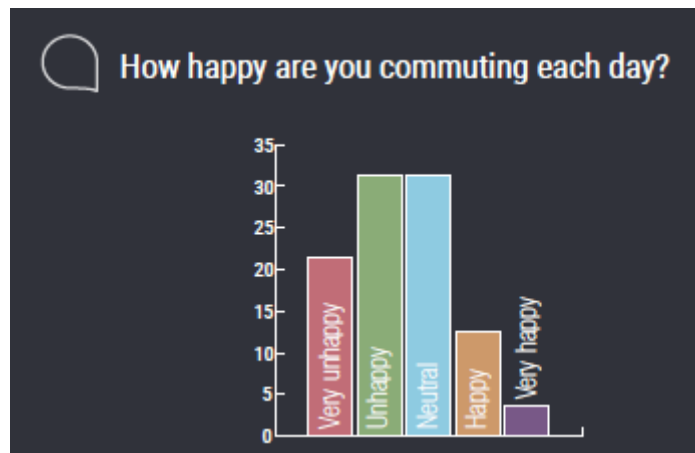
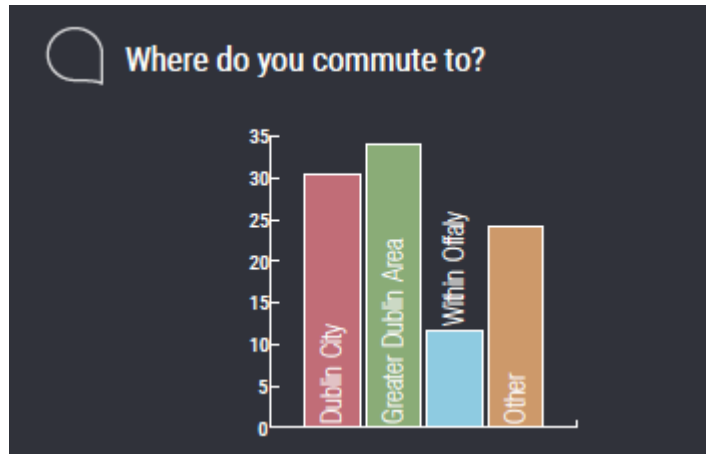
Figure 7: Edenderry's context within the region (Source: Blundell Masterplan)

The Blundell Masterplan identifies the canal network, in particular the Grand Canal as a prime amenity asset providing regional connections and future aspirations, along the Grand Canal Greenway, to link Edenderry with Tullamore, Lough Boora Discovery Park and the River Shannon.

“The opportunity to capitalise on the strategic links to Tullamore, the Offaly Cycling Destination Network and the National Cycle Network has the potential to bring a wide range of associated benefits to the town.”

The Commuter Survey provided good feedback on commuting from Edenderry, with relevant questions shown below (further detail is provided in the Appendices of the Blundell Masterplan of this plan):





The survey results above are merely indicative, as the survey sample was limited. However, the results provide some high level insights which provide a platform for this plan to explore in further details the commuting patterns with other data sources in later section of this plan.

The Blundell Masterplan set out four main objectives, shown below.



The Re-connect objective includes:

- Recreating linkages to and from JKL Street (the main spine running East-West through Edenderry)
- Strengthen connections with the Grand Canal and beyond



Figure 8: Permeability & Walkability was a key principle of the Blundell Masterplan

The Blundell Masterplan included a number of key urban design and place-making principles, which when applied will be invaluable to the quality of place. These include a principle relating to permeability and walkability:

“Ensuring a strong network of pedestrian and cycle connections, reducing the reliance on the car. A well considered layout, containing overlooked streets and spaces with a mix of uses is more likely to be used by visitors and residents.”

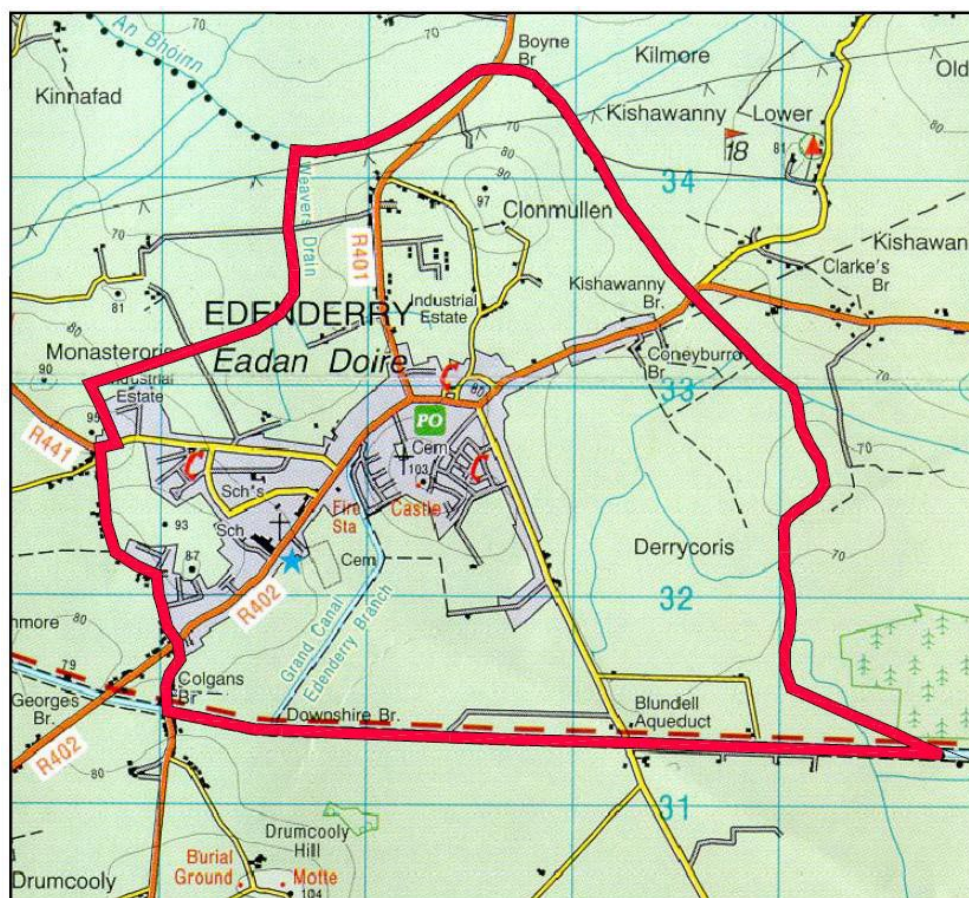
1.1.8 Edenderry Land Use and Transportation Study – August 2003

In October 2001, WS Atkins were commissioned by Offaly Co. Co. to undertake a comprehensive review of transportation and land use needs in Edenderry to 2020. The brief is given below.

The roads and transportation element of the study should address in particular:

- The completion of the Edenderry bypass road between the R402 at Kishawanny Bridge on the Dublin Road and the R402 at Killane on the Tullamore side;
- Proposals for improved traffic management at the Main Street and urban enhancement of the Square and the Main street;
- Assess the need for an inner relief road for the town;
- Proposals for new junction types to cater for predicted increases in traffic flows;
- Proposals for car parking in the town centre and at strategic, specific locations related to land uses, e.g. schools, churches, etc.;
- Proposals for pedestrian facilities and the provision of cycle-ways;
- Recommendations on the provision of publicly or privately operated transport facilities;
- Examine the feasibility of re-opening a light rail link.

The Study Area incorporated the built up area of Edenderry, which stretched beyond the defined area of the Edenderry Urban District Electoral Division. Figure 9 shows the extent of the Study Area, which encompassed the built up area of the town and its immediate hinterland in both Counties Offaly and Kildare and the urban district boundary.



 Town Council Boundary

Figure 9: Edenderry Town Council Boundary (pre-2014)

The Study outlined a Transport Strategy which aimed to create a more sustainable town, and proposed to achieve this as follows.

The creation of a more sustainable town structure will reduce pressure on infrastructure requirements. This will enable pedestrian, bicycle and public transport links to be formed between residential areas and other uses such as employment and schools thus reducing the reliance on the car for travel. With a co-ordinated improvement in the transportation elements this will provide the basis for removing traffic congestion from the main street and creating a better environment through:

- Upgrading of the R402 Enfield to Edenderry Road;
- Construction of inner relief route options
- Traffic calming measures;
- Modification of on-street parking and the provision of loading bays;
- Provision of an off-street car park;
- Implementation of a parking management plan;
- Improved pedestrian and cyclist facilities; and
- Improved public transport services.

Since the publication of this Study, many of the measures proposed have been implemented in various forms, most notably:

- The R402 Enfield to Edenderry Road Improvement Project was opened in 2014 and involved the construction of 11 km of the realigned single carriageway of the R402 regional road between Enfield, County Meath and Edenderry, County Offaly. This also provided a link to the M6 motorway which was opened in 2005.
- Phase 1 of the Edenderry Inner Relief Road (from Clonmullen to R401) was opened in 2022; with Phase 2 (Fr. Mc Wey Street to Eden Business Campus) anticipated to go to tender in 2023.
- An extensive public realm renewal was carried out in the mid-2000s along JKL Street which re-orientated parking and narrowed the carriageway.
- Various commercial developments were constructed providing additional retail parking, including the Edenderry Shopping Centre. These various developments have also added a number of new roads, some of which have been taken in charge, such as Granary Court.
- New link Street (Blundell Avenue) constructed as part of the Blundell Masterplan regeneration initiative.
- Significant expansion of the developed footprint of Edenderry Town, include the construction of large areas of residential and new schools.

While the Edenderry Land Use and Transportation Study (LUTS) provide a good analysis, much of it's insights are now less relevant due to the passage of time. The significant development in Edenderry, the high level of population growth, the change of traffic policies around modal shift and climate considerations, and other related studies such as CFRAM in the interim have meant that this LUTS is no longer sufficiently relevant to drive the transport strategy.

1.1.9 National Transport Authority – Area Based Transport Assessments

The National Transport Authority (NTA) has issued guidance which recommends that Local Transport Plans should be based around an approach in line with Area-Based Transport Assessments (ABTA).

1.2 Baseline Assessment

This section outlines details of the current transport and settlement patterns in Edenderry, including transport infrastructure, services and an analysis of transport demands.

1.2.1 Study Area

The existing infrastructure map included in Appendix A with this report outlines the extent of the study area included in the Edenderry Local Transport Plan.

1.2.2 Population Data

The total population of Edenderry Urban ED was 7,502 at the time of the most recent available census data (2022 Census Preliminary Results). This is an increase from the 7,001 reported in 2016 (CSO).

Monasteroris ED, in which some housing within the Edenderry LAP boundary are situated (such as Cokery Lane), has a population of 883 (2022 Census Preliminary Results). This an increase from the 806 in 2016 (CSO).

Edenderry Rural ED, in which some housing within the Edenderry LAP boundary are situated (such as Kiledan), has a population of 817 (2022 Census Preliminary Results). This is a slight increase from the 816 in 2016 (CSO).

The ED immediately east and adjoining Edenderry Urban ED, Carbury ED in County Kildare, had a population of 2,335 (2022 Census Preliminary Results). This is an increase from 1,913 in 2016 (CSO).

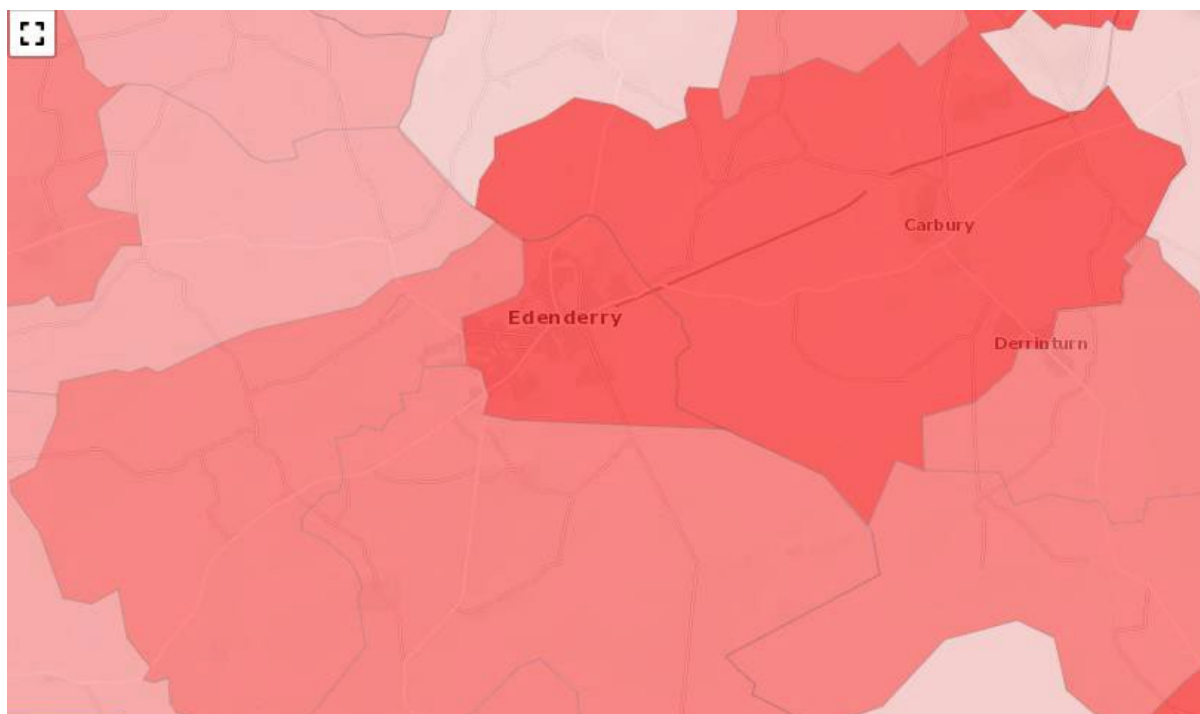


Figure 10: CSO Population by Electoral Division, 2022; (Note: Deeper red denotes higher pop. dens.)

Source of 2022 Census Results:

<https://www.cso.ie/en/releasesandpublications/ep/p-cpr/censusofpopulation2022-preliminaryresults/geographicchanges/>

Source of 2016 Census Results:

<https://cso.maps.arcgis.com/apps/webappviewer>

The AIRO All-Ireland Census Atlas illustrated the population density distribution as shown below:

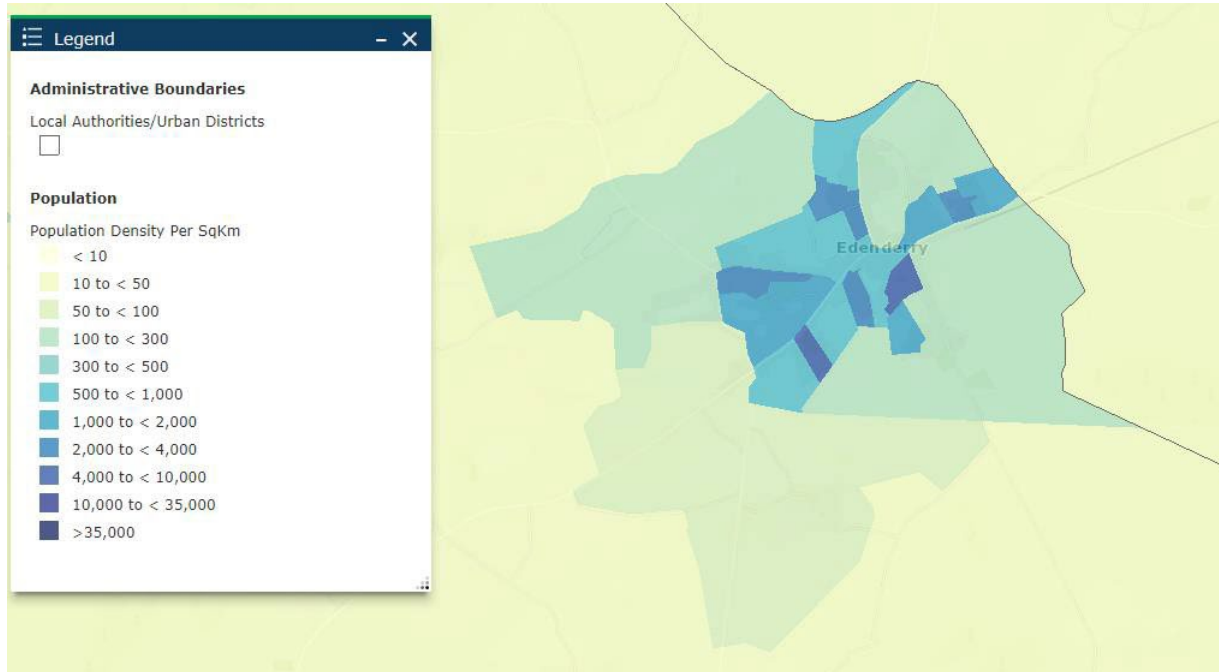


Figure 11: Population Density in Edenderry (2016). Source: <https://airomaps.nuim.ie>

1.2.3 Employment Distribution

The AIRO All-Ireland Census Atlas (based on small area census data) illustrated that the town centre, along the main thoroughfare had more 100 to <500 jobs. The only area with higher job levels is the north-east area with 500 to <1000, likely significantly affected by the Rosderra Meats Processing Plant.

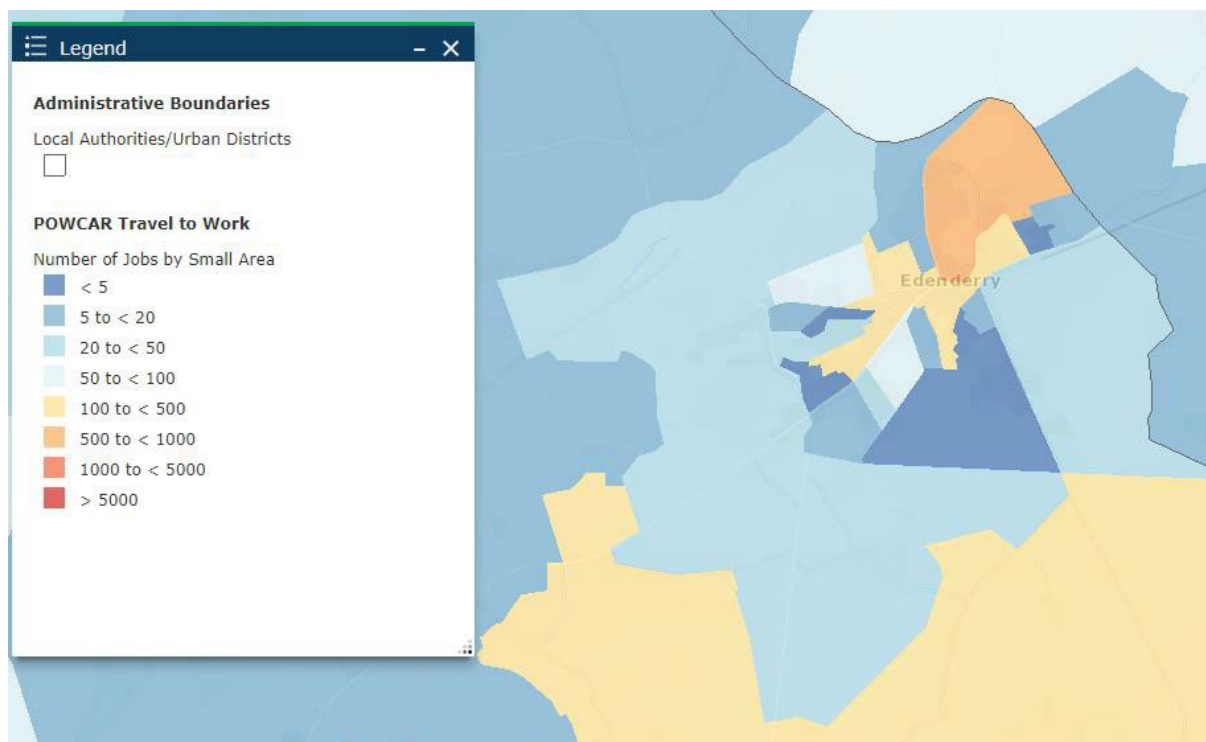


Figure 12: Number of Jobs by Small Area in Edenderry (2016); Source: <https://airomaps.nuim.ie>

An analysis of the small area data available from the 2016 census shows varying levels of labour force participation, as illustrated by the AIRO All-Ireland Census Atlas below.

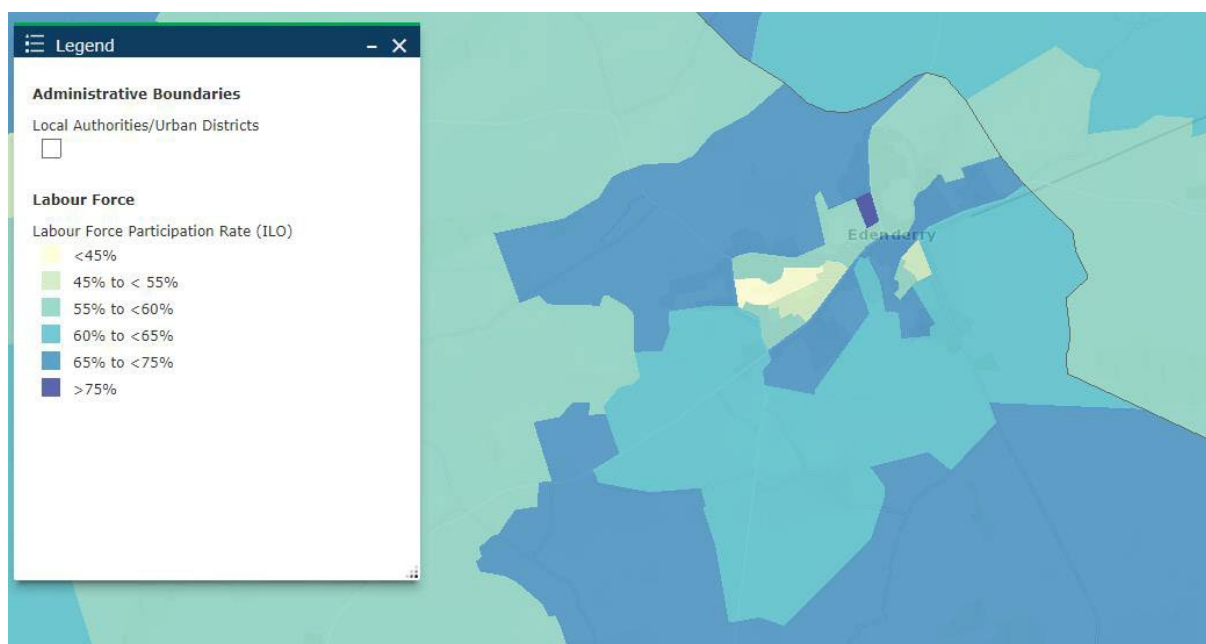


Figure 13: Labour Force Participation by SA, Edenderry (2016); Source: <https://airomaps.nuim.ie>

The Midlands SPA Socio-Economic Evidence Baseline Report (2017) provided the following information on Labour Force Participation Rate (PES), from Census 2016:

Labour Force Participation Rate (PES) (Census 2016)	
Edenderry	64.3%
Offaly	59.8%
EMRA Average	63.3%

The Midlands SPA Socio-Economic Evidence Baseline Report (2017) provided the following information on Labour Force at Work, from Census 2016:

Labour Force at Work (Census 2016)	
Edenderry	78.3%
Offaly	84.1%
EMRA Average	87.6%

The Midlands SPA Socio-Economic Evidence Baseline Report (2017) provided the following information on Resident Workers and Local Jobs, from Census 2016:

	Resident Worker	Jobs
Edenderry (Nr.)	2,738	1,743
Edenderry (%)	61.1%	38.9%

The Midlands SPA Socio-Economic Evidence Baseline Report (2017) provided the following information on Labour Force Unemployment, from Census 2016:

Labour Force at Work (Census 2016)	
Edenderry	21.7%
Offaly	15.9%
EMRA Average	12.4%

1.2.4 Education

The locations of primary, secondary and third level training centres located within the study area are included in the existing infrastructure map, as Appendix A of this report.

Five Primary Schools are located within the town of Edenderry. Two secondary schools serve the town. A new Oaklands College campus is planned in the near future, to cater for approximately 1,000 pupils. The LOETB have selected and purchased a site for same, which is highlighted on the map included in Appendix A.

The LOETB also provides further training at the Edenderry FET Centre offering a wide range of part-time unaccredited and accredited courses at QQI Level 1- 5 e.g. Literacy, ESOL, Level 3 Internet & Email Skills, Level 5 Youth-work, Beauty Therapy and Business Administration.

The table below lists education facilities located within Edenderry. The locations of each are indicated on the map included at Appendix A.

	Name	Approx. Enrolment (Year)
Primary	Scoil Bhride National School	552 (2022)
	Edenderry National School 2	64 (2016)
	St. Mary's Convert, Edenderry	424 (2016)
	SN Mhuire Banríon (Boys National School), Edenderry	190 (2016)
	Gaelscoil Eadan Doire	131 (2016)
Post Primary	St. Mary's Secondary School	873 (2019)
	Oaklands College	850 (2022)

1.2.5 Existing Public Transport

1.2.5.1 Bus Transport

Edenderry has a limited public transport offering, focused on regional connectivity and provided by public and private bus operators. These bus services, operating from bus stops along the main thoroughfare (JKL Street / R402), are limited in frequency but provide westward services to Tullamore, and eastward services to Dublin, servicing stops along the way.

