



Public Realm Projects



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Town Centre Laneways

GRAND CANAL

DAINGEAN RD

KILBRIDE ST

CONVENT RD

COLUMCILLET

HARBOUR ST

STORE ST

O'CARROLL ST

PATRICK ST

MAIN STREET

BRIDGE ST

CHURCH ST

TULLAMORE RIVER

TARA ST

HIGH STREET

TANYARD LN

Lloyd Town Park

Railway Station

CORMAC STREET

O'MOORE ST

Key Public Realm Regeneration Projects



1. Market Square

Description: Public realm enhancement scheme. Opportunity for new identity to Market Square as an attractive flexible public space (multi functional park, town market location, bicycle hub with some elements of carparking retained) with loads of greenery, 'canvas' for public art and the creative, sociable and playful opportunities of town life, new functional space for people.



2. O'Carroll Street

Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, re-arranged parking, upgraded junctions and crossings, cycle facilities on both sides of the road with potential new tree and low level planting and street furniture.



3. Harbour Street

Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, 2-way cycle track, upgraded junctions and crossings, parking rationalisation with potential tree planting and street furniture.



4. Church Street

Description: Public realm and active travel enhancement scheme. Potential proposals include widened pavements, contra flow cycle track, parking re-arrangement with potential tree planting and street furniture.



5. Convent Road

Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, urban greenway on the canal side, carriageway narrowing to 1 lane, optional boats moorings, tree planting, street furniture and upgraded junctions and crossings.



6. O'Connell Street / Kilbride St

Description: Public realm and active travel enhancement scheme. Potential proposals include new footpath and 2-way cycle track along O'Connell St to connect Kilbride St to Grand Canal Greenway, existing pavements upgrade, new tree planting, street furniture and upgraded junctions and crossings with new links to surrounding areas including Texas Site.



7. Patrick Street

Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, upgraded junctions and crossings, optional cycle facilities on both sides of the road with potential new tree and low level planting and street furniture.



8. Store Street

Description: Public realm and active travel enhancement scheme. Potential proposals include widened pavements, contra flow cycle track, new footpath along Grand Canal Harbour Site, upgraded junctions and crossings, potential tree planting and street furniture.



9. Water Lane

Description: Public realm and active travel enhancement scheme. Potential proposals include widened and upgraded pavements, junctions and crossings improvements with potential tree planting and street furniture.

Note: All proposals shown in this chapter are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning and environmental consent etc.)

Key Public Realm Regeneration Projects



10. Cormac Street Roundabout

Description: Public realm and active travel enhancement scheme. Potential proposals include rearranged roundabout to signalised raised table T-junction with pedestrian crossings on all arms, widened footpaths, greening, tree planting and street furniture.



13. Tullamore River Walk

Description: Active travel and connectivity enhancement scheme. Potential proposals include habitats protection, walking, cycling routes along river with occasional water interaction spaces.



16. School Zones

Description: Active travel and safety enhancement scheme. Potential proposals include Safe Routes to School design treatments ie. new crossings, pencil bollards, greening opportunities and street furniture.



11. High Street - Main Street Link

Description: Public realm and active travel enhancement scheme. Potential proposals include new dedicated pedestrian connection through private carpark between High Street and Main Street, improved streetscape, upgraded junctions and new pedestrian crossings, with potential green space and bicycle parking at the top of Tara Street.



14. Cormac Street

Description: Public realm and active travel enhancement scheme. Potential proposals include widened pavements and additional pedestrian crossing points at the Lloyd Town Park entrances.



17. Town Centre Laneways

Description: Public realm and active travel enhancement scheme. Potential to reinforce the pedestrian linkages and opportunity to enhance laneways by creating unique visual experience through quality materials, furniture and lighting.



12. Bridge Street

Description: Public realm and movement enhancement scheme. Potential proposals include introduction of 'bus gate' or pedestrian only zone at Bridge Street to reduce congestion and improve safety in the heart of the town centre and to create a space that pedestrians and cyclists can enjoy and use safely.



15. Lloyd Town Park - Railway Station Link

Description: Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle route along eastern school boundary to connect Lloyd Town Park and railway station.



18. Lloyd Town Park - Tara Street Link

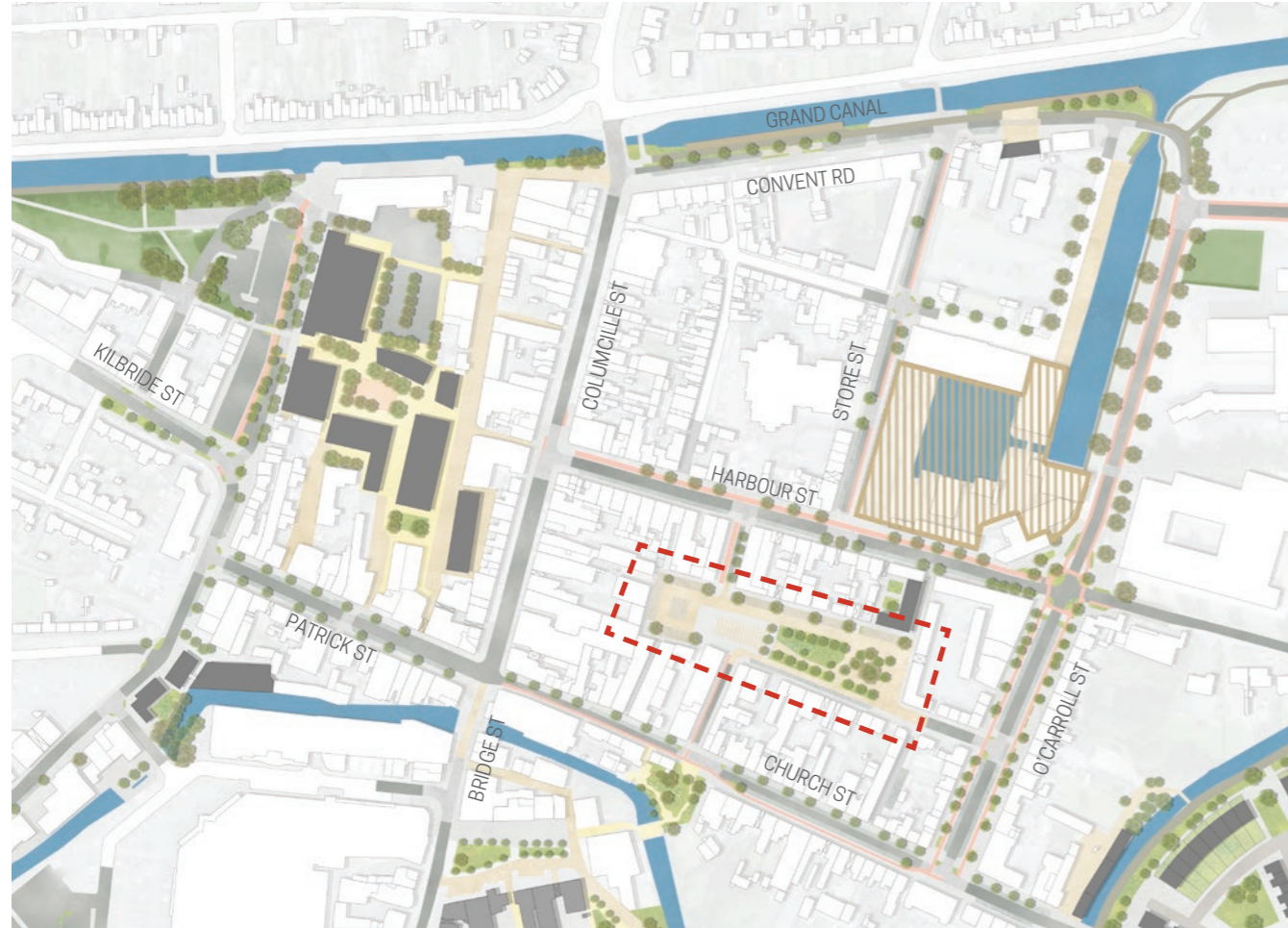
Description: Active travel and connectivity enhancement scheme. Potential proposals include new pedestrian / cycle structure in form of steps and ramps opposite Etb, Further Education Centre to connect Lloyd Town Park and Tara Street.

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Market Square



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- Historic focal point of the town structure.
- Large and busy space particularly during the day.
- Current primary function as a carpark.
- As it is primarily a carpark it offers no quality sense of urban space. It is utilitarian and unattractive.
- Space is well connected to adjoining streets and overall town network.
- Square is primarily designed for traffic circulation with some elements of street furniture and trees.
- Space largely unattractive to pedestrian activity.
- Existing footpaths and roadway in poor repair in places.
- Cluttered appearance of street furniture and street signage.

Key Opportunities:

- Give a new identity to Market Square as an attractive flexible public space with loads of greenery.
- Provide the 'canvas' for public art and the creative, sociable and playful opportunities of town life.
- Re-balance the provision for pedestrians and vehicular traffic and improve permeability through the space.
- Plan for the flexible usage of the square, as a carpark but also as a market and a more active social focal area.
- Consolidate parking on the perimeter of the square and to the west and provide loading facilities.
- Ensure the provision of age friendly and accessible disabled spaces to promote inclusivity, enabling people with disabilities to fully participate in community life and enjoy Market Square with ease and dignity.
- Introduce new functional spaces for people such as open square with seating and water features, green lawn for passive recreation and sensory garden with seating and tree planting to support health and wellbeing.
- Explore options of incorporating rain gardens within the space and permeable materials for parking bays.
- Improve streetscape by using high quality paving, lighting, planting, public art, bicycle parking and street furniture.
- Provide wide footpaths around the square with designated seating areas in front of pubs/ restaurants etc.
- Introduce access for all raised table junctions with at grade pedestrian crossings in critical locations.
- Explore options for additional pedestrian links from adjoining streets.
- Examine potential for the vacant/derelict buildings at the Gas House Lane/Harbour Street junction to compliment New Market Square function.

Market Square Potential

POTENTIAL (ILLUSTRATIVE ONLY)





Key Potential Features:

1. One way street with contraflow cycle lane
2. Ramp up/down (whole square area at one level)
3. Dedicated outdoor dining/seating area
4. Formal Square with water features, public art and seating
5. Bicycle parking
6. Existing parking/ loading retained with EV charging bays
7. Open lawn area for passive recreation
8. Sensory garden with seating
9. One way street
10. 2-way cycle track
11. One way street
12. Retained parking
13. 2-way street
14. Red outline of structure to be potentially demolished
15. Rationalised parking with EV charging bays
16. Potential pedestrian link from Church St
17. Potential for new development
18. Potential public space and link to Harbour St through redeveloped site
19. One way street with widened footpath on east side
20. Pedestrian priority vehicular access treatment

Note:

Entire Market Square could be closed for traffic and all parking spaces could accommodate market stalls if required.

Key public spaces such as square, lawn and garden can still be used irrespectively.

