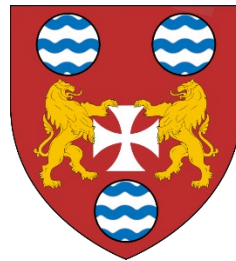




Comhairle Chontae Uíbh Fhailí
Offaly County Council

Birr Local Transport Plan



Report by: Birr Municipal District

In effect from: 26th June 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 Birr Local Transport Plan, an accompanying document to the Birr Local Area Plan (LAP). The Birr Local Transport Plan is the outcome of performing an Area Based Transport Assessment (ABTA). The ABTA process has been developed by the National Transport Authority (NTA). 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.

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.

Birr 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 Birr ABTA;

NSO 1: Compact Growth

NSO 2: Enhanced Regional Accessibility

NSO 4: Sustainable Mobility

NSO 7: Enhanced Amenity & Heritage

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.

Specifically the RSES identifies Birr as a Level 3 retail town whilst also noting it as having a Strategic Natural, Cultural and Green Infrastructure Asset in the Region (Birr Castle) as well as it being a Historic Georgian planned town and a designated heritage 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 Birr (including Crinkill) as a “Self Sustaining Growth Town” with “significant employment and service functions relative to its regional and local catchment” and “good regional transport links and has the capacity for continued commensurate growth to become more self-sustaining”.

Settlement Strategy Policies SSP-08 and SSP-09 detail the growth objectives for Birr;

SSP-08; It is Council policy that Birr, a Self-Sustaining Growth Town, continues to grow at a sustainable level and at a commensurate scale in accordance with the Core Strategy Table in an effort to become more self-sustaining.

SSP-09; It is Council policy to reinforce the attractive rural character of Crinkill, which exists at present, by permitting appropriate and sensitively designed new development.

Chapter 8 (Sustainable Transport Strategy) of the CDP details the Transport and Movement policy for County Offaly. The following objectives are of particular relevance to the Birr 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-11; To investigate the feasibility of constructing a Birr Relief Road and construction of Birr Bypass and Distributor Road Network (Birr LUTS), 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. To investigate the feasibility of carrying out Birr-Riverstown road improvements 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.

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. • Tullamore • Birr • Clara • Ferbane • Portarlington • Cloghan • Killeigh • Geashill • Cloneygowan • Edenderry • Kilcormac

1.1.7 Public Realm Plan for Birr – 2021 Addendum

The Public Realm Plan for Birr – 2021 Addendum, along with the original 2009 Public Realm Plan were drafted to inform planning policy and investment decisions for Birr whilst aiming to ensure these contribute more positively to the public realm of Birr. The original Public Realm Plan identified 27 proposals and an accompanying action plan.

1.1.8 Walking and Cycling Strategy for Birr Town – December 2012

The Walking and Cycling Strategy for Birr Town, published in December 2012 aimed to develop a Walking and Cycling Strategy for Birr Town under the guidance of the “Smarter Travel” 2009 National Transport policy.

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 known as Area-Based Transport Assessments (ABTA).

1.2 Baseline Assessment

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

1.2.1 Study Area

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

1.2.2 Population Data

The total population of Birr was 5,741 at the time of the most recent available census data (2016 National Census). This total comprises of 4,370 in the urban area, with a further 1,371 located in the rural surrounds.

1.2.3 Employment Distribution

An analysis of the small area data available from the 2016 census shows concentrations of jobs (Small Areas with greater than 100 jobs) located in the northwest, centre, northeast and east of Birr and the village of Crinkill.

1.2.4 Education

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

Four primary schools are located within the town of Birr with another located in the Village of Crinkill. A single secondary school serving the town and the rural surroundings is located on the northern edge of the town. Two further education facilities, are also located within the town. The table below lists

education facilities located within Birr. The locations of each are indicated on the map included at Appendix A.

Primary Education	Secondary Education	Further Education
St. Brendans Primary School	St. Brendans Community School	LOETB Birr Further Education and Training Centre
Mercy Primary School		
Oxmantown National School		Irish Heritage School
Gaelscoil na laochra		
Crinkill National School		

1.2.5 Existing Public Transport

Birr 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 in Emmet Square, are limited in frequency but provide connections to a number of hinterlands and major towns as well as Dublin, Galway and Limerick.

The 72 route operated by Bus Eireann connects Birr with Limerick and Athlone and offers stops at nearby towns including Roscrea, Cloghan and Ferbane.

Kearns Transport operate daily return services to Dublin and weekly services to Galway and Maynooth during 3rd level college terms.

Local link operate weekly return services connecting Birr with surrounding towns and villages including Shinrone, Ferbane, Coolderry, Ballycumber, Clareen and Kinnitty.

1.2.6 Existing Walking Network

Birr features an extensive existing walking network constrained by a number of natural barriers. These are the N52 National Secondary route which traverses north-south through the town and the Camcor River which crosses the town from East to West. There are currently three controlled crossings located on the N52, at Emmet Square, Wilmer Road and Railway Road. River crossings are located at Newbridge Street, Railway Road and Bridge Street.

1.2.7 Existing Cycling Infrastructure

Birr town is served by a limited number of sporadic cycle paths. These existing routes are predominantly focused on serving schools namely in the area from St. Brendans Community School to the town centre via the Oxmantown National School and from Coach Road to St. Brendans Boys School. Other existing cycle paths are located on the N52 at Woodlands and the Military Road in Crinkill. There are limited existing cycle parking facilities located in Emmet Square.

