



Part 8 Planning Report

for

R445 Roscrea Pedestrian and Cycle Route

June 2022

TCC/21/0006

Planning & Development Act 2000 (as amended) - Part XI

Planning & Development Regulations 2001 (as amended) - Part 8

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The proposed walking and cycling facility will enhance more sustainable modes of transport within the town of Roscrea and encourage more active modes of transportation. This scheme will provide walking and cycling facilities for the existing employees walking or cycling between the Parkmore industrial Estate and Roscrea town, the scheme has the potential to give employees in the area an alternative to using the car and to choose a more sustainable form of transport.

2 POLICY CONTEXT

The following policies and objectives are relevant to the site:

Project Ireland 2040 / National Development Plan 2021 -2030

The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and this has been signalled by the recent increase in the active travel budget. This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, towns and villages across the country, including Greenways. This investment has a transformative potential to substantially increase the numbers choosing to make active travel part of their daily life, improving personal health and mental well-being, making our city, town, and village centres more vibrant and people focused spaces, and significantly addressing our climate action challenge.

The National Sustainability Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys.

The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

Smarter Travel – A Sustainable Transport Future 2009-2020

Actions 15 and 16 of the policy outlines the Government’s vision of creating strong cycling and walking cultures for all towns, villages and rural areas.

‘Smarter Travel, A Sustainable Transport Future’, published by the Department of Transport, recognises that investment in transport infrastructure is important, however, one of the key elements of the document is to ensure people choose sustainable transport modes such as walking, cycling and public transport. The policy is a response to the fact that continued growth in demand for road transport is unsustainable as it will lead to further congestion, further local air pollution, contribute to global warming, and result in negative impacts to health through promoting increasing sedentary lifestyles.

Regional Spatial & Economic Strategy

Active walking and cycle infrastructure will support active health initiatives and healthy communities, encourage transition to sustainable modes of travel, promote sustainable mobility and significantly assist our transition to a lower carbon society.

Walking and Cycling The following walking and cycling objectives are supported and will guide investment subject to the required appraisal:

- Enhance pedestrian facilities in all urban areas in the region;
- Delivery of high-quality safe cycle route network across the Region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks;

Draft Tipperary County Development Plan 2022 -2028

3.4.4 Sustainable Transport and Active Travel

Sustainable transport and active travel are a key focus of the Programme for Government as illustrated by the commitment of an allocation of 10% of the total transport capital budget for cycling projects, and an allocation of 10% of the total capital budget for pedestrian infrastructure. Key areas of focus and change include:

- unprecedented modal shift in all areas by a reorientation of investment to walking, cycling and public transport,
- Sustainable Rural Mobility Plan,
- Accelerating the electrification of the transport system, including electric bikes, electric vehicles, and electric public transport.

12.4 Modal Shift

Smarter Travel a Sustainable Transport Future 2009 – 2020 sets a target for work-related and school-related commuting. In particular, it seeks commuting by car to be reduced from a modal share of 66% to 45% of journeys. The 2016 modal share for work/school related car journeys in Tipperary was 70%, thus, illustrating the challenge ahead. Although the existing countywide modal share is heavily reliant on the private car for commuter/school journeys, there is an opportunity to achieve a modal shift to sustainable transport within Tipperary's compact urban settlements, particularly for the 42% of people who commute for less than 15 minutes each day. The Council will work with the National Transport Authority through the preparation of LTPs and Active Travel Plans (in identifying the cohort of people that can be targeted for a shift to sustainable modes of transport).

Roscrea Local Area Plan 2012 -2018

Strategic Goals of the Development Plan...Achieving Sustainable Development.

Strategic Objective 9: To protect and support strategic infrastructure in the town including the national road network and the Railway Station and to promote sustainable transport patterns in accordance with Smarter Travel – a Sustainable Transport Future: a new Transport Policy for Ireland 2009-2020.

The Council will seek to promote sustainable means of travelling, particularly walking and cycling as an alternative means of travelling for short trips, and the use of public transport for the purposes of commuting.