-  Protected Structure
-  Public Art Potential

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Market Square Potential



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Market Square Potential



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Market Square Potential

POTENTIAL MARKET/EVENTS OPPORTUNITIES (ILLUSTRATIVE ONLY)



 Potential Market Stalls/ Tents/
 Event Areas

Precedent Examples:



O'Connor Square



St. Nicholas Market Church Lane, Galway

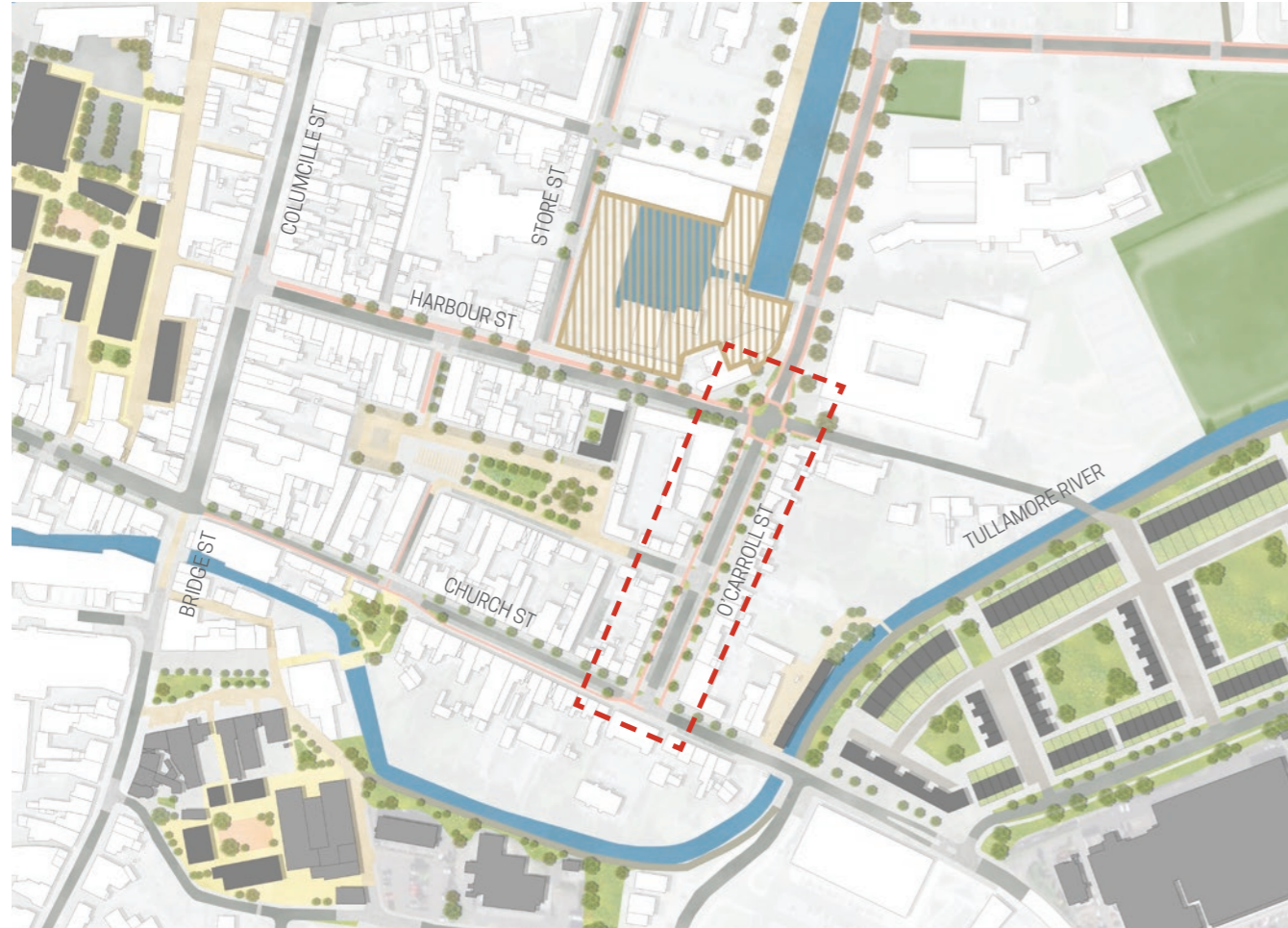


Fair Green Carpark Market, Navan

O'Carroll Street



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Key Observations:

- Very wide historic street with some high quality architectural frontages and a number of protected buildings.
- Busy traffic street with vehicular priority.
- Current primary function as a on street carpark with visual over-dominance of perpendicularly parked cars.
- Limited amount of trees and no additional greenery.
- Visually attractive building facades, shop-fronts and business uses.
- Existing surfaces outdated and in poor conditions in many locations.



Key Opportunities:

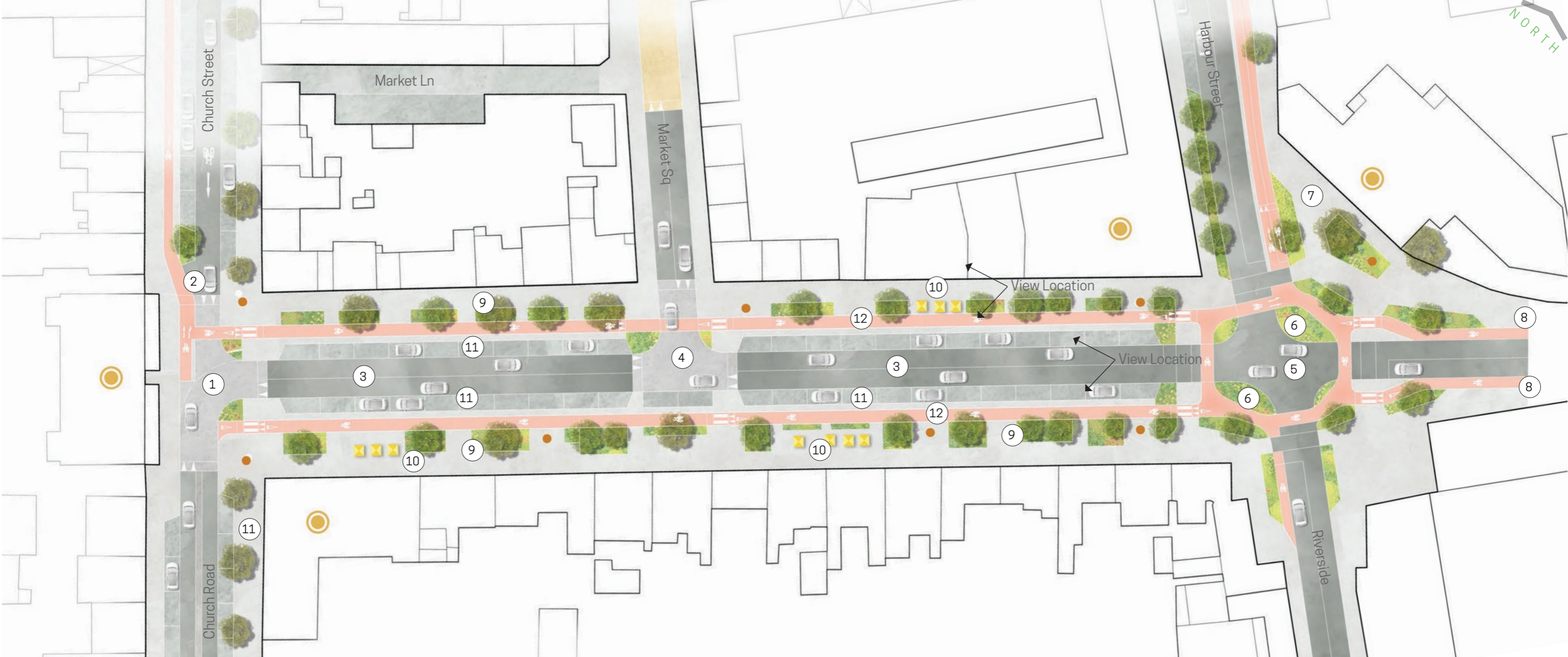
- Give a new identity to O'Carroll Street as an attractive green breathing space with arts showcase potential to compliment historic character of the street.
- Re-balance the provision for pedestrians, cyclists and vehicular traffic and improve safety for all and permeability across and along the space.
- Introduce dedicated cycling facilities on both sides of the road.
- Introduce extensive greening scheme along the full length of street with mix of rain gardens and planting beds with trees
- Re-orientate perpendicular parking to parallel to reduce risk of reversing into another vehicle, which would also improve general traffic flow.
- Provide sufficient age friendly and accessible disabled parking spaces to ensure people with disabilities can safely and conveniently access businesses, services, and public areas, fostering inclusivity and equal mobility for all.
- Explore options of incorporating permeable materials for parking bays.
- Improve streetscape by using high quality paving, lighting, planting, public art, bicycle parking and street furniture .
- Provide wide footpaths along the street with designated seating areas in front of cafes, restaurants, and between green spaces to ensure that people with disabilities can navigate comfortably and access these spaces with ease.
- Introduce access for all raised table junctions with at grade pedestrian crossings in critical locations.
- Remodel existing roundabout to cater for reduced speed and cyclists safety with upgraded pedestrian crossings around Tullamore College entrance.



Existing Photos

O'Carroll Street Potential



POTENTIAL (ILLUSTRATIVE ONLY)



Key Potential Features:

- 1. Raised table treatment
- 2. Contra-flow cycle track at Church Street
- 3. 2-way street, width reduced to required minimum
- 4. Raised table treatment with uncontrolled crossings and rain gardens at the corners
- 5. Existing roundabout changed to signalised protected junction
- 6. Rain gardens to create green buffer around the junction
- 7. Special treatment space in front of St Mary's Centre with greening and public art
- 8. Widened footpaths and cycle facilities on the route to schools and to canal (CPO might be required on schools side)
- 9. Series of rain gardens and raised planters along the street with gallery of public art and occasional seating between
- 10. Dedicated outdoor dining/seating area
- 11. Perpendicular parking reorientated to parallel
- 12. Protected cycle tracks on both sides of the road

Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

-  Protected Structure
-  Public Art Potential

O'Carroll Street Potential



Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

O'Carroll Street Potential

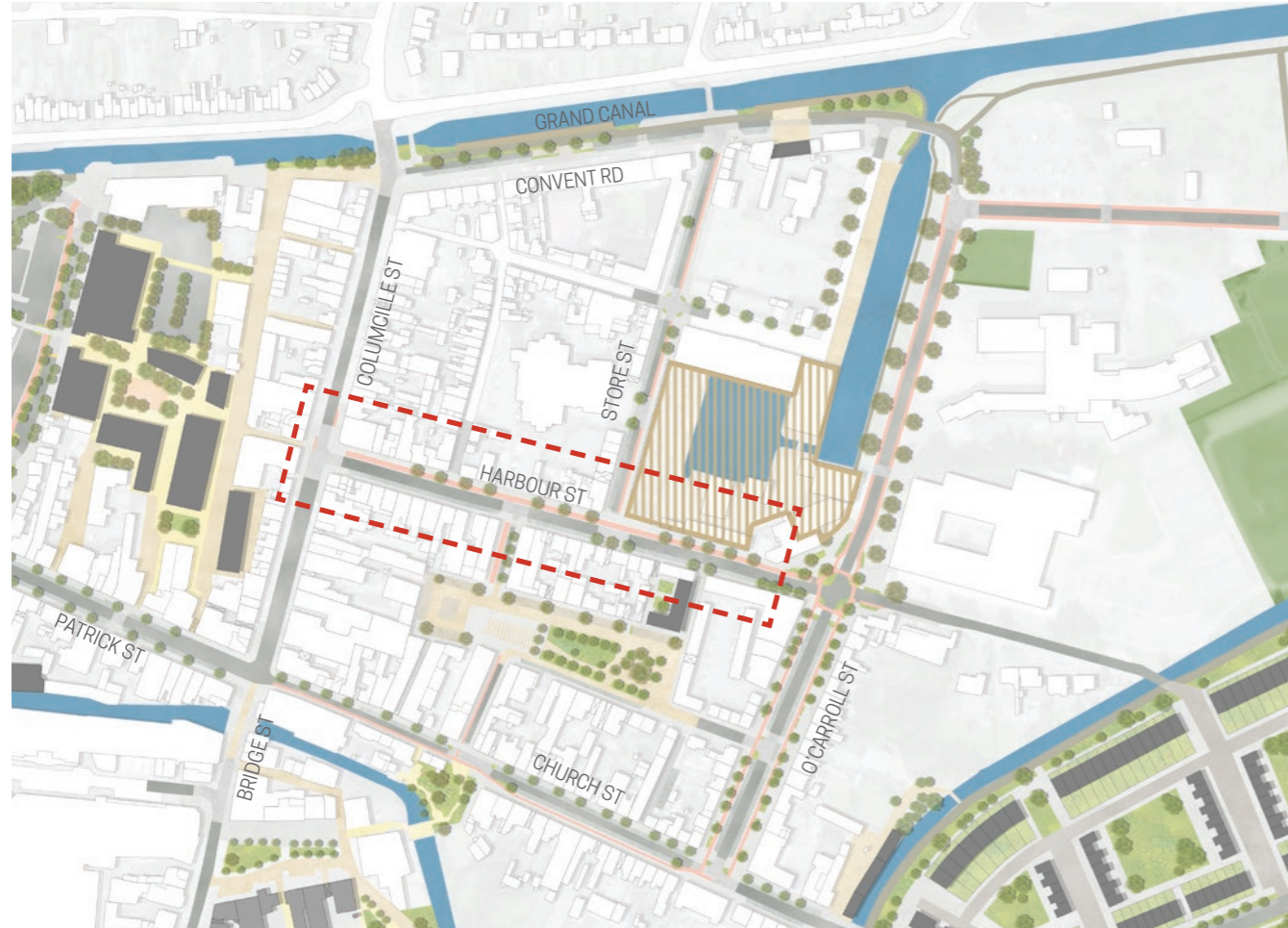


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Harbour Street



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- Key historic street in the town with some high quality architectural frontages and a number of protected buildings.
- 2 way street with parking on both sides.
- High activity street with number of visually attractive building facades, shop-fronts and business uses.
- Number of derelict/vacant buildings along the street.
- Lack of greenery and trees.
- Existing surfaces outdated and in poor conditions in many locations.
- Visual and physical over-dominance of parked cars due to the extensive width of the carriageway.

Key Opportunities:

- Improve a historic identity of Harbour Street as an attractive and active urban street with elements of greening.
- Seek/encourage redevelopment of vacant/derelict buildings with commercial, social/cultural and residential uses.
- Re-balance the provision for pedestrians, cyclists and vehicular traffic and improve safety for all and permeability along the street.
- Provide sufficient age friendly and accessible disabled parking spaces to ensure people with disabilities can safely and conveniently access businesses and services.
- Provide segregated 2-way cycle track on the north side of the street to improve cyclists safety and movement through the town centre.
- Explore options of incorporating rain gardens and permeable materials for parking bays.
- Provide dedicated/flexible spaces for outdoor dining/seating.
- Improve streetscape by using high quality paving, lighting, planting, public art, bicycle parking and street furniture.
- Widen footpaths along the street, to ensure that people with disabilities can navigate comfortably and access these spaces with ease, provide tree planting and reduce carriageway width to minimum required.
- Introduce access for all raised table junctions with at grade pedestrian crossings in critical locations.
- Working with business and property owners, further improvements to the presentation of buildings and shopfronts with appropriate materials, fenestration and colours.

Harbour Street Potential

POTENTIAL (ILLUSTRATIVE ONLY)



Key Potential Features:

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. 2-way street 2. Raised table treatment 3. 2-way cycle track 4. Main entry area to Grand Canal Harbour site 5. Widened footpaths with tree planting 6. Pedestrian priority junction treatment 7. Pedestrian priority vehicular access treatment | <ul style="list-style-type: none"> 8. Shared street treatment to Chapel Street 9. Dedicated outdoor dining/seating area (parking) 10. Red outline of structure to be potentially demolished 11. Potential for new development 12. Potential public space and link to Harbour St through redeveloped site 13. One way traffic street with widened footpath on east side 14. High quality feature surface treatment to emphasize front of entrance area to the Church of the Assumption |
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Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

- Protected Structure
- Public Art Potential

Harbour Street Potential

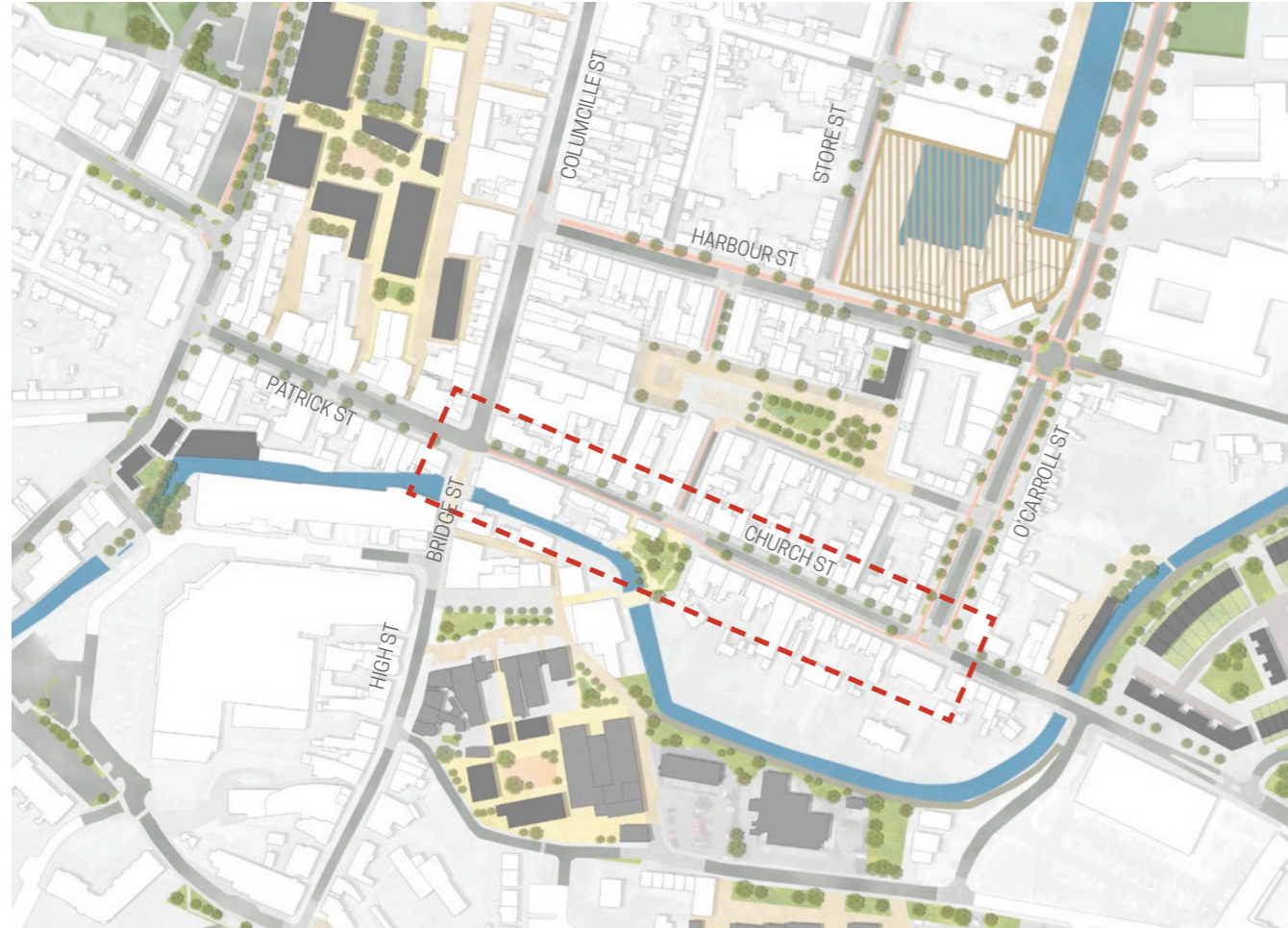


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Church Street



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- Historic street with some high quality architectural frontages and a number of protected buildings.
- 1 way street with number of active frontages towards on the west end.
- Substantial number of derelict/vacant buildings along the street.
- Lack of greenery and trees.
- Existing footpaths narrow at some places.
- Existing surfaces outdated and in poor conditions in many locations.
- Cluttered appearance of street furniture, overhead wires and street signage.

Key Opportunities:

- Improve a historic identity of Church Street as an attractive urban street with elements of greening.
- Seek/encourage redevelopment of vacant/derelict buildings with commercial, social/cultural and residential uses.
- Implement proposed part 8 scheme linking O'Connor Square to Church Street.
- Re-balance the provision for pedestrians, cyclists and vehicular traffic and improve safety for all and permeability along the street.
- Re-orientate angular parking on the east part of the street to parallel to reduce risk of reversing into cyclist or to another vehicle, which would also improve general traffic flow.
- Provide sufficient accessible disabled parking spaces to ensure people with disabilities can safely and conveniently access houses, businesses, services, and public areas, fostering inclusivity and equal mobility for all.
- Provide segregated contra-flow cycle track along the street to improve cyclists safety and movement through the town centre.
- Explore options of incorporating rain gardens and permeable materials for parking bays.
- Improve streetscape by using high quality paving, lighting, planting, bicycle parking and street furniture .
- Widen footpaths along the street to ensure that people with disabilities can navigate comfortably and access these spaces with ease, provide tree planting and reduce carriageway width to minimum required.
- Potential to underground overhead utilities.
- Introduce access for all raised table junctions with at grade pedestrian crossings in critical locations.
- Working with business and property owners, further improvements to the presentation of buildings and shopfronts with appropriate materials, fenestration and colours.

Church Street Potential



POTENTIAL (ILLUSTRATIVE ONLY)



Key Potential Features:

- 1. One way street with contra-flow cycle track, limited parking
- 2. Raised table treatment with uncontrolled crossings
- 3. One way street with parking reorientated to parallel to reduce risk of reversing into a cyclist or to another vehicle
- 4. Contra-flow protected cycle track
- 5. Widened footpaths with tree planting
- 6. Raised table treatment
- 7. Part 8 pedestrian link and public space connecting O'Connor Square to Church Street
- 8. Special treatment space as a extension of planned part 8 pedestrian link
- 9. Potential pedestrian link through disused laneway
- 10. Market Sq Ln with wider footpaths and contraflow cycle lane
- 11. Potential upgrade of Market Lane to shared space
- 12. Pedestrian priority junction treatment

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-  Protected Structure
-  Public Art Potential

