Comhairle Contae Thiobraid Árann
Tipperary County Council

Draft Roscrea Local Area Plan 2023 - 2029

Appendix 2: Sustainable Travel Plan

Table of Contents

1.0 Introduction ---- 2
2.0 Policy Context ---- 2
2.1 Strategic Policy Plans ---- 2
2.2 Local Level Plans ---- 3
2.3 Guidance Documents ---- 4
2.4 Guiding Principles ---- 5
3.0 Baseline Assessment ---- 6
3.1 Settlement Profile ---- 6
3.2 Car Ownership ---- 7
3.3 Journey Profiles ---- 7
3.4 Modal Share in Transport in Roscrea ---- 8
3.5 Accessibility to Opportunity and Services ---- 12
3.6 Existing Walking Network ---- 16
3.7 Existing Cycling Infrastructure ---- 17
3.8 Existing Bus Services ---- 17
3.9 Existing Rail Services ---- 18
3.10 Car-Parking ---- 20
3.11 Baseline Transport Summary ---- 21
4.0 Modal Share Targets ---- 22
5.0 Sustainable Travel Actions ---- 23
5.1 National Sustainable Transport Investment Programme ---- 24
5.2 Local Sustainable Transport Investment Programme ---- 26

1.0 Introduction

This Sustainable Travel Plan (STP) for Roscrea was prepared to support the policies and objectives for transport planning as set out in the Draft Roscrea LAP 2023 – 2029 (LAP), to support integration of landuse and transport planning, a transition to sustainable transport and to set out a framework for investment in active travel and public transport. The LAP has considered existing transport patterns and proposed landuse development in Roscrea, and sets out actions and works to achieve a positive modal shift to greater use of public transport and active travel in the area.

The purpose of the STP is to examine how people get around in Roscrea at present, to inform where new development will go, reduce GHG emissions and to support investment in public transport and active travel measures (i.e. walking and cycling) in the town. Its other key function is to guide investment in initiatives and infrastructure improvements, as funding allows during the lifetime of the plan. A non-exhaustive list of actions that may be delivered subject to receipt of funding through the NTA's Active Travel Investment Programme and other investment programmes, for example, public realm improvement works funded by the Rural Regeneration and Development Fund, Town and Village Renewal Fund etc is set out.

2.0 Policy Context

2.1 Strategic Policy Plans

2.1.1 National Planning Framework

The National Planning Framework 2018 (NPF) sets out Ireland's planning policy up to 2040, outlining a series of national strategic outcomes and key principles which are intended to inform policies at a regional and local level and guide development and investment in the coming years. The NPF transport related outcomes include compact growth, sustainable mobility and support for a transition to a low carbon and climate resilient society.

Transport accounts for 20% of Ireland's overall emissions, with 52% of overall transport emissions coming from private cars, 24% from freight and 4% from public transport. Specific measures for mitigation set out in the NPF include; transitioning to electric vehicles; public transport priority projects; promoting a modal shift to sustainable transport.

2.1.2 Southern Regional Assembly Regional Spatial & Economic Strategy (SRA, 2020)

The Regional Spatial and Economic Strategy 2020 (RSES) sets a target of 55% of movement by sustainable transport modes by transforming transport systems towards well-functioning, sustainable integrated public transport, walking and cycling, and electric vehicles. The RSES objectives for sustainable transport include; reducing the environmental impact of transport;

integrated land-use and transport planning; prioritising sustainable transport to achieve modal shift and reducing demand for private vehicles; improved strategic and local connectivity; enhanced public transport provision and reduced congestion.

2.1.3 Tipperary County Development Plan 2022 – 2028

The Tipperary County Development Plan 2022 – 2028 (TCDP) presents a number of policies and objectives for the implementation of sustainable transport measures and for the achievement of a modal shift away from private vehicle usage. It requires the incorporation of active travel actions for 'District Towns'. The TCDP seeks to promote the transition to a low carbon transport system both by reducing the demand for travel through smarter travel solutions; and by supporting investment in integrated, safe, efficient and cost-effective alternatives to private vehicles and public transport. All sustainable transport and active travel proposals are in accordance with the overriding policies and objectives of the TCDP and the Development Management Standards for transport as set out in the TCDP (Volume 3 Appendix 6) will apply to new development.

2.1.4 National Sustainable Mobility Policy and Action Plan 2022 – 2025 (DoT)

The National Sustainable Mobility Policy 2022 - 2025 sets out a strategic framework to 2030 for active 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. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce journeys taken by car.

2.1.5 Climate Action Plan (DECC, 2023)

The Climate Action Plan 2023 (CAP) sets out actions for Ireland to achieve its 2030 targets for carbon emissions and create a pathway towards achieving net zero emissions by 2050. Decarbonising transport is a key tenet of the CAP, with a significant greenhouse gas emissions reduction target of 50% for the transport sector by 2030.

2.2 Local Level Plans

2.2.1 Roscrea Town Centre Enhancement Plan 2013

This ten-year plan seeks to enhance the public realm, including key urban spaces and pedestrian priority linkages. One of the objectives is, 'to promote walking and cycling in and around the town through a series of legible safe routes. A number of town centre priority projects have been set out in the Enhancement Plan on foot of public consultation with the community, including enhanced connections and streetscapes along with wayfinding and accessibility for visitors to the area.

2.2.2 A Signage and Way-Finding Plan for Roscrea 2017

Ten key locations within the town are identified as being most suitable for pedestrian way-finding structures, subject to archaeological appraisal.

2.2.3 Roscrea Traffic and Transportation Plan 2017

An audit of traffic and transportation issues in Roscrea Town in 2017 is set out and a number of sustainable transport and roads-based interventions for the town are suggested.

2.2.4 Roscrea Age Friendly Walkability Audit 2016

35 participants surveyed 11 different routes within the town centre for its 'walkability'. Challenges and recommendations relating to road junctions and crossings, footpaths, traffic and driver behaviour, car-parking, access to some buildings, toilet facilities and resting places are outlined.

2.2.5 Roscrea Town Centre First Plan 2023

A Town Centre First plan for Roscrea is currently under development for publication in 2023.

2.3 Guidance Documents

2.3.1 Area Based Transport Assessment (ABTA) – How to Guide, Guidance Document (Pilot Methodology) (NTA/TII, 2021)

This Guidance Document has been prepared to enable a consistent approach to the preparation of transport assessments to inform the preparation of Development Plans and Local Area Plans.

2.3.2 Design Manual for Urban Roads and Streets (DoT, 2019)

The Design Manual for Urban Roads and Streets (DMURS) sets out design standards for urban roads and streets promoting an integrated design approach within urban areas (cities/towns/villages). It balances the place function (i.e. needs of residents and visitors) and the transport function (i.e. needs of pedestrians, cyclists, public transport, cars and goods vehicles).

- **Connected networks** –creating street networks which promote high levels of permeability and legibility for all, with a particular emphasis on more sustainable forms of transport.
- **Multi-functional streets** – promoting multi-functional, place based streets which balance the needs of all users.
- **Pedestrian focus** – the quality of the street is measured by the quality of the pedestrian environment, where pedestrians and cyclists are the preferred users.
- **Multi-disciplinary approach** – greater co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

2.3.3 Safe Routes to School Design Guide (NTA, 2022)

Technical guidance on design principles and considerations to enable local authorities, in conjunction with the national 'Green Schools' programme, to create safer, calmer, more attractive routes to school including front of school environments. There are three aims:

1. To accelerate the delivery of walking/ scooting and cycling infrastructure on key access routes to schools.
2. To provide 'front of school' treatment to enhance access to school grounds.
3. To expand the amount of bike parking available at schools.

2.3.4 Common Appraisal Framework for Transport Projects and Programmes (DoT,2021)

The steps to be used for the appraisal of transport projects for which the Department of Transport or its agencies are the sanctioning authorities are outlined. A common framework for the appraisal of transport investments that is consistent with the Public Spending Code (PSC) is set out, and will facilitate scheme promoters in constructing robust business cases for submission to Government.

2.3.5 National Cycle Manual (NTA, 2011)

The National Cycle Manual embraces the principles of 'Sustainable Safety' to ensure a safe traffic environment for all road users, including cyclists. It outlines guidance on integrating the bicycle in the design of urban areas to enable planners and engineers to incorporate cycling within transport networks more proactively than before. The Manual is currently being updated by the NTA.

2.4 Guiding Principles

2.4.1 10 Minute Towns

The 10-Minute Town concept (RSES, RPO 176) seeks to have all community facilities and services accessible within a 10 to 15-minute walk or cycle from homes, or accessible by public transport services connecting people to larger scaled settlements.

2.4.2 Avoid-Shift-Improve

This Sustainable Urban Transport concept, as supported by the NTA seeks to;

- **Avoid** the need to improve the transport network through sustainable land use planning and the use of transport demand management techniques to reduce the number of trips required,
- **Shift** from single use private vehicle usage to active and public transport, and
- **Improve** the energy efficiency of transport modes and vehicle technology.

This concept is discussed and advocated in the Joint Committee on Environment and Climate Action's Report on reducing emissions in the transport sector by 51% by 2030 (June 2021).

2.4.3 Decide and Provide in Transport Planning

'Decide and Provide' is a transport planning tool supported by the NTA that is vision-led rather than forecast led, it seeks to set out the desired transport future for a settlement and to provide the means to achieve this vision. This principle involves determining a future transport vision for the town, developing a series of interventions to achieve this, prioritising options for moving towards this vision and putting a strategy in place to realise this future.

3.0 Baseline Assessment

This section considers the existing population profile of Roscrea, along with the transport patterns and sustainable transport infrastructural and service provision.[1]

3.1 Settlement Profile

The settlement of Roscrea had a population of 5,446 in 2016. Since the last census the Electoral Division for the area has increased in population from 6305 people in 2016, to 6600 people in 2022 representing a 4.7% increase. The profile of the town is generally compact with the majority of people living within a ten-minute walk (shown below in green) or a fifteen-minute cycle (shown below in red) of the town centre. (See Figure 1).

The town is traversed by the N62 to the south (National route - Clonmel to Birr) and the national rail line (Limerick – Ballybrophy) to the north of the town centre. These offer connections with the regional city of Limerick and with Dublin city. There is an objective in the Traffic and Transport Plan 2017 to develop an outer relief road to the west of the town to connect the Templemore Road with the Birr Road, thus enabling traffic on the N62 to by-pass the town centre.

1 Using primarily the 2016 Census data. While the 2022 Census was carried out on 3rd April 2022, the detailed results have, at the time of writing, yet to be published. Any preliminarily released data will be referenced accordingly.

