ARUP

AN LONGFORT
Comhairle Chontae An Longfoirt
Longford County Council
CONNECTED
People • Place • Opportunity

# Longford Town
# Local Transport Plan

October 2023

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## Section 1

# Introduction

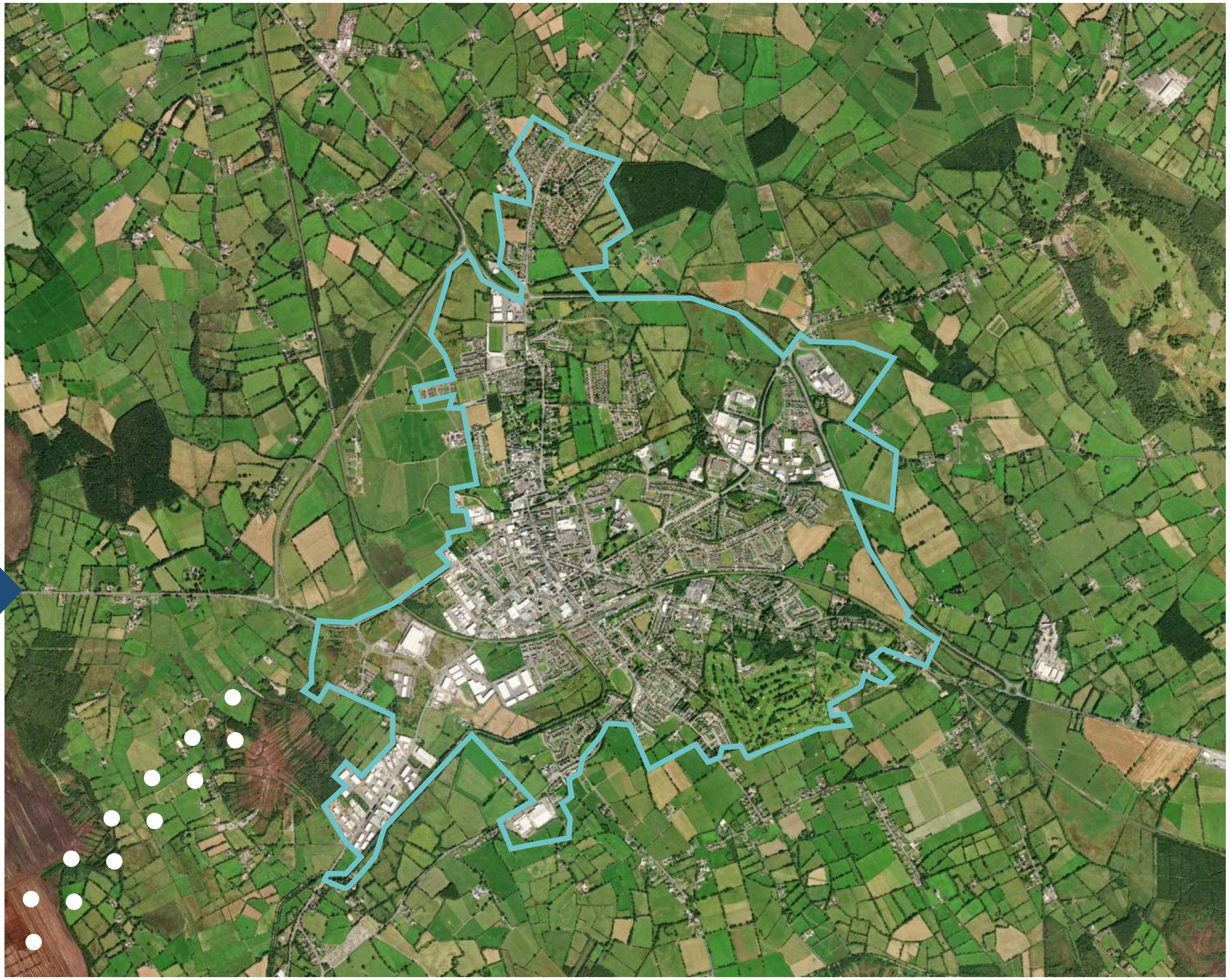
# 1. Introduction

## 1.1 Purpose of the Study

Arup has been commissioned by Longford County Council (LCC) to complete a Local Transport Plan (LTP) for Longford Town. The Transport Strategy will inform the Local Area Plan (LAP) that is being prepared for Longford Town and Environs as recommended in the Regional Spatial and Economic Strategy (RSES). The aim of the transport plan is to establish a strategic framework for investment in transport in longford, and it is anticipated to be fully reflected in the Draft LAP. Each of the proposals will be subject to further detailed asessment of their impacts and benefits prioir to implementation.

The overall strategy presents a comprehensive analysis of the current transport situation in Longford Town. The opportunities and constraints associated with the transport network are identified and are used to inform potential solutions to improve the transport network for all users. The study area for this project includes all land within the Local Area Plan extents, as shown in Figure 1.1.

**Figure 1.1:** Longford Town & Environs Local Area Plan Extents



## 1.2 Background

County Longford is the fourth smallest county in Ireland. It is located in the midlands of Ireland, and is bordered by County Westmeath, Cavan, Leitrim and Roscommon. Longford Town is located in the centre of the County and is the key town of the county, with established employment areas and substantial administrative and retail functions. In order to strengthen the economic competitiveness and social advancement of the County, an effective transportation network is required to ensure adequate linkages between Longford, the Midland region and beyond.

Given its midlands location, Longford is strategically positioned as a portal to the Northern and Western Region, with the county well served by transport links in the form of the Sligo-Dublin railway line, and several strategic national primary and secondary routes which traverse the County from East to West and North to South. These include the N4 and N5, both of which are components of the Trans-European Transport Networks (TEN-T) Comprehensive Network. This high degree of accessibility has helped retain and enhance a range of enterprises within the County, as well as attract new businesses and industries to the locality.

Longford Town Core is a compact and walkable centre with a distinct layout, built heritage and strong identity. The industrial, administrative, transportation and military history of the town is reflected in this identity through the Camlin River, Royal Canal, Connolly Barracks and St. Mel's College and Cathedral. The town retains these functions and acts as a service and administrative centre for its wider hinterland. This plan aims to build on these strengths for maximum social, environmental and economic benefits.

## 1.3 Assessment Methodology

The methodology for this assessment follows that laid out in the Area Based Transport Assessment (ABTA) Guidance Notes 2018 published by Transport Infrastructure Ireland (TII), along with the supplementary 'ABTA How To Guide Pilot Methodology' document prepared by TII and the National Transport Authority (NTA).

As part of this process, an initial baseline assessment is undertaken along with establishing context. Following this, options are developed, which in this case are specific infrastructure or soft measures for each of the proposed strategies. The Options Assessment is conducted utilising a Multi-Criteria Analysis (MCA), in which the options are compared based on criteria which are specific to the different proposed strategies. The outcome of the MCA process informs the implementation and priority plan, with some schemes being discounted, and the remaining schemes being sorted by priority. Monitoring and Evaluation will be conducted following the implementation of the plan and the schemes therein.

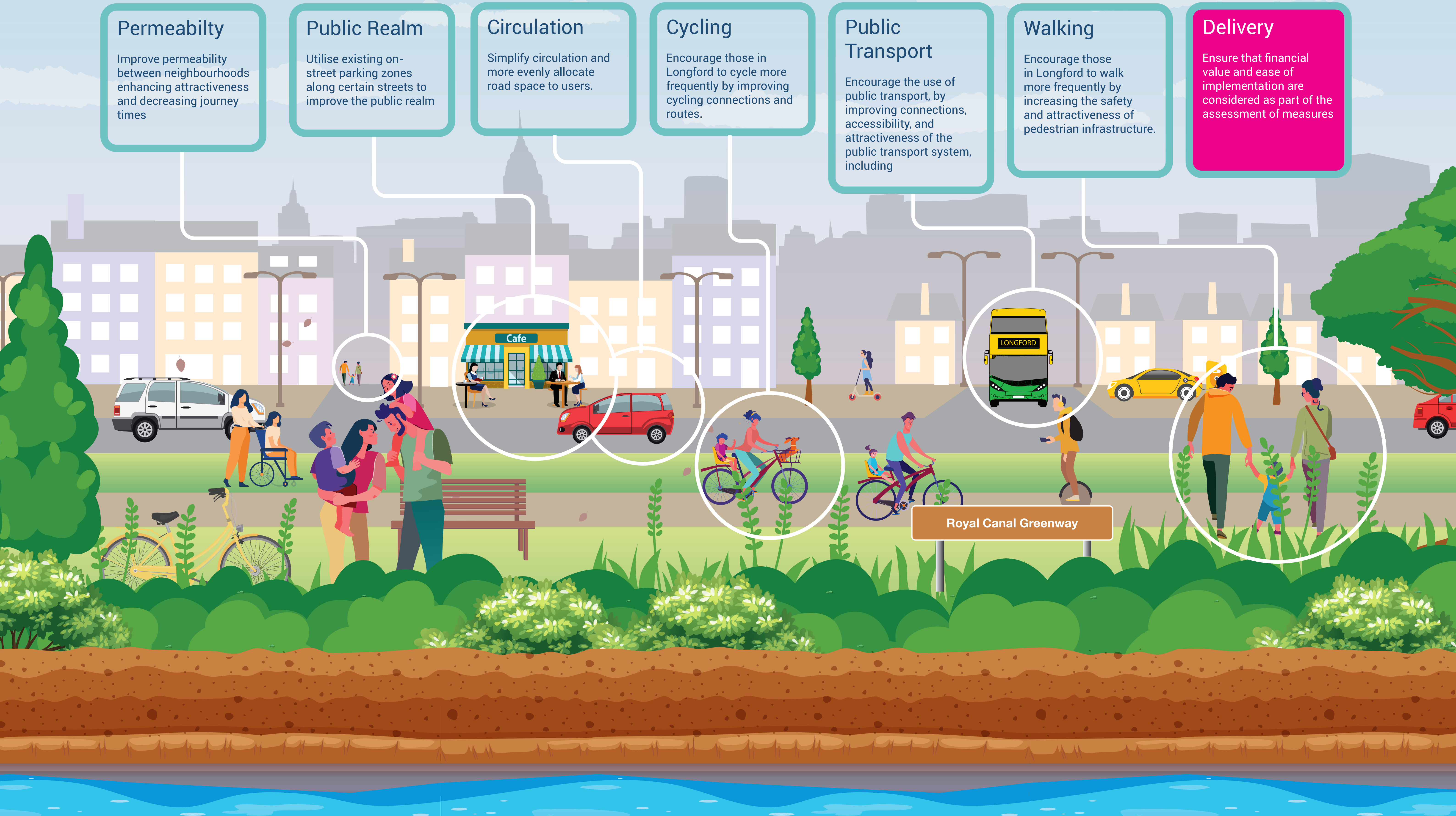
**Figure 1.2:** Assessment Methodology

| | | |
|---|---|---|
| Informing the Plan | **PART 1**<br>Baseline Assessment | Policy Context<br>Plan Area Characteristics<br>Area of Influence Identification<br>Existing Travel Patterns,<br>Transport Infrastructure & Transport Services, and<br>Environmental Conditions |
| | **PART 2a**<br>Establish Context | Identify Principles and Objectives<br>Forecast Transport Demand |
| | **PART 2b**<br>Options Development | Options Development: Develop Transport Options and Associated Land Use Scenario(s) |
| | **PART 3**<br>Options Assessment | Screening of Options Long List<br>Packaging of Land Use and Transport Options (Scenarios)<br>Multi Criteria Analysis |
| | **PART 4 & 5**<br>Plan Preparation & Finalisation | Development of Preferred Scenario for Planning Purposes<br>Incorporation of Text into the Plan<br>Setting Plan Objectives to Support Delivery<br>Establish Mode Share Ambitions<br>Review of Consultation Feedback<br>Finalised Scenario(s) |
| | **PART 6**<br>Monitoring & Evaluation | Monitor Mode Share Ambitions<br>Benchmark Performance |

## Assessment Methodology

**The outcome of the Multi-Criteria Analysis process informs the implementation and priority plan**

# This strategy seeks to improve:



## Permeabilty

Improve permeability between neighbourhoods enhancing attractiveness and decreasing journey times

## Public Realm

Utilise existing on-street parking zones along certain streets to improve the public realm

## Circulation

Simplify circulation and more evenly allocate road space to users.

## Cycling

Encourage those in Longford to cycle more frequently by improving cycling connections and routes.

## Public Transport

Encourage the use of public transport, by improving connections, accessibility, and attractiveness of the public transport system, including

## Walking

Encourage those in Longford to walk more frequently by increasing the safety and attractiveness of pedestrian infrastructure.

## Delivery

Ensure that financial value and ease of implementation are considered as part of the assessment of measures

Section 2

# Strategic Context

# 2. Strategic Context

## 2.1 National Policy

**Project Ireland 2040 – National Planning Framework** (NPF) provides a high-level strategic planning framework to guide development and investment over the coming decades, with the Project Ireland 2040 - National Development Plan (NDP) 2018-2027 setting out investment priorities. Growth of the Eastern and Midland Region is a clear priority in the two documents, with growth in population (to around 2.85 million) and employment (to 1.34 million) targeted.

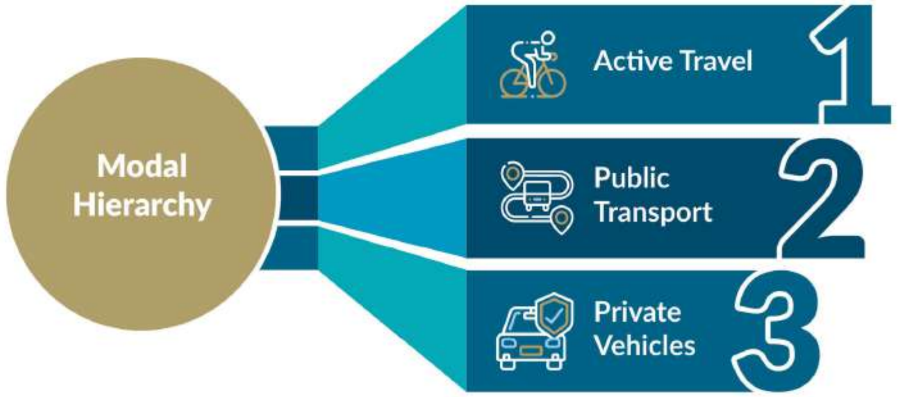
The NPF acknowledges and highlights the strategic role of the Midlands, stating: "Its central location in Ireland can be leveraged to enable significant strategic investment to a greater extent than at present, supported by a sustainable pattern of population growth, with a focus on strategic national employment and infrastructure development, quality of life and a strengthening of the urban cores of the county towns and other principal settlements". Placemaking, sustainable mobility, prioritising alternative forms of transport to car and developing comprehensive walking and cycling are key objectives identified in the documents which are relevant to Longford Town.

As part of the objective to enhance regional accessibility, the upgrade of the northern sections of the N4 is outlined as a means of increased accessibility to the North-West. This is being delivered, in part, by the N4 Mullingar to Longford (Roosky) scheme, as outlined in section 2.5.

The **National Investment Framework for Transport in Ireland** (NIFTI) is the Department of Transport's framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes. NIFTI establishes four Investment Priorities: Decarbonisation, Protection and Renewal, Mobility of People and Goods in Urban Areas, and Enhanced Regional and Rural Connectivity. The four NIFTI Investment Priorities, are supplemented by Modal and Intervention Hierarchies. Modal hierarchy: 1. Active Travel, 2. Public Transport, 3. Private Vehicles. Intervention Hierarchy: 1. Maintain, 2. Optimise, 3. Improve, 4. New. The priorities of this plan are in alignment with these.

**The Climate Action Plan 2023** states that modal shift is important in Ireland meeting the 2030 decarbonisation ambitions. To do this, high-quality public transport, cycling and walking infrastructure must be provided, to reduce reliance on private cars, and congestion Policies to reduce transport emissions by improving our town, cities and rural planning, and by adopting the Avoid-Shift-Improve approach: reducing or avoiding the need for travel, shifting to public transport, walking and cycling and improving the energy efficiency of vehicles. The plan has committed to an additional 500,000 public transport and active travel journeys daily by 2035. Under the Climate Action and Low Carbon Development (Amendment) Act 2021, emissions must reduce by 51% by 2030, setting a path towards a zero net-emissions scenario by 2050.

**Modal hierarchy:** The National Investment Framework for Transport in Ireland (NIFTI)



**Intervention Hierarchy:** The National Investment Framework for Transport in Ireland (NIFTI)

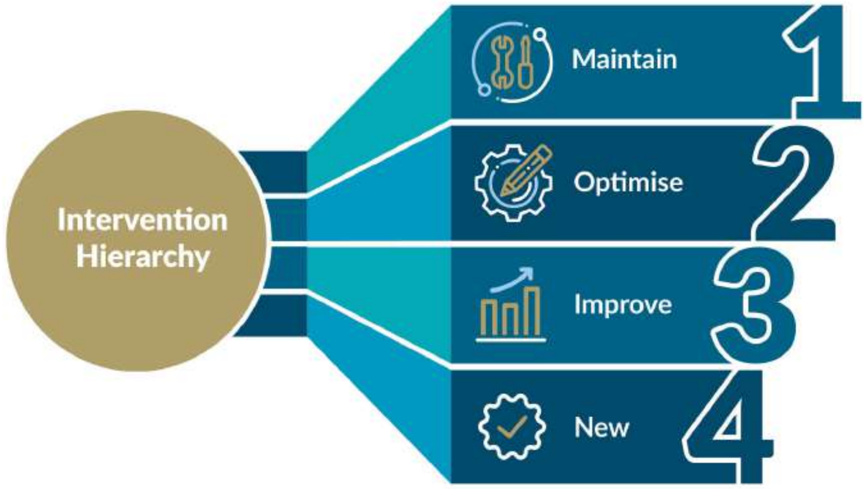


**Table 2.1**: Principles and Goals of the National Sustainable Mobility Policy

| Principles | Goals |
|---|---|
| **Safe and Green Mobility** | 1. Improve mobility safety.<br>2. Decarbonise public transport.<br>3. Expand availability of sustainable mobility in metropolitan areas.<br>4. Expand availability of sustainable mobility in regional and rural areas.<br>5. Encourage people to choose sustainable mobility over the private car. |
| **People Focused Mobility** | 6. Take a whole of journey approach to mobility, promoting inclusive access for all.<br>7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.<br>8. Promote sustainable mobility through research and citizen engagement. |
| **Better Integrated Mobility** | 9. Better integrated land use and transport planning at all levels.<br>10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation. |

**The National Sustainable Mobility Policy** provides an opportunity to change our daily travel choices by making it easier for people to travel by more sustainable modes – be that walking, cycling or public transport. The Policy aims to support this modal shift between now and 2030, through infrastructure and service improvements, as well as demand management and behavioural change measures. The Policy aims to continue to make existing and new walking, cycling and public transport networks more accessible for all users. The Policy is guided by three key principles and 10 high-level goals.