Church Street Potential

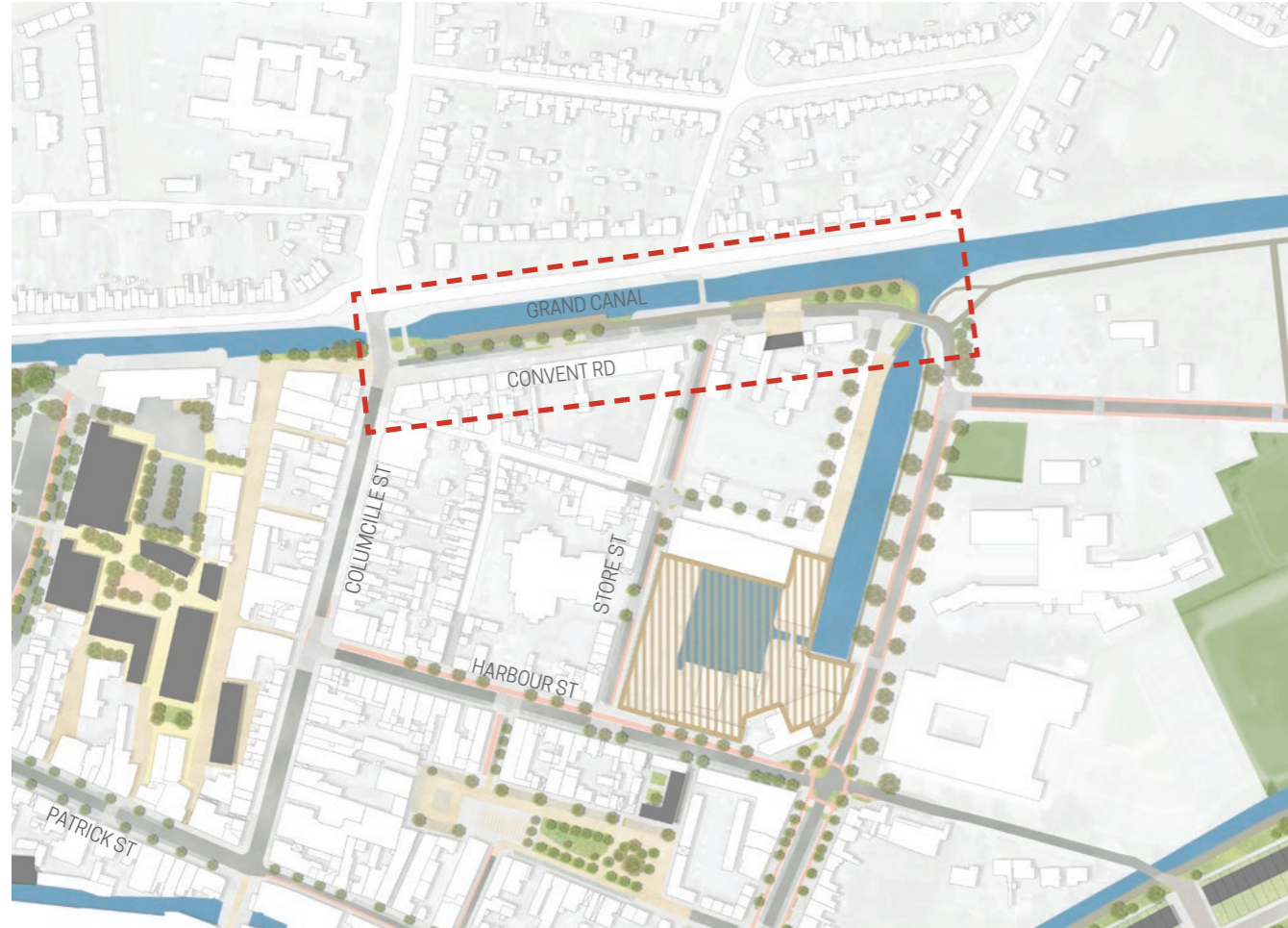


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Convent Road



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

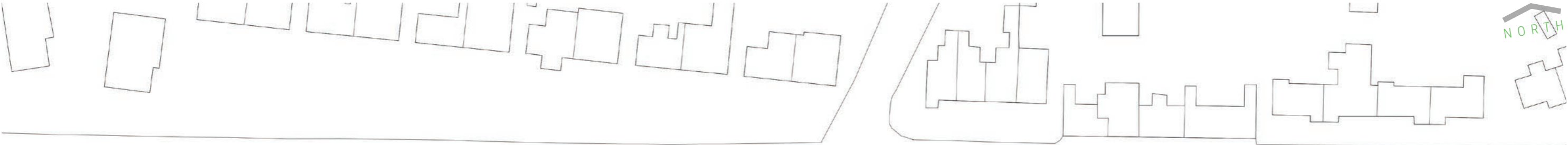
- 2 way street with on street parking on the south side.
- Narrow footpath on the canal side.
- Low railing along the canal bank.
- Existing surfaces outdated and in poor conditions in many locations.
- Overhead wires.
- Very busy at school times.
- Extensive junction at St Brigid's Pl.
- No footpath at the Whitehall Bridge.

Key Opportunities:

- Potential to transform Convent Road into high quality waterfront street.
- Re-balance the provision of pedestrians and vehicular traffic and improve safety for all and permeability along the street and to ensure that people with disabilities can navigate comfortably and access public realm with ease.
- Provide dedicated greenway / shared way along the canal for pedestrians and cyclists with new tree planting where feasible.
- Improve streetscape by using high quality paving, lighting, public art, bicycle parking and street furniture .
- Potential to introduce 1 way traffic system.
- Potential to open up access to the water by removal of the railings and introduction of boat moorings.
- Whitehall Bridge to become one way traffic with new footpath space for pedestrians and cyclists.
- Introduction of raised table junctions with at grade pedestrian crossings at critical locations.
- Potential to implement school zone treatment in front of St Philomenas School.
- Potential to re-purpose vacant former warehouse building (NIAH) beside former St Columba's Classical School.

Convent Road Potential

POTENTIAL (ILLUSTRATIVE ONLY)



Convent View



Key Potential Features:

- 1. Dedicated greenway / shared way for pedestrians and cyclists
- 2. Carriageway reduced to one lane, 1 way street
- 3. Raised table treatment along school frontage with dedicated crossing
- 4. Potential water interaction space and boats moorings
- 5. Potential green buffer along shared way with tree planting
- 6. Widened footpaths
- 7. Plaza in front of re-purposed vacant former warehouse building
- 8. Raised table crossing with uncontrolled crossings
- 9. Raised table crossing as an extension of proposed new plaza
- 10. Retained raised table crossing
- 11. Additional tree planting along the moorings
- 12. New path passes under the bridge
- 13. Carriageway reduced to one lane of traffic to allow for footpath

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- Protected Structure
- Public Art Potential

Convent Road Potential

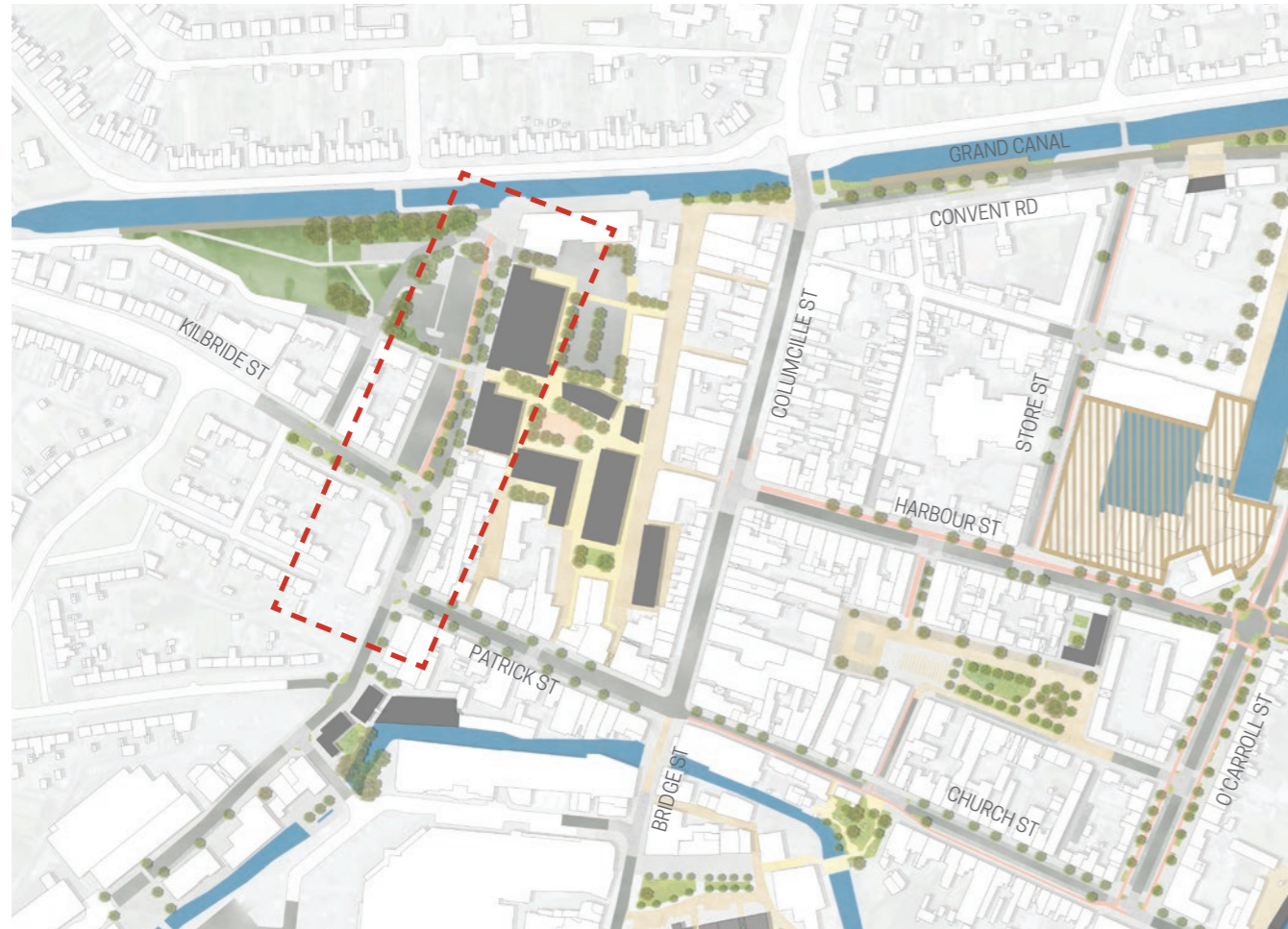


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O'Connell Street /Kilbride Street



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- Narrow street mainly serving carpark access.
- No footpaths on any side on the way to Grand Canal.
- Good tree planting around the carpark.
- Large opportunity site along the east side of the street.
- Existing surfaces outdated and in poor conditions in many locations.
- Overhead wires.
- Lack of pedestrian facilities.
- Extensive junction at Kilbride Street.
- Footpaths at Kilbride street narrow in some places.

Key Opportunities:

- Potential to create new green street linking Grand Canal and Kilbride St and providing good access to Texas opportunity site.
- Re-balance the provision for pedestrians, cyclists and vehicular traffic and improve safety for all and permeability along the streets.
- Provide dedicated/flexible spaces for outdoor dining/ seating at Kilbride Street/ Water Lane.
- Improve streetscape by using high quality paving, lighting, planting, public art, bicycle parking and street furniture .
- Potential to create new 2-way cycle track along east edge of the carpark linking Kilbride St to Grand Canal Greenway
- Potential to create new pedestrian link through carpark connecting Texas site and Kilbride Park
- Existing carpark layout rearranged (optional market space)
- Provide new footpaths along the O'Connell Street and widen existing footpaths at the north side of Kilbride St to ensure that people with disabilities can navigate comfortably and access public realm with ease, provide tree planting and reduce carriageway widths to minimum required.
- Introduce access for all raised table junctions with at grade pedestrian crossings at critical locations with rain gardens at the corners.
- Potential to incorporate substantial rain gardens to the south side of Kilbride Street with public seating.