1.2.8 Existing Road Network and Parking Provisions

Two National Secondary Routes, the N52 and N62 converge northeast of Birr and travel south through the town centre and diverges again in the South of the town at Drumbane. The R440 heading East and R439 heading north both originate in Birr. All four routes N52, N62, R439 and R440 all converge on Emmet Square in the centre of Birr.

A number of public and private car parks are in operation within Birr. Offaly County Council operate two car parks within the town, a free car park at Wilmer Road and a paid car park at the Marion Hall. Additionally, there are private car parks located at Supervalu adjacent to the public car park on Wilmer

Road, Tesco at Drumbane, The County Arms Hotel on Railway Road and Lidl on the N52 at Woodlands. A pay and display system operates on streets in the town centre from Monday to Saturday, 9am to 5pm.

2.0 Establishing Context for the LTP

2.1 Overview

The Birr 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 the Local Area Plan. Below objectives for the LTP are outlined as well as expected future demands for travel to, from and within Birr.

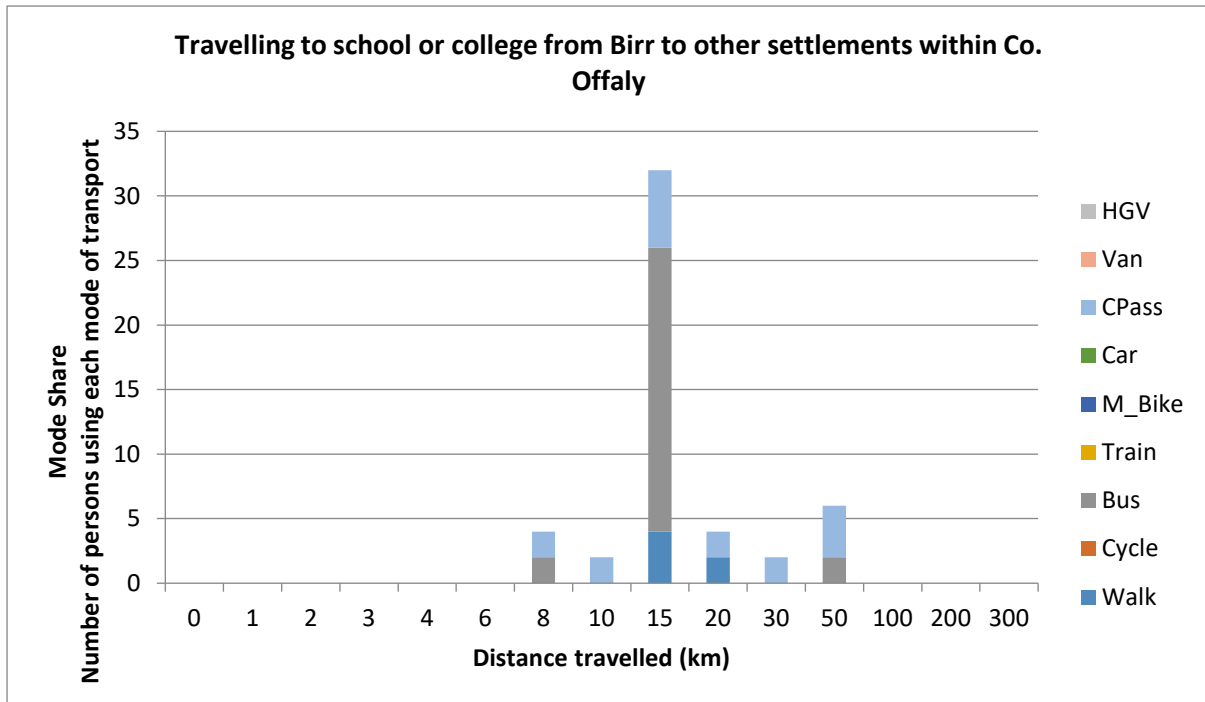
2.2 LTP Objectives

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

- Support and implement transport measures which improve provision for, and accessibility to, sustainable transport modes for residents of Birr and inward visitors;
- Support and enhance existing and new walking infrastructure provision within Birr and encourage active travel choices;
- Seek to improve provision for cycling within Birr, both for residents and for those travelling to and from surrounding areas;
- Maintain and enhance facilities and infrastructure for road-based public transport;
- Seek to support and expand road-based public transport services; and
- Maintain and enhance Birr's status as a designated Historic Georgian Town.