The TFI (Transport for Ireland) Route 120, operated by Go-Ahead, travels east at regular intervals (approximately hourly) on the following route:

Edenderry > Prosperous > Clane > Celbridge > Dublin

The westward route follows this in reverse, starting from Connolly Station.

The Route 120c runs approximately every three hours on the route below, and in reverse order.

Tullamore > Edenderry > Enfield

Kearns Transport operate daily morning return services from Edenderry via Carbury to Enfield, and return in early evening.

Local link operate a number of services connecting Edenderry with other local areas predominately in Offaly. These include:

- 2327 Castlejordan Area Edenderry
- 2331 Kinnafad – Kilclonfert
- 2343 Daingean - Maynooth
- 2347 Tullamore – Walsh Island

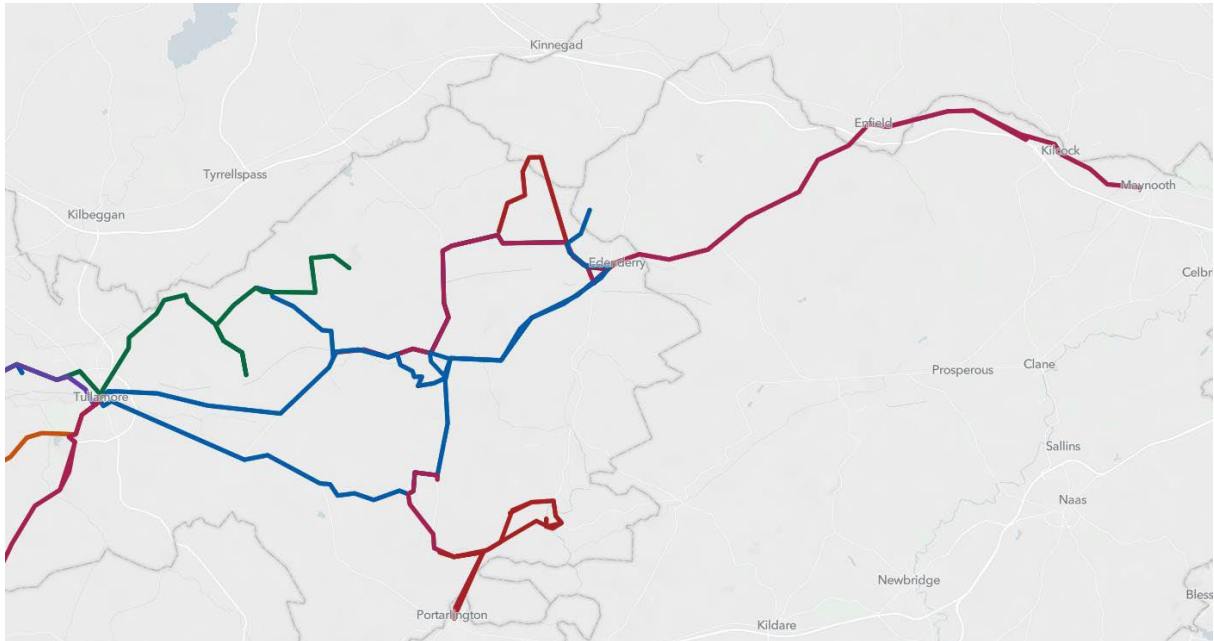


Figure 14: Local Link routes in the vicinity of Edenderry; Source: [Local link bus route and transport in County Laois Offaly \(localinklaoisoffaly.ie\)](http://localinklaoisoffaly.ie)

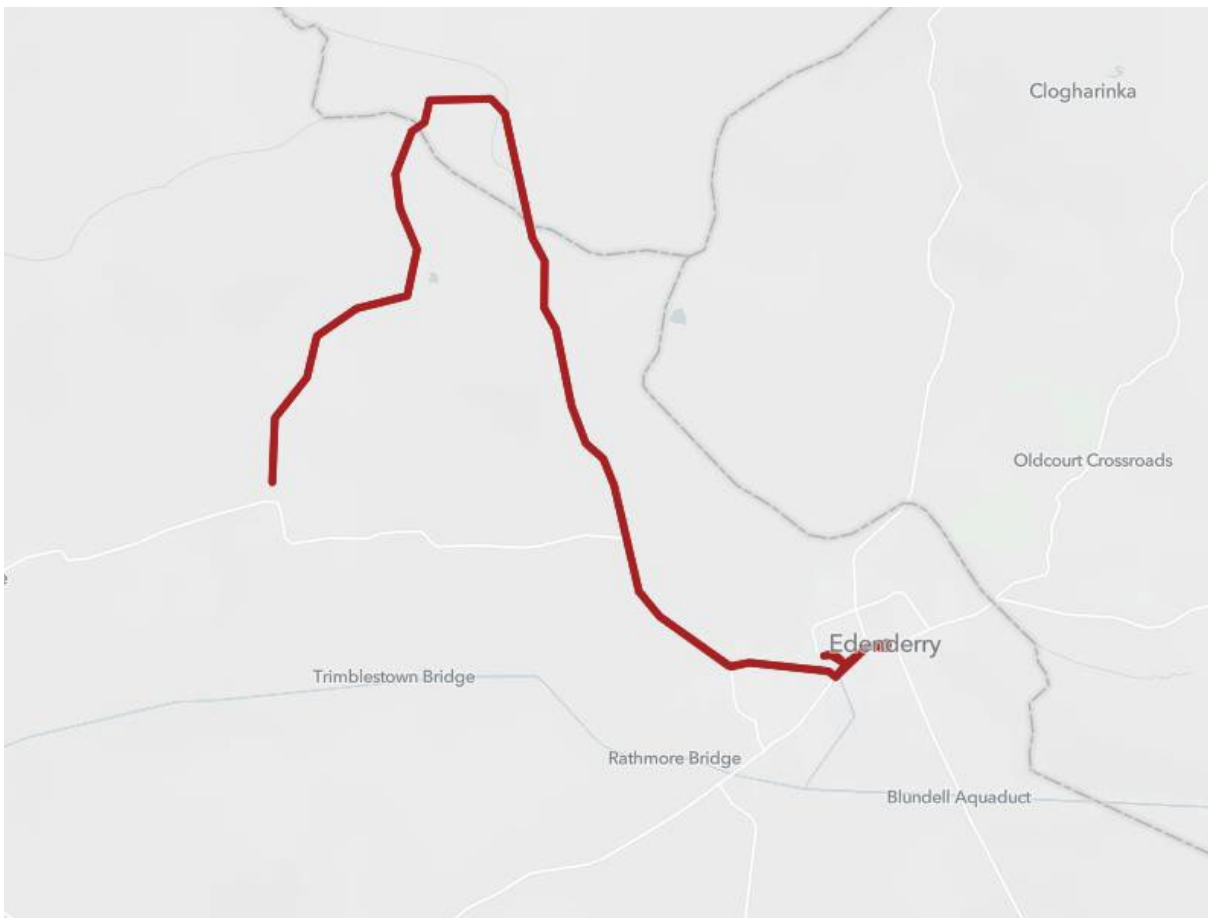


Figure 15: Local Link Route 2327 Castlejordan Area – Edenderry;

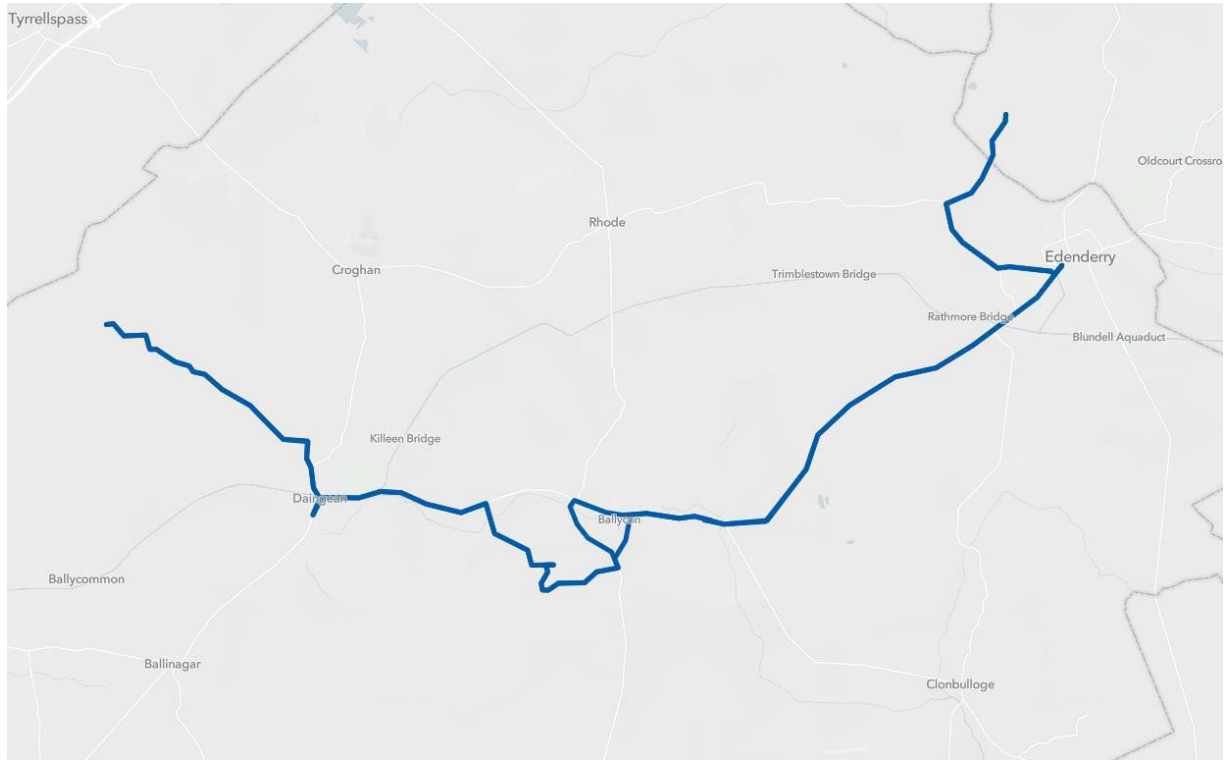


Figure 16: Local Link Route 2331 Kinnafad – Kilclonfert (via Edenderry);

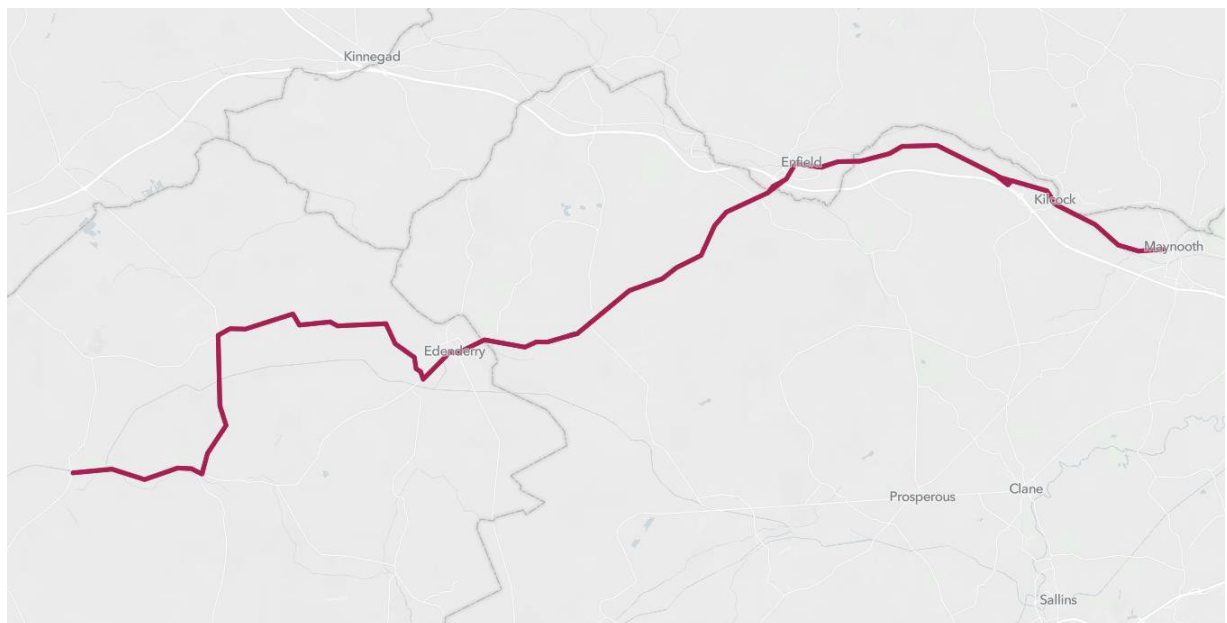


Figure 17: Local Link Route 2343 Daingean - Maynooth (via Edenderry);

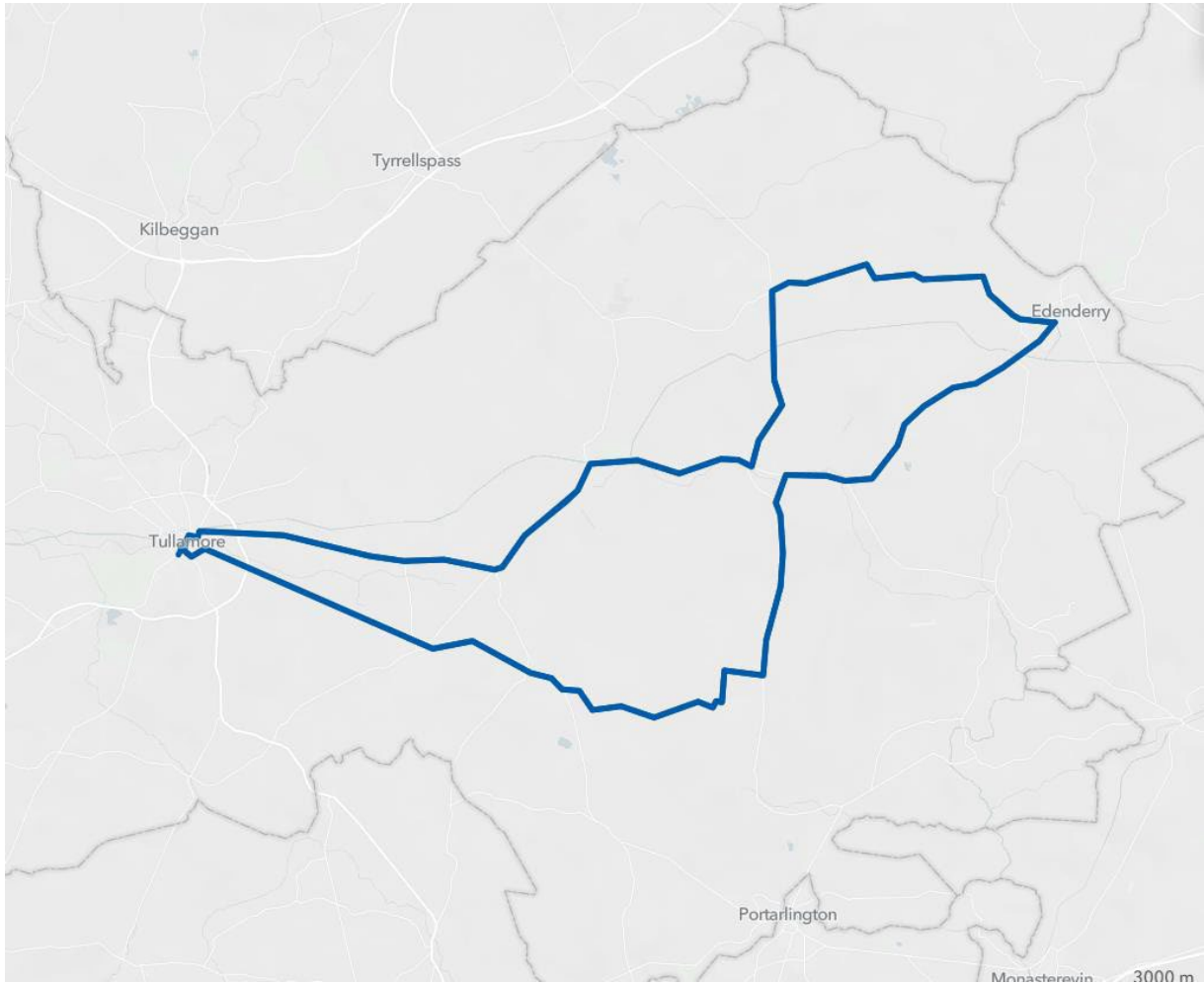


Figure 18: Local Link Route 2347 Tullamore – Walsh Island (via Edenderry)

1.2.5.2 Rail

In the year 1877 a branch of the Midland and Great Western Railway was built between Edenderry and Enfield County Meath, linking the town to the main Sligo-Dublin rail route until 1963. The line provided both passenger and goods service until 1931, and goods only until it closed. Little remains of the line, except for occasional landmarks, such as the station house on the Dublin Road Edenderry, which is now a commercial business.

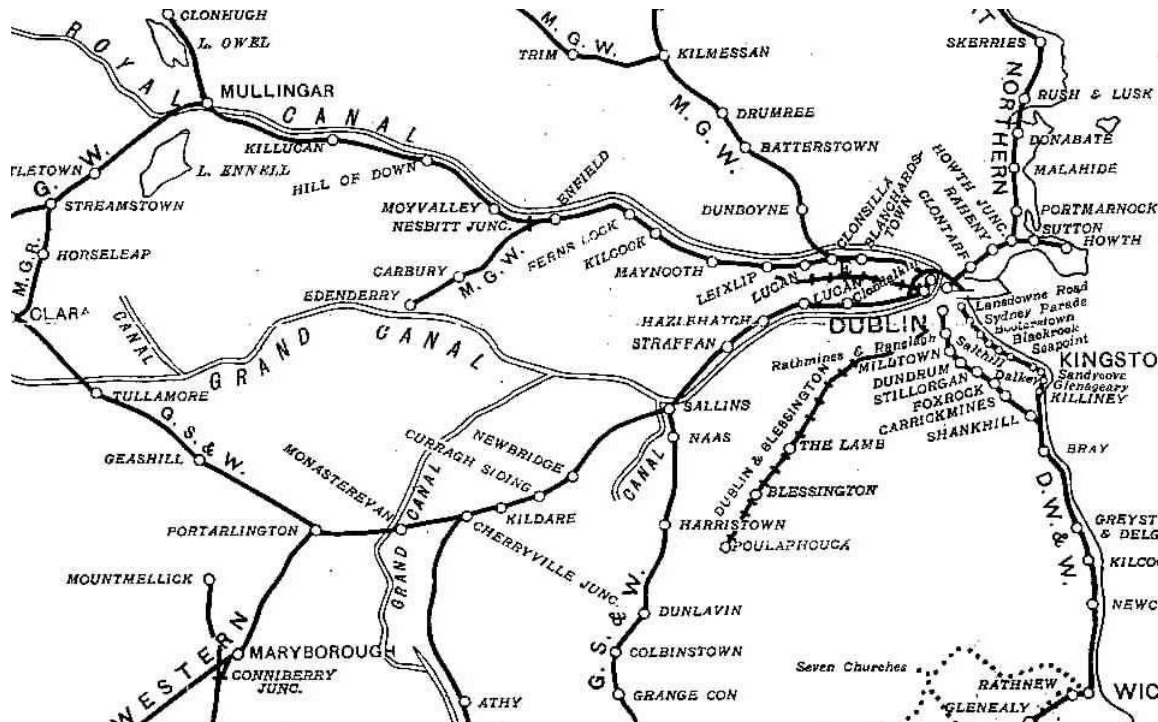


Figure 19: Excerpt from Viceregal Commission on Irish Railways map, 1906



Figure 20: Edenderry Railway Station; Source: Edenderry Historical Society



Figure 21: Excerpt from TII NCN Consultation map illustrating draft proposed NCN, June 2022

The recent consultation by the TII on a National Cycle Network (NCN) outlined the potential for a cycle link along a similar route to the former Edenderry to Enfield rail spur. There may be potential to examine the options for a Greenway / Cycleway along this corridor.

1.2.6 Existing Walking Network

Edenderry features an extensive existing walking network mainly following the public roadways. The town is constrained by the River Bone to the East and North, and by the Grand Canal to the South.

The main route through Edenderry town is the R402 which has a number of names along specific section including St. Mary's Road, JKL Street, Fr. Kearns and the Dublin Road. This thoroughfare runs approximately South-West to North-East. Edenderry is a long linear town built predominately along this main street. While there are side-streets connected to this main street, walkers must join the main street in order to move from one part of the town to another.

The Grand Canal Greenway is a significant walking asset, forming a route along the southern boundary of Edenderry town. At the south-west of the town, Cokery Lane extends southward to meet the Grand Canal at Rathmore Bridge, the last approximately 330m as solely a walking route much used in local informal walking loops. The roadside footway along St. Mary's Road (R402) links to the Grand Canal at George's Bridge. Access to the Grand Canal Greenway can also be gained at Colgan's Bridge on the Drumcooley Road. The most significant link to the Grand Canal Greenway is along the Edenderry Canal Spur, a 1.6km link from the Grand Canal at Downshire Bridge northward to the Canal Harbour adjoining JKL Street in the town Centre.

Offaly Co. Co. recently upgraded the 18km Daingean to Edenderry route, providing a cycle-way and improved walking track in 2021-2022; section in vicinity of Edenderry illustrated below.

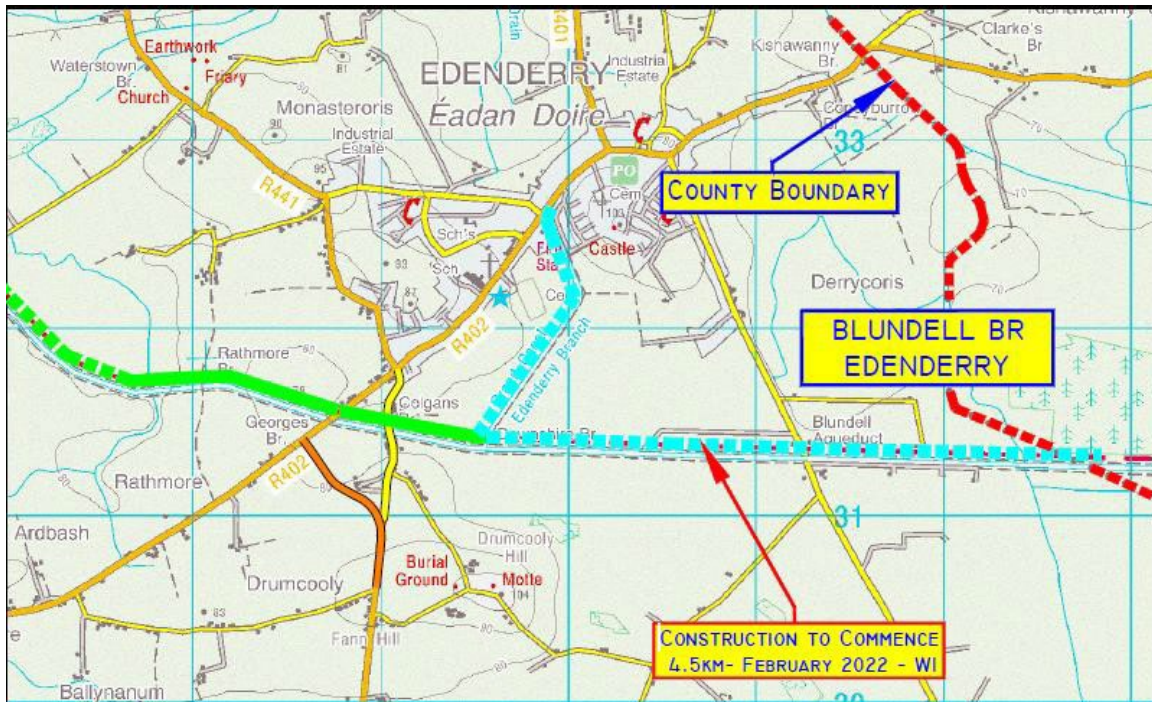


Figure 22: Excerpt from Grand Canal Greenway improvement works drawing at Edenderry, 2022

Other opportunities to strengthen walking links to the Grand Canal Greenway, utilising and integrating the Greenway as high quality walking/cycling network supplementary sections, include:

- Improving the Tyrell's Lane link from Fr. Paul Murphy Street westward to the Edenderry Canal Spur, bounding Blundell Park along the route
- Creating a link at Blundell Aqueduct onto the L-1001 (known locally as the Tunnel Road)
- Creating new links as envisaged by the Blundell Masterplan, in particular crossing the Edenderry Canal Spur at Blundell Wood



Figure 23: Walkability was a key consideration of the Blundell Masterplan

Permeability & Walkability was a key Place-making Principle within the Blundell Masterplan, completed in 2020. This aims to ensuring a strong network of pedestrian and cycle connections, reducing reliance on the car.



Figure 24: Permeability & Walkability was a key aspect of the Re-connect strand of Blundell Masterplan

An Options Assessment Report for a Pedestrian and Cycling Bridge aligned with Blundell Wood was carried out by Arup on behalf of Offaly County Council. This considered the constraints and setting, offering an emerging preferred option for the Canal crossing as visualised below.