The **Pathfinder Programme** was initiated in July 2022, through which the Minister for Transport wrote to each Local Authority seeking submissions for 'pathfinder' projects related to the National Sustainable Mobility Policy (SMP) and the work of its Leadership Group which includes the CCMA and the three Regional Assemblies as part of its membership. The criteria for pathfinder projects are as follows:

- Be identified as, or directly linked to, activities set out in the Sustainable Mobility Policy and associated Action Plan;
- Have the potential to act as demonstrator projects for the SMP (i.e. capable of replication elsewhere / up-scaling) – existing, in progress or new;
- Be capable of being delivered within a 3-year timescale;
- Demonstrate their capacity to achieve carbon abatement, air quality and/or other co-benefits in line with the overall objectives of the SMP.
- Support the objectives of the National Planning Framework for better balanced regional development and the low carbon and compact development of our villages, towns and cities.

**The Spatial Planning and National Roads Guidelines for Planning Authorities** (DoECLG, 2012) set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmh speed limit zones for cities, towns and villages. The following key principles are set out as part of these guidelines, all of which are relevant to the production of this plan:

- Land-use and transportation policies are highly interdependent
- Proper planning is central to ensuring road safety
- Development should be plan-led
- Development Management is the key to Plan Implementation
- Planning authorities and the National Roads Authority [now TII] and other public transport bodies must work closely together

**Town Centre First** is a policy approach that aims to support the vitality and viability of Irish towns. It is based on the principle that town centres should be the primary location for a range of activities, such as retail, services, housing, culture and recreation. The policy approach provides a framework for planning, investment and collaboration to enhance the attractiveness and competitiveness of town centres. It also identifies the benefits and challenges of implementing Town Centre First, and outlines the roles and responsibilities of various stakeholders.

**Regional Policy**

**One of the strategy's key regional strategic outcomes is to integrate transport and land use.**

## 2.2 Regional Policy

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region Assembly (EMRA) 2019- 2031 sets out a framework to direct future growth of the Eastern and Midlands Region over the medium to long term.

Similar to the national policy objectives, placemaking and the development of active travel networks are seen as key enablers in creating vibrant, attractive and safe, places to work, live, shop and engage in community life.

One of the strategy's key regional strategic outcomes is to integrate transport and land use. The aims are to promote best use of transport infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. Longford acts as a key employment centre with strong retail, administrative and service functions that serve a wide catchment. The town has a young, diverse and growing population of 10,000 people and a growth rate of 13% from 2006 to 2016. Key priorities are to promote compact growth, the regeneration of the town centre and to expand Longford's role as a hub for enterprise, employment and tourism.

As per Regional Policy Objective (RPO) 8.6, this local transport plan for Longford is being prepared. The regional policy objectives for Longford Town include:

- To enhance accessibility and sustainable mobility within the town centre by improving links between the core and surrounding areas through the further integration of public transport, walking and cycling facilities.
- Support Longford Town as a strategic gateway to the northwest and south in recognition of its location at the junction of the N55; M4/N4 Dublin/Sligo and N5; due to its proximity to the regional growth centre of Athlone; and support its role as a strategic employment centre.

Rialtas na hÉireann
Government of Ireland

National Sustainable Mobility Policy
Action Plan 2022-2025

Tionscadal Éireann
Project Ireland
2040

Prepared by the
Department of Transport
gov.ie/transport

An Roinn Iompair
Department of Transport

Ireland's new Sustainable Mobility Policy will make it easier for you to walk, cycle and use public transport daily.

To cut Ireland's carbon emissions in half by 2030 we need to reduce our use of petrol and diesel cars. The policy will improve and expand walking, cycling and public transport options across the country to help you travel more sustainably.

What's in the policy?

Safe and green mobility
- Expanding walking, cycling and public transport infrastructure across the country
- Moving the public transport fleet to low and zero emission vehicles
- Improving the safety of walking, cycling and public transport networks

People focused mobility
- Making walking, cycling and public transport more accessible for all users – including those with reduced mobility, disabilities and the elderly
- Introducing a more attractive fare structure
- Reallocating road space to prioritise walking, cycling and public transport

ter integrated mobility
g a transport-orientated approach to housing
ent to place new housing close to public transport
ier to switch between walking,
il on your journey

Consider your journey
Can you move from place to place in a greener way? Over half of all trips under 2km are made by car. Can you walk or cycle short journeys instead? Or use public transport instead of driving a petrol or diesel car?

Sustainable Mobility is cheaper, good for your health and better for the environment!

For more information see www.gov.ie/transport

#ClimateActionIRL
#TransformingHowWeTravel

## 2.3 Local Policy

The Longford County Development Plan (CDP) (2021-2027) and the Longford Town and Environs Local Area Plan (LAP) (2016-2022) set out the policies and objectives for the proper planning and sustainable development of the study area.
In relation to transport policy, many of the strategic objectives within these documents align with national and regional policy. The key transport objectives and policies contained within these plans are centred around the following themes:

- Reducing the need to travel by private car;
- Encouraging alternative means of travel (other than car) where practicable;
- Providing footpaths, cycle paths and public lighting in towns and villages;
- Supporting the delivery of a high-quality, permeable and attractive pedestrian and cycling network;
- Supporting investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of the Dublin – Sligo train line and improved train services;
- Promoting development patterns that facilitate the delivery of local public transport links within towns (including feeder buses to train stations and other transport interchanges), between towns and in rural areas;
- Integrating land use and transport planning to facilitate sustainable urban development and reduce the need to travel;
- Relieving traffic congestion, particularly in town centres, by means of traffic management and traffic calming.

Longford County Council
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LONGFORD
COUNTY DEVELOPMENT PLAN
2021-2027
CHAPTER 7
Placemaking

As part of the LAP, specific objectives and measures are identified, which are accounted for in the production of this plan.

As part of the movement strategy, areas identified for attention are as follows:

- The access from St. Christopher's into the town centre and, in particular, the junction at Great/Little Water Street
- Roundabout at the northern end of the Battery Road into the Demesne
- Road Crossings along Ballinalee Road/social services offices/St Emer's /rear of Market Square
- Enhanced connectivity and accessibility between the Railway/Bus Station, residential areas, employment and other services
- Footpaths and surface condition throughout the town, availability of seating in the public realm

## 2.4 Design Standards and Guidelines

As part of the implementation of the proposed infrastructure measures, a number of design standards and guidelines should be followed. These include but are not limited to the following:

- Design Manual for Urban Roads and Streets (DMURS) and supplementary interim note
- Spatial Planning and National Roads Guidelines for Planning Authorities
- National Cycle Manual
- Safe Routes to School Design Guide
- Rural Cycleway Design (Offline and Greenways)
- TII Publications (Standards), including The Treatment of Transition Zones to Towns and Villages on National Roads, Rural Cycleway Design (Offline and Greenways) and Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes
- Design Guidelines for the Creation of Public Transport Information

## 2.5 Other Key Policy Documents

### 2.5.1 Connecting Ireland Rural Mobility Plan

In addition to the statutory policies documents, other documents relevant to the area include The Connecting Ireland Rural Mobility Plan. Connecting Ireland seeks to make public transport for rural communities more useful for more people, and it will do this by:

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

The plan aims to improve mobility in rural areas, and it will do this by providing better connections between villages and towns by linking these areas with an enhanced regional network connecting cities and regional centres nationwide. Plans for Longford include (Figure 2.1):

- Improved access to Dublin with enhanced interurban bus services from Longford (coordinated with existing rail services)
- Enhanced interurban connections between Longford and Athlone, Roscommon, Galway, Ballina, Sligo, Cavan, and Belfast
- New local bus service connecting Legan and Ardagh to both Edgeworthstown and Mullingar
- New local bus service from Longford via Ballinalee, Granard, and Aughnacliffe to Cavan.

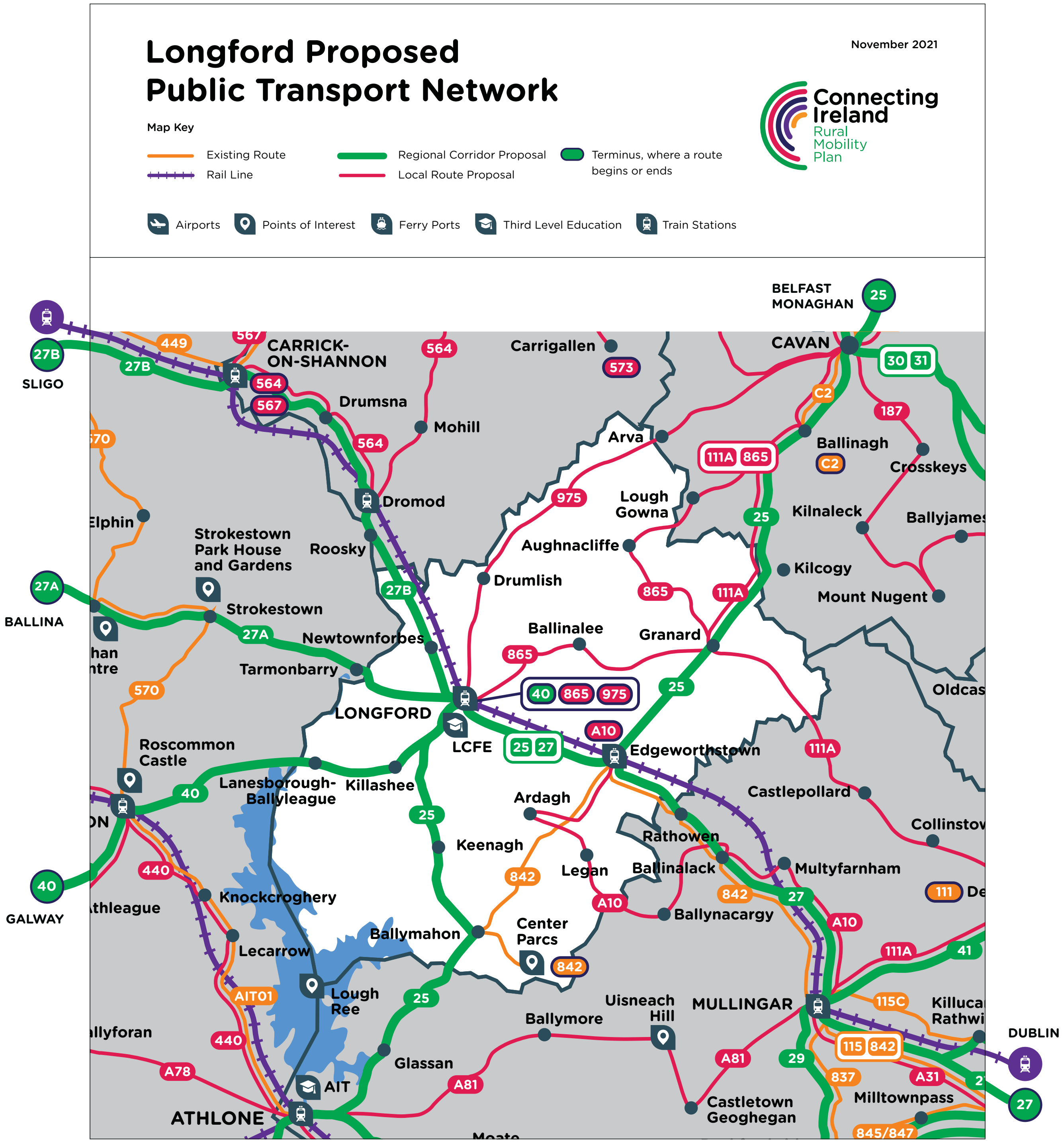

Longford Proposed Public Transport Network
November 2021
Connecting Ireland Rural Mobility Plan
Map Key
Existing Route
Rail Line
Regional Corridor Proposal
Local Route Proposal
Terminus, where a route begins or ends
Airports
Points of Interest
Ferry Ports
Third Level Education
Train Stations
BELFAST MONAGHAN
CAVAN
SLIGO
BALLINA
GALWAY
DUBLIN
LONGFORD
LCFE
CARRICK-ON-SHANNON
Drumsna
Mohill
Dromod
Roosky
Carrigallen
Arva
Lough Gowna
Aughnacliffe
Drumlish
Ballinalee
Granard
Edgeworthstown
Ardagh
Keenagh
Legan
Rathowen
Ballinalack
Ballynacargy
Multyfarnham
Castlepollard
Ballinagh
Crosskeys
Kilnaleck
Kilcogy
Mount Nugent
Strokestown Park House and Gardens
Strokestown
Newtownforbes
Tarmonbarry
Roscommon Castle
Lanesborough-Ballyleague
Killashee
Knockcroghery
Lecarrow
Ballymahon
Center Parcs
Lough Ree
Glassan
AIT
ATHLONE
Ballymore
Uisneach Hill
MULLINGAR
Castletown Geoghegan
Milltownpass
Elphin
Oldcastle
Collinstown
Killucan Rathwire
Moate
Athleague
Ballyforan

Figure 2.1 : Longford Future Public Transport Network Connecting Ireland

Connecting Ireland 2023: Implementation Plan
Connecting Ireland Rural Mobility Plan

CYCLE CONNECTS
IRELAND'S CYCLE NETWORK

### 2.5.2 National Cycle Network

The National Cycle Network (NCN) focuses on linking cities and towns of over 5,000 people with a safe, connected and inviting cycle network. It includes plans to create cycle routes to destinations such as transport hubs, centres of education, centres of employment, leisure and tourist destinations. Where possible, it will optimise the potential for people to cycle as part of their daily activities, such as work or educational commuting. It will also integrate with existing and proposed cycle infrastructure. Both road safety, and the safety and security of users, will be central to the development of the NCN.

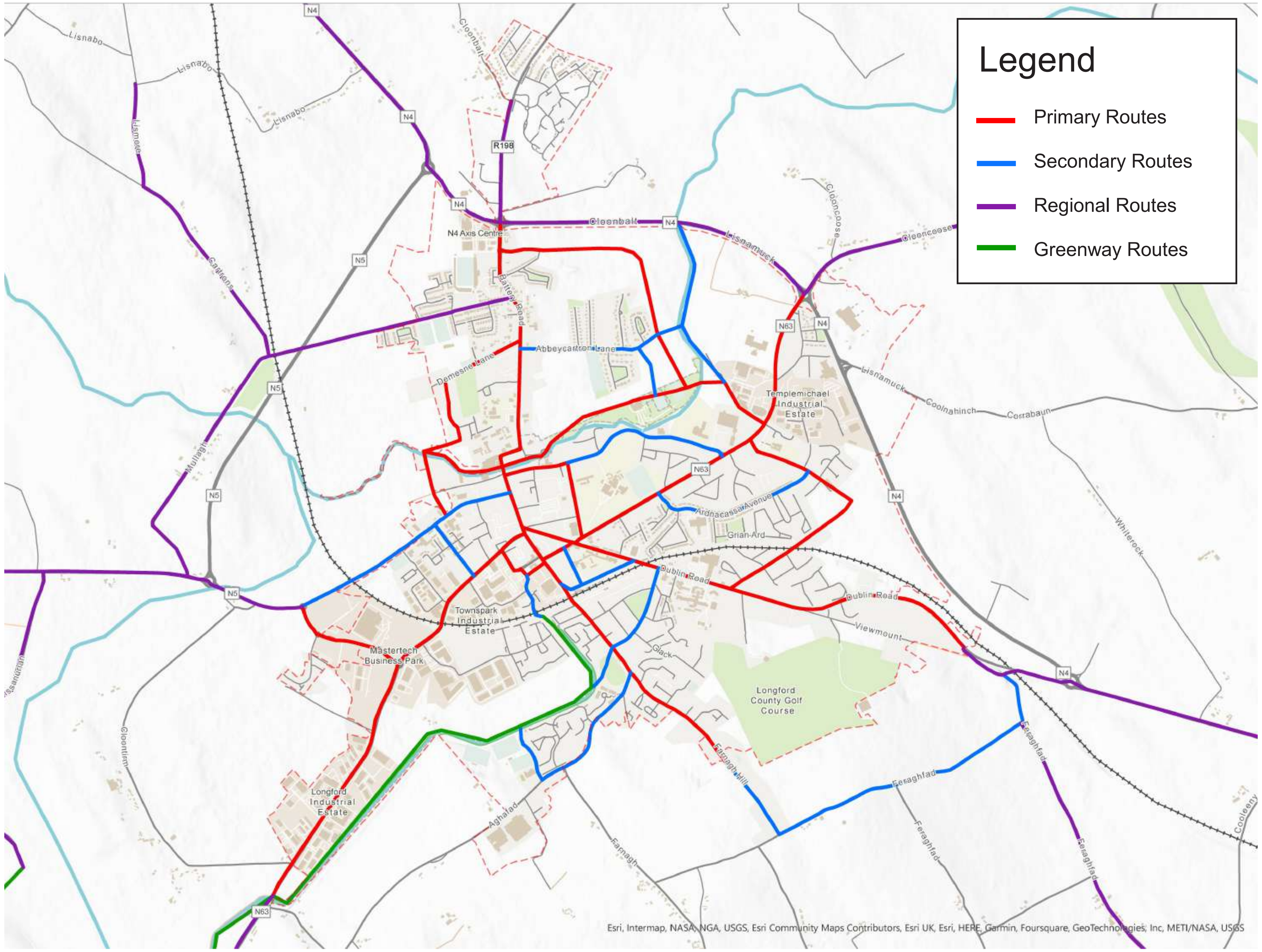
### 2.5.3 CycleConnects

CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland With a population of over 10,000 inhabitants, an urban cycle network has been developed for Longford town, Figure 2.2. The urban network is comprised of various primary orbital and radial routes linking key destinations in the town. This also includes a greenway link to the south of the town linking to the Royal Canal Greenway.