2.3 Current and Future Travel Demand

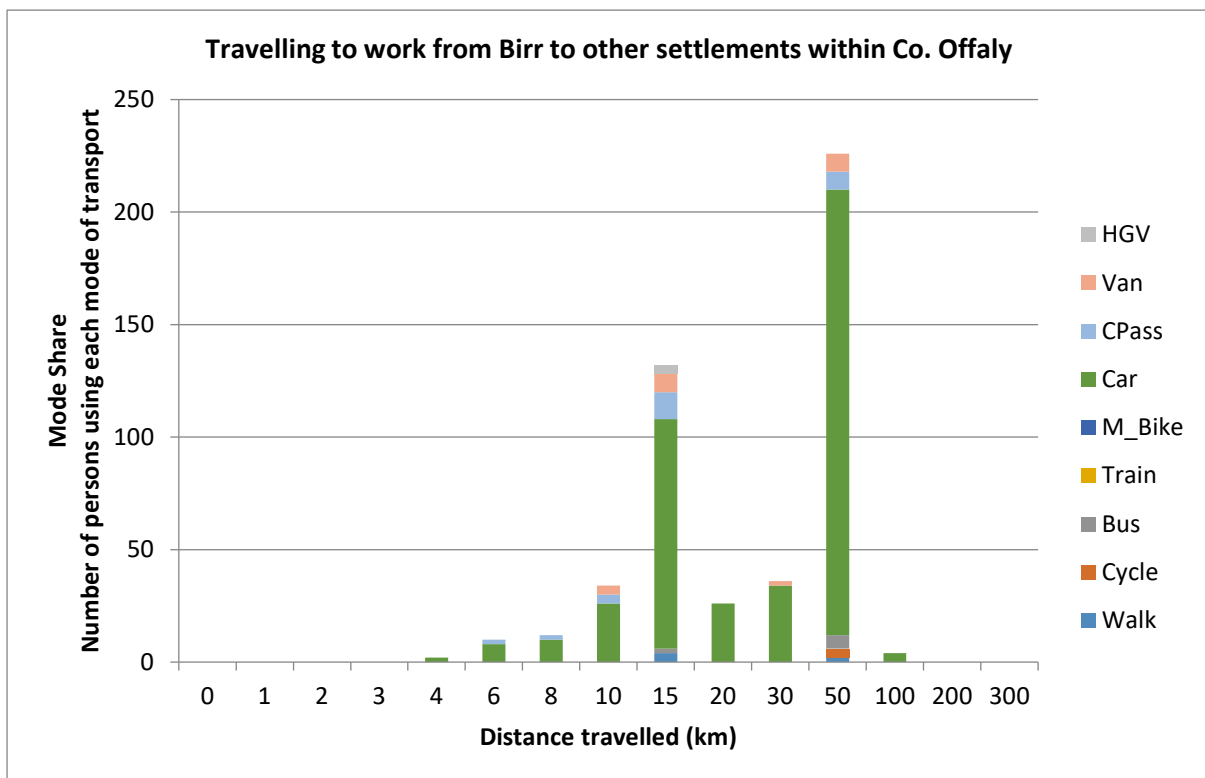
The graphs below show the modal share for trips generated at various distances travelled from and within Birr for work and education purposes. The graphs are based on data derived from Census 2016, and provide a baseline to inform objectives in this Plan, which seek to improve the modal share away from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



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

76% are 15km or less;

52% of journeys are by bus and 36% by car passenger.



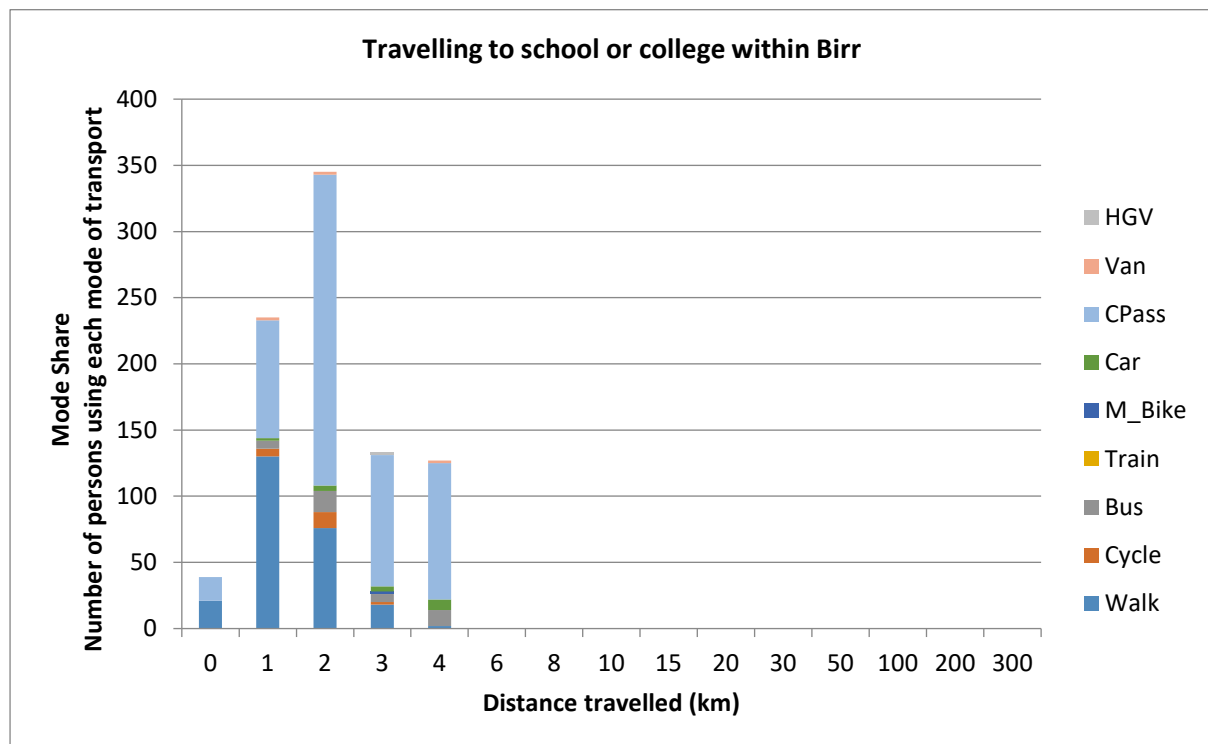
For journeys to work from Birr to another settlement within County Offaly, the above graph indicates the following:

99% are 50km or less;

39% are 15km or less;

85% of journeys are made by car, 5% by car passenger, 4% by van and 1% by bus.