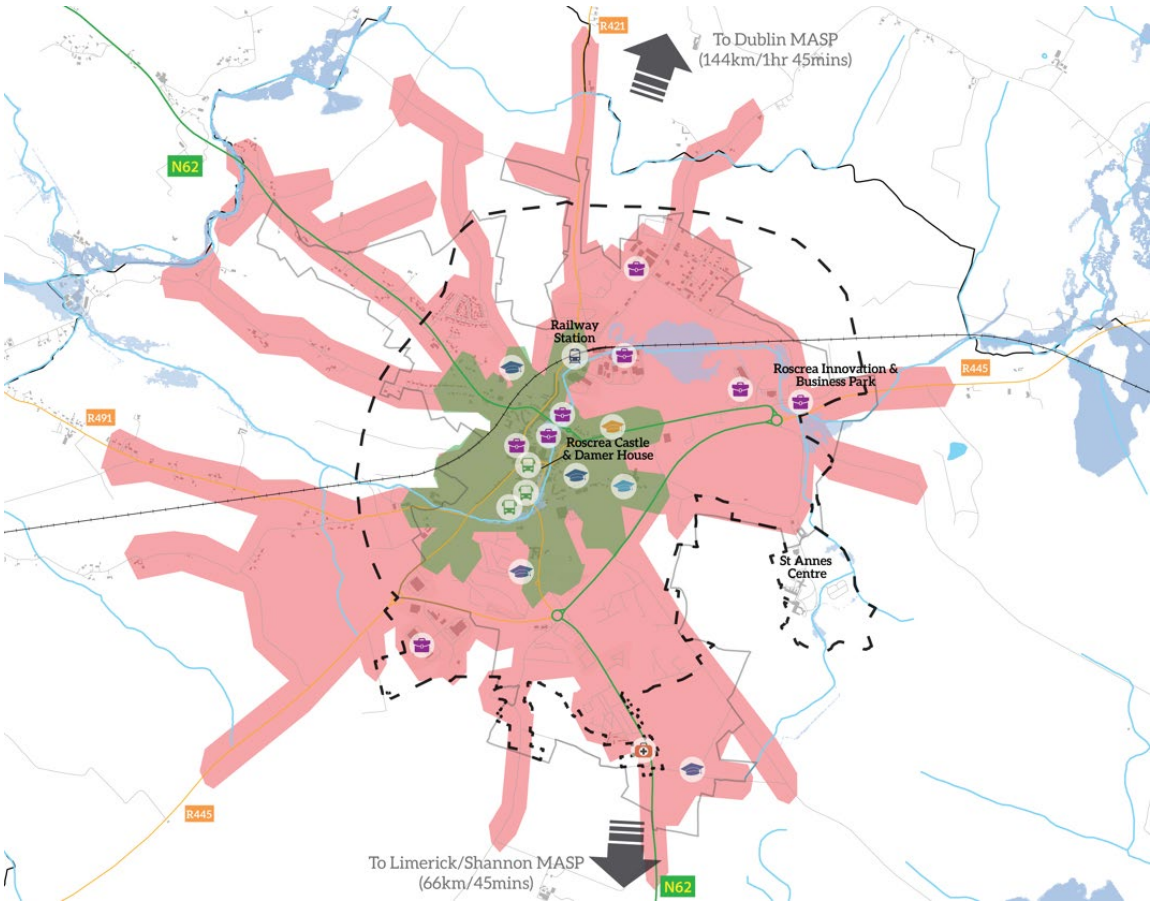


Figure 1: Tipperary County Development Plan 2022 – Town Profile Plan

The 'Town Profile Plan' clearly demonstrates the compact nature of Roscrea and the opportunity to effect a significant change to active transport. Major trip attractors are predominantly located in the town centre with the majority of residential estates and industrial activity located well within the 15-minute cycling contour. As a heritage town Roscrea benefits from a concentration of important historic monuments and protected structures in a relatively compact area.

3.2 Car Ownership

There are approximately 23% of households who do not own a car in Roscrea, this is significantly above the Tipperary average of 13%, and suggests a need for reliable and safe public transport alternatives and active transport infrastructure. However, car ownership is still generally high, with 74% of households owning at least one car and 26.2% owing two or more.

3.3 Journey Profiles

42% of people leave home for work and education based commuting trips between 08.00am and 09.00am with the majority travelling during the 08.30am to 09.00am period, this suggests that journeys are being tailored to coincide with school starting times. 53.7% of journeys to work and education take fewer than 15 minutes suggesting that there is opportunity for people to consider walking or cycling.

The National Rail Census Report 2019 captures the number of individuals boarding and alighting at each station on a given day. It is a basic measure of rail usage. While national findings represent a general increase in rail usage since 2012 (c. 44%), the same is not reflected in Roscrea where passenger numbers have remained very low.

Route	DART		Rosslare – Belfast Line		Maynooth (Sligo) Line		TOTAL						
Station	North Bound	South Bound	North Bound	South Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Roscrea					5	2	7	6	30	6	7	4	19

Daily Boardings

Route	Heuston		Cork Commuter		Regional		TOTAL						
Station	North Bound	South Bound	West Bound	East Bound	North Bound	South Bound	2019	2018	2017	2016	2015	2014	2013
Roscrea					0	3	3	8	10	5	3	5	7

Daily Alightings

Figure 2: Irish Rail Daily Boardings and Alightings - Roscrea

3.4 Modal Share in Transport in Roscrea

3.4.1 Education

- The overall share for active travel (walking and cycling) to school or college is 22.7%, higher than the county average of 17% but lower than the national average of 26.5%.
- Cycling represents just 0.6% of all education journeys in the county, with an even lesser amount, 0.3%, travelling to education by bike in Roscrea this is in contrast to the 2% national average.
- 22.3% of people walk to school in Roscrea. Figure 3 demonstrates that mode share for walking is highest in the Small Areas where schools are located, this seems to be particularly so for secondary schools while national schools such as St. John's NS (Scoil Eoin Naofa) and St. Joseph's NS (outside the plan area) have a lower walking share of 10 – 20%.

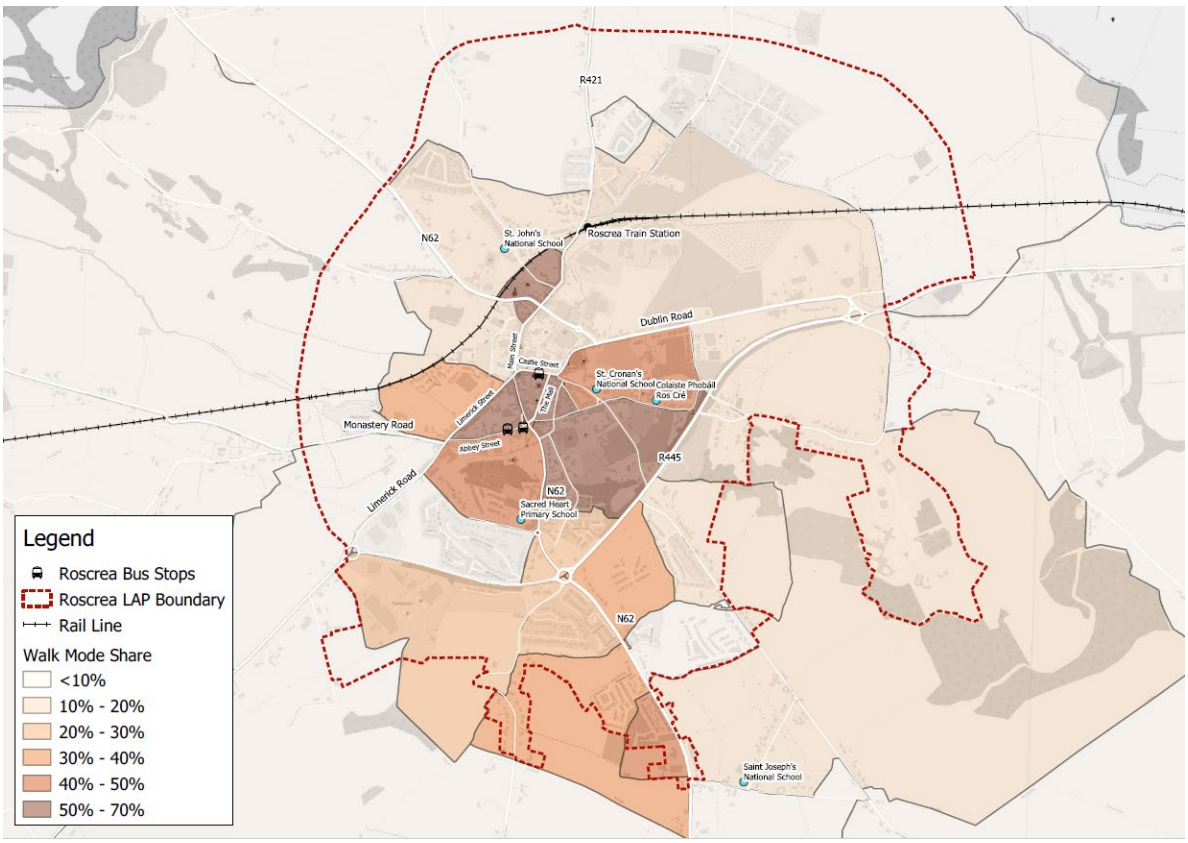


Figure 3: Walking Mode Share to Education

- Public transport mode share is 12.8% and is primarily bus travel.
- Overall, the car is still the dominant mode of transport for education related trips, accounting for 60% of all journeys this is significantly above the national average of 50%.

3.4.2 Work

- Approximately 18.2% of work-related commuter trips are undertaken by active modes. Walking trips form the majority of these, with cycling accounting for just 1.4%.
- Walking trips account for 16.8% of work-related journeys. Figure 4 demonstrates that the density of people who are walking to work is concentrated within the town centre and to the north. There is an area to the south east of the town, Glencarrick housing estate, where the mode share for walking to work is below 5%.