In the town centre, an inner orbital route is proposed along Dublin Street, New Street, Market Square, Harbour Row and Killashee Street. To the north of this, a second orbital route is proposed along Main Street, Great Water Street, St. Mel's Road, and Dublin Street.

An outer orbital route is also proposed in the east of the town along Dublin Road, Ardnacassa, Oaklands Avenue and a proposed road link north of the Camlin river. This will then be supplemented by primary radial routes on the edge of the town along streets such as Church Street, Ballinalee Road, Dublin Road, Park Road, Athlone Road and Battery Court. At Battery Court, this also includes a proposed bridge crossing over the Camlin River.

**Figure 2.2 :** CycleConnects Proposed Longford Urban Cycle Network


Legend
🟥 Primary Routes
🟦 Secondary Routes
🟪 Regional Routes
🟩 Greenway Routes
N4 Axis Centre
Abbeycartron Lane
Templemichael Industrial Estate
Ardnacassa Avenue
Grian Ard
Dublin Road
Townspark Industrial Estate
Mastertech Business Park
Longford County Golf Course
Longford Industrial Estate
R198
N4
N5
N63
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

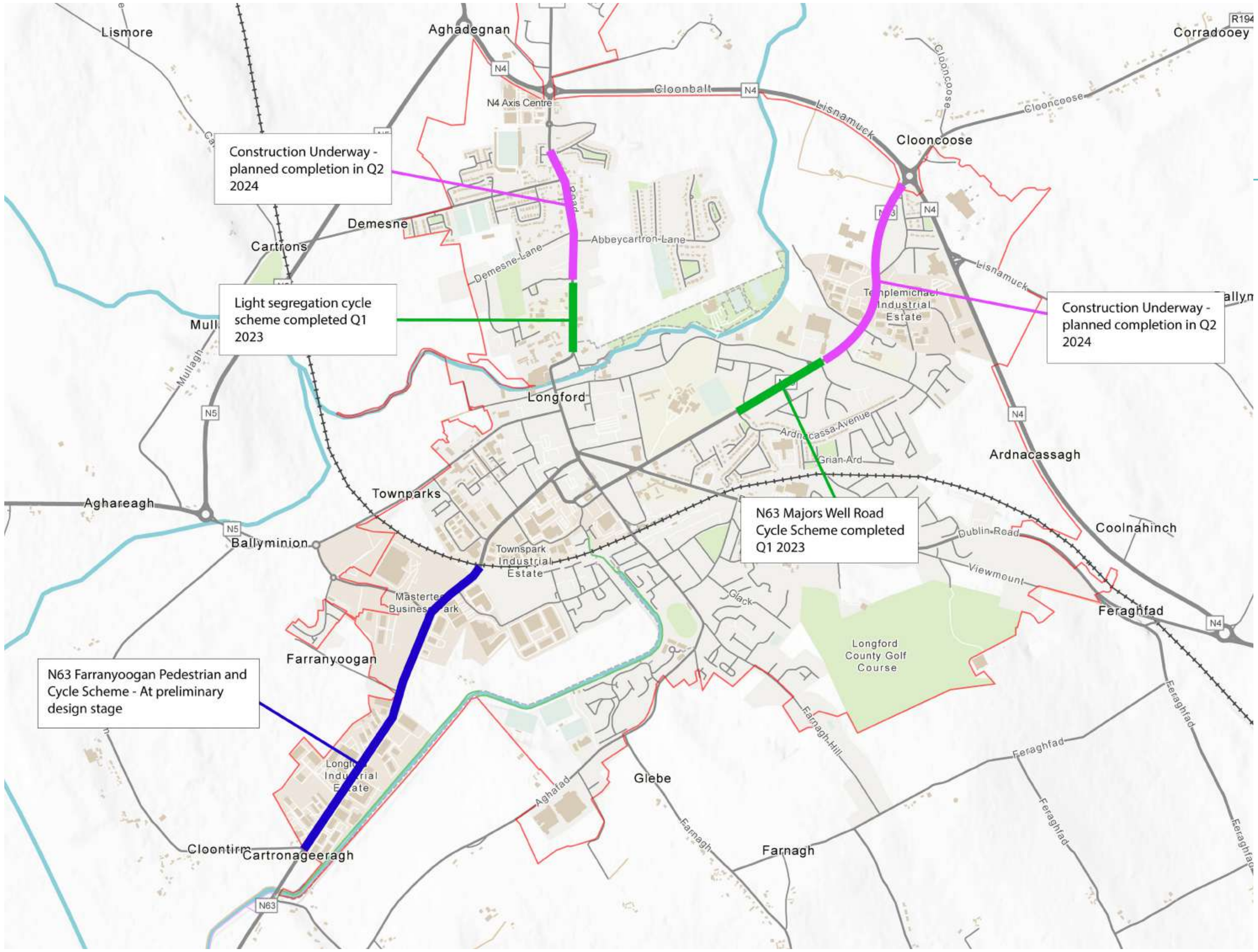

Lismore
Aghadegnan
Corradooey
R194
N4
N4 Axis Centre
Cloonbalt
Lisnamuck
Cloonc oose
Cloonc oose
Construction Underway - planned completion in Q2 2024
Demesne
Cartrons
Demesne Lane
Abbeycartron Lane
Light segregation cycle scheme completed Q1 2023
Templemichael Industrial Estate
Construction Underway - planned completion in Q2 2024
Longford
Ardnacassa Avenue
Grian Ard
Ardnacassagh
N5
Townparks
Aghareagh
Ballyminion
N63 Majors Well Road Cycle Scheme completed Q1 2023
Coolnahinch
Dublin Road
Townspark Industrial Estate
Viewmount
Mastertech Business Park
Feraghfad
Farranyoogan
Longford County Golf Course
N63 Farranyoogan Pedestrian and Cycle Scheme - At preliminary design stage
Longford Industrial Estate
Feraghfad
Glebe
Farnagh
Cloontirm
Cartronageeragh
N63

**Figure 2.3:** Longford Pathfinder Project Overview

**Key Planned Projects and Schemes**
**These include the Camlin Quarter Urban Design Framework, Royal Canal Greenway, and N4 Mullingar to Longord (Roosky) projects.**

## 2.6 Key Planned Projects and Schemes

There are number of key projects and schemes which are at various stages of their development that are relevant to the development of this Transport Plan. These include the Camlin Quarter Urban Design Framework, Royal Canal Greenway, and N4 Mullingar to Longford (Roosky) projects.

### 2.6.1 Pathfinder Project: Longford Town Core Cycle Network

As mentioned in Section 2.1, in 2022 each Local Authority was asked by the Minister for Transport to produce a Pathfinder project which aligned with the goals of the Sustainable Mobility Policy. Longford has chosen the 'Core Cycle Network' as its pathfinder project, which includes three key cycle routes, split into 5 projects, along radial corridors which link the outskirts of the town with the town centre. The project locations and progress are shown in Figure 2.3.

### 2.6.2 Camlin Quarter Urban Design Framework

This plan deals with the Development of the Camlin Quarter including Connolly Barracks, Church Street, Great Water Street, Little Water Street onto the Mall Sports Complex, enhancing the public realm, investigation of potential land uses, landbank assembly and connectivity improvements.

Building upon the strengths and assets of Longford Town and the Camlin Quarter, a range of potential urban design, economic and development improvement opportunities, complementing the existing context, can be seen in Figure 2.3.

### 2.6.3 Royal Canal Greenway

The Royal Canal Greenway is the longest greenway in Ireland. It comprises of a 144km walking and cycling greenway between Dublin's Spencer Dock and Cloondara, County Longford, with a spur to Longford Town. A map of the route is shown in Figure 2.4.

**Figure 2.4:** Royal Canal Greenway

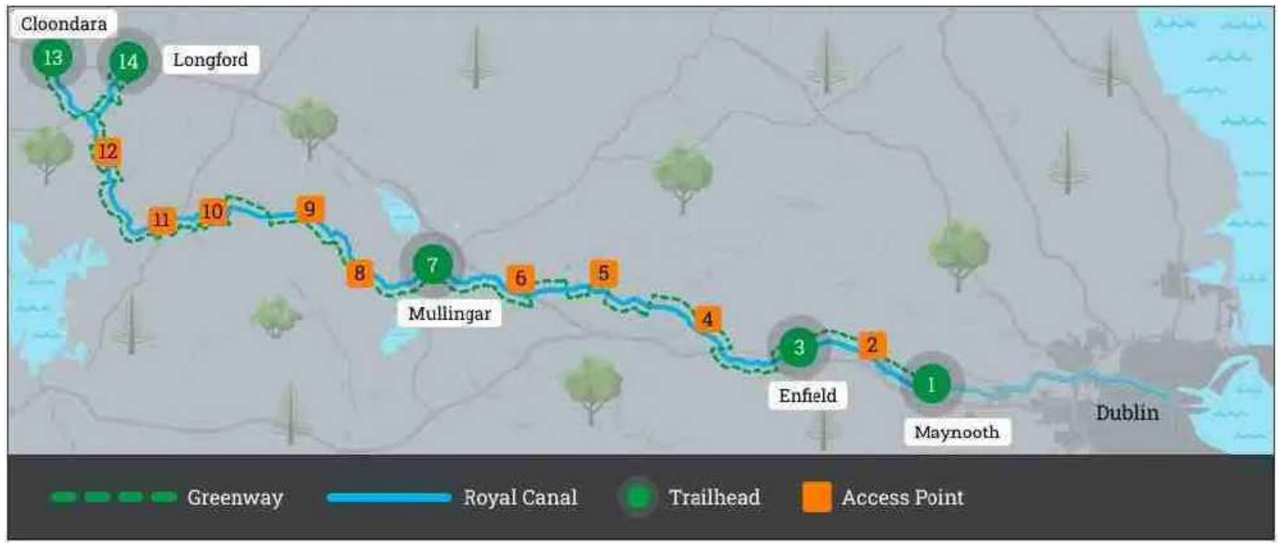
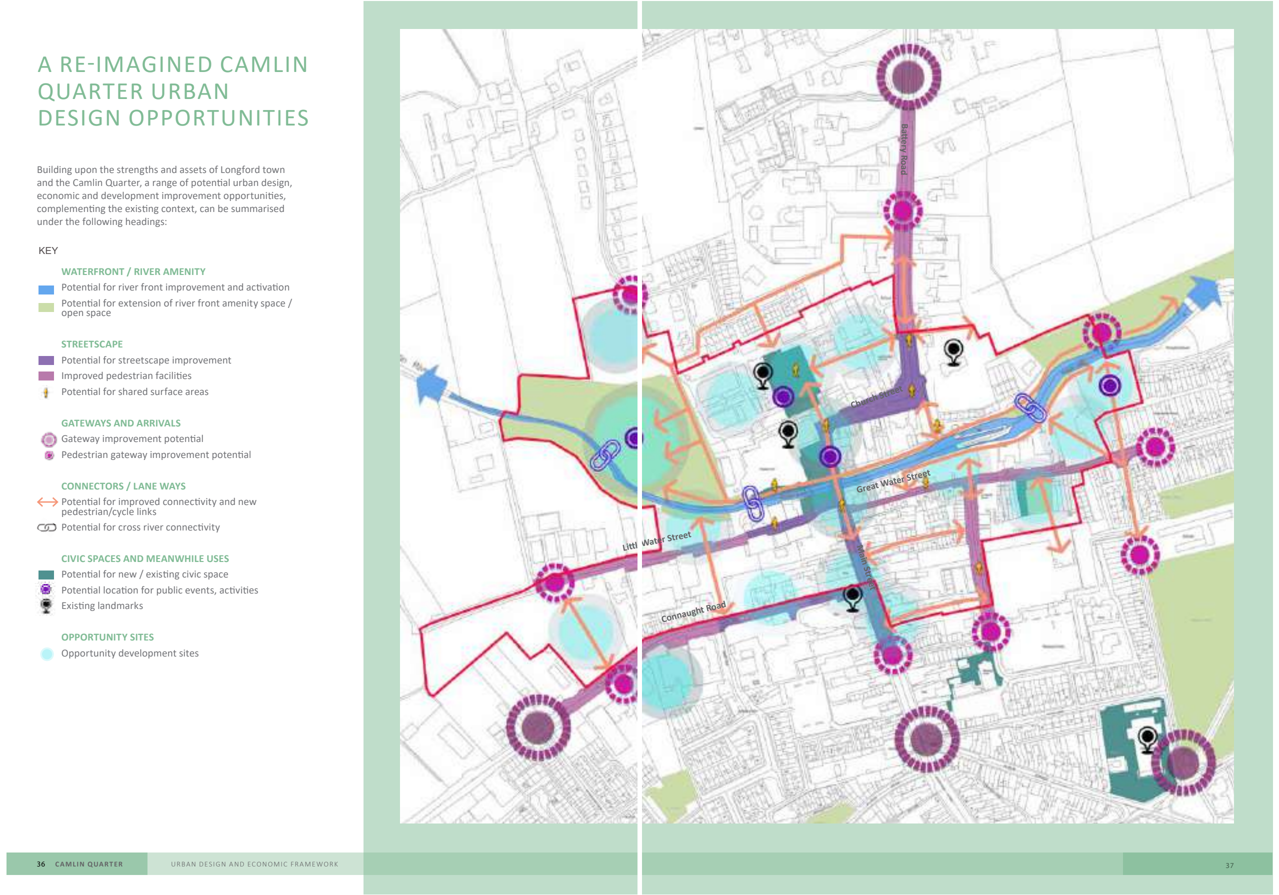

Cloondara
13
14
Longford
12
11
10
9
8
7
Mullingar
6
5
4
3
Enfield
2
1
Maynooth
Dublin
Greenway
Royal Canal
Trailhead
Access Point

**Figure 2.5:** Camlin Quarter Urban Design Plans



A RE-IMAGINED CAMLIN QUARTER URBAN DESIGN OPPORTUNITIES

Building upon the strengths and assets of Longford town and the Camlin Quarter, a range of potential urban design, economic and development improvement opportunities, complementing the existing context, can be summarised under the following headings:

KEY

WATERFRONT / RIVER AMENITY
- Potential for river front improvement and activation
- Potential for extension of river front amenity space / open space

STREETSCAPE
- Potential for streetscape improvement
- Improved pedestrian facilities
- Potential for shared surface areas

GATEWAYS AND ARRIVALS
- Gateway improvement potential
- Pedestrian gateway improvement potential

CONNECTORS / LANE WAYS
- Potential for improved connectivity and new pedestrian/cycle links
- Potential for cross river connectivity

CIVIC SPACES AND MEANWHILE USES
- Potential for new / existing civic space
- Potential location for public events, activities
- Existing landmarks

OPPORTUNITY SITES
- Opportunity development sites

Little Water Street
Great Water Street
Connaught Road
36 CAMLIN QUARTER
URBAN DESIGN AND ECONOMIC FRAMEWORK
37

**Figure 2.6:** N4 Mullingar to Longford (Rooskey) Second Public Consultation -Virtual Public Consultation Room

N4 Mullingar to Longford (Roosky)
Tionscadal Éireann
Project Ireland
2040
TII
Bonneagar Iompair Éireann
Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL
AN LONGFORT CONNECTED
START HERE
Consultation is closed
1. Project D
N4 Mullingar to Longford (Roosky)
PROJECT DESCRIPTIO
Consultation Brochure
Document Download

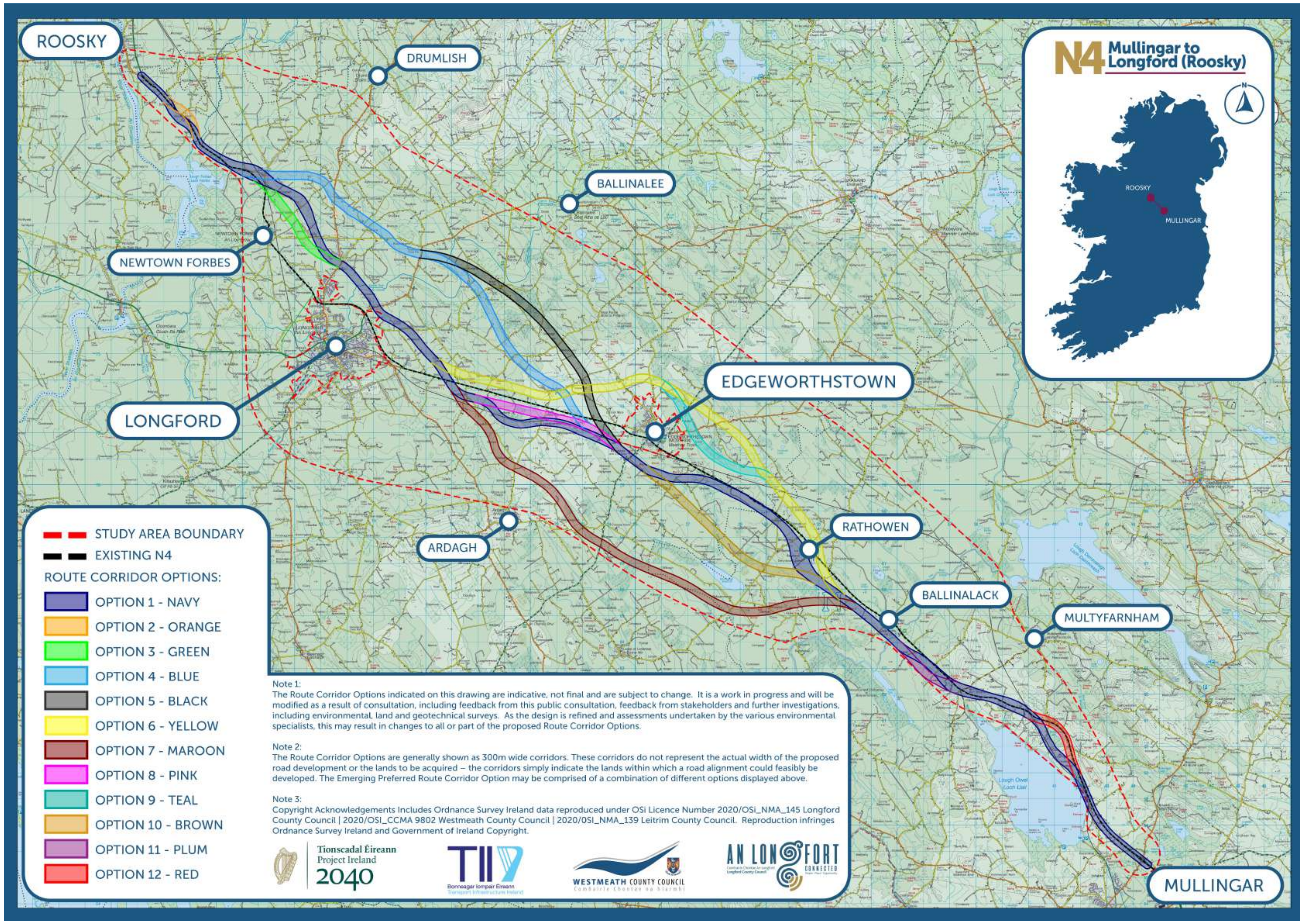
### 2.6.4 N4 Mullingar to Longford (Roosky)

Westmeath County Council is working in partnership with Longford County Council and in association with Transport Infrastructure Ireland, to develop a scheme along a section of the N4 between Mullingar and Longford (Roosky). This 52km section of the N4 is a single carriageway road that passes through or close to several settlements, including Ballinalack, Rathowen, Edgeworthstown, Longford and Newtownforbes.