Policy INF8: Smarter Travel / Design of Developments It is a policy of the Council to take into account the objectives of 'Smarter Travel: A Sustainable Transport Future' in the assessment of development proposals, and to seek to promote sustainable transport through appropriate layout and design and sustainable transport infrastructure.

3 DESCRIPTION OF THE NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT

The proposed active travel scheme is located circa 1km south of Roscrea town centre. The project involves the construction of a 4m wide shared walking and cycling facility on the south side of the existing R445 at Parkmore in Roscrea.

The site boundary extends from the Limerick road roundabout along the R445 within the southern verge to the Templemore Road roundabout. The photo below shows people walking on the hard shoulder towards the Limerick Road Roundabout.



Photo 3.1; Employees walking towards the Limerick Road Roundabout on the existing hardshoulder.

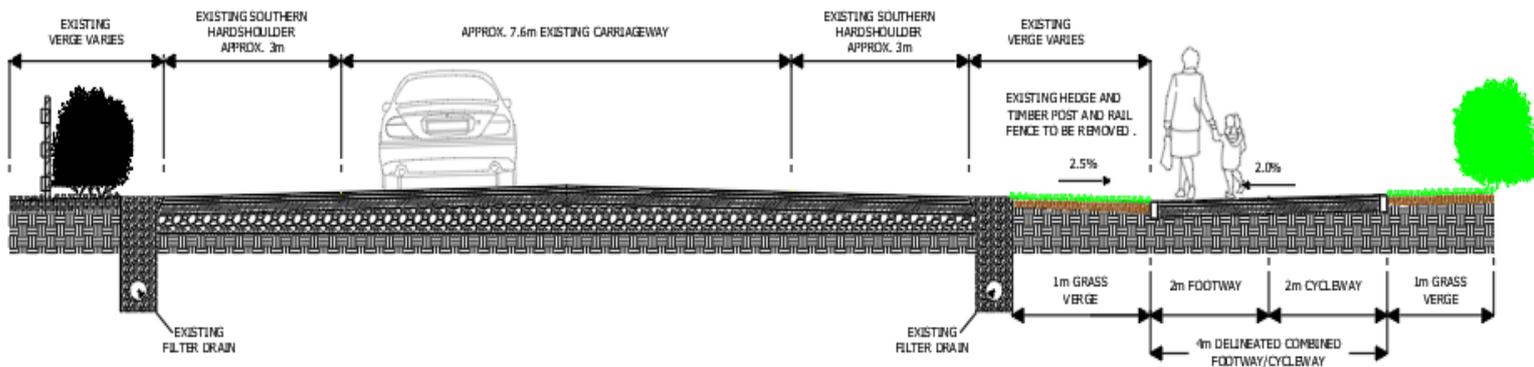
The scheme will benefit the Parkmore Industrial Estate which accommodates multiple employers such as Stapleton's, centenary DIY, Roscrea mart, Rosderra Irish Meats Ltd. and FRS Recruitment. At present the only type of transport infrastructure connecting the Parkmore Industrial Estate to Roscrea is by car, van or other motorised vehicle, there is no provision for pedestrians and cyclists. The employees commuting from nearby residential developments have no choice but to travel by car or walk on the existing hard shoulders of the R445 which is a 100kph road, from the industrial estate to the Templemore roundabout.

The proposed off-road walking and cycling facility will provide a safe space for the current pedestrians and cyclists and will encourage more employees to change to a more sustainable mode of transport.



Photo 3.2 – Employees walking towards the Templemore Roundabout on the existing hardshoulder

The shared path can be accommodated within the existing road boundary from the Limerick road roundabout to the Templemore Road Roundabout. See typical cross section below.



PROPOSED CROSS SECTION SECTION C

The walking and cycling route will cross the Limerick road roundabout at the existing splitter islands onto the south side of the R445 to the Templemore Road Roundabout.

The overall length of the proposed active travel scheme is approximately one kilometre.