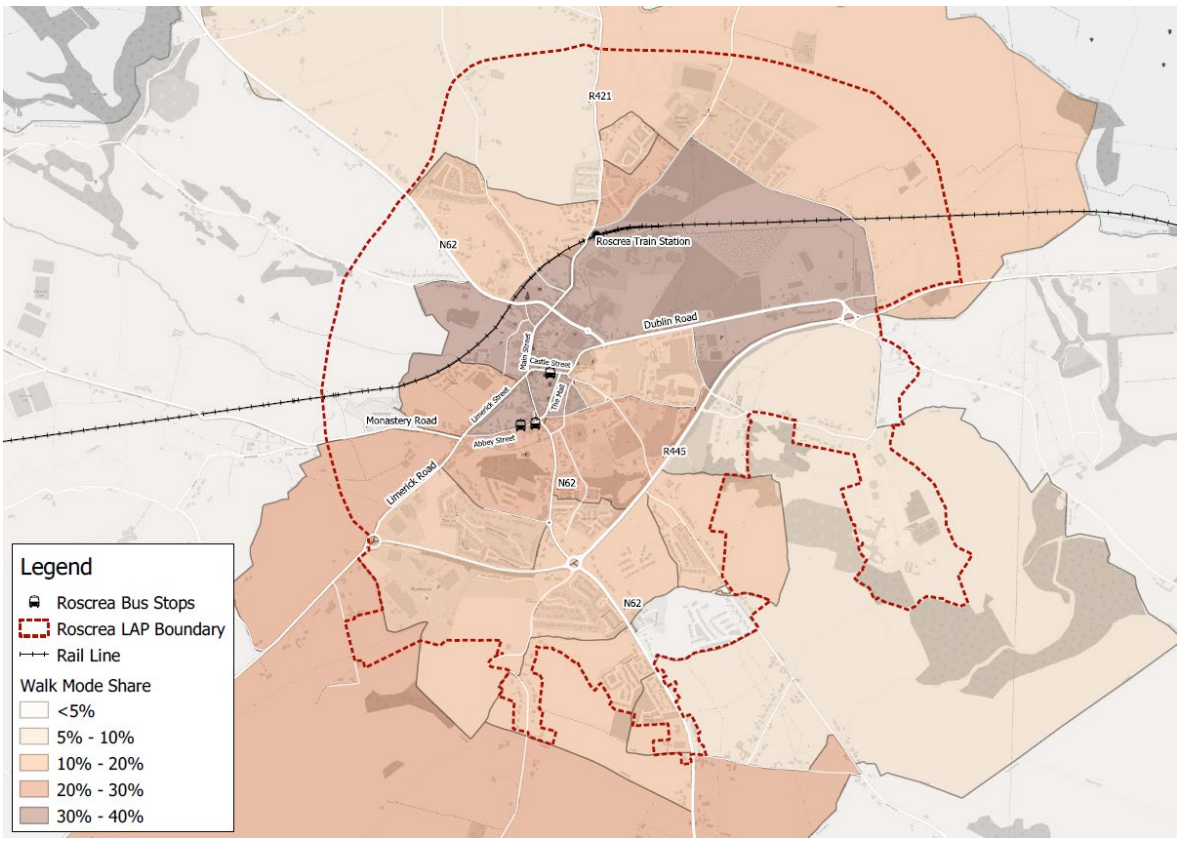


Figure 4: Walking Mode Share to Employment

- Public transport represents less than 1% of the mode share for commuter trips, approx. 8% below the national average.
- The private car is the most dominant mode of transport for work trips at 67.1%. Even within certain small areas abutting the town's central core, the mode share for car travel is high at 70 – 80% of all journeys to work. There is a positive correlation, as demonstrated below, between areas of high employment close to the town centre where footpaths are in place, and a lower mode share for car journeys. This is not replicated in areas further from the urban core.

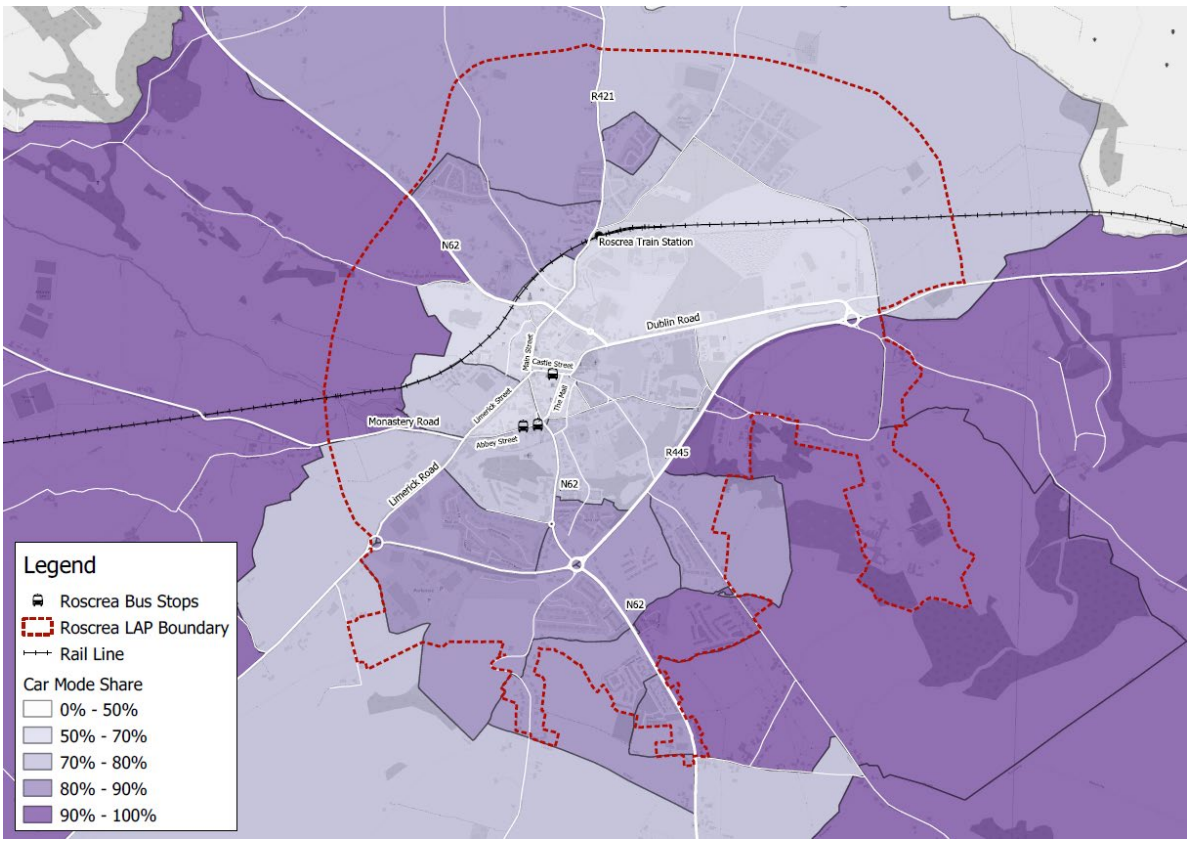


Figure 5: Private Vehicle Mode Share to Employment

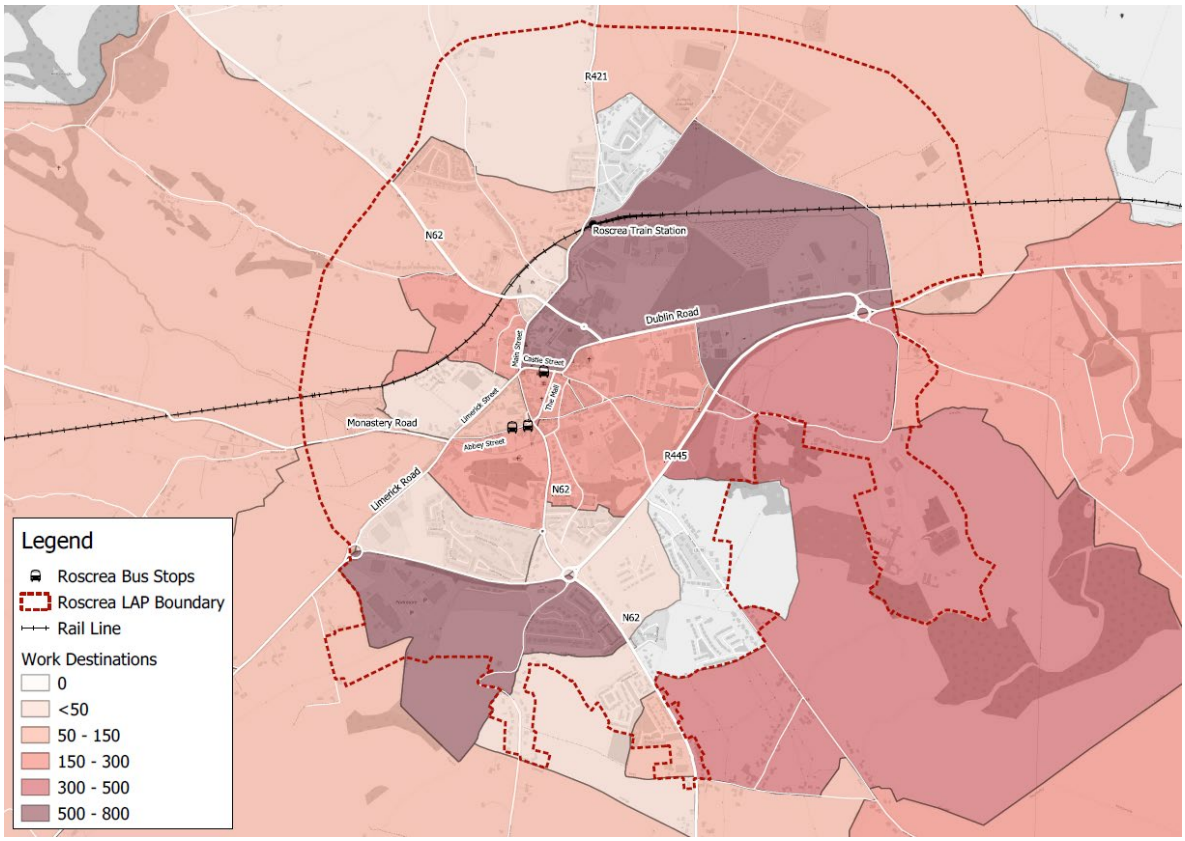


Figure 6: Employment Density

3.5 Accessibility to Opportunity and Services (ATOS)

An 'ATOS analysis'[2] has been carried out for Roscrea. ATOS is a transport planning tool, designed by the NTA to measure how easy it is to access key services and employment by walking and cycling. The ATOS tool calculates accessibility to locations for; Employment, Primary Education, Post-Primary Education, general medical practitioners (GPs), Food Shopping and Open Spaces, using the following data sources:

Service	Data Source
Employment	Census Workplace Zones
Primary Education	Dept. Education School Lists
Post Primary Education	Dept. Education School Lists
Health (GPs)	GeoDirectory (NACE Q.86.21)
Food Shopping	GeoDirectory (NACE G.47.11)
Open Spaces	Development Plans

The user specifies criteria for the assessment including the number of services to look for and an acceptable walk/cycle time (e.g. find two primary schools within 15-minute walk). The tool then generates a score for each location within the specified study area (based on 100m grid squares). The score is calculated based on how travel times to the nearest relevant destinations (for the specific type of service) compare to the average travel time across all locations.

- **Score A:** Travel times to relevant destinations are more than one standard deviation below the average
- **Score B**: Below the average, but not by more than one standard deviation
- **Score C:** Average or above, but not by more than one standard deviation
- **Score D:** Between one and two standard deviations above the average
- **Score E:** More than two standard deviations above the average

The tool is an important factor in determining where future development should be located to support active travel options.

3.5.1 Access to Employment

For employment, the ATOS tool calculates the number of jobs available within a specified journey time by walking and cycling. Using ATOS as part of the baseline toolkit allows identification of areas that have good accessibility to key services, with a low score potentially highlighting areas of

[2] Systra Consultants 2023 on behalf of Tipperary County Council

poor permeability. The ATOS return for Roscrea demonstrates that there is, generally, equal access to jobs, with a slight deficit to the north.