This scheme is currently at Phase 2 of the Planning and Design Phases following two non-statutory public consultations in 2020 and 2021. The route is proposed to bypass Longford Town to the North-East, with route options which divert from the current N4 route south of Edgeworthstown and re-join the current N4 route north of Newtown Forbes.

Objectives in relation to Road Network 1 (OBJ RN1) of the Longford LAP 2016 – 2022 is to continue to progress the development of the scheme with the relevant government departments and transport agencies.

**Figure 2.7:** N4 Mullingar to Longford (Rooskey) Route Corridor Options


ROOSKY
DRUMLISH
BALLINALEE
NEWTOWN FORBES
LONGFORD
EDGEWORTHSTOWN
ARDAGH
RATHOWEN
BALLINALACK
MULTYFARNHAM
MULLINGAR
N4 Mullingar to Longford (Roosky)
ROOSKY
MULLINGAR
STUDY AREA BOUNDARY
EXISTING N4
ROUTE CORRIDOR OPTIONS:
OPTION 1 - NAVY
OPTION 2 - ORANGE
OPTION 3 - GREEN
OPTION 4 - BLUE
OPTION 5 - BLACK
OPTION 6 - YELLOW
OPTION 7 - MAROON
OPTION 8 - PINK
OPTION 9 - TEAL
OPTION 10 - BROWN
OPTION 11 - PLUM
OPTION 12 - RED
Tionscadal Éireann
Project Ireland
2040
Bonneagar Iompair Éireann
Transport Infrastructure Ireland
WESTMEATH COUNTY COUNCIL
Comhairle Chontae na hIarmhí
AN LONGFORT
CONNECTED

Note 1:
The Route Corridor Options indicated on this drawing are indicative, not final and are subject to change. It is a work in progress and will be modified as a result of consultation, including feedback from this public consultation, feedback from stakeholders and further investigations, including environmental, land and geotechnical surveys. As the design is refined and assessments undertaken by the various environmental specialists, this may result in changes to all or part of the proposed Route Corridor Options.

Note 2:
The Route Corridor Options are generally shown as 300m wide corridors. These corridors do not represent the actual width of the proposed road development or the lands to be acquired – the corridors simply indicate the lands within which a road alignment could feasibly be developed. The Emerging Preferred Route Corridor Option may be comprised of a combination of different options displayed above.

Note 3:
Copyright Acknowledgements Includes Ordnance Survey Ireland data reproduced under OSi Licence Number 2020/OSi_NMA_145 Longford County Council | 2020/OSI_CCMA 9802 Westmeath County Council | 2020/0SI_NMA_139 Leitrim County Council. Reproduction infringes Ordnance Survey Ireland and Government of Ireland Copyright.

## Section 3

# Baseline Assessment

# 3. Baseline Assessment

## 3.1 Land use context

County Longford has 46,751 inhabitants according to the preliminary 2022 census results. As identified in the CDP, these inhabitants are spread across 1 key town, 1 self sustainable growth town, 3 self sustaining towns, 6 towns and villages, 4 serviced rural villages and 26 rural settlement clusters. Longford is a key town with approximately 10,000 inhabitants.

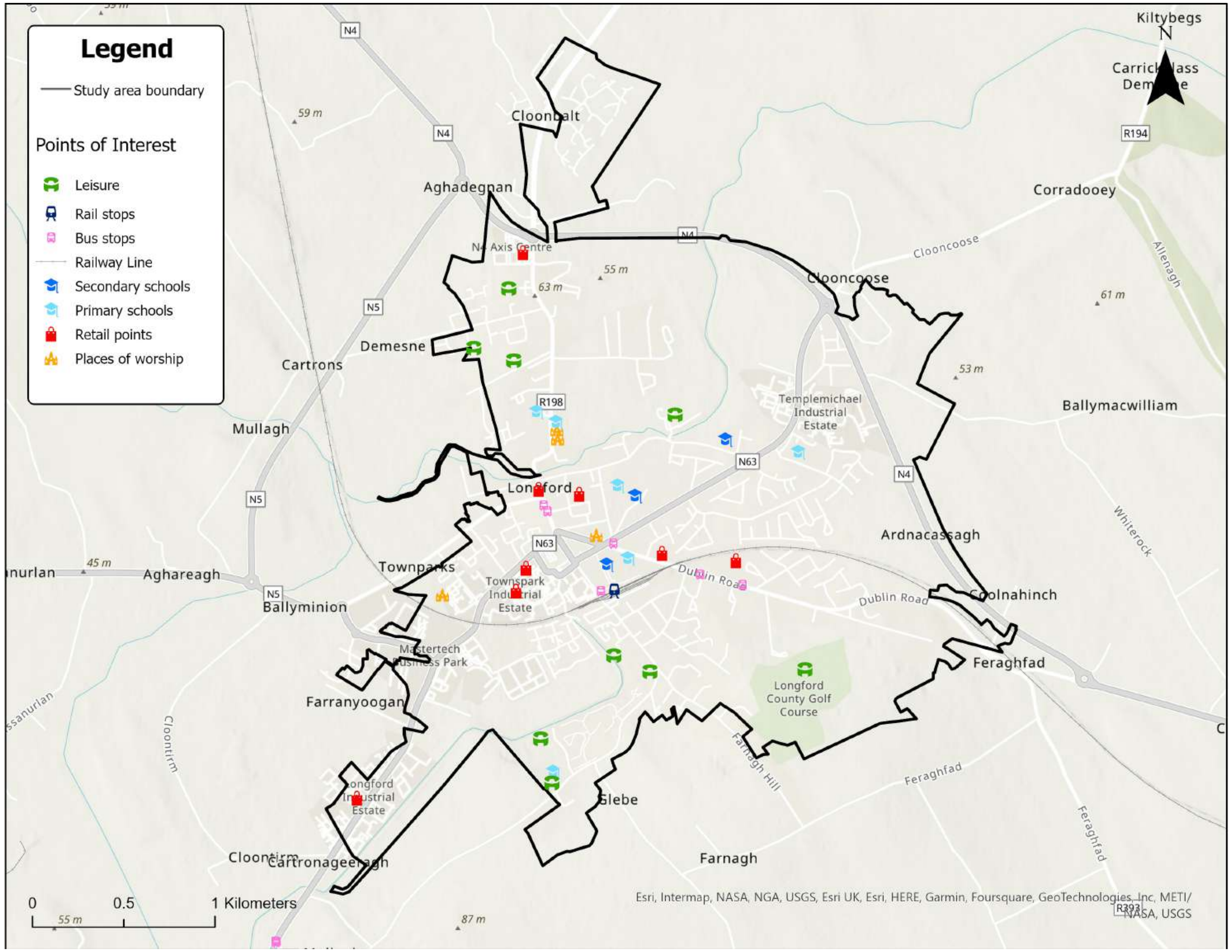
Longford Town lies at the intersection of the N4, N5, and N63 National Primary roads. The N4 and N5 pass around the north of the town where they intersect, forming a ring road around the northern side of the town.

Longford railway station, on the Dublin-Sligo line, is located in proximity of the town centre and is used heavily by commuters. A selection of the key non-residential trip attractors is shown in Figure 3.1. These include retail and business parks located mainly in the centre of Longford (retail) and on the edge of the Town (business); many of which are accessed directly from the N63 or R198.

Schools are, for the most part, located within the central and eastern parts of the study area. The town centre of Longford has several attractions including shops, restaurants, bars, and leisure facilities. Some of the key trip attractors in the study area include:

- **Main Street;**
- **Longford Train Station;**
- **Longford Bus Station;**
- **Primary and Secondary Schools;**
- **Axis Retail Centre;**
- **Royal Canal;**
- **St. Mel's Cathedral;**
- **Pearse Park GAA;**
- **The Mall Sports Complex;**
- **Templemichael Industrial Estate; and**
- **Townspark Industrial Estate.**

**Figure 3.1:** Points of interest Longford


Legend
Study area boundary
Points of Interest
Leisure
Rail stops
Bus stops
Railway Line
Secondary schools
Primary schools
Retail points
Places of worship
Cloonbalt
Aghadegnan
N4 Axis Centre
Demesne
Cartrons
Mullagh
Longford
Townparks
Townspark Industrial Estate
Mastertech Business Park
Ballyminion
Aghareagh
Farranyoogan
Longford Industrial Estate
Cloontirm
Cartronageeragh
Slebe
Farnagh
Longford County Golf Course
Templemichael Industrial Estate
Ardnacassagh
Cloncoose
Corradooey
Ballymacwilliam
Coolnahinch
Feraghfad
Kiltybegs
Carrickglass Demesne
Dublin Road
Farnagh Hill
R198
N63
N4
N5
R194
0
0.5
1 Kilometers
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

## 3.2 Population and Employment Density

The process for carrying out analysis of this data is similar at both the Development Plan and Local Area plan levels. Examples are provided in Figure 3.2 and Figure 3.3 to illustrate population and employment density using census data to identify the key trip generators and attractors in a particular area.

### 3.2.1 Population Density

The population density of Longford Town per km$^2$ is shown in Figure 3.2. The population density is derived from Census 2016 Small Area Population Statistics (SAPS).

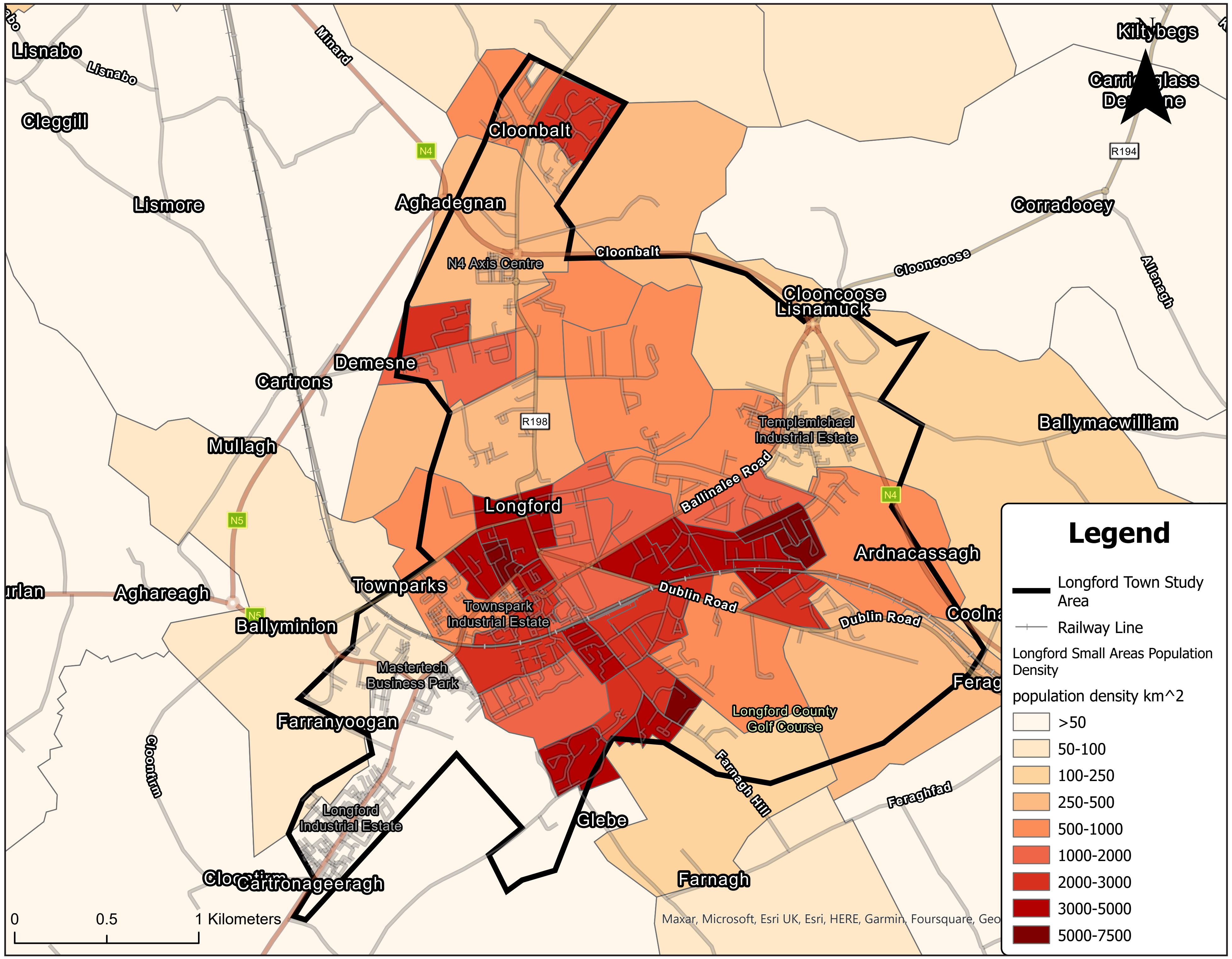
The data is presented at 'Small Area' level which is designated as the lowest level of geography for the compilation of statistics in line with data protection and generally consists of between 80 and 120 dwellings.

The overall population levels for each of the Small Areas were divided by the associated area to identify the most densely populated regions of the settlement (population per square kilometre). As previously noted, where areas of significant physical extent are being considered for development plans, the use of aggregated data is likely to be appropriate. The SAPS data may however be helpful in identifying any locations of high demand density arising from activities such as employment or leisure within larger towns. This will assist with the refinement of options at subsequent stages of the assessment process.The most densely populated areas in Longford Town are as follows:

- **Annaly Park/St. Michael's Rd;**
- **Ardnacassa;**
- **McEoin Park;**
- **Park Rd and adjoining estates; and**
- **Templemichael.**

These locations are generally in the centre, south, and eastern parts of the town. These higher-density areas tend to coincide with higher levels of relative deprivation and unemployment, along with lower levels of educational attainment.

**Figure 3.2:** Population Density of County Longford (Census 2016)


Lisnabo
Cleggill
Lismore
Cloonbalt
Aghadegnan
N4 Axis Centre
Demesne
Cartrons
Mullagh
Longford
Townparks
Townspark Industrial Estate
Mastertech Business Park
Farranyoogan
Ballyminion
Aghareagh
Longford Industrial Estate
Cartronageeragh
Glebe
Farnagh
Farnagh Hill
Longford County Golf Course
Dublin Road
Ballinalee Road
Templemichael Industrial Estate
Cloonocoose
Lisnamuck
Ardnacassagh
Ballymacwilliam
Corradooey
Kiltybegs
Feraghfad
Cloonturn
Minard
N4
N5
R198
R194
0 0.5 1 Kilometers
Maxar, Microsoft, Esri UK, Esri, HERE, Garmin, Foursquare, Geo
Legend
Longford Town Study Area
Railway Line
Longford Small Areas Population Density
population density km^2
>50
50-100
100-250
250-500
500-1000
1000-2000
2000-3000
3000-5000
5000-7500

### 3.2.1 Employment Density

The employment density has been derived from Census 2016 POWSCAR data. The POWSCAR data was used to identify the total number of destination work trips for each of the Census Workplace Zone within the relevant study area.

General Rules for Workplace zone creation:

- Where possible, all zones to have a range of between 100 to 400 workers;
- Each workplace zone contains a minimum of three workplaces;
- Workplace zones nest within county boundaries; and
- No more than 90% of employees in any one workplace zone can work in one organisation.