In terms of work-related journeys to other settlements within the county, the statistics support a review of local bus services from Birr to other settlements within the County in terms of connections and frequency.



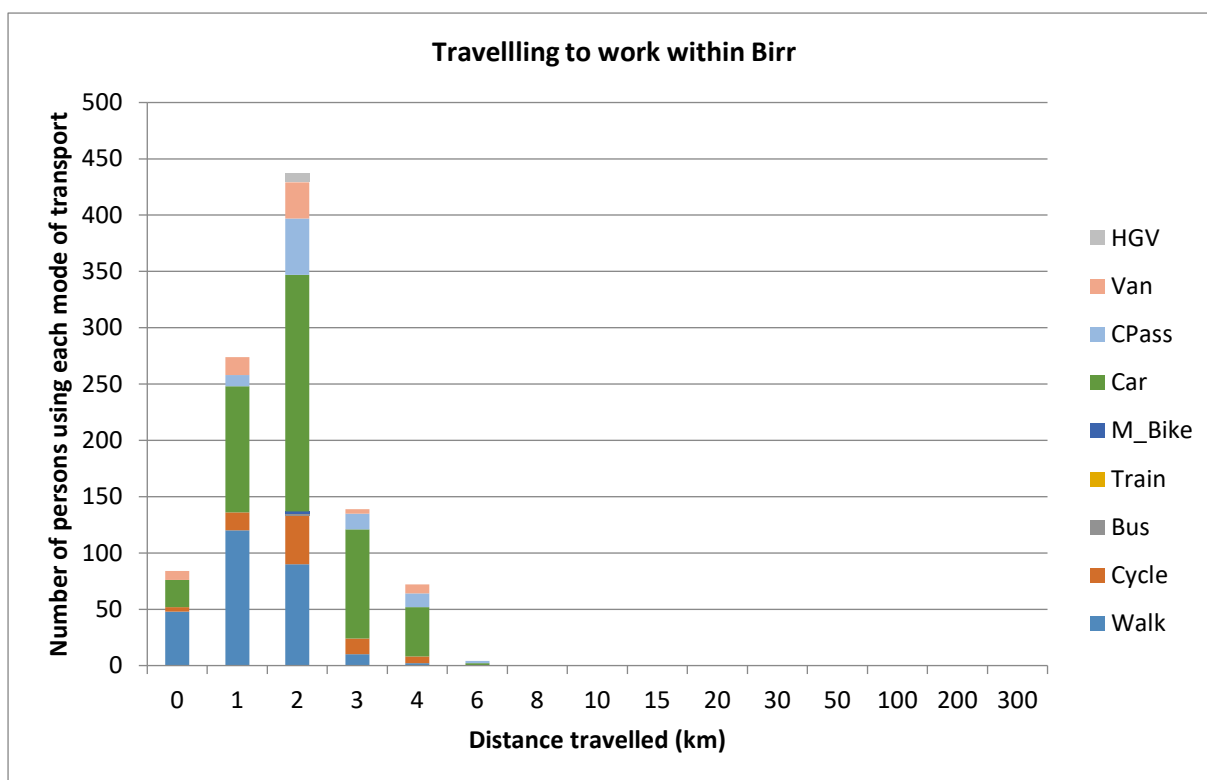
For journeys to school / college where the trip starts and ends in Birr, the above graph indicates the following:

100% of journeys are 4km or less;

61% of journeys are from car passengers, 27% by walking, 4% by bus and 2% by cycling.

In terms of schools trips within the town, while the statistics do show a relatively positive modal share in favour of walking, travel by private car still dominates modal share. As such, the data supports provision of / improvements to walking and cycling infrastructure and permeability within the town.

The statistics also support a review of local bus services within the town in terms of connections and frequency.



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

99% of journeys are 4km or less;

48% of journeys are from car, 8% by car passengers, 6% by van (63% total of former 3 modes), 26% by walking, 8% by cycling, and less than 1% by bus.

In terms of work trips within the town, while the statistics do show a relatively positive modal share in favour of walking, travel by private car still dominates modal share. As such, the data supports provision of / improvements to walking and cycling infrastructure and permeability within the town.

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.

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

Mode Share for Work Trips	2016 Baseline	2029 Minimum Ambitions
Car (or other vehicle)	70%	65%
Public Transport	1.3%	3%
Walking	15.8%	20%
Cycling	3.1%	5%

Mode Share for Education Trips	2016 Baseline	2029 Minimum Ambitions
Car	51.8%	45%
Public Transport	7.9%	9%
Walking	32%	37%
Cycling	1.6%	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).

3.2 Walking Infrastructure

WO1 Improved footpath linking Burke's Hill and Glebe Street to Emmet Street

Feasibility: High

Reasoning: Good Cross section width available to construct footpaths, will aid in improving link between residential area and core of town. Located away from national route through town.

WO2 Improved footpath linking St. Brendans Community School to Pound Street

Feasibility: Medium

Reasoning: Good Cross section width available to construct footpaths. Large volume of residential parking may cause accommodation issues. Would aid in link between educational facilities and residential areas.

