



Newport Town Centre First Plan



Comhairle Contae Thiobraid Árann
Tipperary County Council

Newport Town Centre First Plan

Contents

1-Introduction: Setting the Scene

1-1 Purpose and Project Focus	1
1-2 Strategic Context	2
1-3 Historic Development	3
1-4 Policy Context and Previous Studies	4

2-Newport Today

2-1 Socio-economic background	7
2-2 Land-use	8
2-3 Main Street Activity	9
2-4 Natural & Built Heritage	10
2-5 Public Realm	13
2-6 Traffic & Transportation	16
2-7 Development Potential	20

3-Process

3-1 Approach	22
3-2 Community Consultation	22
3-3 SWOT Analysis	27

4-Strategic Actions

4-1 Vision & Objectives	
4-2 Proposals	30
Attractive Public Realm	
Well Connected Town	
Revitalised Centre	
Legible Green Town	

5-An Action Plan for Newport

5-1 The Action Plan Process	40
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6-Priority Projects

Project 1 Setting up a Town Team	47
Project 2.A Town Gateway	48
Project 2.B The Square	50
Project 2.C Main Street	52
Project 2.D Cork Road	54
Project 2.E Laneways	56
Project 3.A Cycleways & Footpaths	58
Project 3.B Town Centre Trails	60
Project 3.C Safe Routes to School	61
Project 3.D Connecting Ball Alley to Town	62
Project 3.E Multi Sport Destination	64
Project 4.A Infill Development	65
Project 4.B Vacancy Strategy	67
Project 4.C Courthouse & Bridewell	68
Project 4.D Streetscape Improvement	70
Project 5.A Signage Strategy	72
Project 5.B Open Space Network	74
Project 5.C Climate Resilient Town	76

7-Project Delivery

7-1 Proposed Time Frame	78
7-2 Potential Funding Opportunities	79

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1-Introduction: Setting the Scene

1-1 Purpose and Project Focus

The purpose of the Town Centre First Plan for Newport is to provide a vision for the ongoing development of the town, informed by existing studies, surveys, planning permissions, planned infrastructural works and in consultation with the local community, and consistent with the Newport Settlement Plan 2017.

The aim of the Town Centre First Plan is to facilitate and guide coordinated improvements to the streetscapes and provide for the enhanced visual quality and amenity provision in Newport including the improvement of approach roads, entrances, new pedestrian and cycling routes, public realm improvements and strengthening the quality and usability of existing, new and proposed public amenity areas. The Town Centre First Plan will:

- Provide a framework for the renewed engagement of the local community in capturing ideas and aspirations for the future development of Newport.
- Identify appropriate development opportunities and projects to support regeneration of the town centre.
- Provide a basis for Newport to seek support from multiple funding streams, such as Rural Regeneration Funding (RRDF) and the Town and Village Renewal Scheme.
- Offer an opportunity to deliver a coordinated programme of investment for the area, rather than funding being sought and spent on individual projects on an ad-hoc basis.

The sustainable movement strategy for the town, including the development of new pedestrian and cycling routes, is intended to increase and develop connectivity between the existing residential, commercial, educational and amenity areas.

As part of the process of assessing the character of the town, practical issues are addressed, such as enhancing the public realm to create more attractive streets and spaces, and review of traffic management and parking management, so as to reduce the impact of private vehicles on the public realm and living environment.

A number of key possible projects are identified to achieve the vision. These are capable of being developed by the private and public sectors and refined at a later stage through available funding measures, more detailed design studies, and according to the prioritization to be agreed with the local community.



Newport Town Location

1-2 Strategic Context

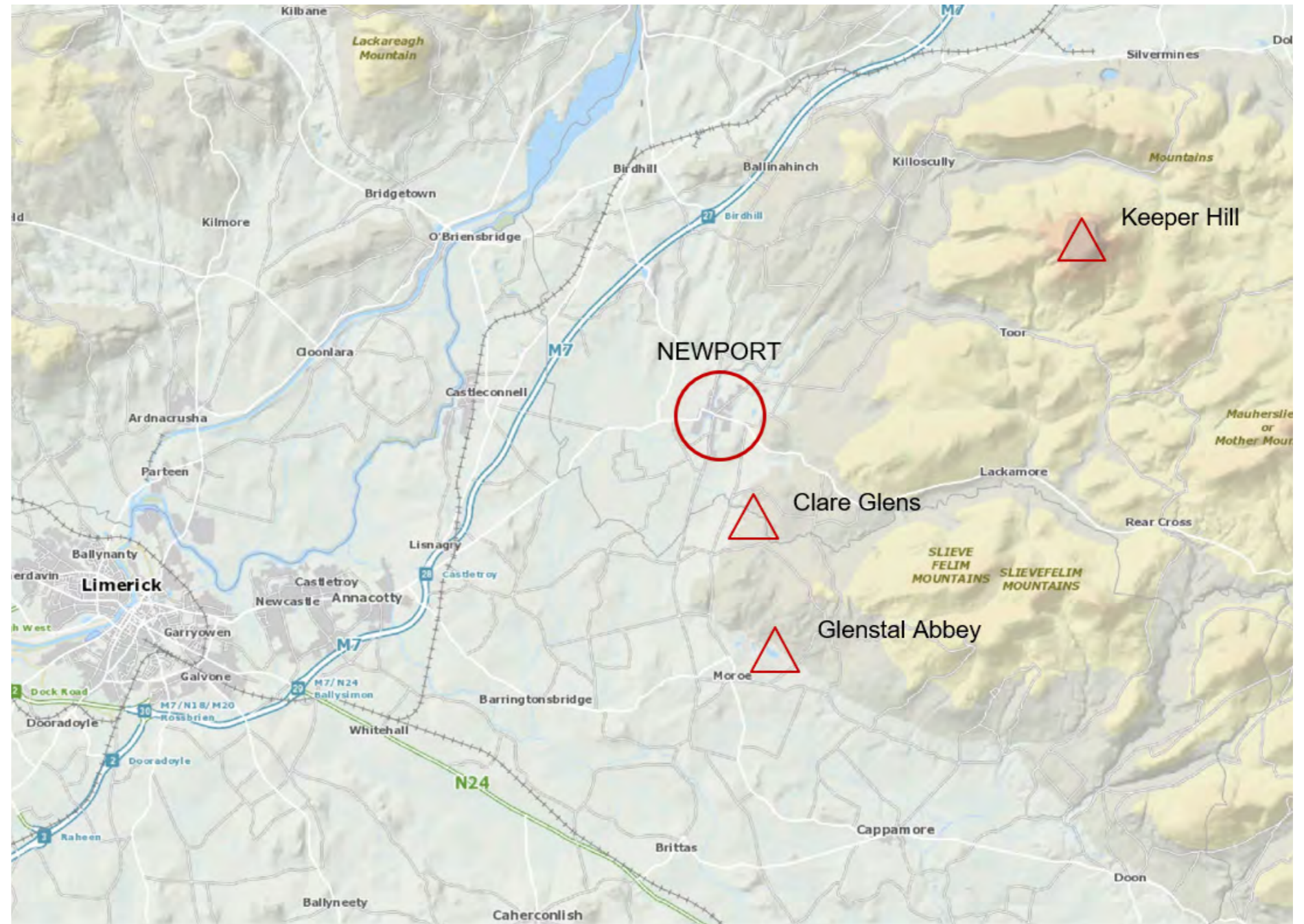
Newport (Port Nua in Irish, or formerly Tulach Sheasta) is located in the north-west of Tipperary County, near the border with Limerick County, approximately 18km west of Limerick City. The R503 Regional Route passes through the town and is the strategic regional link between Thurles and Limerick.

The town is situated in an area of natural beauty, lying west of the Silvermines and Slieve Felim Mountain and in the foothills of Keeper Hill. Keeper Hill a frequently visited local hiking and walking area and is also popular with out of county visitors and other visitor points of interest in close proximity include Clare Glens and Glenstal Abbey.

Newport is distinguished by its riverside setting, with the River Newport (tributary of Mulkear River) flowing through the centre of the town, and intersected by the Cully River.

In terms of the strategic planning context, Newport lies within the zone of influence of Limerick City, which has and will continue to have a major influence on the town's growth and development. This was recognised in the Limerick Hinterland Report 2015, which examined the socio-economic profile of settlements around the City.

The growth and development of the Limerick City region is critical to the success of the National Planning Framework, and towns such as Newport, are expected to offer opportunities to attract population growth and offer a high quality of life for residents. This must be achieved in a balanced and sustainable manner, appropriately phased to ensure that community and public infrastructure are available to maintain a high quality of life for existing and future residents.



Newport Town Location



Newport Town: Early 19th Century



Newport Bridewell, Jail Street

1-3 Historic Development

The original settlement of Newport dates back several centuries, from before the Norman invasions. The settlement developed at a strategic crossing point of the river and in close proximity to Castle Waller. It acquired its present name 'Newport' in 17th century and essentially comprises a linear development form, focussed on the square by the bridge and extending along the east-west road (present day R503), with some later expansion to the north and south.

The more recent development of the town can be traced back to the 19th century, when Robert Jocelyn gave land for the first public buildings in Newport, including the old Catholic Church and first Gaol and Courthouse. By 1822 a garrison was located in the town and the Barracks was constructed in c.1830. During the War of Independence (1919-1921), the town was the subject of several incidents where businesses and houses were burnt, including Cullen's Shop and Daly's Public House.

By the 19th Century, Newport had become a busy service centre for the rural hinterland, with many shops and businesses and the establishment of the first Catholic National School at the site of the existing ball alley. Newport today has retained much of this original character, and the Main Street and Town Square is designated an Architectural Conservation Area. During the early 2000's, residential estates were developed to the north and south of the historic centre, resulting in a more dispersed settlement pattern and increasing pressure on access to essential community services.



Newport Town Development

1-4 Policy Context and Previous Studies

National Planning Framework – Project Ireland 2040 (2018)

The National Planning Framework (NPF) is the overarching policy and planning framework for social, cultural, and economic development in Ireland. Its overall goal is to deliver sustainable growth and development in Ireland, with specific focus on Ireland's cities, towns, and villages.

A key aim of the NPF is town and village regeneration, with National Policy Objective (NPO) 6 aspiring to “regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets... in order to sustainably influence and support their surrounding area,” while NPO 7 supports “... Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes.” It supports delivering residential and economic growth in towns as well as high-quality urban design and well-designed spaces to create desirable places for people to live, work and visit.

The NPO 12 proposes establishing an agency “...to co-ordinate and secure the best use of public lands, ...to drive the renewal of strategic areas not being utilised to their full potential.”

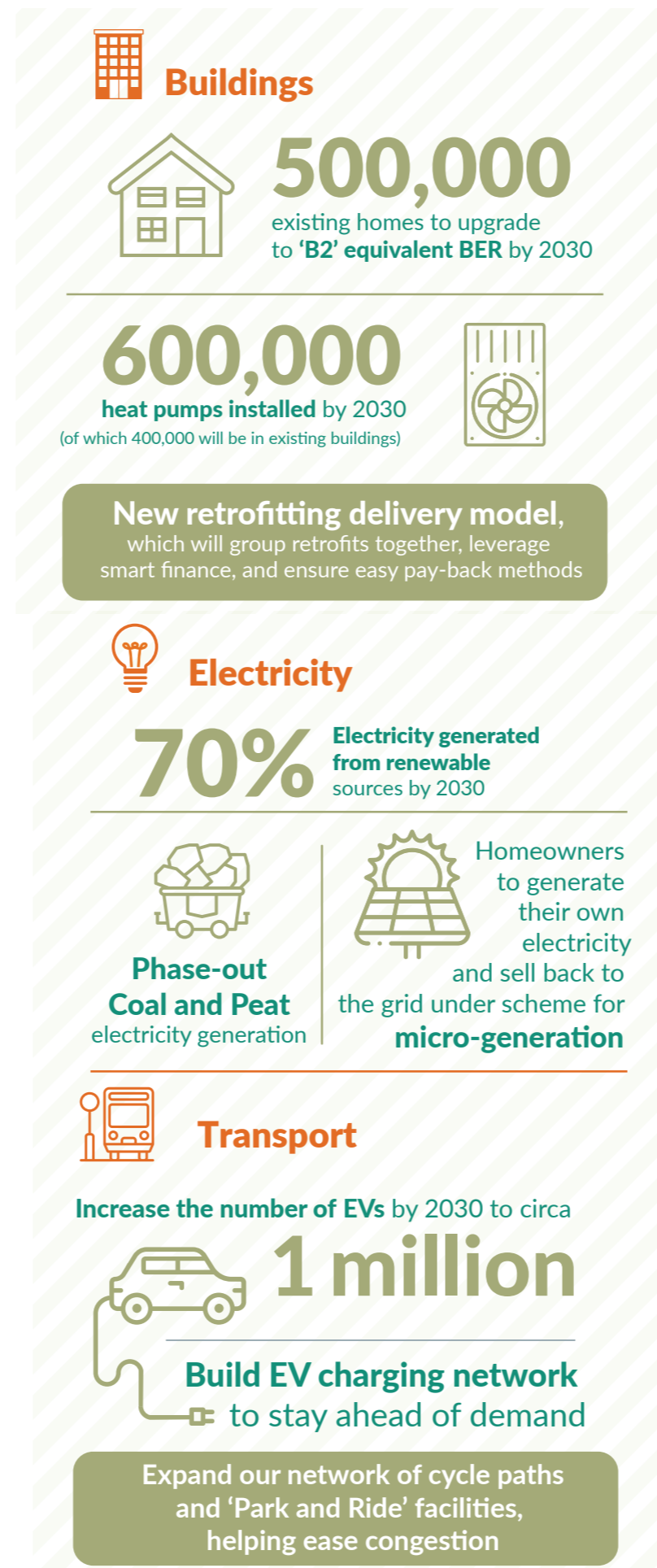
In terms of design of public spaces, NPO 14 places a focus on “...the sense of place and culture and the quality, character and distinctiveness of the Irish rural landscape” making it “...authentic and attractive as places to live, work and visit.” NPO 18a further emphasises on reviving the public spaces with “...interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.”

Climate Action Plan (2019)

The Climate Action Plan (2019) sets out a foundation to create a resilient, vibrant and sustainable country. Ireland aims to mobilise every home, every community, every workplace and every farm, for transformational shift of our economies and societies towards climate resilient and sustainable development.

With respect to development works and new buildings, the plan prescribes compact development with mixed use to ensure reduced need for long distance travel. This will lead to an efficient use of public transport. Further, it suggests using existing settlement footprints for new developments (up to 40% housing is to be developed this way).

To ensure reduction of energy spent on heating, retrofitting old buildings is recommended. This may include residential stock in



Climate Action Plan(2019)

public ownership, social housing, and other energy poor homes to improve their energy efficiency.

Moreover, all new construction is expected to follow climate resilient methods that will have low energy consumption. Decentralised and micro generation of solar energy is promoted amongst homeowners to augment their need for energy and sell any excess back to the grid.

With respect to mobility, there is a strong focus on promoting sustainable transport. This includes non motorised alternatives like walking and cycling; public transport and innovative transport alternatives like Electric Vehicles (EV) and biofuels. To popularise use of these methods, infrastructure to support cycling, public transport network and charging points for EV must be prioritised.

The Action Plan acknowledges Cloughjordan Ecovillage as an example that shows a way to develop and sustain resilient communities. Further, there is focus on increasing forest cover by promoting large scale afforestation projects.

Regional Spatial & Economic Strategy for the Southern Region (2020)

Under the RSES (2020) Newport is identified as one of the settlements offering a vibrant mix of towns and contrasting landscapes, a high quality of life, a range of existing and planned social amenities, educational facilities and housing in the Mid-West SPA.

In terms of sustainable development, the report recommends a focus on compact growth with regional accessibility and sustainable mobility. Further Green Infrastructure (RPO 124) and SUDS (RPO 122) have been identified as means for the same. With a consideration for future-proofing, there is also a recommendation to provide EV infrastructure (RPO 92). Further a need to upgrade digital infrastructure is highlighted by RPO 134.

There is a strong focus on regeneration and retrofitting- to maximise infill development to achieve the sustainable compact growth of settlements (RPO 34/ RPO106). Reuse/refurbishment of existing disused and derelict rural dwellings are encouraged to be used for residential purposes, community or commercial (including social enterprise).

In order to enhance tourism the RPO 53 proposes Greenway and Blueway corridors with walking and cycling trails and RPO 55 focuses on improvement of appearance and vibrancy of town centres.

Newport Settlement Plan as part of the North Tipperary County Development Plan (as Varied) 2017

The North Tipperary County Development Plan identifies the 14 'Service Centres' of the region, including Newport. The plan acknowledges Newport's location within the zone of influence of Limerick city and acts as a commuter town for the city. It envisages a further substantial growth of the town since it has the potential to offer a high quality of life. The Specific Objectives (SO) 1 & 2 address the need to develop low density, high-quality neighbourhoods. With respect to developing a more connected and consolidated town core, SO8 promotes "...regeneration and re-use of vacant, disused and derelict sites" and the SO9 aims to improve the connectivity by enhancing "...linkages with walking and cycling routes" Further the SO 16 addresses the need for development of "blue and green infrastructure of the town" and ensuring enhancement of "...ecological corridors and wildlife as part of public realm projects". The Plan further identifies three Opportunity Sites that would help expand the Town Centre, while providing opportunity for development of a park, a mixed-use zone and a Business Park.

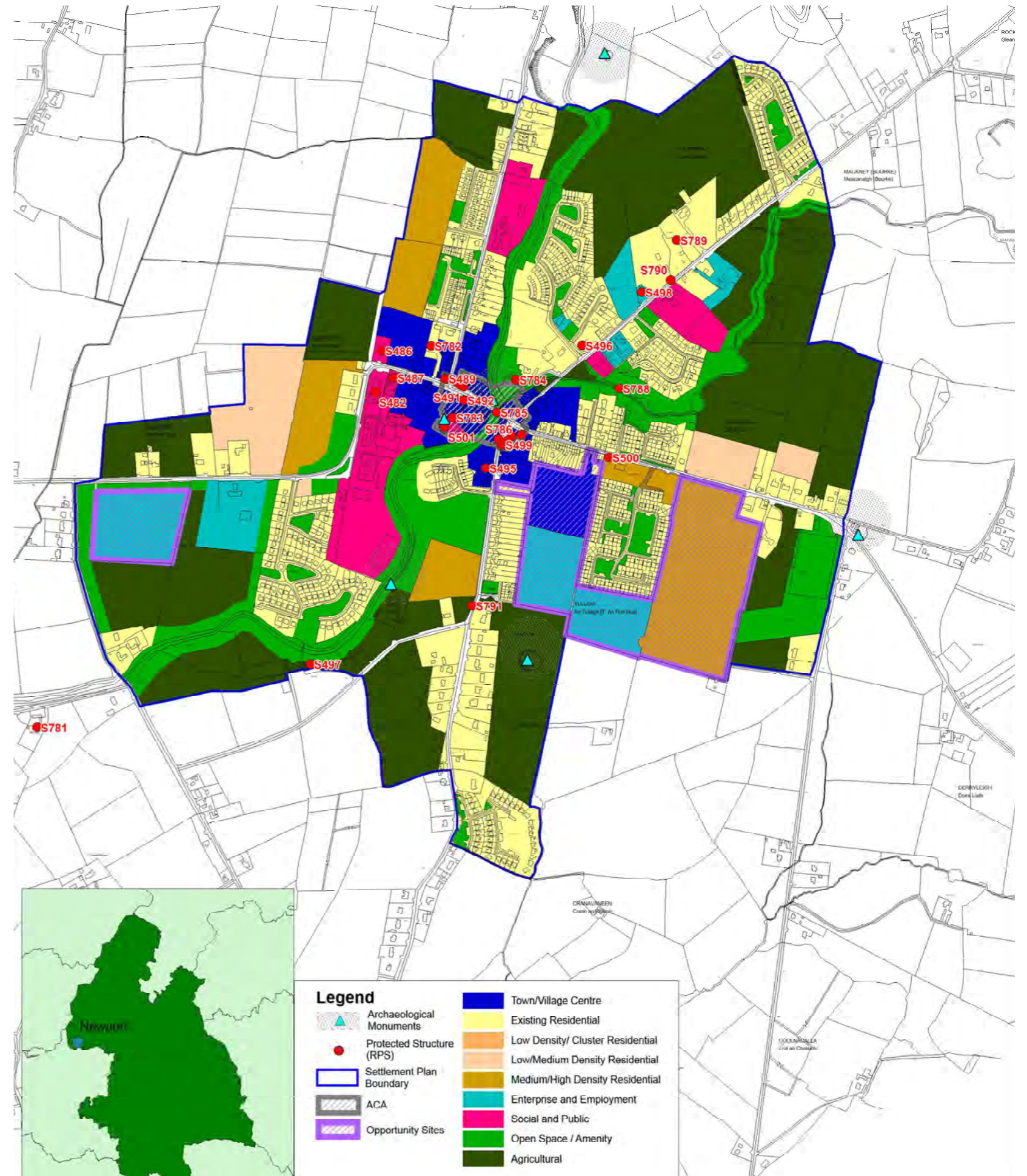
Draft Tipperary County Development Plan 2022-2028

The Draft Tipperary County Development Plan 2022-2028 identifies 3 'Service Centres-Urban' of the region, one of which is Newport. Under the Plan, the vision for Newport highlights the strategic location close to Limerick and aims to harness the same for a balanced sustainable growth. It further aims to provide an attractive, dynamic and accessible town. The Specific Objective (SO) 1 seeks to develop high quality neighbourhoods. With regard to developing active travel and non motorised transport infrastructure; SO 8, SO 14 & SO 25 promote development of walking and cycling trails. SO 16 & 18 focus on built and natural heritage specifically by "... protection and enhancement..." of the same. SO 12 intends to develop a Digital Hub to promote remote working in town. As part of improving public realm, SO 20, SO 22 & SO 26 each focus on trees, traditional shop fronts and streetscape enhancement respectively.

The Plan finally identifies three Opportunity Sites, one of which is already being developed as Town Park. Opportunity Site 1 is proposed to be a mixed use development that intends to provide opportunities for commercial, start-ups and housing. Opportunity Site 3, with its strategic location on Limerick Road, is envisaged as hub for employment and enterprise.

Newport Courthouse – Method Statement for HSF Grant Application (February, 2019)

The document comprises of an in-depth assessment of status and priority assigned conservation of the Courthouse building. The report acknowledges the importance of the Bridewell building as a community space for music and exhibitions. However, it is observed that the structure is not suited for public events, owing to the design of the building. It is identified that the Courthouse, if protected and refurbished to a usable status would form a cluster of historically significant buildings along with the Bridewell that would benefit the Newport community.



Newport Settlement Plan (2017)

Newport Town Park, Project Review Report, Stage (i) Preliminary (January 2018)

The proposal for Newport Town Park stresses the need to improve linkages between the site and its surroundings and raising the general profile of the area so that it becomes and remains attractive for a wide range of users throughout different times and seasons, including the tourism potential from visitors to the town.

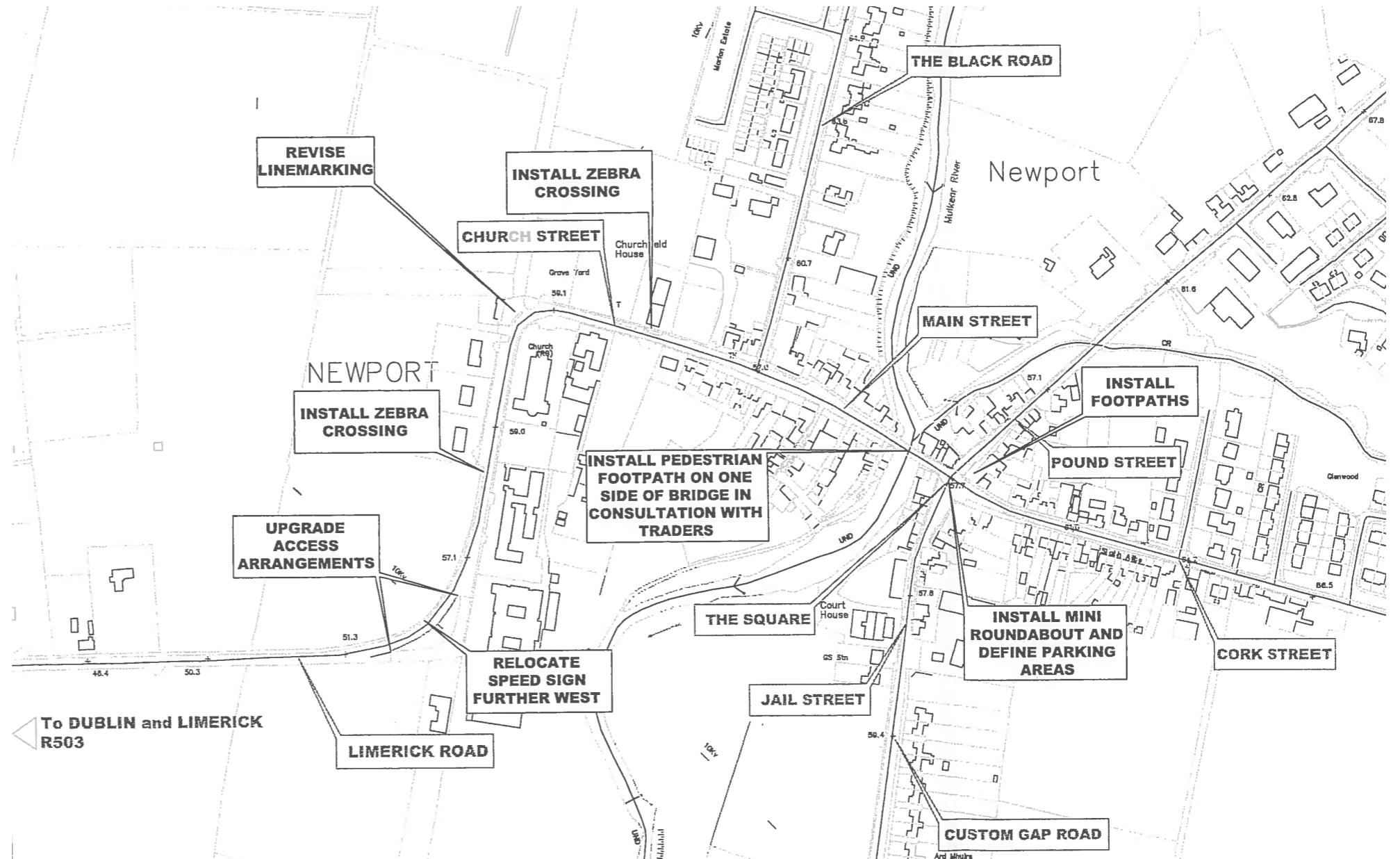
The plan provides parking facilities for visitors and pedestrian linkage between the park and the Town Centre, as well as with surrounding existing and future residential areas, for maximising the accessibility and enjoyment of the park.