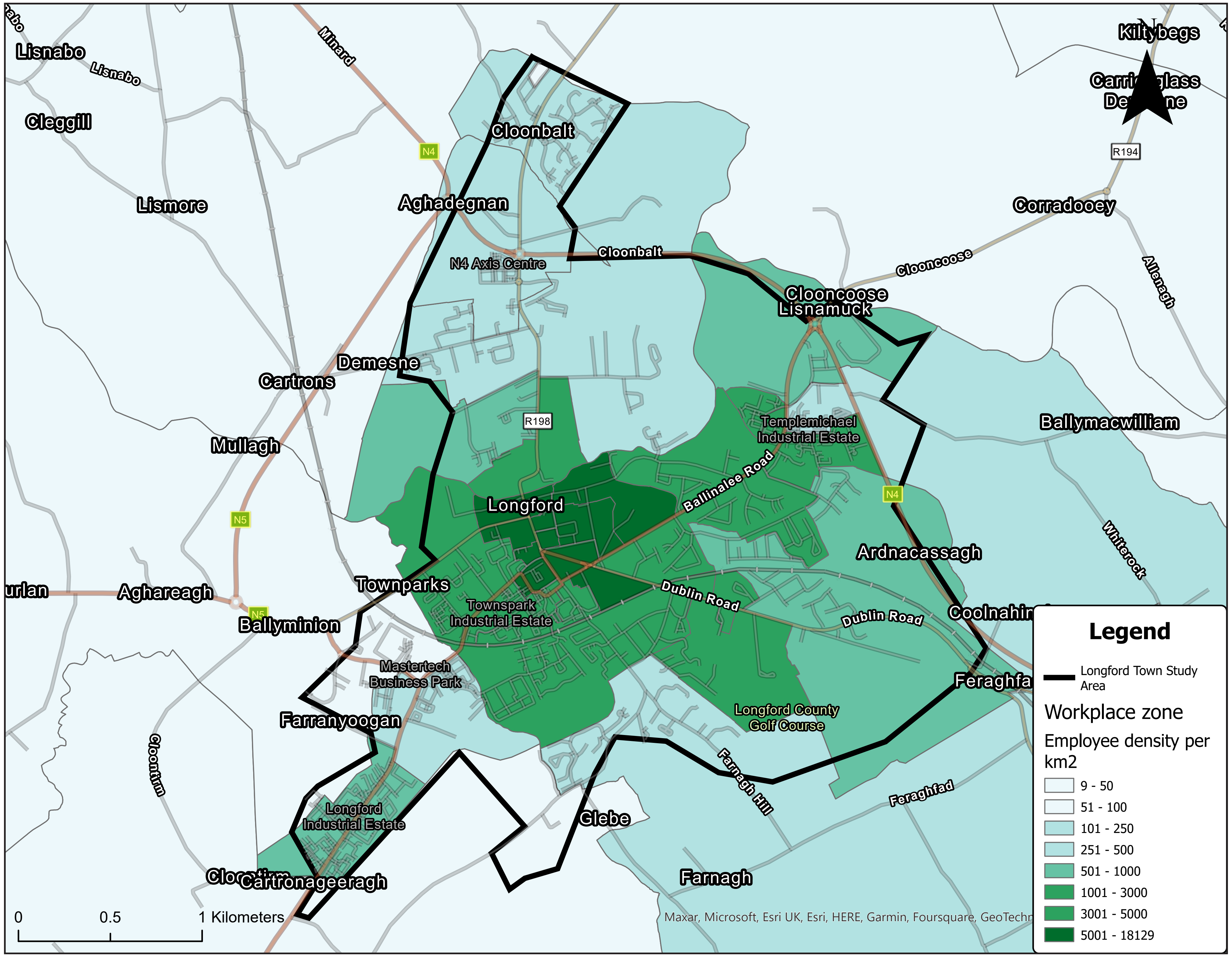
The number of total workers in each workplace zone was used to determine the key employment locations within the town.

The areas with the highest density of jobs in the study area, Figure 3.3, are:

- Main Street;
- Templemichael Industrial Estate; and
- Townspark Industrial Estate.

The analysis of employment illustrates that there is a greater employment density in the centre of the town, with areas further from the town centre having fewer jobs. This employment pattern is positive as it aligns with public transport provision which best serves the centre of the town, as opposed to a 'donut' type of employment density where the highest densities are found around the outskirts.

**Figure 3.3:** Employment Density (Census 2016)


Lisnabo
Cleggill
Minard
N4
Cloonbalt
Aghadegnan
Lismore
N4 Axis Centre
Cloonbalt
Kiltybegs
N
R194
Corradooey
Cloonccoose
Cloonccoose
Lisnamuck
Allenagh
Demesne
Cartrons
R198
Templemichael
Industrial Estate
Ballymacwilliam
Mullagh
Ballinalee Road
N4
Longford
N5
Ardnacassagh
Whiterock
Aghareagh
Townparks
Townspark
Industrial Estate
Dublin Road
Dublin Road
Ballyminion
Mastertech
Business Park
Farranyoogan
Longford County
Golf Course
Cloontirm
Longford
Industrial Estate
Glebe
Feraghfad
Cartronageeragh
Farnagh Hill
Farnagh
0
0.5
1 Kilometers
Maxar, Microsoft, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechn
Legend
Longford Town Study Area
Workplace zone
Employee density per km2
9 - 50
51 - 100
101 - 250
251 - 500
501 - 1000
1001 - 3000
3001 - 5000
5001 - 18129

## 3.3 Pobal HP Deprivation Index

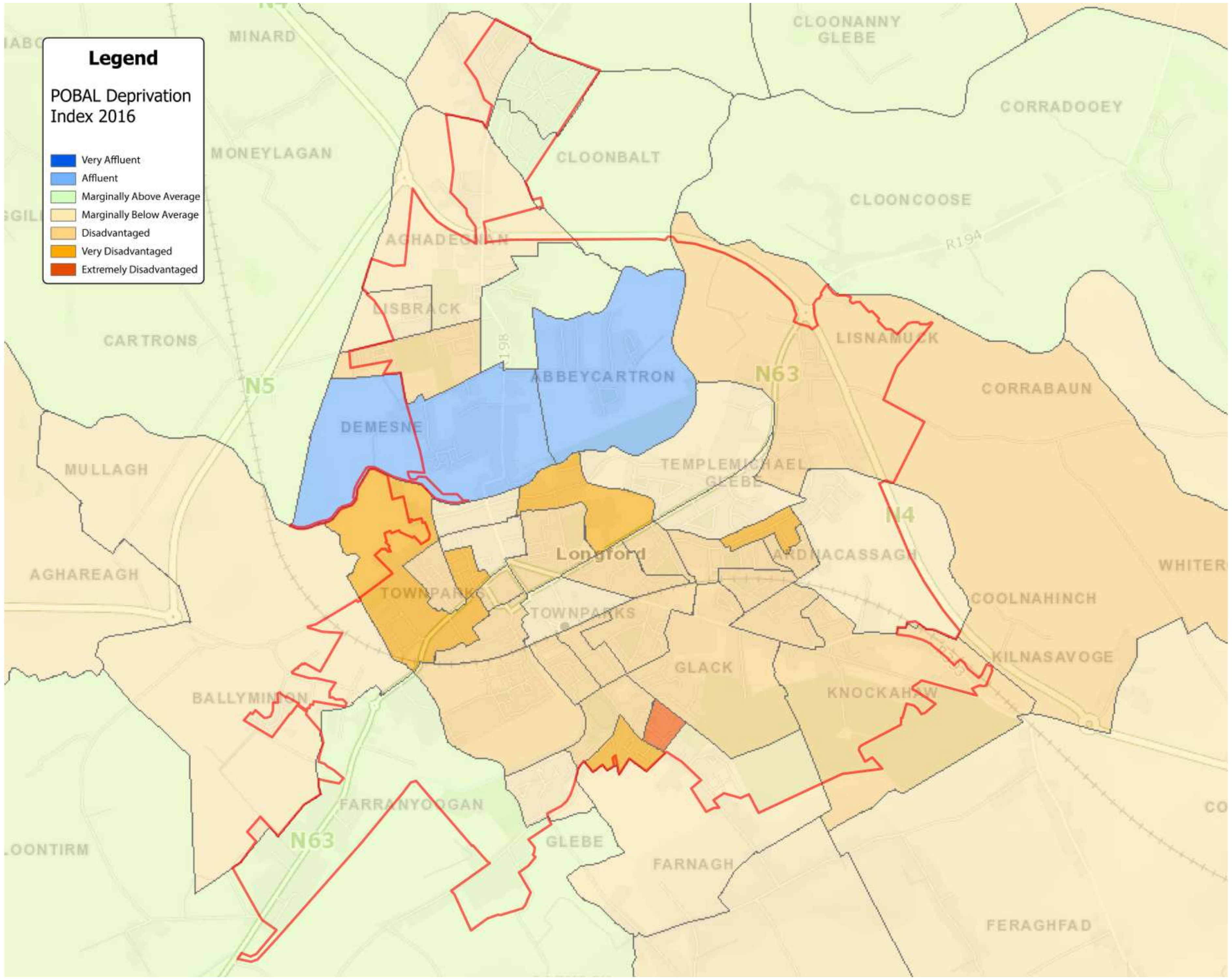
The Pobal HP Deprivation Index data is available from the Trutz Haase website. This is the primary data¬set on social deprivation in Ireland and is a key indicator for all local authorities. Based on earlier deprivation indices for Ireland, as well as analyses from other countries, three dimensions of affluence/disadvantage are identified: Demographic Profile, Social Class Composition and Labour Market Situation.

Since 2011, the Small Area Population Statistics (SAPS) are published at the level of Small Areas (SAs). SAs are standardised in size, with a minimum of 50 households and a mean of just under 100, thus effectively providing street-level information on the Irish population. The move away from Electoral Divisions (EDs) – which could range in population from under 100 to over 32,000 – marks a major advance, particularly where a census-based deprivation index is used as a proxy for individual-level social position.

The Deprivation Index at SA level was mapped for Longford. The following colour scheme was used for each of the deprivation levels, with dark blue assigned to the most affluent areas and dark orange to the extremely disadvantaged areas.

From Figure 3.5, the areas around Abbeycartron, to the north of the study area are classified as affluent areas. The areas to the central and south of the town are classified as disadvantaged to extremely disadvantaged.

**Figure 3.4:** Pobal HP Deprivation Index SA level

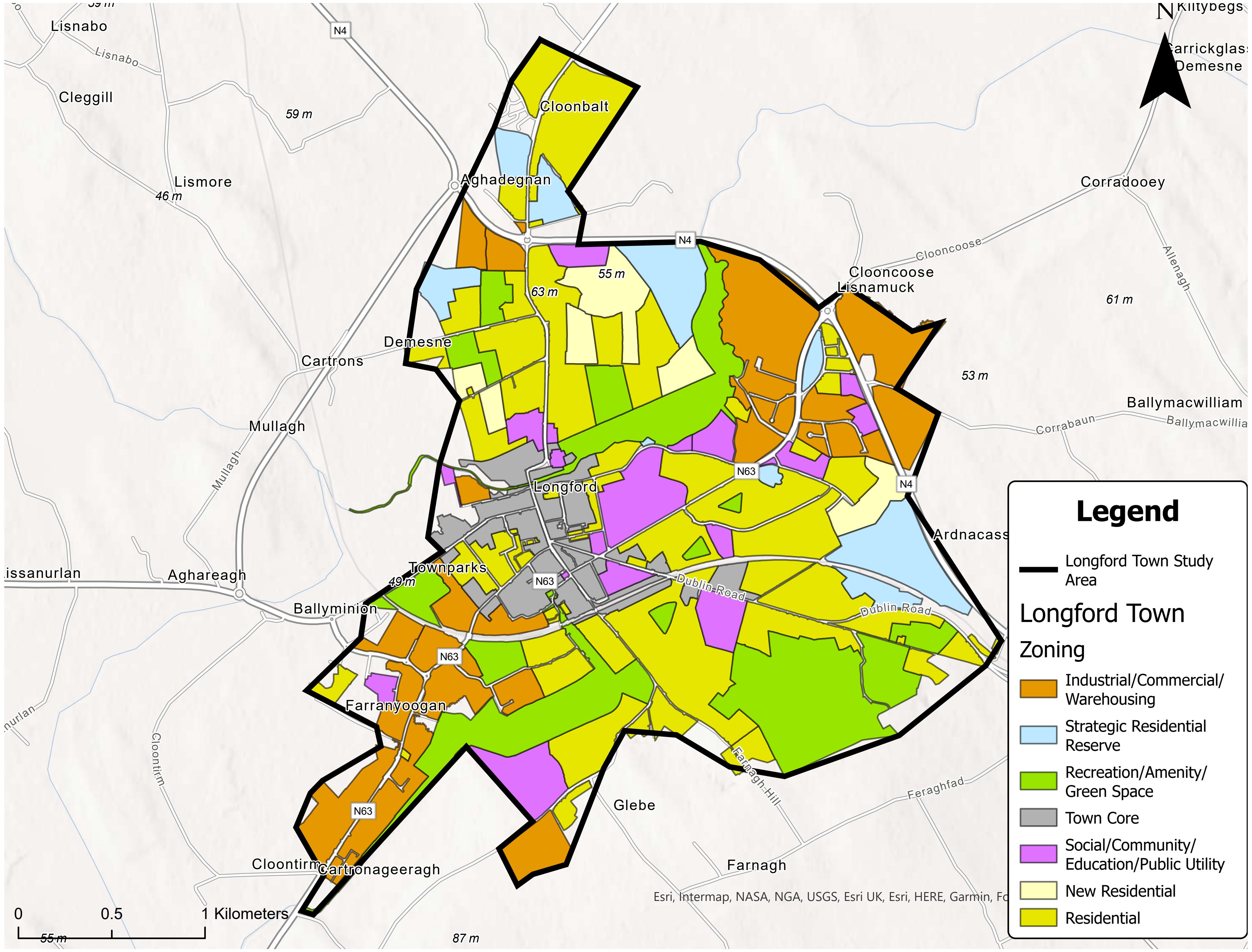

Legend
POBAL Deprivation Index 2016
Very Affluent
Affluent
Marginally Above Average
Marginally Below Average
Disadvantaged
Very Disadvantaged
Extremely Disadvantaged
MINARD
CLOONANNY GLEBE
CORRADOOEY
MONEYLAGAN
CLOONBALT
CLOONCOOSE
R194
AGHADEGNAN
LISBRACK
CARTRONS
R198
ABBEYCARTRON
N63
LISNAMUCK
CORRABAUN
N5
DEMESNE
TEMPLEMICHAEL GLEBE
MULLAGH
N4
Longford
ARDNACASSAGH
WHITER
AGHAREAGH
TOWNPARKS
TOWNPARKS
COOLNAHINCH
GLACK
KILNASAVOGE
BALLYMINNON
KNOCKAHAW
FARRANYOOGAN
CO
N63
GLEBE
LOONTIRM
FARNAGH
FERAGHFAD

## 3.4 Town Zoning

From Figure 3.5, much of the land within the study area is already developed or reserved as recreational space. Some pockets of New Residential zoning are zoned in the north and east of the town. None of these areas have yet been developed. These areas, in conjunction with upgrades in some of the recreation/amenity/green space offer an opportunity to enhance links for pedestrians and cyclists between different outer areas of the town.

In particular, the lands zoned in the north, adjacent to the existing Abbeycartron residential area, along with the green space reserve along the Camlin River, provide an opportunity to connect the residential/commercial areas at the northern end of Battery Road, with the Business and Technology Park to the east of the town, circumventing the town centre.

**Figure 3.5:** Longford Town Zoning Map (Longford Country Development Plan 2021 - 2027)


Lisnabo
Cleggill
Lismore
46 m
59 m
N4
Cloonbalt
Aghadegnan
55 m
63 m
Demesne
Cartrons
Mullagh
Longford
N63
Townparks
49 m
Aghareagh
issanurlan
Ballyminion
Farranyoogan
Cloontirm
Cartronageeragh
Glebe
Farnagh
Feraghfad
Faragh Hill
Dublin Road
Cloonbalt
Clooncoose
Lisnamuck
53 m
61 m
Corradooey
Allenagh
Ballymacwilliam
Corrabaun
Ardnacass
Demesne
Kiltybegs
N
87 m
55 m
0
0.5
1 Kilometers
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, Fo
Legend
Longford Town Study Area
Longford Town Zoning
Industrial/Commercial/ Warehousing
Strategic Residential Reserve
Recreation/Amenity/ Green Space
Town Core
Social/Community/ Education/Public Utility
New Residential
Residential

## 3.5 Travel Time from Key Destinations

Some of the key travel destinations in the study area are shown in Figure 3.7. The travel times between the key destinations have been calculated in Table 3.1. Increments of 400m have been selected, as they represent 5-minute walking times.