WO3 Improved Footpath Linking Green Street and Castle Street to Market Square

Feasibility: Medium

Reasoning: Existing footpaths of poor crossing section for most of route. Width available for widening. Pinch point in the area of Spinners at the corner of Castle Street. Would improve link between Birr Castle and Retail area of town.

WO4 Improved Footpath linking Syngfield, Newbridge Street and Johns Place/Mall to Emmet Square

Feasibility: Low

Reasoning: High Feasibility for delivering section located in Syngfield. Average to Good cross section available to improve footpaths. Large volume of residential parking on Newbridge Street may cause accommodation issues and reduces feasibility. Would improve link between area of significant employment (Syngfield) and town centre.

WO5 New Pedestrian Link between Meadowville/Burke's Hill Estates and Sandymount

Feasibility: High

Reasoning: Laneway has previously been taken in charge, infrastructure is partially in place. Would link large residential area with community nursing unit and provide alternative route to the town centre.

WO6 New Pedestrian Link between Rectory lands and Sandymount Avenue

Feasibility: High

Reasoning: Land is in ownership of Offaly County Council. Would provide link between residential area (Sandymount) and any future development of the Rectory lands.

WO7 New Pedestrian Link between Rectory lands and Johns Mall

Feasibility: High

Reasoning: Land is in ownership of Offaly County Council. Would provide link between any future development of the Rectory lands and the town centre.

WO8 New Pedestrian Link between Rectory lands and Johns Place**Feasibility: High**

Reasoning: Land is in ownership of Offaly County Council. Would provide link between any future development of the "Rectory" lands and residential area (Johns Place/Newbridge Street).

WO9 Improved footpath between Drumbane/Seffin and Moorpark Street Street via Coach Road**Feasibility: Medium**

Reasoning: Good Cross section width available to construct improved footpaths. Would provide alternative route away from national route. May be better suited to continued use as cycle link.

WO10 Improved walking route from Syngefield to Hillside via Wood Lane**Feasibility: High**

Reasoning: High feasibility subject to land acquisition. Would create offline link between residential area of Wood Lane/Seffin and area of significant employment (Syngefield).

WO11 New and Improved footpath linking Seffin and Hillside to Whiteford Cross**Feasibility: Medium**

Reasoning: Good Cross section width available to construct footpaths. Would create part of walking loop linking Seffin with Crinkill Village and the town centre.

WO12 New footpath linking Syngefield to Whiteford Cross**Feasibility: Medium**

Reasoning: Good Cross section width available to construct footpaths. Would create part of walking route linking Crinkill village to area of significant employment (Syngefield).

WO13 New and Improved footpath linking Barrack Street and School Street to Whiteford Cross**Feasibility: Medium**

Reasoning: Good Cross section width available to construct footpaths. Would create part of walking route linking Crinkill village to area of significant employment (Syngefield).

WO14 Improvement for Pedestrian users at Newbridge Street Bridge**Feasibility: Medium**

Reasoning: May require intervention with vehicular traffic across bridge to achieve sufficient width to construct suitable footpath. Would improve pedestrian safety on existing walking route between Syngefield and town centre.

WO15 Improvement for Pedestrian users at Whiteford Bridge**Feasibility: High**

Reasoning: May require intervention with vehicular traffic across bridge to achieve sufficient width to construct suitable footpath. Would improve pedestrian safety on existing walking route between Syngefield and Crinkill Village.

WO16 New Pedestrian Crossing at Railway Road

Feasibility: High

Reasoning: Would provide link between existing sections of Riverside walk located either side of N52.

WO17 Addition of Pedestrian Crossing to Traffic Lights at Townsend Street/ Pound Street (Mart) Junction

Feasibility: High

Reasoning: Would provide pedestrian links between Pound Street and Burke's Hill area of town. Infrastructure partially in place.

3.3 Cycling Infrastructure

CO1 Cycle Lane linking Woodlands, Townsend Street and Emmet Street to Emmet Square

Feasibility: Low

Reasoning: Would be located on/adjacent to National road through town. Volume of traffic would in likelihood discourage use.

CO2 Cycle Lane linking St. Brendans Community School and Oxmantown National School to Emmet Square

Feasibility: High

Reasoning: High feasibility if terminated in Green Street. Infrastructure already in place. Would require installation of bicycle parking facilities at suitable location on Green Street to act as terminus.

CO3 Cycle Lane linking Burke's Hill, Glebe Street and Emmet Street to Emmet Square.

Feasibility: Low

Reasoning: Section connecting Glebe Street and Burke's Hill areas has a high feasibility rating due to adequate cross section being available. Remainder of link would be located on/adjacent to the N52 national route with limited cross section availability and high traffic volumes.

CO4 Cycle Lane linking Syngfield, Newbridge Street and Johns Place/Mall to Emmet Square

Feasibility: Medium

Reasoning: Section connecting Syngfield and Newbridge Street Bridge has a high feasibility rating due to adequate cross section being available. Remainder of link would be through area with limited cross section availability and high volumes of residential parking.

CO5 Cycle Lane linking Hillside, Seffin, Drumbane, Railway Road and Wilmer Road to Emmet Square

Feasibility: Low

Reasoning: Majority of route would be constructed on/adjacent to the N52/N62 national route with limited cross section availability and high traffic volumes.