O'Connell Street /Kilbride Street Potential

POTENTIAL (ILLUSTRATIVE ONLY)



Key Potential Features:

- 1. Public space upgrade potential
- 2. Raised table treatment with uncontrolled crossings
- 3. 2 way street
- 4. Raised street junction treatment with dedicated pedestrian crossing and pedestrian priority vehicular access
- 5. New pedestrian link through carpark to Kilbride Park
- 6. Existing carpark layout rearranged
- 7. Raised table treatment with uncontrolled crossings
- 8. Optimised road width with retained parking at Kilbride St
- 9. Potential rain gardens with seating
- 10. Dedicated outdoor dining/seating area
- 11. Widened footpaths with tree planting and occasional rain gardens
- 12. New footpath with tree planting
- 13. Raised table treatment with uncontrolled crossings and rain gardens at the corners

- 14. Potential Texas site vehicular access
- 15. Pedestrian link to Texas site through shared street
- 16. Potential 2-way cycle track

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- Protected Structure
- Public Art Potential
- Potential Market Stalls Areas

O'Connell Street /Kilbride Street Potential

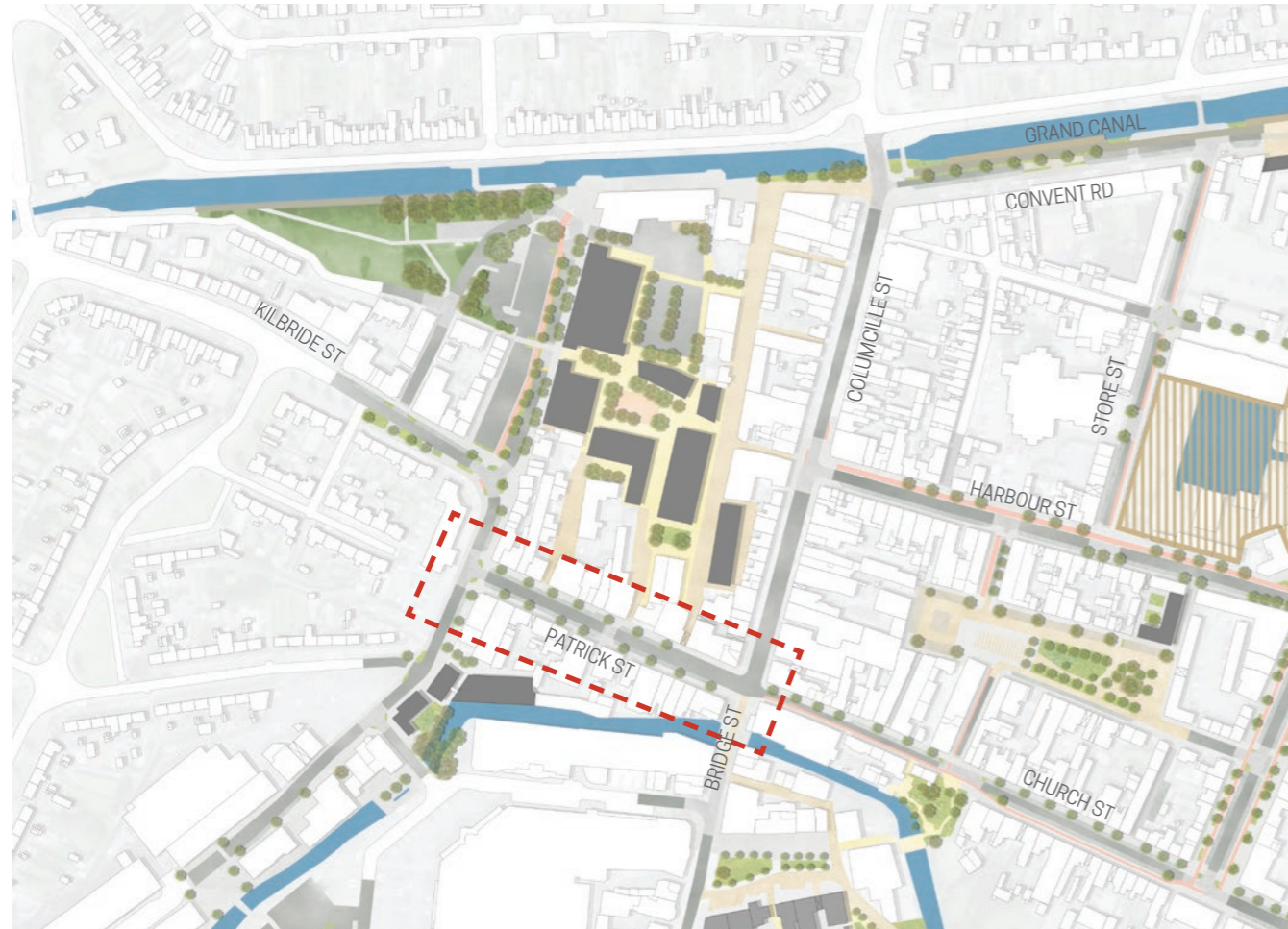


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Patrick Street



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- Key historic street in the town with high quality architectural frontages
- 2 way street with parking on both sides.
- High activity street with number of visually attractive building facades, shop-fronts and business uses.
- Trees provided in the tree planters
- Existing surfaces outdated and in poor conditions in many locations.
- Cluttered appearance of street furniture, bollards, overhead wires and street signage.
- Lack of desired pedestrian crossings at the Water Lane junction.

Key Opportunities:

- Improve a historic identity of Patrick Street as an attractive and active urban street with elements of greening.
- Re-balance the provision for pedestrians and vehicular traffic and improve safety for all and permeability along and across the street.
- Explore options of incorporating permeable materials for parking bays.
- Provide sufficient accessible disabled parking spaces to ensure people with disabilities can safely and conveniently access businesses, services, and public areas, fostering inclusivity and equal mobility for all.
- Improve streetscape by using high quality paving, lighting, planting, public art, bicycle parking and street furniture .
- Widen footpaths along the street to ensure that people with disabilities can navigate comfortably and access streetscape with ease, provide tree planting and reduce carriageway width to minimum required.
- Introduce new raised table zebra crossing.
- Potential to underground overhead services.
- Potential to introduce cyclists/vehicles shared street treatment with central textured strip in the road that prompts drivers to take an extra care, optional parking replacement with cycle tracks on both sides.
- Remodel existing roundabout at the junction with Water Lane to signalised T-junction with rain gardens at the corners.

Patrick Street Potential



POTENTIAL (ILLUSTRATIVE ONLY)



Key Potential Features:

1. Raised table signalised junction with traffic lights controlled crossings and rain gardens at the corners to replace existing roundabout
2. Widened footpaths at Water Lane
3. Dedicated loading bay/ parking
4. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care
5. Dedicated raised table zebra pedestrian crossing
6. Widened footpaths with tree planting
7. Signalised junction unchanged
8. Pedestrian link to Texas site through shared street
9. Potential pedestrian link to Texas site

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-  Protected Structure
-  Public Art Potential

Patrick Street Potential



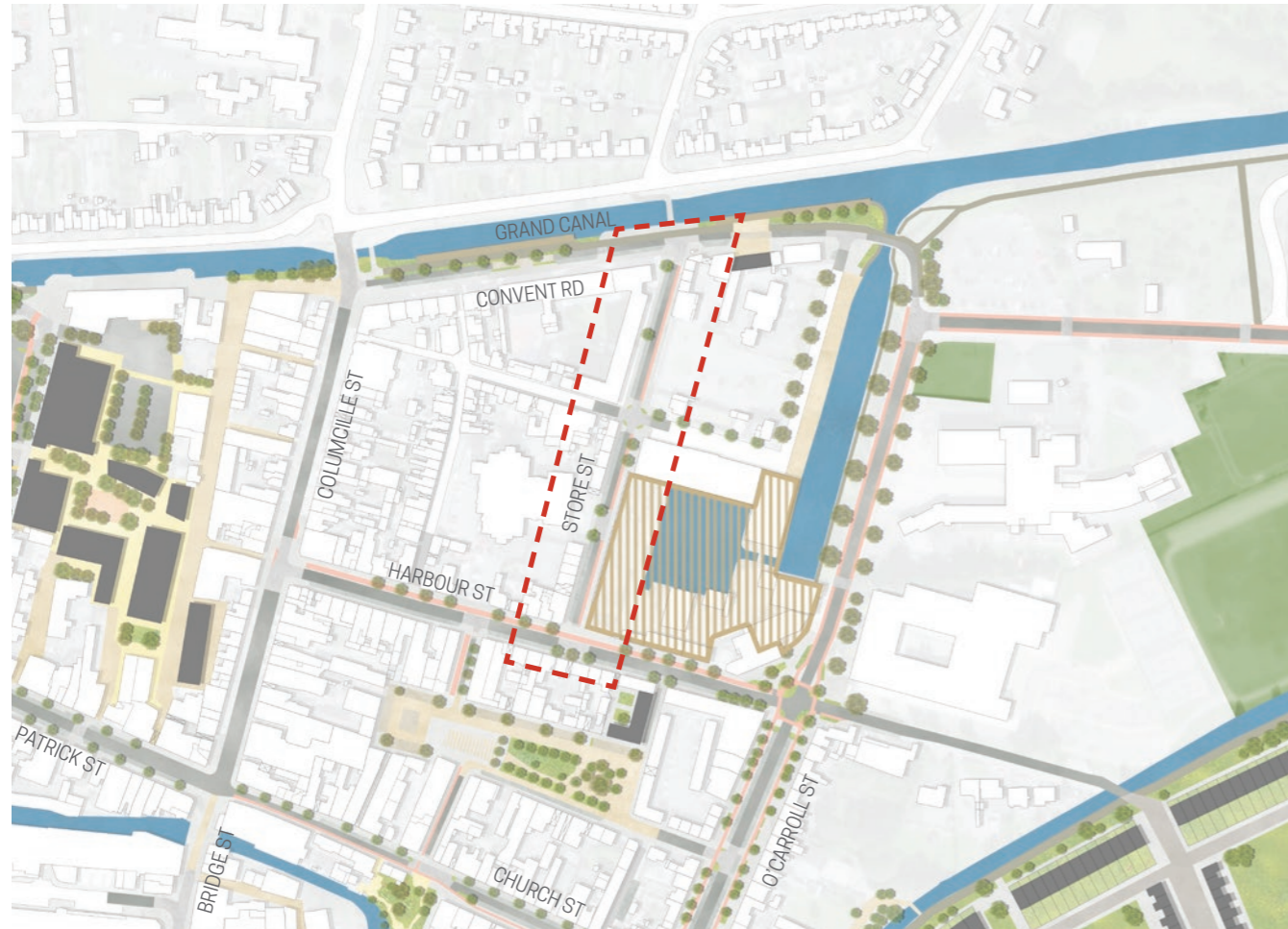
POTENTIAL OPTION WITH CYCLE FRIENDLY STREET (ILLUSTRATIVE ONLY)

Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

Store Street



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- Narrow street connecting Harbour Street to the Grand Canal
- 2 way street with parking on both sides
- Lack of greenery and trees.
- Existing footpaths narrow or nonexistent at some places.
- Existing surfaces outdated and in poor conditions in many locations.
- Cluttered appearance of street furniture, overhead wires and street signage.