**Table 3.1:** Travel time between key destinations

| From | To | Distance | Walking Approx. travel time | Cycling Approx. travel time | Car Approx. travel time | Public Transport Approx. travel time |
|---|---|---|---|---|---|---|
| Train/Bus Station | Main Street | 600m | 6 mins | 2 mins | 1 min | - |
| Axis Retail Centre | Main Street | 1.4km | 23 mins | 9 mins | 8 mins | - |
| Longford Business and Technology Park | Main Street | 1.6km | 20 mins | 8 mins | 5 mins | - |
| Royal Canal | Main Street | 700m | 6 mins | 2 mins | 3 mins | - |
| McEoin Park | Main Street | 1km | 18 mins | 7 min | 5 mins | - |
| Pearse Park GAA | Main Street | 1.4km | 17 mins | 5 mins | 4 mins | - |
| Longford Rugby Club | Main Street | 1.6km | 20 mins | 7 mins | 4 mins | - |
| Longford Slashers GAA | Main Street | 1.9km | 23 mins | 6 mins | 5 mins | - |
| Abbeycartron | Main Street | 1.3km | 16 mins | 5 mins | 3 mins | - |
| Adrnacassa Ave | Main Street | 1.4km | 17 mins | 6 mins | 6 mins | - |
| Cartronageeragh Business Park | Main Street | 2.1km | 27 mins | 7 mins | 6 mins | - |
| Cloonbalt Wood | Main Street | 2.4km | 30 mins | 9 mins | 5 mins | - |
| Longford | Athlone | 40km | - | - | 45 mins | 49 mins (Bus) |
| Longford | Dublin (Connolly Station) | 120 km | - | - | 1 hr 40 mins | 1 hr 50 mins (Train)<br>2 hrs (Bus) |

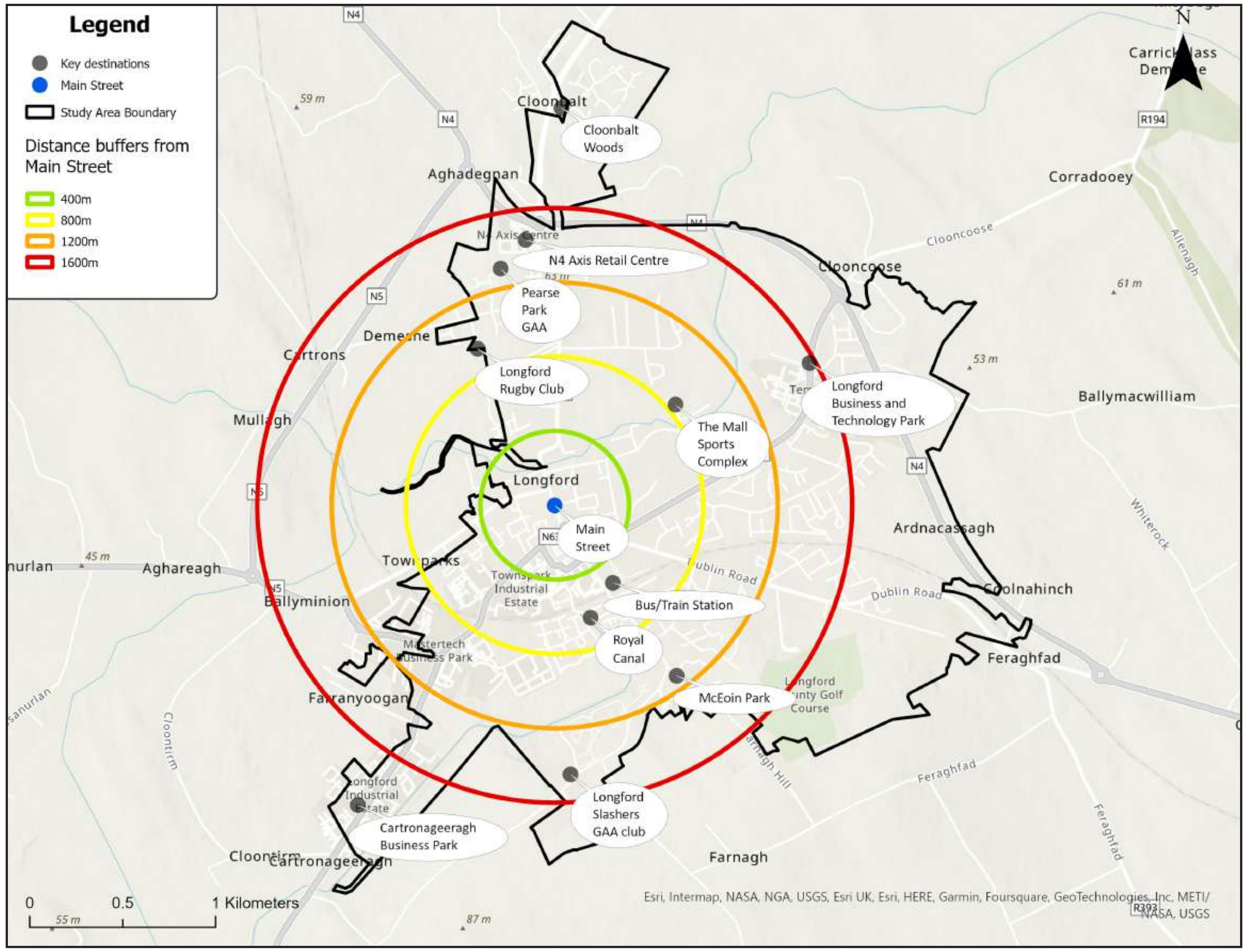

Legend
● Key destinations
● Main Street
Study Area Boundary
Distance buffers from Main Street
400m
800m
1200m
1600m
Cloonbalt Woods
N4 Axis Retail Centre
Pearse Park GAA
Longford Rugby Club
The Mall Sports Complex
Longford Business and Technology Park
Main Street
Bus/Train Station
Royal Canal
McEoin Park
Longford Slashers GAA club
Cartronageeragh Business Park
Longford
Aghadegnan
Cloonbalt
Demesne
Cartrons
Mullagh
Townparks
Aghareagh
Ballyminion
Farranyoogan
Cloontirm
Cartronageeragh
Farnagh
Cloonçoose
Corradooey
Ballymacwilliam
Ardnacassagh
Coolnahinch
Feraghfad
Carrickmoyragh
Dublin Road
Townspark Industrial Estate
Mastertech Business Park
Longford Industrial Estate
Longford County Golf Course
N4
N5
N63
R194
59 m
45 m
61 m
53 m
87 m
55 m
N
0
0.5
1 Kilometers
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

**Figure 3.6:** Buffer Distance from Main Street to Key Destinations in Longford

## 3.6 Modal Split

### 3.6.1 Work Trips Modal Split

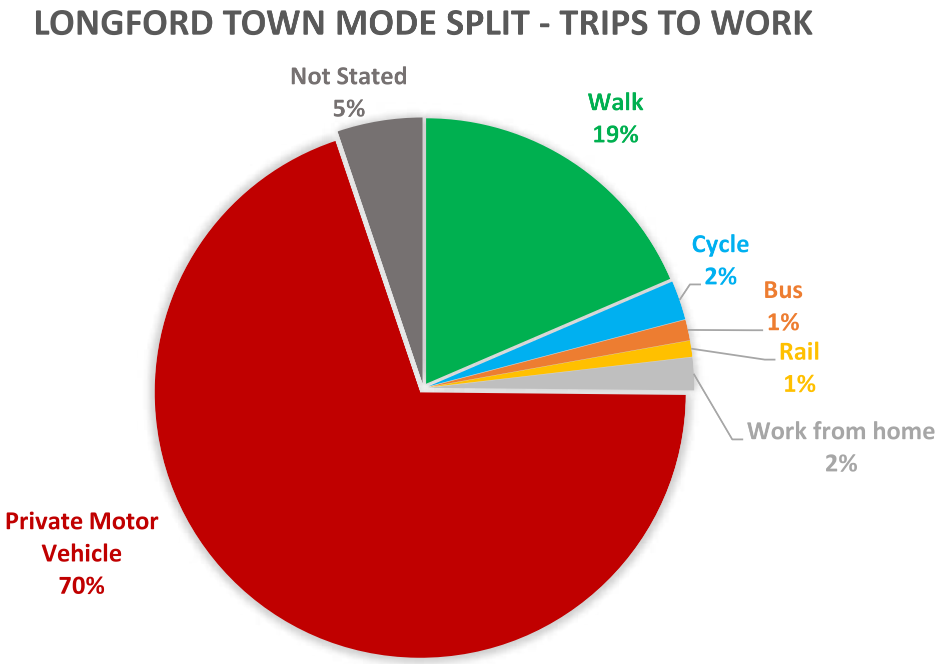
The modal split for trips to work originating in Longford town is shown in Figure 3.7. This includes trips to work outside of the study area.

- The mode split highlights how dependent travel by car is for residents with 70% of all trips by car (drivers and passengers).
- This is higher than the national average of 66%.
- Walking is the only other significant mode used to travel to work.
- Trips by public transport and cycling account for only 4% of the total.

### 3.6.2 School/College Trips Modal Split

The modal split for trips to school or college originating in Longford Town is shown in Figure 3.8. This includes trips to school/college outside of the study area.

- The mode split highlights how dependent school trips are on travel by car, with 48% taking place using private motor vehicles.
- Walking is also an important mode used to travel to school, accounting for 30% of trips. 12% of trips to school taking place by bus.
- Cycling has a very low percentage of mode share for school trips of 1%, especially considering the relatively high level of walking and generally flat topography within the study area.


LONGFORD TOWN MODE SPLIT - TRIPS TO WORK
Not Stated 5%
Walk 19%
Cycle 2%
Bus 1%
Rail 1%
Work from home 2%
Private Motor Vehicle 70%

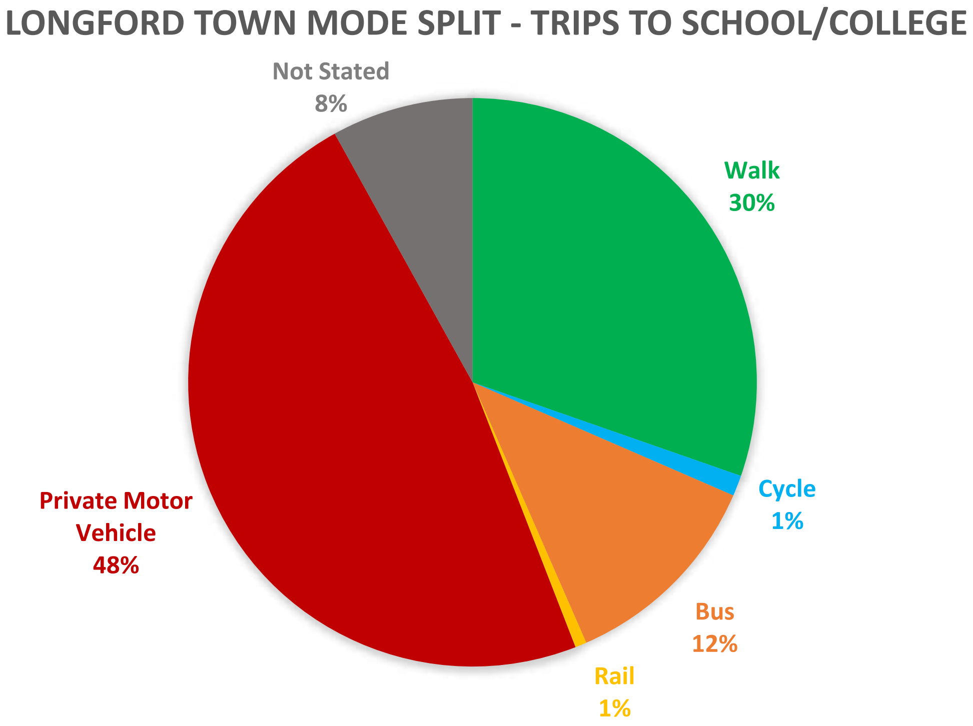


**Figure 3.7:** Mode Split - Trips to Work (Census 2016)

**Figure 3.8:** Mode Split - Trips to School/College (Census 2016)

## 3.7 Car ownership

29% of households in Longford Town, do not own a car. This is almost double that of the national average of 15% (see Figure 3.9 and Figure 3.10). This is especially notable in the context of limited public transport services and the scarce provision of cycling infrastructure.

Given the favourable cycling distances (almost entirely cyclable within 15 minutes), generally flat topography within the town and the poor existing modal split toward cycling, this presents a good opportunity for increased public transport and active travel infrastructure to provide mobility alternatives to these car-free households.

**Figure 3.9:** Longford Car Ownership Per Household (Census 2016)

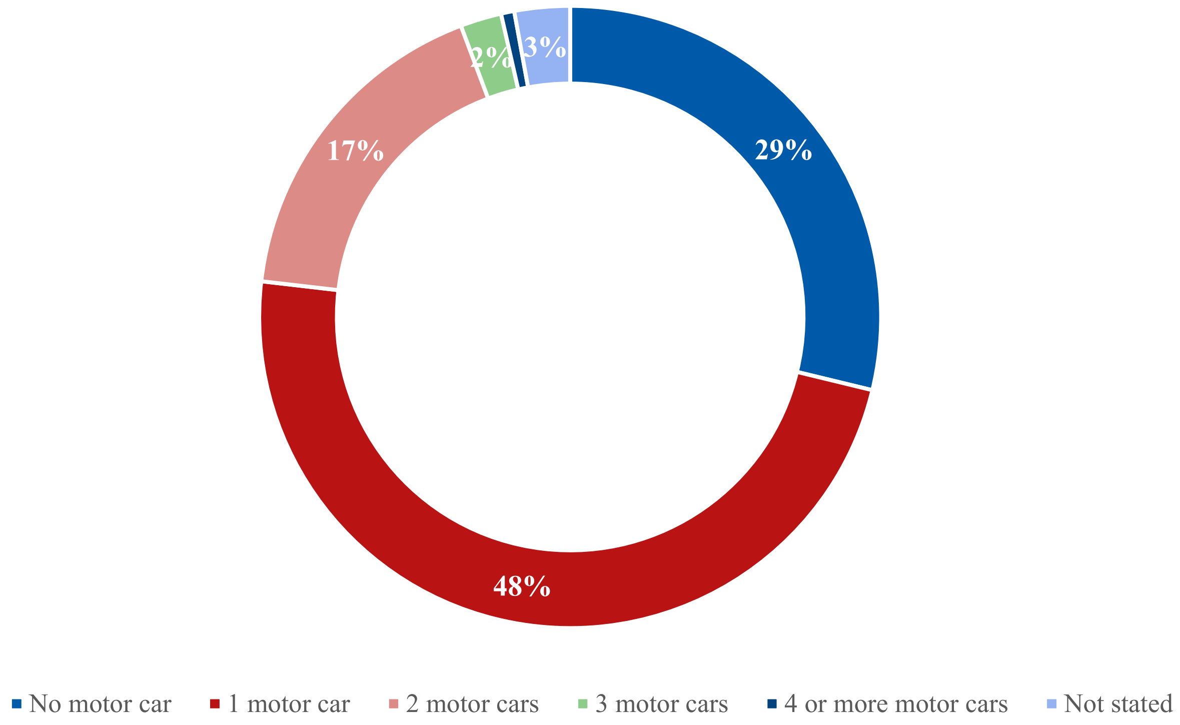
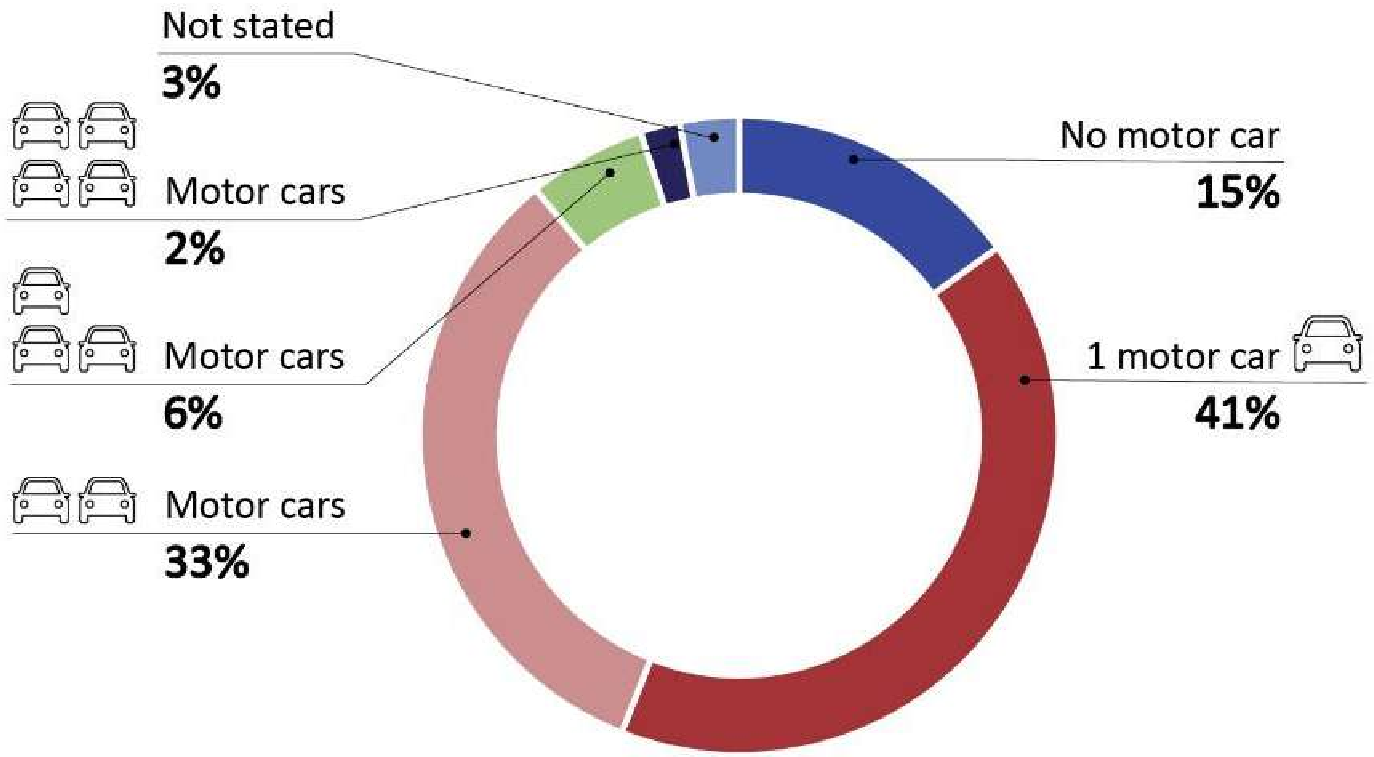


**Figure 3.10:** Ireland Car Ownership per household (Census 2016)



## 3.8 Commuting Journey Time

From Figure 3.11, approximately 73% of people living in Longford have commuting trips of less than 30 minutes. For reference, the national average commutingjourney time is 28 minutes.

The lower journey times are likely owing to the relatively high number of jobs and schools within the study area and the high usage of car for commuting trips.