The park has an inclusive design with wheelchair accessible footpath, inclusive play equipment, and amenities for different age groups. It also provides opportunities for riverside access as part of a wider green infrastructure resource.

Newport Traffic & Parking Management Strategy, Final Report (October 2003)

The overall aim of this plan is enhancing traffic flow in and around Newport, whilst providing a safe environment for other road users. The Strategy makes recommendations in relation to network traffic management, pedestrian and cycle facilities and parking. Several of the recommendations from the study have since been implemented, including a pedestrian footbridge on the south side of the River Mulkear Bridge on Main Street, a controlled zebra crossing on the Limerick Road, at St. Mary's Secondary School and a controlled zebra crossing at Newport Boys School on Pound Street. The addition of an off-street car park as constructed on Jail Street was also proposed as part of the strategy.

Traffic modelling was completed as part of their review, with The Square junction considered to be operating within capacity. A mini-roundabout was proposed at the junction to improve traffic flow. The Strategy provides a comprehensive overview of the road network in and surrounding Newport. This Movement Strategy will build on that review, updating it to provide an increased focus on active travel modes.



Newport Traffic & Parking Management Strategy (2003)



Potential Sites for off-street Car Parks

2-Newport Today

This section explores the present context of Newport. It introduces a profile of the town, setting out the existing land-use, social, economic, transport, and tourism context. It then brings this together to consider Newport's strengths, weaknesses, opportunities, and threats now and in the coming years.

2-1 Socio-economic background

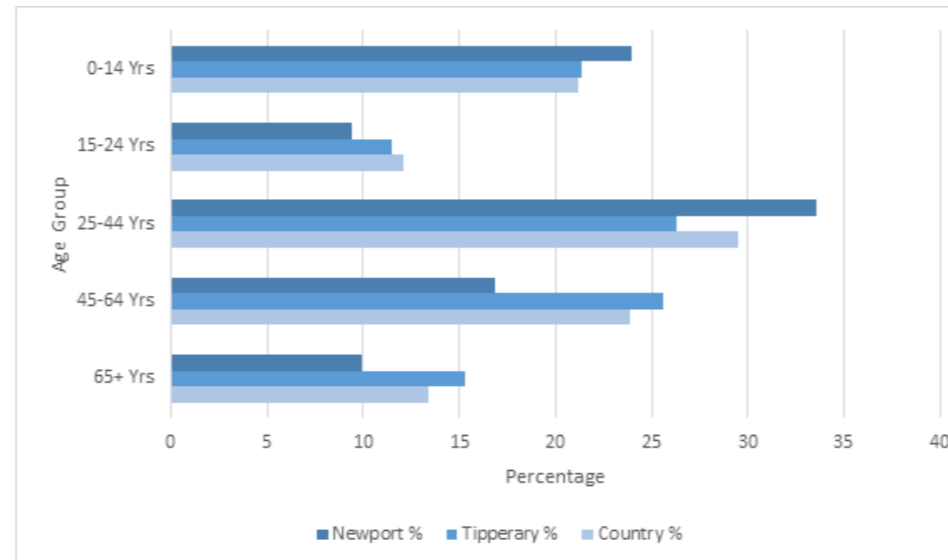
Population

According to the 2016 Census, the population of Newport is 1995, comprising of 974 males and 1021 female. Of this population, 23.95% are aged 0-14, 59.81% are aged 15-64, and 9.92% are aged 65 and over. The proportion of children is slightly higher than Tipperary County average (21.33%) and the proportion of those aged over 65 is lower than county (15.29%) and the country (13.39%). The average age is 35 years old. The population distribution across age is shown in a table. As can be observed from the table, the proportion of young (0-14 and 25-44) is higher than both county and the state. According to Tipperary Children and Young People's Plan (2018), Newport has one of the youngest age population in the County with 34% of the population aged between 0 -17.

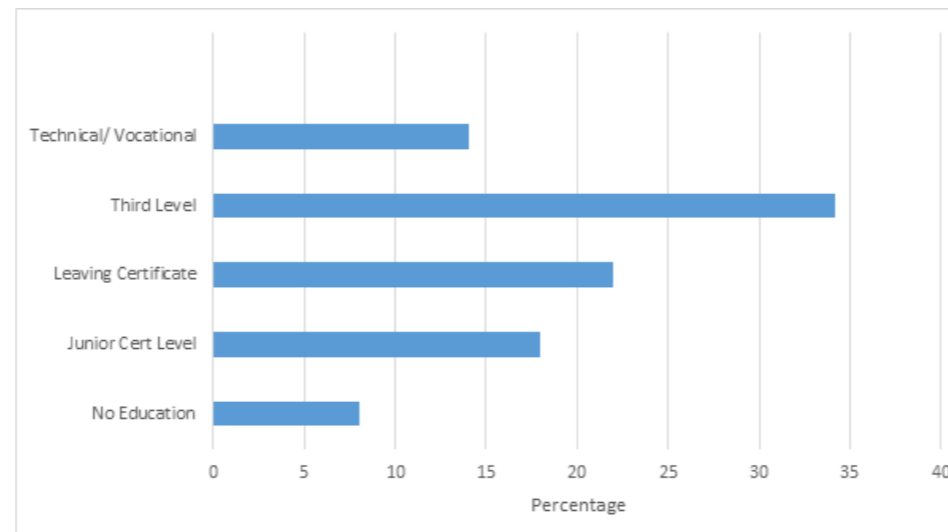
The population of the Newport Electoral Division (comprising the town and surrounding hinterland) is reported to be 2935 in 2016.

There were 698 households in Newport town. There were 524 families with a total of 847 children across all the families. Nearly 50% of these children were under the age of 15 with the biggest proportion in the 0-4 age bracket. 2 person families were the most common (31.49%) followed by 4 person families (25.57%) and 3 person families (24.04%). Given the young age profile of the population, the town has a large number of single people at 1,114 (55.84%).

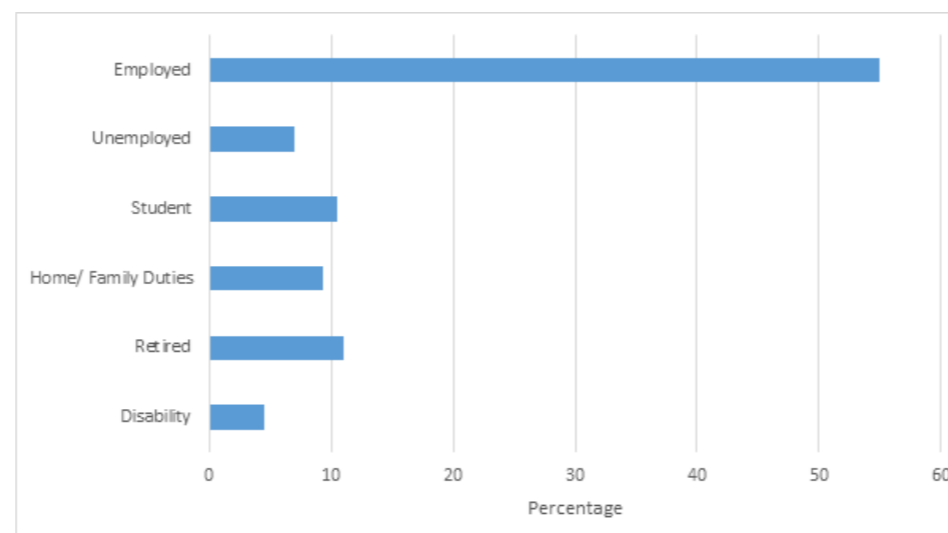
The overall age dependency ratio of Newport is one of the highest in county at 67.1% and implies a greater proportion of the population falls into the economically inactive category (under 15 and over 65 age). However, Newport has the highest youth age dependency ratio in the County at 50.5% and the lowest old dependency ratio at 16.6%.



Population: Age distribution



Population: Education



Population: Employment

Housing

Out of a total of 698 households in Newport, nearly 96% live in a house/ bungalow, and only a small fraction live in flat or apartment. Over 50% houses have been built recently, between 2001 and 2010. Further, Newport has one of the highest percentages of 'owner occupier with mortgage' (45.4% or 314 households) among settlements in Tipperary (county figure is at 29.28%). 25% houses are owner occupied with no mortgage. Nearly 30% of the houses are rented from various sources (private, local authority etc).

Education, Employment and Economic activity

Newport has a relatively well educated population since only 8% of the population of Newport have either no formal education or are educated to primary level only which is much lower than county (13.4%) and state average (12.5%). Additionally, a higher number of people complete their junior cert level (18%) and leaving certificate level (22%) when compared to county (17.7 & 21.2%) and state (14.5 & 18%). Social sciences, business and law seem to be the most popular field of study with 170 people from Newport pursuing this avenue. Engineering, Manufacturing and Construction rank next with 105 students followed by Health and Welfare (97 people).

According to Census 2016, unemployment is relatively low in Newport town at 7%, compared to county (7.8%) and to national average (7.1%). The majority of employed people are classed as Managerial or Technical workers (625) in Newport. There is also a relatively large number of people who fall into the professional categories (435 people). 12% of the population are classified as unskilled or semi-skilled which is lower than the County average of 16.8%.

2-2 Land-use

The present layout of the town remains centred around the historic centre of Main Street and The Square, with relatively low density clusters of recent outlying residential development. The centre is designated as an Architectural Conservation Area and much of the original layout retains its original compact form, as seen in the linear main street and the narrow laneways such as Chapel Lane and River Lane.

There is a reasonable range of uses within the town including retail, businesses, cafés, churches and community facilities, mostly concentrated along Main Street and at The Square. There is also a small number of vacant and/or derelict properties in the town.

The principal building uses have continued to change over time, with businesses closing down and heritage structures like Old Mill & Butter Factory (Creamery), Courthouse and Bridewell no longer serving their original function.

The Newport and Cully rivers are the main natural attractions of the town and provide the main existing and potential recreation opportunities. There are few other visitor attractions and the town lacks all-day hospitality venues and places to stay.



Land-use



Land-use & Frontage (Town Centre)

2-3 Main Street Activity

The main activity of the town tends to be centred around The Square, with Carey's Hardware, Daybreak and the Corner House café providing essential facilities for locals and passing trade. Other active frontages around The Square include Gleeson's and McGrath's Bars. Secondary uses extend eastwards along Main Street, including Mulcair Pharmacy, Veterinary Clinic, O'Sullivan's Bar, Nicky English Butchers, Treats Coffee Shop, the Post Office and auctioneers. Westwards along Cork Road, existing uses are mostly residential, with 2-storey terraced houses interspersed with the Credit Union, Motor Factors and Ryan's Lounge.



The Square: Careys Hardware & Daybreak

2-4 Natural & Built Heritage

The River Newport (tributary of Mulkear River) flowing through the centre is the most distinctive feature of the town, together with the Cully River tributary joining close to the Handball Alley site. The Newport (Mulkear) River forms part of the Lower Shannon Special Area of Conservation (SAC) and is an important fisheries habitat.

The protection and enhancement of the ecological status of the river corridor is of particular importance and, where appropriate, necessitates the preparation of a Natural Impact Statement to inform and facilitate the assessment of development. The riverside also provides an important amenity for the town, and although currently with limited access, the completion of the new Town Park will help to open up the amenity to local residents in Newport as well as providing new opportunities for creating looped riverside walks and heritage trails around the town.

Newport's heritage is reflected in the large number of Protected Structures around the town, and buildings entered in the National Inventory of Architectural Heritage (NIAH). The most prominent structure on entering the town from the west is the Church of the Most Holy Redeemer, which forms an imposing feature in the surrounding landscape. Other structures that contribute importantly to the heritage character of the town include the Convent House & School, the centrally located Courthouse and Bridewell, the Bridge and Handball Alley, the former Creamery, the J Daly former pub, the Newport Well (only source of drinking water till 1940's), the ruins of St John's Church, together with several terraced houses that reinforce the traditional streetscape of Main Street, Cork Road, Pound Street and Jail Street.

The distinctive built and natural heritage of Newport provide a strong basis for enhancement of the town and a coherent structure for creating new public spaces.



Ruins of Old Mill & Creamery





Church of the Most Holy Redeemer



The Bridge and riverside green



Handball Alley



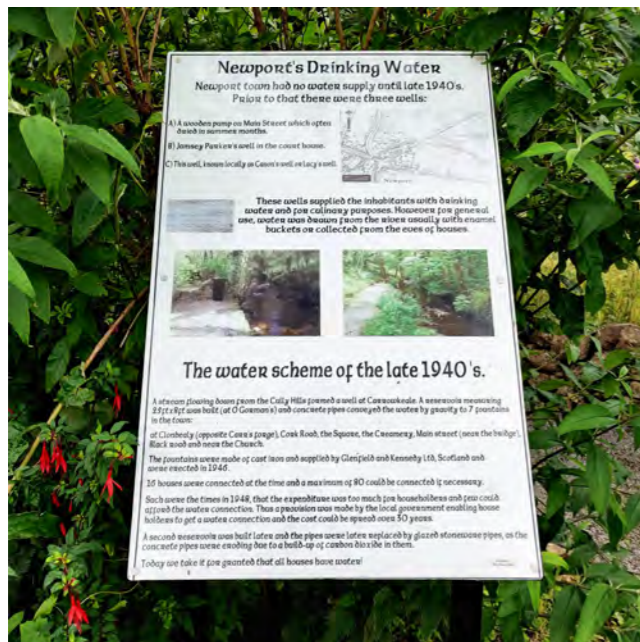
J. Daly on Cork Road



Streetscape on Jail Street



Directions for Clare Glens & Glenstal Abbey



Newport Drinking Water Well



Ruins of Creamery seen across River



St John's Church



Public Realm

2-5 Public Realm

Main Street and Pound Street form the primary street pattern of Newport, and their intersection at The Square represents the retail and business core of the town. There is also a significant cluster of businesses on Main Street west of the bridge. The bridge links streets on either side of the river holding the two parts of the town together and forming an important node of the public realm.

The town centre is largely dominated by vehicle movements and on-street parking. There are few public spaces and limited opportunities for social interaction or passing the time of day. The town also lacks a coherent visual theme, with various styles of street furniture, dominant overhead cables, and inconsistent surface materials (often in poor condition). There are very few seating areas and planting is limited to occasional street trees and some hanging baskets in the vicinity of the bridge.

The Square

The Square lacks a sense of place due to the dominance of vehicles and poor-quality public realm. There are no defined pedestrian crossings connecting the different sides of the space, and traffic speeds can be intimidating when approaching the bridge. The random parking of cars around Carey's Hardware and Daybreak disrupts pedestrian movement and contributes to driver confusion generally. The Square does not appear welcoming to visitors and there are few incentives to linger or spend time in the area.

Laneways

The two narrow laneways extending southwards from Main Street, River Lane and Chapel Lane, form characterful and important links to the river and the heritage structures of St John's Church (a National Monument) and the ruins of the Old Creamery, as well as to a limited number of residences. The Newport Traffic &

Parking Management Strategy (2013) recommended changing the laneways to a one-way route, entering from River Lane and exiting via Chapel Lane, thereby reducing vehicle conflict and offering increased opportunity for pedestrian use.

Chapel Lane is occasionally used as a gathering point and a venue for social events such as the Christmas Market, but its visual appearance and that of River Lane needs enhancing in order to realise their full potential as pedestrian-friendly spaces that can be experienced year-round.

Other Areas

Most other parts of Newport, including the recently built residential developments, GAA Club and the schools on Church Street, are within easy walking distance of the town centre and each other, but the quality of pedestrian infrastructure is mostly lacking due to insufficient footpath widths, poor quality surfaces and lack of streetlights. There are currently no facilities for cyclists.



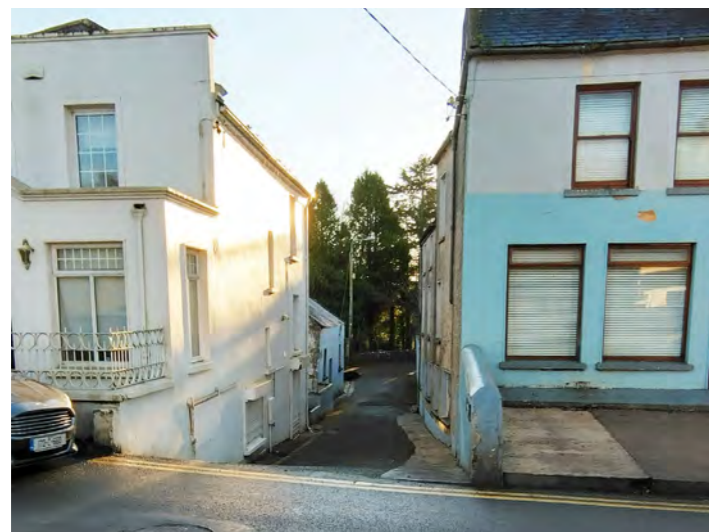
The Square dominated by cars



Vehicles dominating pedestrian spaces



Only seating at the Square



River Lane









Access to River



Cork Road



- Key**
-  Existing Tree
 -  Public Litter Bin
 -  Bollards
 -  Utilitarian Light Pole (Timber/Metal)
 -  Timber Utility Pole
 -  Fire Hydrant

VARYING DESIGNS OF POLES



Timber utility pole



Metal & Timber
VARYING DESIGNS OF BOLLARDS



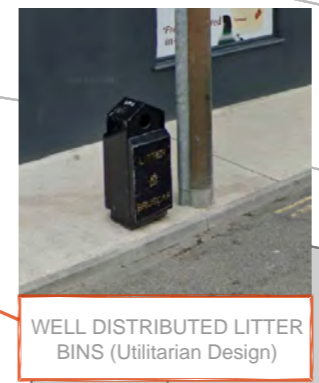
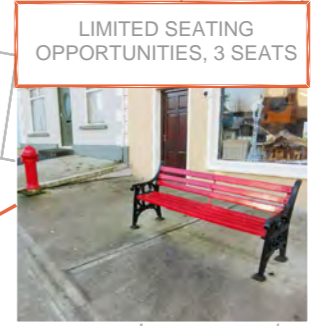
Heritage style

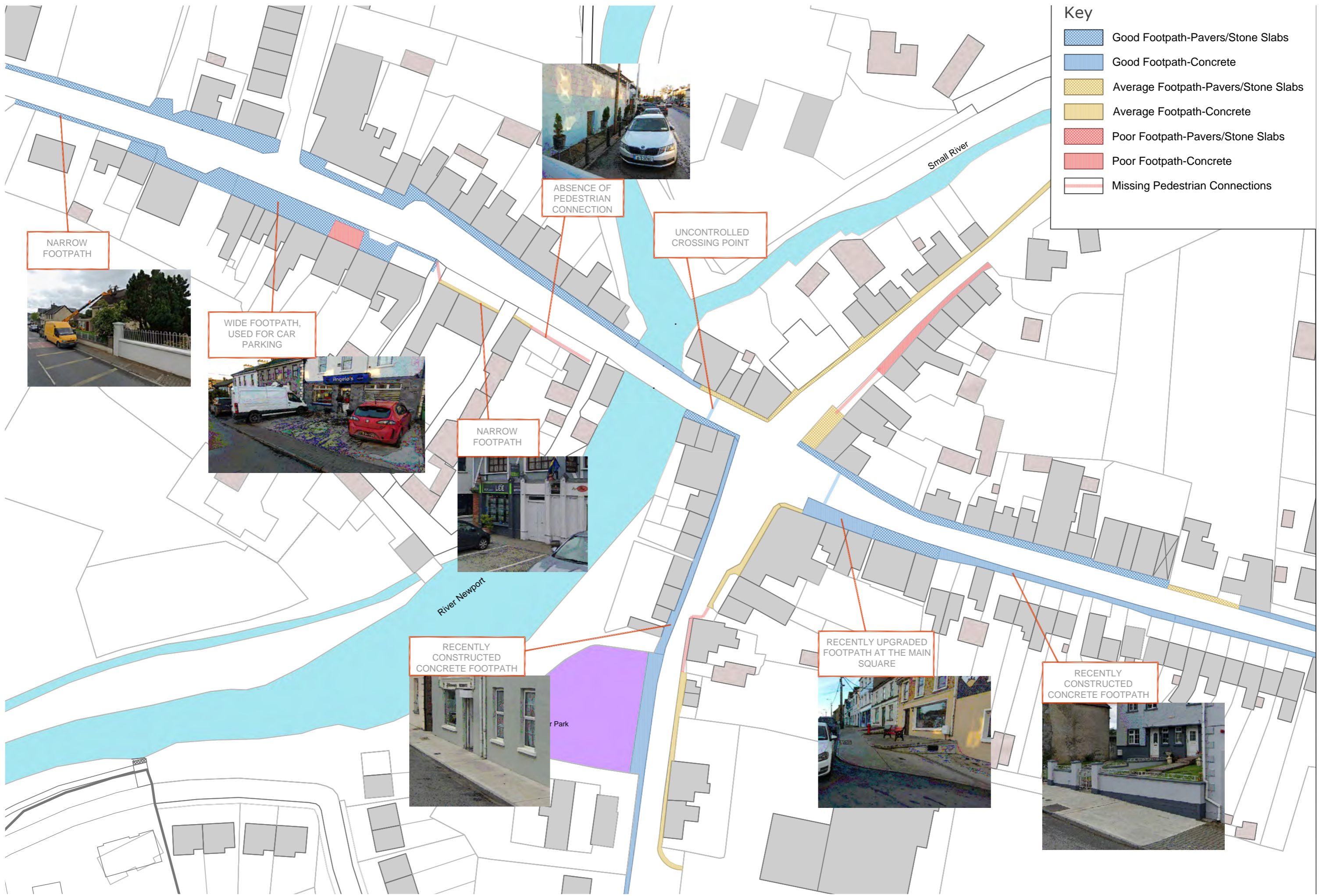


Heritage style










Utilitarian style





Key

-  Good Footpath-Pavers/Stone Slabs
-  Good Footpath-Concrete
-  Average Footpath-Pavers/Stone Slabs
-  Average Footpath-Concrete
-  Poor Footpath-Pavers/Stone Slabs
-  Poor Footpath-Concrete
-  Missing Pedestrian Connections

Town Centre Footpath Condition

2-6 Traffic & Transportation

Regional Roads

Newport is located on the **R503 Regional Road**, which runs between Thurles and Limerick. This is a busy route which carries HGV and agricultural traffic. Traffic counts undertaken in 2014 provide an AADT (annual average daily traffic) of 4,514 vehicles. An approximate AADT of 4,690 vehicles has been calculated using the Transport Infrastructure Ireland (TII) traffic data. The R503 Regional Road has a speed limit of 50 km/h within Newport. Outside the urban speed limit zone, it is 60 km / hour before returning to the Regional Road speed limit of 80 km/h. It is a single lane carriageway, of approximately 7.5m in width. It provides access to local roads, residential areas and individual home access. All junctions within Newport are priority controlled.

On approach from Thurles, the R503 Regional Road is named Cork Road. As it passes through the centre of the village (The Square) it is renamed as Cork Street and then Main Street over the Mulkear River Bridge. Continuing towards Limerick it is renamed as Church Street and then finally Limerick Road.

The R503 provides direct access to the M7, via junction 28, south west of Newport. The M7 links Limerick and Dublin. Access to the M7 north of Newport is provided at junction 27, by way of the R504 Regional Road north to Birdhill and continuing onto the R494 Regional Road.

Local Roads

The Local Road network in Newport plays a vital role in ensuring movement around the town between residents and visitors alike.

The junction between the R503, Jail Street and Pound Street is known locally as The Square. This is a priority controlled junction, with the R503 as the major arm. **Jail Street** runs south from The Square, before being renamed as Custom Gap Road. It links Newport with Murroe. Jail Road provides access to the town car park, the courthouse and will shortly provide access to the New Town Park, which is under construction. It also provides access to the Arrabawn Retail Centre and Newport Garda Station. It is approximately 6.5m in width. There is a pinch point in the carriageway width at a building known locally as Ryan's, north of the public toilets.

Pound Street (Local Road L2110) runs north east from The Square. It forms a Stop priority controlled junction with the R503. It provides access to Newport Boys National School, Newport Health Centre, Newport Community Centre, residential areas and a number of business units. A bridge is provided over the River Newport, approximately 200m north east of The Square. SLOW



road markings and school ahead warning signs are present on the approach to Newport Boys School. Pound Street continues north east to Killoscully and onto the R499.

Black Road runs north east from the R503, approximately 160m west of The Square. It forms a Stop priority junction with the R503. It is approximately 7.3m wide, with space for on-street parking provided on its east side. It provides access to numerous residential areas and to the secondary school Newport College. SLOW road markings and school ahead warning signs are provided on the approach to the school.

Chapel Lane and **River Lane** create a loop south of R503 Main Street. These are single carriageway lanes with occasional footway provision. Chapel Lane provides access to private residents parking to the rear of Main Street and to Old Church of St. John's. While narrow, Chapel Lane and River Lane cater for vehicles travelling in both directions. There are no road markings or signage at their junction with Main Street.

South of the Cork Road at the Newport GAA Sports Ground, there is a Local Road travelling south, known as **Clare Glens Road**. This provides a link to Tullow, as well as the local recreation walking area of Clare Glens. It is an unmarked road, with a national speed limit of 80 km/hour. It forms a Stop priority junction with the R503. A Local Road travelling north to Ahane Cross also forms a

Stop priority junction at this location. The four arms at this junction have recently been lined with road markings that provide definition for all routes at the junction.

Public Transport

Newport is served by a number of bus routes, provided by Bus Éireann and Local Link. They are low frequency services and are outlined in table below.

Buses collect and drop off passengers at the Post Office on Main Street for eastbound services and at XL Vets/ Mulcair Pharmacy on Main Street for westbound services. There are no bus signs or infrastructure provided at the bus stops.

Local Link provides public transport services in local and rural areas of Ireland. Local Link provides a combination of scheduled Public Transport services and door-to-door services and is operated by the National Transport Authority (NTA).

Bus Éireann and private bus operators provide school bus services in the area. There is a bus set down area provided at Newport College and St. Mary's Secondary School (which is also utilised by Newport Convent Primary School).

Parking

Parking in Newport is a mix of on-street and off-street parking. There are no parking charges in Newport. A town car park has been constructed on Jail Street. This provides 41 car parking spaces, with an additional two disabled parking spaces. The Jail Street car park is located approximately 75m from The Square. It has a maximum height gate of 2.1m, but no other entry restrictions. Off-street car parking is also available at the Newport Community Centre. This provides 35 car parking spaces, with an additional four disabled spaces. The car park is located approximately 270m north of The Square on Pound Street. There is no continuous footpath provision along the route. As well as being too far away to be considered convenient, there are security issues with cars remaining unattended as the area does not have a high pedestrian footfall.