Figure 25: Schematic of north south and east west axis at potential bridge crossing of canal



Figure 26: Visualisation of option for Pedestrian & Cycle Bridge over Edenderry Canal Spur

A new walking loop has been partially complete from the Dublin Road, north up Hare's Lane, northwest through Clonmullen, west along Edenderry Inner Relief Road (Phase 1) and further west along Fr. McWey Street. The completion of Phase 2 of the Edenderry Inner Relief Road project will extend this walking loop westward to the R441 (Rhode Road) opening up more walking options.

1.2.7 Existing Cycling Infrastructure

Edenderry town is served by a limited number of sporadic / piecemeal cycle paths. These existing sections include:

- Local cycle-ways serving the recently constructed Gaelscoil Éadan Doire and the adjacent Scoil Bhríde Primary School. These cycle-ways extend for some length along the R441, but are not linked into any coherent network. These cycle-ways were constructed in 2016.
- Eden Business Campus (EBC) was constructed in 2008 with cycleways on both sides of the main thoroughfare. These cycle-ways extend for a short distance along the R441 but end south of EBC when meeting a pinch point on the R441 in Monasteroris.
- A light segregated cycle scheme was installed from George's Bridge (at the entrance to the Grand Canal Greenway) along the R402 extending north-east into Edenderry via Killane Cross and ending at Oaklands College. The segregation was deferred from Killane Cemetery to Oaklands to accommodate Coach pick-ups from Oaklands College. This scheme was opened in 2022.
- New cycle-ways were constructed as part of the new Blundell Avenue link from Fairgreen to Granary Court, opened in 2022.
- A new cycleway was installed along Hare's Lane, from the R402 Dublin Road junction northward to Clonmullen. This 400m cycleway was installed in 2022.
- Phase 1 of the Edenderry Inner Relief Road was completed in 2022, providing approximately 700m of cycleway running east-west, representing a significant boost to cycle infrastructure in Edenderry.
- There are limited existing cycle parking facilities located in O'Connell Square.

A Cycle Network Map is being developed in conjunction with the NTA (refer Figures 30 & 31), and was at "Draft" status as Oct. 2022. This has initially identified the urban primary and secondary routes, and illustrated integration of the Grand Canal Greenway into the Edenderry Cycle Network. This has been further developed during the development of this LTP, refer Appendix C.



Figure 27: Opening of new cycle-ways along Edenderry Inner Relief, July 2022



Figure 28: Segregated Cycleway on R402, July 2022

The recently upgraded Grand Canal Greenway provides a high quality, largely segregated cycleway east and west of Edenderry, as well as functioning a route to partially cycle the southern boundary of the town.



Figure 29: Excerpt from TII NCN Consultation map illustrating TII Proposed Greenways, June 2022

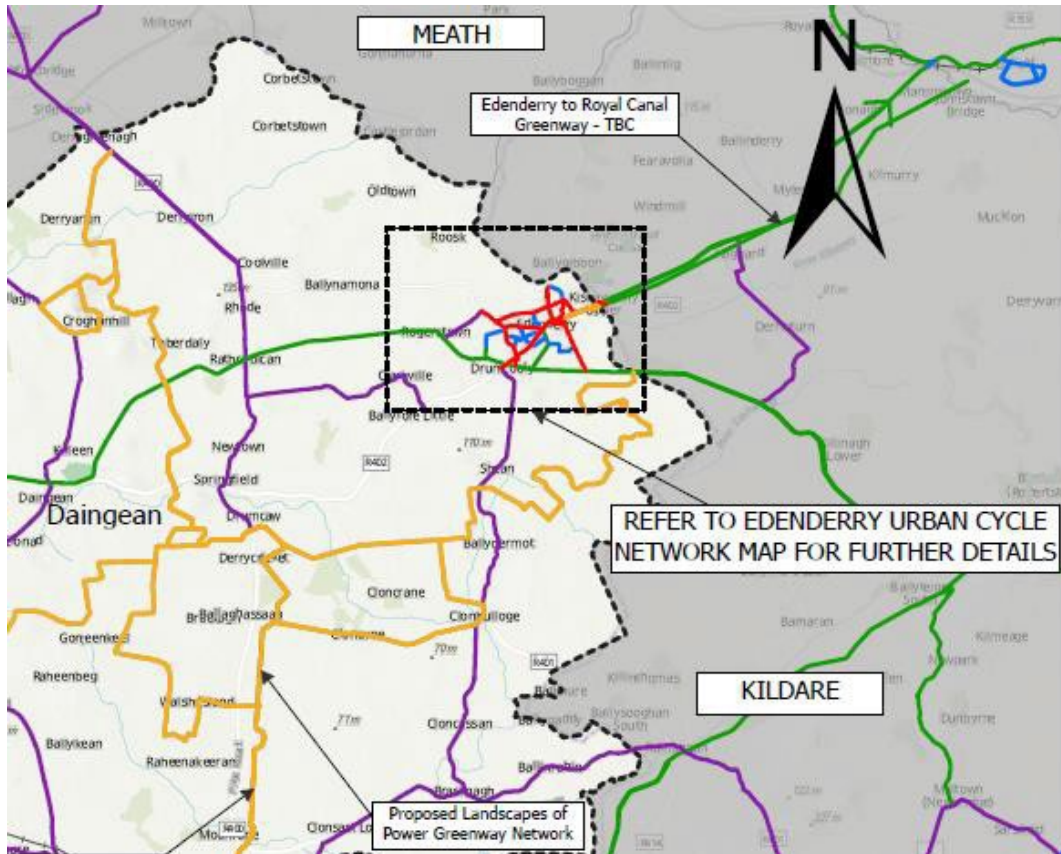


Figure 30: Edenderry Cycling in context, Excerpt from Draft Offaly County Cycle Network, Oct. 2022

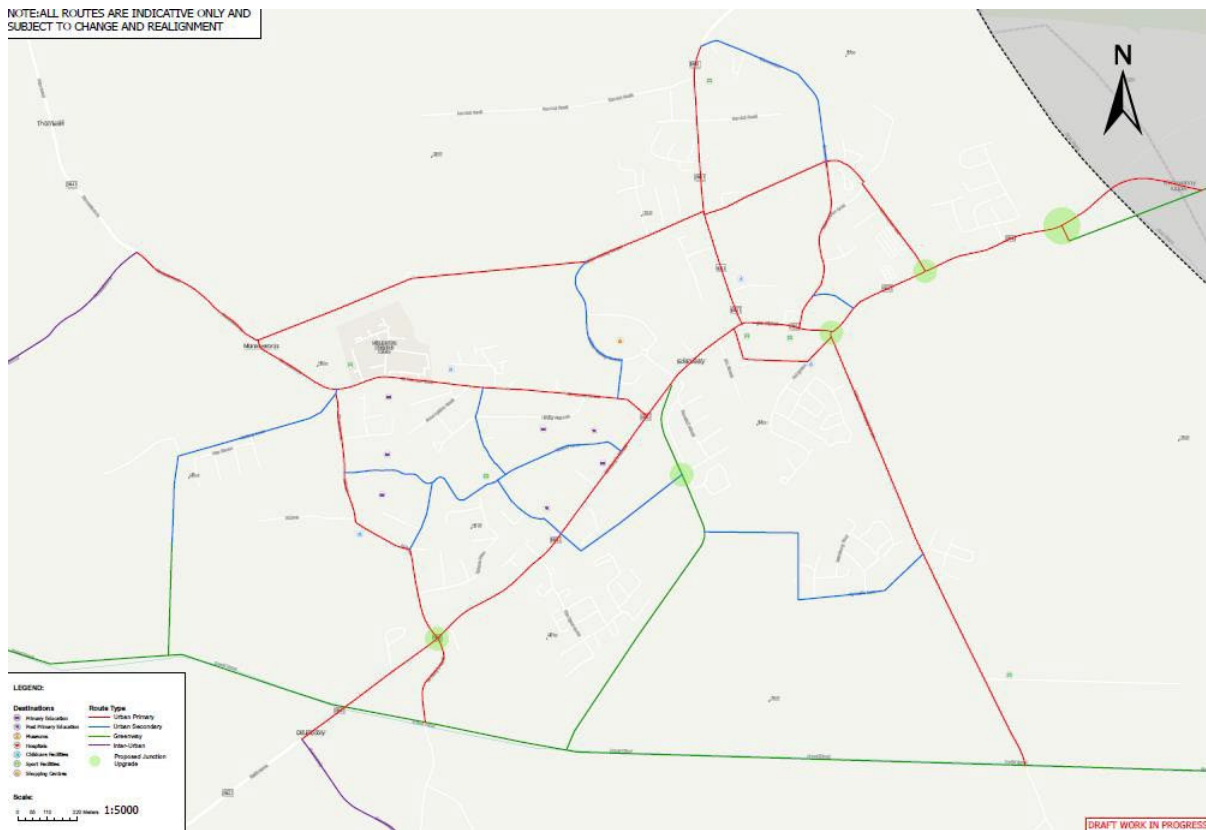


Figure 31: Excerpt from Draft Edenderry Urban Cycle Network, Oct. 2022

1.2.8 Existing Road Network and Parking Provisions

Edenderry is not linked directly to the National Road Network, however has a number of Regional Roads that converge in the town, namely the R401, R402 and R441. The R402 serves as the main artery through the town and is subject to through traffic including commercial vehicles giving rise to congestion in the town centre. The R401 connects to Kinnegad in the north. The R441 connects Edenderry to Rhode to the north-west, and to Clonbullogue and Rathangan to the south.

The R402 runs approximately South-West to North-East. Edenderry is a long linear town built predominately along this main street. While there are side-streets connected to this main street, traffic have been required to join the main street in order to move from one part of the town to another. This has been somewhat alleviated with the opening in 2022 of the Edenderry Inner Relief Phase 1, providing an alternative east-west connection.

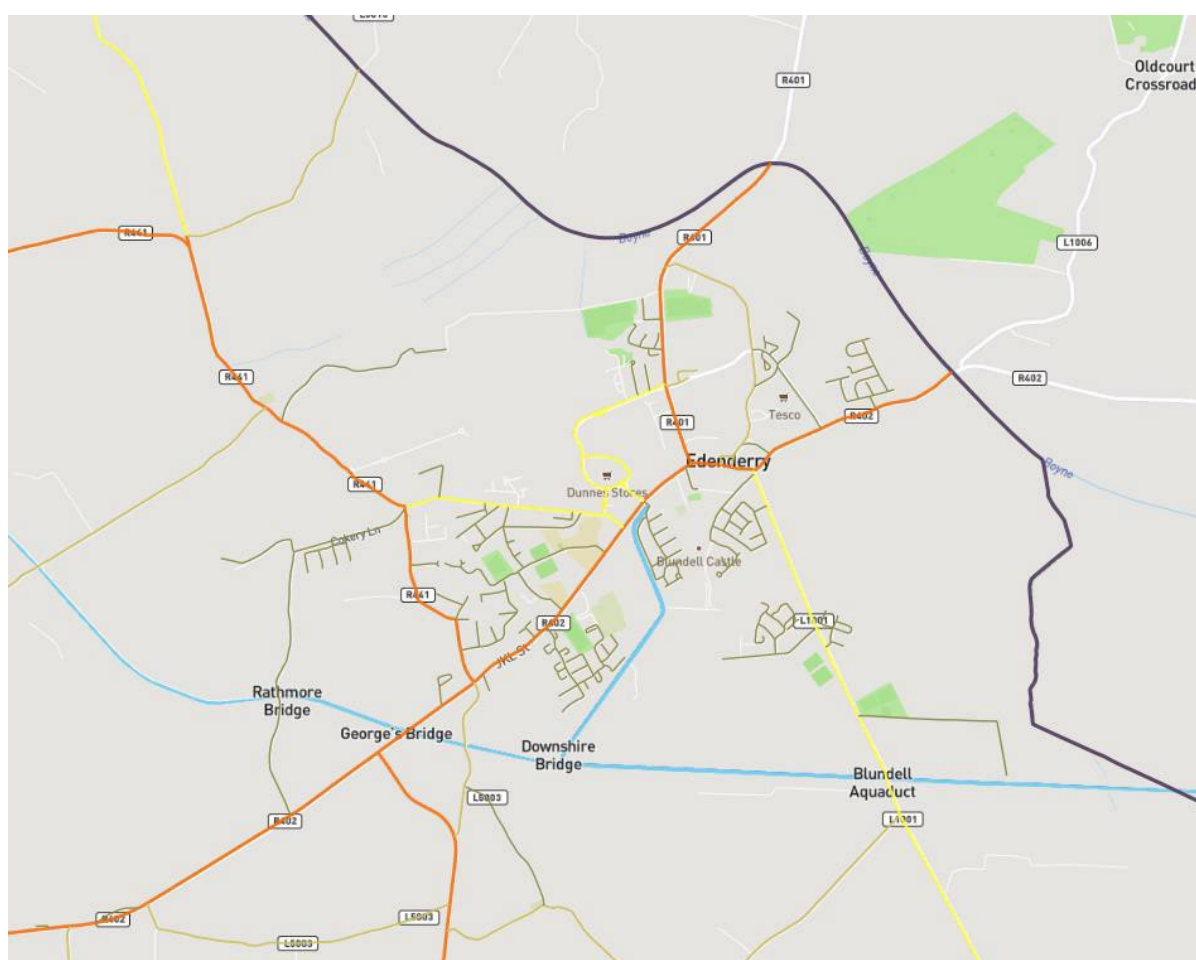


Figure 32: Regional Roads converging on Edenderry (coloured orange)

A number of public and private car parks are in operation within Edenderry. Offaly County Council operate two car parks within the town, a pay and display car park in O'Connell Square and a recently taken-in-charge car park at Granary Court. A pay and display system operates on the main streets in the town centre.

Additionally, there are private car parks located at Edenderry Shopping Centre, Spar/Post Office, Tesco, Aldi and Lidl. Smaller private residential car parks are also located in various locations throughout the

town. There are also parking facilities relating to various religious sites within Edenderry. Offaly County Council also retain a small carpark at the Library.

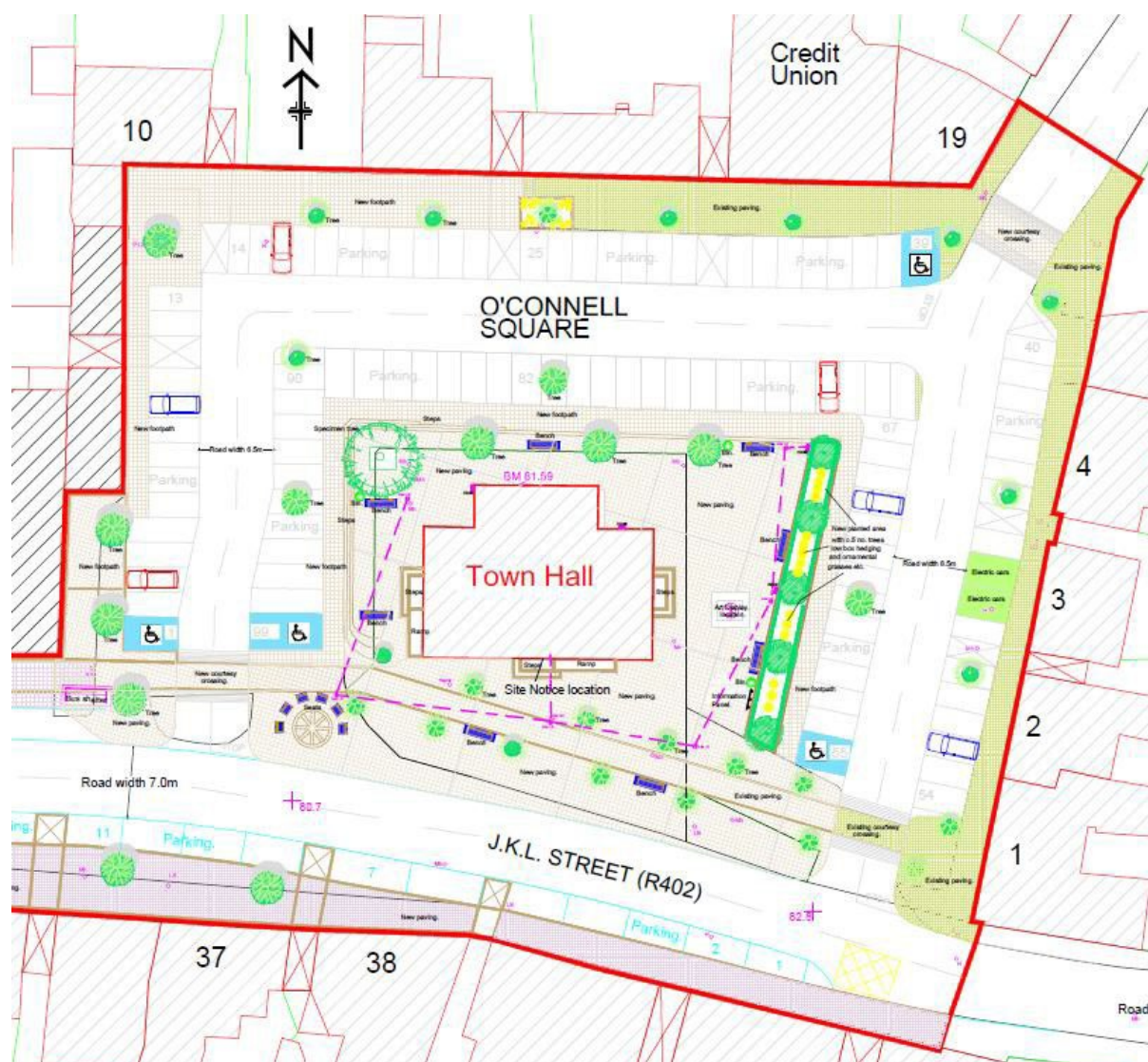


Figure 33: Parking in O'Connell Square, Edenderry

1.2.9 Waterways

Edenderry is very fortunate to have a direct connection to the Grand Canal, a manmade waterway connecting to Dublin in the East, and the River Shannon in the West. Edenderry is connected to the Grand Canal via a 1.6km link from the Downshire Bridge to the Canal Harbour in Edenderry town centre.

The Edenderry branch of the Grand Canal was started in 1797 mainly due to the efforts of the 2nd Lord Downshire in persuading the Canal Company to bring the line to the town. The branch and harbour were not completed until 1802 and was financed by Lord Downshire. This scenic quay leads into Edenderry's main thoroughfare, JKL Street, terminating with a squared-off section surrounded by a limestone wall. The quay is still in use today with many mooring points along the quay wall. In its heyday the Edenderry branch of the Grand Canal was vital to the local community and facilitating boats, both commercial and tourist alike, provided an important social link with other waterways around Ireland. The canal was instrumental to the development of Edenderry itself as much of the

materials used in the construction of many of the town's fine houses were transported here on the canal (ref. National Inventory of Architectural Heritage).

Today, the canal waterway is used almost exclusively by recreational users / pleasure-craft, and at a relatively low level. The Grand Canal has significant potential to grow recreational and tourism traffic to and passing Edenderry. This is particularly so as the canal in general is experiencing a resurgence in popularity as the Grand Canal Greenway is developed along the canal towpath. The Canal Harbour currently functions as a mooring point for canal craft, however there is potential to develop as a cycle trailhead onto the Grand Canal Greenway.



Figure 34: Grand Canal and connecting waterways; Source: Waterways Ireland

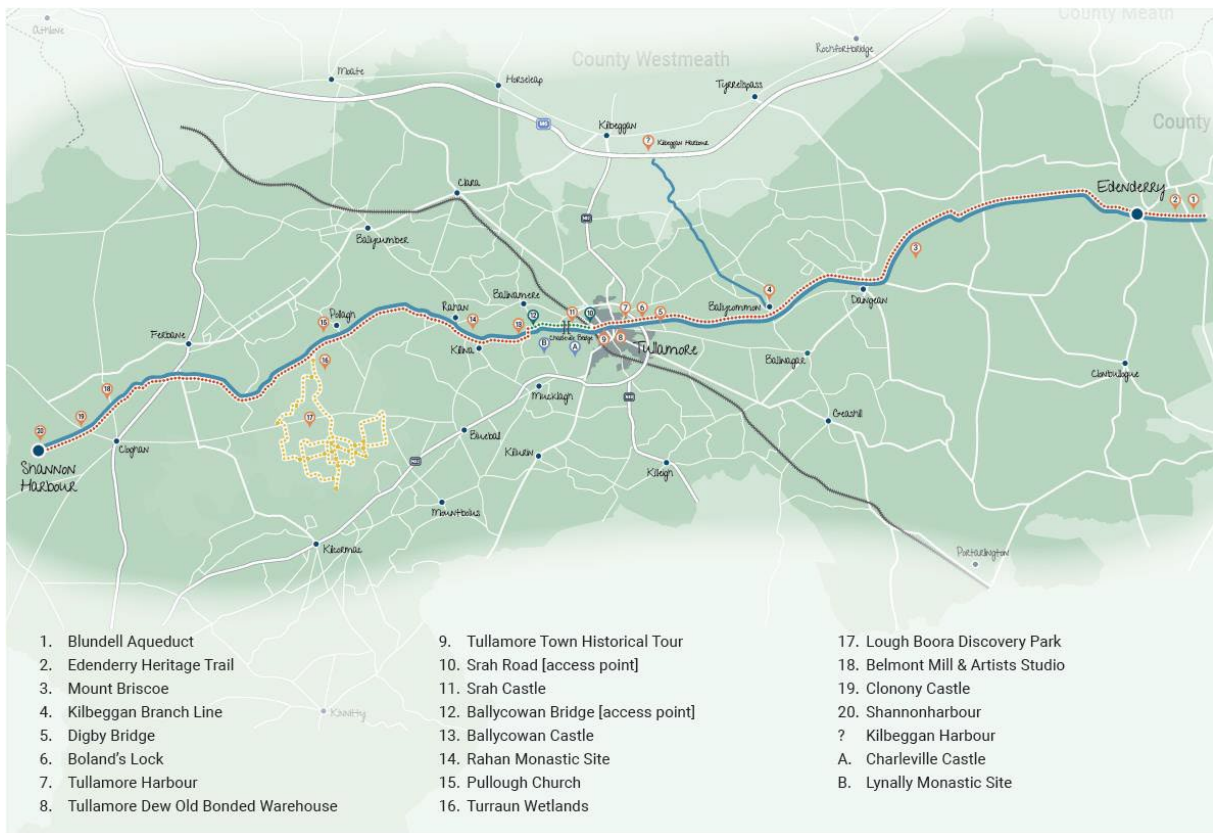


Figure 35: Grand Canal Greenway within County Offaly

2.0 Establishing Context for the LTP

2.1 Overview

The Edenderry LTP is required to demonstrate how measures to improve transport provision within the town (and for trips made to and from the town by visitors) will align with the wider objectives and principles within National and Regional policy and the County Development Plan. In turn, the Local Transport Plan will inform and be informed by the Local Area Plan. Below objectives for the LTP are outlined as well as expected future demands for travel to, from and within Edenderry.

2.2 LTP Objectives

Having reviewed the policy constraints and objectives identified in Section 1.1 of this LTP and factoring in the existing baseline outlined in section 1.2, the following are proposed as the objectives of the Edenderry Local Transport Plan;

- Reduce the impact of congestion;
- Improve vulnerable road user safety;
- Assess the road network, identify where additional space can be reallocated to pedestrians and cyclists, and develop schemes to reallocate space to active modes;
- Support and implement transport measures which improve provision for, and accessibility to, sustainable transport modes for residents of Edenderry and inward visitors;
- Support and enhance existing and new walking infrastructure provision within Edenderry and encourage active travel choices;
- Seek to improve provision for cycling within Edenderry, both for residents and for those travelling to and from surrounding areas;
- Identify and develop sustainable /active travel corridors, linking key destinations such as schools, sporting facilities, amenities, employment centres, etc.;
- Improve key junctions to make specific provision for cycling, improving safety and greater usability by a broader age-range of cyclists;
- Maintain and enhance facilities and infrastructure for road-based public transport;
- Improve walking networks and infrastructure to expand the “15-Minute Neighbourhood”
- Strengthen links to the Grand Canal Greenway for pedestrians and cyclists.