### 3.8.1 Constraints

- The use of car is the dominant mode, with 70% of trips to work and 48% of trips to school or college are made by car;
- Existing public transport services do not support significant levels of use for commuters.

### 3.8.2 Opportunities

- 50% of the trips to work are shorter than 15 minutes, which suggests there may be opportunities to move some trips to active modes or public transport;
- Potential to reduce car dependency with improvements to active travel network;
- Support non-car modes of travel to school;
- Support households which do not have access to a car;
- Journey time to work indicate that car trips can be replaced by active travel and/or enhanced public transport; and
- Post-COVID working patterns such as working from home and rural work hubs.

Most of trips to work and school or college are made by car

50% of the trips to work are shorter than 15 minutes;

Journey time to work indicate that car trips can be replaced by active travel and/ or enhanced public transport

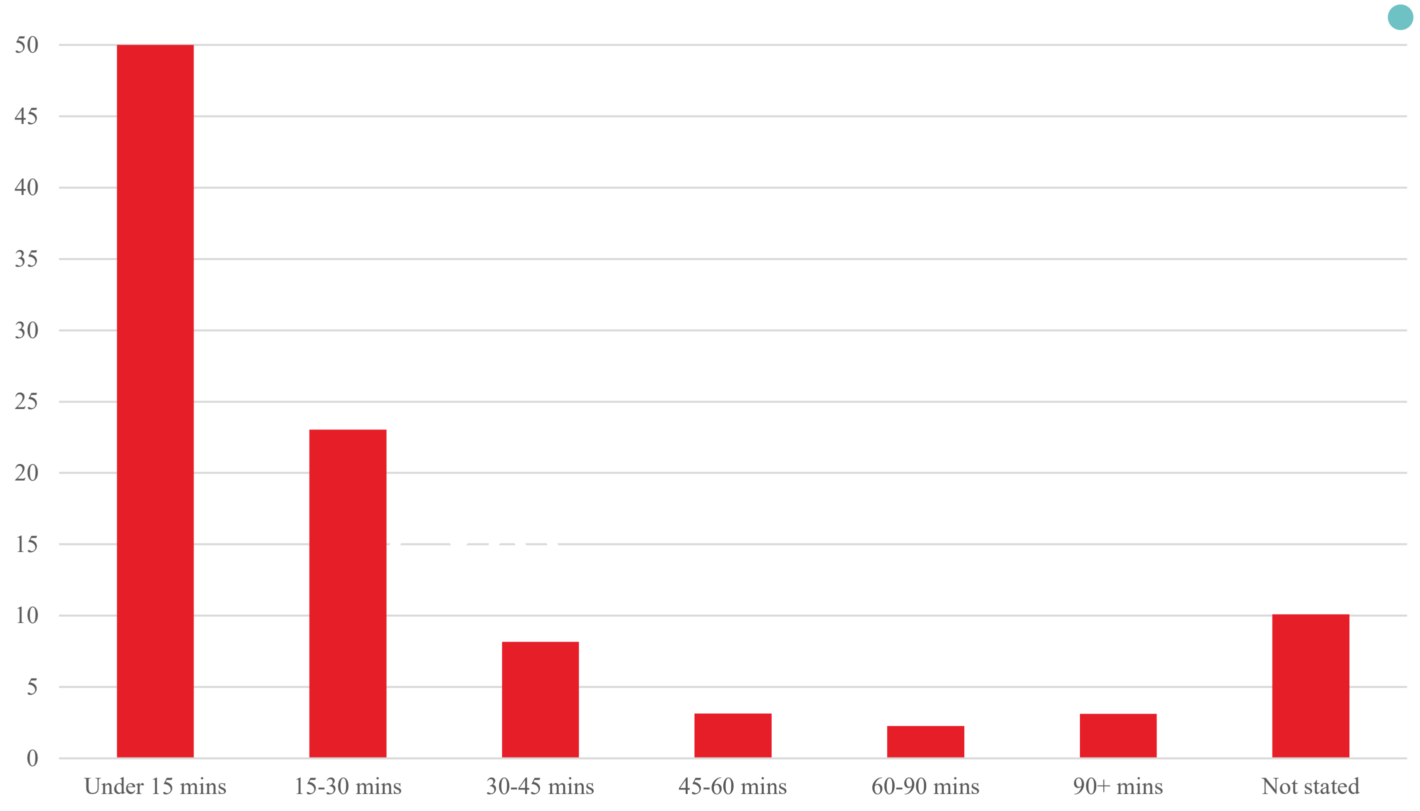


**Figure 3.11:** Journey time for residents living in Longford to Work/School/College

## 3.9 Walking

The current walking infrastructure for Longford is primarily clustered in the centre of the town, with the quality and provision of footpaths reducing at the edge of the town. Current issues for pedestrians are shown in Figure 3.12 and 3.13.

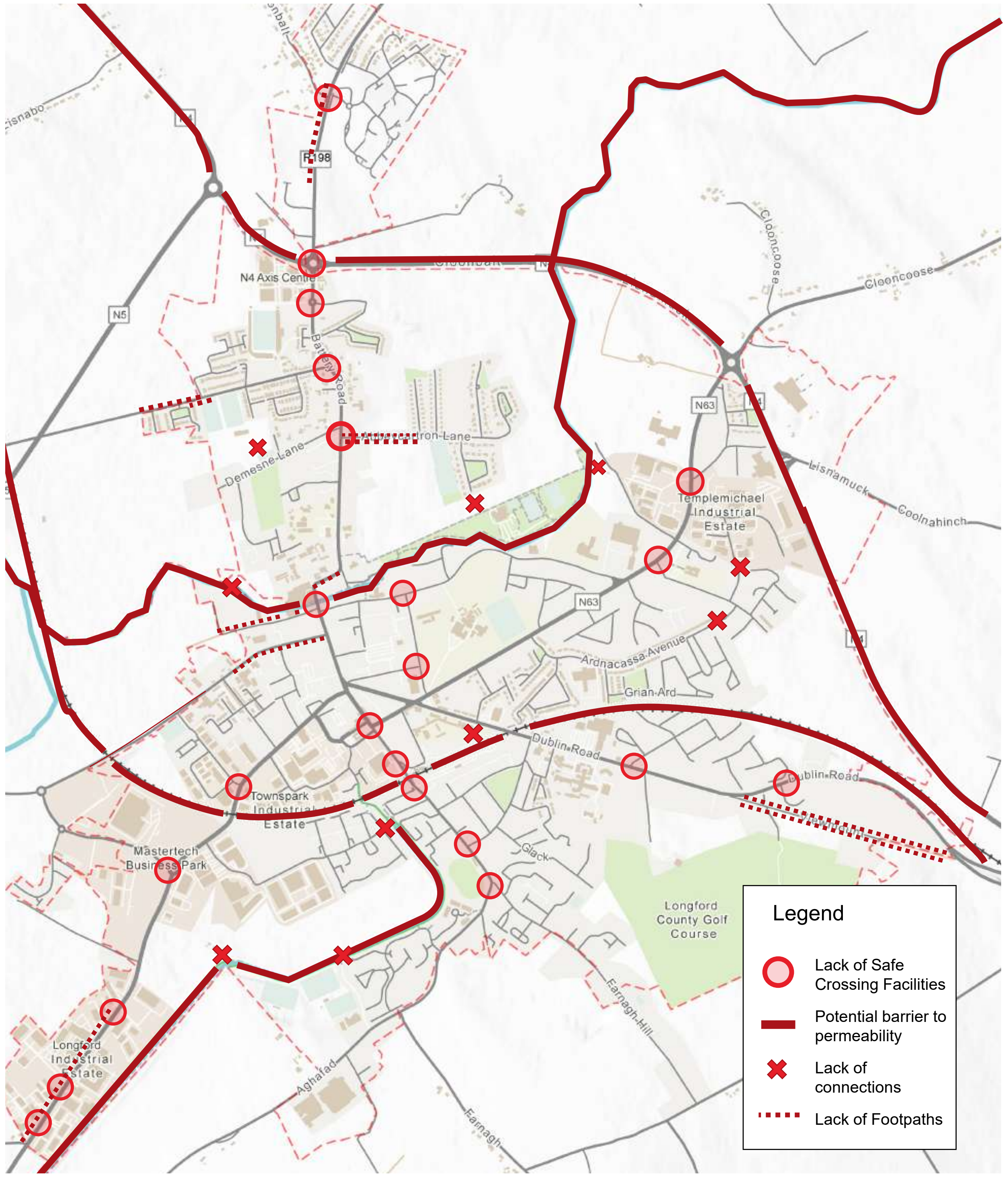
In terms of current infrastructure, recent improvements to walking infrastructure in the study area include Major Wells Road pedestrian and cycle improvements. This scheme has improved footpaths and created an attractive walking and cycling environment.

The walking catchment maps from primary and post primary schools and bus/rail stops are shown on the next pages.

### 3.9.1 Constraints

- Lack of safe crossings and facilities (especially at roundabouts and on Longford Main Street);
- Lack of wayfinding and legibility (e.g. in proximity of the Royal Canal Greenway);
- Lack of permeability between residential areas;
- Lack of footpaths, or only on one side, particularly around edges of town; and
- Most residential areas are more than 10-minute walk from bus stops or train station.

**Figure 3.12:** Constraints - Walking and Cycling


N4 Axis Centre
N5
R198
Demesne Lane
Templemichael Industrial Estate
N63
Clooncoose
Lisnamuck
Coolnahinch
Ardnacassa Avenue
Grian Ard
Dublin Road
Townspark Industrial Estate
Mastertech Business Park
Longford Industrial Estate
Glack
Longford County Golf Course
Aghafad
Earnagh
Earnagh Hill
Legend
Lack of Safe Crossing Facilities
Potential barrier to permeability
Lack of connections
Lack of Footpaths

### 3.9.2 Opportunities

- Compact town centre makes walking trips easy;
- Potential reduction in traffic allowing for a pedestrian-friendly town;
- Support trips to school by foot (and bicycle);
- New links and connections would make walking an attractive option. Pedestrian paths could be provided through new development areas and green spaces and could connect through residential areas.
- Improved connections, provision of footpaths to residential areas on edges of towns to increase permeability; and
- Majority of residential areas within 20-minute walk of primary and post primary schools.

**Recent improvements to walking infrastructure in the study area include Major Wells Road pedestrian and cycle improvements**

**Figure 3.13:** Primary School Walking Catchments

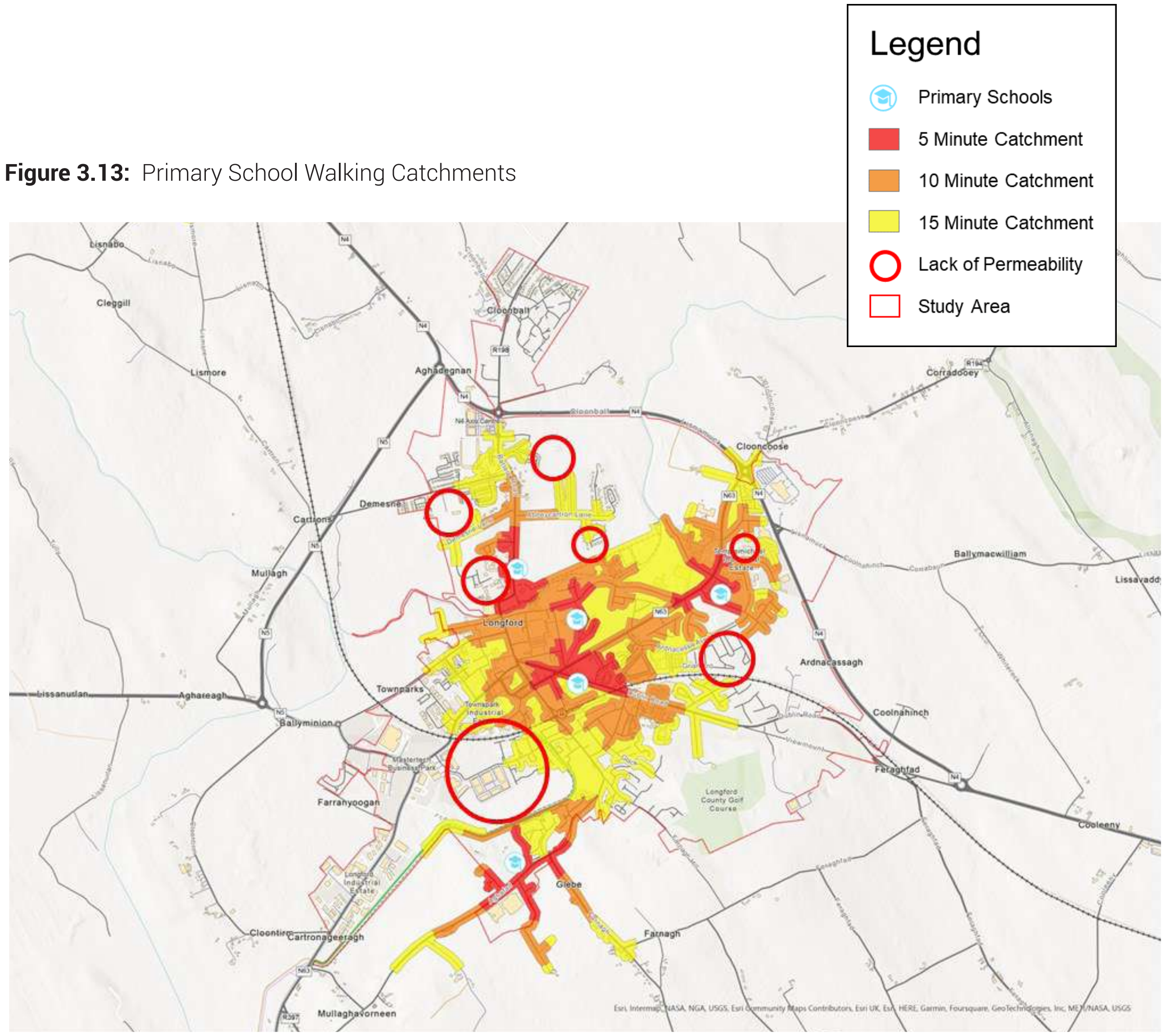

Legend
Primary Schools
🟥 5 Minute Catchment
🟧 10 Minute Catchment
🟨 15 Minute Catchment
○ Lack of Permeability
☐ Study Area
Longford
Cloonbalt
Aghadegnan
Demesne
Cartrons
Mullagh
Lismore
Cleggill
Corradooey
Cloonturk
Ballymacwilliam
Ardnacassagh
Coolnahinch
Feraghfad
Cooleeny
Townparks
Ballyminion
Aghareagh
Farranyoogan
Glebe
Farnagh
Cartronageeragh
Mullaghavorneen
Longford County Golf Course

**Figure 3.14:** Post-Primary School Walking Catchments

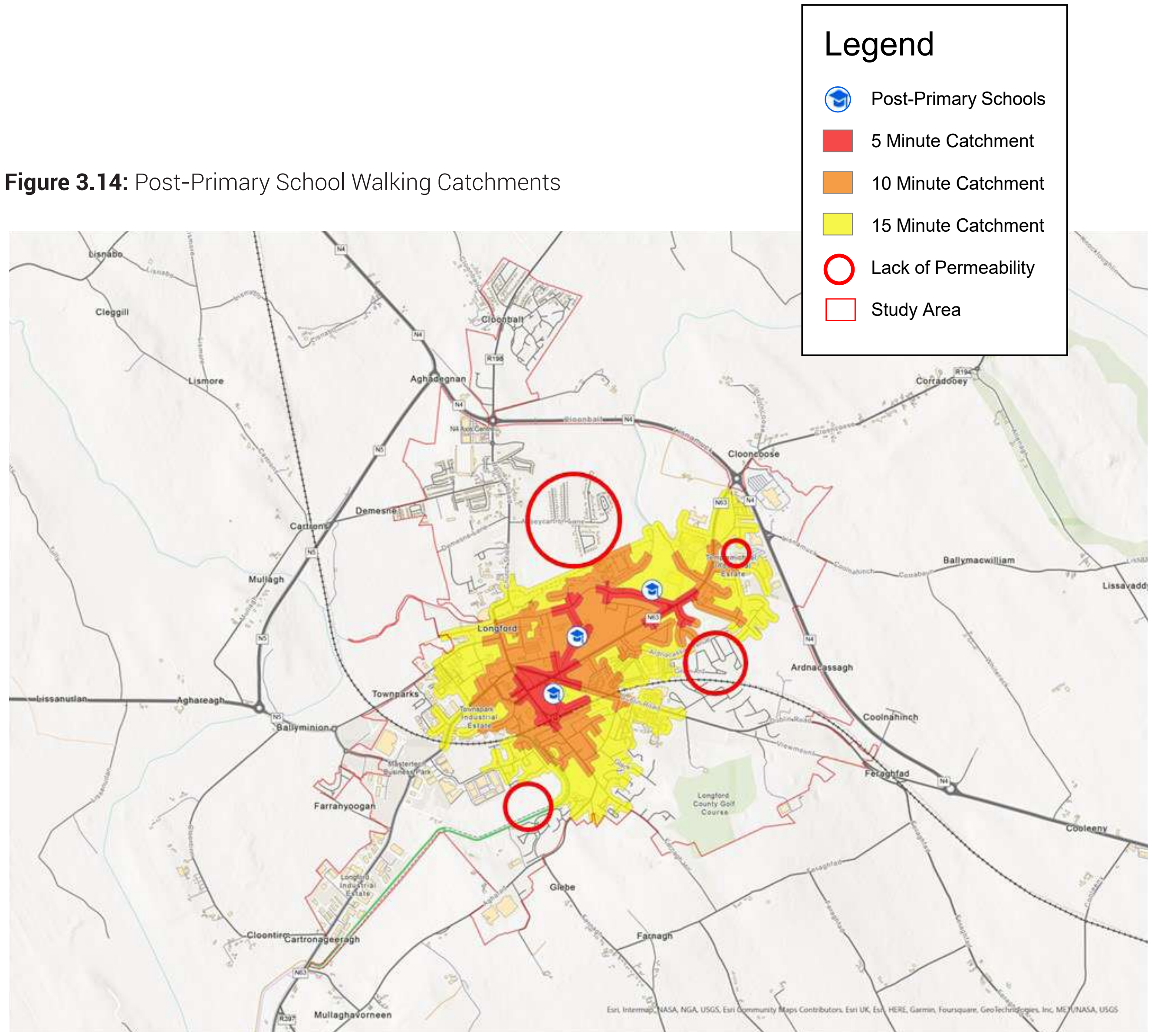

Legend
Post-Primary Schools
🟥 5 Minute Catchment
🟧 10 Minute Catchment
🟨 15 Minute Catchment
○ Lack of Permeability
☐ Study Area
Longford
Cloonbalt
Aghadegnan
Demesne
Cartrons
Mullagh
Lismore
Cleggill
Corradooey
Cloonturk
Ballymacwilliam
Ardnacassagh
Coolnahinch
Feraghfad
Cooleeny
Townparks
Ballyminion
Aghareagh
Farranyoogan
Glebe
Farnagh
Cartronageeragh
Mullaghavorneen
Longford County Golf Course