On-street and informal parking is prevalent in Newport. Parking restrictions, in the form of double yellow lines are provided at junctions. Enforcement is provided by An Garda Síochána. On-street parking around The Square and along Pound Street and Jail Street contributes to traffic delays in the area, as vehicles moving through The Square have to slow down to move around parked vehicles or wait while vehicles are parking. Vehicles waiting for a parking space to become free also contribute to traffic congestion at the junction. Site observations during the daytime highlighted the parking issues at this location. Vehicles were observed blocking sight lines at the junction and blocking pedestrian desire lines.

Demand for on-street parking is also high on Main Street, in the vicinity of the Post Office and other business units. The carriageway at this location has space for a number of undefined parallel and perpendicular parking spaces. Keep clear markings with a yellow hatch are provided in front of private accesses. Private resident parking is also evident on Main Street. There are ten lined perpendicular parking spaces on the south side of Main Street, outside the business and food units. One is marked as for residents. During site visits, it was noted that some spaces in front of food units were cordoned off to provide space for social distancing due to Covid-19.

There are 36 lined perpendicular parking spaces on the R503 Limerick Road opposite the Church of St. John's. This is in addition to their private car park, which has 50 car parking spaces, as well as two disabled parking spaces. There is a maximum height gate of 2.1m at the car park, but no other entry restrictions.

There are no designated loading spaces in Newport, despite needs from the business units in Newport. This results in competing demands for the available on-street parking.

Bus Stop Location	Service Provider	Route	Route Title	Days of Operation	Times Daily
Post Office Newport	Bus Éireann	323	Nenagh- Silvermines -Newport	Fridays	One
Post Office Newport	Bus Éireann	323	Newport - Silvermines - Nenagh	Fridays	One
Newport Stores	Bus Éireann	341	Shannon - Limerick - Newport - Cappamore	Monday to Friday	One
Newport Stores	Bus Éireann	341	Cappamore - Newport - Limerick - Shannon	Monday to Friday	One
Post Office Newport	Bus Éireann	332	Limerick - Newport - Cappamore - Dundrum	Monday to Friday	Three
Post Office Newport	Bus Éireann	332	Limerick - Newport - Cappamore - Dundrum	Wednesday	One
Post Office Newport	Bus Éireann	332	Limerick - Newport - Cappamore - Dundrum	Saturday	Two
Newport Stores	Bus Éireann	332	Dundrum - Cappamore - Newport - Limerick	Monday to Friday	Two
Newport Stores	Bus Éireann	332	Dundrum - Cappamore - Newport - Limerick	Saturday	One
Post Office Newport	Local Link	T27	Kilcommon to Newport	Friday	One
Post Office Newport	Local Link	T27	Newport to Kilcommon	Friday	One

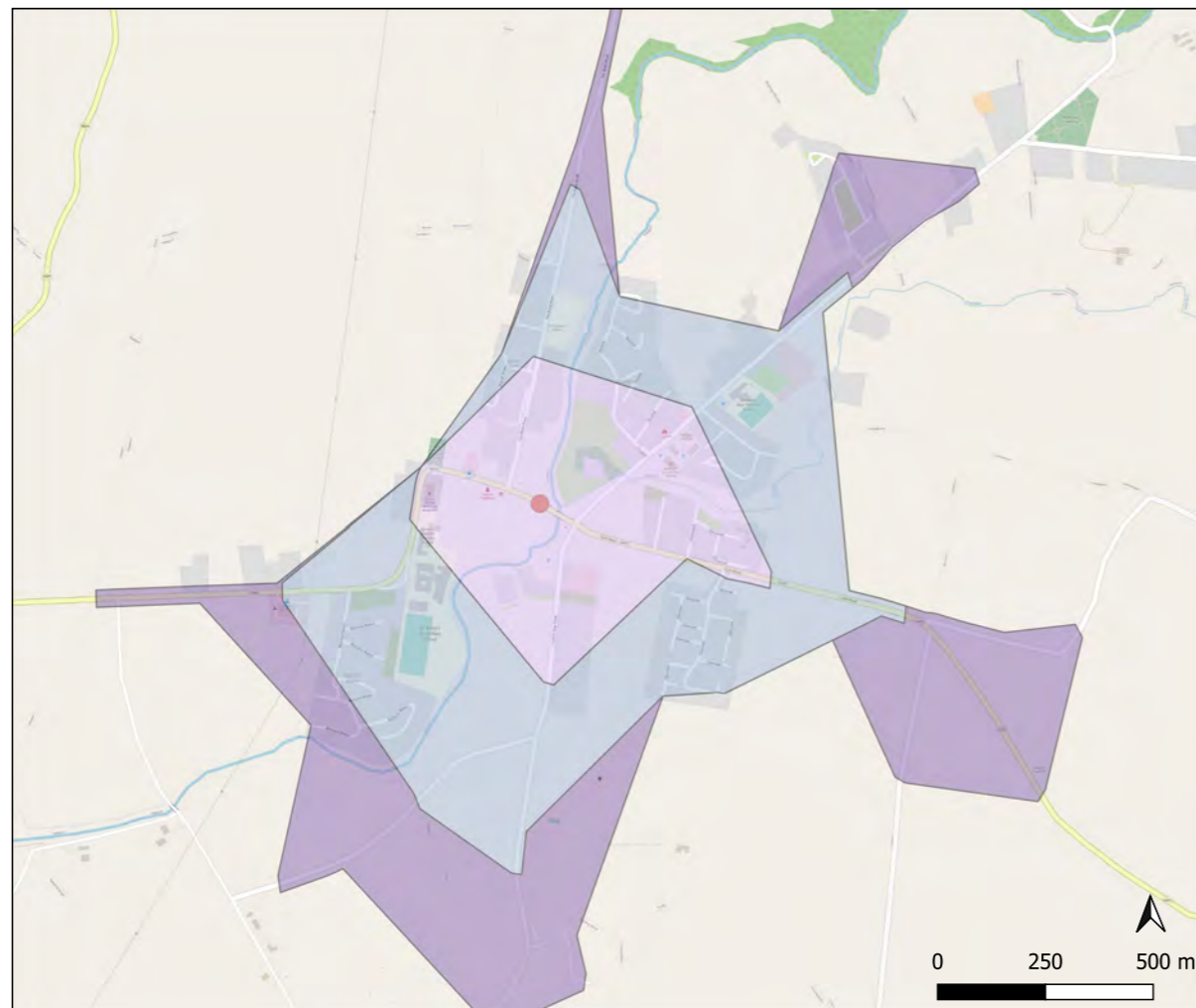
Bus routes to/from Newport

Walking

Newport is a compact town and has good provision of footpaths along the R503 and on other Local Roads. This provision is not always continuous and there are a limited number of controlled or uncontrolled crossing points provided. This results in reduced comfort for pedestrian users, as they have to cross the road multiple times on their route. This also reduces safety, especially for younger pedestrians, resulting in a reduced likelihood of a journey being made by walking.

The following roads have gaps in the provision of footpaths:

- R503 Cork Road from The Square to the GAA Sports Grounds;
- Pound Street at the Bridge over the River Mulkear;
- Jail Street on the east side;
- Main Street at the River Mulkear Bridge;
- Main Street on the south side between Chapel Land and River Lane; and
- Pound Street at the north-west corner of The Square, access is by steps only.



Walking Distance

During the site visit, pedestrian movements were observed around Newport. Main Street and The Square had a high number of movements, with pedestrians observed crossing at various points along Main Street. This would be typical of a town layout similar to Newport, where services and businesses are located on both sides of the street. The high number of young pedestrians and cyclists was noted during site observations.

Pedestrians were observed walking in the carriageway across the River Mulkear Bridge on Main Street. Although a pedestrian footbridge is provided on the north side of the bridge, a significant amount of the pedestrian movements occur on the south side of Main Street. During times of low vehicle flows, pedestrians are walking over the bridge on the carriageway, as this is the most direct route

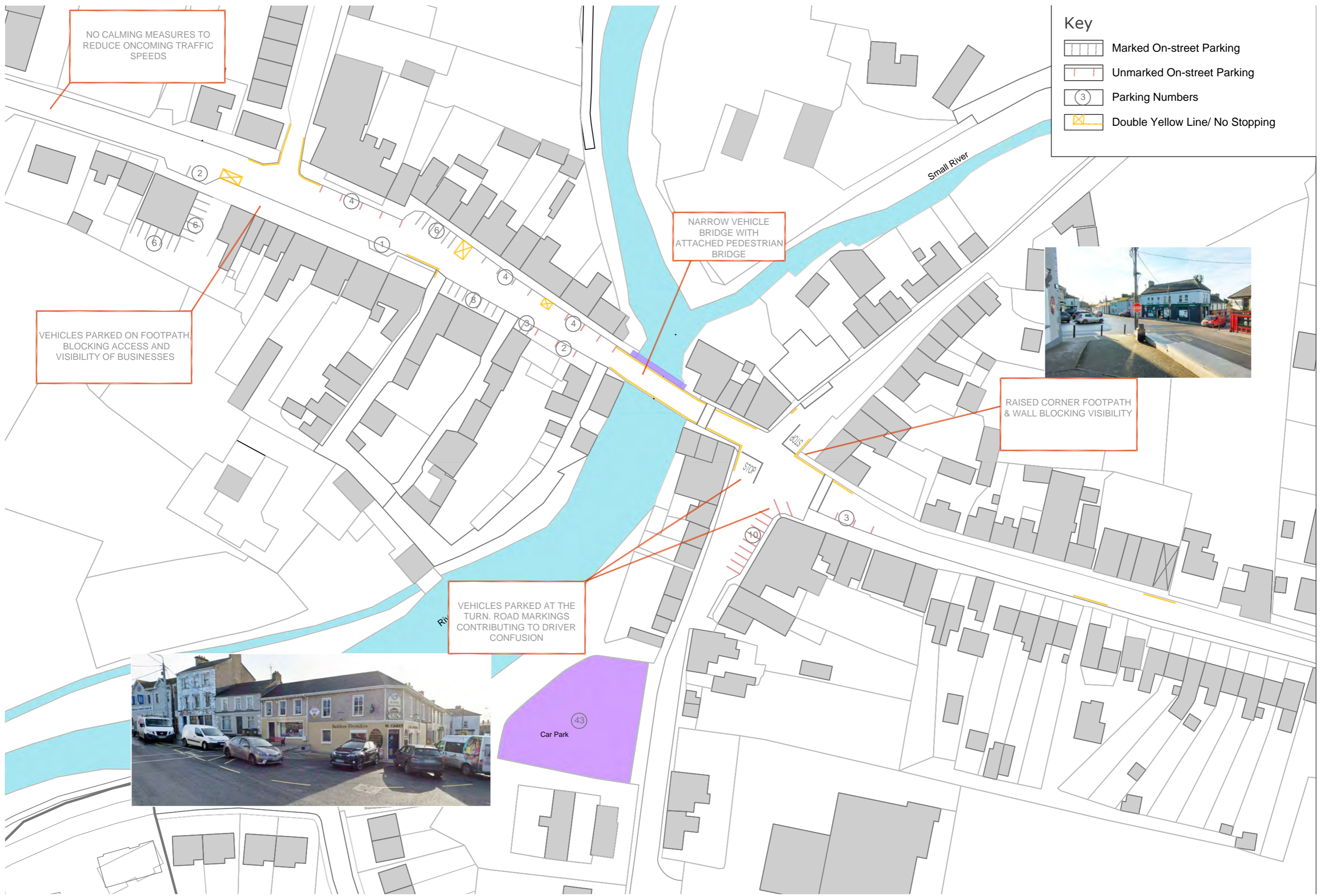
Cycling

There is no dedicated cycling infrastructure in Newport, including bicycle parking. A signpost indicating the direction for Clare Glens amenity area for cyclists is present at the junction of the R503 and Clare Glens Road.

Site observations were undertaken during school holidays and a high number of young cyclists were noted in Newport. Several recreational cyclists were also noted on the R503 route. Newport's geographical size lends itself to cycling journeys within the town, as shown in diagram. The volume and speed of traffic on both the regional and local roads are a deterrent to cycling.



Cycling Distance







NO CALMING MEASURES TO REDUCE ONCOMING TRAFFIC SPEEDS

VEHICLES PARKED ON FOOTPATH BLOCKING ACCESS AND VISIBILITY OF BUSINESSES

NARROW VEHICLE BRIDGE WITH ATTACHED PEDESTRIAN BRIDGE

RAISED CORNER FOOTPATH & WALL BLOCKING VISIBILITY

VEHICLES PARKED AT THE TURN. ROAD MARKINGS CONTRIBUTING TO DRIVER CONFUSION

- Key**
-  Marked On-street Parking
 -  Unmarked On-street Parking
 -  Parking Numbers
 -  Double Yellow Line/ No Stopping



43
Car Park

Town Centre Parking

2-7 Development Potential

Owing to a substantial increase in population over the last two decades, there has been an increasing demand for residential development in the town. Nearly half of the current houses were built between 2001 and 2010. This has led to demands for more services, retail, social and recreational opportunities. There is considerable scope for further overall development of the town since opportunities exist for the strengthening of the urban structure and built fabric.

Three Opportunity Sites have previously been identified as part of The Newport Settlement Plan (2017). Opportunity Site 2 was specifically allocated for a park, construction of which is underway.

Opportunity Site 3 was identified primarily for a business park with landscape amenity and pedestrian connections to the River.

Opportunity Site 1 is the largest at 17 Ha, and is zoned as a mixed used development with offices, retail, community amenities, residential and elderly accommodation. It is expected to be an extension of the town centre with provision of parking, and connectivity via pedestrian and cycling routes.

An additional Opportunity Site is identified to the south of Main Street behind St John's Church. This site, in conjunction with Chapel Lane and River lane can form part of a trail woven along the riverside, connecting upcoming Town Park, schools and residential areas with services in the town centre.



Development Potential



Riverside Newport

3-Process

This Section sets out the approach taken with formulating the Enhancement Plan for Newport and the key themes that emerged to inform the strategy development.

3-1 Approach

The proposed plan builds upon the town's strengths while seeking to mitigate its weaknesses. It is under-pinned by the comprehensive studies that have already been undertaken to help guide the future development of the town, such as:

1. Newport Settlement Plan as part of the North Tipperary County Development Plan (as Varied) 2017
2. Newport Courthouse – Method Statement for HSF Grant Application (February, 2019)
3. Newport Town Park, Project Review Report, Stage (i) Preliminary (January 2018)

The objectives and actions formulated as part of this proposal seek to ensure that the attractiveness and quality of the public realm and the built and natural environment is enhanced, economic development opportunities are optimised, and that community involvement and social equity is maintained.

The proposal has been developed in the context of:

1. Alignment with relevant EU, national, regional and local development policies, plans, strategies and reports;
2. A thorough review and appraisal of the towns' assets and resources;
3. The establishment of a socio-economic and demographic baseline based on Census 2016 and other appropriate data sources;
4. Stakeholder engagement and participation.

3-2 Community Consultation

Method

As an integral part of developing the plan, a comprehensive consultation exercise was undertaken during October and November of 2020 to understand and benefit from the views of the local community and their vision for the future of Newport.

Due to restrictions imposed for Covid-19, a community survey was undertaken online to involve local residents in Newport. This was publicised through Tipperary County Council's website and local social media streams, and through direct contact with key community stakeholders and businesses.

Comhairle Contae Thiobraid Árann
Tipperary County Council

Nicholas de Jong Associates
URBAN DESIGN

Newport Community Survey

Urban Enhancement Scheme for Newport

Your participation is important!

Tipperary County Council have appointed Nicholas de Jong Associates to prepare an Urban Enhancement Scheme for Newport Town.

It is intended that the Plan will identify a variety of projects for Newport that will be prioritised and put forward for future funding streams, particularly in relation to:

1. Improvement of approach roads, entrances and streetscape;
2. Improvements to the quality and usability of existing, new and proposed public amenity areas; and
3. The development of new pedestrian and cycling routes throughout the town with the goal of improving the connectivity between the existing residential, commercial, educational and amenity areas.

This is an exciting opportunity for you to help shape the future development of Newport

The survey can be accessed at <https://www.surveymonkey.com/r/NewportCommunitySurvey>

Please complete the survey by 23rd October 2020

Scan to participate

If you would like to discuss the project or survey in greater detail, please contact us at office@ndj.ie

Public Consultation Invite

Respondents

The survey was well-received with a total number of 272 responses. The key findings were as follows:



In what capacity are you answering this questionnaire?

Most respondents (80%) indicated they were Newport residents, with a further 9% answering as either representatives of community groups or parents of children in education in Newport (and likely also residents of Newport). Nearly half of the respondents (48.9%) were between the ages 25 and 44 years, and a further 34% were in 45-64 years category. A small number of respondents (5.5%) were over 65.



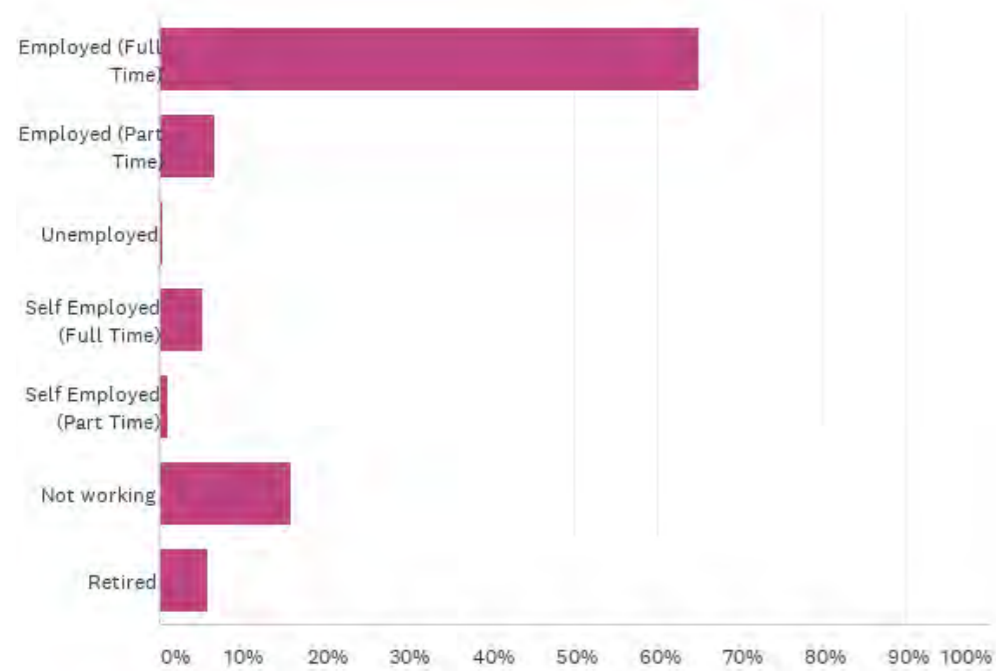
Age Distribution

A large number of respondents were long-standing residents, with 39% having lived in Newport for over 20 years and a further 31% living in Newport for between 10 and 20 years. However, there is a substantial number of new residents, with 1 in 5 respondents living in Newport for less than 5 years.



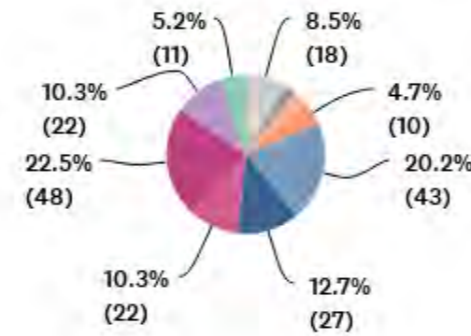
How long have you lived/worked in Newport?

To further understand the socio-economic status of respondents, they were asked about their status of employment. Majority of respondents were full time employed (65%) and an additional 5% being full time self employed. Only one respondent indicated being unemployed and a total of 15% were not working due to the combined reasons of being a student, home duties or unable due to sickness.



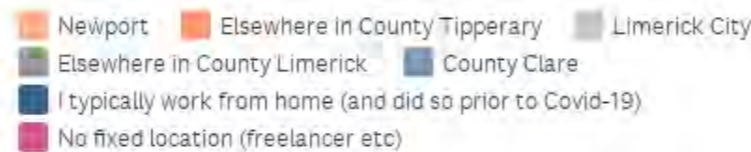
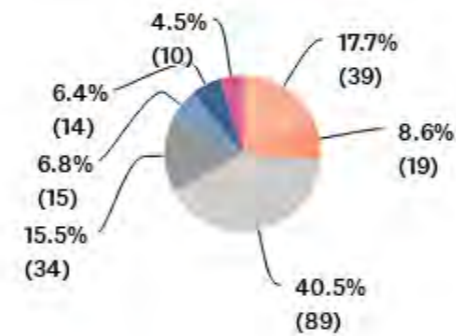
Employment Status

Newport is a diverse town with the fields of occupation varying across the respondents and no major employment sector dominating the group. Two prominent sectors that employ maximum number of respondents are IT/ Engineering (22.5%) and Education (20%).



Occupation

Commuting Patterns



Place of work

As commuting and people's movement influence urban character and public realm, respondents were asked for the location of their usual, pre-Covid-19 pandemic place of work, and mode of transport to understand commuting patterns in and out of the town and how they have changed over the course of the pandemic.

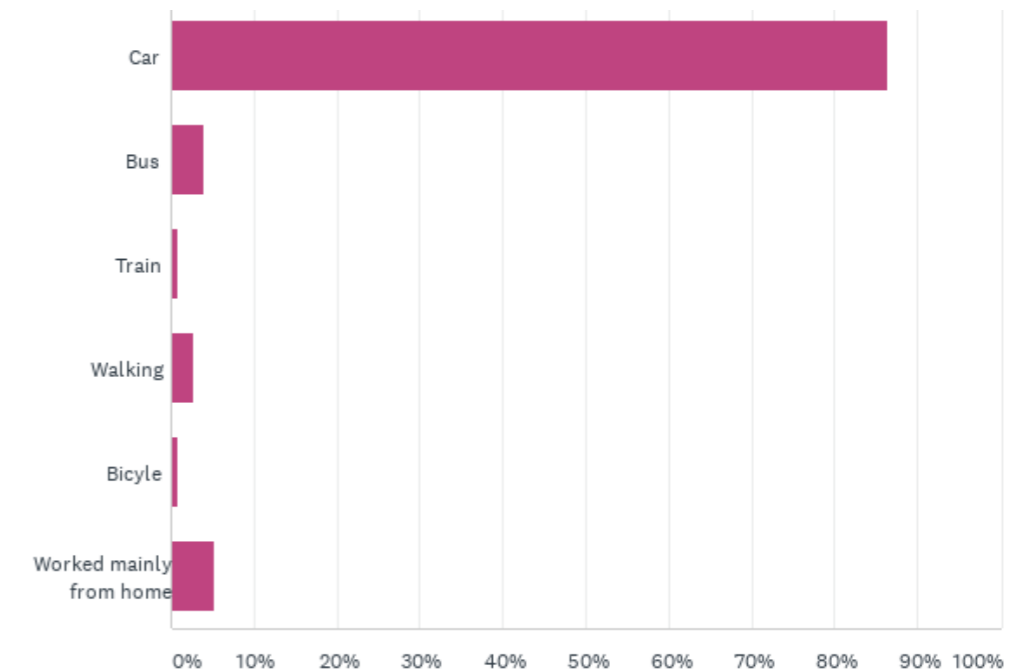
17.7% indicated that they normally work in Newport itself,

and only a further 8.6% indicated they usually work elsewhere in County Tipperary.

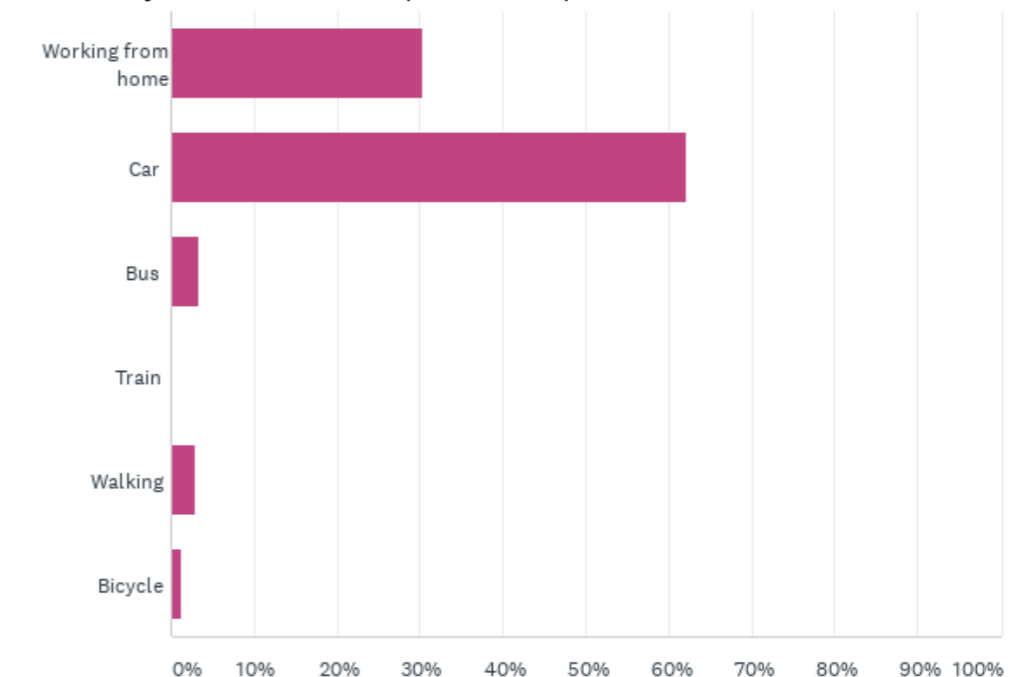
A significant number of respondents indicated they usually work in Limerick City (40%) or elsewhere in County Limerick (15%). A small proportion (4.5%) were already working from home before the pandemic.

Half of the respondents also indicated that they would favour working from home more often, although a third of the respondents indicated that their job does not allow for remote working.

A large majority (86%) reported that they normally commute by car before the pandemic, indicating the reliance on private cars for many in Newport.



Primary mode of travel (Pre Covid)



Primary mode of travel (During/ after Covid)

However, only 62% reported travelling by car during the current Covid-19 pandemic (i.e. during October and early November 2020), while 30% reported that they now mainly work from home. This indicates that many respondents in Newport are still reliant on their car for work. Further, even though the location of work for nearly 18% of respondents was Newport, not many used walking (2%) or cycling (<1%) as their primary mode of transport to commute to work.