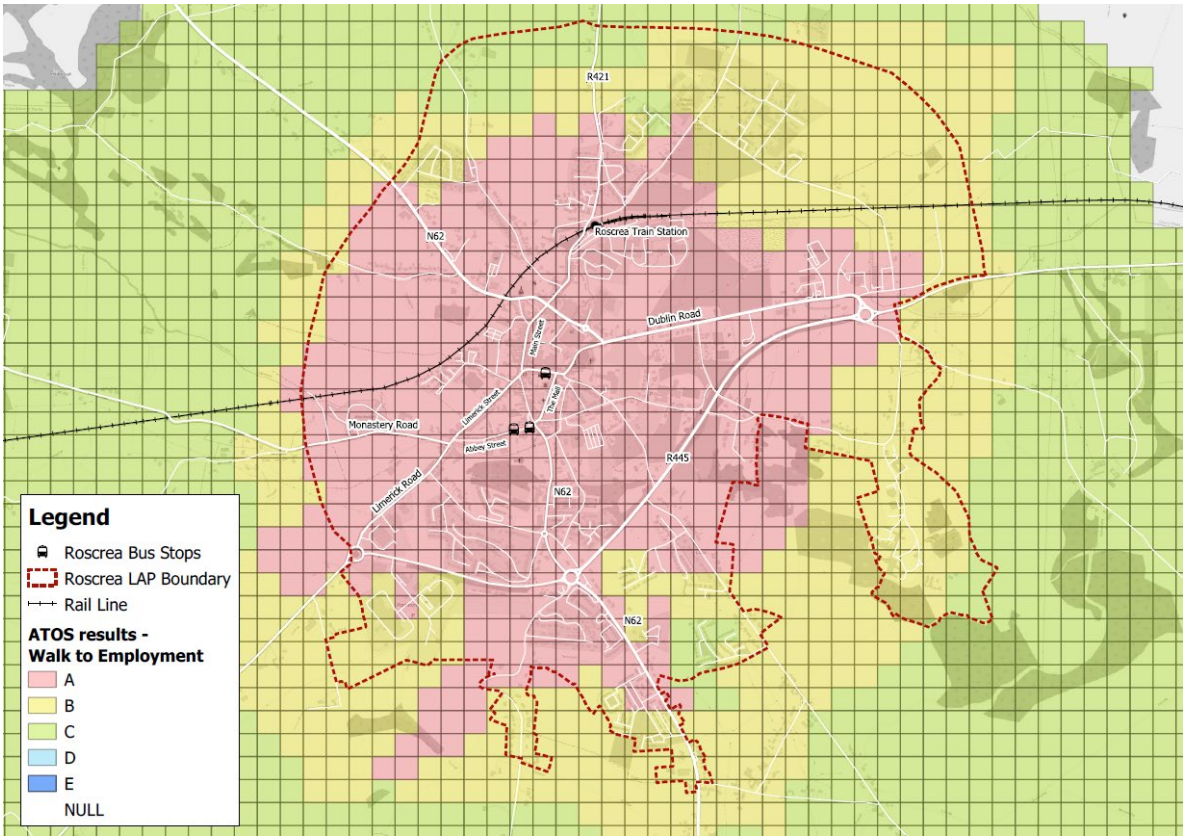
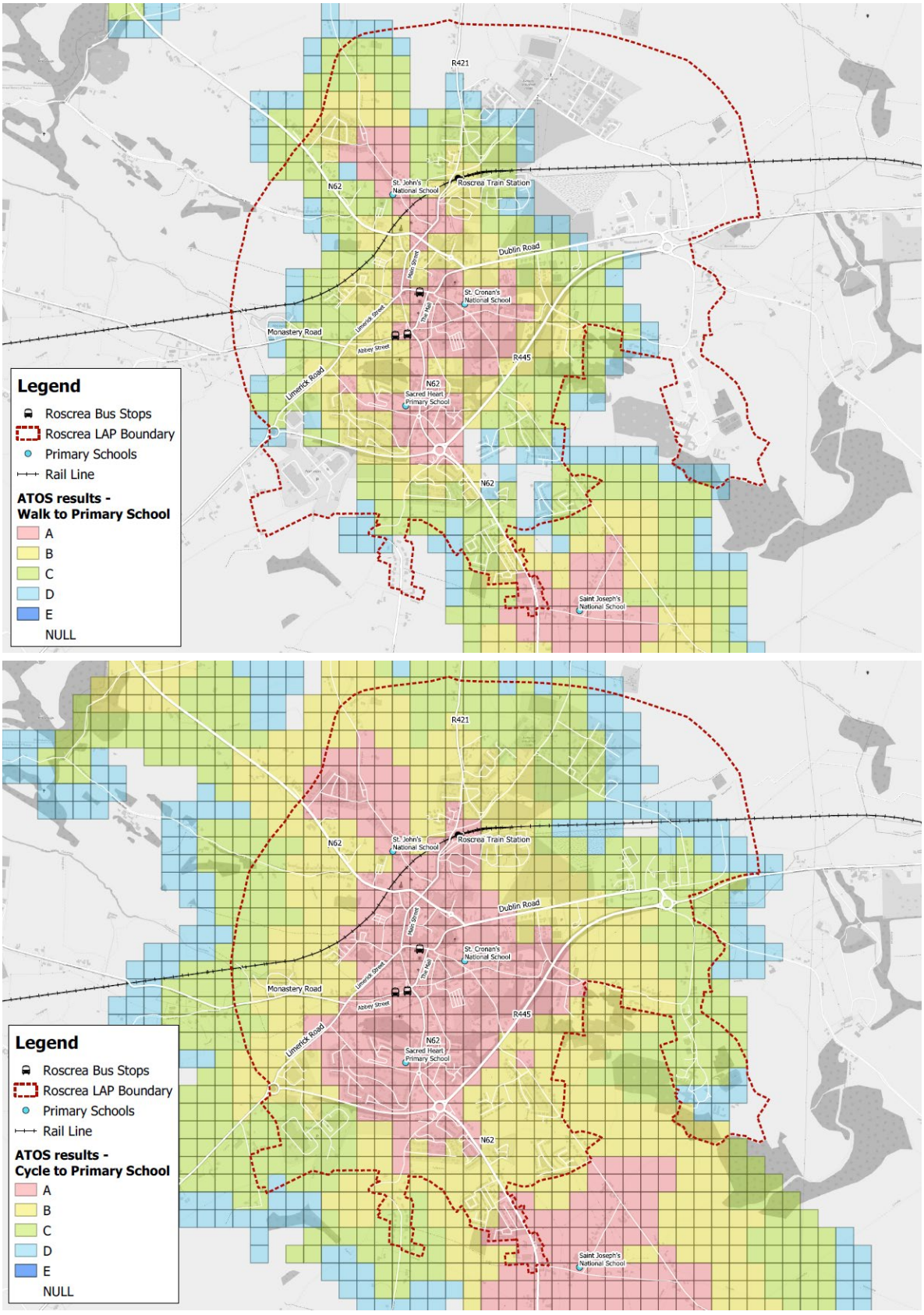


Figure 7: ATOS – Walk to Employment

3.5.2 Access to Schools

The ATOS tool measured access to primary and post-primary schools by walking and cycling. The defined criteria was the ability to access any primary school (at least one) and any post-primary school within a 15 minute walk and 10 minute cycle.

As outlined above, the scoring for each grid is then determined by how the travel time compares to the average travel time for all squares that have access to a primary/post-primary school within the specified timeframes.



Figures 8 and 9: ATOS Results for Roscrea Primary Schools (Top: Walk; Bottom: Cycle)

Roscrea is well served by primary schools with those of the central core scoring well in terms of access to at least one primary school by foot or bike.

In terms of walking accessibility, the areas scoring an A were within a 6-and-a-half-minute walk of a primary school, a B were between 6 and a half minutes and 10 minutes, a C were between 10 and 13 and a half minutes and a D were from 13 and a half minutes to 15 minutes. The areas not included in the ranking were greater than a 15-minute walk from a primary school. There is a large residential estate to the north of the train station, Ashbury, that is constrained in terms of access to a primary school.

All of the large residential developments within the Plan area are accessible within a ten-minute cycle of a primary school. While this may be the case, there is a lack of dedicated cycling infrastructure to provide a safe environment and to support a modal shift to cycling.

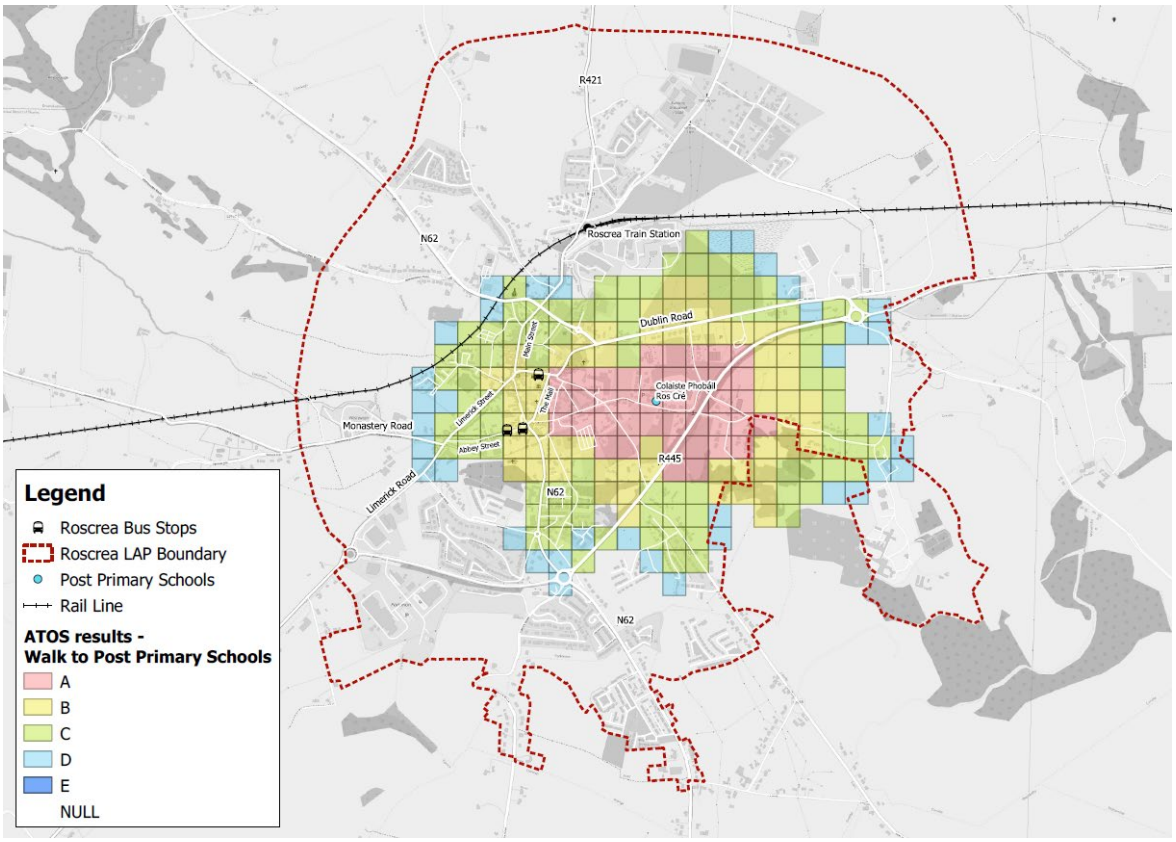


Figure 10: ATOS Walking Results for Roscrea Post Primary Schools

There is only one post-primary school within the Plan area, located to the east of the town centre. The CSO commuting statistics indicate that 29% of those travelling to school have a commuting time of between 15 and 45 minutes, this indicates that a number of students are travelling outside the Plan area to school. There is another school located over 4km from the town serving the catchment which may account for this number. The statistics also show that 60% of students travel to school or college by car. The ATOS for walking shows a large number of areas within the LAP boundary as scoring Null in the walking analysis i.e. outside the 15-minute walking catchment (A=0-7 mis, B=7-10 mins, C=10-14 mins, D=14-15 mins).