CO6 Cycle Lane linking Drumbane, Moorpark Street and Castle Street to Market Square

Feasibility: Medium

Reasoning: Good cross section availability for part of route with limited cycling infrastructure already in place. Would encounter pinch point on Moorpark Street close to junction with High Street and Bridge Street.

CO7 Cycle Lane Linking Scurragh to St. Brendans Boys School via Convent National School

Feasibility: High

Reasoning:

CO8 Cycle Lane linking Hollypark, High Street and Bridge Street to Market Square

Feasibility: Low

Reasoning: Majority of route located off vehicular routes with infrastructure partially in place along Riverside walk. Would need to be located and constructed close to riverbank and require adequate environmental assessment. Pedestrian crossing at Railway Road (WO16) would be required to fully implement the scheme.

CO9 Cycle Lane linking Green Street and Castle Street to Market Square

Feasibility: Low

Reasoning: Limited cross section availability and pinch point at Spinners corner limits feasibility of constructing route.

CO10 Cycle Lane linking New Road and Pound Street to the Oxmantown National School

Feasibility: Medium

Reasoning: Very good cross section available to construct cycle infrastructure. May require loss of some residential parking facilities.

CO11 Cycle Lane linking Crinkill National School and Military Road to Drumbane/Seffin

Feasibility: Low

Reasoning: Limited cross section available in areas close to Crinkill National School.

3.4 Roads Infrastructure

RO1 Construction of Northern Distributor Road between N52 and R439 Banagher Road

Feasibility: High

Reasoning: Currently at detailed design phase. When constructed, it will include both pedestrian and cycling infrastructure.

RO2 Construction of South Eastern Distributor Road between N52/Tesco Roundabout and R440 Syngefield

Feasibility: Medium

Reasoning: Long term objective identified in Offaly County Development Plan 2021-2027. If constructed it would include both pedestrian and cycling infrastructure and provide enhanced link between residential and employment zones.

RO3 Construction of North Eastern Distributor Road between N52/Tesco Roundabout and R440 Syngefield

Feasibility: Medium

Reasoning: Long term objective identified in Offaly County Development Plan 2021-2027. If constructed it would include both pedestrian and cycling infrastructure and provide enhanced link between residential and employment zones.

RO4 Construction of Southern Relief Road between N52/Roscrea Road and N62/Riverstown

Feasibility: Medium

Reasoning: Long term objective identified in Offaly County Development Plan 2021-2027. If constructed it would include both pedestrian and cycling infrastructure and provide enhanced link between residential zones.

RO5 Improvement to Junction at Johns Mall/Wilmer Road

Feasibility: High

Reasoning: Proposed to provide enhanced pedestrian facilities and aid link between town centre and Johns Mall, Sandymount, Newbridge Street and Syngefield.

RO6 Improvement to Junction at Syngefield

Feasibility: High

Reasoning: Proposed to provide enhanced pedestrian facilities and aid link between town centre and Syngefield, Whiteford and an enhanced link to Clonoghill Cemetery.

RO7 Improvement to Junction at Pound Street/Model School Road

Feasibility: High

Reasoning: Provide enhanced pedestrian and cycling facilities at junction to enhance link between residential areas and St. Brendans Community School and Oxmantown National School.

RO8 Improvement to Junction at Pound Street/Townsend Road

Feasibility: High

Reasoning: Infrastructure partially in place. Alterations to existing footpath layout may be required. Cross section available to complete works.

3.5 Public Transport Infrastructure

PO1 Enhancement of Existing Bus Stop at Emmet Square

Feasibility: Low

Reasoning: Limited capacity to accommodate bus coaches at present. Limited cross section available to construct bus stop to relevant accessibility standards or install bus shelters. Any proposal to construct bus shelters at current location may compromise historic area of town.

PO2 Relocation of Bus Stop to a suitable location south of Emmet Square

Feasibility: High

Reasoning: Significant cross section available to construct bus stop to relevant accessibility standards or install bus shelters. Parking available at Wilmer Road Car Park.

PO3 New Bus Stop at Woodlands Park/Villas

Feasibility: Low

Reasoning: Limited Cross Section available to construct bus stop to relevant accessibility standards or install bus shelters.

PO4 New Bus Stop at Crinkill (Roscrea Road)

Feasibility: Low

Reasoning: Limited Cross Section available to construct bus stop to relevant accessibility standards or install bus shelters.

4.0 Plan Finalization

4.1 Methodology

From the long list of potential options included in Section 3.0 above, 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. Additionally, for clarity a map detailing cycling proposals only has been included at Appendix C of this report. A Delivery timeframe (short: 1-2 years, medium: 2-5 years or long term: 5-10 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 Distributor road route, from R439 Banagher Road to the N52/N62 “Tesco Roundabout”. Section of route from R439 to N52 at Woodlands currently at detailed design phase.

Feasibility: Medium to High

Delivery Timeframe: Short (R439 to N52) to Long (Remainder of proposed route)

Reasoning: Will create alternative walking and cycling loop around the town and link education facilities, and employment centres to residential areas. Also provides enhanced links between further proposals detailed below.

WCP2 Construction of Southern Link Road between N52/Roscrea Road and N62/Riverstown

Feasibility: High

Delivery Timeframe: Long

Reasoning: Long term objective identified in Offaly County Development Plan 2021-2027. If constructed would include both pedestrian and cycling infrastructure and provide enhanced link between residential zones.

WCP3 Walking and cycling route linking Burke’s Hill and Glebe Street to Johns Mall via the “Rectory” Lands.