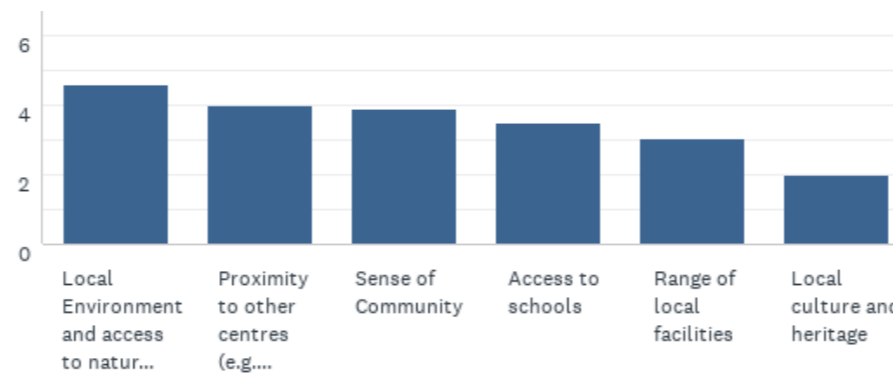
Strength & Weaknesses: Newport

Respondents were asked several questions designed to get their views on the most important issues in Newport, what they liked and disliked about the town, and what improvements they would like to see. Respondents were asked what they thought the main anchor institutions, businesses, or attractions in Newport are. There were diverse responses, but respondents particularly identified schools, sports clubs, proximity to Clare Glens, Keeper Hill, shops, other services such as the post office, Community Centre and major businesses like Centra, Carey Hardware, Ponaire and Treats.

Another question asked respondents to rank six issues based on which they liked and disliked most (ranked from 1-6) where **'local environment and proximity to nature'** was the highest-ranked

characteristic of Newport (an average score of 4.58). **'proximity to other centres'** (3.99) and **'sense of community'** (3.92) also scored well on average.

'Access to schools' (3.49) scored an average whereas **'range of local facilities'** ranked much lower at 3.04, demonstrating that respondents experience a lack of facilities in the town. Finally, **'local culture and heritage'** ranked the poorest with average score

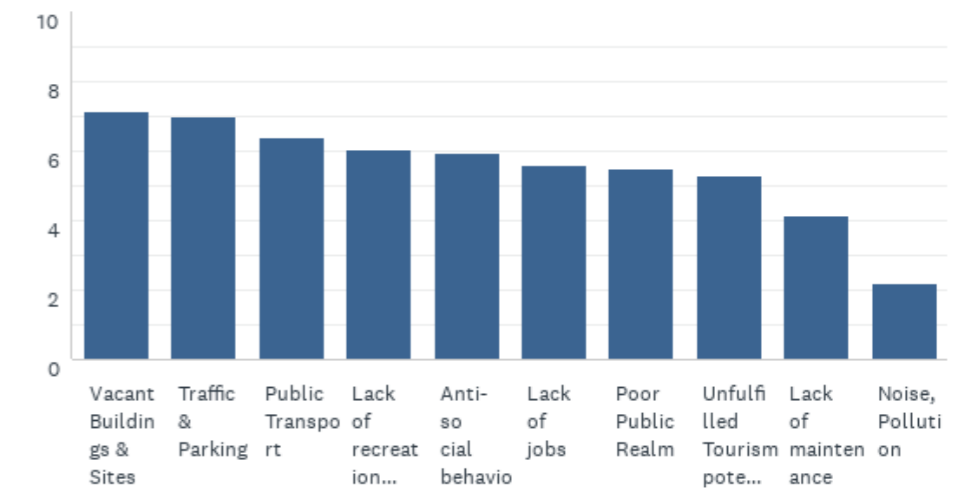


Likes and dislikes about Newport

of 2.01 with less than 2% respondents ranking it the best, making it a potential area that can be improved upon.

Respondents were also asked to identify and rank the most apparent issues or problems in Newport from a list, with 1 being the most apparent and 10 the least apparent.

The most important overall problem according to this analysis was **'vacant and derelict buildings or site'** (7.16), even though 30% of the respondents ranked **'traffic & parking'** as the most important problem (7.00) compared with only 15% respondents ranking the former as most important.



Issues & Problems in Newport

'Public transport' (6.38) was scored as an important issue with **'lack of recreation areas'** following with 5.93. **'Anti social behaviour'** (5.93) and **'lack of jobs'** (5.61) were given average scores although the former was ranked the most important by nearly 12% of respondents. **'Poor public realm'** (5.49), **'Unfulfilled tourism potential'** (5.32) and **'lack of maintenance'** (4.13) were ranked low by most participants, possibly reflecting local efforts in these areas.

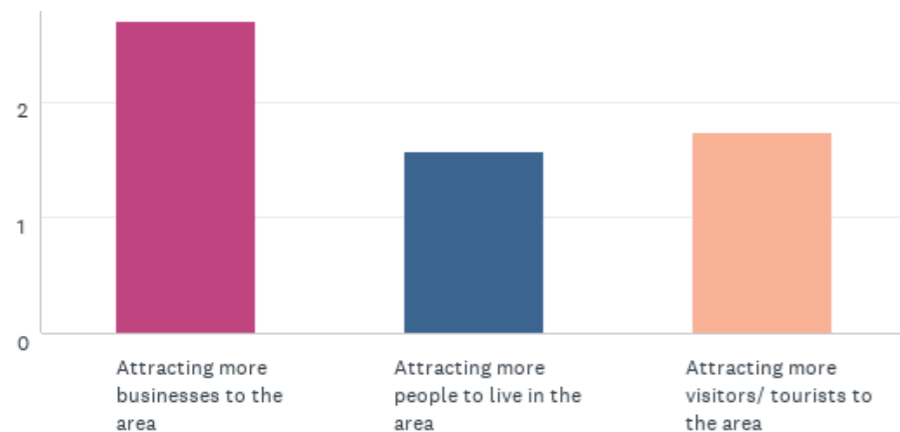
Respondents were asked to rank (from 1-3) three aspects most relevant to the future of Newport with results as follows:

- Attracting more businesses to the area (2.7)
- Attracting more visitors / tourists to the area (1.74)
- Attracting more people to live in the area (1.57)

This clearly indicates that respondents believe a focus on bringing more businesses is most important for Newport.



Strengths (Size represents importance)



Aspects relevant to the future economy of Newport

A Vision for Newport

Respondents were asked what in their view should be the vision for Newport. Many comments related to the need to rejuvenate the town centre by streamlining traffic through it and renovating vacant buildings, many suggesting them to be used as housing and/or to start small local businesses. It was also suggested to turn vacant sites into temporary public open spaces for residents to make them safer. In terms of traffic, the areas around schools were suggested to be planned to avoid becoming bottlenecks during peak hours.

“...when the playground opens more encouragement is needed to keep the families that travel to it to stay, spend time, spend some money and enjoy the town. Fairy trails, treasure hunt, nature trails. The ball alley also could be a huge part of this.”

Need for town identity was highlighted by many respondents, some suggesting community gardens, vegetable gardens, seasonal festivals as means to bring people together and create town identity, specifically for residents that have moved recently to Newport to help them integrate in the community.

Areas along the river and the Bridewell were suggested to be used as community spaces. There was a overwhelming number of respondents that felt the need for more shops, cafés, restaurants to enliven public life in evenings and for ensuring people aren't leaving town on weekends for these facilities.

“Newport turns its back on the river passing through. It would be good to have at least one public terrace looking over the river”

In terms of attracting more visitors to Newport, there were suggestions to refurbish old water pumps, preserve local bogs and develop bog walks/ greenways linking Newport with Rearcross and towards Thurles.

In view of the recent pandemic, many respondents have noticed the increased use of footpaths by walkers and mentioned the need for better designed pedestrian spaces with appropriate crossings, well lit footpaths (to Hillcrest Manor, for example) and some even suggesting cameras to increase sense of safety at critical locations. It was also mentioned by many respondents that there is a need for safe walking and cycling routes to sports clubs, schools, Clare Glens and Keeper Hill. Lack of trees in the town centre was also highlighted, with an emphasis on the need for suitable species.

Need for full time Garda presence was specified by multiple respondents, specially in areas around the Ball Alley. Anti social behaviour was highlighted as a problem by many respondents, some suggesting activities for teenagers, including gyms, indoor sports facilities and youth centres/clubs.

Many respondents raised the need for better internet facilities and connectivity with Limerick and Nenagh including improved roads, increased bus frequency and promoting car sharing.

The importance of more **‘shopping/dining opportunities’** (6.77) and **‘road infrastructure’** (6.44) was also observed in the ranking given in response to the question of ranking 10 aspects that would help in regeneration of Newport’s economy.

‘Improving public realm’ (6.38) and need for **‘improved public transport’** (6.32) also ranked fairly high in importance, confirming the observations from previous question, that called for better public spaces, pedestrian/ cycle friendly town and increased bus frequency.

“... We need an identity. Newport is a town that people drive through, but it is not a must stop and visit town. The natural beauty is an obvious asset, but we need something like a festival/event to bring visitors and attention.”

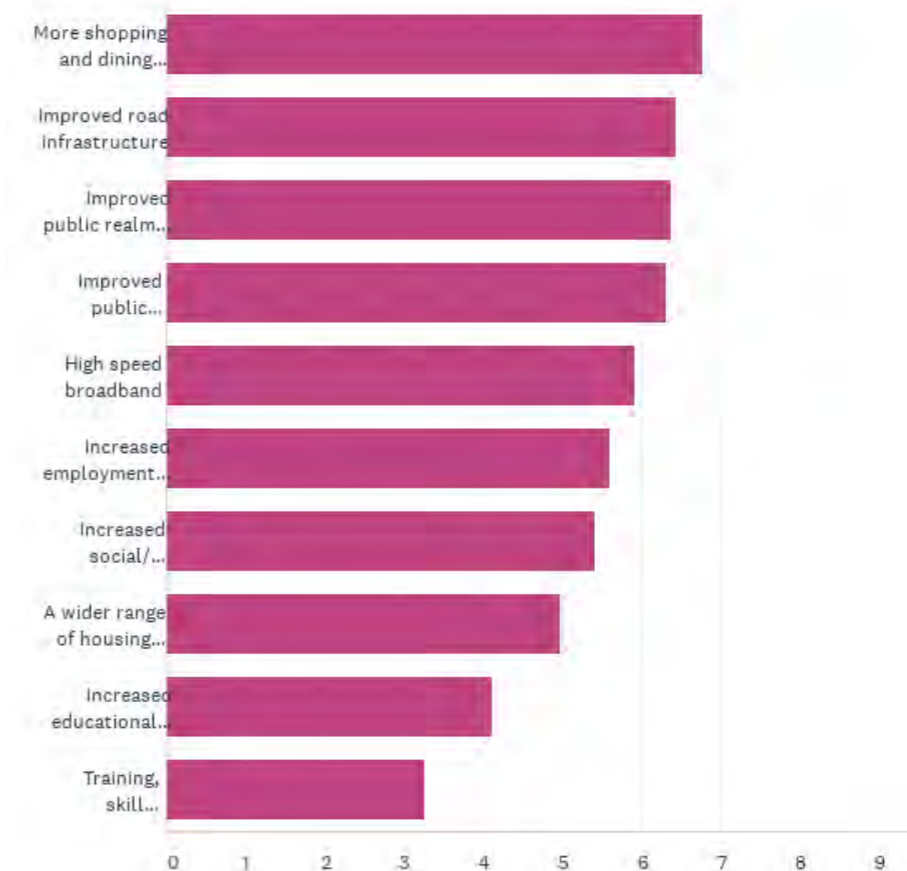
Although **‘high-speed broadband’** (5.93) had an overall average ranking, a substantial number of respondents (17%) ranked it as their most important aspect, second only to shopping/dining (21%).

Most respondents considered **‘training and skill development’** (3.27) the least important aspect, likely highlighting the low unemployment and the highly-skilled proportion of respondents.

When asked what respondents could do to help achieve the vision for Newport, a large majority responded that they would buy and invest in local shops, to help support local restaurants and businesses.

Many mentioned volunteering (sports clubs and community groups) and fundraising as ways in which they would be willing to be involved.

There were some suggestions that included creating a locally funded website, advertisements on radio for local activities and tourism, like limerick.ie and a local campaign about community/ local pride. Some new residents felt excluded and suggested the committees be representative of different age groups and demography. Further, some respondents appreciated the work done by Tidy Towns and other local groups for maintenance of the town.



Aspects supporting regeneration of Newport’s economy

Many respondents mentioned they would be happy to walk across the town if better footpaths were made, helping to reduce congestion in centre.

There were suggestions about listening to what the teenagers hanging around the street need & want and help counsel them.

“...We in our clubs and committees always promote our pride of place in our location and heritage and try to share and promote this with any new people settling in the area and I think new people appreciate efforts made by “locals” in promoting such a pride in where and who we are.”

Barriers

Respondents were asked about the potential key barriers to achieving their vision and lack of funding was identified as the most prominent. Other responses include:

1. Reluctance of local authority to make planning in countryside difficult & to encourage renovation of buildings in town centre
2. Lack of communication between residents and Council
3. Lack of ownership by new residents contributing to no interest/ involvement from residents
4. Presence of wind farm close to Newport
5. Reluctance of people to adapt to a life without convenient on street parking
6. Private ownership of vacant buildings,
7. Community groups comprising of older people, without diverse involvement from youth
8. Service providers' reluctance to extend broadband services
9. Possible reluctance by existing businesses to accept changes; competition from new bigger businesses, or adapting to less parking for their customers
10. Covid-19, slow to engage in new business activity
11. Lack of suitable serviced office spaces/ small industrial spaces in order to attract new businesses and keep local population employed
12. Absence of a local steering group at present
13. Poor transport links with infrequent service
14. Absence of local public library/ Information and Communication centre- which would help all social classes access information/ ICT services

Further Thoughts

Finally, respondents were asked for their general thoughts and comments on the Newport Urban Enhancement Scheme and what should guide it. This elicited a great variety of ideas, concerns and suggestions. Many issues that surfaced elsewhere in the survey were reiterated here, particularly the need for de-congested town centre (by redirecting heavy traffic through a possible by pass road), better connectivity via public transport, need for safe footpaths and crossings and the need to address vacant and derelict sites. The need for better signage was also highlighted by some respondents.

There were more than a few responses that mentioned dissatisfaction with Newport being part of both County Limerick and County Tipperary and not really belonging to either properly. They mention bringing political TDs and councillors in the same election area for the same reason.

Sports clubs need backing and more sports facilities for the young population. There was a suggestion for a local newsletter.

Many respondents questioned speed limits on town roads with multiple schools and childcare facilities, and the lack of traffic calming. There were a few responses that suggested not approving further housing estates until there are enough amenities for the population.

Several suggested planting more trees in town and there were suggestions for carrying out a local energy planning process involving the local community.

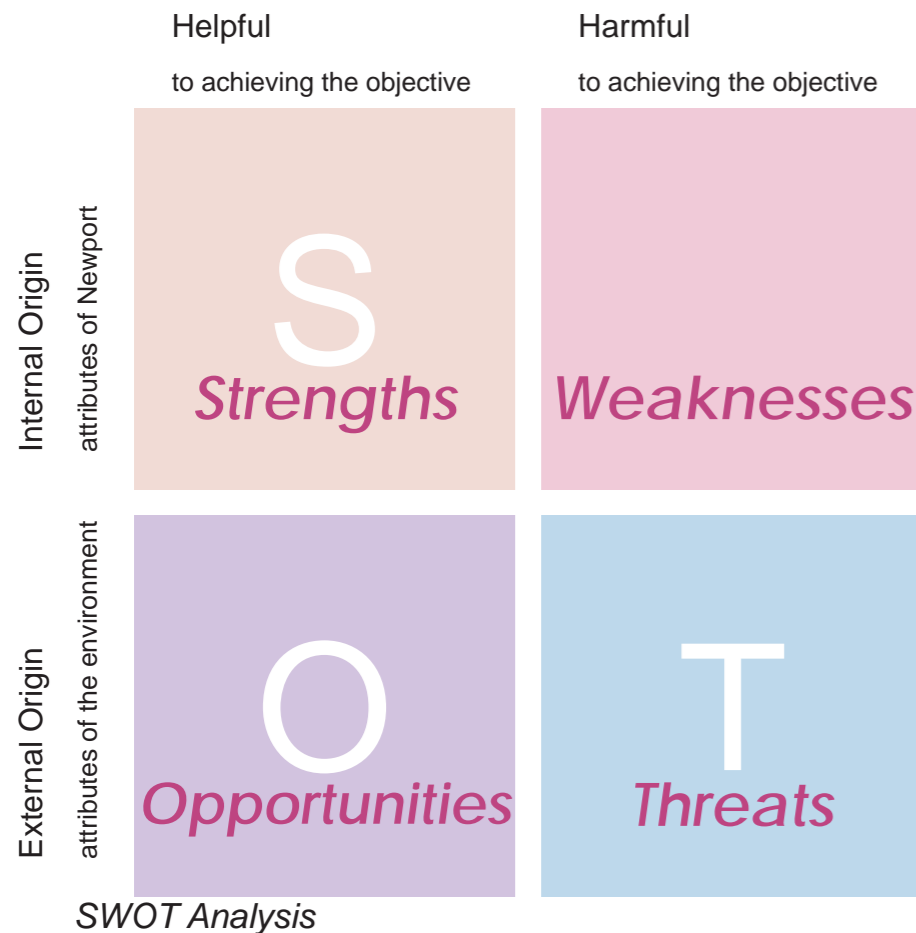
Public realm improvements were suggested by some, linked to improved parking as well as suggestions such as public spaces along the river. Tourism and the economy were recognised by many as areas for improvement. Culture and heritage were also recognised as important and as having potential through refurbishing derelict building or attracting visitors.

Finally, many respondents acknowledged the "community spirit" of the town and suggested continuous community engagement for a better future for Newport.

encourage ball alley Also social housing really tidy towns potential improved footpaths lovely
bought school slow footpath keep around poor building Business road place lot already
public development Will public transport residents town centre etc broadband Na
allow local club houses back None access make issue area
outside need traffic town buses Newport give
people shop community open great increase walking
develop N public spaces Better derelict buildings Limerick young people
Improve street parking cafe work fabulous seen ages used example facilities Thank
think older help nursing home set main streets looking community spirit live Limerick city drive
Thoughts on Newport

3-3 SWOT Analysis

The SWOT is a simple tool for evaluation of the strategic position of the town against the main objectives. It is intended to identify the internal and external factors that are favourable and unfavourable to achieving those objectives. It is based upon the findings of the assessment and community engagement.



Strengths

Characteristics of the town that give it an advantage over others.

Weaknesses

Characteristics of the town that disadvantage it relative to others.

Opportunities

Elements in the environment that the town could exploit to its advantage.

Threats

Elements in the environment that could detract from the future potential of the town.

Strengths

- Large proportion of well educated, young working population with less than average unemployment compared to County and State
- Large proportion of owner occupied house, and 'no mortgage' houses
- A strong network of local community and voluntary projects
- Popular and successful businesses based in the town
- The town fulfils a commercial function, and service location for the rural hinterland
- Extensive Opportunity Sites adjacent to town centre
- Prominent natural assets within and surrounding Newport, including River Newport flowing through the town, functioning as a green spine
- Multiple features of interest within and in close proximity to the town demonstrating a rich history and cultural heritage
- An attractive townscape still visible in the town today with numerous buildings of heritage importance
- Existence of footpaths on most of the primary routes in the town
- Strategic location close to the national road network with connectivity to Limerick & Dublin
- Long term Relief Road proposals

Weaknesses

- Relatively low resident population inhibits the capacity to build scale and critical mass in the town and its environs
- Many residents commute long distances for work, making Newport a commuter town with less economic activities
- Lack of interest in the community groups since many have moved to the town in last two decades
- Limited engagement of younger people in social, economic and physical development of the town
- Lack of activities, support groups and amenities for all age groups
- Vacant and under-utilised town centre residential and commercial properties
- Heritage sites like Courthouse, Handball Alley in ruins give a rundown appearance to the town
- Gaps in the visitor experience for tourism – including a lack of accommodation
- Heritage assets, nearby natural features and cultural attractions are not showcased nor used to optimal effect for the benefit of residents or visitors
- Lack of sense of arrival into town when entering from either direction
- An inadequate public transport, traffic and mobility infrastructure in the town and its vicinity degrades the public realm and undermines resident and visitor liveability and walkability
- Traffic congestion at the bridge and high numbers of Heavy Goods Vehicles passing through the town
- Parking at the square and confusing junction leads to traffic chaos and makes it further unsafe for pedestrians
- Haphazard on-street car parking making poor use of space
- Poor pedestrian experience in places due to traffic
- Lack of traffic calming on town entry
- Lack of connections across the river, making car usage essential for short distances

Opportunities

- Increased number of visitors to the town after completion of Newport Town Park
- Promote speciality retail and localised destination dining to capitalise on growing demand from discerning, informed and culturally curious visitors.
- Building upon community networks with a proven ability to drive local change
- Opportunities to engage local champions, advocates and the diaspora in the social, economic and environmental development of Newport
- Increased connectivity and working from home – potential for residents to spend more time in Newport and to attract location independent entrepreneurs and businesses
- Advocate and implement sustainable development, low carbon, climate adaptation and mitigation practices in the management and development of local environmental assets and resources
- Introduce a variety of housing types and tenures to suit a broad cross section of people to stay, return or move into the town centre
- Regeneration of Bridewell and Courthouse to develop as a cluster of community buildings
- Develop the public realm and green space in and around the town, especially along the river, to create attractive physical links within the town
- Newport Town Park – a new attraction for all age groups, making the town more dynamic
- Proximity to Keeper Hill, Clare Glens, Glenstal Abbey & Slieve Felim Way Trail in Limerick & Tipperary
- Potential for street improvements throughout the town
- Increased interest in active travel, e.g. cycling – potential for more cycling visitors in and around Newport
- Utilise the green spine along River Newport as a potential cycling and pedestrian infrastructure link to connect residential areas with amenities, schools and the centre
- Provide alternative parking opportunities with convenient connections to town centre to ensure car-free centre

Threats

- Inability or failure of Newport to define its unique competitive advantage as a visitor destination and a good place to live
- Lack of work opportunities gives further rise to commuter town character leading to weaker community networks with adverse effects on support services and physical infrastructure
- Covid – significant economic shock hurting local businesses
- Uncertain business environment leading to lack of occupiers for vacant premises
- Increased consumer on-line spending further under-mining viability of local retail uses
- Changes in EU development priorities with direct consequences for budgets and funding sources (e.g. ERDF)
- Continuing degradation of streetscapes and public realm arising from vacancy and dereliction of residential and commercial properties
- Lack of tourism services, restaurants and an attractive public realm inhibiting Newport's growth as a destination town
- Delays to Relief Road projects
- Lack of alternative travel modes and exclusive reliance on private vehicles



Newport's strategic location

4-Strategic Actions

4-1 Vision & Objectives

In response to the community consultation exercise and the findings of the study area appraisals, the Vision for Newport is:

“To provide an attractive, dynamic and accessible town, centred around Newport's wealth of natural and built heritage, as an inviting place to live, work and visit.”

From this stems a number of themes that have been adopted for further developing the strategy. Each theme is supported by specific objectives to guide the identification of potential actions and projects to be delivered through the process.

Themes

Objectives



Attractive Public Realm

1. To reinforce town identity and create a pleasant sense of arrival into town
2. To improve experience of the town centre through creation of an attractive and functional public realm



Well Connected Town

1. To improve traffic management and parking strategy
2. To promote walking and cycling as primary modes of commute within the town



Revitalised Centre

1. To attract more people to live and work in town
2. To create places for people to meet and socialise



Legible Green Town

1. To highlight significance of Newport's built heritage
2. To provide new and upgrade existing green infrastructure



Attractive Public Realm

Objective 1

To reinforce town identity and create a pleasant sense of arrival into town

Achieving an attractive public realm and a well connected centre will be essential for raising the identity of Newport, and for strengthening its image for both local residents and visitors as a great place to live in and to visit.

As noted through consultation - "We need an identity. Newport is a town that people drive through, but it is not a must stop and visit town".

Newport residents envisage their town's future as a socially cohesive and economically active destination which informs the vision for its continued development.

Key actions include:

- Enhance the approaches to the town, particularly the East and West entrances on R503, should be defined by gateway treatments, along with a 'Welcome to Newport' sign, augmented by planting design for traffic calming purposes.
- Create a story for Newport that honours its natural and built heritage and employ it to promote Newport on social media, radio and TV
- Prepare a visual branding strategy for the town
- Highlight entry points to the town for a pleasant sense of arrival
- Use trees to create a pleasant arrival into the town, also underlining importance of vegetation in context of Newport
- A co-ordinated building frontage painting scheme, together with traditional shop front design improvements, could be especially effective in enhancing the visitor experience



Active Frontage for Town Centre

Objective 2

To improve experience of the town through creation of an attractive and functional public realm

Newport is an attractive town in terms of its landscape setting, however the town centre is dominated by parking and lacks provision of people centric infrastructure such as pedestrian crossings, high quality street furniture and passive recreation space.

A principal objective is to utilise the town centre core to its full potential and direct future retail development and businesses to the existing commercial spine of the Main Street and encourage active frontages. Specifically, the Square would benefit from public realm improvements that reduce the dominance of parked vehicles, allow wider footways for activities, improved pedestrian crossing facilities, and identification of off-street parking areas.

The Main Street in Newport offers itself as a potential Social and Business hotspot due to provision of many retail and food related businesses. Further, the Main Street is well connected to River and heritage structures like St John's Church with its network of laneways.

It is also considered important to support pride in local businesses by planning seasonal festivals and events. The public realm of the town must provide opportunity for hosting such events, e.g. Christmas Market, farmers Market. Other actions include:

- Ensure Quality Urban Design including a coherent street furniture design for an attractive and functional public realm
- Reduce visual clutter by undergrounding overhead cables and removing extra street furniture and signage
- Rationalise parking in The Square to change the car dominated image of the streets
- Develop a tree planting scheme for The Square, Main Street and other secondary streets
- Redesign the public realm on Main Street, specific to the needs of businesses in that area
- Upgrade laneways for better visitor experience as a means to access riverfront and heritage structures
- Promote active shopfronts for better public realm experience, especially for pedestrians, since they are moving at slower speeds
- Earmark dedicated space for Farmers Market, Christmas Market and other seasonal community events

Intentions



Shared priority junction

The Square

The Square is proposed to be the functional centre of the town. To make it more inclusive, it is recommended that the parking at the Square be rationalised, with short term disabled/ age-friendly and loading considerations for businesses located at the Square. For all-day and long term parking, use of Jail Street car park should be encouraged.

Further a re-alignment of the carriageway should be done to ensure a safe junction for all users. Further, quality surface finishes in pedestrian zones, appropriate street furniture and signage at the Square will make an attractive town centre location.



Co-ordinated street furniture

Streets & Public Realm

The Main Street has the potential to be a popular civic space of Newport. The cluster of businesses, including cafés, pubs, and post office is the social focal point of the town.

Enhancements to existing public open space on Main Street would include re-surfacing with good quality materials, creation of seating areas, addition of street trees and street furniture. All on-street parking bays to be defined using street trees with SuDS for a more resilient streetscape.