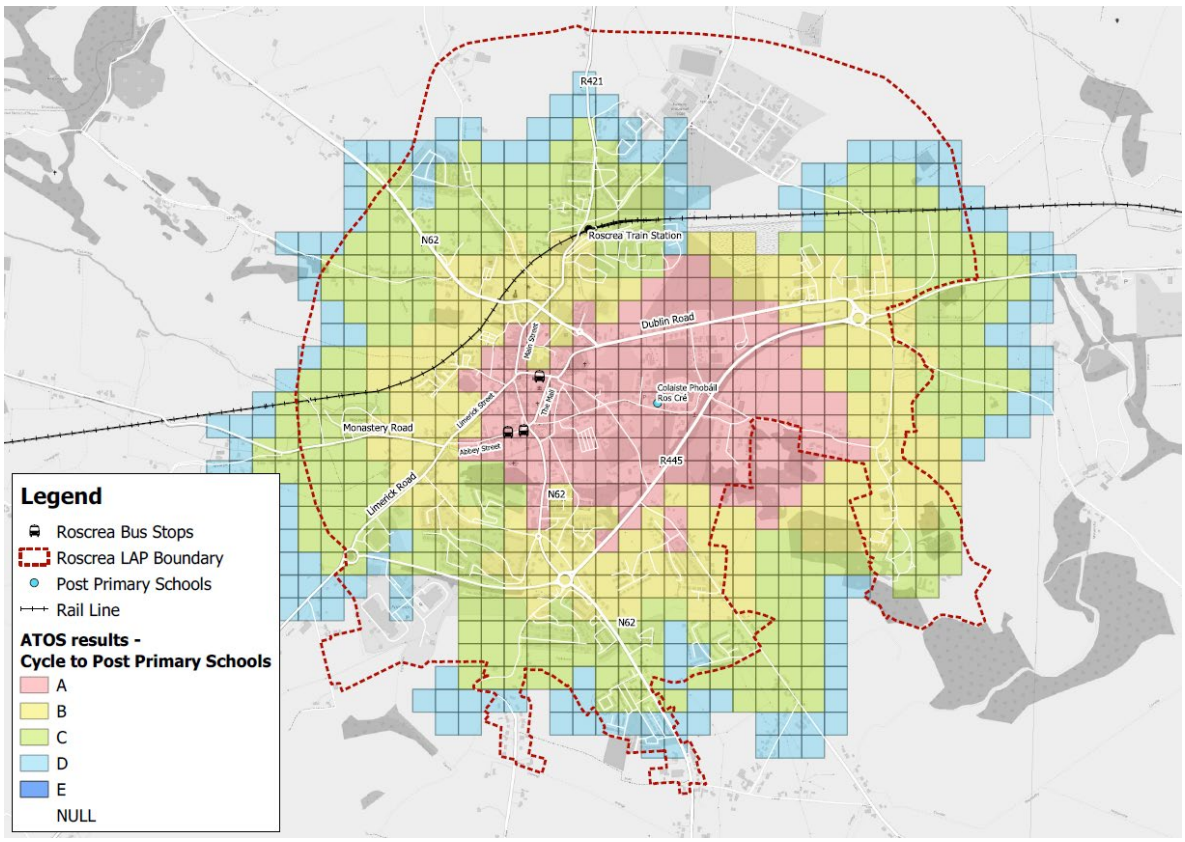


Figure 11: ATOS Cycling Results for Roscrea Post Primary Schools

While the ATOS for cycling accessibility to a post-primary school includes a majority of the Plan area within the 10-minute cycling catchment, the lack of dedicated cycling infrastructure correlates with the very low mode share for cycling to school (0.3% or 4 people).

3.6 Existing Walking Network

Roscrea is a relatively compact town with the majority of residential areas and major trip attractors located within a 15-minute walking distance of the town centre. The 5, 10 and 15-minute walking time zones for the town illustrate the compact nature of the town (Figure 12).

A walkability audit was carried out in 2013 as part of the Town Centre Enhancement Plan in which deficiencies were recorded in terms of certain junctions and road crossings, footpaths, driver behaviour and unruly car-parking.

The town, while enjoying good permeability within the town centre with many links and laneways connecting to the main streets, could benefit from enhanced pedestrian connections to schools, workplaces and public transport nodes.

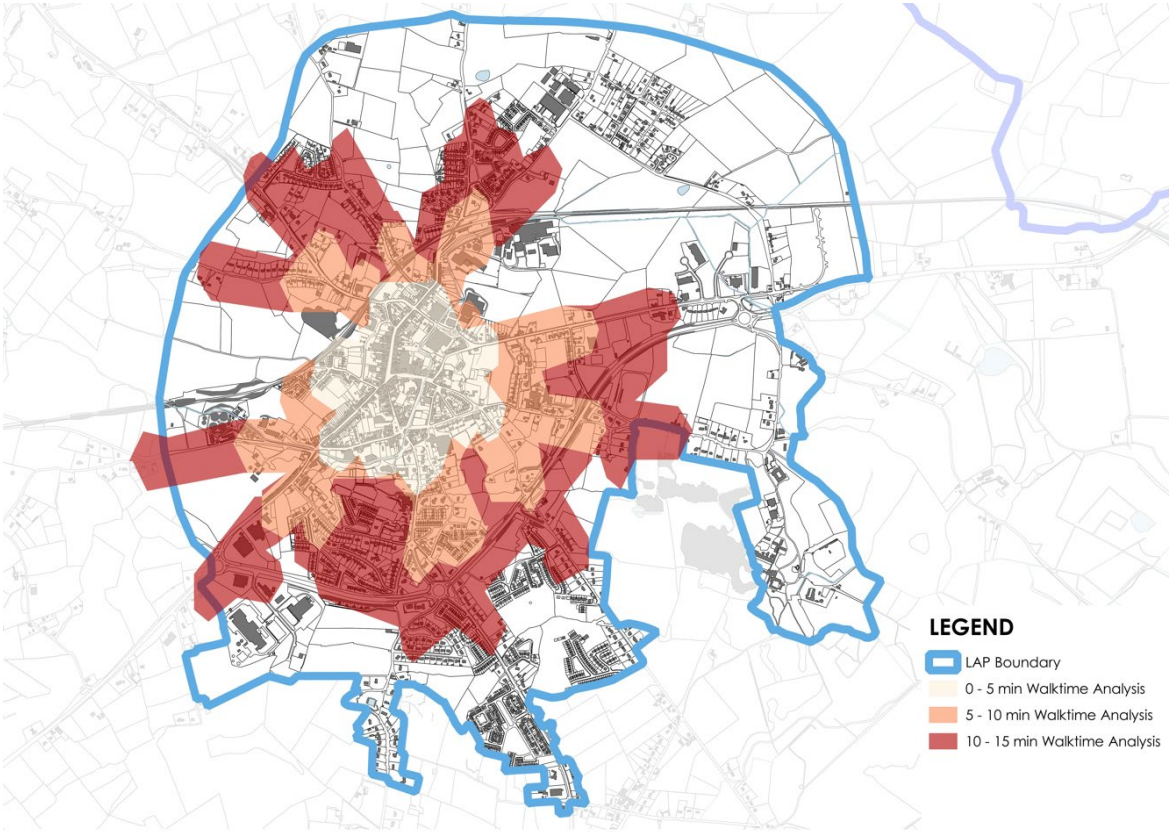


Figure 12: Walk and Cycle Time Analysis

3.7 Existing Cycling Infrastructure

While suited to cycling because of its compactness, Roscrea is deficient in dedicated cycling routes with a need for better connections to schools and workplaces from residentially dense areas.

3.8 Existing Bus Services

Roscrea is served by a frequent intercity route serving Limerick, including the University of Limerick, and Dublin with stops in Nenagh, Portlaoise and Kildare. A number of other bus services connect the town to other towns in and outside the county as set out below. Bus stops are concentrated in the centre of the town, with a possible deficiency to the north and south of the town. The bus stops are not served by covered bus bays and the town would benefit from fully accessible, covered bus stops.

Roscrea Bus Services		
735 Kenneally's	Limerick to Dublin via Roscrea	Two return services Monday to Friday and one return Saturday service.
812 Bernard Kavanagh & Sons	Urlingford to Roscrea	Two return services Monday to Friday and one return Saturday service.

834 Local Link	Roscrea to Portlaoise	Four return services Monday to Saturday and three return services Sundays and Bank Holidays.
854 Local Link	Roscrea to Nenagh	Three daily return services Monday to Sunday
T2 Local Link	Lorrha to Roscrea (door to door)	One daily return service Thursday and Saturday.
T12 Local Link	Roscrea Area Community DRT (Town Centre – St. Conlan's Church – Town Centre)	One return service Tuesday, Thursday and Friday.

Figures 13 demonstrates that there are residential areas to the north and south of the plan area that are not within the 10 – 15-minute walking catchment of a bus stop.