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Good cross section available on Glebe Street and Burke’s Hill area. Utilising link through the “Rectory” lands removes section on highly trafficked N52 at Emmet Street.

WCP4 Walking and cycling route linking Sandymount and Bengal Lodge to Johns Mall/Johns Place via the “Rectory” Lands.

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Further utilises available Local Authority lands to link residential areas to the town centre.

WCP5 Linking Meadow Ville/ Meadow Brook to Sandymount via Love Lane

Feasibility: High

Delivery Timeframe: Short

Reasoning: Limited infrastructure required to complete link would enhance links between residential areas and area of significant employment (Syngefield).

4.3 Walking Infrastructure Proposals

WP1 Enhance Pedestrian links to create pedestrian friendly streets where possible within historic area of town

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: To better provide pedestrian links within the historic area of Birr whilst meeting the objective of protecting and enhancing Birr's status as a designated Historic Georgian Town.

WP2 Improved walking route from Syngefield to Hillside via Wood Lane

Feasibility: High

Delivery Timeframe: Medium

Reasoning: High feasibility subject to land acquisition. Would create offline link between residential area of Wood Lane/Seefin and area of significant employment (Syngefield).

WP3 New and Improved footpath linking Barrack Street and School Street to Whiteford Cross

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Good Cross section width available to construct footpaths. Would create part of walking route linking Crinkill village to area of significant employment (Syngefield).

WP4 New and Improved footpath linking Seffin and Hillside to Whiteford Cross

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Good Cross section width available to construct footpaths. Would create part of walking loop linking Seffin with Crinkill Village and the town centre.

WP5 New and footpath linking Syngefield to Whiteford Cross

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Good Cross section width available to construct footpaths. Would create part of walking route linking Crinkill village to area of significant employment (Syngefield).

WP6 New and Improved footpath linking Barrack Street and School Street to Whiteford Cross

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Good Cross section width available to construct footpaths. Would create part of walking route linking Crinkill village to area of significant employment (Syngefield).

WP7 Improvement for Pedestrian users at Newbridge Street Bridge

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: May require intervention with vehicular traffic across bridge to achieve sufficient width to construct suitable footpath. Would improve pedestrian safety on existing walking route between Syngefield and town centre.

WP8 Improvement for Pedestrian users at Whiteford Bridge

Feasibility: High

Delivery Timeframe: Medium

Reasoning: May require intervention with vehicular traffic across bridge to achieve sufficient width to construct suitable footpath. Would improve pedestrian safety on existing walking route between Syngefield and Crinkill Village.

WP9 New Pedestrian Crossing at Railway Road

Feasibility: High

Delivery Timeframe: Short

Reasoning: Would provide link between existing sections of Riverside walk located either side of N52.

WP10 Addition of Pedestrian Crossing to Traffic Lights at Townsend Street/ Pound Street (Mart) Junction

Feasibility: High

Delivery Timeframe: Short

Reasoning: Would provide pedestrian links between Pound Street and Burke's Hill area of town. Infrastructure partially in place.

WP11 Improved pedestrian link between Crinkill and Riverstown via Rock Lane.

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Would provide improved pedestrian links between the Villages of Crinkill and Riverstown, partially offline from the N52 and N62 National Secondary routes.

4.4 Cycling Infrastructure Proposals

CP1 Cycle Lane linking St. Brendans Community School and Oxmantown National School to Emmet Square

Feasibility: High

Delivery Timeframe: Short

Reasoning: High feasibility if terminated in Green Street, some infrastructure already in place. Would require installation of bicycle parking facilities at suitable location on Green Street to act as terminus. Likely to increase cycle mode share to schools on route if existing infrastructure further enhanced.

CP2 Cycle Lane linking Syngefield, Newbridge Street and Scurragh to Moorpark Street via Riverside walk.

Feasibility: High

Delivery Timeframe: Medium

Reasoning: Feasibility increases by diverting off road network at Newbridge Street Bridge, utilizing existing riverside walk to Moorpark Street. Route via Riverside walks adds in links to Scurragh and increases links from Residential areas to St. Brendans and Mercy Primary Schools.

4.5 Roads Infrastructure Proposals

RP1 Construction of Northern Distributor Road between N52 and R439 Banagher Road

Feasibility: High

Delivery Timeframe: Short

Reasoning: Currently at detailed design phase. When constructed, will include both pedestrian and cycling infrastructure.

RP2 Construction of South Eastern Distributor Road between N52/Tesco Roundabout and R440 Syngefield

Feasibility: Medium

Delivery Timeframe: Medium

Reasoning: Long term objective identified in Offaly County Development Plan 2021-2027. If constructed would include both pedestrian and cycling infrastructure and provide enhanced link between residential and employment zones.

RP3 Construction of North Eastern Distributor Road between R440 Syngefield and N52 at Woodfield

Feasibility: Medium

Delivery Timeframe: Long

Reasoning: Long term objective identified in Offaly County Development Plan 2021-2027. If constructed would include both pedestrian and cycling infrastructure and provide enhanced link between residential and employment zones.

RP4 Construction of Southern Relief Road between N52/Roscrea Road and N62/Riverstown

Feasibility: Medium

Delivery Timeframe: Long

Reasoning: Long term objective identified in Offaly County Development Plan 2021-2027. If constructed would include both pedestrian and cycling infrastructure and provide enhanced link between residential zones.