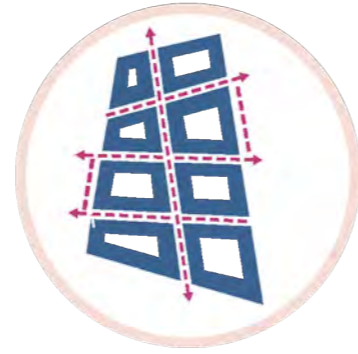
Shared priority space

Laneways

Newport Laneways are an underutilised asset. Most laneways are well located within the fabric of Newport and have the potential to be the links to develop a well connected town.

An upgraded high quality finish for paving, direction signage and safe walking environment can help integrate the laneways into the walking loops.

In addition to connectivity, these pedestrianised laneways are also excellent locations for markets, exhibitions and open air events. Currently Christmas Market is hosted in Chapel Lane where the community comes together to celebrate and support local businesses. More seasonal events may be hosted by Newport in a riverside setting when there is provision of space



Well Connected Town

Objective 1

To improve traffic management and parking strategy

Vehicular transportation and parking is critical for the town centre of Newport since many businesses have customers that rely on cars for accessing the centre. It is important to develop a traffic management strategy that ensures convenient access for users and loading, while balancing the need for more pedestrian access to shops and the town in general.

The Square, specifically, would benefit from a re-alignment of carriageway that can help make the junction safer for both vehicles and pedestrians. Additionally, implementing traffic calming measures within busy areas of town, will make Newport more attractive to pedestrians.

As part of the Parking Strategy, it is recommended to provide more off street parking locations to de-congest the Town Centre, particularly utilising backlands or other vacant sites. These would cater for both town visitors and tourists. For enhanced connectivity with regional activity trails, Keeper Hill walk, Clare Glens, Toorenbridge, Toor, Silvermines, parking opportunities close to town centre on the exit routes for ease of getting in and out would be proposed. These would further include provision of appropriate facilities to start hikes/ cycling and convenient walking connection to town shops and restaurants in order to encourage visitors to spend more time.

During the consultation, the need for a more efficient bus connection with Limerick and other cities was highlighted by the community. A Park & Ride facility combined with a strategically timed bus service could reduce the reliance on private vehicles for commuting to work. Car sharing could also be promoted, while an increased frequency of bus service would make it more reliable for all types of users.

Considering the growing interest in e-vehicles, both cars and bikes, it is also recommended to provide charging stations in town to encourage use of non polluting means of transport.

Other actions include,

- Provide Gateway signage for traffic calming on R503, both approaches
- Develop and implement traffic calming at Main Street and The Square
- Reduce lane widths along Main Street (wider footpaths) to make road safer for cyclists and pedestrians
- Refresh road markings / traffic calming around schools
- Provide bus shelter at the stops in both directions
- Publicise availability of the Local Link bus service
- Provide car parks easily accessed from R503, route L2110 and Cork Road to connect to regional recreational trails (for location, See Section 6-5)
- Locate a Park & Ride facility close to the Main Street, utilising backlands south of Main Street
- Utilise backlands (eg. rear of the Convent) to provide additional parking areas
- Provision of charging points for electric vehicles for future-proofing
- Provide pedestrian crossing close to the bridge as part of public realm improvement on Main Street, Custom Gap Road and Pound Street and provide additional pedestrian crossings on:
 1. Cork Road - at Newport Medical Centre with a new footpath on the south side of Cork Road to connect to GAA club
 2. Pound Street - outside Community Centre and entrance to Rosehill to also provide traffic calming / entrance feature to the town centre



Cars dominating the Square

Objective 2

To promote walking and cycling as primary modes of travel within the town

During consultation many residents expressed that they would like to use town footpaths and trails more often, particularly during Covid-19 restrictions. Residents also raised the issue of not enough safe and convenient trails across the town. In order to make a good quality, well connected network of trails, it is important to increase connections across the River which can currently only be crossed at the bridge on Main Street.

Increasing the number of connections across the river would be a step towards de-congesting the bridge. The proposed connections would be designed for pedestrians and cyclists and would play an important role in making the town easily walkable, especially between the outlying community facilities such as the schools, GAA Club and Community Centre.

The enhancement of walking and cycling infrastructure across the town to link residential areas, recreational areas and schools would be based on the following interventions:

1. Create new or refurbish existing footpaths along primary roads, with provision for cycle lanes where space permits (e.g. along the Cork Road to assist cycling to the GAA Club)
2. Identify routes through residential estates and backlands that form part of loops
3. Propose trails through riverside amenity greens and Opportunity Sites (subject to land ownership)

Encourage Active Travel

- Realign The Square junction to create a more pedestrian friendly space
- Prioritise pedestrian movement throughout the Town
- Improve pedestrian crossings along Main Street and Cork Road, locations specifically identified during consultation
- Encourage active travel to and from schools by creating improved footpath/cycle links to schools that are safe and continuous
- Re-connect incomplete loops with access to amenities
- Ensure provision of cycle stands at all key locations like Main Street, Schools, the Square, Community Centre and future community hubs
- Ensure a safe environment for residents, workers and visitors with appropriate lighting on trails

- Identify and prioritise trails to link dispersed residential estates with schools, GAA Club and other recreational facilities
- Reduce travel distance by providing bridges for pedestrians and cyclists as part of loops to reduce reliance on cars
- Identify locations for connections across both River Newport and Cully River to integrate development on both sides



Raised table pedestrian crossing



Laneways: Connections to River & Backlands

Walking/ Cycling for Recreation

Both residents and non-residents identify Newport's environmental setting and its proximity to natural areas as the aspect they like the most about the town. In order to preserve and further enhance the interaction between people and nature, a section of the Town Centre trails are designed to run along the river Newport.

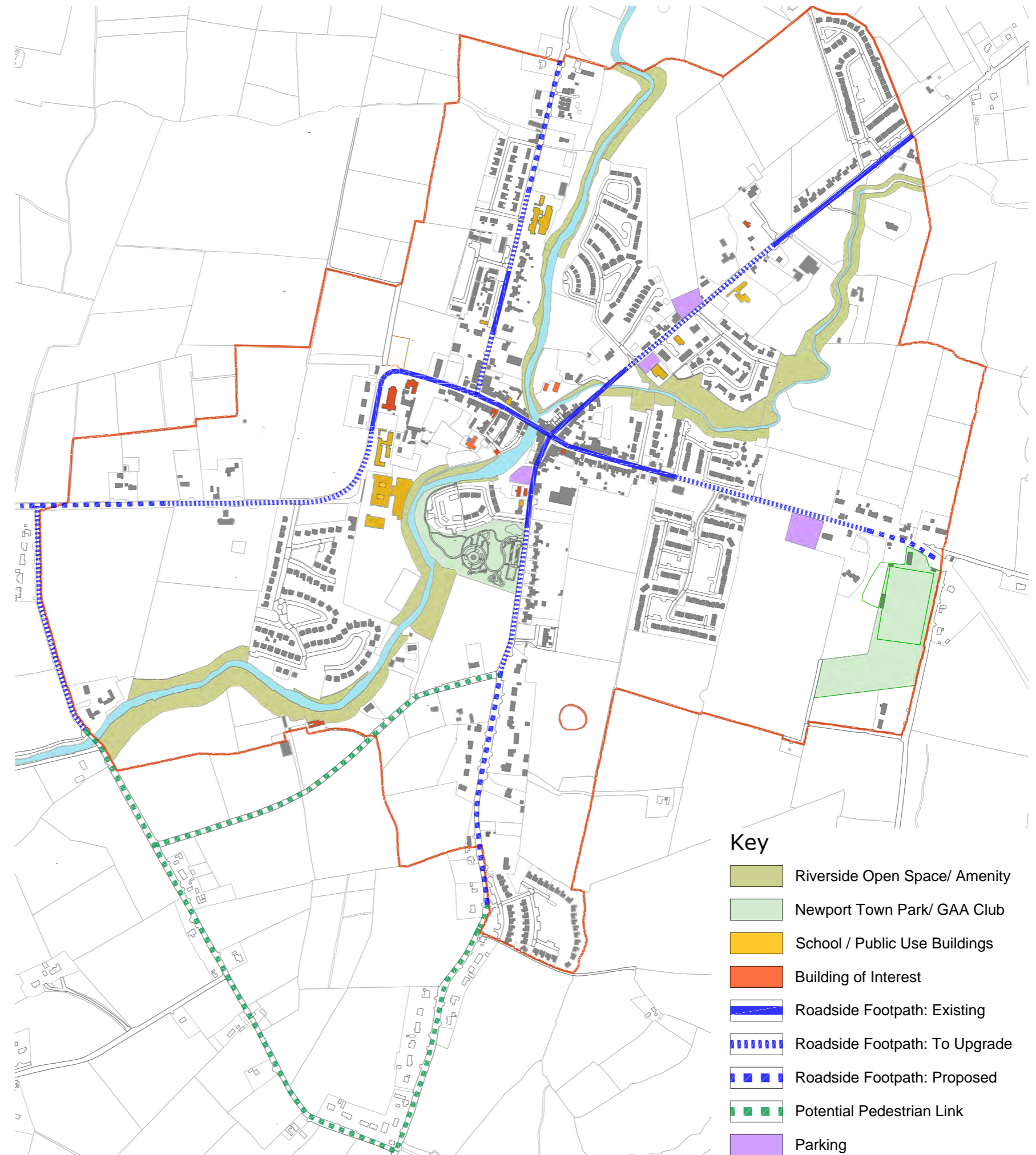
The riverside trails are recommended to be made from natural materials, designed to form a part of the natural setting. The location of the new trails will be just outside the edge of SAC and, together with the pedestrian/cycle bridges will form a more permeable town with easy access to amenities and schools.

Further, these trails will provide an opportunity for residents to be physically active, and can be used as places for community to meet and interact.

- Create a "Metrominuto", which is a map with network of walking trails connecting places of interest
- Provide cycling infrastructure to connect the town centre to nearby tourist attractions - Clare Glens & Silvermines-Slievefelim
- Enhance the riverside as a usable recreation space with cycle paths as part of the wider green network, encouraging community to use them as recreational walking and cycling
- Integrate estate amenity open spaces with the overall green network for the town for easy access
- Capitalise on laneways as links to connect to backlands, riverside and opportunity sites
- Promote Newport as the starting point for travel to surrounding places of interest



Town Centre Trails



Roadside Movement

Key

- Riverside Open Space/ Amenity
- Newport Town Park/ GAA Club
- School / Public Use Buildings
- Building of Interest
- Roadside Footpath: Existing
- Roadside Footpath: To Upgrade
- Roadside Footpath: Proposed
- Potential Pedestrian Link
- Parking



Revitalised Centre

There are several under utilised sites and vacant buildings that need to be re-purposed in order to reinforce the vitality of the town centre.

Objective 1

To attract more people to live and work in town

- Support increase of resident population within the Town Centre through re-use of existing buildings, providing affordable housing and variety of house types/tenures
- Use smaller building units to augment housing demand and large floor plates for a more community/ business use
- Opportunity Site south of Main Street to be developed as a mixed land use with residential, commercial and retail opportunities close to the town centre with designated green corridors along Town Trails
- Create opportunities for co-working spaces to bring more people to the centre
- Promote re-use of vacant properties by encouraging repair and leasing
- Retrofit older buildings to improve usability and energy efficiency
- Promote re-purposing of brownfield, infill and backlands development
- Enhance public realm to attract investment and employment opportunities
- Help revitalise existing businesses, and attract more
- Encourage active and high-quality retail frontages
- Promote interesting window displays by businesses through seasonal themes and local competitions
- Increase the dwelling time in town by increasing dining, shopping and recreation opportunities



Building on Custom Gap Road & Backlands

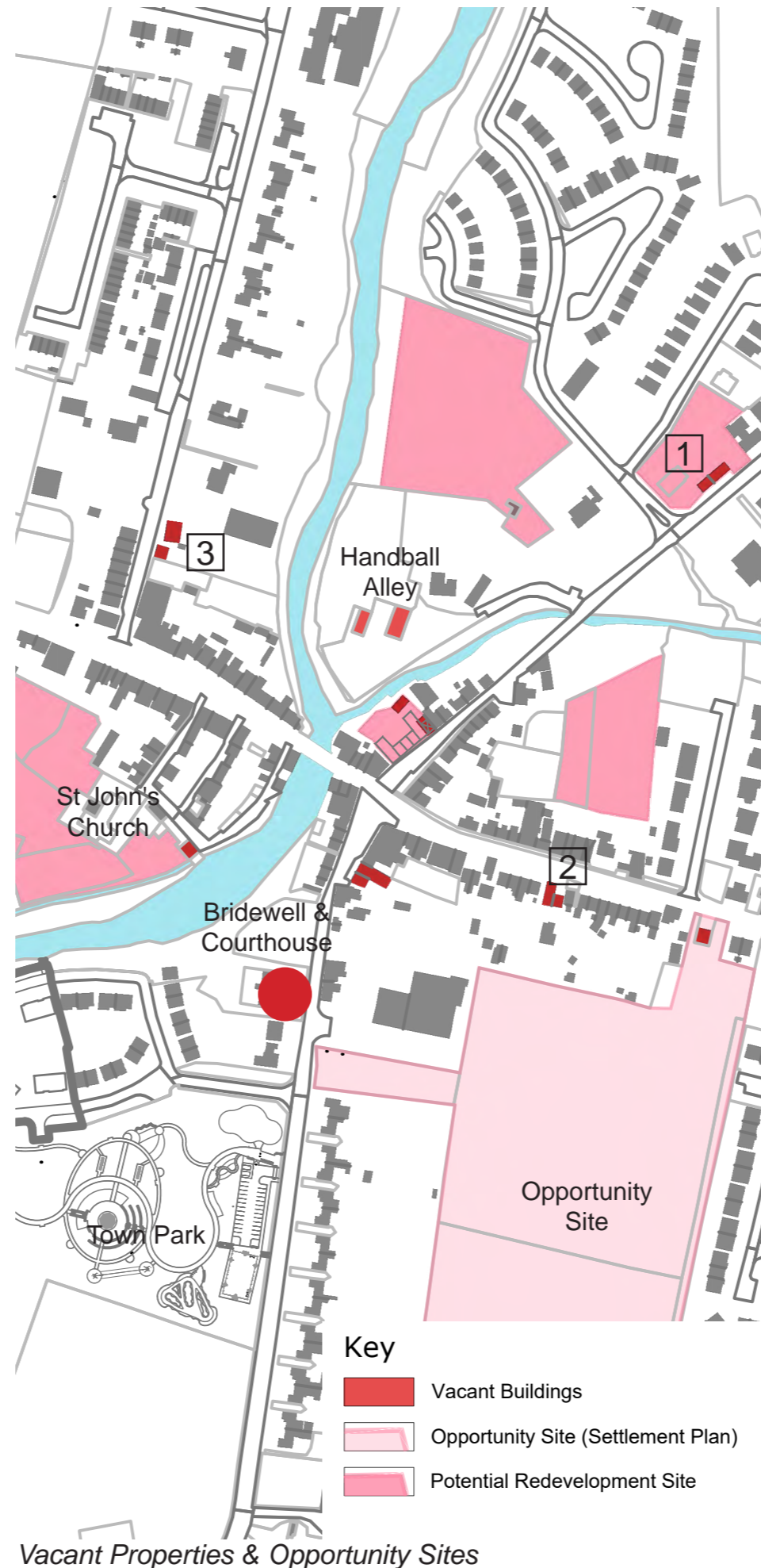


Residential Buildings on Black Road & Backlands

Objective 2

To create attractive places for people to meet and socialise

- Restore facade of important heritage buildings on Main Street to upgrade the town streetscape and improve experience
- Support temporary re-use of vacant premises, including 'pop-up' initiatives and window displays
- For backlands connected to main street consider uses like parking, pocket parks
- Refurbish and designate Courthouse & Bridewell complex as a space for wider community with diverse uses like exhibitions, markets or a co-working space
- Refurbish Handball Alley Site with a potential for an outdoor cafe to capitalise on riverside setting
- Highlight and integrate heritage ruins as pit-stops or anchors for recreational walking trails within the town
- Former Creamery site, together with the St John's Church can form a cluster of heritage buildings, as part of town walking trail
- Adapt unused open spaces for short term or permanent community use
- Promote seasonal community gardens to be created in vacant sites



Vacant structure and site opposite Community Centre (1)



Vacant/ Derelict structure on Cork Road (2)



Vacant residential buildings on Black Road (3)

Intentions



Pop-up uses for vacant buildings

Building Enhancements

To improve the overall built environment in Town Centre, a shop front improvement scheme is recommended which may include promoting attractive window displays, painting of façades and encouraging spill out uses. The building fronts can also be made more attractive by hanging planters. For vacant buildings, temporary pop-up uses can help to bring more life to the streets.

Further, the facade of Main Street buildings must be upgraded to highlight the traditional streetscape. Attractive streetscapes have the ability to be points of interest. Many examples of streetscapes as tourist attractions are seen in Irish towns.

Vacant Buildings

Vacant buildings have been seen as a problem in Newport. They reduce the quality of experiencing the town centre both visually and psychologically. Further, they may attract vandalism and anti social elements.

Courthouse and Bridewell Complex are part of the heritage of Newport and have helped in the southward expansion of the town. Further, after the completion of the Town Park, the route is expected to be busier, placing the Complex at a highly frequented location. Thus, the Complex has an advantage of being easily accessible and potential to be a landmark in the town.

Possible uses for the Courthouse building include co-working spaces, exhibition hall, temporary farmers market, or a flexible space that can be rented out for private events, utilising the outdoor space and easy access to riverside.

Other vacant buildings, especially on the Main Street can be converted to different housing types. This will help to increase population in the centre, make it more active, leading to a safer street.



Vibrant shopfronts in Bandon & Cobh



Outdoor restaurant/ cafe

Handball Alley

The structure of the Handball Alley is nearly 150 years old and is in ruins today but it represents the rise and fall of the popularity of the games over the years.

The location of the Alley, at the junction of River Newport and Cully River makes the site very secluded and prone to anti-social behaviour. By including the riverside as part of walking trails and promoting a better visual connect via laneways, it is the intention to make the Handball Alley site more visible and accessible to the community. Encouraging active use is also expected to make it safer.

Further, owing to its scenic location, it could be a good location for a restaurant or a cafe. This will further increase activity in the area and attract more business for the town.



Legible Green Town

Newport, despite being a small town has a lot of built heritage and open space. This has also been highlighted by many respondents during the community survey. For an outsider, the experience of Newport can be substantially improved by showcasing the story of Newport's past and present in a cohesive manner.

Objective 1

To highlight significance of Newport's built heritage

- Design appropriately themed visual markers for entrance on R503, to help in traffic calming as well as setting the scene for a visit to Newport
- In consultation with community, create a story for the town that acknowledges its built heritage and beautiful natural setting
- Advertise Newport's natural, cultural and historic heritage
- Design trails connecting places of interest
- Design an attractive and cohesive wayfinding & signage strategy; include tourist information sign board at the Square that marks heritage buildings, parking locations, bus time table, routes and other places of visitor interest
- Include nearby tourist destinations and related information on town information boards

Objective 2

To provide new and upgrade existing recreational opportunities

- Identify and enhance greening of existing open spaces, including riverfront
- Consider open space adjacent to heritage structures like Handball Alley and Courthouse as potential public spaces with amenities



Locations with potential for riverside recreation

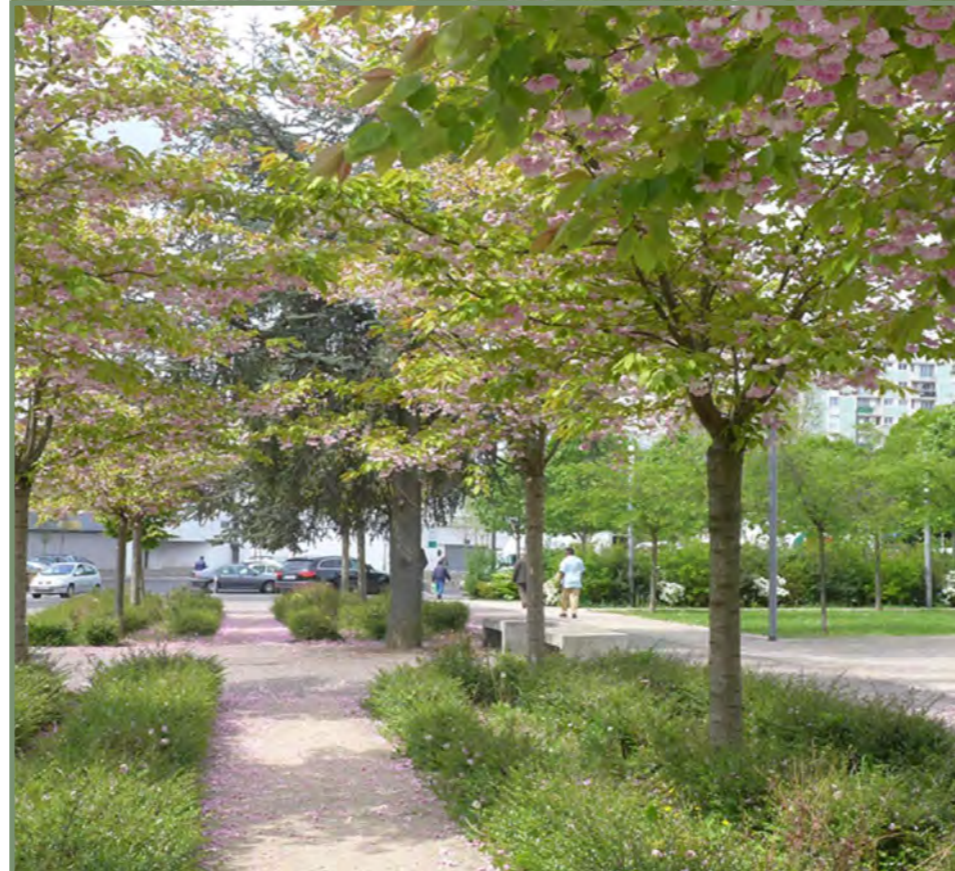
- Highlight and develop the trail to the old Newport Waterwell and include it in the wider walking loop
- Develop a tree planting scheme for the Square, Main Street and other secondary streets
- Develop a local green network, connecting both natural and semi-natural corridors and features, including riverside, Newport Town Park and rural hinterland
- Reinforce the GI by integrating the principals of the 'Green Street' concept using street trees and Sustainable Drainage Systems (SuDS)
- Ensure that residual land in existing and proposed developments can be used for the provision of GI, including community food programmes (allotments) and areas for pollination



Sign at Old Mill & Creamery

- Engage teen groups and children in community farming programme by using vacant sites for temporary gardens
- In consultation with schools, start a 'seed bombing' programme to enhance biodiversity in roadsides, vacant spaces and riverside
- For all future development of Opportunity Sites, consider green routes to be included as part of design to create green corridors for easy access to riverfront/ park/ other open spaces

Intentions



Green routes through future development

Greening Newport

The primary GI corridor through the town is riverside amenity. Additionally, the Town Park will form a crucial amenity for the town.

Additional pockets of high quality green spaces can help in enriching the existing GI. Future routes through Opportunity Sites may be reinforced by surrounding them with recreation greens

A 'Vacant Lot Programme' can help in engaging the community to develop temporary fruit and vegetable gardens in sites that do not have any development plans in the short term.

Consider increased footfall due to Town Park, provide new dining/ shopping/ staying opportunities that help in increasing the time spent in Newport.



Signage

Wayfinding & Signage

Establish trails and signed cycle route both within the town and extending eastwards towards Clare Glens and Keeper Hill as part of a wider cycle network. Include under appreciated spots like Waterwell and Creamery building as part of Town Heritage Trail.

Increase visitor awareness of the tourism potential of Newport and the surrounding areas making use of interpretation signs and tourist information signs.

5-An Action Plan for Newport

5-1 The Action Plan Process

As described in Section 4 Strategic Actions, in response to the community consultation exercise and the findings of the study area appraisals, the vision for Newport is:

“To provide an attractive, dynamic and accessible town, centred around Newport's wealth of natural and built heritage, as an inviting place to live, work and visit.”

Four Key Themes have been adopted for further developing the strategy, with each theme supported by specific objectives to guide the identification of potential actions and projects to be delivered through the Town Centre First Plan process.

This Action Plan summarises a series of proposed actions and projects according to each of the established Objectives for the town. The actions and projects are capable of being developed by the private and public sectors over a long period of time and in relation to available funding measures, more detailed design studies, and according to the prioritization to be agreed with the proposed Special Team and the local community.