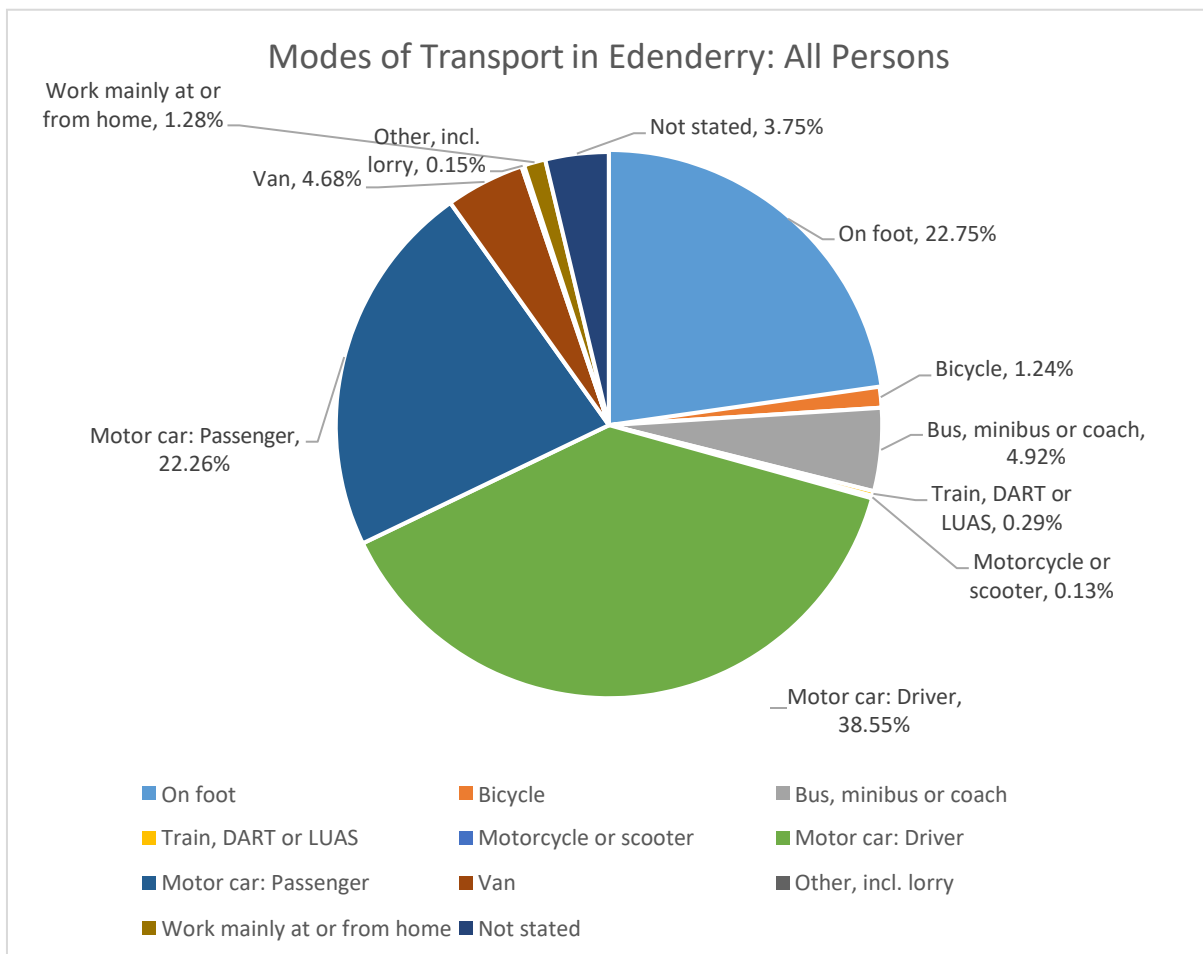
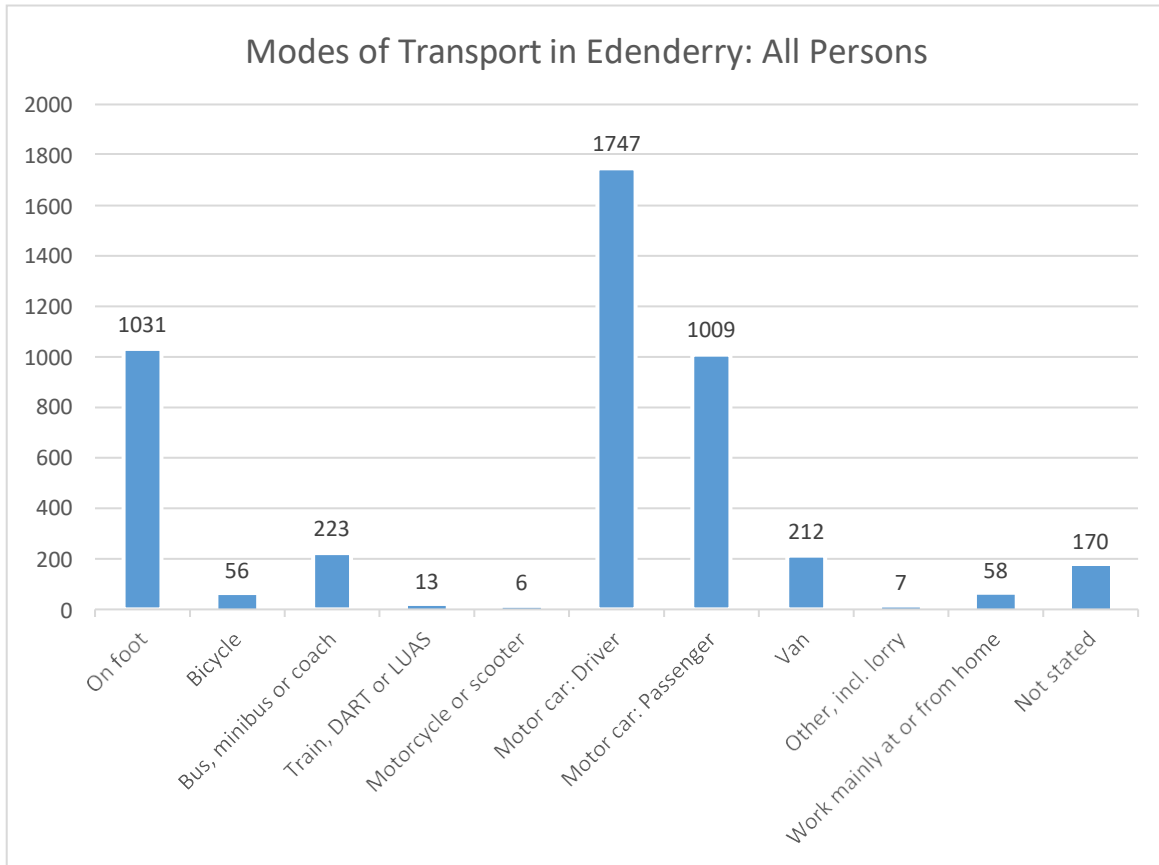
2.3 Current and Future Travel Demand

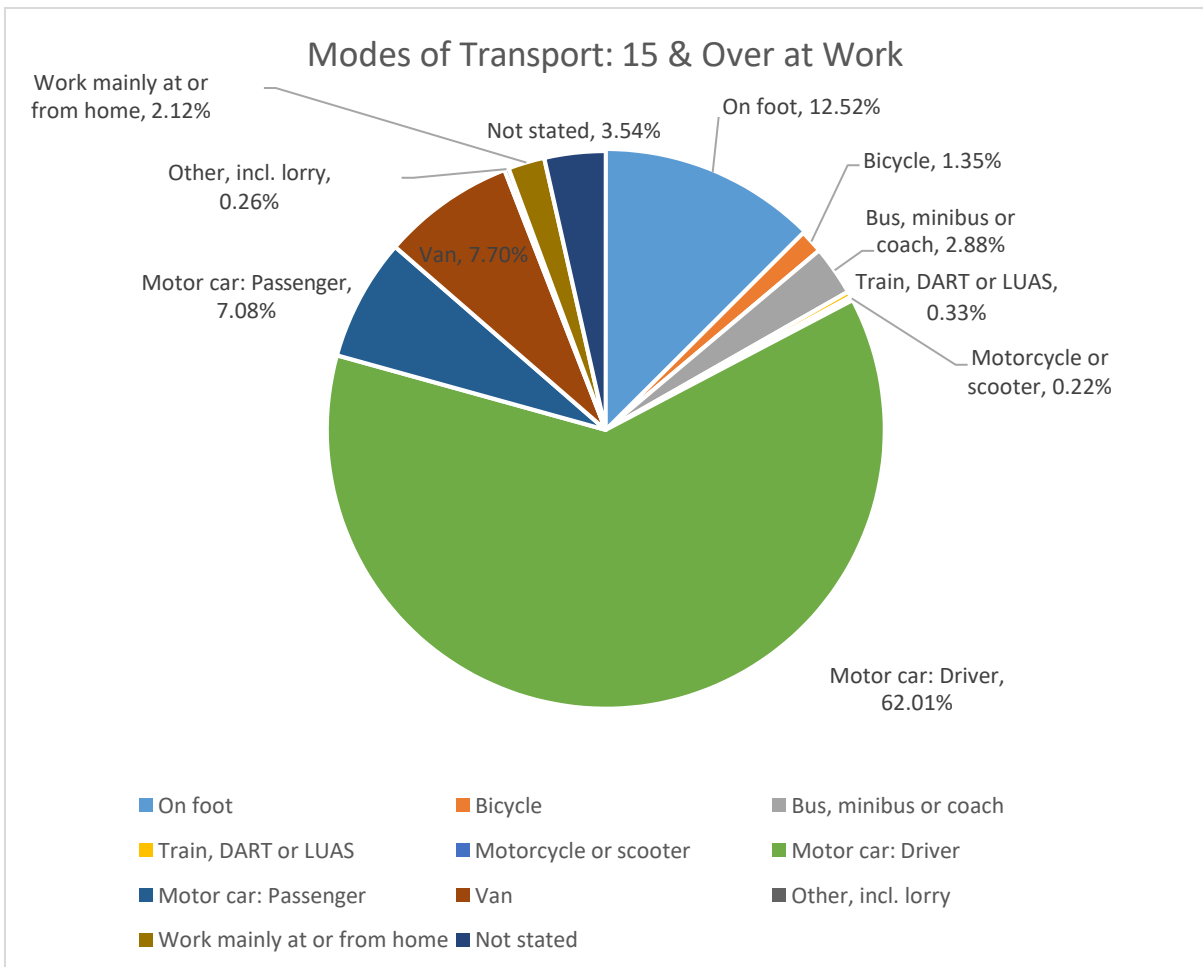
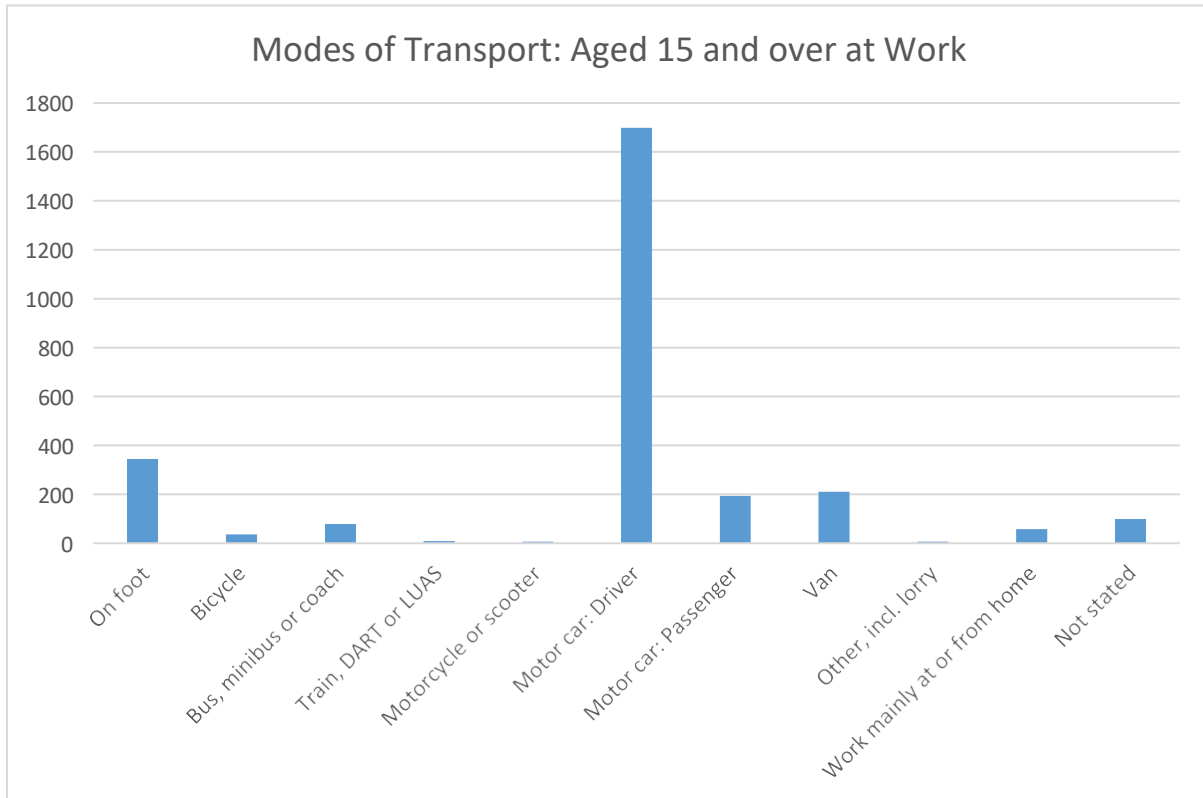
The graphs in this section show the modal share for trips from Edenderry for work and education purposes. The graphs are based on data derived from Census 2016, and provide a baseline to inform objectives in this Plan, which seek to improve the modal share away from private car and in favour of walking, cycling and public transport.

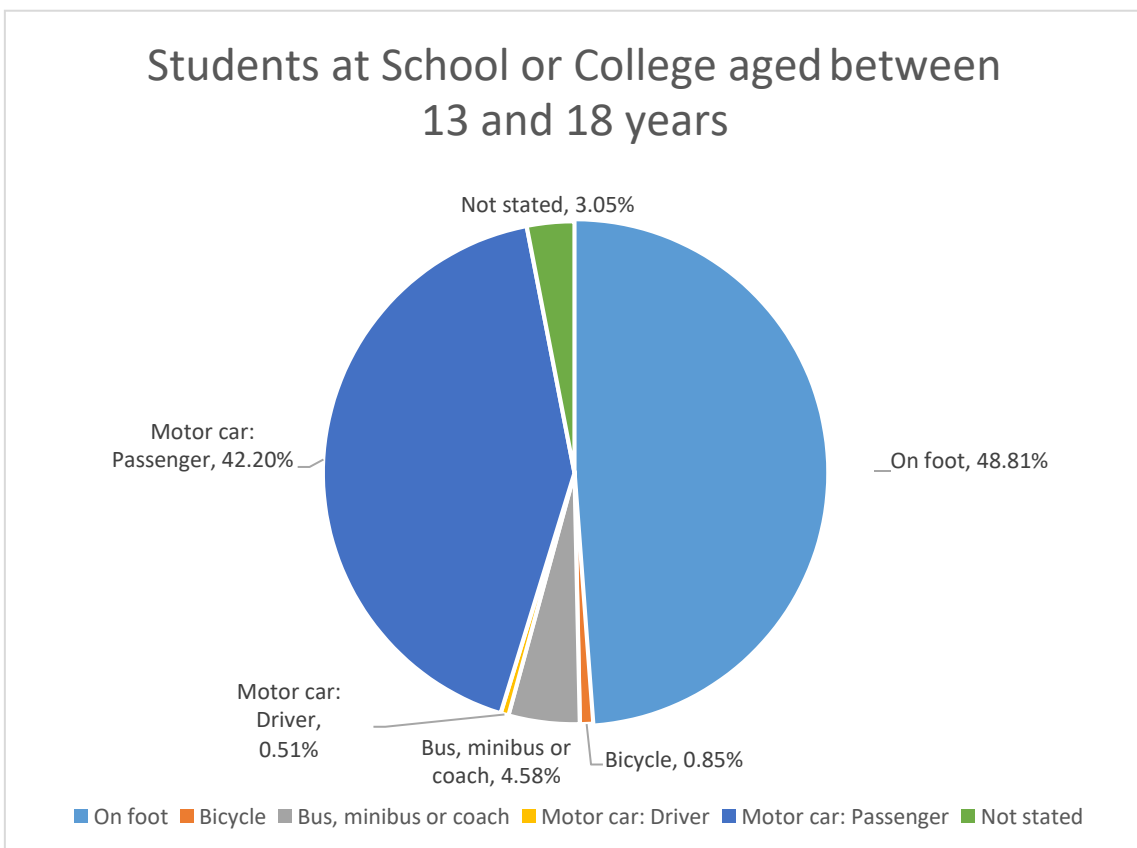
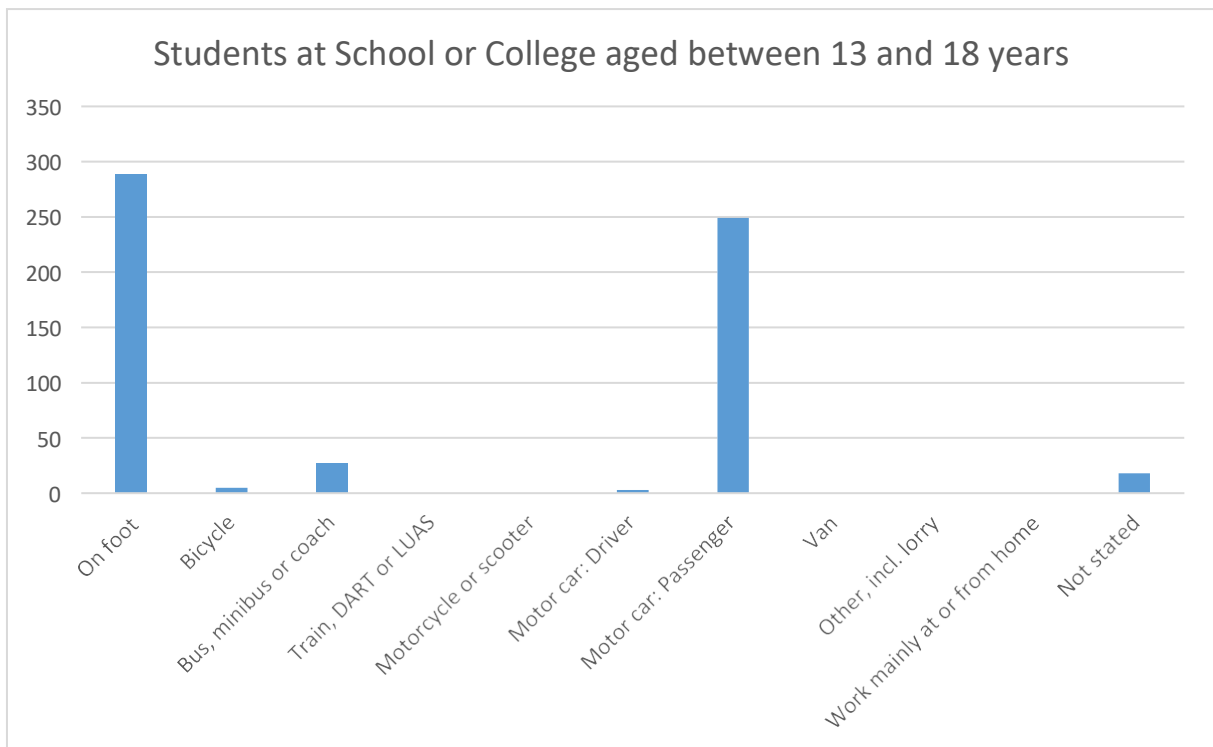
Below a series of bar charts illustrate the relative numbers of person using various modes of transport, and a number of pie-charts illustrate the proportion/percentage using each mode. The data was provided by the NTA.

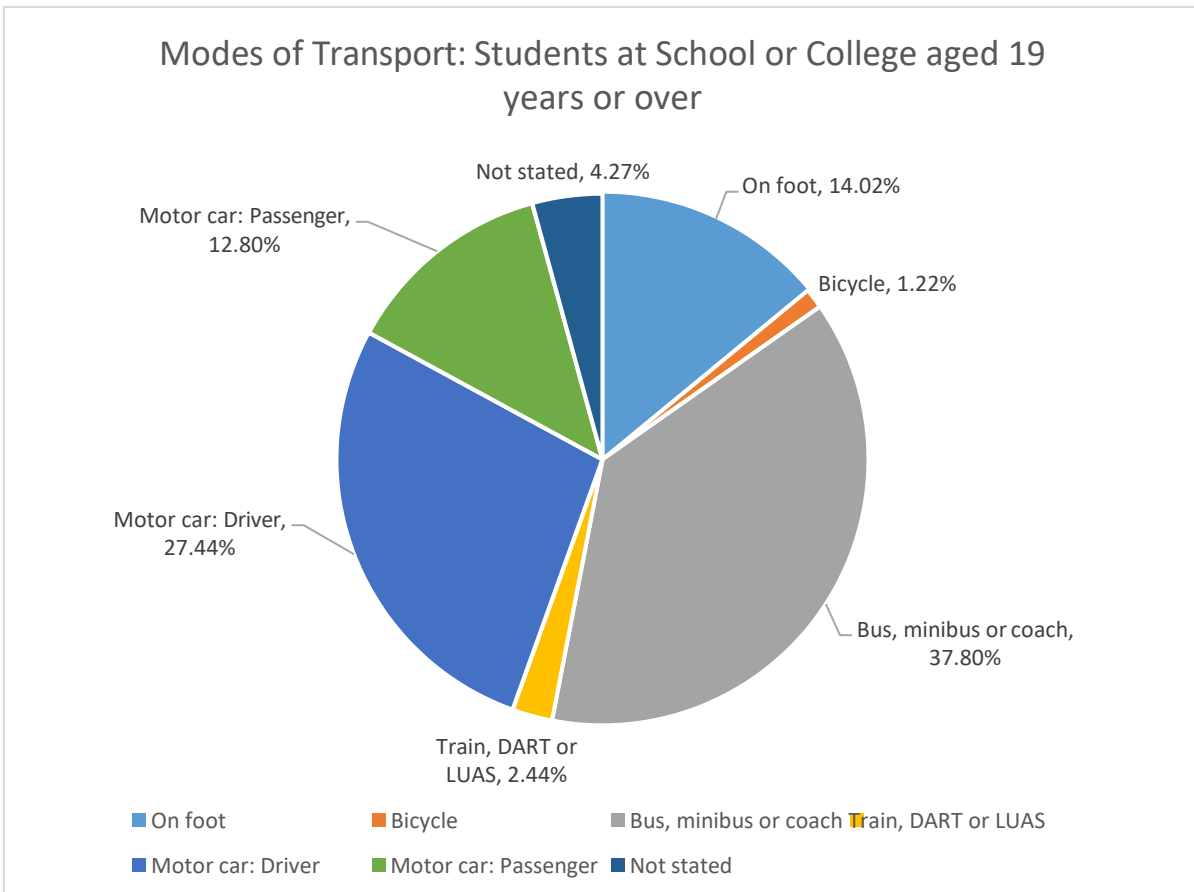
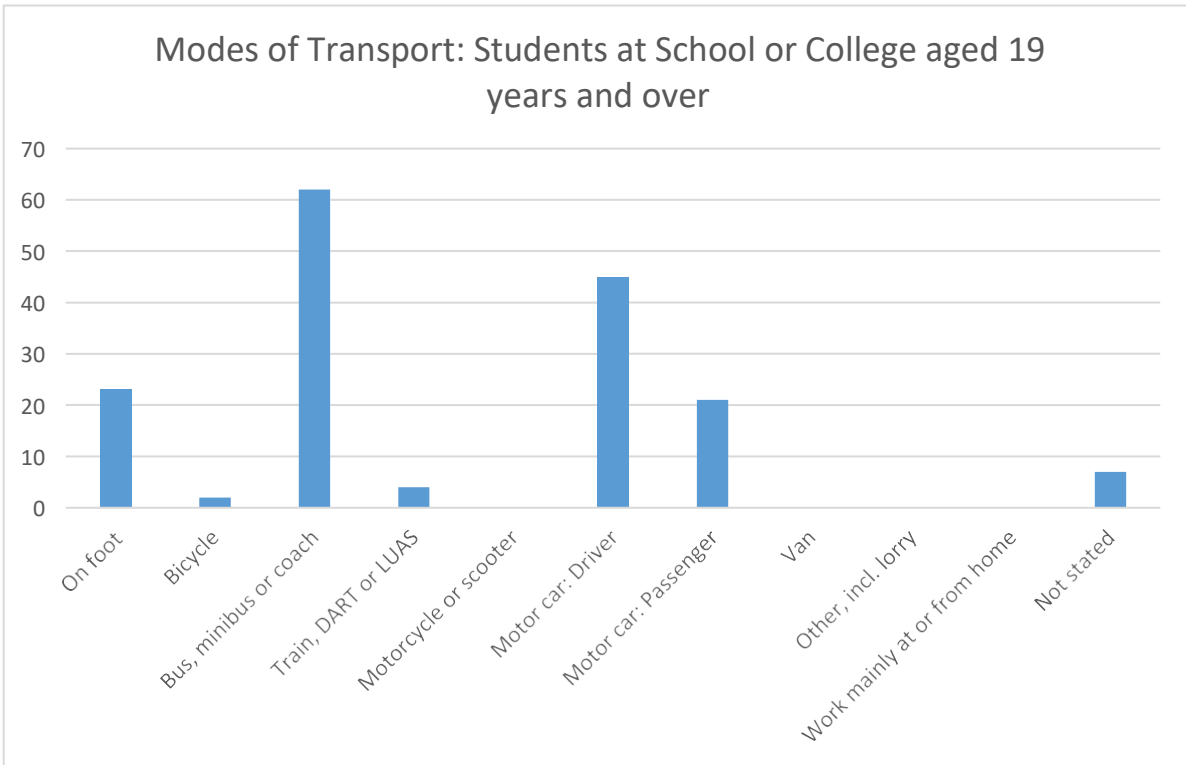
The groups examined are:

- All persons
- Persons aged 15 and over at Work
- Students at school or college aged between 13 and 18 years
- Students at college aged 19 and over

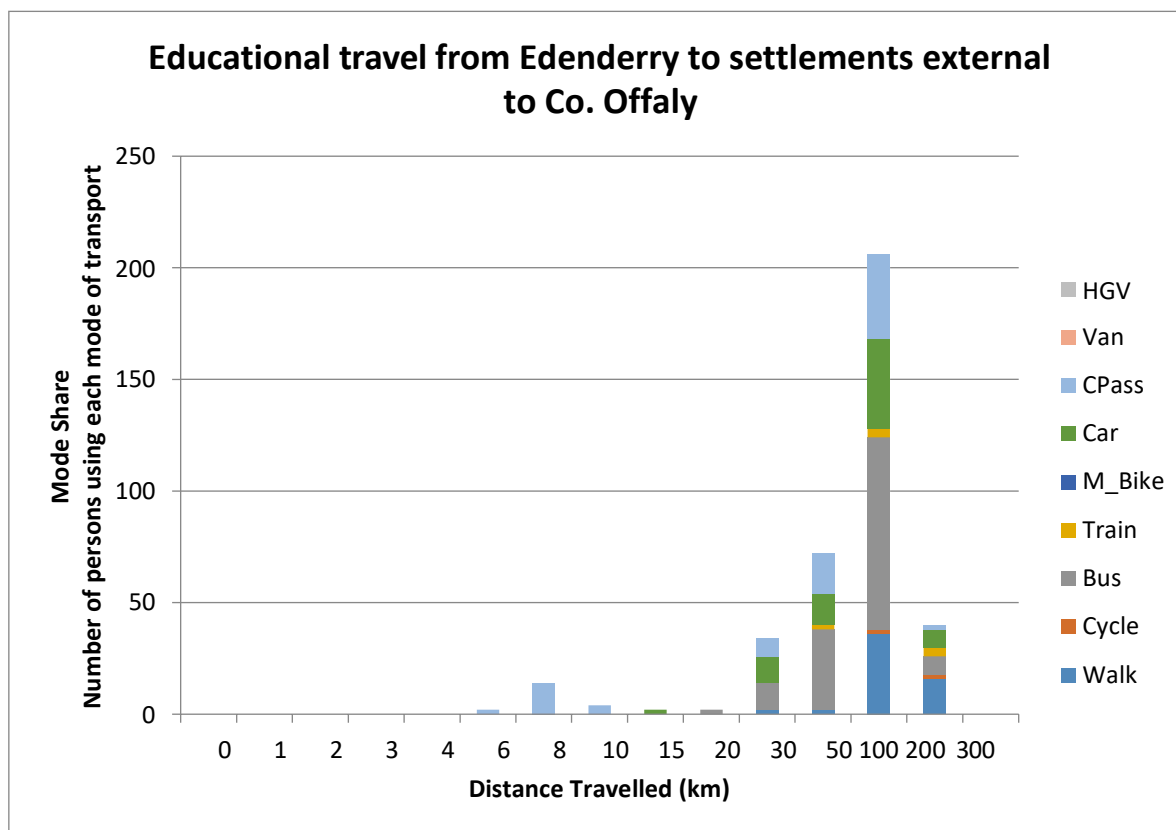








The graphs below show the modal share for trips generated at various distances travelled from and within Edenderry for work and education purposes. The graphs are based on data derived from Census 2016, and provide a baseline to inform objectives in this Plan, which seek to improve the modal share away from private car and in favour of walking, cycling and public transport.