RP5 Improvement to Junction at Johns Mall/Wilmer Road

Feasibility: High

Delivery Timeframe: Short

Reasoning: Proposed to provide enhanced pedestrian facilities and aid link between town centre and Johns Mall, Sandymount, Newbridge Street and Syngefield.

RP6 Improvement to Junction at Syngefield

Feasibility: High

Delivery Timeframe: Short

Reasoning: Proposed to provide enhanced pedestrian facilities and aid link between town centre and Syngefield, Whiteford and an enhanced link to Clongohill Cemetery.

RP7 Improvement to Junction at Pound Street/Model School Road.

Feasibility: High

Delivery Timeframe: Short

Reasoning: Provide enhanced pedestrian and cycling facilities at junction to enhance link between residential areas and St. Brendans Community School and Oxmantown National School.

4.6 Public Transport Infrastructure Proposals

PP1 Relocation of Central Bus Stop – to investigate, in consultation with the NTA, options for the provision of a high quality, fully accessible bus stop / interchange serving Birr Town Centre, including its potential relocation from Emmet Square.

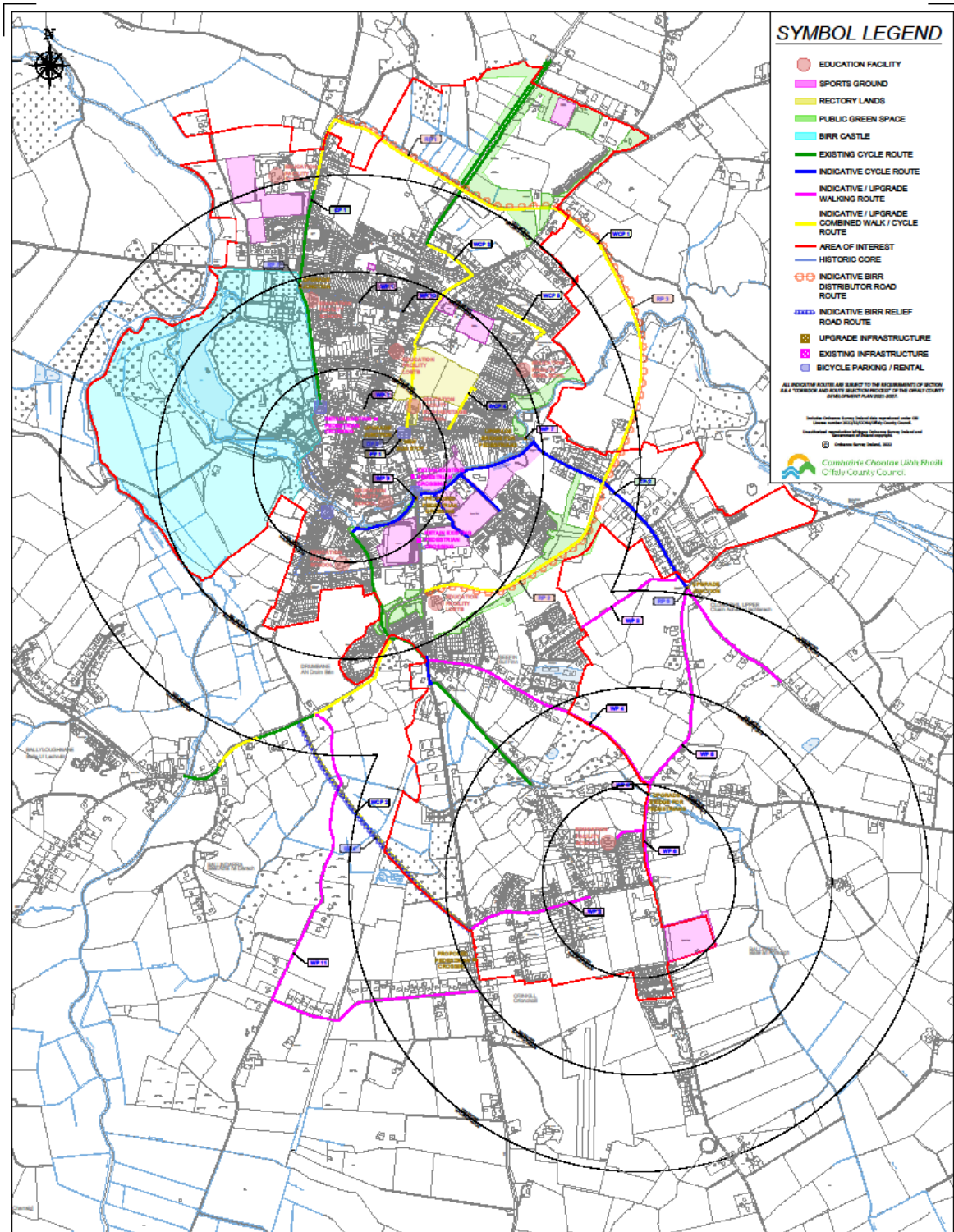
Feasibility: High

Delivery Timeframe: Medium

Reasoning: Significant cross section available to construct bus stop to relevant accessibility standards or install bus shelters. Car parking available at Wilmer Road Car Park.

Appendix A – Existing Infrastructure Map

Appendix B – Proposed Infrastructure Map



**BIRR LOCAL TRANSPORT PLAN
PROPOSED INFRASTRUCTURE**

Appendix C –Cycle Network Map