	Action		Description	Priority
Attractive Public Realm				
Objective 1		To reinforce town identity and create a sense of arrival into town		
A1	Create a 'story' for Newport	A1.1	Establish a Special Town Team with representation from local community groups	High
		A1.2	Prepare a database of features of Newport to be highlighted and promoted that honours its natural, cultural and built heritage	Medium
		A1.3	Increase community awareness and engagement through digital and social media	Medium
		A1.4	Drawing on the 'story', create media presence of the town with a website and TV/radio advertisements	Medium
A2	Prepare a visual branding and signage strategy	A2.1	Introduce vegetation along main roads for transition from rural to the town	Medium
		A2.2	Design and develop a town gateway at all entrance locations	High
		A2.3	Develop a co-ordinated building frontage painting scheme	Medium
Objective 2		To improve experience of the town centre through creation of an attractive and functional public realm		
A3	Attractive and functional public realm	A3.1	Audit and declutter of existing street furniture across town	High
		A3.2	Create a coherent street furniture scheme, including benches, cycle racks, bollards, bins, and light poles	High

	<i>Action</i>		<i>Description</i>	<i>Priority</i>
		A3.3	Improve attractiveness of the Town Centre through a comprehensive public realm up-grade of Main Street	High
		A3.4	Redesign of the Square: Junction improvement, road realignment, footpath buildout and pedestrian crossing	High
		A3.5	Footpath improvement on Cork Road within the Town centre	High
		A3.6	Upgrade laneways (e.g. Chapel Lane, River Lane) as part of public realm with high quality finish	High
A4	Promote active streets	A4.1	Promote active shopfronts on Main Street	Medium
		A4.2	Design space for Farmers Market/ Christmas Market	Medium
		A4.3	Promote live street music, performing arts, cafés and speciality shops	Low

Well Connected Town

Objective 1		To improve traffic management and parking strategy		
B1	Implement Traffic Management Strategy	B1.1	Provide Gateway signage for traffic calming on R503	High
		B1.2	Refresh road markings / traffic calming around schools	Medium
		B1.3	Design and provide bus shelters on Main Street for both sides	Low
		B1.4	Ensure frequent bus connections from nearby towns and cities	Medium
		B1.5	Publicise availability of the Local Link bus service	Medium
B2	Parking Strategy	B2.1	Rationalise parking in town centre	High
		B2.2	Allocate limited 'short stay' parking bays for Square and Main Street	High
		B2.3	Improve pedestrian access from Jail Street car park	High
		B2.4	Promote long term parking in new off street parking areas with good pedestrian connection to centre	Low

	<i>Action</i>		<i>Description</i>	<i>Priority</i>
		B2.5	Provide charging points for electric vehicles	Low
Objective 2		To promote walking and cycling as primary modes of commute within the town		
B3	Encourage Active Travel	B3.1	Create new and refurbish existing footpaths along primary roads	High
		B3.2	Improve pedestrian crossings across town, specifically across Main Street	High
		B3.3	Provide cycle lane on Custom Gap Road & Cork Road to improve connection with Town Park & GAA Club respectively	High
		B3.4	Identify locations and feasibility of bridges across River Newport and Cully River to integrate development on both sides for enhanced connections between residential estates and schools	High
		B3.5	Provide cycle stands at all key locations	Medium
		B3.6	Promote use of cycles for commute in school	Low
		B3.7	Involve parent groups to organise cycling commutes	Low
		B3.8	Carry out audit of street lighting, and propose revised lighting strategy to ensure safe walking/cycling environment	High
		B3.9	Develop secondary identified lanes with landowners for a more permeable town	Low
B4	Promote Recreational Trails	B4.1	Enhance river access with new trails	High
		B4.2	Consider a stepped pedestrian connection behind the existing car park to complete walking loops	High
		B4.3	Create a pedestrian connection to Ball Alley site via a bridge across Cully River	High
		B4.4	Integrate laneways & heritage structures with the pedestrian network	Medium
		B4.5	Consider off road walking/cycling infrastructure parallel to Tullow Road to complete pedestrian loops	High

	<i>Action</i>		<i>Description</i>	<i>Priority</i>
Revitalised Centre				
Objective 1: To attract more people to live and work in town				
C1	Encourage more people to live in the town centre	C1.1	Explore and promote grant opportunities for building conversion	Medium
		C1.2	Promote infill development in street facing properties on Pound Street & Cork Road	High
		C1.3	Encourage re-use of vacant properties by incentivising repair and leasing	Medium
		C1.4	Pursue the mix use development of Opportunity Sites 1 & 3 as identified by Newport Settlement Plan	Low
		C1.5	Commission a feasibility study for multi-functional use of Opportunity Site south of Main Street	Low
C2	Provide opportunity for new businesses to locate in Newport	C2.1	Develop a suitable space for co-working & remote working with access to IT facilities	Medium
		C2.2	Propose new uses for vacant buildings in key locations	Medium
		C2.3	Promote a 'buy local' initiative to support opening of new businesses	Medium
		C2.4	Review suitability of lands zoned for future employment/industrial development in terms of capacity, access and connectivity with the town centre	Medium
		C2.5	Provide high speed internet to attract more 'Work from Home' residents	Medium
Objective 2: To create attractive places for people to meet and socialise				
C3	Create opportunities for people to visit	C3.1	Develop promotional material aimed at potential visitors/ tourists	Medium
		C3.2	Restore façade of important heritage buildings on Main Street to upgrade the town streetscape	High
		C3.3	Upgrade St John's Church and surroundings and include it on town trails	Low
		C3.4	Upgrade and integrate Old Mill & Creamery structure as part of town trails	Low
		C3.5	Support interesting window displays and 'pop up' initiatives	Medium

	<i>Action</i>		<i>Description</i>	<i>Priority</i>
		C3.6	Encourage new specialty restaurants with local food in heritage building locations	Medium
		C3.7	Encourage longer stay opportunities with evening events, early morning heritage walks etc.	Low
C4	Create spaces	C4.1	Commission a series of thematic murals on blank façades & laneways	Medium
		C4.2	Refurbish Handball Alley Site with a potential for an outdoor cafe or restaurant to capitalise on riverside setting	High
		C4.3	Refurbish the Bridewell & Courthouse complex for community and business use	High
		C4.4	Promote seasonal community gardens in vacant sites	Medium
		C4.5	Realign Custom Gap Road to ease traffic bottleneck	High
		C4.6	Support for new visitor accommodation including B&B's and camping sites	Medium
		C4.7	Enhance lighting for new footpaths, laneways and heritage structures	High

Legible Green Town

Objective 1		To highlight significance of Newport's built heritage		
D1	Promote Newport	D1.1	Advertise Newport's natural, cultural and historic heritage	Medium
		D1.2	Promote Newport as starting point for nearby attractions	Medium
		D1.3	Identify potential seasonal events and festivals to attract visitors (Highlighting the rural character, could be based on farming season)	Medium
D2	Improve Wayfinding	D2.1	Audit of existing signage	High
		D2.2	Heritage themed gateway at town entrances	High
		D2.3	Map all important buildings and sites and design trails connecting places of interest	High
		D2.4	Design a cohesive signage strategy	High

	<i>Action</i>		<i>Description</i>	<i>Priority</i>
Objective 2		To provide new and upgrade existing recreational opportunities		
D3	Improve existing open spaces	D3.1	Develop strategy for transition to a more climate resilient town	High
		D3.2	Use open spaces in residential estates for the provision of GI, including community food programmes (allotments) and areas for pollination	Medium
		D3.3	Tree planting scheme for Newport with appropriate tree species to frame views along Main Street	High
		D3.4	Explore provision of SuDS and rain gardens on main streets and car parks	Medium
D4	Create new opportunities for outdoor recreation	D4.1	Explore Bridewell site as an extension of riverside green	High
		D4.2	Design trails connecting riverfront greens with existing open spaces, eg. Old Newport Waterwell	High
		D4.3	Propose a riverfront boardwalk as part of River Lane upgrade	High
		D4.4	Promote 'Seed Bombing' programme in schools	Medium
		D4.5	Engage teen groups and children in community farming programme by using vacant sites for temporary gardens	Medium
		D4.6	Ensure 'Greenways' as integral part of all future development	Low

6-Priority Projects



Theme

Projects

1. Establish a Special Team

2. Attractive Public Realm

- 2.A- Town Gateways
- 2.B- The Square
- 2.C- Main Street
- 2.D- Cork Road
- 2.E- Laneways

3. Well Connected Town

- 3.A- Cycleways & Footpaths
- 3.B- Town Centre Trails
- 3.C- Safe Routes to School
- 3.D- Connecting Ball Alley to town
- 3.E- Multi-Sport Destination

4. Revitalised Centre

- 4.A- Infill Development
- 4.B- Vacancy Strategy
- 4.C- Repurpose of Courthouse & Bridewell Complex
- 4.D- Streetscape Improvement

5. Legible Green Town

- 5.A- Signage Strategy
- 5.B- Open Space Network
- 5.C- Climate Resilient Town

Priority Projects

1. Establish a Special Team

Project 1- Setting up a Town Team

Each step of the delivery process will require careful on-going management and engagement with stakeholders. The coordination of the proposals across a range of stakeholders and funding partners will be essential. The setting-up of a Newport 'Special Town Team', representative of all stakeholders, will be key to achieving the ambitions of the strategy and for setting out a delivery plan that has the support of all sectors of the community.

Potential Key Stakeholders

- Local Authorities
- Existing community groups (Tidy Town Committee)
- Charities & social enterprises
- Business associations
- Retailers
- Landlords
- Employers
- Residents
- Tourism groups & agencies
- An Garda Síochána
- Educators- schools & colleges
- Local media

The Town Team could also focus on the town's promotion as a visitor destination, supporting local businesses, exploring opportunities for increasing visitor interest, and helping to attract new businesses and activity.

The proposed priority projects in the following section have been formulated in the context of the public consultation exercises and through appraisals of the key environmental, economic and physical influences on the future development of the town. Given their number and far-reaching implications, the projects will need to be implemented in phases according to available resources and budgets.

However, the strategy needs to remain flexible in order for it to perform as a proactive tool in shaping future development, adapting to changing circumstances, the availability of potential funding and the priorities of the community as will continue to be expressed through the Special Town Team.



The main purpose of the Town Team will be to promote, support, assist and engage in the delivery of the Strategy by:

1. Adopting a collaborative approach with other voluntary groups and business in the community, NGOs, local and national agencies.
2. Listening to the community and stakeholders by consulting widely in multiple ways to inform the ongoing development of the town.
3. Promoting, supporting, assisting and engaging in business development and employment; tourism development; education and training; heritage, culture and the arts; image of the town; infrastructure; sport and recreation.

Priority Projects

Attractive Public Realm



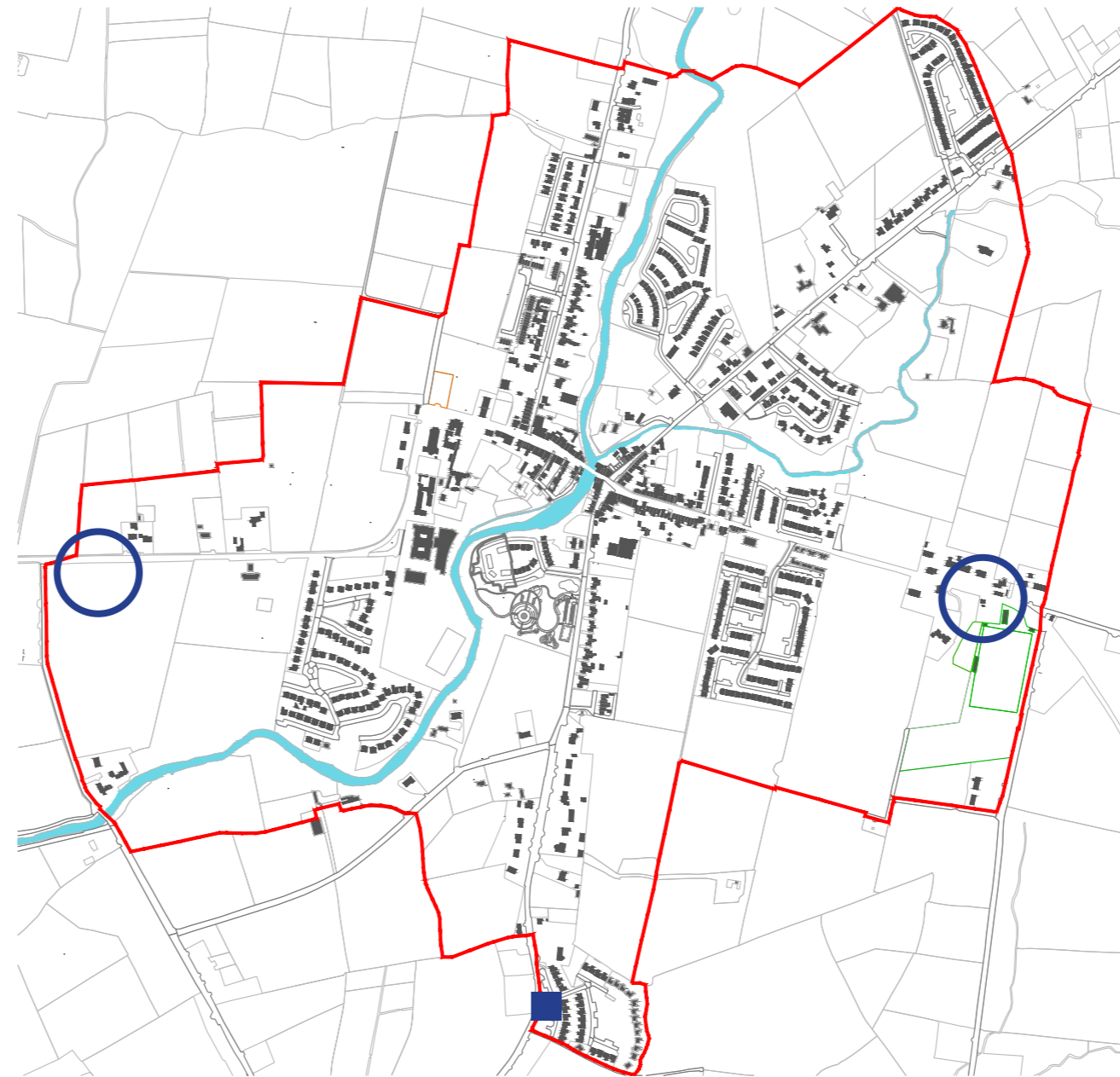
Project 2.A- Town Gateways

Main Features

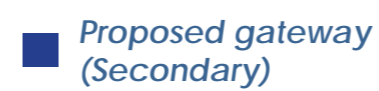
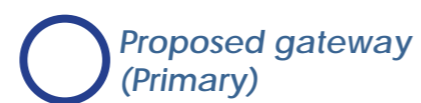
- Highlight entry points to the town for a pleasant sense of arrival using attractive signage
- Introduce traffic calming measures at town entrances on R503
- Design a transition zone at town entrances

Key Criteria

- Design development in accordance with TII guidelines
- Local Authority led
- Potential Funding from Town and Village Renewal Scheme



Town gateway locations



Existing



West - R 503



North - L2110



South - Hillcrest Manor Road



Typical transition treatment

- Reduce carriageway width to 6-6.5m
- Town signage on both sides
- Trees planted closely forming continuous canopy at gateway for vertical emphasis.
- Band of paving to carriageway at each end of gateway as visual and tactile measure
- Paving material used complementing the one in town centre public realm
- Trees planted at 10-12m spacing before the gateway to signal approach



Town entry transition (Source: DMURS)



Example of town entry: Nenagh



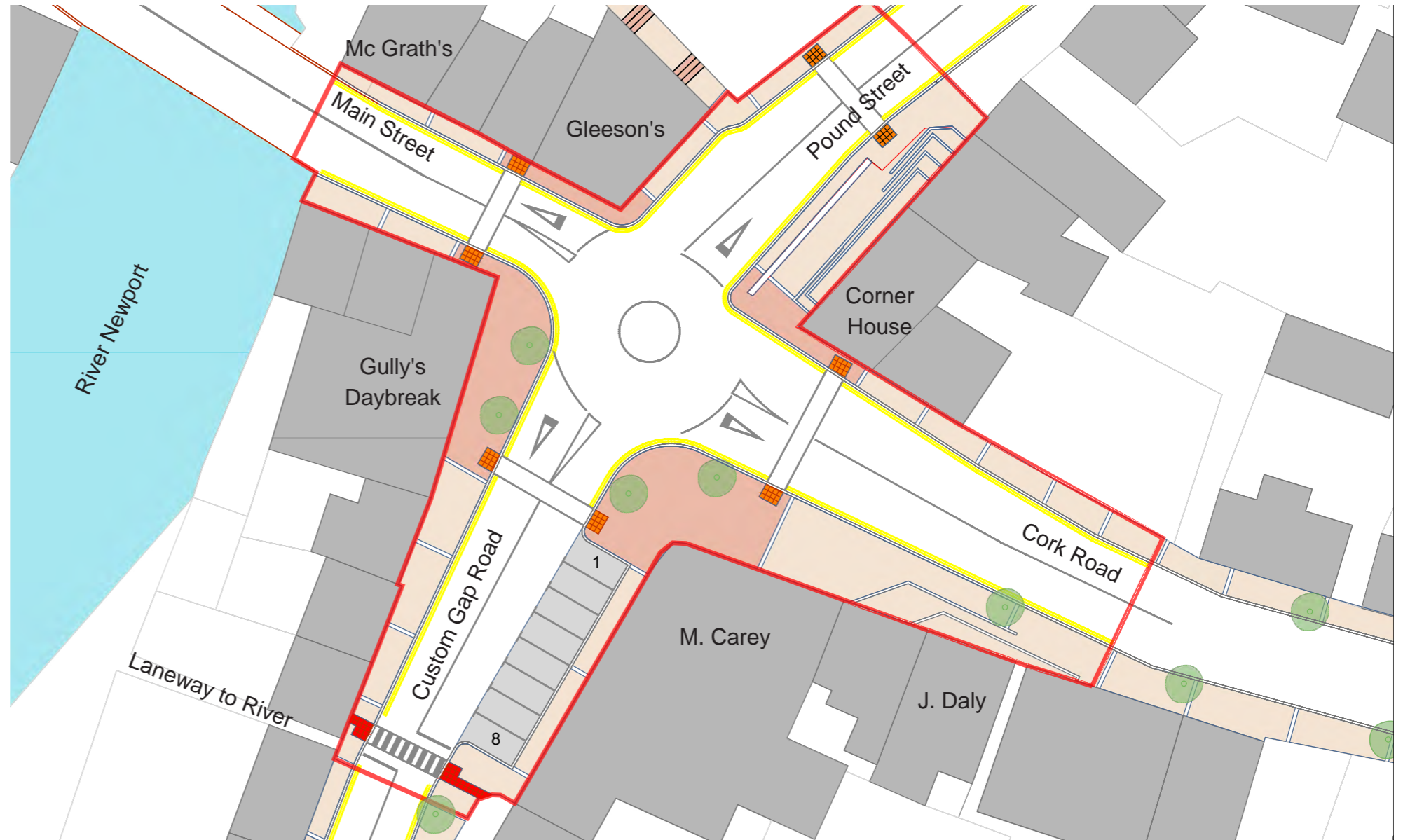
Project 2.B- The Square

Main Features

- Up-grading of The Square as a civic space with a high-quality public realm to reinforce the pedestrian experience and signifying to motorists the presence of more vulnerable road users.
- Reduction in road junction widths where possible and rationalised on-street car parking to achieve suitable width footpaths.
- Installation of mini-roundabout at the junction to improve traffic flow and improve pedestrian crossing opportunities.
- Promote use of currently underutilised Jail Road car park for businesses in Square by improving access via Custom Gap Road.
- Rationalise existing levels around Corner House to enhance pedestrian movement.
- Incorporation of high quality surfaces, trees, seating, planters, cycle stands, and interpretation board within the Square.
- Improved streetlighting and undergrounding of overhead cables.

Key Criteria

- Local Authority led
- Potential Funding from Rural Regeneration Development Fund (Category 2) public realm works



Proposed Square

- Feature paving
- Upgraded footpath paving
- Parking/Loading

Typical Images



Buildout to create pedestrian zone



Coherent street furniture & trees



Raised planters with seating



Mini roundabout



Project 2.C- Main Street

Main Features

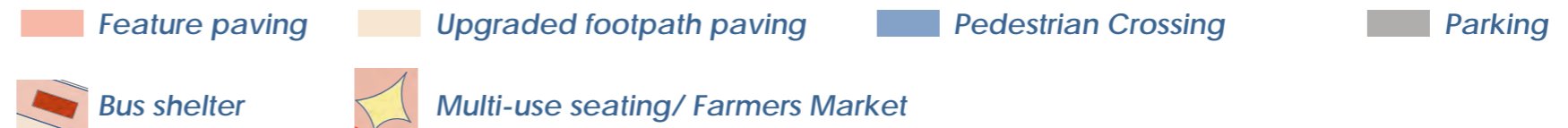
- Social focal point with cafés, pubs & post office
- Re-alignment of carriageway, reduce carriageway width where possible
- Rationalise parking and increased space for people
- Designated space for Street Market/ Farmers Market, that may spill over to the laneways
- Highlight access to laneways
- Surface upgrade with high quality, visually interesting material
- Covered outdoor seating/ dining areas (for post Covid usage), to animate the street and support local businesses
- Designated bus stops with shelters
- Upgrade lighting and street furniture
- Underground cables to reduce visual clutter
- Retain existing trees and add more street trees for framed views and shade
- Introduce micro rain gardens and SuDs for a resilient town

Key Criteria

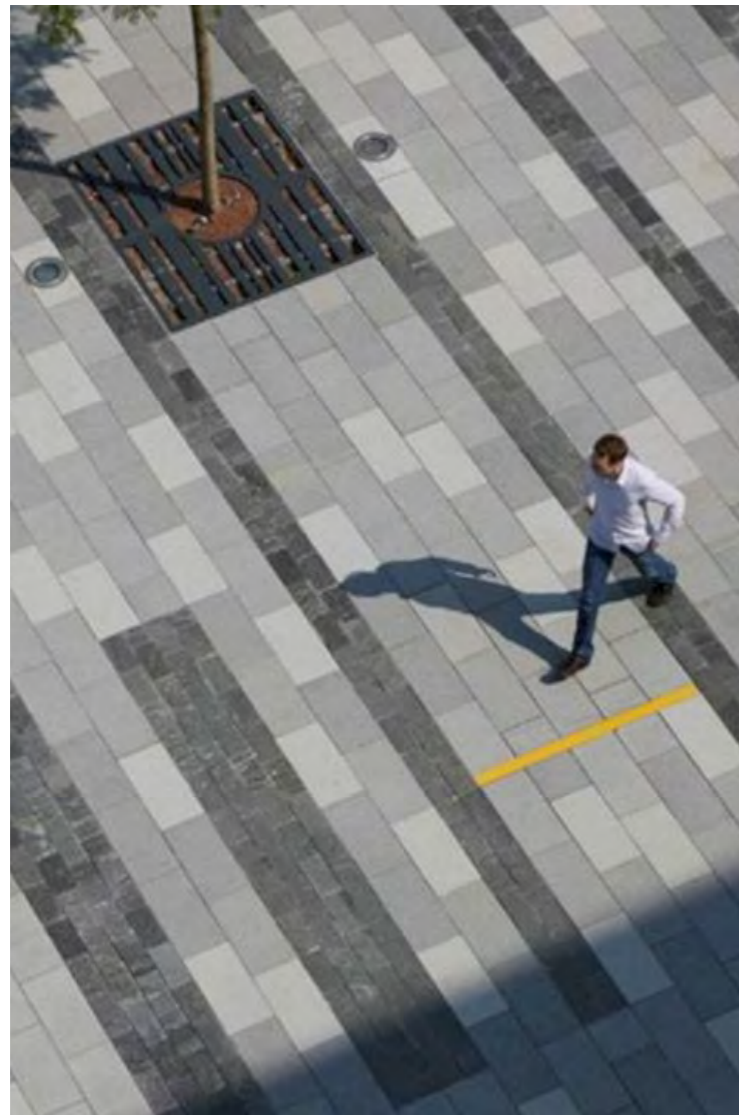
- Local Authority led
- Preliminary Design in accordance with TII
- Potential Funding from Rural Regeneration Development Fund (Category 2) - Public Realm; Projects that support job creation, entrepreneurship and innovation in rural areas
- Town & Village Renewal Scheme - Support the economic and social recovery of rural towns and villages in response to Covid-19



Proposed Main Street



Typical Images



High quality surface finishes



Raised pedestrian crossing



Defined market areas



Project 2.D- Cork Road

Main Features

- Re-alignment of carriageway, reduce carriageway width where possible
- Provide pedestrian crossing for safe access
- Upgraded surface material for footpath
- Declutter and undergrounding of cables
- Upgrade street lighting
- Introduce street trees and small SuDS, where feasible
- Highlight entrance to laneways

Key Criteria

- Potential Funding from Rural Regeneration Development Fund (Category 2) - Public Realm; Projects that support job creation, entrepreneurship and innovation in rural areas
- Town & Village Renewal Scheme - Support the economic and social recovery of rural towns and villages in response to Covid-19



Proposed Cork Road

- Feature paving
- Upgraded footpath paving
- Pedestrian Crossing
- Parking/ Loading

Existing



Typical Images



High quality footpath finish



Street trees



Project 2.E- Laneways

Main Features

- Shared surface for cars & pedestrians
- Improve walkability to create a porous town by connecting main streets with backlands
- Enhance access to the river, St Johns Church and Old Creamery Site (upgraded to feature on Town Trail)
- Upgrade surface to enhance pedestrian priority
- Provide space for Christmas Market and Farmers Market
- Encourage active uses to extend along the laneways for a vibrant, more active town
- Create a boardwalk along river to experience the riverside from close
- Form connections with foot/cycle bridge to Town Park and Town Centre Trails
- Integrate multi purpose seating and appropriate street furniture
- Introduce wall mounted heritage lighting

Key Criteria

- Local Authority led design
- Land ownership and right of way
- Potential Funding from Rural Regeneration and Development Fund (Category 2) Public Realm; Sustainable regeneration project which will drive greater economic activity and footfall, address dereliction and ensure the re-use of heritage and other existing buildings



Proposed Laneways

 Feature Paving/ Laneway Access

 Upgraded Paving

 Flexible Seating/ Boardwalk

Existing



Chapel Lane

Typical Images



High quality surfaces, signage & lighting



Opportunities for outdoor activities



Project 3.A- Cycleways & Footpaths

Sub Projects

1. Cork Road footpath improvement

- Improve existing footpath
- Provide crossing at GAA Club
- Propose cycle lane along north side (to assist going uphill); leading to Clare Glens & Keeper Hill
- Provide street lighting

2. Custom Gap Road footpath extension

- Extend footpath to Hillcrest Manor
- Provide cycle lane
- Improve lighting

3. Limerick Road footpath extension

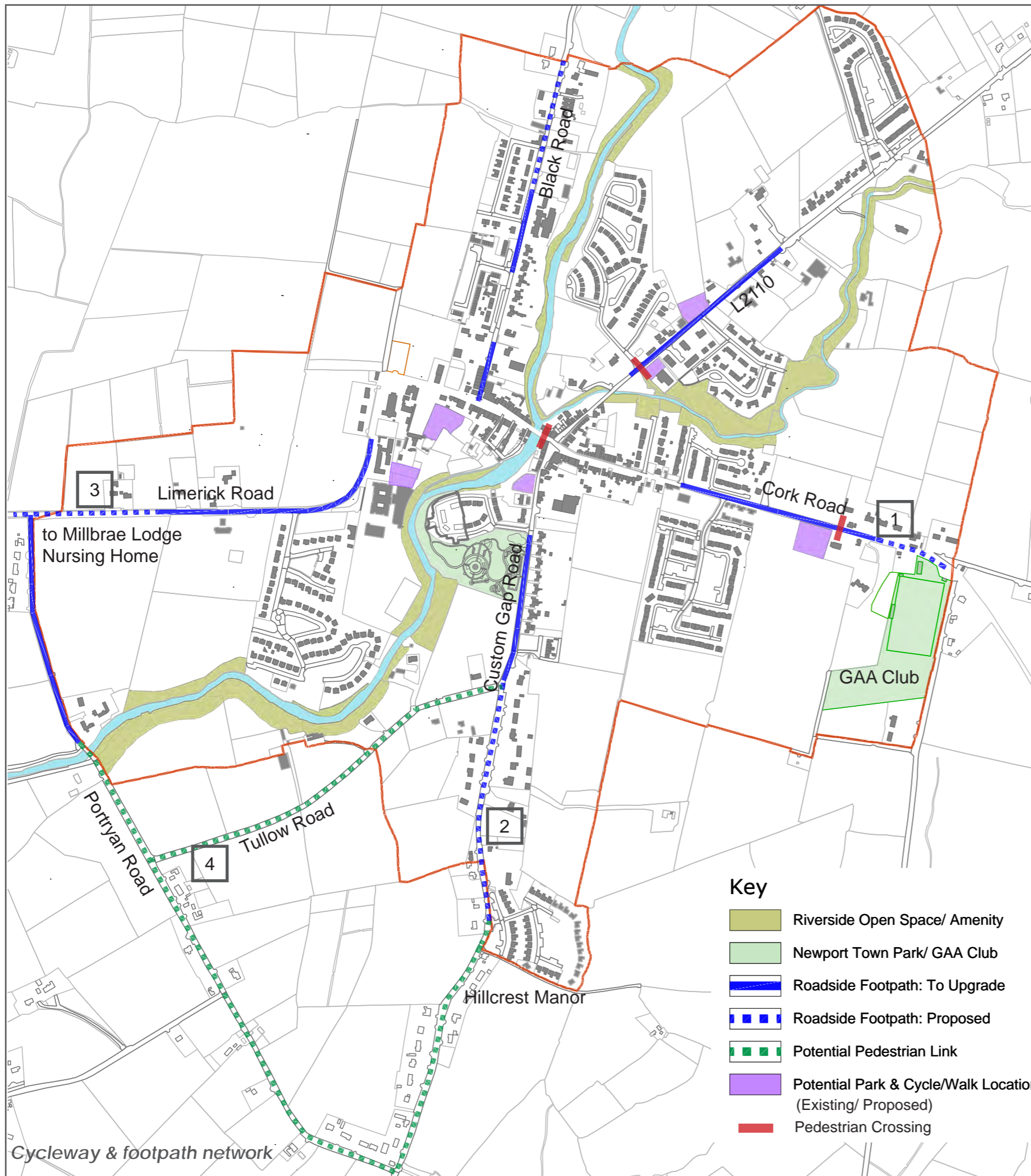
- Extend footpath/ shared cycle lane to Millbrae Lodge Nursing Home
- Provide cycle lane
- Provide safe crossing at Nursing home location
- Provide street lighting