3.1 Nature of the Works

The installation of the proposed 4m wide shared facility will include the following works:

- removal of the existing timber post and rail fence along the southern verge of the R445,
- removal of the existing hedge on the southern verge of the R445,
- removal of trees and other vegetation within the route corridor,
- Excavation of acceptable material and importation of sub base for the path foundation,
- Installation of a macadam surface layer with delineation for cyclists and pedestrians,
- Installation of safe crossing points including a Zebra crossing at the Limerick Road Roundabout on the R421 (Limerick Street) crossing.
- Provision of public lighting,
- The works will include surface water drainage, signage and all ancillary works necessary for the completion of the scheme.

This planning application includes the following documents:

- AA Screening
- EIA Preliminary Assessment
- Part 8 Planning Report & Drawings

4 DESIGN STANDARDS AND APPROACH

4.1 Design Standards

The design standard adopted for this scheme follows the requirements of The National Cycle Manual (2011) and Design Manual for Urban Streets (DMURS) (version 1.1 – 2019).

4.2 Design Approach

The project is currently at Preliminary Design Stage. Detailed design of the scheme will be undertaken on successful approval of the Part VIII application and in accordance with any conditions imposed.

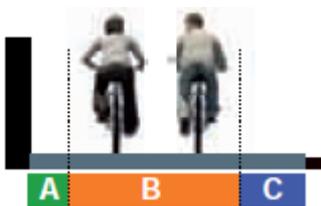
4.3 Proposed Cross Section & Geometry

The width of the proposed path is 4m which will provide 2m for pedestrians and 2m for cyclists in accordance with current standards.

The cycle lane widths are determined using the width calculator in The National Cycle Manual.

There are three basic elements that determine the width of a cycle lane or track, A, B, and C below.

- The space to the left of the cyclist
- The space required to support the cycling regime (two-abreast, single file, overtaking etc.)
- The space to the right of the cyclist



For this project $A = 0.25\text{m}$ kerb to vegetation at the R445 side, $B = 1.75\text{m}$ (Basic two way cycling regime) and $C = 0.0\text{m}$ as the cyclelane is at grade with a 2m wide footpath.

The Design Manual for Urban Streets provides guidance on minimum widths for pedestrians of 1.8m.

5 ENVIRONMENTAL ASSESSMENT

An Appropriate Assessment (AA) Screening Report & Environmental Impact Preliminary Assessment Report were prepared for the project.

The Appropriate Assessment screening concluded that the proposed development would not be likely to give rise to significant or indeterminate impacts on any Natura 2000 site.

Having regard to the information specified under Schedule 7A of the Planning & Development Regulations 2001, as amended and based on an examination of the nature, size and location of the development, it is determined that there is no real likelihood of significant effects on the environment arising from the proposed development and an Environmental Impact Assessment (EIA) is not required.

6 FLOODING

The development is classified as a water compatible development in accordance with the OPW Guidelines. The project does not fall within an OPW Flood Zone.

Historical flood records were checked on the OPW Flood Maps website and on the Tipperary County Council historical flood mapping system. No flooding was recorded within the site on the OPW Flood maps. A portion of the site is located within a recorded pluvial flood zone on the Tipperary County Council Mapping, as shown below.



Figure 6.1 – Flooding: Historical Data

A portion of the proposed development is located within a zone at risk from pluvial flooding, but due to the nature of the project being a water-compatible development, the project can be considered appropriate for this zone.

7 CONCLUSION

This report demonstrates that :

- There is a clear need for the scheme. The proposed development is in accordance with the proper planning and sustainable development of the area, and relevant policy documents including the Draft Tipperary County Development Plan, The Regional Spatial Economic Strategy for the Southern Region and the National Planning Framework.
- The proposed scheme will cater for employees travelling to the Parkmore Industrial Estate and the Town of Roscrea. The scheme will deliver a much safer means to access this busy employment zone by foot and bike.
- The scheme will provide a safer connection between the Parkmore Industrial Estate and both the Limerick road and Rosemary Street into Roscrea Town.
- The proposed works will substantially improve the quality of the pedestrian and cyclist provision in Roscrea Town.
- The facility will ensure that Roscrea town can offer a good quality of life and a sustainable travel option for those who choose to walk or cycle to work.