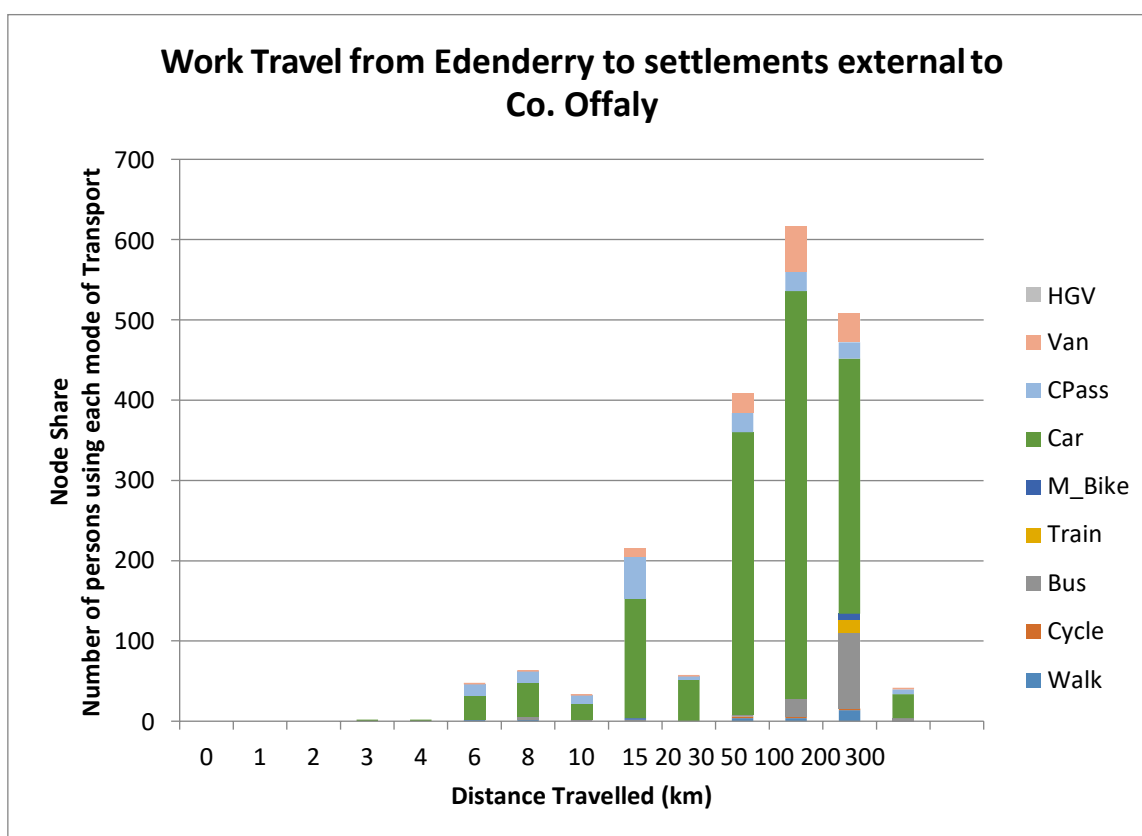
These Inter-Settlement Trips relate to settlements (generally urban centres/towns) external to the County, where the Trip Attractors are predominately Educational Institutes, but may also include other destinations for educational purposes (e.g. vocational settings).

The above bar chart illustrates that the majority of education travel from Edenderry to settlement external to Co. Offaly is in the 50km and 100km categories, making up 19% (72) in 50km and 55% (206), or 76% in total. This suggests that 3rd Level centres of learning in Dublin are likely to be the primary destinations. Regional educational centres such as Athlone may also be destinations. The 9% (34) represented in the 30km category may represent closer 3rd level institutes such as Maynooth University or Regional Vocational Education providers. The POWSCAR data may provide further insight on the specific destinations.

The modal data indicates that approximately:

- 38% (or 144 persons) are travelling by bus
- 45% (or 162 persons) are travelling by car, with 20.2% (76 persons) as drivers and 22.9% (86 persons) as passengers

This may provide an opportunity to move persons from car travel to bus travel, a positive modal shift.



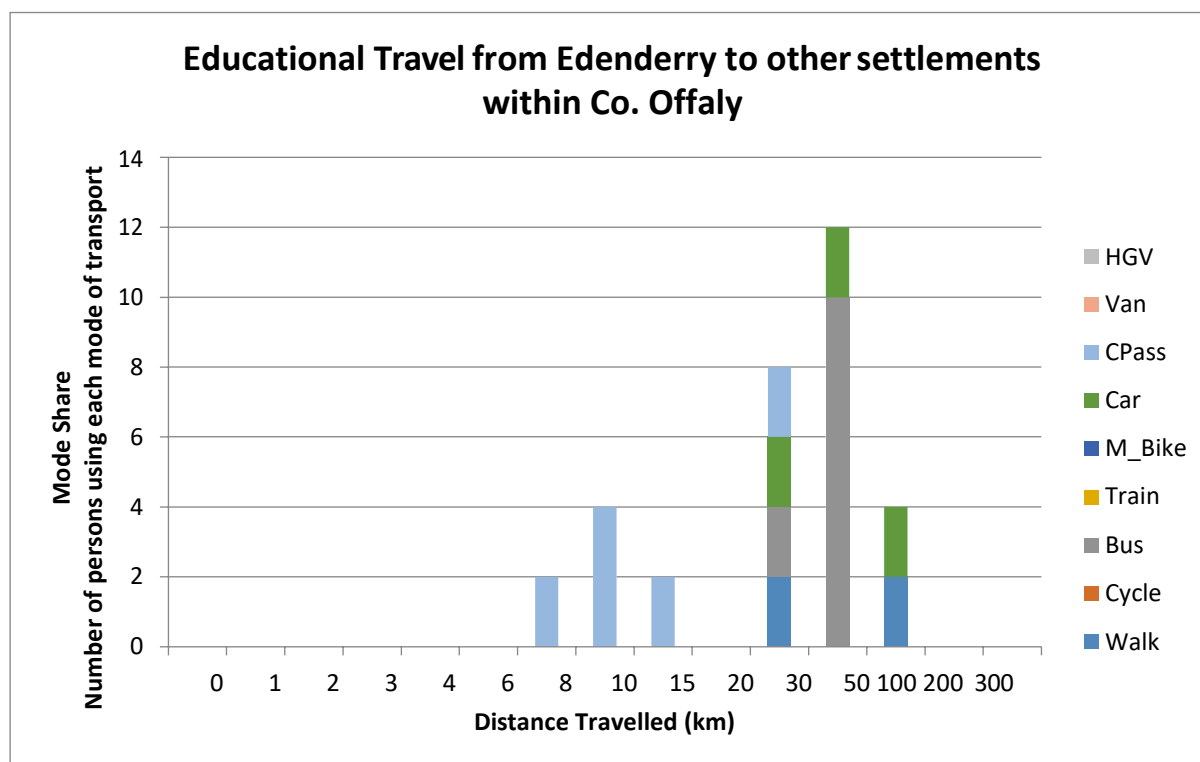
The above bar chart illustrates that the majority of work travel from Edenderry to settlements external to Co. Offaly is in the 30km, 50km and 100km categories, making up 20.4% (408) in 30km, 30.8% (616) in 50km and 25.4% (508) in 100km categories. This makes up 76.7% of work travel to settlement external to Offaly in total. The concentration of travel within these distance bands suggests that a significant proportion of work travel is to the Greater Dublin Area. This reflects the *Commuter Flows to the Dublin Metropolitan Area*, as illustrated by the AIRO mapping within the EMRA Evidence Baseline Report, refer Figure 4.

The modal data indicates that approximately:

- 6.5% (or 130 persons) are travelling by bus
- 92.5% (or 1,673 persons) are travelling by car, with 75.4% (1,505 persons) as drivers and 8.4% (168 persons) as passengers

These Inter-Settlement Trips generally relate to settlements (urbans centres/towns) external to the County, where the Trip Attractors are key employment locations.

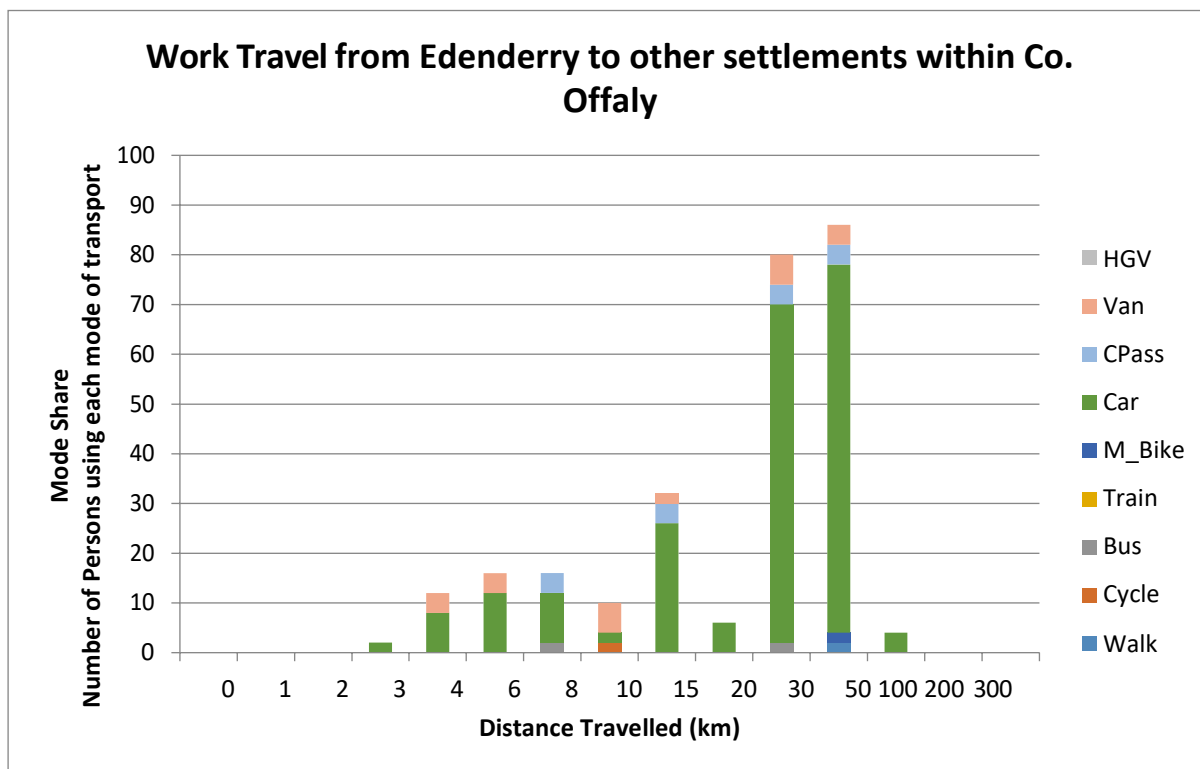
There is an extremely high proportion of worker travelling by private car. There appears to be an opportunity to move persons from car travel to bus travel, a positive modal shift. However, an examination of more detailed data such as the POWSCAR data may provide more granular information on the destination of travellers, enabling a better assessment of the potential feasibility of public transport options.



For journeys to school / college from Edenderry to another settlement within County Offaly, the above graph indicates the following:

There is a relatively low number of persons undertaking travel for educational purposes at other settlement within Offaly, approximately 32 no. only. Of these, 24 are travelling 30km or more suggesting that the educational travel is to settlements such as Tullamore. 50% of these (12) are travelling by Bus already, but there may be some scope to improve this even further as 33% (8) are travelling by car.

These Inter-Settlement Trips relate to settlements (urbans centres/towns) internal to the County, where the Trip Attractors are Educational sites, but may also include other destinations for educational purposes (e.g. vocational settings).

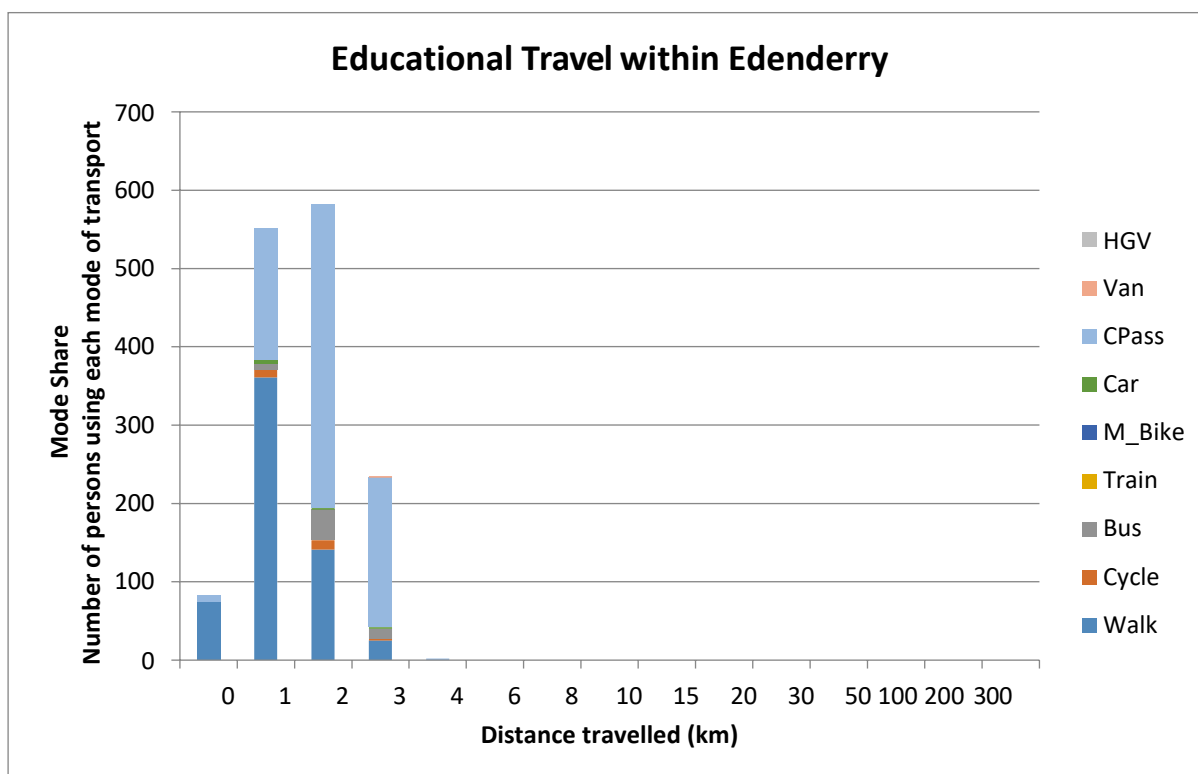


For journeys to work from Edenderry to another settlement within County Offaly, the above graph indicates the following:

- 35.6% of journeys (94 of 264) are 20km or less, so are within Edenderry MD;
- 62.9% of journeys (166 of 264) are in the 30km & 50km ranges.
- 86.4% of journeys (228 of 264) are by car, with 212 as driver and 16 as passenger.

There are only 1.5% of journeys by bus (4 of 264); in view of the number of car journeys in the 30km to 50km range, it may be surmised that a significant proportion are travelling to the County Town, Tullamore, for work purposes. An improved (frequency and/or route) or more convenient bus service may assist in converting some car users to bus users.

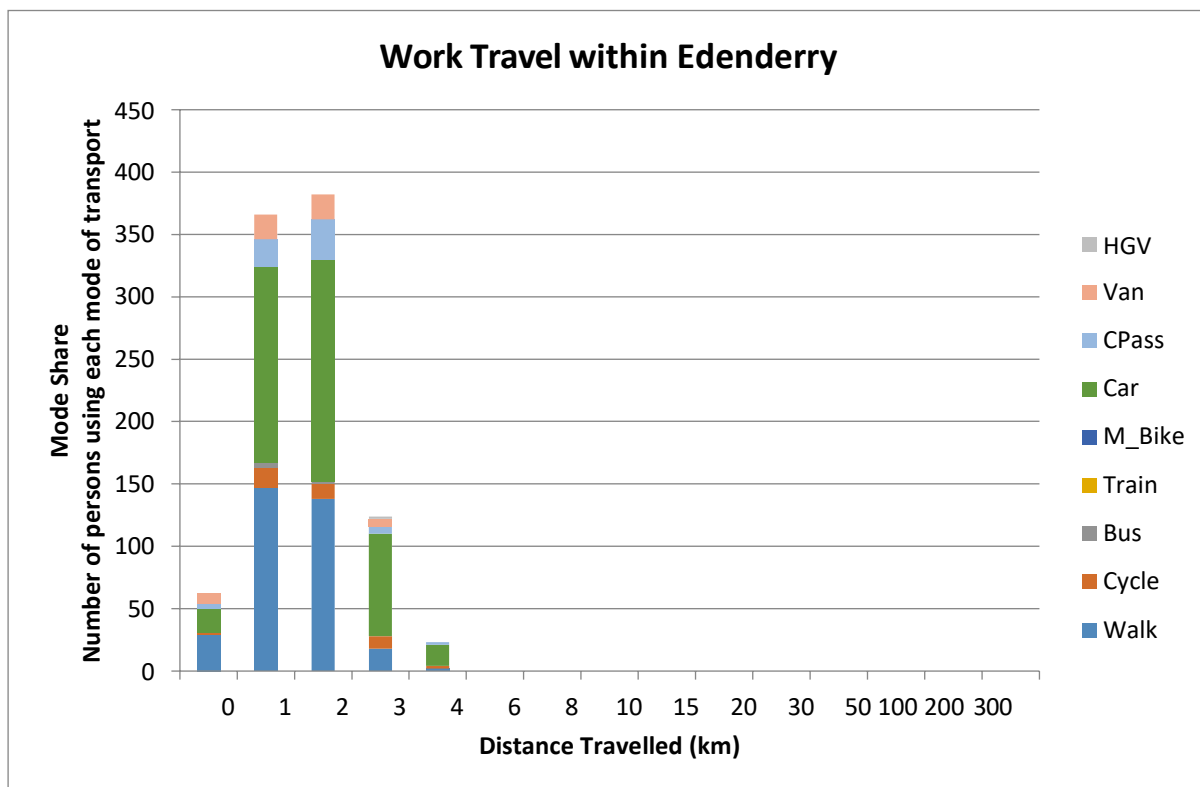
9.8 % of journeys are by van (26 of 264); these users may require stowage for work purposes (i.e. for tools, etc.) so may be less practical to convert to active travel modes.



From journeys to school / college where the trip starts and ends in Edenderry, the above graph indicates the following:

- 100% of journeys (1,453) are 3km or less;
- 52.6% are from car passengers & drivers (765 of 1,453), 41.4% by walking (602 of 1,453), 4.1% by bus (60 of 1,453) and only 1.4% by bicycle (24 of 1,453).

In terms of the school trips within Edenderry town, while the statistics do show quite a positive modal share in favour of walking (41.4%), travel by car is still the dominant mode of transport. In contrast, the modal share for cycling is only 1.4%, an extremely low level. As such, the data supports the provision of / improvement to cycling infrastructure. Improved walking infrastructure, links and permeability may also assist in further increasing the walking share, particularly within the 10 minute walking range. However, an examination of more detailed data, such as the POWSCAR data, may provide more granular information on the destination of travellers, enabling a better assessment of the potential feasibility of public transport options.



For journeys to work where the trip starts and ends in Edenderry, the above graph indicates the following:

- 100% of journeys (957) are 4km or less;
- 47.3% of journeys (453) are by car drivers, 6.9% of journeys (66 of 957) are by car passengers and 5.6% by van (54 of 957), making a total of 59.9% by car or van (573 of 957).
- 34.9% of journeys (334 of 957) are by walking and only 4.4% of journeys (42 of 957) by cycling.

In terms of work trips within Edenderry town, while the statistics show a relatively positive modal share in favour of walking, travel by car still dominates modal share. There is potential to influence an improvement in these Intra-Settlement Trips towards greater uses of active modes. As such, data supports the provision of / improvements to walking and cycling infrastructure and permeability within Edenderry town.

Place of Work Census Anonymised Results (POWCAR) data from Census 2016

Edenderry Destination Schools

POWCAR SA Prefix	County	Persons travelling	% of Total
087	Kildare	504	19.8%
107	Laois	2	0.1%
167	Meath	72	2.8%
187	Offaly	1962	77.1%
237	Westmeath	6	0.2%

Note: Number are approximate as all records that show less than 6 trips must be anonymised before they are release by the CSO. The NTA have converted all <6 to 2. This means that the data presented in this section, based off filtering and analysis of POWCAR data, is approximate. This data however is very useful is providing baseline data and broad insights where sufficient data is available.

Destination Small Area code	Schools	Approximate number of students attending	Approximate Persons travelling to this Small Area (CSO 2016)
187036001	Edenderry National School 2, St. Francis Street	64	66
187036003	Scoil Bhride National School	552	747
	Gaelscoil Éadan Doire	131	
	Edenderry BNS, Gilroy Avenue	190	
187036005	St. Mary's Primary School	400	1723
	St. Mary's Secondary School	873	
	Oaklands College	850	

Schools are clearly the dominant Trip Attractors for educational travel. An examination of the trips to the Statistical Small Areas is useful within Edenderry as all but one school within Edenderry are clustered within two Statistical Small Areas. This greater sample size provide better indicative information of mode usage. In addition, the clustering of schools provides better opportunities to provide active travel corridors.

Statistical Small Areas are defined by the CSO (Central Statistics Office).