Key Opportunities:

- Improve an identity of Store Street as an attractive urban street with elements of greening.
- Re-balance the provision for pedestrians, cyclists and vehicular traffic and improve safety for all and permeability along the street.
- Limit on street parking to one side only to provide comfortable footpaths on both sides of the street.
- Provide sufficient accessible disabled parking spaces to ensure people with disabilities can safely and conveniently access houses, businesses, services, and public areas, fostering inclusivity and equal mobility for all.
- Provide segregated contra-flow cycle track along entire street length
- Store Street to be 1 way only
- Explore options of incorporating rain gardens and permeable materials for parking bays.
- Improve streetscape by using high quality paving, lighting, planting, bicycle parking.
- Widen footpaths along the street to ensure that people with disabilities can navigate comfortably, provide tree planting and reduce carriageway width to minimum required.
- Potential to underground overhead services.
- Introduce access for all raised table junctions with at grade pedestrian crossings in critical locations.
- Potential for high quality special design surface treatment to emphasize front of entrance area to the Church of the Assumption

Store Street Potential

POTENTIAL (ILLUSTRATIVE ONLY)





Key Potential Features:

- 1. Pedestrian priority junction treatment
- 2. New footpath
- 3. Widened footpath with occasional tree planting and retained parking
- 4. High quality feature surface treatment to emphasize front of entrance area to the Church of the Assumption with potential pedestrian link to Grand Canal Harbour site
- 5. Raised table treatment with uncontrolled crossings and rain gardens at the corners

- 6. 1 way street with contra-flow cycle track
- 7. Raised table treatment with uncontrolled crossings
- 8. Dedicated greenway / shared way for pedestrians and cyclists
- 9. Carriageway reduced to one lane, 1 way street
- 10. Widened footpath

Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

-  Protected Structure
-  Public Art Potential

Store Street Potential

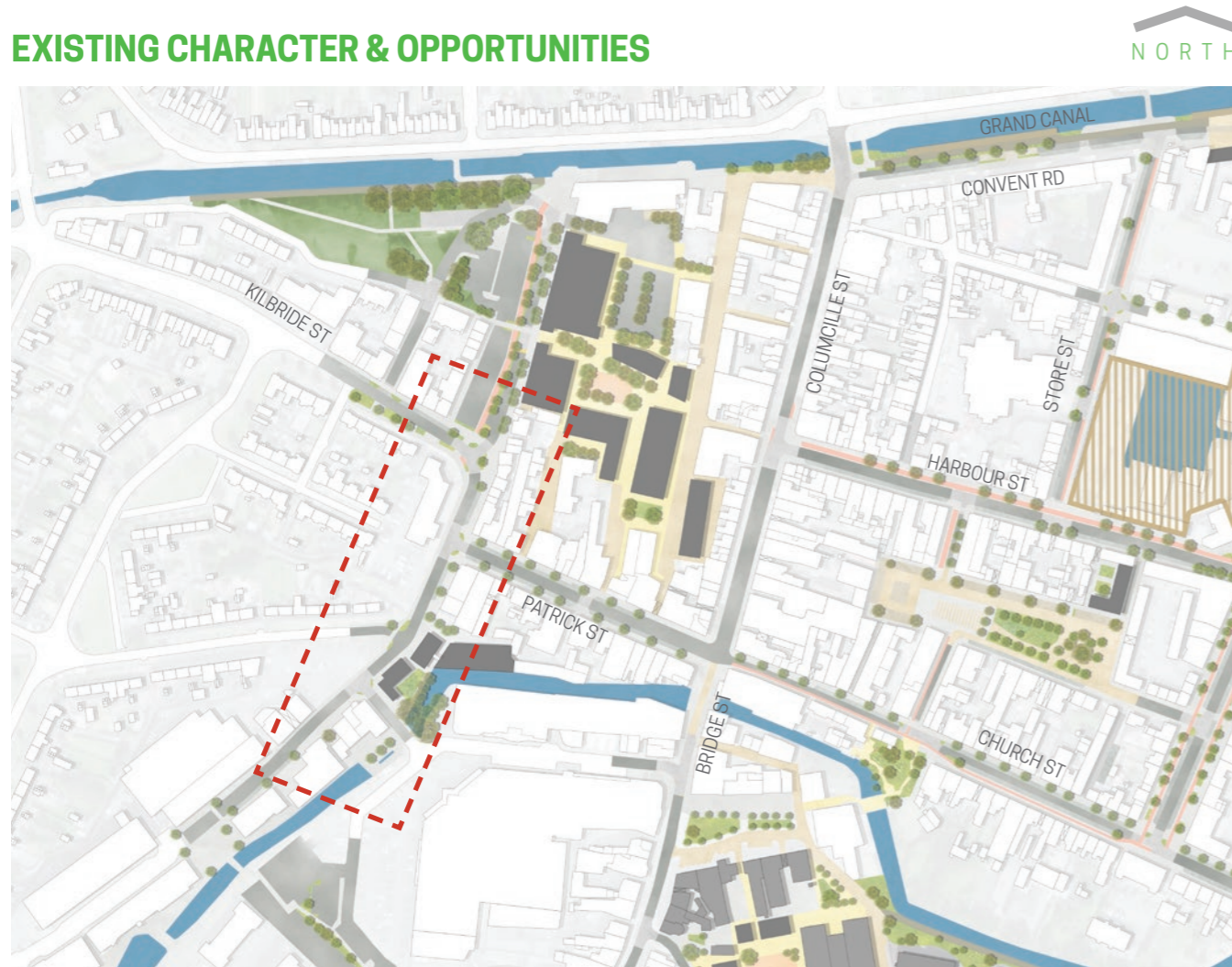


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Water Lane



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- Key historic street in the town.
- 2 way street with some elements of parking.
- Number of derelict/vacant historic buildings along the street.
- Lack of greenery and trees.
- Existing footpaths very narrow at some places.
- Existing surfaces outdated and in poor conditions in many locations.
- Cluttered appearance of street furniture, bollards, railings, overhead wires and street signage.
- Lack of desired pedestrian crossings at the Water Lane and Main Street/ Patrick Street junctions.
- Footpaths at Tullamore River bridge very narrow.
- Street designed for cars, unattractive for pedestrians

Key Opportunities:

- Improve a historic identity of Water Lane as an attractive and active urban street with elements of greening.
- Re-balance the provision for pedestrians and vehicular traffic and improve safety for all and permeability along and across the street.
- Explore options of incorporating permeable materials for parking bays.
- Improve streetscape by using high quality paving, lighting, planting, public art, bicycle parking and street furniture .
- Widen footpaths along the street to ensure that people with disabilities can navigate comfortably, provide tree planting and reduce carriageway width to minimum required.
- Introduce access for all raised table junctions with at grade pedestrian crossings in critical locations.
- Potential to underground overhead services.
- Potential to introduce cyclists/vehicles shared street treatment with central textured strip in the road that prompts drivers to take an extra care.
- Remodel existing roundabout at the junction with Water Lane to signalised T-junction with rain gardens at the corners.
- Examine potential for reusing vacant/derelict historic buildings around Tullamore River bridge including new river related public spaces.

Water Lane Potential

POTENTIAL (ILLUSTRATIVE ONLY)



Key Potential Features:

- 1. Raised table treatment with uncontrolled crossings and rain gardens at the corners
- 2. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care
- 3. Dedicated loading bay/ parking
- 4. Dedicated outdoor dining/seating area
- 5. Widened footpaths with tree planting
- 6. Raised table signalised junction with traffic lights controlled crossings and rain gardens at the corners to replace existing roundabout
- 7. Pedestrian priority junction treatment
- 8. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care
- 9. Potential small public space with planting, public art and outdoor seating
- 10. Potential for new development (residential with food&bewerege at the ground floor)
- 11. Derelict historic structures to be refurbished and redeveloped
- 12. The restoration and redevelopment of the former grain mill distillery building into a mixed-use building (planning permission ref. 21/376)

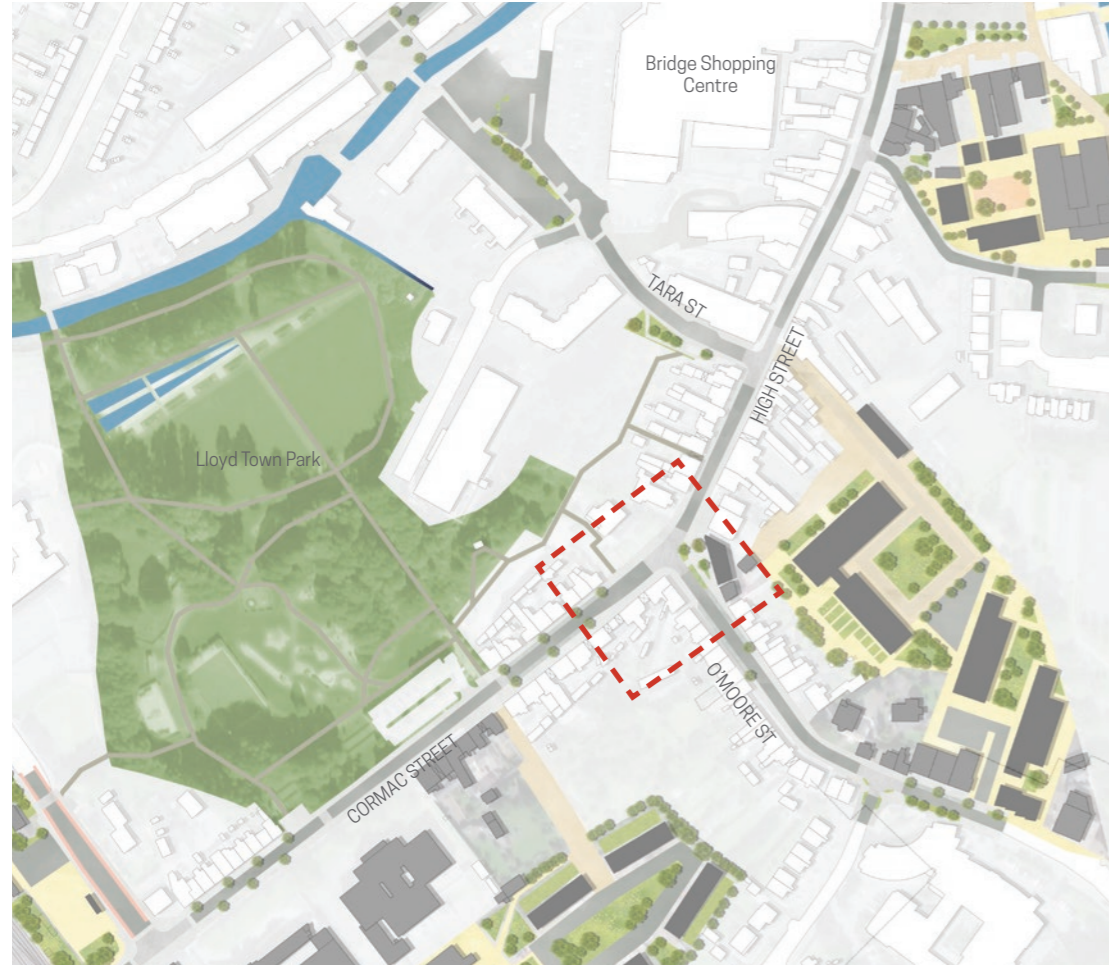
Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

- Protected Structure
- Public Art Potential

Cormac Street Roundabout



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photo

Potential (illustrative only)



Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

Key Observations:

- Excessive public realm space allocated for roundabout.
- No pedestrian crossing facilities
- Narrow footpaths on all roundabout approaches.
- Lack of greenery and trees.
- Existing surfaces outdated and in poor conditions .
- Cluttered appearance of street furniture, overhead wires and street signage.

Key Opportunities:

- Transform roundabout space into pedestrian Town Centre gateway.
- Re-balance the provision for pedestrians, cyclists and vehicular traffic and improve safety for all .
- Rearrange roundabout to signalised raised T-junction.
- Provide pedestrian crossings on all arms.
- Introduce new public space with greenery at the east side of the junction, in front of Opportunity Site 3
- Explore options of incorporating rain gardens and permeable materials for parking bays.
- Improve streetscape by using high quality paving, lighting, planting, bicycle parking.
- Widen footpaths along the streets to ensure that people with disabilities can navigate comfortably, provide tree planting and reduce carriageway width to minimum required.