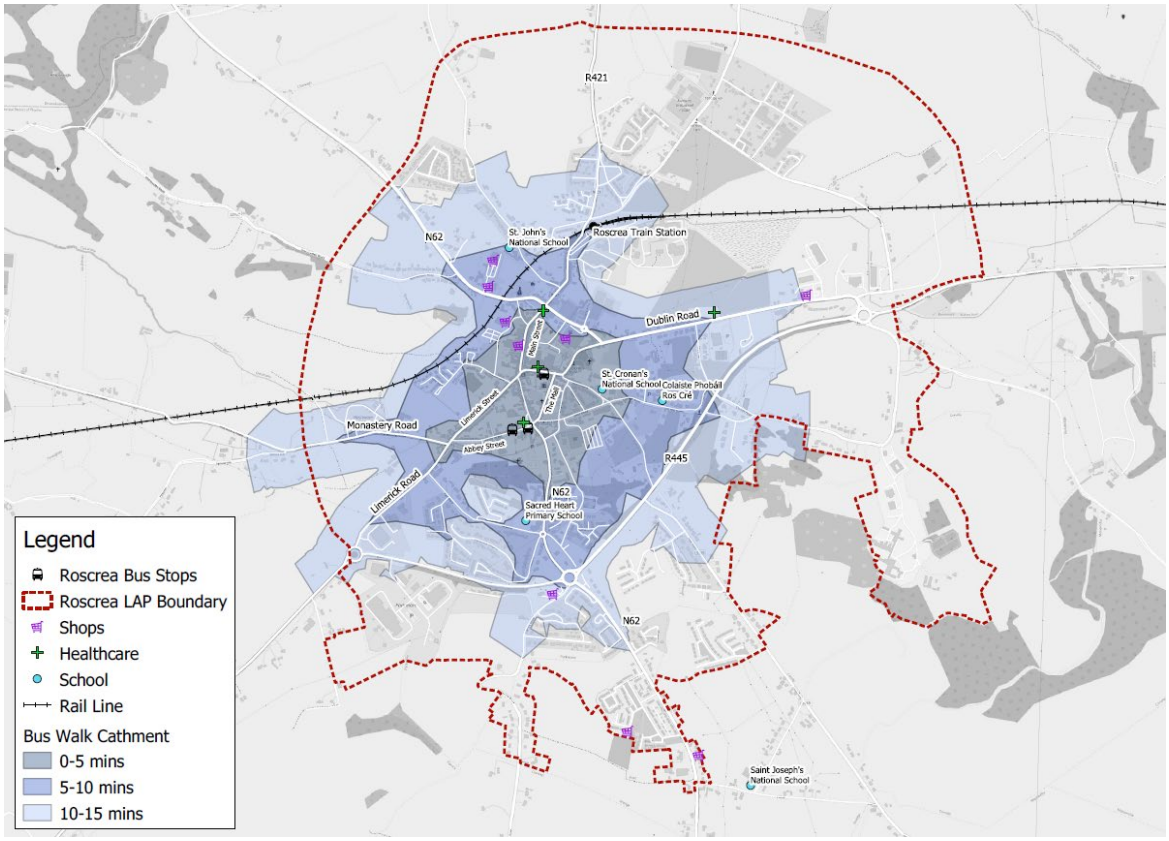
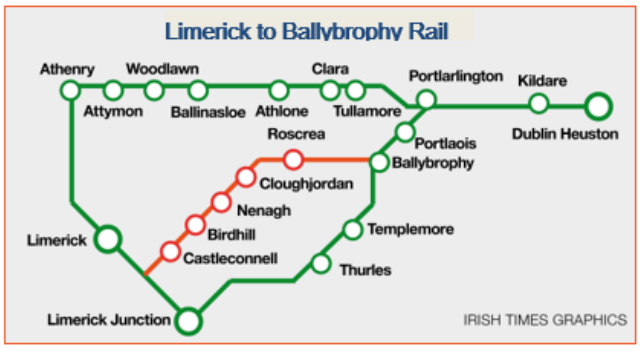


Figure 13: Bus Stop Walking Catchment

3.9 Existing Rail Services

Roscrea is situated on the Ballybrophy rail line to Limerick with two daily services. The train station is located to the north of the town on the R421 with footpath connection to the town centre, within 10 minutes. There are 19 free parking spaces at the station but no bicycle



parking. The vehicular access to the station is parallel to the road and on a bend and may pose difficulties for access, particularly for pedestrians and cyclists.

Roscrea Rail Services		
Ballybrophy Line	Limerick to Ballybrophy	Two daily return departures Monday to Saturday and one on Sundays.

The train station is an important asset for the town, with much of the town centre within a 10 – 15 minute walking time and all of the town within a 10 – 15-minute cycling distance of the station. The location of the train station near the town centre, and its social and cultural assets is particularly important for the tourism economy of Roscrea.

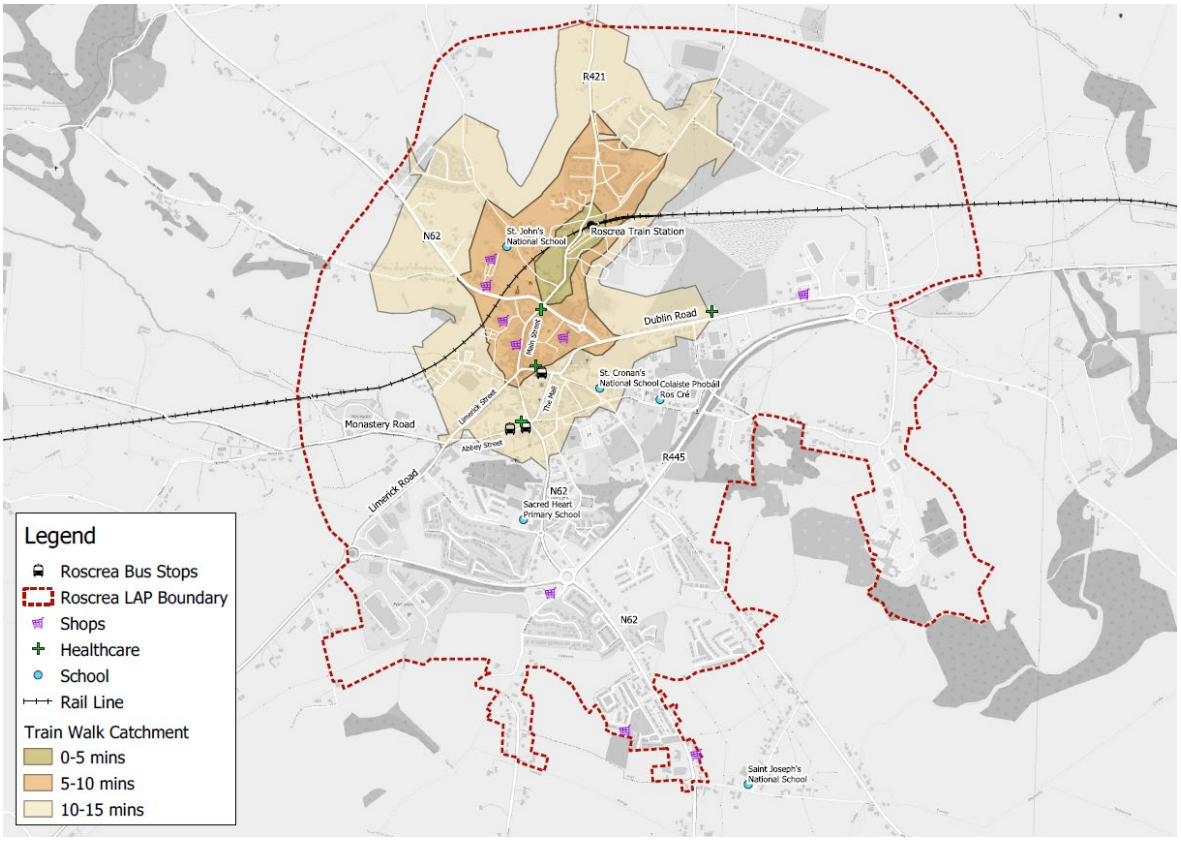


Figure 14: Train Station Stop Walking Catchment

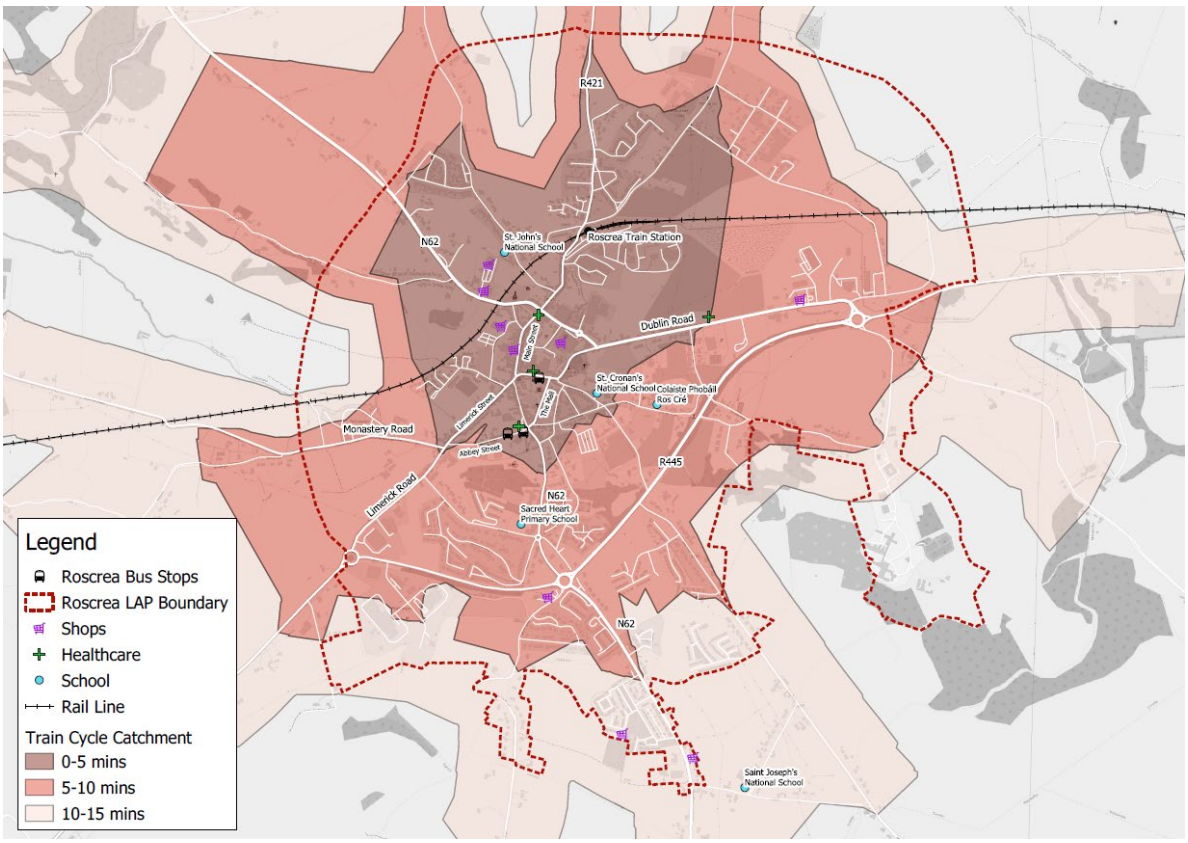


Figure 15: Train Station Cycling Catchment

3.10 Car-Parking

The Roscrea Travel and Transport Plan 2017 included an audit of car-parking, concluding that the off-street car-parks in the town were underused with people favouring on-street parking; it was also considered that the off-street car-parks had ample capacity to meet future demand. The Travel and Transport Plan recommended that on-street parking be reduced and restricted to short stay (one hour) parking with improved signage and access to the off-street parking.