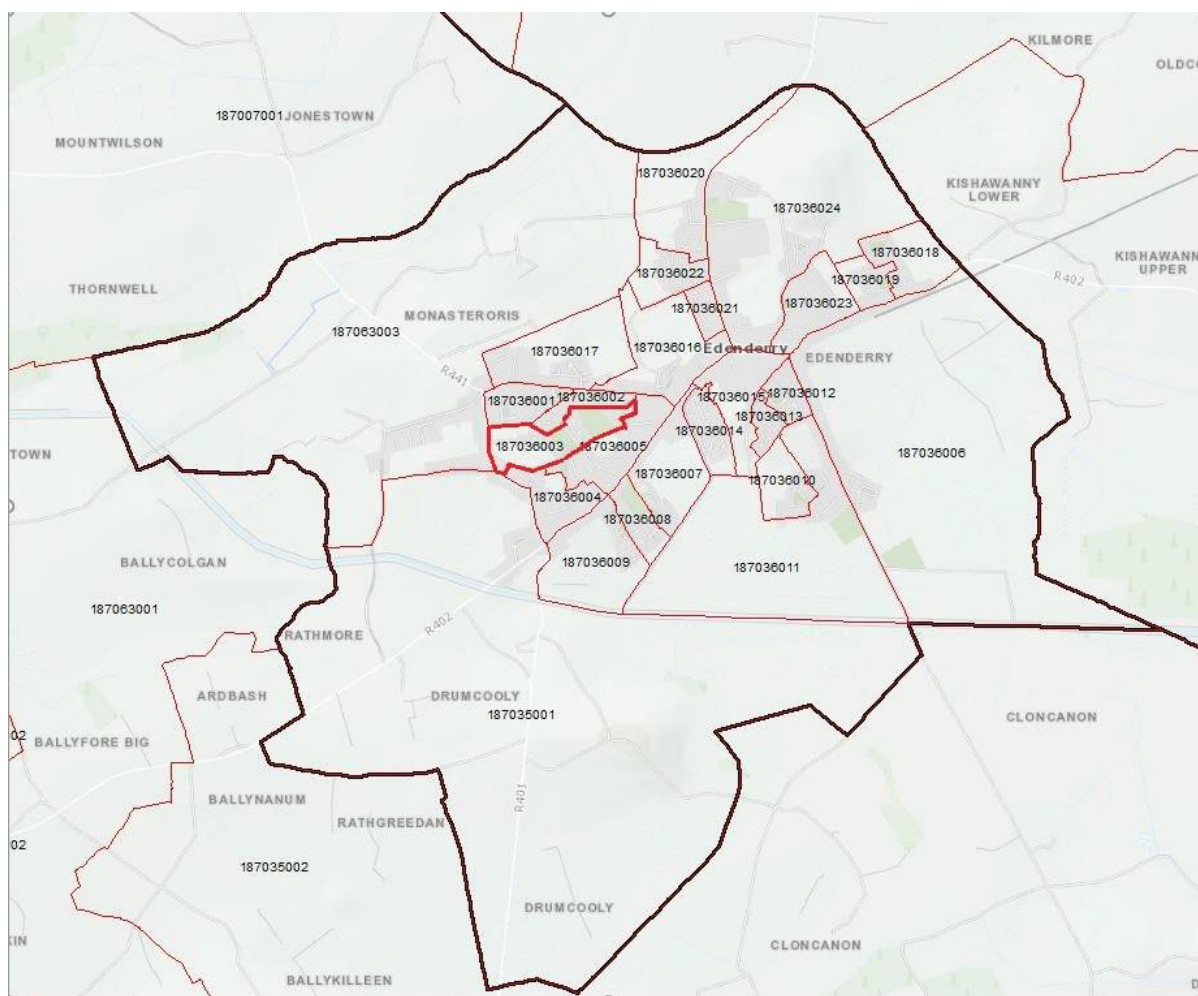


Figure 36: Statistical Small Area 187036003

Then examining the smaller cluster on the back-road (R441), Small Area code 187036003, the data is as follows:

POWCAR SA Prefix	County	Persons traveling	% of Total
087	Kildare	56	7.5%
107	Laois	2	<1%
167	Meath	6	<1%
187	Offaly	683	91.5%
237	Westmeath	0	0

Of the **Kildare** travellers:

Mode	Number
Bus, minibus or coach	12
Passenger in car	42
Van	2

Of the travellers from **Offaly**:

Mode	Number	% by mode
Bicycle	8	1.2%
Bus, minibus or coach	59	8.6%
Not Stated	20	2.9%
On Foot	155	22.7%
Passenger in car	439	64.3%
Van	2	0.3%
Total	683	

Drilling down into those within the **Edenderry Town Area**, approximately by the Small Areas outlined in black on Figure 36, and detailed as follows. This is SA codes 187036001 – 187036024, 187035001 (Drumcooley) and 18763003 (Monasteroris).

Mode	Number	% by mode
Bicycle	8	1.4%
Bus, minibus or coach	43	7.8%
Not Stated	14	2.5%
On Foot	153	27.7%
Passenger in car	332	60.1%
Van	2	0.4%
Total	552	

There is certainly an opportunity to convert many of the car passengers to more active forms of travel. The number of cyclists is very low (8), in contrast the number of car passengers is very high (332). The conversion of passengers to cyclist is a priority. It is important to note that these schools are all Primary Schools which would include some children of quite young age. This make the provision of safe, segregated cycling infrastructure if possible, essential if parents are to be convinced that cycling is a better option. This could also be supported through establishing parent-led cycling convoys.

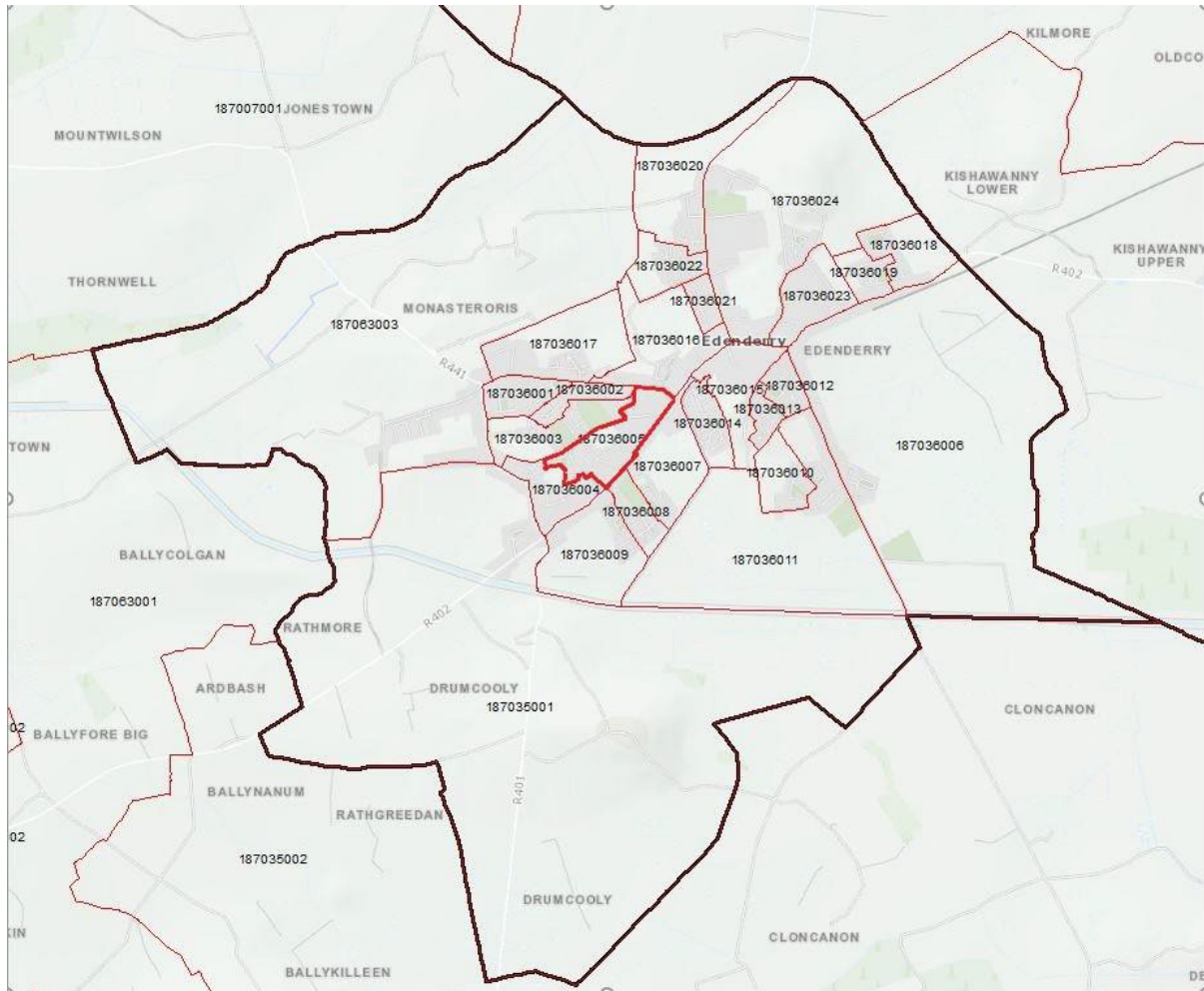


Figure 37: Statistical Small Area 187036005

Then examining the largest schools cluster along St. Mary's Road (R402), Small Area code 187036005, the data is as follows:

POWCAR SA Prefix	County	Persons traveling	% of Total
087	Kildare	426	24.7%
107	Laois	0	
167	Meath	62	3.6%
187	Offaly	1,231	71.5%
237	Westmeath	4	<1%

Of the **Kildare** travellers:

Mode	Number
Bus, minibus or coach	281
Driving a car	8
Not stated	8
On foot	2
Passenger in car	125
Van	2

Of **Meath** travellers:

Mode	Number
Bus, minibus or coach	52
Not stated	2
Passenger in car	8

Of the travellers from **Offaly**:

Mode	Number	% by mode
Bicycle	10	0.8%
Bus, minibus or coach	183	14.9%
Driving a car	16	1.3%
Not Stated	20	1.6%
On Foot	446	36.2%
Passenger in car	554	45.0%
Van	2	0.2%
Total	1,231	

Drilling down into those within the **Edenderry Town Area**, approximately by the Small Areas outlined below. This is SA codes 187036001 – 187036024, 187035001 (Drumcooley) and 18763003 (Monasteroris).

Mode	Number	% by mode
Bicycle	10	1.1%
Bus, minibus or coach	12	1.4%
Driving a car	8	0.9%
Not Stated	18	2.0%
On Foot	446	50.6%
Passenger in car	388	44.0%
Total	882	

There is certainly an opportunity to convert many of the car passengers to more active forms of travel. There are very few cyclists and very many passengers in cars. Given that the majority of these students are attending Secondary School, they will possess a greater level of cycling skill and confidence, and will by and large be capable of cycling without a chaperone/parent. This means that there is a good opportunity to be ambitious in converting car passengers to cyclists, given suitable infrastructure provision.

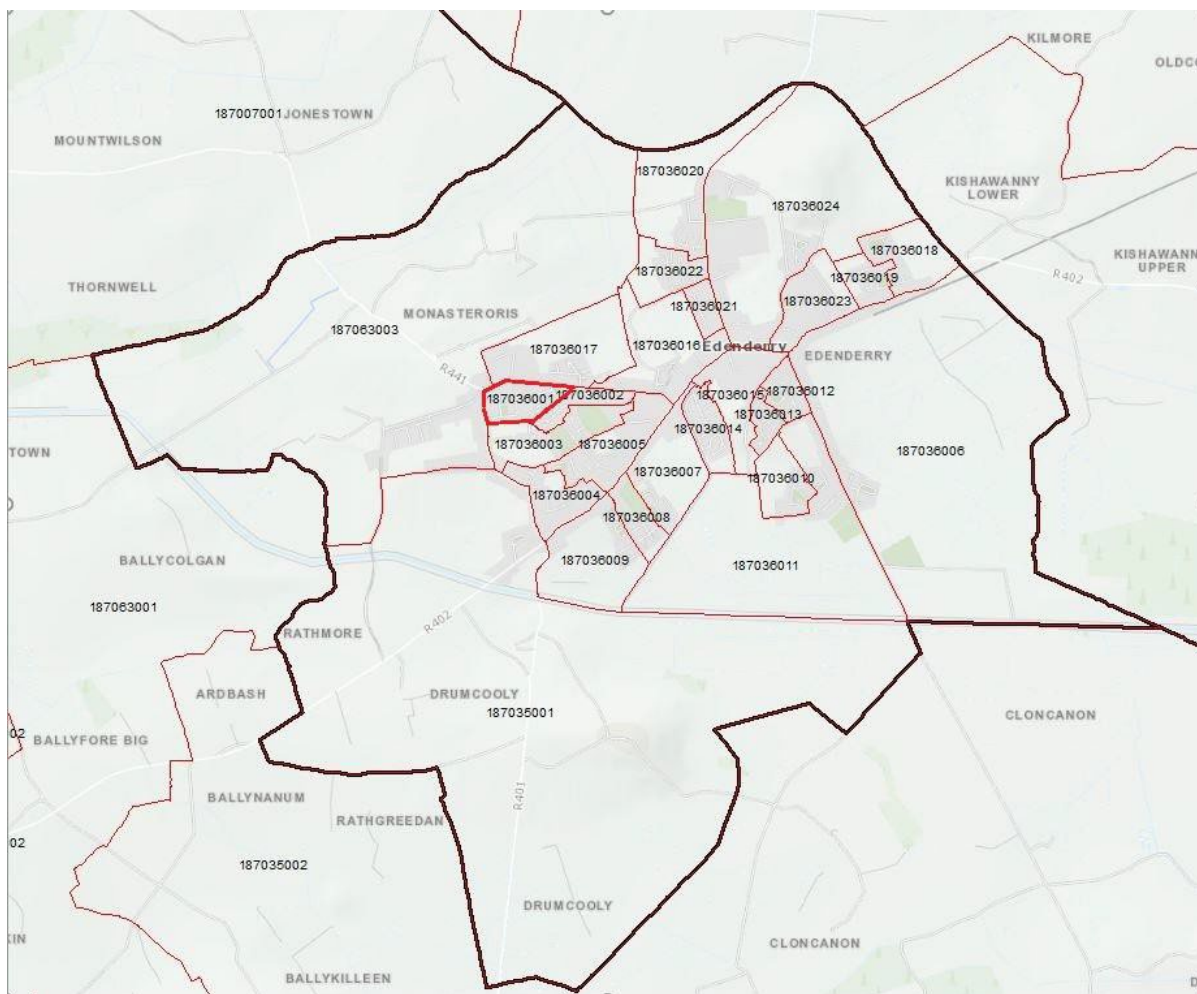


Figure 38: Statistical Small Area 187036001

Then examining the remaining relatively small school on the St. Francis Street, Small Area code 187036001, the data is as follows:

POWCAR SA Prefix	County	Persons traveling	% of Total
087	Kildare	22	33.3%
107	Laois	-	
167	Meath	4	6%
187	Offaly	40	60.7%
237	Westmeath	-	

Of the **Kildare** travellers:

Mode	Number
Bus, minibus or coach	12
Not stated	2
Passenger in car	8

Of the travellers from **Offaly**:

Mode	Number
Bicycle	8
Bus, minibus or coach	-
Not Stated	-
On Foot	4
Passenger in car	26
Van	-

Drilling down into those within the **Edenderry Town Area**, approximately by the Small Areas outlined below. This is SA codes 187036001 – 187036024, 187035001 (Drumcooley) and 18763003 (Monasteroris).

Mode	Number
Bicycle	-
Bus, minibus or coach	-
Not Stated	-
On Foot	4
Passenger in car	16
Van	-

There is certainly an opportunity to convert some of the car passengers to more active forms of travel.

Evidence Base – Traffic Counts

Traffic Counts on the Regional Roads in the Edenderry area:

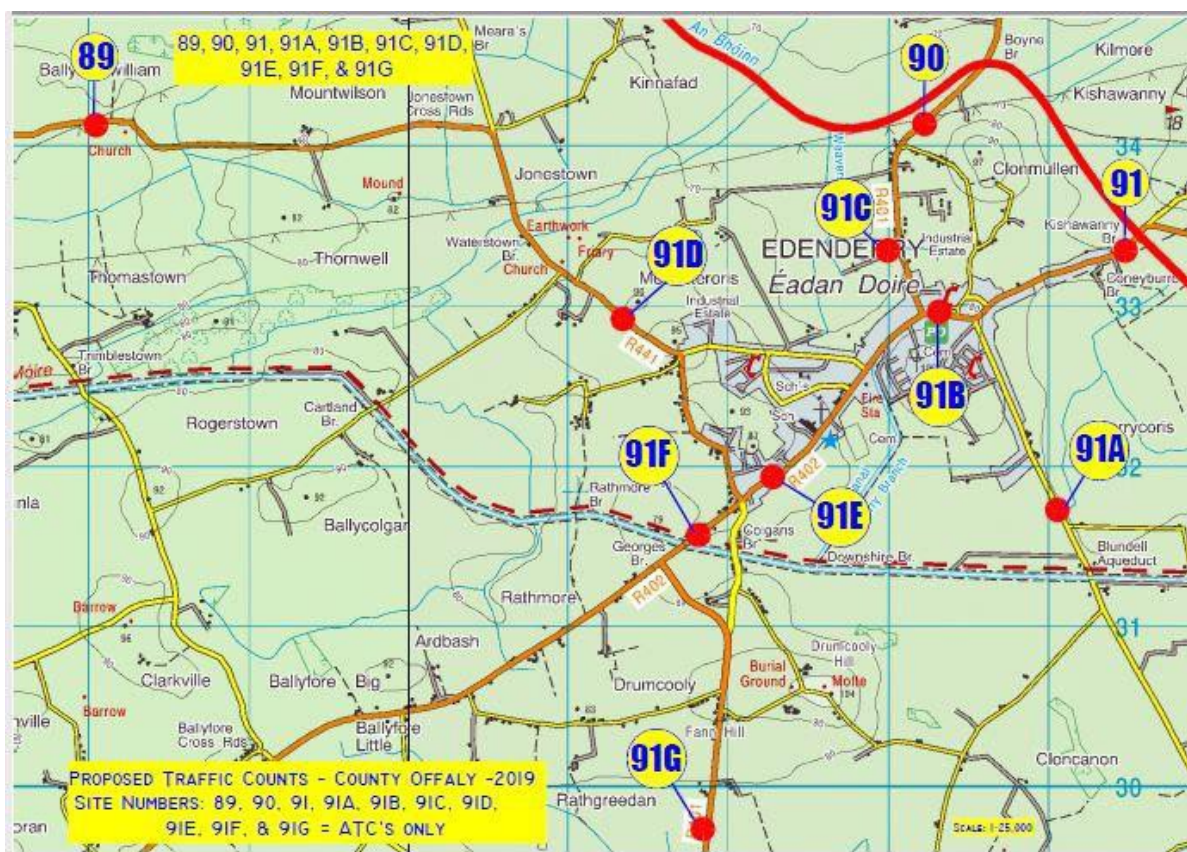


Figure 39: Traffic Count locations (May 2019)

Location	Road Reference	5-day Average (Two-way)	%HGV (TB3 & larger)	85 th Percentile Speed
90	R-401-1	2,575	12.2%	83.5
91	R-402-1	10,370	10.4%	64.8
91A	L-1001-2	2,371	7.8%	65.2
91B	R-402-1	17,823	6.8%	35.6
91C	L-1028-1	3,047	5.7%	46.1
91D	R-441-1	3,944	10.3%	64.4
91E	R-402-1	8,482	11.3%	55.8
91F	R-402-2	6,319	11.2%	73.6
91G	R-401-2	2,284	21.4%	99.4

The Traffic Counts were conducted from 21st to 27th May 2019.

These traffic counts were considered, along with other data (such as POWSCAR) where relevant, to draw insights on transport usage.

EMRA: Commuter Flows to Dublin Metropolitan Area, 2016

By Electoral Division (ED)

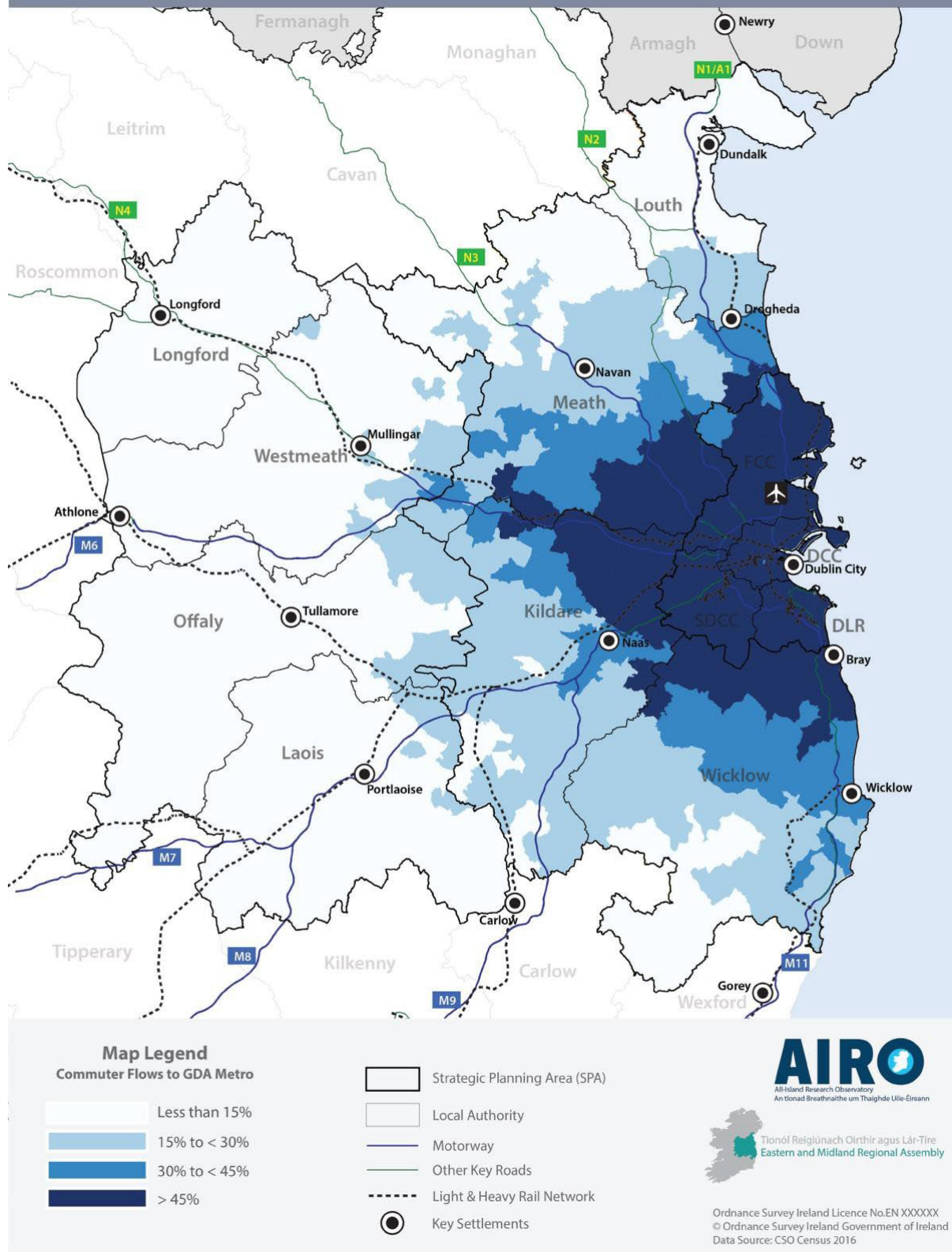
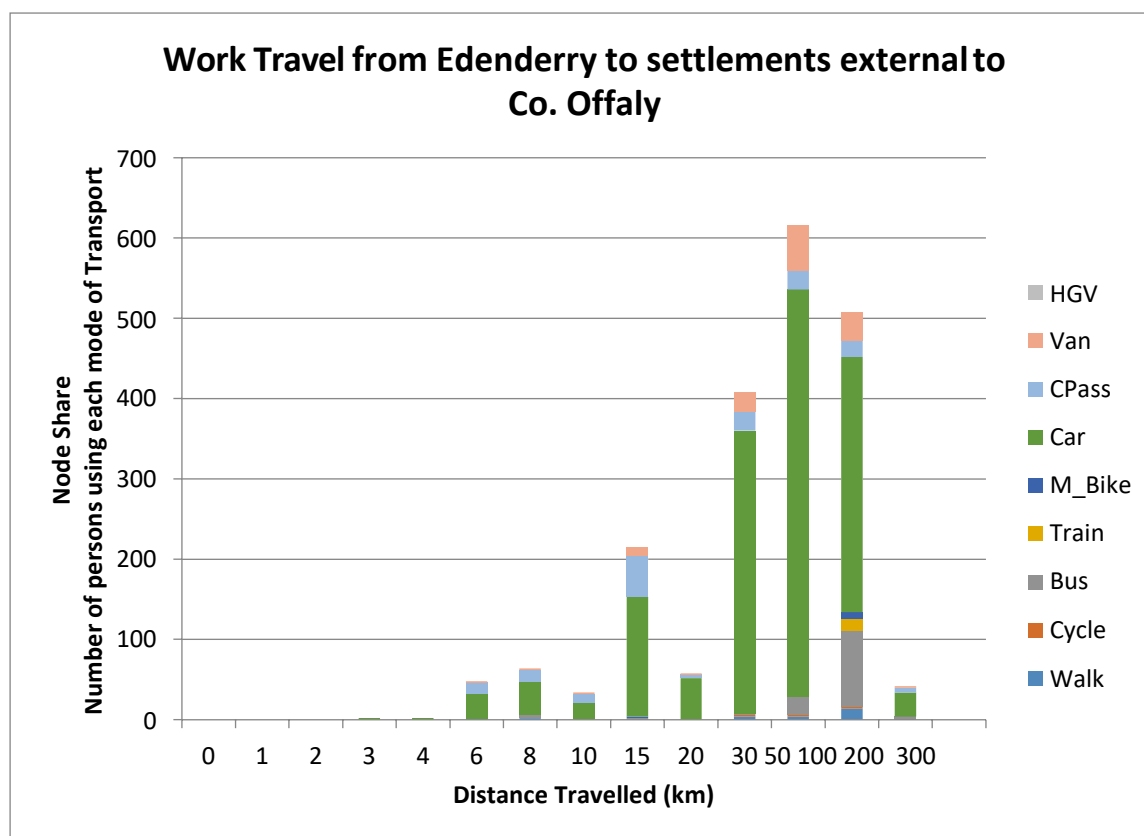


Figure 40: Commuter Flows to the Dublin Metropolitan Area, 2016 (Source: CSO POWCAR & AIRO)



For journeys to work from Edenderry to another settlement within County Offaly, the above graph indicates the following:

90.6% of journeys (1,809 of 1,997) are by car and van, with 75.4% of journeys (1,505 of 1,997) by car, 8.4% of journeys (168 of 1,997) by car as passengers, and 6.8% of journeys (136 of 1,997) by van. In contrast, 6.5% of journeys (130 of 1,997) are by bus.