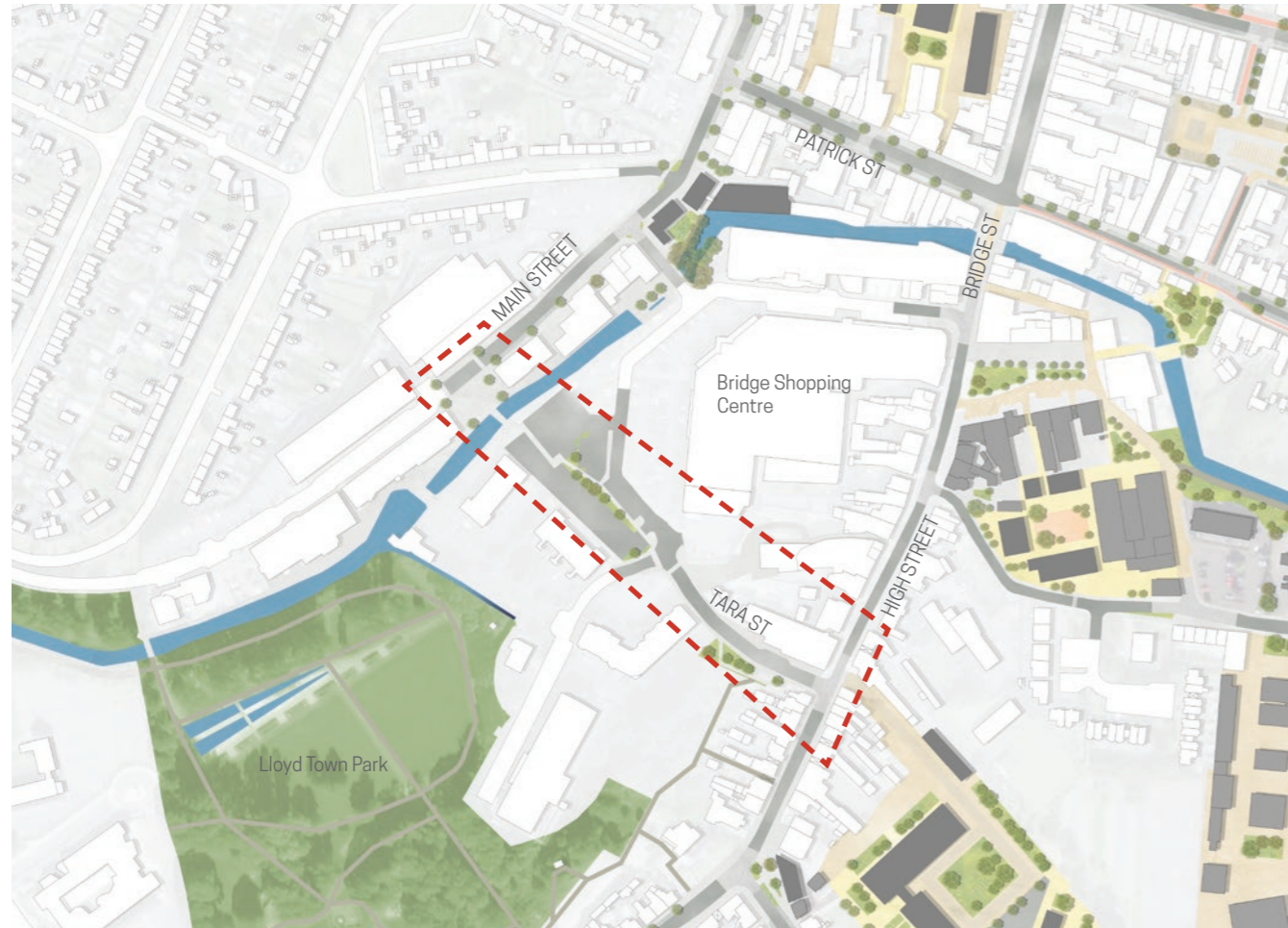
Key Potential Features:

1. Raised platform signalised t-junction
2. Dedicated pedestrian crossings
3. Introduced right turn lane
4. Widened footpaths
5. Retained parking / loading
6. Cyclists/vehicles shared street with central textured strip in the road that prompts drivers to take extra care
7. Proposed public space with planting, seating, public art etc.
8. Access retained

High Street - Main Street Link



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



Existing Photos

Key Observations:

- One of the key pedestrian links between High St and Main Street.
- Recently upgraded high quality Millennium Square with the pedestrian bridge over Tullamore River.
- New pedestrian bridge landing space on south side of the river.
- No dedicated pedestrian route through Bridge Shopping Centre carpark towards High Street, pedestrians using vehicular routes
- No dedicated pedestrian crossing at the junction on Tara St in vicinity of Community Art Centre access.
- No pedestrian crossings across High Street at Tara St junction.
- Perpendicular parking with cars reversing into the footpath along Tara St opposite The Townhouse.
- Existing footpaths very narrow at some places.
- Existing surfaces outdated and in poor conditions in many locations.

Key Opportunities:

- Improve a quality of Tara Street as an attractive urban street linking Main Street and High Street.
- Provide new dedicated pedestrian connection through private carpark.
- Introduce greening in place of existing small carpark at the top of Tara St with seating and bicycle parking.
- Improve streetscape by using high quality paving and lighting.
- Widen footpaths along the street to ensure that people with disabilities can navigate comfortably, and reduce carriageway width to minimum required.
- Introduce new pedestrian crossings in critical locations.
- Introduce raised table junction at the High Street, with dedicated crossings.

High Street - Main Street Link Potential

POTENTIAL (ILLUSTRATIVE ONLY)



Key Potential Features:

1. Proposed pedestrian crossings across Main Street
2. Retained Bridge Shopping Centre carpark
3. New dedicated pedestrian path through the carpark (minimal loss of parking spaces)
4. Proposed pedestrian crossings across Tara Street
5. Footpath upgrade and widening
6. Potential green space with seating and tree planting
7. Proposed bicycle parking
8. Loading bay
9. Raised table junction with dedicated pedestrian crossings
10. Access to High Street Opportunity Site
11. Potential future pedestrian link to Lloyd Town Park and Railway Station through the backlands

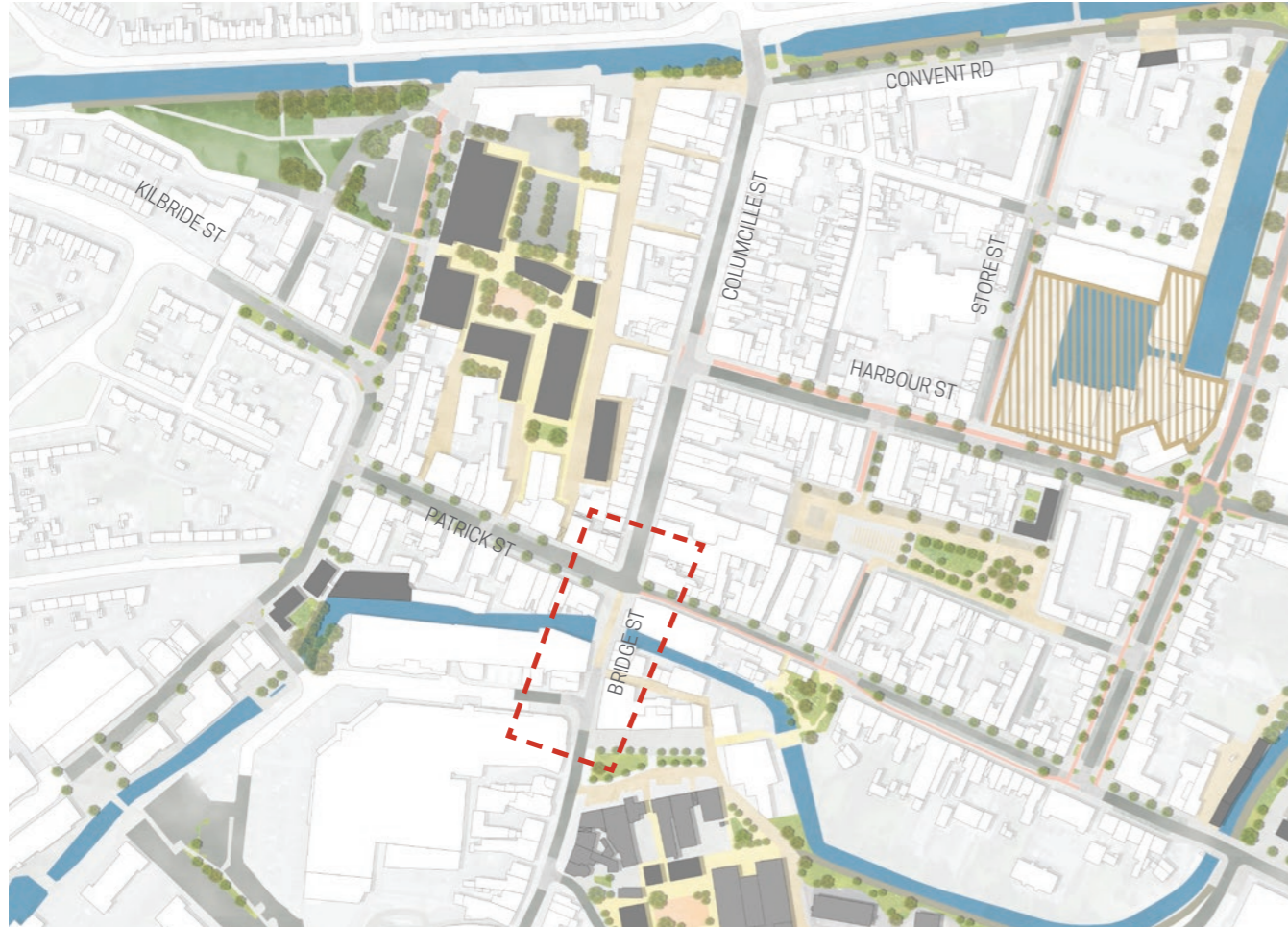
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 Protected Structure

Bridge Street



EXISTING CHARACTER & OPPORTUNITIES



Location & Context Map



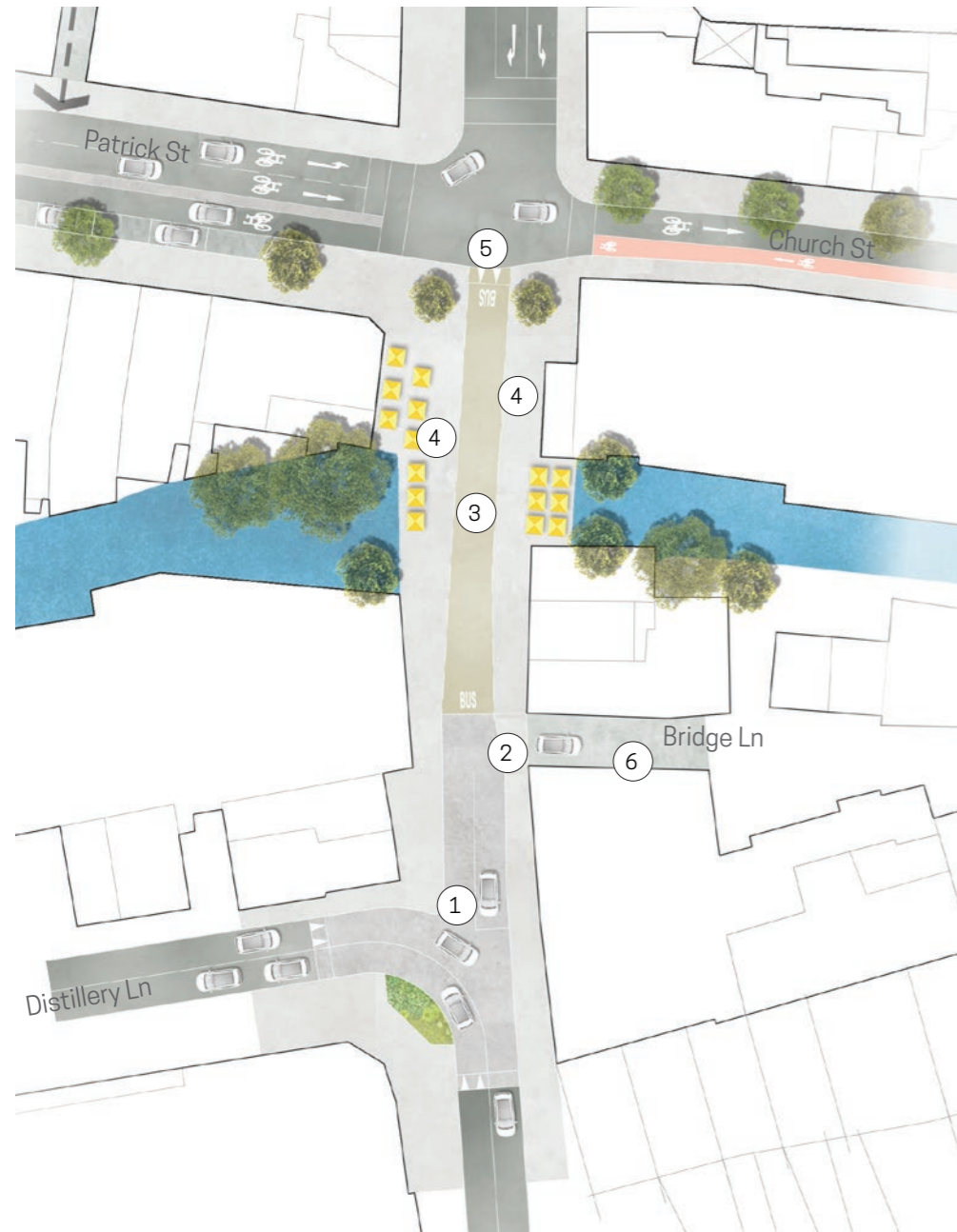
Existing Photos

Key Opportunities:

- Introduction of 'bus gate' or pedestrian only zone at Bridge Street
- Closing Bridge St for general traffic:
 - Would reduce congestion and improve safety in the heart of town centre;
 - Would tackle congestion and allow public transport to flow reliably and freely;
 - Having fewer vehicles passing through the town centre would reduce reliance on private cars for trips into the town centre;
 - Would create space that pedestrians and cyclists can enjoy and use safely;
 - Would encourage motorists to choose the most appropriate route ie. ring road to move from one side of the city to the other.
- Access to all properties and the servicing of businesses would be maintained through alternative routes. While journeys may be less direct and take longer in the short term, this should improve as non-essential traffic would use different routes to travel across the town.

Bridge Street Potential

OPTIONAL BRIDGE STREET BUS GATE / PEDESTRIAN STREET (ILLUSTRATIVE ONLY)



Bus Gate Potential Features:

1. Raised table, bus/cyclists access only / Bridge Ln local access / time plated deliveries access (no through traffic)
2. Pedestrian priority junction treatment
3. Traffic lights controlled public transport route only
4. Widened footpaths with additional outdoor seating/dining areas
5. Raised table, bus/cyclists traffic lights controlled access only (no through traffic)
6. Shared street treatment



Pedestrian Street Potential Features:

1. Raised table, Bridge Ln local access only / time plated deliveries access
2. Pedestrian priority junction treatment
3. Pedestrianised street with additional outdoor seating/dining areas
4. Raised table, no vehicular access
5. Time plated deliveries access only (no through traffic)

Note: Proposals are illustrative only (subject to further investigation prior to detailed design, traffic studies, technical consideration, engagement with private landowners/ stakeholders and planning consent etc.)

Bridge Street Potential

PEDESTRIAN STREETS (EXAMPLES)



Glasgow, Scotland



Sint Niklaas, Belgium



Oliver Plunkett St, Cork

'BUS ONLY' STREETS (EXAMPLES)



High Street, Watford, UK (west)



High Street, Watford, UK (east)



High Street, Slough, UK

Town Centre Laneways



EXISTING CHARACTER & OPPORTUNITIES

General Qualities:

- Historic features that contribute to the distinctiveness and character of the town centre.
- Provide a finer grain of pedestrian movement and are important in increasing cross movement through the town centre.
- Intimate in scale and character.

General Issues:

- Under-utilised and poor maintenance.
- Existing surface outdated in many locations.
- Lack of directional signage.
- Poorly lit and prone to anti-social behaviour.
- Feel unsafe.

General Opportunities:

- Potential to reinforce the pedestrian linkage and historic character.
- Opportunity to enhance laneways by creating unique visual experience through quality materials, furniture and lighting.
- Opportunity to encourage public art to be incorporated into laneway developments.
- To increase and diversify the use of lanes during day and night for safety, vitality with retail, food and cultural opportunities.
- Encourage new activities in the laneways that will lead to increased use.
- Create new range of more intimate spaces within laneways.
- Wherever possible, adjoining retail and refreshment uses should be encouraged to spill-out into the laneways with tables/chairs or display of goods.

General Recommendations:

- Re-surfacing in variety of quality materials to create unique character for each lane.
- Accentuating laneway entrances, e.g. by decorative archways and/or inserts into the pavement.
- Removal of graffiti, rubbish, clutter and eye-sores.
- Enlivening with colour washing of buildings and structures, bunting and hanging baskets etc. as appropriate.
- Improved directional signage.
- Street furniture should be located on the edges of spaces to provide clear pedestrian access ways and allow for a wide range of outdoor activities to occur.
- Art should be incorporated into the design of buildings, public spaces, street furniture and paving in a way that is reflective of lane characteristics or the theme of the lane.
- To provide robust and durable street furniture that copes with intensive use.
- Provide opportunities for passive amenity in public places throughout the lanes network.
- To ensure lighting infrastructure is discrete and maintains the flexibility of the lane spaces.
- Feature lighting should be used in moderation, and could be developed in conjunction with artists and combined with other street furniture.



Location Map



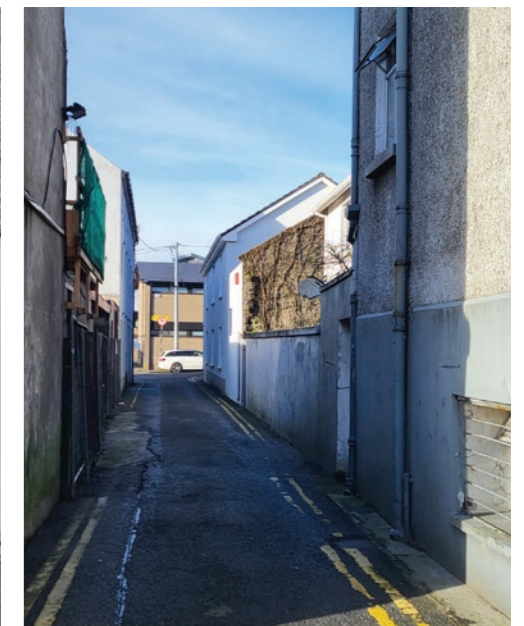
Market Lane



Gas House Lane



Ball Alley Lane



Durrow Lane

Town Centre Laneways Potential

LANEWAYS POTENTIAL TREATMENTS (EXAMPLES)



School Zones



EXISTING CHARACTER & OPPORTUNITIES

General Issues:

- Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates
- Traffic congestion and parked cars can reduce visibility of children crossing the road. In addition, parking on footpaths can block access as well as reduce available footpath width, leading to overcrowding on footpaths or forcing children to walk on the road.
- Idling cars in and around the school gates also increases air pollution levels.

General Opportunities:

- Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school.

General Recommendations:

- Footpaths outside schools should be wider if possible due to peak loading.
- Reduce street clutter.
- If possible create space for cycling by making the street one way or restricting vehicular traffic during school opening and closing times (e.g. create a school street).
- Combine seating, landscaping, street lighting to reduce footprint.
- Provide crossings at pedestrian desire lines.
- Reduce carriageway width to restrict space for parking.
- Use traffic management measures such as horizontal and vertical deflections.
- Use Vertical elements, such as trees to narrow the perceived width of the road.
- Introduce surface colour/texture changes.
- Provide gateways at start of school zone to reduce speeds and highlight the presence of the school
- Drop-off parking should be discouraged in School Zone.



Location Map



St Philomenas National School



Coláiste Choilm



Scoil Mhuire



Sacred Heart Catholic School

School Zones Potential

EXAMPLE TREATMENTS:



Best Practice Precedents

CLONAKILTY 400

Location: Clonakilty, West Cork

Date Range: 2013-2016

Key figures:

Heritage-led urban design plan formulated that focused on providing new “living rooms” for civic and social events. Centred on Astna Square and the creation of an attractive shared space that allows for a diverse community interactions and events. Creation of pocket squares for traffic calming and additional public spaces.

Key Project Features:

- Downgraded movement function of streets through the centre of Clonakilty to give more local feel and support shopping and leisure function on the streets. Added pedestrian crossing facilities
- Improved pedestrian access: narrowing of carriageways, increased footpath widths, rationalisation of on-street car parking, creation of shared spaces
- Pedestrianised environments: public squares created, public seating and street furniture introduced

Precedent for:

- Successful urban design interventions for the improvement of traffic and movement in a historic town through a pedestrian focused lens that leverages opportunities to create social spaces that encourage dwelling in the town centre.

Lessons for OCC:

- Reinstatement works are an opportunity to entirely rethink the use of a space and provide enhanced accessibility. Rather than simply surface level material improvements, reinstatement works can be an opportunity to make quality of life improvements and increase social connection.
- Shows successful use of national level guidance within a project, namely the DMURS for effective regeneration.
- Addressed traffic within the town in tandem with pedestrians while also using the attractive physical town centre as a basis for tourism offering improvements and investment within the town.

Accolades:

Best town in Ireland and the UK by the Academy of Urbanism in 2016



Best Practice Precedents

VIKING TRIANGLE, WATERFORD

Location: Fumbally Exchange, Greyfriars, Viking Triangle, Waterford

Date Range: 2013-14

Key figures:

Redesign of the exterior to Waterford's Viking Triangle, one of the oldest urban quarters in Ireland, as the poor public realm was undermining the historic building's offering to the public. Re-instated triangle as a civic space in the city with unified underutilised public spaces.

Key Project Features:

- Creation of an open and sustainable public realm using high-quality materials in a simple and straightforward way.
- Repaved streets in Portuguese granite and the surrounds of the Cathedral in Irish blue limestone, with large inset areas of compacted gravel.
- Creation of a vibrant urban quarter and destination.
- A variety of engaging public artworks including murals, a number of Viking themed exhibits and a memorial piece to John Condon – the youngest soldier killed in the First World War. This is complemented by imaginative banners, wayfinding and interpretive signage.

Precedent for:

- Exemplar for both the quality of the regeneration and the way it has been achieved. The approach was clearly comprehensive, yet sensitive and unique to the place, turning a historically rich but rather forlorn place into a great one.

Lessons for OCC:

- Successful addressing the high levels of dereliction, through conservation and rehabilitation.



Best Practice Precedents

ENNIS

Location: Ennis, County Clare

Date Range: Completed 2022

Key figures:

Upgrading and remodeling of streets and laneways including drainage system improvements, pedestrian improvements such as road re-construction, footpath and paved areas, traffic calming, streetscape improvements to lighting and furniture and landscaping. The project was carried out within a difficult legacy of narrow winding pedestrian thoroughfares with laneways and commercial uses facing the street. This project complemented the town's purple flag status as a day and night public realm.

Key Project Features:

- O'Connell Square, Bank Place, O'Connell Street, High Street, Old Barrack Street and Barrack Square. Part VIII planning permission was granted for the O'Connell Square, Bank Place, High Street, Old Barrack Street and Barrack Square element
- Sought to improve accessibility: universal design approach, introduction of shared surfaces, cycle infrastructure improvements and reduced street clutter
- Increase dwelling time: created civic spaces, added seating, interactive features and greening

Precedent for:

- The successful phasing of urban design improvements for a town while avoiding great disturbances to traffic and movement in construction

Lessons for OCC:

- Illustrates how narrow laneways and back access routes can be reinstated with added visual interest, safety and accessibility.