4. Tullow Road/ Portryan Road

- Add separate or shared footpath/cycle lane to improve connectivity
- Explore potential of off-road lanes in case of insufficient road widths

Other upgrades

- Upgrade footpaths on Pound Street for enhanced town centre
- Identify gaps and propose new footpaths on Black Road
- Improve access to schools, GAA Club, Nursing Home & Community Centre
- Connect residential estates to town centre through improved footpaths.
- Include street lighting to encourage extended use



Existing



Main Street



Cork Road



Custom Gap Road

Typical Images



Well lit upgraded walkway as proposed for Cork Road



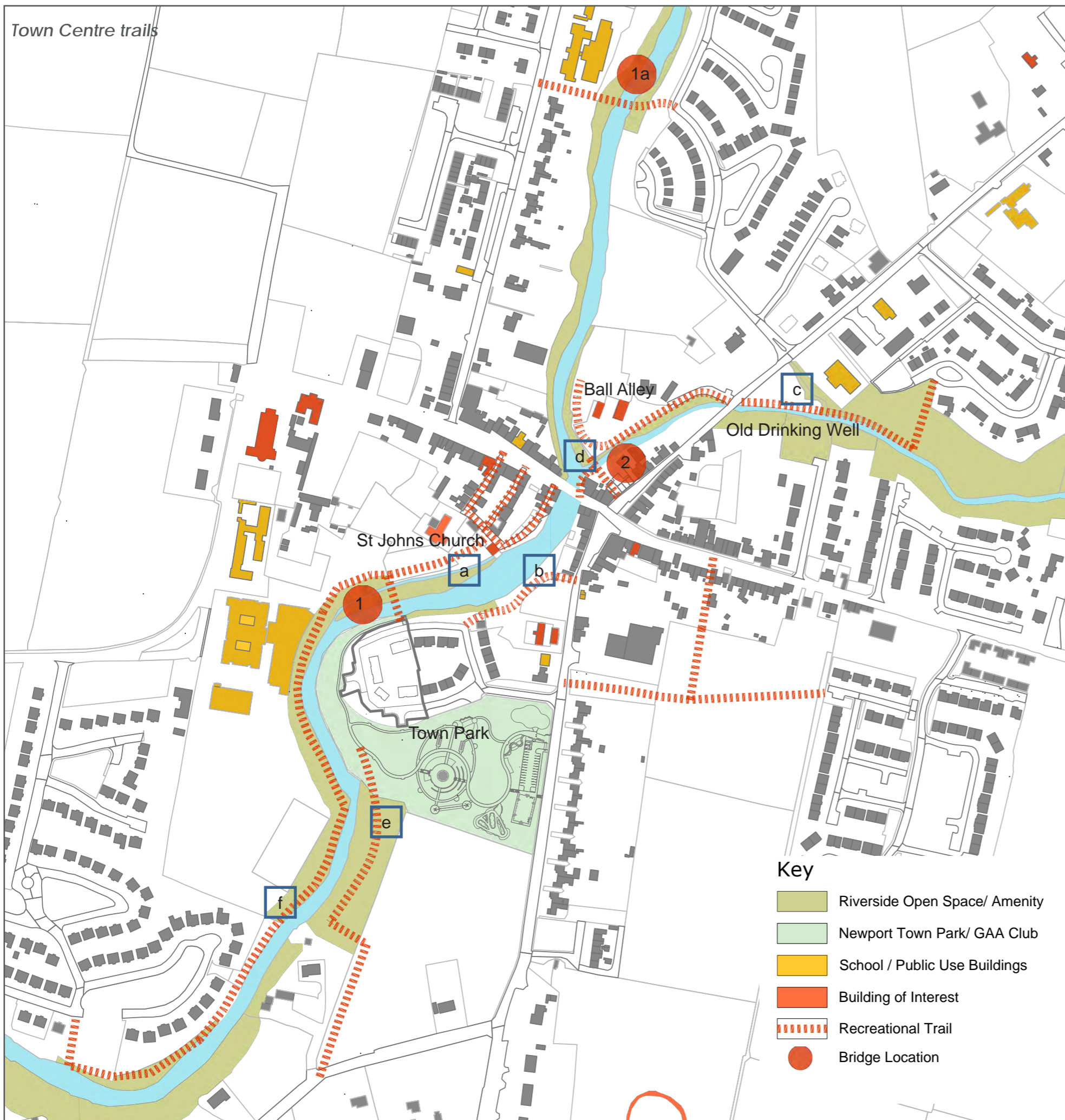
Road with demarcated shared walkway/ cycle lane as proposed for Custom Gap Road



Off-road path & cycleway as proposed for Tullow Road

Key Criteria

- Local Authority led design
- Land ownership and right of way
- Potential Funding from Rural Regeneration Development Fund, Active Travel, National Transport Authority



Priority Projects

Well Connected Town

Project 3.B- Town Centre Trails

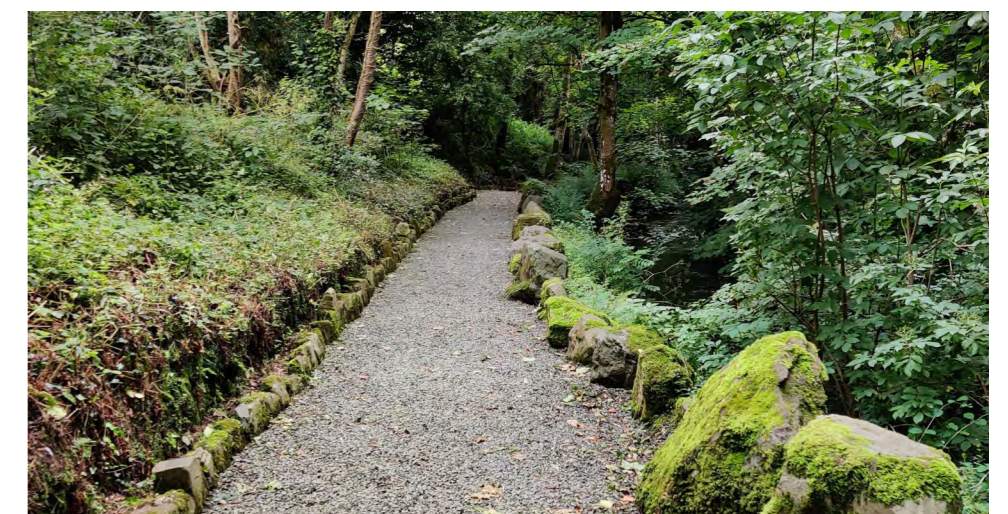
Sub Projects

1. Recreational Trails

- Extend laneway trails to improve access to riverside and Heritage Buildings (a)
- Connect the Car Park with Town park trail along the rear of Bridewell & Courthouse (b)
- Extend the Old Drinking Well walk along the riverside to connect to residential areas while providing recreational walking opportunities (c)
- Integrate Ball Alley park trails by connecting them to Pound Street via laneway next to Gleeson's Bar and to the bridge through a boardwalk (d)
- Extend Newport Town Park trail to connect to riverside amenity spaces (e)
- Connect Mulcaire Manor residential development through riverside greens (f)

2. Bridge connections across River Newport

- Bridge 1 connecting Town Park with trail to St. Mary's Secondary School (See Project 3.C)
- Bridge 1a connecting Rosehill with Newport College (See Project 3.C)
- Bridge 2 integrating Ball Alley site with town (See Project 3.D)



Old Drinking Well Trail



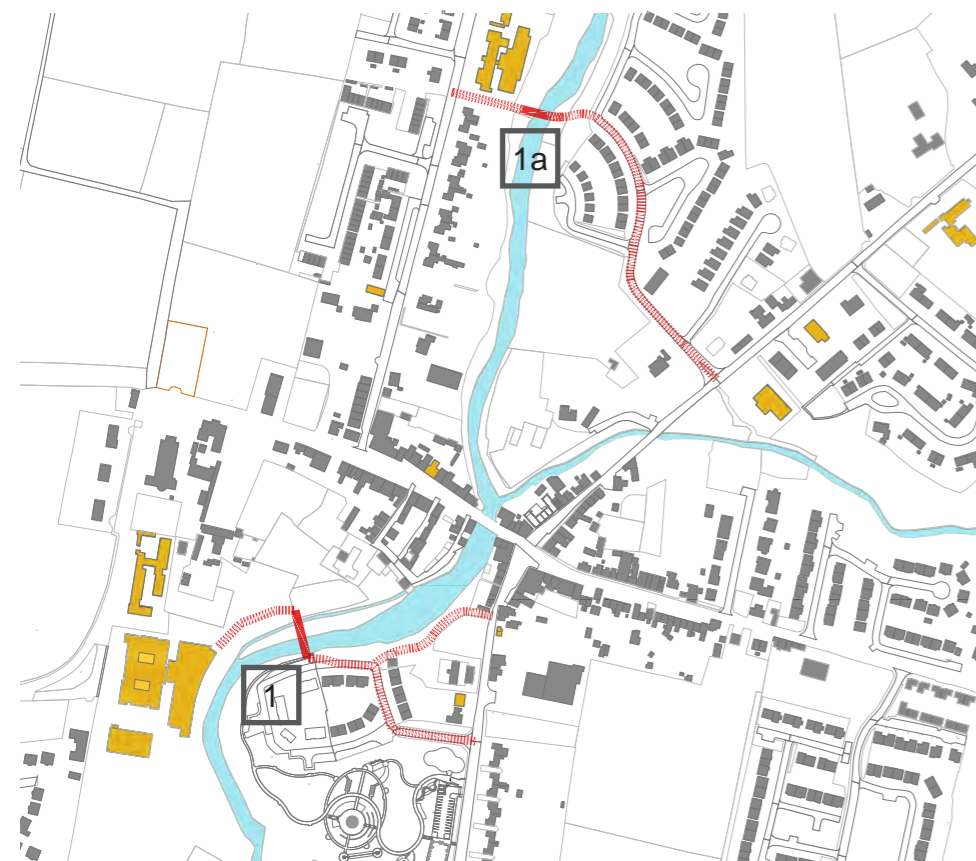
Project 3.C- Safe Routes to School

Main Features

- Extended & continuous footpaths to promote Active Travel
- Propose bridges 1 & 1a across river to complete connectivity between schools and residential areas

Key Criteria

- Bridge feasibility due to SAC location
- Land ownership
- Potential Funding from Active Travel, National Transport Authority



Proposed bridge locations for Safe Routes to School



Bridge 1 location: near Town Park



Rear side of car park

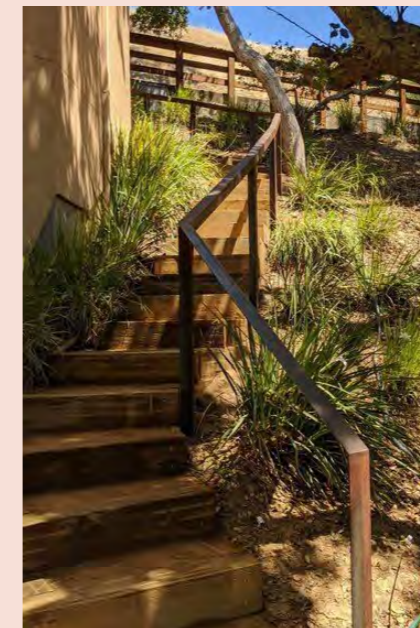


Residential walkway near Rosehill: Bridge 1a Location

Typical Images



Bridge across River



Stepped connection behind car park



Shared riverside trails,



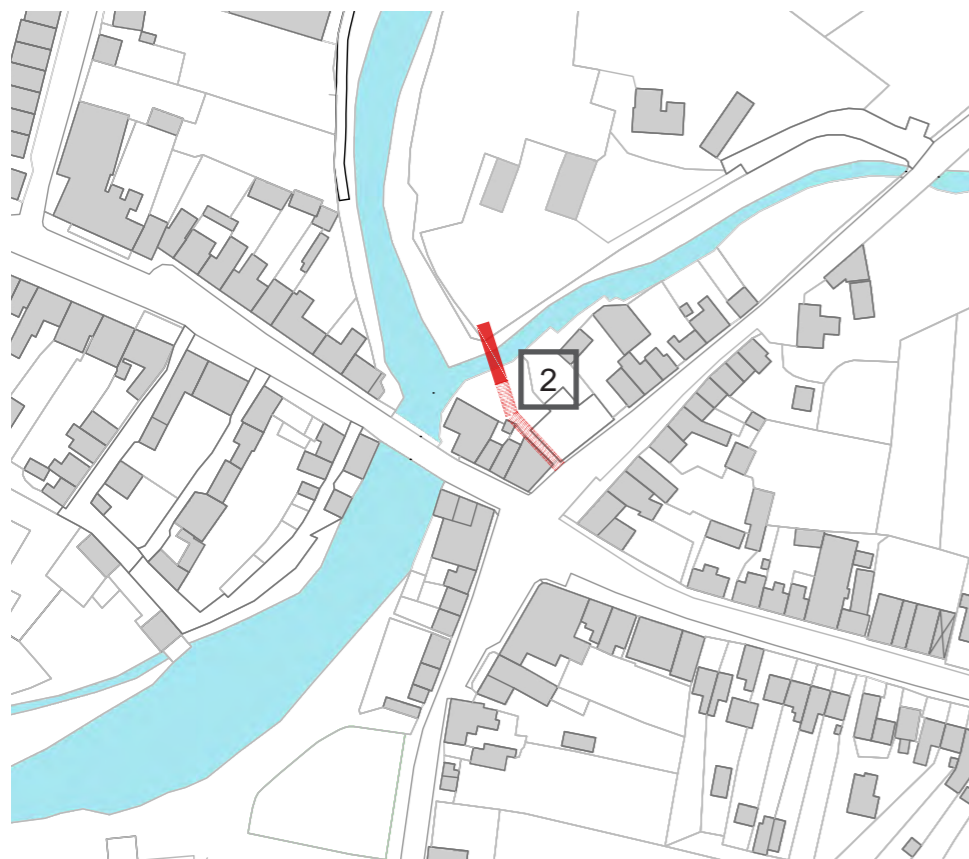
Project 3.D- Connecting Ball Alley site to town

Main Features

- Upgrade surface treatment for laneway access to river
- Create easy access to Ball Alley and its surrounding open space for recreation use
- Enhance access to riverside amenity
- Create outdoor space with opportunity for flexible seating for bars

Key Criteria

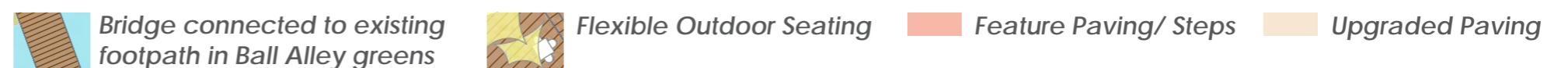
- Bridge feasibility due to SAC location
- Property ownership
- Potential Funding from Rural Regeneration and Development Fund (Category 2) Public Realm or Active Travel



Proposed bridge location



Connection to Ball Alley site





Existing



Looking towards Pound Street from Riverside



Potential location of proposed bridge

Typical Images



Outdoor deck as extension of businesses dining



Wooden bridge connecting to Ball Alley site



Flexible seating for outdoor dining



Project 3.E- Multi-Sport Destination

Newport town currently has a GAA Club and with the completion of Town Park, will also have a Multi Use Games Area (MUGA), a pumptrack and a children's playground. With the Park acting as hub for active play, together with amenities like parking (both cars and bikes), water filling stations and resting stops, develop Newport as a multi-sport destination.

Further, the surroundings of Newport have opportunities for:

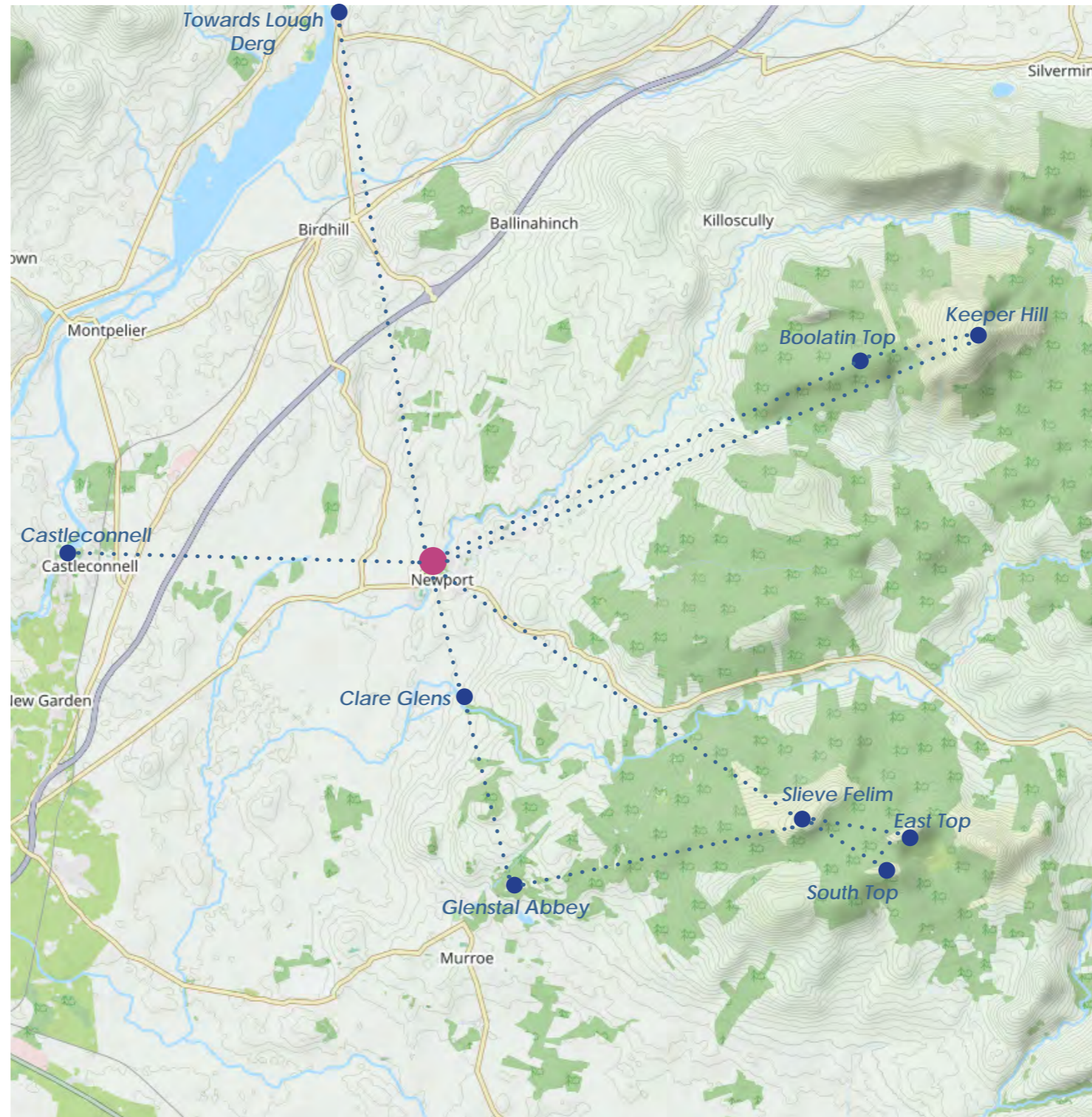
- Long distance cycling
- Walking & hiking
- Salmon Fishing
- Golf

Main Features

- Provide maps for walking & cycling at key locations in town; Square, Town Park, Bus Stops
- Introduce route markers for easy trail identification
- Upgrade cycling infrastructure alongwith pitstops that include cycle parking, drinking water, refreshment kiosks, DIY repair stations.

Key Criteria

- Potential Funding from Active Travel , Rural Regeneration and Development Fund (Category 2) Public Realm



Sports based attractions around Newport



Bike repair station



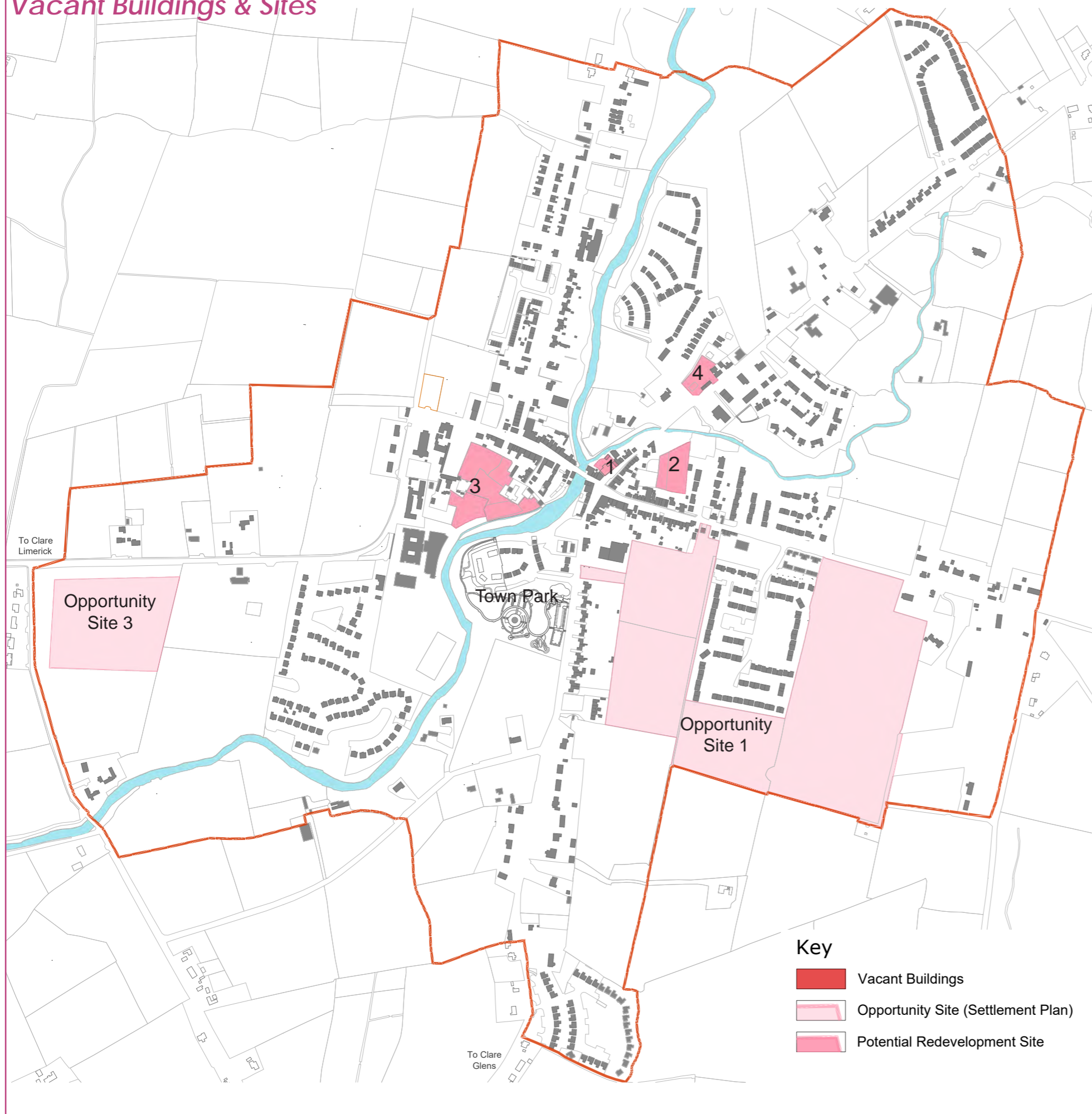
Water filling point



Bike routes marked



Vacant Buildings & Sites



Priority Projects

Revitalised Centre

Project 4.A- Infill Development

Main Features

- Potential sites for redevelopment
 1. Site next to Gleeson's on Pound Street
 2. Backlands north of Cork Road
 3. Backlands south of Main Street; south & west of St Johns Church
 4. Site opposite Community Centre
- Integrate laneway upgrade with housing: use laneways as communal space

Key Criteria

- Local Authority led design
- Land ownership and right of way
- Potential Funding from Rural Regeneration Development Fund (Category 2) sustainable regeneration project which will drive greater economic activity and footfall, address dereliction and ensure the re-use of heritage and other existing buildings; and Enterprise Ireland - Regional Enterprise

Priority Projects

Revitalised Centre



Potential site: Cork Road



Potential site: Pound Street



Potential infill development as proposed at Pound Street
with access to River at Pound Street



Create the street wall



Retaining access to backlands



Project 4.B- Vacancy Strategy

Main Features

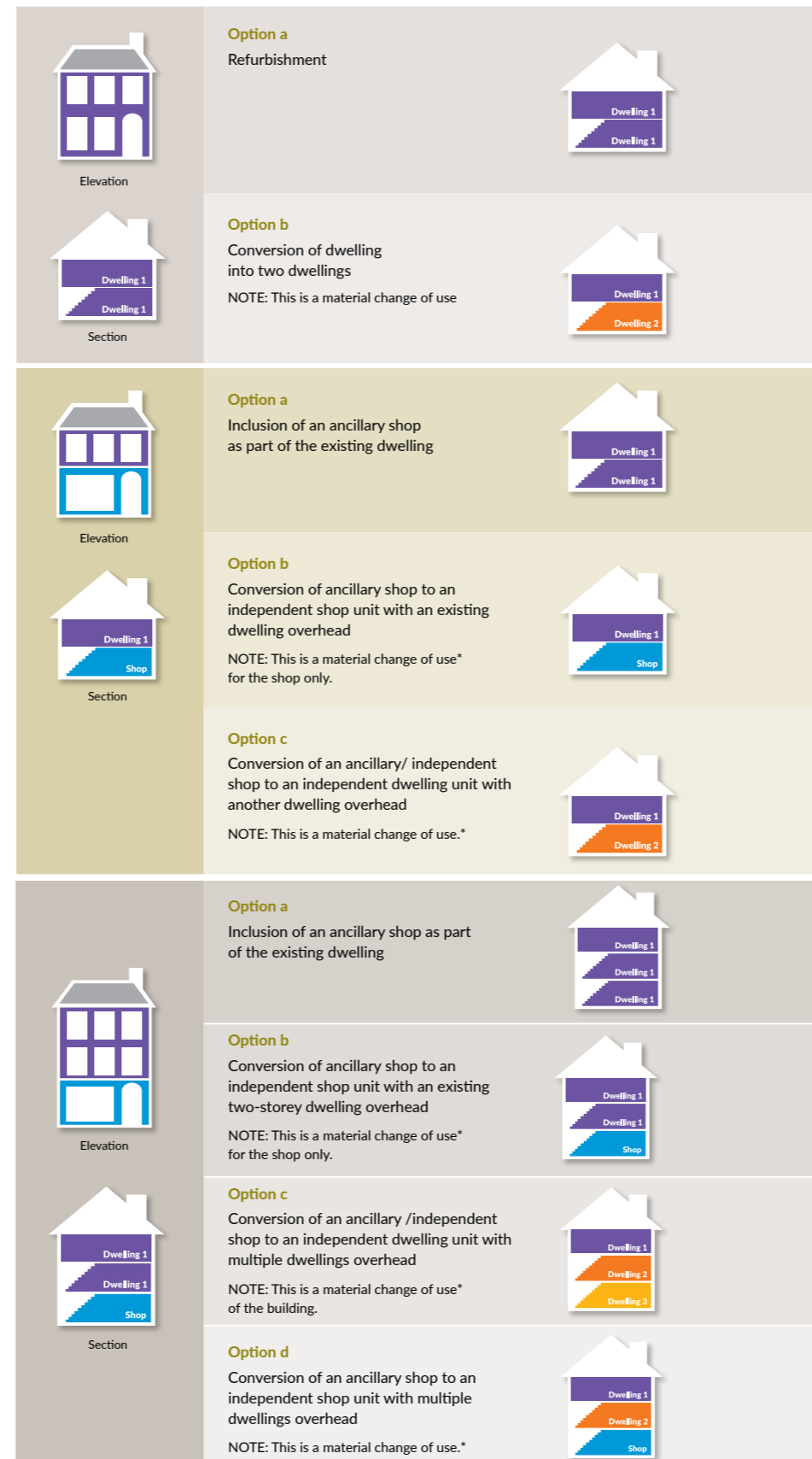
- Identification of owners of vacant buildings and sites
- Facilitate increased engagement aimed at raising awareness of relevant funding streams
- Audit of existing vacant properties with respect to size, location, building condition and last known use.
- Shortlist appropriate potential use, and retrofit to suit
- Potential to use Compulsory Purchase Order (CPO) legislation by local authorities to acquire vacant properties for social housing.
- Use 'Bringing Back Homes' as a guide to densify the town centre by increasing available housing stock
- Utilise planning tools to enhance derelict buildings, such as 'Use it or lose it', CPO's and application of Vacant Site Levy
- Painting & shopfront restoration strategy for Main Street and ACA for an attractive streetfront
- Temporary lets and pop-ups for vacant shopfronts to contribute to vibrancy of town. May also be used to test new concepts and businesses.