In terms of work trips, the statistics show that travel by private car dominates modal share. In light of the significant shortfall of bus users, the statistics also support a review of local bus services within the town in terms of connections and frequency

POWCAR SA Prefix	County	Persons traveling	% of Total
017	Carlow	6	<1%
027	Cavan	2	<1%
047	Cork	8	<1%
048	Cork City	2	<1%
067	Galway	4	<1%
068	Galway City	8	<1%
087	Kildare	961	48.1%
097	Kilkenny	2	<1%
107	Laois	56	2.8%
127	Limerick	4	<1%
137	Longford	2	<1%
147	Louth	8	<1%
167	Meath	94	4.7%

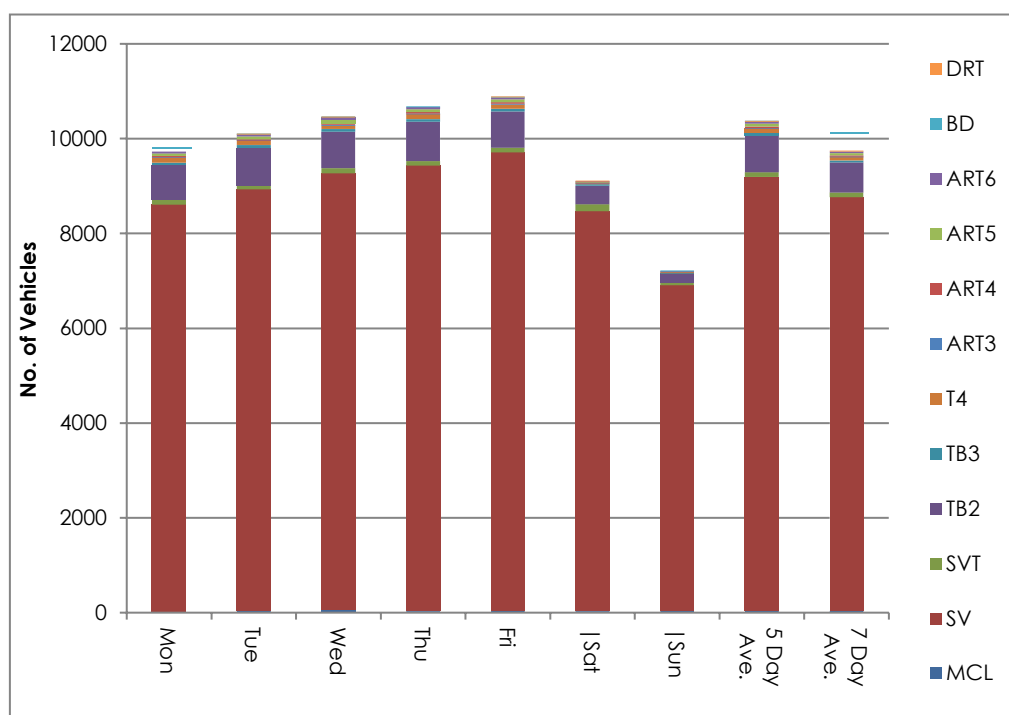
177	Monaghan	10	<1%
187	Offaly	1,224	61.3%
197	Roscommon	4	<1%
217	Tipperary	4	<1%
227	Waterford	4	<1%
237	Westmeath	140	7.0%
247	Wexford	2	<1%
257	Wicklow	6	<1%
267	Fingal / South Dublin / Dun Laoighaire Rathdown	414	20.7%
268	Dublin City	368	18.4%

Of those travelling to the Dublin (one of the 4 LAs), the following breakdown of modes was found:

Mode	Approximate number of persons
Bicycle	4
Bus, minibus or coach	108
Driving a car	538
Motor cycle or scooter	8
Not stated	2
On foot	14
Passenger in a car	28
Train, DART or LUAS	16
Van	64

It is assumed that the main route to Dublin, as it is the most direct route, is east on the R402, then connecting to the M4 (or R418, the former N4) at Enfield. An examination of the traffic on the R402 east of Edenderry provides greater insight on traffic levels.

Location	Road Reference	5-day Average (Two-way)	%HGV (TB3 & larger)	85 th Percentile Speed
91	R-402-1	10,370	10.4%	64.8



Summary bar chart of Two-way daily traffic totals on R402; Note: SV denotes Cars and Light Vans

A better bus service could help to move people from car to bus mode. At present this route is served by Go-ahead, etc. refer Section 1.2.5.1.

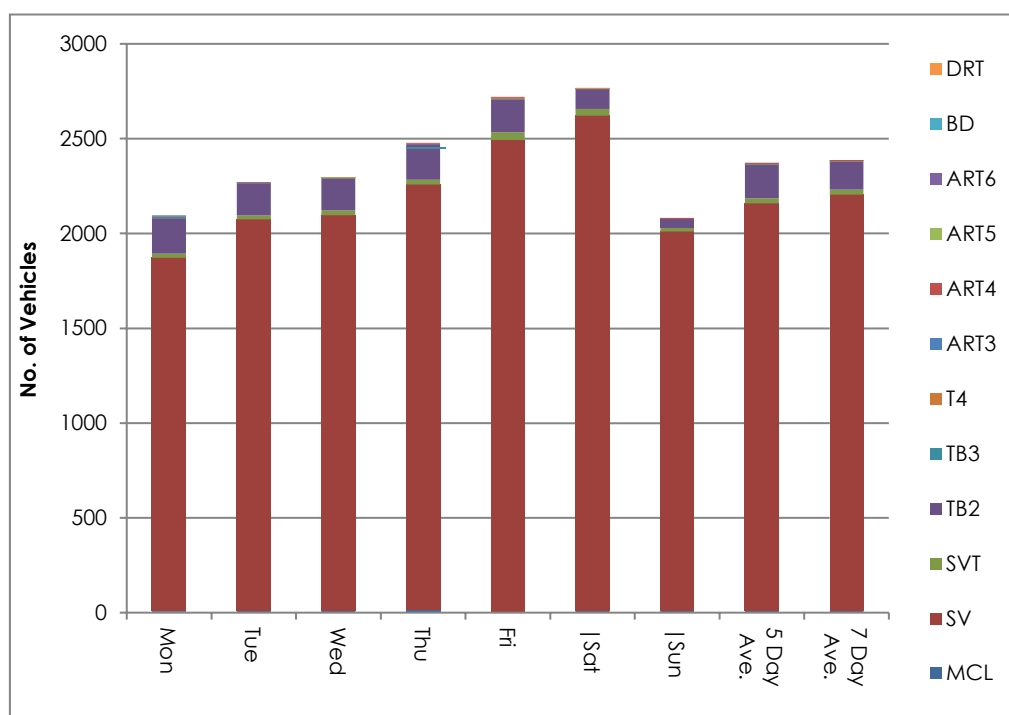
Of those travelling to **Kildare**, the following breakdown of modes was found:

Mode	Approximate number of persons
Bicycle	2
Bus, minibus or coach	18
Driving a car	753
Motor cycle or scooter	2
Not stated	12
On foot	8
Passenger in a car	122
Train, DART or LUAS	0
Van	44

Better bus link between Edenderry and Kildare would provide opportunities for car users to transfer mode to bus. A more detailed analysis is required of the data to determine routes where demand may exist.

The route southward from Edenderry toward Rathangan is one of the main links to County Kildare, leading on to other Kildare towns along the M7 corridor such as Monasterevin, Kildare, Newbridge and Naas. An examination of the Traffic Count data on this route shows a high level of daily car traffic, as detailed below. It may be possible to reduce car journeys on this route with public transport links (bus route/s) however a review on the demand/feasibility of same is recommended.

Location	Road Reference	5-day Average (Two-way)	%HGV (TB3 & larger)	85 th Percentile Speed
91A	L-1001-2	2,371	7.8%	65.2



Summary graphs of Two-way daily traffic totals on L1001 (To Rathangan & M7); Note: SV denotes Cars and Light Vans

There may also be opportunities to transfer cars travelling to employers in Kildare, via the R402 to bus travel. The viability of bus routes serving large employment centres in North Kildare on the M4 corridor should be examined (i.e. Maynooth, Celbridge, Leixlip).

Work Travel to Tullamore

Briefly examining the work travel to Tullamore (through analysis of POWCAR tips to Prefixes 187086 & 187087), the POWCAR data indicates the following Inter-Settlement work trips:

Mode	Approximate number of persons
Bus, minibus or coach	2
Driving a car	114
Passenger in a car	10
Van	10

There is a prima facie opportunity to transfer some of the many car drivers/passengers to bus transport. Further examination of the low level of usage of bus transport for work purpose is necessary to determine how this modal shift could be facilitated and encouraged.

2.4 Baselines & Future Ambitions

The below Tables summarize the baseline modal splits and outlines future ambitions.

Mode Share for Work Trips	2016 Baseline	2029 Ambitions
Car (or other vehicle)	77%	70%
Public Transport	3.2%	6%
Walking	12.5%	15%
Cycling	1.6%	5%

Mode Share for Education Trips	2016 Baseline	2029 Ambitions
Car	31.5%	25%
Public Transport	5.4%	6%
Walking	25.1%	30%
Cycling	0.7%	5%

3.0 Option Development and Assessment

3.1 Methodology

A long list of potential options is outlined below. These options were developed following site visits, desktop studies and taking into account the information in the preceding chapters. Potential options are presented below as Walking Options (WO), Cycling Options (CO), Road Infrastructure Options (RO), and Public Transport Infrastructure Options (PO).

In considering and developing these options, the relationship between trip length and mode of locally focussed trips within Edenderry was central. Making shorter trips more attractive, accessible and possible via active modes (walking and cycling) was fundamental to the formulation of these options.

The development of these options are also informed by an intention to reallocate road-space within Edenderry to walking, cycling and public transport. Option development considered removal of traffic from streets, narrowing carriageways, traffic management measures or removing on-street parking to provide cycle tracks or widened footpaths.

3.2 Walking Infrastructure

WO1 Improved footpath along School Lane from St. Mary's Road (south-west side)

Feasibility: Medium

Reasoning: Existing footway in place however in poor condition. Very limited space to increase the footway width due to tight road cross section. Would aid in improving link between educational facilities and main thoroughfare (R402/St. Mary's Road). Consideration of either land acquisition from St. Mary's Primary School or alternatively one-way system along School Lane anticipated.

WO2 New footway footpath along School Lane from St. Mary's Road (north-east side)

Feasibility: Medium

Reasoning: Very tight cross section, no space available for footway on north-east side (along by Acorn) due to existing two-way traffic arrangement. Would provide safe pedestrian link to educational facility and increase capacity for pedestrians along aid in improving link between educational facilities and main thoroughfare (R402/St. Mary's Road).

WO3 New pedestrian link / footway at Quaker Burial Grounds

Feasibility: Low

Reasoning: Currently no footway along south side of the R402/St. Mary's Road from Garda Station westward past Quaker Burial Ground. Pedestrians forced to walk onto carriageway. Width not currently available for widening due to protected Quaker curtilage, creating a pinch point.

WO4 Improve footway from O'Connell Square to Byrne O'Sullivan / Clonmullen Lane

Feasibility: Low

Reasoning: Existing topography presents issues for compliance with disability slopes. Removal of step will require re-profiling of footway levels, however this would present issue with street-side premises which generally have low thresholds.

WO5 Footway from Col. Perry St. Junction to Clonmullen Hall

Feasibility: Medium

Reasoning: A significant number of residences are within Clonmullen Hall, however there is no continuous footway south from Clonmullen Hall linking toward O'Connell Square direction / Col. Perry Street. Some section of footway previously installed, however this is piecemeal, narrow and in varied condition. These work would provide a safe pedestrian link toward the town centre. Narrow section of carriageway may require land acquisition or installation of contra-flow arrangement to facilitate installation of new footway.

WO6 Improve footway on south-side of Dublin Road (R402), just east of Tesco/Lidl junction

Feasibility: High

Reasoning: Existing footway is quite narrow and in poor condition due to age and to damage due to trees planted a close proximity. Consideration of Trees for removal to improve sightlines and visibility of pedestrians.

WO7 Improve Pedestrian Link between Boyne Meadows and Edenderry Coursing Club

Feasibility: High

Reasoning: Existing footpath is in poor condition; cycleway works may provide an opportunity to renew damage sections of the existing footway.

WO8 New Pedestrian Link from Edenderry Town FC to Blundell Aqueduct (along L-1001)

Feasibility: High

Reasoning: Space exists on the eastern verge to continue a footway link from Edenderry Town FC to Blundell Aqueduct. This would link up the footway from the town centre, via Fr. Paul Murphy Street, with the Grand Canal Greenway. This would provide another canal loop option around Edenderry town. A pedestrian crossing may be required to cross the carriageway just short of Blundell Aqueduct to enable access to the Grand Canal Greenway. Co-ordination with Waterways Ireland required on specific access arrangements/layouts.

WO9 Provision of new footway along Tyrrell's Lane (L-10012-1 from junction with L-10279 westward to corner

Feasibility: Medium

Reasoning: Provision of new footway along carriageway edge, providing safe access to Tyrrell's Brook Walk and onward to corner where paved carriageway ends. Verge available for footway.

WO10 Widen and enhance footway from JKL Street (R402) to Grand Canal Greenway entrance

Feasibility: High

Reasoning: Widen the existing footway around the Grand Canal Harbour to the entrance to the Grand Canal Greenway. At present, it is quite narrow and requiring renewal. Space exists to widen the footway

WO11 Widen footway from Killane Cross to Colgan's Bridge

Feasibility: Low

Reasoning: Existing footway linking Killane Cross (main R4002 corridor) to Grand Canal Greenway at Colgan's Bridge is narrower than desirable along much of its length. Detailed assessment of carriageway widths required to determine scope for widening.

WO12 Provide footway over Colgan's Bridge

Feasibility: Medium

Reasoning: Currently no footway over Colgan's Bridge requiring pedestrians to walk onto live carriageway with limited forward visibility. Provision of footway over bridge may require contra-flow arrangement, enable by traffic lights, to create space for footway.

WO13 Widen footways immediately north of Killane Cross, along R441

Feasibility: Low

Reasoning: Very limited carriageway cross section exists due to boundary of Killane Cemetery and residential boundaries. Footways currently quite narrow. Detailed examination of options for footway improvements required as this route lead up to Scoil Bhríde PS / Gaelscoil Éadan Doire schools cluster.

WO14 Create permeability link between Killane Heights and Killane Drive/Killane Court areas

Feasibility: Medium

Reasoning: A permeability link for pedestrians (and Cyclists) would improve walkability, enabling more direct walking routes. This measure also include the provision of footway/cycleway infrastructure/links from Killane Drive footways through green areas to Killane Heights interface.

WO15 New footway from the Cokery Lane/R441 to The Manor

Feasibility: High

Reasoning: Provision of new footpath from the R441 (aka the Back Road) to "The Manor" housing estate. This footway will be along Cokery Lane, likely on the south edge, providing safer walking to this housing development, linking into existing footways immediately surrounding "The Manor". This route also leads onto to the Grand Canal Greenway at Rathmore Bridge.

WO16 Renew walking route to Rathmore Bridge

Feasibility: High

Reasoning: This would provide an improved quality pedestrian connection from Cokery Lane to Grand Canal Greenway in the vicinity of Rathmore Bridge. The last section of this route, the L-10271, connecting to the Grand Canal Greenway, is overgrown and no longer accessible by vehicle. The pedestrian route is in poor maintenance, and liable to localised flooding and overgrown vegetation/trees. Improvement work would provide a safer, more accessible link to the Grand Canal Greenway, on a walking loop that is already in relatively common use.

WO17 New Pedestrian Crossing on St. Francis Street adjacent to St. Mary's Secondary School

Feasibility: Low

Reasoning: Provision of a new pedestrian crossing of St. Francis Street, near No. 69 St. Francis Street crossing over to near No. 6 St. Francis Street would enable a safer walking route to the Downshire development / Edenderry Shopping Centre for students and residents. This route also links back to the Edenderry Inner Relief orbital walking route, via Fr. McWey Street. This essential pedestrian crossing will require land acquisition, anticipated on the north side of the pedestrian crossing.

WO18 Realign footway from R402 (St. Mary's Road) to Fire Station (along Sr. Senan Avenue)

Feasibility: Medium

Reasoning: Existing footway on north-east side of Sr. Senan Avenue is prone to parked vehicles impeding pedestrian access to the western entrance to Oakland College. A realigned and protected footway, along with clearly demarcated parking will improve pedestrian access for students and residents alike.

WO19 Improve Footways along the R401 from junction with Inner Relief to Edenderry GAA

Feasibility: High

Reasoning: Existing footway is in poor condition in places, with localised flooding occurring. Targeted improvement will improve walkability on this route.

WO20 Create footway link from Edenderry GAA southward to L-1028-2

Feasibility: High

Reasoning: Provision of a new walking route from the GAA Sports Campus, linking south to the Inner Relief Active Travel Infrastructure Loop (footways & cycleways) would enable safer user access. This also provides an alternative corridor, other than the R401 which is limited in width for Active Travel infrastructure provision. This link will also provide improve active travel links to the Ard Na Carraige residential area.

3.3 Cycling Infrastructure

CO1 Cycle Lane linking Edenderry Coursing Club junction (R402/Hare's Lane) with Boyne Meadows

Feasibility: Medium

Reasoning: This cycle lane would provide a safer cycling link for the residents of Boyne Meadows to Hare's Lane Cycleway, with onward cycling network options. While the width of the carriageway is limited, the volume and speed of vehicular traffic on this route mean it is less suitable for shared street arrangement or advisory arrangement. However due to presence of verge to south of carriageway, opportunity to examine widening of carriageway to create space for segregated cycleway along north edge of carriageway.

CO2 Cycle Lanes linking Hare's Lane to Edenderry Inner Relief (Phase 1)

Feasibility: High

Reasoning: Installation of cycle-ways on both sides of the carriageway through Clonmullen (L-50432-1) would provide the missing link between the Hare's Lane cycleway and Edenderry Inner Relief cycleway, enhancing the networks and providing greater continuity and consistency of infrastructure. The space exists to install the cycling infrastructure due to wide verges.

CO3 Reconfiguration of Tyrrells Lane (L-10012-1) up to L-10279 junction

Feasibility: High

Reasoning: Repurpose existing pull-in margin along south side of carriageway as advisory cycleway. Existing traffic island to be modified to have cycle-thru for cyclists while maintaining out kerb-line at motorist interface.

CO4 Upgrade of unpaved sections of Tyrell's Land to meet Edenderry Grand Canal Spur

Feasibility: Medium

Reasoning: Existing track requires some upgrade works on the surface, drainage & boundaries to create a good quality route linking to Edenderry Grand Canal Spur Greenway. This also links to the southern end of Blundell Park.

CO5 Identify and provide cycle route through Blundell Park

Feasibility: Medium

Reasoning: Identify routes within Blundell Park which can be developed as cycle-links to existing our proposed cycle network surrounding or adjoining Blundell Park. This will enhance the overall cycling network enabling more direct cycle routes.

CO6 Cycle Link from Edenderry Inner Relief (Phase 2) to St. Francis Street

Feasibility: Medium

Reasoning: Existing laneway could be upgraded as a cycle link from the proposed Inner Relief Road cycleway to St. Francis Street. This would enhance the cycle network and provide a good link to the north cycle orbital route (Inner Relief Road cycleway). Cycleway to be agree with owner of private lane.

CO7 Cycle link from Blundell Park along Blundell Wood to the proposed footway/cycleway location

Feasibility: Medium

Reasoning: New cycleway from Blundell Park (western gateway near Blundell Castle) via historic tree lined tree-lined boulevard (Blundell Wood) to Grand Cana Greenway, at the location of the proposed footway/cycle bridge. The space exists along by the trees to create a cycleway, subject to some localised tree pruning in places.

CO8 New cycleway from Grand Canal Edenderry Spur to St. Mary's Cemetery

Feasibility: Medium

Reasoning: New link from Grand Canal Spur, at the proposed footway/cycleway crossing, westward across lands to St. Mary's Cemetery. This would then provide a connection onto JKL Street, in close proximity to the schools cluster. This link would provide good connectivity to both the Grand Canal Greenway, and to the Blundell Park and Blundell Masterplan area. Proposed link through private lands, agreements to be advanced to enable link.

CO9 Cycle Lane from existing Scoil Bhríde PS Cycleway to Killane Heights

Feasibility: High

Reasoning: Space exists on existing wide footway to extend the raised cycleway along the east side of the R441 at Scoil Bhríde PS, eastward to entrance to Killane Heights.

CO10 Cycleway from Gaelscoil Éadan Doire Cycleway northward to St. Patrick's Road / R441 junction

Feasibility: Medium

Reasoning: Space exists on verge along by Rectory Meadows to extend the Gaelscoil Éadan Doire cycleway northward, however may require removal of some trees, subject to available space. Road realignment may be required coming up towards Cokery Lane junction to create space from cycleway. Revised junction at St. Patrick's Road / R441 may be required for safer incorporation of cyclists.

CO11 Cycle-ways from Eden Business Campus cycleway to St. Patrick's Road / R441 junction

Feasibility: Medium

Reasoning: Very limited cross section available through tight section of R441 at Monasteroris bounded by stone-wall. The creation of cycle-ways through this section is essential to link the Edenderry Inner Relief orbital cycling route back into the Scoil Bhríde PS / Gaelscoil Éadan Doire cluster and to Edenderry National School 2 located on St. Patrick's Road.

CO12 Provide cycling link from Cokery Lane to Grand Canal Greenway

Feasibility: Medium

Reasoning: This would provide an cycling link from Cokery Lane to Grand Canal Greenway in the vicinity of Rathmore Bridge. The last section of this route, the L-10271, connecting to the Grand Canal Greenway, is overgrown and not accessible by bicycle. The existing pedestrian route is in poor maintenance, and liable to localised flooding and overgrown vegetation/trees. Improvement work could enhance the link to accommodate cyclist, enabling access onto the Grand Canal Greenway. The Grand Canal Greenway essentially acts as a southern outer orbital route for the Edenderry Cycling Network.

CO13 Provide cycling lane from Oaklands College to School Lane

Feasibility: Medium

Reasoning: Would provide a cycling link down the main thoroughfare (R402) linking a number of schools. Carriageway width is limited from Oakland College eastward past Quaker (Friends) Burial Ground, however carriageway widens from Garda Station. Carriageway width is present to accommodate a cycle lane, likely on the north-western side of the carriageway due to the adjacency to schools. Cycleway may require reallocation of space from parking to cycle-lane.

CO14 Provide cycling lane on Downshire Link (L1028-2)

Feasibility: Medium

Reasoning: Would provide a cycling link from St. Francis Street to Downshire loop / Edenderry Shopping Centre. The space exists on the verge to create a cycleway adjacent to the Downshire road link. It is anticipated that this link would likely be situated on the west side of the existing carriageway, however some of the northern end of the Downshire Link may require realignment to accommodate this.

CO15 Provide cycling lane around the Downshire development and northward towards Fr. McWey Street (L-1028-2)

Feasibility: Medium

Reasoning: Grass verge exists that could potentially be converted to cycleway, providing a link to the Edenderry Inner Relief cycleway, and enhancing the cycle network. Footways and kerb-line may require some realignment in some locations, and public lighting may have to be relocated.

CO16 Provide segregated cycling lane along the north side of JKL Street, between Grand Canal Harbour and St. Conleth's Road junctions

Feasibility: Low

Reasoning: The streetscape widens out significantly along this stretch of JKL Street. While much of this space was paved during a previous public realm enhancement, there is an opportunity to reallocate paved space (north of the carriageway) to cycleway. There is also scope to provide cycle parking within the paved public realm area. Significant design is required to advance this project to ensure coherent integration of cycle infrastructure into the public realm.

CO17 Provide new Cyclebridge/footbridge over Grand Canal Spur

Feasibility: Medium

Reasoning: Provided new cycleway/footway over the Grand Canal Spur to create east/west link from Blundell Masterplan area to JKL Street schools cluster. Blundell Park links via historic tree lined tree-lined boulevard (Blundell Wood) to the Grand Canal Greenway/Grand Canal Spur. The proposed cycle-bridge/footbridge then enable a canal crossing, at the location of the proposed footway/cycle bridge. allowing westward cycling/walking across lands to St. Mary's Cemetery. This would then provide a connection onto JKL Street, in close proximity to the schools cluster. This link provides good connectivity to both the Grand Canal Greenway, and to the Blundell Park and Blundell Masterplan area. Near-term goal to advance through planning process, and gain Part 8 Planning adoption.

CO18 Create Cycleway link from Edenderry GAA southward to L-1028-2

Feasibility: High

Reasoning: Provision of a new cycling route from the GAA Sports Campus, linking south to the Inner Relief Active Travel Infrastructure Loop (footways & cycleways) would enable safer user access, and encourage greater usage. This also provide an alternative corridor, other than the R401, which is limited in width for Active Travel infrastructure provision, particular limited in space for segregated cycle-ways. This link would also provide a safer cycle-way link serving the Ard Na Carraige residential area.