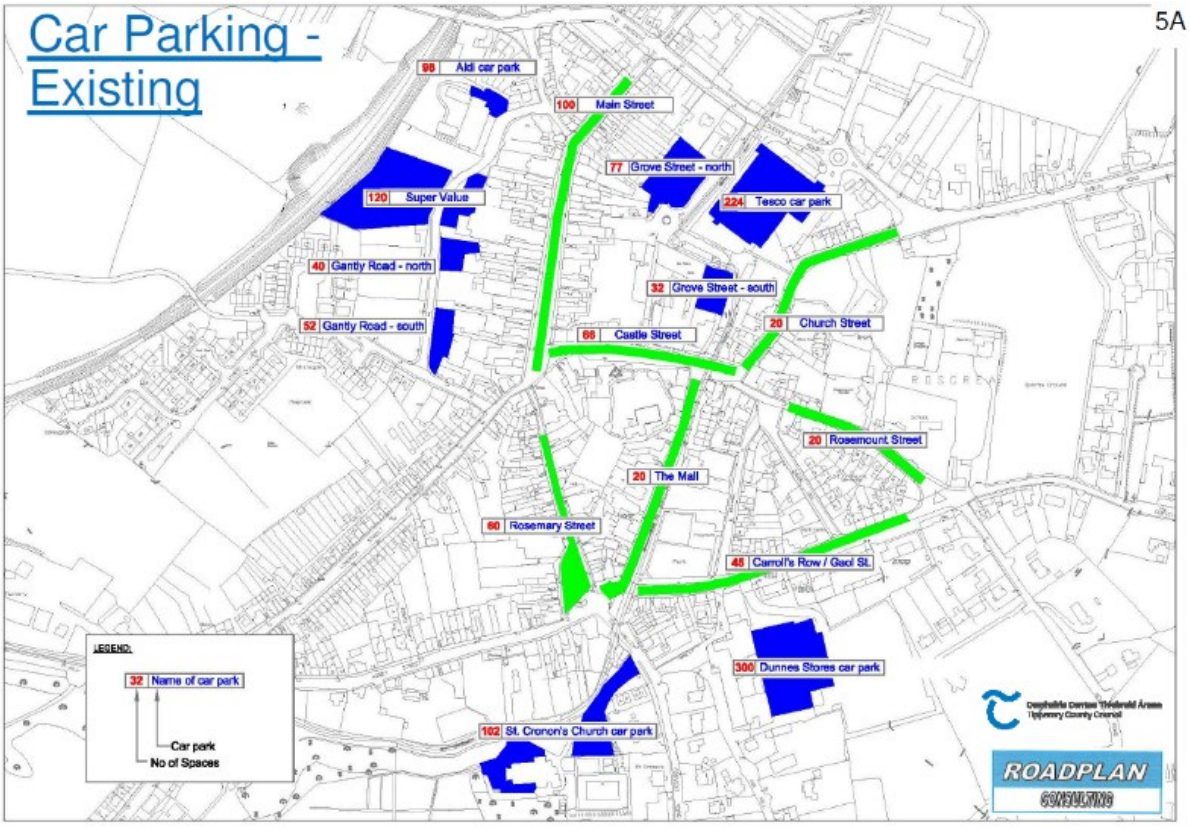


Figure 16: Roscrea Travel and Transport Plan - Car Park Analysis

3.11 Baseline Transport Summary

- 23% of households in Roscrea do not own a car.
- The modal split demonstrates a heavy reliance on the private car while also demonstrating an opportunity for a shift to sustainable transport for the large cohort of people commuting less than 15 minutes each day.
- There is a relatively high number of households with no access to a car, highlighting the need for reliable public transport and safe active transport infrastructure.
- Whilst, most residential areas and high trip generators are within the ten-minute walking or 15-minute cycling contours, there are parts of town where walking/cycling opportunity into the town centre is constrained, for example residential areas south of the N62.
- The ATOS identifies a residential area to the north of the plan area that is constrained in terms of access to education.
- High trip generators including schools, large employers and shops are located in the town core with all located within the 15-minute cycling contours. This emphasises the need for high-quality, safe active transport connections.
- The railway station, while proximate to the town, is constrained by access issues and has no bicycle parking. The service also operates just twice daily. These issues may contribute to the low passenger numbers recorded in the last number of rail censuses.

- Cycle lanes are deficient in the town.
- There is a need for footpath upgrading in areas, particularly around schools, workplaces and public transport nodes.
- Bus stops are concentrated within the town centre.
- Bus stops are kerbside poles and not covered stops.
- There is ample off-street car-parking to allow for a reduced provision of on-street parking in the immediate town centre.

4.0 Modal Share Targets

The National Sustainable Mobility Policy (DoT, 2022) is aligned with the CAP (DECC, 2019) in setting a target of 500,000 additional active travel and public transport journeys per day and a 10% reduction in kilometres driven by fossil fuelled cars by 2030. Modal shift change will occur as a result of a number of factors including; lifestyle change, change in settlement patterns, for example more compact growth in line with Town Centre First principles, and as a result in investment on active travel and public transport.

The total number of trips to work by car in Roscrea is 1,437, in line with national targets it is proposed that this could be reduced by a minimum of 10% over the lifetime of the Plan. A 10% reduction would amount to daily 1,293 trips or 65% of all work-related journeys. The mode share targets for work set out below, are based a minimum 10% reduction in car journeys.

Table 4.1: Modal Shift Targets for employment related journeys

Work	Walking	Cycling	*Public Transport	*Car/Van
Existing Mode Share in Tipperary	8%	0.8%	1.2%	77%
Mode Share Target Tipperary	20%	10%	20%	45%
Existing Mode Share in Roscrea	17%	1.4%	1%	73%
Mode Share Target Roscrea	25%	5%	5%	65%

The total number of daily trips to education by car in Roscrea is 712, it is targeted that this could be reduced by a minimum of 15% over the lifetime of the Plan. A 15% reduction would amount to 605 trips or 51% of all education related journeys. The mode share targets for education set out below, are based on a minimum 15% reduction in car journeys.

Table 4.1: Modal Shift Targets for education related journeys

Education	Walking	Cycling	*Public Transport	*Car/Van
Existing Mode Share in Tipperary	16%	0.6%	18%	61%
Mode Share Target Tipperary	20%	10%	20%	45%
Existing Mode Share in Roscrea	22%	0.3%	13%	60%
Mode Share Target Roscrea	29%	4%	16%	51%

**Public Transport includes: Bus, minibus or coach and train*

** Car/Van includes drivers and passengers*

5.0 Sustainable Travel Actions

This section sets out measures that may be achieved (subject to funding) in order to achieve a modal shift away from the private vehicle whilst in some cases, enhancing public realm. These measures go hand in hand with the objectives of the LAP to; integrate land use and transport planning; achieve more balanced, sequential compact growth and; work towards Roscrea as a ten-minute town. The Council will also seek to optimise the existing road infrastructure to achieve a safer, more effective road network for all road users.

It is an objective of the Council to support the relevant national transport and funding authorities in their delivery of enhanced public transport services, and will seek to implement a programme of measures to support active travel within, and to the town, and achieve key outcomes for active and public transport. The proposed local outcomes for sustainable transport in Roscrea, which are informed by the TCDP policies and objectives relating to sustainable transport, are as follows:

Table 5.1: Sustainable Transport Outcomes for Roscrea	
Key Outcomes for Walking	• Increased mode share for all trips • Improved walking infrastructure with a focus on connecting residential area to schools, workplaces, town centre, bus stops and train station • Enhanced public realm supporting safer and more efficient pedestrian movement over that of the private car
Key Outcomes for Cycling	• Increased mode share for all trips • Improved cycling infrastructure with a focus on connecting residential areas to schools, workplaces, town centre, bus stops and train station • Improved safety for cyclists in Roscrea • Provision of secure bicycle parking in all new developments including public realm (see cycle parking standards set out in Tipperary CDP Development Management Standards Volume 3)
Key Outcomes for Public Transport	• Increased modal share • Enhanced integrated and accessible bus services and bus stops • Improved connectivity to other settlements and cities through the NTA's Connecting Ireland programme

	• Maximising the potential of the rail network • Improved access to the train station and upgrading of the facility as an attractive transport hub with an opportunity for people to utilise as a park and ride (car and bicycle) for onward travel to connecting towns and cities.

5.1 National Sustainable Transport Investment Programme

5.1.1 Cycle Connects Roscrea

The NTA's CycleConnects: Ireland's Cycle Network aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. The report sets out proposals for enhanced cycling connections for each town in Ireland with a population over 5,000 people.

A number of primary, secondary and interurban routes within and connecting to the town are identified. The Council will endeavour to work with the NTA to support the rollout of 'Cycle Connects' in Roscrea.

5.1.2 Connecting Ireland Rural Mobility Plan

Connecting Ireland seeks to make public transport for rural communities more attractive by:

- Improving existing services;
- Adding new services; and
- Enhancing the current Demand Responsive Transport network which meets the transport needs of people who live in remote locations.

The NTA has undertaken a comprehensive analysis to better understand where rural bus service improvements are required with a view to introducing new and improved connections between villages and towns; and providing better access to public transport in rural areas.

Public consultation on proposed enhancements to the public transport network were carried out in late 2021. The NTA are currently reviewing the submissions and will issue a report once collated. The rollout of new and improved services will be implemented on a phased basis between 2022 and 2025.