Key Criteria

- Local Authority led
- Property ownership
- Potential Funding from Rural Regeneration Development Fund (Category 2) sustainable regeneration project which will drive greater economic activity and footfall, address dereliction and ensure the re-use of heritage and other existing buildings; and Enterprise Ireland - Regional Enterprise



Refurbish traditional shopfronts



Potential refurbishment options (Source: Bringing Back Homes, 2018)



Project 4.C- Repurpose of Courthouse & Bridewell Complex

Main Features

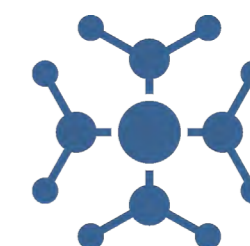
- Renovation of Bridewell & Courthouse Complex as a new community space
- Consider alternate uses to create a 'Newport Community Hub' offering opportunities for all or some of the following uses:
 1. Retail hub: small businesses, weekly markets, cafes
 1. Exhibitions, seasonal events and festivals
 2. Co-working spaces
 3. Digital Library for teens
 4. Community Meeting Space
- Enhance connection with riverside; consider an outdoor cafe
- Consider J Daly as to initiate on small scale as a starter
- Carry out a specific public consultation to invite suggestions for use of the space

Key Criteria

- Local Authority led design
- Potential Funding from Rural Regeneration Development Fund (Category 2) sustainable regeneration project which will drive greater economic activity and footfall, address dereliction and ensure the re-use of heritage and other existing buildings; and Enterprise Ireland - Regional Enterprise



Potential uses for Courthouse & Bridewell Complex



Existing



Courthouse



Bridewell



J Daly Building

Typical Images



Modern updates to heritage structures



Retail & Small Businesses



Co-working Space/ Library



Pop up Exhibition Space



Project 4.D- Streetscape Improvement (Custom Gap Road)

Main Features

- Develop continuous footpath along east edge of Custom Gap Road
- Re-align road edge to create give-way arrangement at the pinch point
- Install appropriate signage and road markings for advance notice
- Street trees, where space permits
- Spill over space with seating & additional trees outside Jail Road car park

Key Criteria

- Property ownership
- Local Authority promoted design in discussion with property owner
- Potential associated public realm funding from Rural Regeneration Development Fund (Public Realm), Town and Village Renewal Scheme

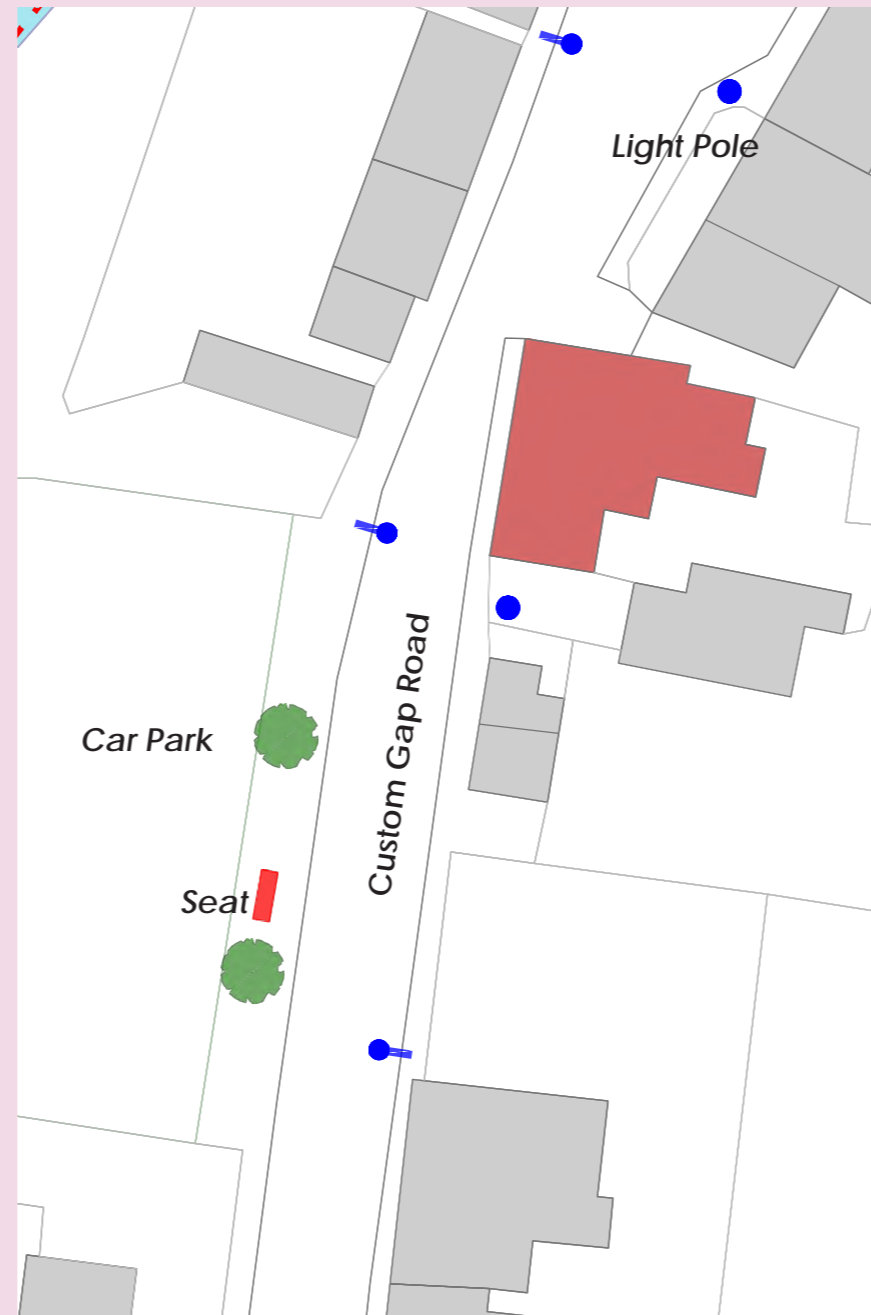
Existing



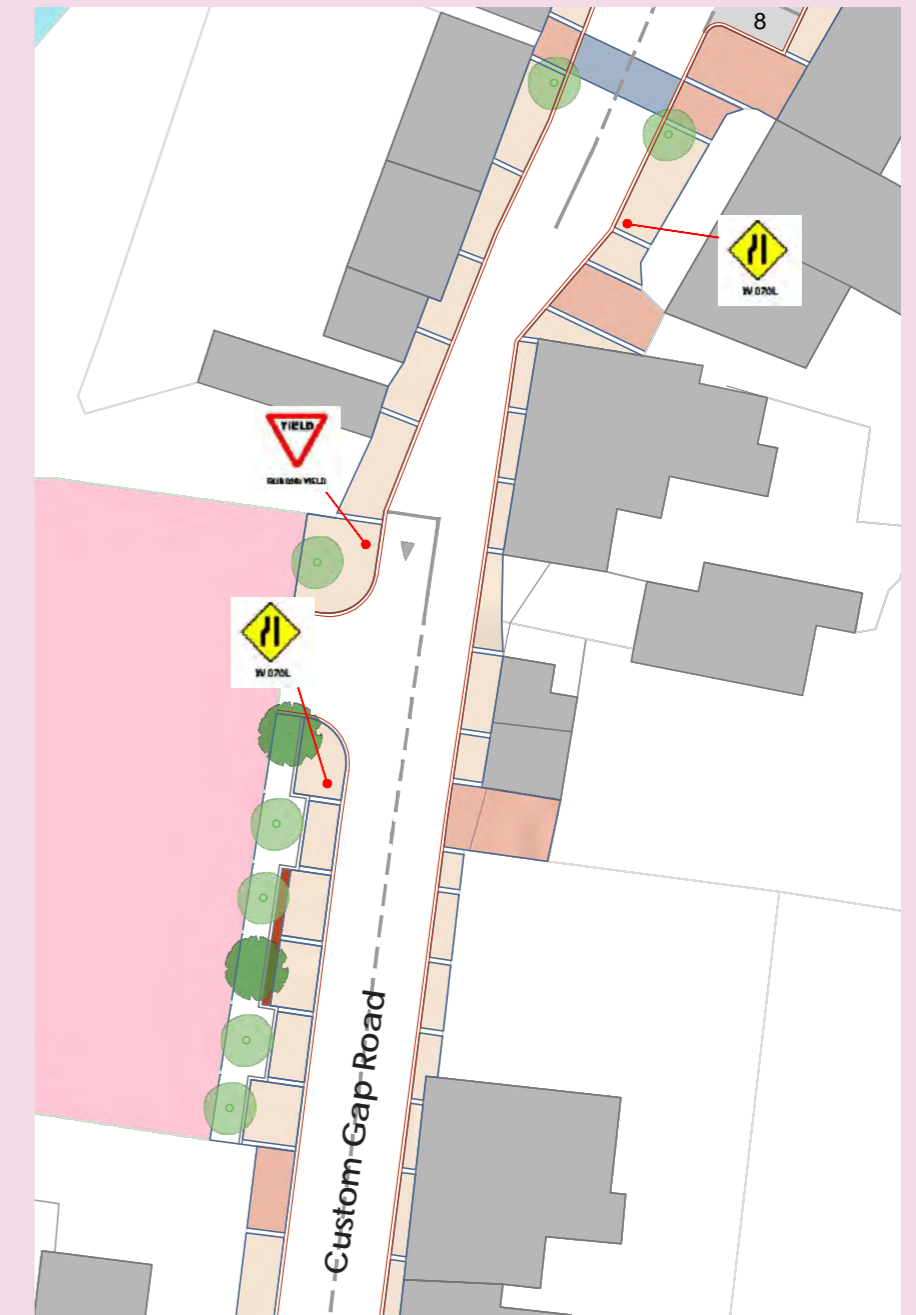
Pinch point for vehicular movement



Disconnect in footpath



Existing



Proposed: Give-way arrangement supported by road marking and signage



Project 5.A- Signage Strategy

Main Features

- Install a tourist information map at the Square with information on walking trails, recreation activities, cafés, bus time table, parking
- Include under appreciated spots like Old Drinking Well and Old Creamery building as part of Town Heritage Trail
- Carry out an audit for existing signage and remove all outdated signs
- Create a cohesive signage design in collaboration with Tidy Towns Committee
- Provide interpretive signage for prominent places of interest
- Finger posts with walking distance information at junctions
- Plaque for buildings of interest
- Use simple markers for recreational trails and cycles both within the town and extending eastwards towards Clare Glens and Keeper Hill

Key Criteria

- Local Authority led design in discussion with property owner
- Potential Funding from Rural Regeneration Development Fund, Town and Village Renewal Scheme



Interpretive Signage



Finger Post



Plaque



Trail Marker

Heritage Locations



Priority Projects

Legible Green Town



For Heritage Location details, see Section 2-4 Natural & Built Heritage



Priority Projects

Legible Green Town

Project 5.B- Open Space Network

Public consultation process acknowledged the role recreational open spaces in Newport have played during pandemic and there were calls for more community gardens (including vegetable gardens).

Sub Projects

The proposal for Open Space Network aims to highlight the following key open spaces:

1. Ball Alley Park: repair and refurbish Ball Alley, upgrade the surrounding park and include a cafe to enhance riverside experience
2. Riverside green west of Bridewell & Car Park: integrate walkways connecting to Town Centre Trails (under Project 3.B) and open up space to access river
3. Riverside along River Lane: upgrade as per Public Realm Proposal (under Project 2.E)
4. Pollinator Programme and rain gardens across amenity spaces in residential estates
5. Explore possibility of temporary farming in vacant sites until they are redeveloped
6. For future development of Opportunity Sites, consider Greenway connections with walking/ cycling routes, linking the town with the Newport Town Park

Experience of these open spaces can further be enhanced by connecting them pedestrian and cycle friendly paths and boardwalks.

Key Criteria

- Property ownership
- Local Authority led design in discussion with property owner
- Potential Funding from Rural Regeneration Development Fund, Town and Village Renewal Scheme, Climate Action Fund

Priority Projects

Legible Green Town

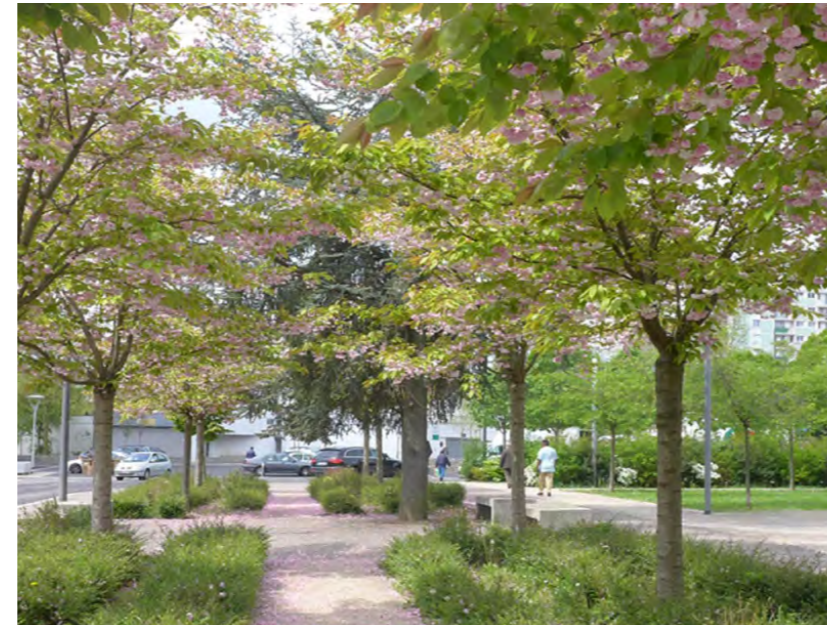


Newport Town Park

- Seasonal festivals: Spring Event at the park, apple harvesting at the Orchard, treasure hunt at the Sensory Garden
- Identify location for a cafe, mobile eatery, outdoor dining restaurant to enhance visitor interest and length of stay



Riverside green



Green connections



Bee friendly planting



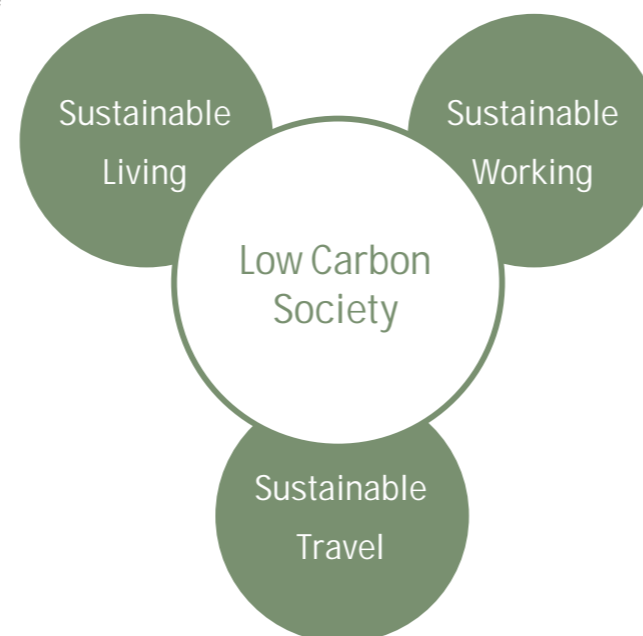
Temporary farming



Project 5.C- Climate Resilient Town

Main Features

- To develop a community led plan and network to support the transition of Newport to a low-carbon society through:
 1. Sustainable living
 2. Sustainable travel
 3. Sustainable services
- Commission Energy Audit for the town, and identify streams of funding to improve energy ratings
- Ensure use of sustainable lighting solutions for all new street lighting
- Promote use of non-motorised transport
- Support community led projects that help to reduce environment impact
- Street trees & SuDS: for climate resilient design & prevent heat island effect
- Planting for Biodiversity: low maintenance plants, suitable for habitat creation
- Integrate all the aforementioned Priority Projects with the lense of 'Sustainability'



Key Criteria

- Local Authority led projects with Special Town Team playing and important role
- Property owners and businesses
- Potential Funding from Rural Regeneration Development Fund, Town and Village Renewal Scheme, Climate Action Fund



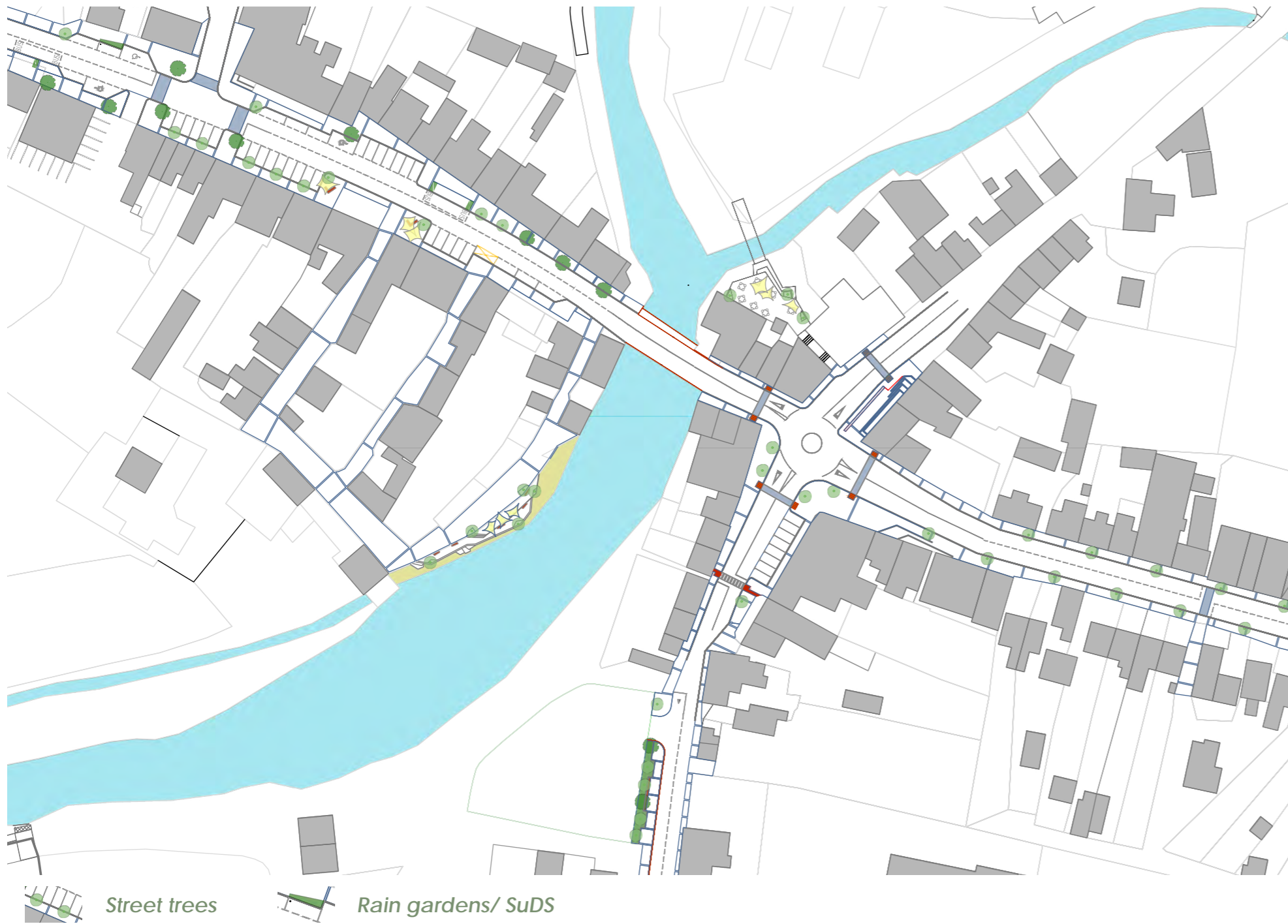
Rain gardens & SuDS



Planting for biodiversity

Priority Projects

Legible Green Town



Street trees

7-Project Delivery

7-1 Proposed Time Frame

	Action/ Project	Short Term	Medium Term	Long Term
A: Attractive Public Realm	Establish a Special Team with representation from local community groups			
	Increase community awareness and engagement through digital and social media			
	Design and develop a town gateway at all entrance locations			
	Improve attractiveness of the Town Centre through a comprehensive public realm up-grade of Main Street			
	Redesign of the Square: Junction improvement, road realignment, footpath buildout and pedestrian crossing			
	Footpath improvement on Cork Road within the Town centre			
	Upgrade laneways (e.g. Chapel Lane, River Lane) as part of public realm with high quality finish			
	Design space for Farmers Market/ Christmas Market			
	Audit and declutter of existing street furniture across town			
	Create a coherent street furniture scheme, including benches, cycle racks, bollards, bins, and light poles			
	Develop a co-ordinated building frontage painting scheme			
B: Well Connected Town	Ensure frequent bus connections from nearby towns and cities			
	Publicise availability of the Local Link bus service			
	Rationalise parking in town centre and allocate limited 'short stay' parking bays for Square and Main Street			
	Carry out audit of street lighting, and propose revised lighting strategy			
	Refresh road markings / traffic calming around schools			
	Promote use of cycles for commute in schools			
	Involve parent groups to organise cycling commutes			
	Identify locations and feasibility of bridges			
	Create new or refurbish existing footpaths along primary roads			
	Improve pedestrian access from Jail Street car park			
	Improve pedestrian crossings across town, specifically across Main Street			
	Provide cycle lane on Custom Gap Road & Cork Road to improve connection with Town Park & GAA Club			
	Enhance river access with new trails			
	Consider a stepped pedestrian connection behind the existing car park to complete walking loops			
Consider off road trails parallel to Tullow Road to complete pedestrian loops				
C: Revitalised Centre	Provide high speed internet to attract more 'Work from Home' residents			
	Restore façade of important heritage buildings on Main Street to upgrade the town streetscape			
	Promote infill development in street facing properties on Pound Street & Cork Road			
	Refurbish the Bridewell & Courthouse complex for community and business use			
	Realign Custom Gap Road to ease traffic bottleneck			

7-2 Potential Funding Opportunities

Some of the current funding options available are as follows:

- Project Ireland 2040 (NPF) Funds
- Urban Regeneration and Development Fund (URDF)
- Rural Regeneration and Development Fund (RRDF)
- Town and Village Renewal Scheme
- Enterprise Ireland – Regional Enterprise
- Disruptive Technologies Innovation Fund
- Climate Action Fund
- Other Funding Streams

Outside of the funding mechanisms provided for under Project Ireland 2040, the following organisations provide potential funding opportunities for delivery of the Strategy

- European Funding Programmes - European Regional Development Fund (ERDF) and Regional Operational Programmes (ROPs);
- Ireland Strategic Investment Fund (ISIF);
- Regional Enterprise Development Fund (REDF);
- Just Transition Fund;
- Enterprise funding and business supports from other development agencies such as the local enterprise offices;
- Town and Village Renewal;
- Outdoor Rural Recreation Scheme;
- CLAR;
- GLAS Heritage Building Scheme;
- Sustainable Energy Ireland Funding Streams etc.
- Any other funds as deemed relevant by EMRA, the local authority or other relevant agency.