3.4 Roads Infrastructure

RO1 Construction of Edenderry Inner Relief Road (Phase 2)

Feasibility: High

Reasoning: This road, cycleway and pedestrian link will connect Fr. McWey Street (at the rear of the Downshire development) westward to Eden Business Campus. This project will open up better access to the R441 via Eden Business Campus, and strengthen the cycling network through extension of an outer orbital cycling route. Design have been completed on this project and statutory permissions are in place.

RO2 Improve and Upgrade the R402 through Edenderry

Feasibility: High

Reasoning: With high volumes of through traffic along this main street (R402), significant wear and tear occurs. With delivery of the Inner Relief routes, significant upgrade works of the carriageway (R402) through Edenderry can be carried out with more alternative routes, reducing disruption.

RO3 Construction of an internal distributor road from Clonmullen Lane / Col. Perry Street to St. Conleth's Road

Feasibility: Low

Reasoning: Objective to create new linkages to improve permeability and open up lands to potential backland development. This link is partially constructed as a private access lane. Advancing this project would require land acquisition and progressing through statutory processes.

RO4 Construction of internal distributor road from St. Conleth's Road (R401) to Downshire (L-1028)

Feasibility: Low

Reasoning: Objective to create new linkages to improve permeability and open up lands to potential backland development. This roadway would provide rear access to premises along the north side of JKL Street, with significantly improved potential for back-land development. This link is partially constructed as a private access lane. Advancing this project would require land acquisition and progressing through statutory processes.

RO5 Improvement to Junction at St. Francis Street / JKL Street Junction

Feasibility: High

Reasoning: Proposed to provide enhanced pedestrian facilities and aid link between town centre and St. Francis Street.

RO6 Improvement to Junction at St. Patrick's Road / R441 junction

Feasibility: Medium

Reasoning: Proposed to provide enhanced pedestrian facilities better incorporation of active travel modes. Priority at the junction to be reviewed to reduce heavier vehicle from travelling down St. Patrick's Road / St. Francis Street as a default.

RO7 Road Widening of R441 at Monasteroris

Feasibility: Medium

Reasoning: Widen Regional Road (R441) at pinch point between Eden Business Campus and St. Patrick's Road / R441 junction. Existing carriageway is only approximately 4.9m between kerb-lines, so HGVs often mount the footpath causing significant damage. There is a high incidence of accidents at this location. Road widening would create a safer roadway, allow space for wider and safer footway, and allow space to connect the Eden Business Campus cycles to Edenderry town via St. Patrick Road and/or R441 (Back Road). These works require land acquisition.

RO8 Realignment of R402 from Boyne Meadows to Edenderry Coursing Club

Feasibility: Medium

Reasoning: Realignment of the R402 carriage way will provide space for an adjacent cycleway, which also providing an opportunity for reconstruction works in areas founded on peat, and subject to very high traffic volumes.

RO9 Improvement to Junction at Fr. Paul Murphy Street

Feasibility: High

Reasoning: Improve safety at this poorly defined junction. Junction to be tightened to prevent t-boning accidents on south-west bound traffic coming off the R402. Provide enhanced pedestrian crossing facilities along the south side of R402, crossing Fr. Paul Murphy Street.

R10 Improvement works to Downshire Link (L-1028-2)

Feasibility: Medium

Reasoning: The developer constructed carriageway is unable to accommodate traffic volumes due to its permeable paving makeup. Reconstruction of this link with more traditional asphalt construction, and installation of surface water drainage. Road improvement work also provide the opportunity to realign the northern portion of this link, releasing space for a cycleway along the west of the carriageway.

R11 Examine potential of link south-western from Eden Business Campus linking back onto R402

Feasibility: Low

Reasoning: The R441 currently connects to the R402 at Killane Cross causing significant issues for HGV due to narrow carriageways, and lack of available space to improve the junction. A link from the R441 south-west, crossing the Grand Canal, and connecting to the R402 at Rathmore has the potential to address this matter. It would also reduce HGVs required to travel within Edenderry town, particularly along the R441 (Back Road) where a significant schools cluster is situated. Near-term goal for this potential infrastructure intervention is to advance through Scope & Pre-appraisal, and Concept and Feasibility phases.

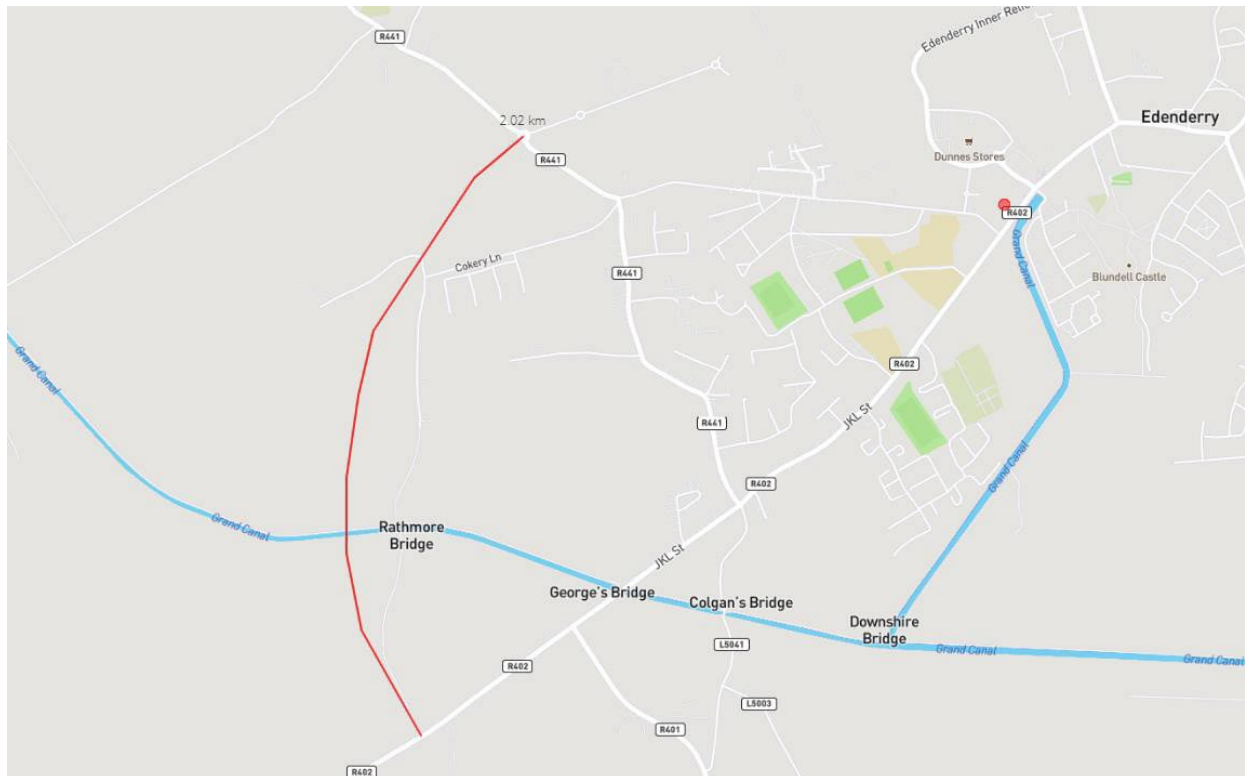


Figure 36: Indicative potential route for south-west link from R441 to R402

R12 Create Road link from Killane Heights and Killane Drive/ Killane Court areas

Feasibility: Medium

Reasoning: Provision of a road link would relief congestion within Killane Drive, creating a permeability link for vehicles, pedestrians and cyclists. This measure would be further enhanced through the provision of footway/cycleway infrastructure/links from Killane Drive to Killane Heights.

3.5 Public Transport Infrastructure

PO1 Enhancement of Existing Bus Stops on JKL Street

Feasibility: High

Reasoning: Cross section available to develop good quality bus stops in the vicinity of the proposed Edenderry Library. An upgrade would ensure that bus stops comply with relevant accessibility standards and facilitate high quality bus shelters to make public transport more attractive.

PO2 Review of Bus Stop locations and reallocation of space for higher quality stops

Feasibility: Medium

Reasoning: Examination of all bus stops, existing or proposed within Edenderry, and better provision of space / prioritisation within the available road space. Improve disability access where possible.

PO3 Seek funding for bus shelters, where space allows

Feasibility: Medium

Reasoning: Where space allows, seek funding for bus shelters at bus stops. Support/enable RPTI (real time passenger information) improvements.

4.0 Plan Finalization

4.1 Methodology

From the long list of potential options included in Section 3.0, a further refinement of proposals was conducted including eliminating options of low feasibility and combining elements of separate options to achieve a viable proposal. Final proposals are presented below as Combined Walking and Cycling Proposals (WCP), Walking Proposals (WP), Cycling Proposals (CP), Road Infrastructure Proposals (RP), and Public Transport Infrastructure Proposals (PP). A map detailing the final proposals is included at Appendix B of this report. A Delivery timeframe (short: 1-2 years, medium: 3-5 years or long term: 6-10 years) is also attached to each proposal.

4.2 Combined Walking/Cycling Infrastructure Proposals

WCP1 Construction of walking and cycling route as part of the proposed Edenderry Inner Relief Road (Phase 2) project from Fr. McWey Street to Eden Business Campus.

Feasibility: High

Delivery Timeframe: Short

Reasoning: Will create alternative walking and cycling loop around the town and strengthen links to employment centres. This also provides links this orbital route to the R441, linking around to schools and residential area on the west side of Edenderry.

WCP2 Improve Pedestrian Link and new Cycleway between Boyne Meadows and Edenderry Coursing Club

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Existing footpath can be improve in tandem with the road re-alignment and cycleway installation works, providing significantly improve active travel linkage to residents of Boyne Meadows. This cycle lane would provide a safer cycling link for the residents of Boyne Meadows to Hare's Lane Cycleway. Refer Road Infrastructure Proposals for related road realignment project.

WCP3 Renew and repurpose route to Rathmore Bridge as walking/cycleway link

Feasibility: High

Delivery Timeframe: Medium

Reasoning: This would provide an improved quality pedestrian connection from Cokery Lane to Grand Canal Greenway in the vicinity of Rathmore Bridge. The last section of this route, the L-10271, connecting to the Grand Canal Greenway, is overgrown and no longer accessible by vehicle. The pedestrian route is in poor maintenance, and liable to localised flooding and overgrown vegetation/trees. Improvement work would provide a safer, more accessible link to the Grand Canal Greenway, on a walking loop that is already in relatively common use. The upgrade would also enable its use as cycling link from Cokery Lane to Grand Canal Greenway.

WCP4 Upgrade of unpaved sections of Tyrell's Lane to meet Edenderry Grand Canal Spur

Feasibility: High

Delivery Timeframe: Short

Reasoning: Existing track/walking route requires some upgrade works on the surface, drainage & boundaries to create a good quality cycling and walking route linking to Edenderry Grand Canal Spur Greenway. This also links to the southern end of Blundell Park.

WCP5 Permeability link between Killane Heights and Killane Drive/Killane Court areas

Feasibility: High

Delivery Timeframe: Medium

Reasoning: A permeability link for pedestrians (and Cyclists) would improve walkability enabling more direct walking routes. This measure also include the provision of footway/cycleway infrastructure/links from Killane Drive footways through green areas to Killane Heights interface.

WCP6 Identify and provide combined walking & cycle routes through Blundell Park

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Identify routes within Blundell Park which can be developed/upgraded as walking and cycle-links to complement the existing and proposed cycle network surrounding or adjoining Blundell Park. This will enhance the overall cycling network enabling more direct cycle routes.

WCP7 Cycle Link from Edenderry Inner Relief (Phase 2) to St. Francis Street

Feasibility: Medium

Delivery Timeframe: Short

Reasoning: Existing laneway could be upgraded as a cycle link from the proposed Inner Relief Road cycleway to St. Francis Street. This would enhance the cycle network and provide a good link to the north cycle orbital route (Inner Relief Road cycleway). Cycleway to be agree with owner of private lane. This project could dovetail the Edenderry Inner Relief (Phase 2) project.

WCP8 Provide new Cycle-bridge/footbridge over Grand Canal Edenderry Spur

Feasibility: Medium

Delivery Timeframe: Long

Reasoning: Provided new cycleway/footway over the Grand Canal Spur to create east/west link from Blundell Masterplan area to JKL Street schools cluster. Blundell Park links via historic tree lined tree-lined boulevard (Blundell Wood) to the Grand Canal Greenway/Grand Canal Spur. The proposed cycle-bridge/footbridge then enable a canal crossing, at the location of the proposed footway/cycle bridge. allowing westward cycling/walking across lands to St. Mary's Cemetery. This would then provide a connection onto JKL Street, in close proximity to the schools cluster. This link provides good connectivity to both the Grand Canal Greenway, and to the Blundell Park and Blundell Masterplan area. Near-term goal to advance through planning process, and gain Part 8 Planning adoption.

WCP9 New cycleway from Grand Canal Edenderry Spur to St. Mary's Cemetery

Feasibility: Medium

Delivery Timeframe: Long

Reasoning: New link from Grand Canal Spur, at the proposed footway/cycleway crossing, westward across lands to St. Mary's Cemetery. This would then provide a connection onto JKL Street, in close proximity to the schools cluster. This link would provide good connectivity to both the Grand Canal Greenway, and to the Blundell Park and Blundell Masterplan area. Proposed link through private lands, agreements to be advanced to enable link.

WCP10 Improved footways and new cycle-ways from Eden Business Campus cycleway to St. Patrick's Road / R441 junction

Feasibility: Medium

Delivery Timeframe: Long

Reasoning: Very limited cross section available through tight section of R441 at Monasteroris bounded by stone wall. The creation of cycle-ways through this section is essential to link the Edenderry Inner Relief orbital cycling route back into the Scoil Bhríde PS / Gaelscoil Éadan Doire cluster and to Edenderry National School 2 located on St. Patrick's Road. Project to be carried out with road realignment project outlined in the Roads Infrastructure proposals.

WCP11 Improved footways and new cycle lane on Downshire Link (L1028-2)

Feasibility: Medium

Delivery Timeframe: Long

Reasoning: Revised footway arrangement to accommodate new cycling link from St. Francis Street to Downshire loop / Edenderry Shopping Centre. The space exists on the verge to create a cycleway adjacent to the Downshire road link. It is anticipated that this link would likely be situated on the west side of the existing carriageway, however some of the northern end of the Downshire Link may require realignment to accommodate this.

WCP12 Create footway/cycleway link from Edenderry GAA southward to L-1028-2

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Provision of a new walking/ cycling route from the GAA Sports Campus, linking south to the Inner Relief Active Travel Infrastructure Loop (footways & cycleways) would enable safer user access. This also provides an alternative corridor, other than the R401 which is limited in width for Active Travel infrastructure provision, particular limited in space for segregated cycle-ways. The GAA has a significant number of young users who will be enabled to walk and cycle to the ground independently with safer infrastructure links. This link will also provide improve active travel links to the Ard Na Carraige residential area.

4.3 Walking Infrastructure Proposals

WP1 Improved pedestrian access along School Lane from St. Mary's Road

Feasibility: Medium

Delivery Timeframe: Short

Reasoning: Existing footway on south-west side is in poor condition, and unprotected from parked vehicles. Very limited space to increase the footway width due to tight road cross section. Would aid in improving link between educational facilities and main thoroughfare (R402/St. Mary's Road). Consideration of either land acquisition from St. Mary's Primary School or alternatively one-way system along School Lane anticipated. No space available for footway on north-east side (along by Acorn) due to existing two-way traffic arrangement. A footway on this side would provide a safer pedestrian link to St. Mary's Secondary School and increase capacity for pedestrians. Overall, this is a much needed intervention to improve links between educational facilities and main thoroughfare (R402/St. Mary's Road).

WP2 Footway from Col. Perry St. Junction to Clonmullen Hall

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: A significant number of residences are within Clonmullen Hall, however there is no continuous footway south from Clonmullen Hall linking toward O'Connell Square direction / Col. Perry Street. Some section of footway previously installed, however this is piecemeal, narrow and in varied condition. These works would provide a safe pedestrian link toward the town centre. Narrow section of carriageway may require land acquisition or installation of contra-flow arrangement to facilitate installation of new footway.

WP3 Improve footway on South-side of Dublin Road (R402), just east of Tesco/Lidl junction

Feasibility: High

Delivery Timeframe: Short

Reasoning: Existing footway is quite narrow and in poor condition due to age and to damage due to trees planted a close proximity. Consideration of Trees for removal to improve sightlines and visibility of pedestrians.

WP4 New Pedestrian Link from Edenderry Town FC to Blundell Aqueduct (along L-1001)

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Space exists on the eastern verge to continue a footway link from Edenderry Town FC to Blundell Aqueduct. This would link up the footway from the town centre, via Fr. Paul Murphy Street, with the Grand Canal Greenway. This would provide another canal loop option around Edenderry town. A pedestrian crossing may be required to cross the carriageway just short of Blundell Aqueduct to enable access to the Grand Canal Greenway. Co-ordination with Waterways Ireland required on specific access arrangements/layouts.

WP5 Provision of new footway along Tyrrell's Lane (L-10012-1 from junction with L-10279 westward to corner

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Provision of new footway along carriageway edge, providing safe access to Tyrrell's Brook Walk and onward to corner where paved carriageway ends. Verge available for footway.

WP6 Widen and enhance footway from JKL Street (R402) to Grand Canal Greenway entrance

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Widen the existing footway around the Grand Canal Harbour to the entrance to the Grand Canal Greenway. At present, it is quite narrow and requiring renewal. Space exists to widen the footway.

WP7 Provide footway over Colgan's Bridge

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Currently no footway over Colgan's Bridge requiring pedestrians to walk onto live carriageway with limited forward visibility. Provision of footway over bridge may require contra-flow arrangement, enabled by traffic lights, to create space for footway.

WP8 New footway from the Cokery Lane/R441 to The Manor

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Provision of new footpath from the R441 (aka the Back Road) to "The Manor" housing estate. This footway will be along Cokery Lane, likely on the south edge, providing safer walking to this housing development, linking into existing footways immediately surrounding "The Manor". This route also leads onto to the Grand Canal Greenway at Rathmore Bridge.

WP9 New Pedestrian Crossing on St. Francis Street adjacent to St. Mary's Secondary School

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Provision from of a new pedestrian crossing of St. Francis Street, near No. 69 St. Francis Street crossing over to near No. 6 St. Francis Street would enable a safer walking route to the Downshire development / Edenderry Shopping Centre for students and residents. This route also links back to the Edenderry Inner Relief orbital waking route, via Fr. McWey Street. This essential pedestrian crossing will require land acquisition, anticipated on the north side of the pedestrian crossing.

WP10 Realign footway from R402 (St. Mary's Road) to Fire Station (along Sr. Senan Avenue)

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Existing footway on North-east side of Sr. Senan Avenue is prone to parked vehicles impeding pedestrian access to the western entrance to Oakland College. A realigned and protected footway, along with clearly demarcated parking will improve pedestrian access for students and residents alike.

WP12 Improve Footways along the R401 from junction with Inner Relief to Edenderry GAA

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Existing footway is in poor condition in places, with localised flooding occurring. Targeted improvement will improve walkability on this route.

4.4 Cycling Infrastructure Proposals

CP1 Cycle Lanes linking Hare's Lane to Edenderry Inner Relief (Phase 1)

Feasibility: High

Delivery Timeframe: Short

Reasoning: Installation of cycleways on both sides of the carriageway through Clonmullen (L-50432-1) would provide the missing link between the Hare's Lane cycleway and Edenderry Inner Relief cycleway, enhancing the networks and providing greater continuity and consistency of infrastructure. The space exists to install the cycling infrastructure due to wide verges.

CP2 Cycle link from Blundell Park along Blundell Wood to the proposed footway/cycleway location

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: New cycleway from Blundell Park (western gateway near Blundell Castle) via historic tree lined tree lined boulevard (Blundell Wood) to Grand Canal Greenway, at the location of the proposed footway/cycle bridge. The space exists along by the trees to create a cycleway, subject to some localised tree pruning in places.

CP3 Cycle Lane from existing Scoil Bhríde PS Cycleway to Killane Heights

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Space exists on existing wide footway to extend the raised cycleway along the east side of the R441 at Scoil Bhríde PS, eastward to entrance to Killane Heights.

CP4 Cycleway from Gaelscoil Éadan Doire Cycleway northward to St. Patrick's Road / R441 junction

Feasibility: Medium

Delivery Timeframe: Long

Reasoning: Space exists on verge along by Rectory Meadows to extend the Gaelscoil Éadan Doire cycleway northward, however may require removal of some tree subject to available space. Road realignment may be required coming up towards Cokery Lane junction to create space from cycleway. Revised junction at St. Patrick's Road / R441 may be required for safer incorporation of cyclists.

CP5 Provide cycling lane from Oaklands College to School Lane

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Would provide a cycling link down the main thoroughfare (R402) linking a number of schools. Carriageway width is limited from Oakland College eastward past Quaker (Friends) Burial Ground, however carriageway widens from Garda Station. Carriageway width is present to accommodate a cycle lane, likely on the north-western side of the carriageway due to the adjacency to schools. Cycleway may require reallocation of space from parking to cycle-lane.

CP6 Provide cycling lane around the Downshire development and northward towards Fr. McWey Street (L1028-2)

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Grass verge exists that could potentially be converted to cycleway, providing a link to the Edenderry Inner Relief cycleway, and enhancing the cycle network. Footways and kerb-line may require some realignment in some locations, and public lighting may have to be relocated.

4.5 Roads Infrastructure Proposals

RP1 Construction of Edenderry Inner Relief Road (Phase 2)

Feasibility: High

Delivery Timeframe: Short

Reasoning: This road, cycleway and pedestrian link will connect Fr. McWey Street (at the rear of the Downshire development) westward to Eden Business Campus. This project will open up better access to the R441 via Eden Business Campus, and strengthen the cycling network through extension of an outer orbital cycling route. Detailed designs have been completed on this project and statutory permissions are in place

RP2 Improve and Upgrade the R402 through Edenderry

Feasibility: High

Delivery Timeframe: Medium

Reasoning: With high volumes of through traffic along this main street (R402), significant wear and tear occurs. With delivery of the Inner Relief routes, significant upgrade works of the carriageway (R402) through Edenderry can be carried-out with more alternative routes, reducing disruption.

RP3 Improvement to Junction at St. Francis Street / JKL Street Junction

Feasibility: High

Delivery Timeframe: Short

Reasoning: Proposed to provide enhanced pedestrian facilities and aid link between town centre and St. Francis Street. This is an important junction on the main thoroughfare, in close proximity to a number of schools. There are many right-turning movements due to St. Francis Street linking on up to the R441.

RP4 Improvement to Junction at St. Patrick's Road / R441 junction

Feasibility: Medium

Delivery Timeframe: Short

Reasoning: Proposed to provide enhanced pedestrian facilities better incorporation of active travel modes. Priority at the junction to be reviewed to reduce heavier vehicle from travelling down St. Patrick's Road / St. Francis Street as a default.

RP5 Road Widening of R441 at Monasteroris

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Widen Regional Road (R441) at pinch point between Eden Business Campus and St. Patrick's Road / R441 junction. Existing carriageway is only approximately 4.9m between kerb-lines, so HGVs often mount the footpath causing significant damage. There is a high incidence of accidents at this location. Road widening would create a safer roadway, allow space for wider and safer footway, and allow space to connect the Eden Business Campus cycles to Edenderry town via St. Patrick Road and/or R441 (Back Road). These works require land acquisition.

RP6 Improvement to Junction at Fr. Paul Murphy Street

Feasibility: High

Delivery Timeframe: Short

Reasoning: Improve safety at this poorly defined junction. Junction to be tightened to prevent t-boning accidents on south-west bound traffic coming off the R402. Provide enhanced pedestrian crossing facilities along the south side of R402, crossing Fr. Paul Murphy Street.

RP7 Realignment of R402 from Boyne Meadows to Edenderry Coursing Club

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Realignment of the R402 carriageway will provide space for an adjacent cycleway, which also providing an opportunity for reconstruction works in areas founded on peat, and subject to very high traffic volumes.

RP8 Improvement works to Downshire Link (L-1028-2)

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: The developer constructed carriageway is unable to accommodate traffic volumes due to its permeable paving makeup. Reconstruction of this link with more traditional asphalt construction, and installation of surface water drainage. Road improvement work also provide the opportunity to realign the northern portion of this link, releasing space for a cycleway along the west of the carriageway.

RP9 Create Road link from Killane Heights and Killane Drive/ Killane Court areas

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Provision of a road link would relief congestion within Killane Drive, creating a permeability link for vehicles, pedestrians and cyclists. This measure would be further enhanced through the provision of footway/cycleway infrastructure/links from Killane Drive to Killane Heights.

4.6 Public Transport Infrastructure Proposals

PP1 Enhancement of Existing Bus Stops on JKL Street

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Cross section available to develop good quality bus stops in the vicinity of the proposed Edenderry Library. Consultation to take place with NTA on enhancement of existing bus stops on JKL street. An upgrade would ensure that bus stops comply with relevant accessibility standards and facilitate high quality bus shelters to make public transport more attractive.

Appendix A – Existing Infrastructure Map

Appendix B – Proposed Infrastructure Map

Appendix C – Edenderry Urban Cycle Network

Appendix D – All Options Map