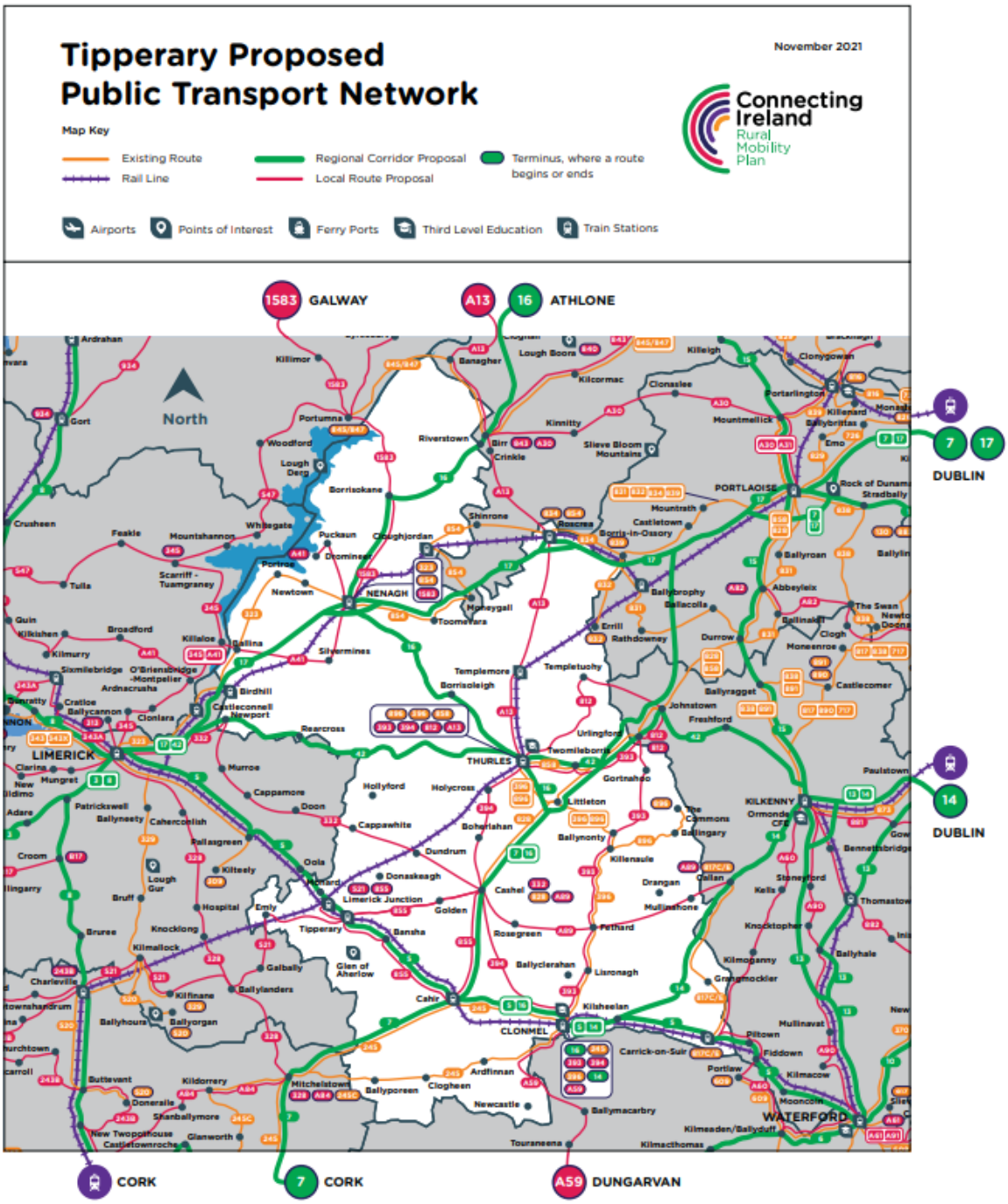


Figure 17: Connecting Ireland

The following bus routes serving Roscrea have been proposed for enhancements:

- Regional Corridor Route 17 – Limerick to Dublin serving Nenagh, Roscrea and Portlaoise: This corridor is currently served by routes 300, 712X and 735, a mix of express and all-stop services. The proposal is for better integration of all existing services and more frequent all-stop services. Minimum service frequency of 2 hours on all-stop services.
- Local Route A13 – Athlone to Thurles serving Roscrea and Templemore: It is proposed to provide a new route from Athlone to Thurles via Shannonbridge, Banagher, Birr, Roscrea and Templemore. Minimum service of 3 return trips a day.

5.1.3 Rail Service Improvements

The 'All Ireland Strategic Rail Review' is currently being prepared by the Department of Transport and the Department for Infrastructure, Northern Ireland. This Review will consider how the rail network on the island of Ireland can improve to promote sustainable connectivity into, and between, the major cities, enhance regional accessibility and support balanced regional development.

The commuter rail line between Limerick and Nenagh and onward intercity line to Ballybrophy is recognised as an important public transportation link to the wider area and the RSES supports its upgrade and enhancement. The Limerick Shannon Metropolitan Area Transport Strategy 2040 includes Measure RL3 seeking to improve the frequency of services on the Nenagh/Ballybrophy line as demand for travel increases.

Iarnród Éireann has recently carried out track renewal works on the Limerick to Ballybrophy via Nenagh line in order to enable journey time improvements to the service and to provide the foundations for further service improvements in the future. To date the improvements have resulted in a 15-minute reduction in journey times between Limerick and Ballybrophy.

5.2 Local Sustainable Transport Investment Programme

This STP comprises a combination of national and local level investment priorities thus informing future investment in sustainable transport within the LAP area. National interventions, The Roscrea Town Centre Enhancement Plan 2013, The Roscrea Traffic and Transportation Plan 2017 and the Roscrea Age Friendly Walkability Audit 2016, formed the basis for the long list of options considered in the preparation of the active travel priorities for the Plan period. In addition to this, an audit of existing transport infrastructure was carried out along with an assessment of existing and planned housing, industrial, commercial and educational infrastructure in the town in order to develop a list of sustainable transport priorities for Roscrea. The proposed zoning for the Draft LAP, was developed to reflect the government's priorities for compact growth and sequential development, provided the basis for the following active travel interventions for the Plan period.

5.2.1 Sustainable Travel Priorities for Roscrea

The following table and map set out a non-exhaustive list of actions that may be delivered subject to receipt of funding through the NTA's Active Travel Investment Programme and other investment programmes, for example the Rural Regeneration and Development Fund and Town and Village Renewal Fund etc.

Table 5.2: Sustainable Travel and Public Realm Projects (non-Exhaustive list)	
Road No./Name	**Proposed Intervention**
R421 Main Street	Public realm improvements – reallocation of road space and enhanced facilities for vulnerable road users
Cashel Street L-3142	Public realm improvements – reallocation of road space and enhanced facilities for vulnerable road users and improved accessibility
Grove Street Carpark	Enhanced permeability measures to Main Street
Dublin Road	Provision of segregated cycle lanes
N62	Provision of segregated cycle lanes
N62 Knock Junction	Junction upgrades and enhanced facilities for vulnerable road users
New Road	Active travel upgrades
Rosemary Street L-3139	Active travel upgrades
R445	Provision of segregated cycle lanes
Limerick Road R445	Improved walking and cycling facilities from R445 to Link Road
Rosemary Square & The Mall	Public realm and accessibility enhancements
Castle Street, Rosemount and Ballyhall	Junction Improvements
Ashbury Road L-3102	Active travel enhancements to GAA grounds
Golden Grove Road/L3101	Improved footpaths to school
Ayr Hill & Ballyhall	Improvements as feasible subject to survey and planning
Rosemount Street	Improved active travel facilities
R421	Improved pedestrian access and footpaths b/w rail station and Main St.
N62 and L3256	Active travel enhancements to St. Joseph's N.S.
Rail Station	- Junction improvements - Secure bicycle lockers for commuters
Bus Stops	Provide accessible, covered bus stops
Schools	School Zones to be delivered outside: - Scoil Eoin Naofa/St. John's N.S. - St. Cronan's N.S. - Corville N.S. - Sacred Heart Primary School - Coláiste Phobail Ros Cré
Car-parking	To be considered as part of Town Centre First Programme and Public Realm Upgrade measures
Bicycle Parking	Identify suitable locations for bicycle parking throughout the LAP area.
Cycle Connects	Map includes NTA 'CycleConnects' proposed routes where appropriate

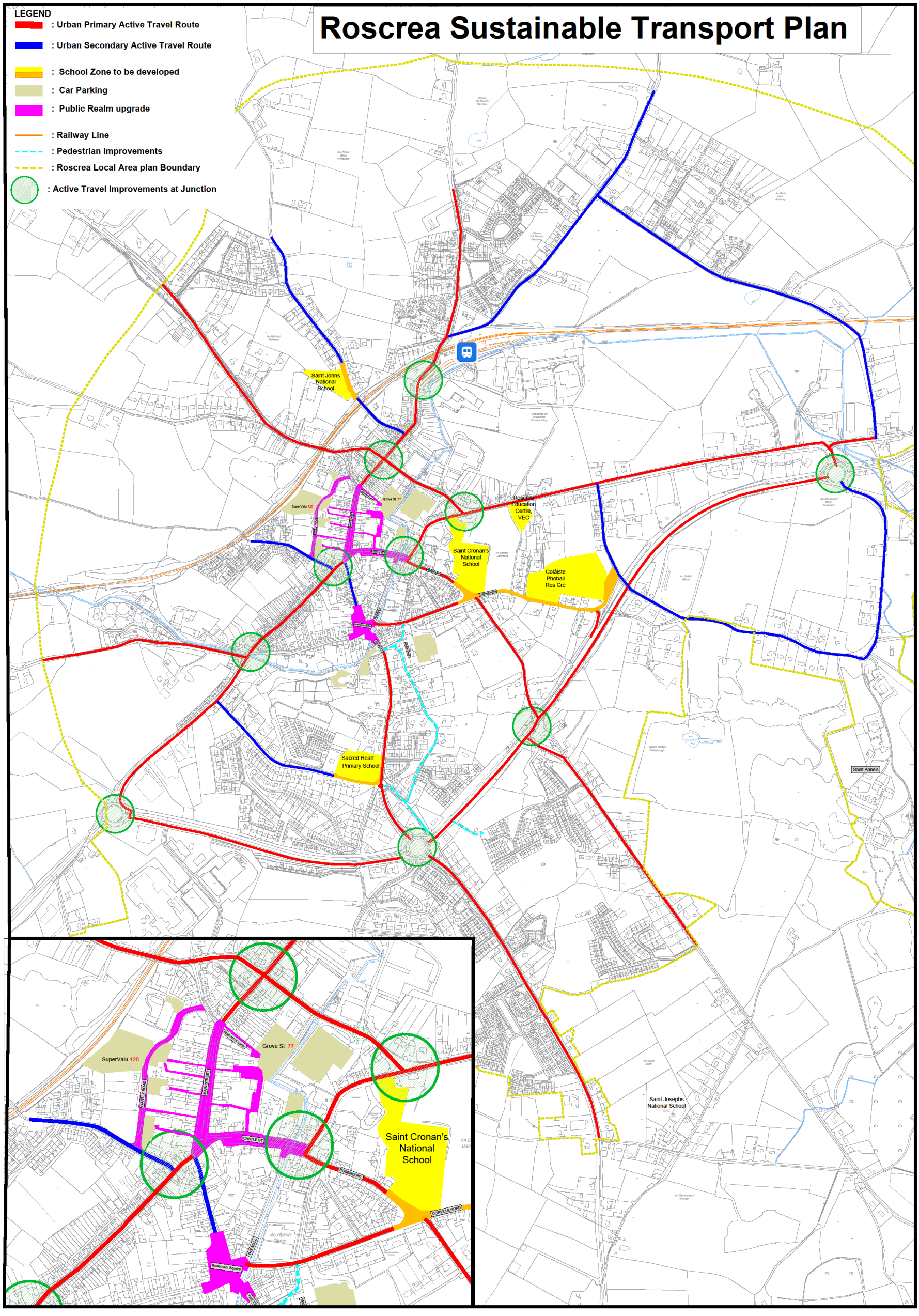


Figure 18: Sustainable Travel Plan Map[3]

[3] Projects may be subject to change over the lifetime of the Plan. The delivery of projects outlined will be subject to the receipt of funding under relevant and available funding schemes.