**Figure 3.15:** Bus stop Walking Catchments

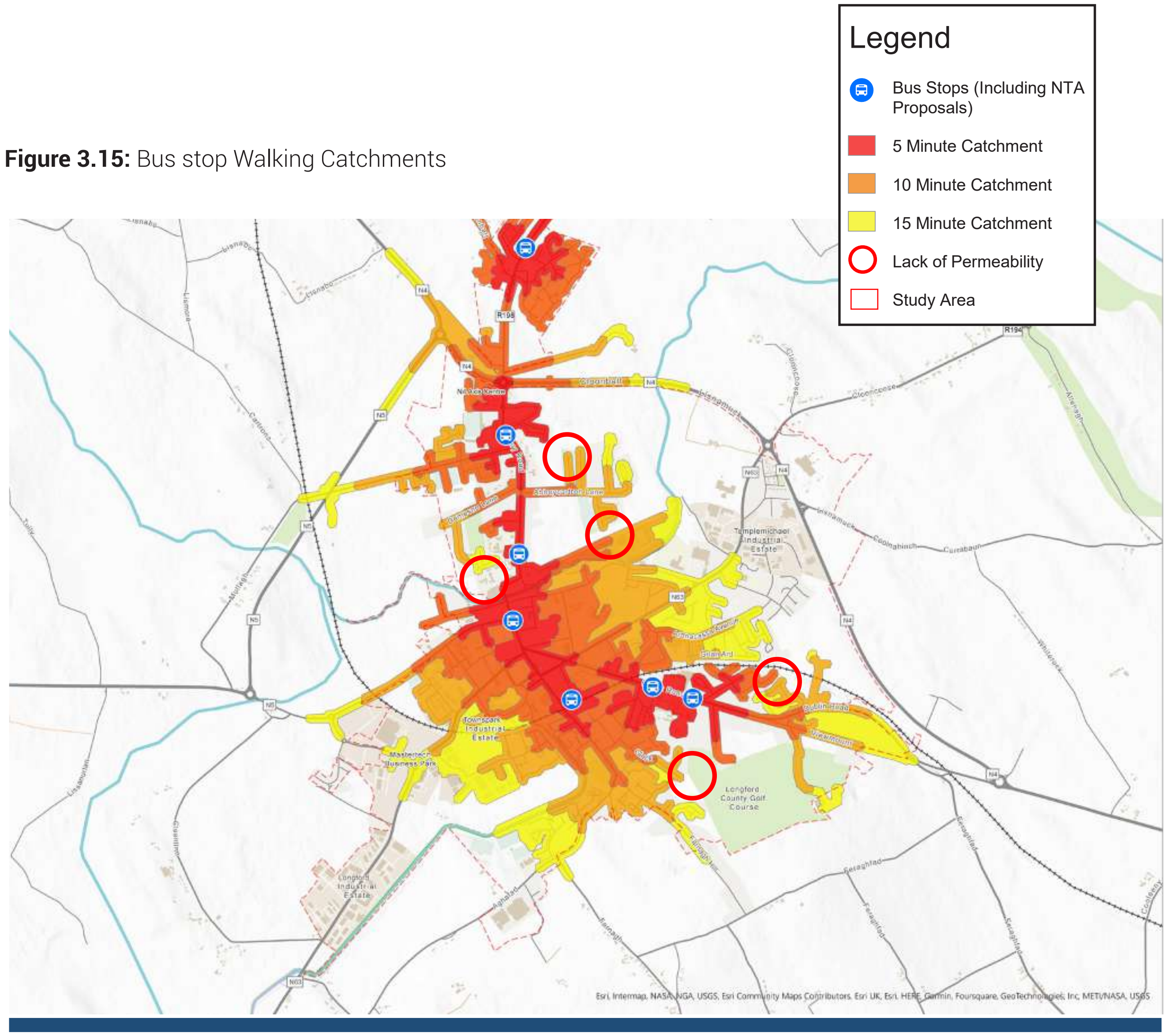
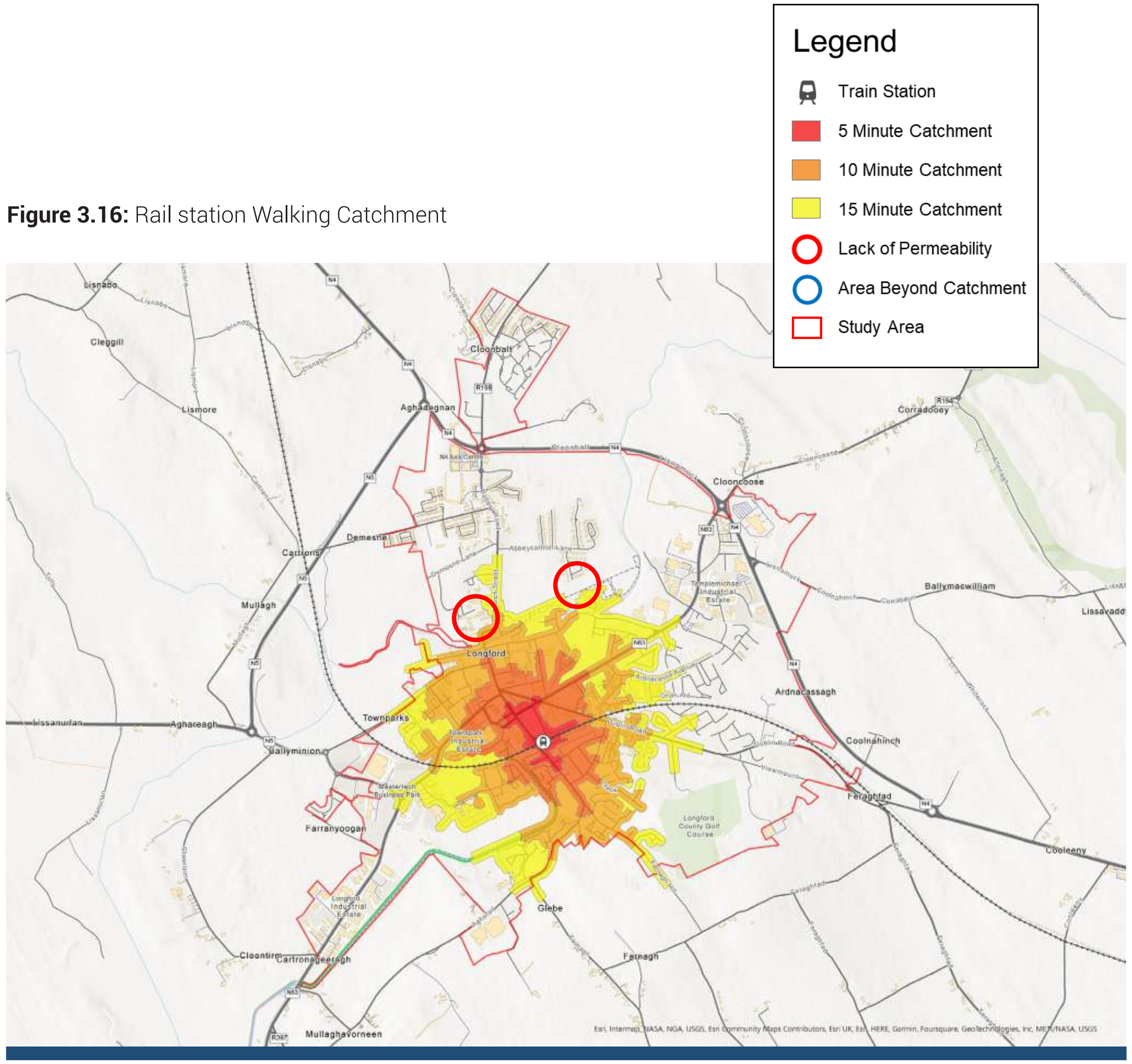

Legend
Bus Stops (Including NTA Proposals)
5 Minute Catchment
10 Minute Catchment
15 Minute Catchment
Lack of Permeability
Study Area
Templemichael Industrial Estate
Longford County Golf Course
Masterlink Business Park
Longford Industrial Estate
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

**Figure 3.16:** Rail station Walking Catchment


Legend
Train Station
5 Minute Catchment
10 Minute Catchment
15 Minute Catchment
Lack of Permeability
Area Beyond Catchment
Study Area
Lisnabo
Cleggill
Lismore
Aghadegnan
Cloonbalt
Corradooey
Clooncoose
Carrickmoyragh
Demesne
Mullagh
Ballymacwilliam
Lissavaddy
Longford
Townparks
Ardnacassagh
Aghareagh
Ballyminion
Coolnahinch
Feraghfad
Farranyoogan
Cooleeny
Glebe
Fernagh
Cloontirm
Cartronageeragh
Mullaghavorneen
Longford County Golf Course
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

## 3.10 Cycling

A summary of the cycling network links that are funded and are currently in construction in Longford is shown in Figure 3.18. The majority of cycling infrastructure is located along the R198, Battery Road, Main Street and along the Royal Canal.

From the cycling catchments showin in Figures 3.19 to 3.22, the entire study area can be reached by cycling within 20 minutes. including key destination of schools, bus and train stops.

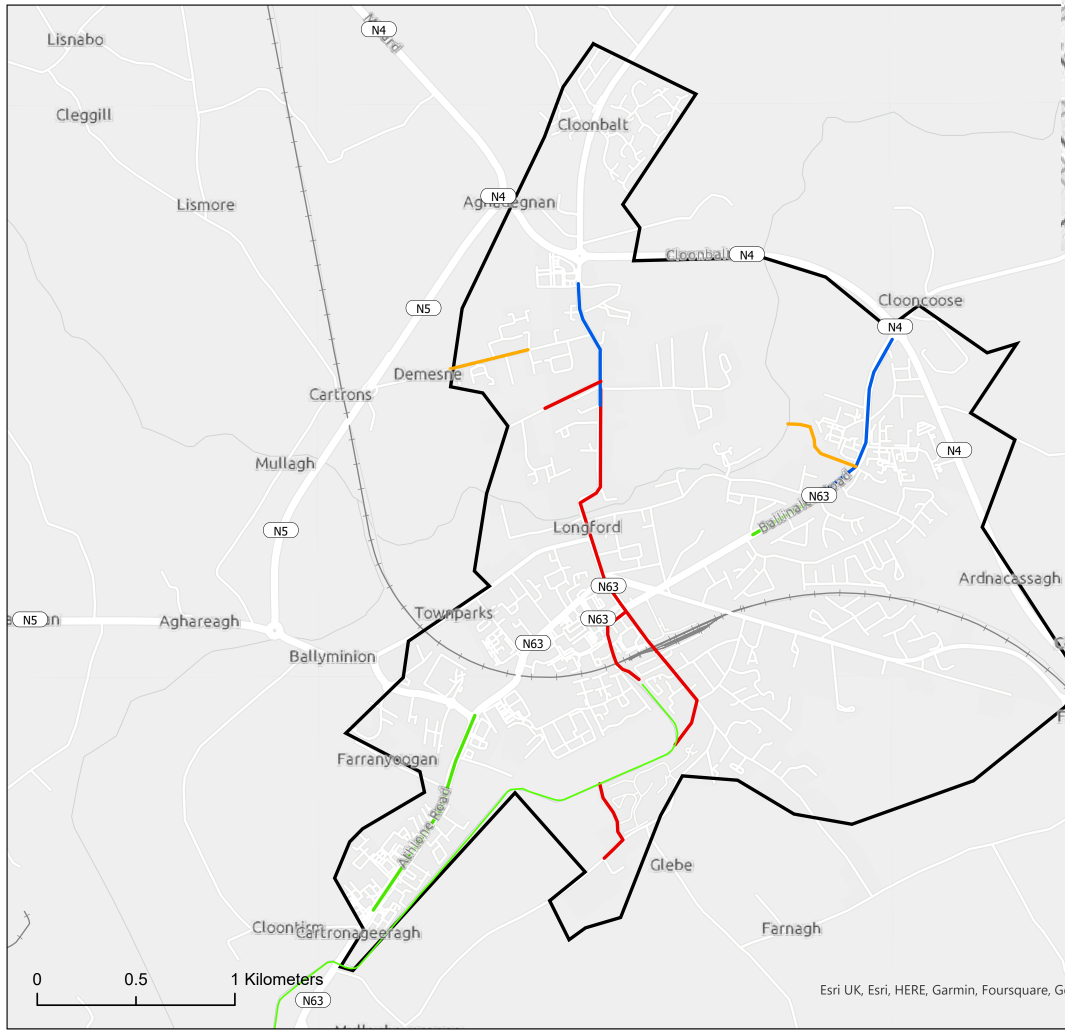
### 3.10.1 Constraints

- Fragmented and variable quality cycle network;
- Lack of permeable connections;
- Lack of safe crossings and facilities (especially at roundabouts);
- Lack of wayfinding and legibility;
- Lack of cycle connections between key destinations (i.e. schools, town centre, train station);
- Limited cycling facilities in Longford Town (Main Street/Earls Street);
- Limited sheltered and secure cycle parking in the town centre (Only at train station and leisure centre).

### 3.10.2 Opportunities

- Compact town centres makes cycling trips easy – 20 minute cycle reaches wide area;
- New links and connections would make cycling an attractive option (e.g. from local schools/employment zones to residential areas);
- Recent growth in e-bikes increase ease of cycling;
- Traffic lanes along wide roads could be narrowed to provide cycling infrastructure (including shared paths);
- Relatively flat terrain that makes cycling easy; and
- Royal Canal Greenway – enhanced terminus facilities/ connections to Longford Town and connections to other towns;
- Improve cycle parking facilities.

**Figure 3.17:** Cycling Network


Lisnabo
Cleggill
Lismore
Aghnagnan
Cloonbalt
Cloonbalt
Cloonoose
Demesne
Cartrons
Mullagh
Longford
Ballymacwilliam
Ardnacassagh
Townparks
Aghareagh
Ballyminion
Coolnahinch
Farranyoogan
Glebe
Farnagh
Cloontirm
Cartronageeragh
N4
N5
N63
0
0.5
1 Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, GeoTe
Legend
Cycle Network Funding Status
Agreed in principle, No funding approved
Existing
Funding Approved
No funding approved
Longford Town Study Area
Railway Line

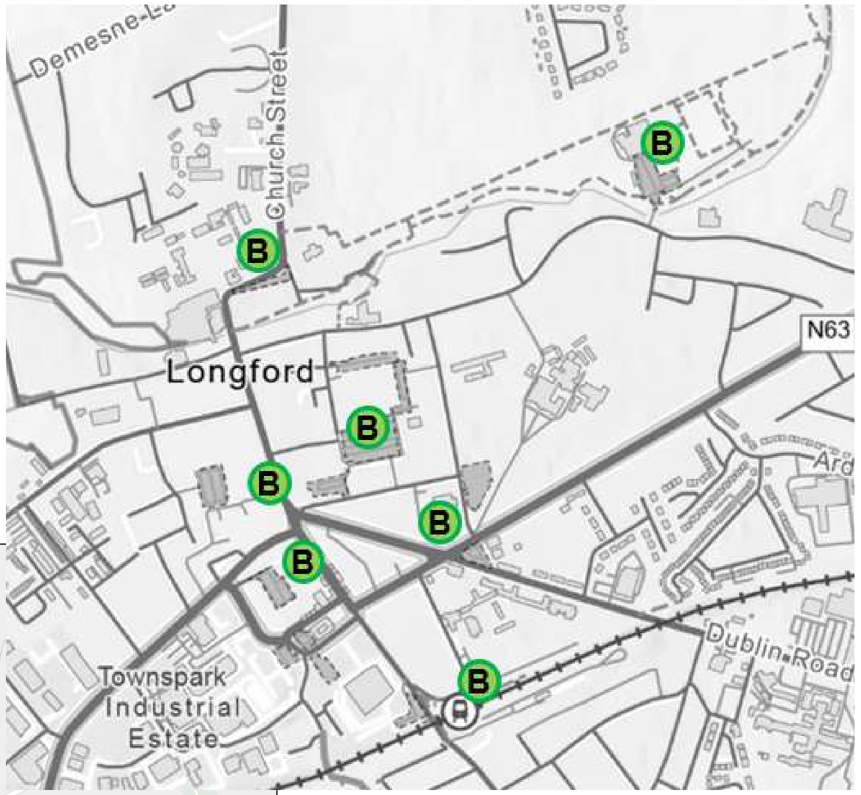

Demesne-La
Church Street
Longford
N63
Ard
Townspark Industrial Estate
Dublin Road
B
B
B
B
B
B
B

**Figure 3.18:** Public Cycle Parking Locations

**Figure 3.19:** Longford Primary School Cycling Catchments

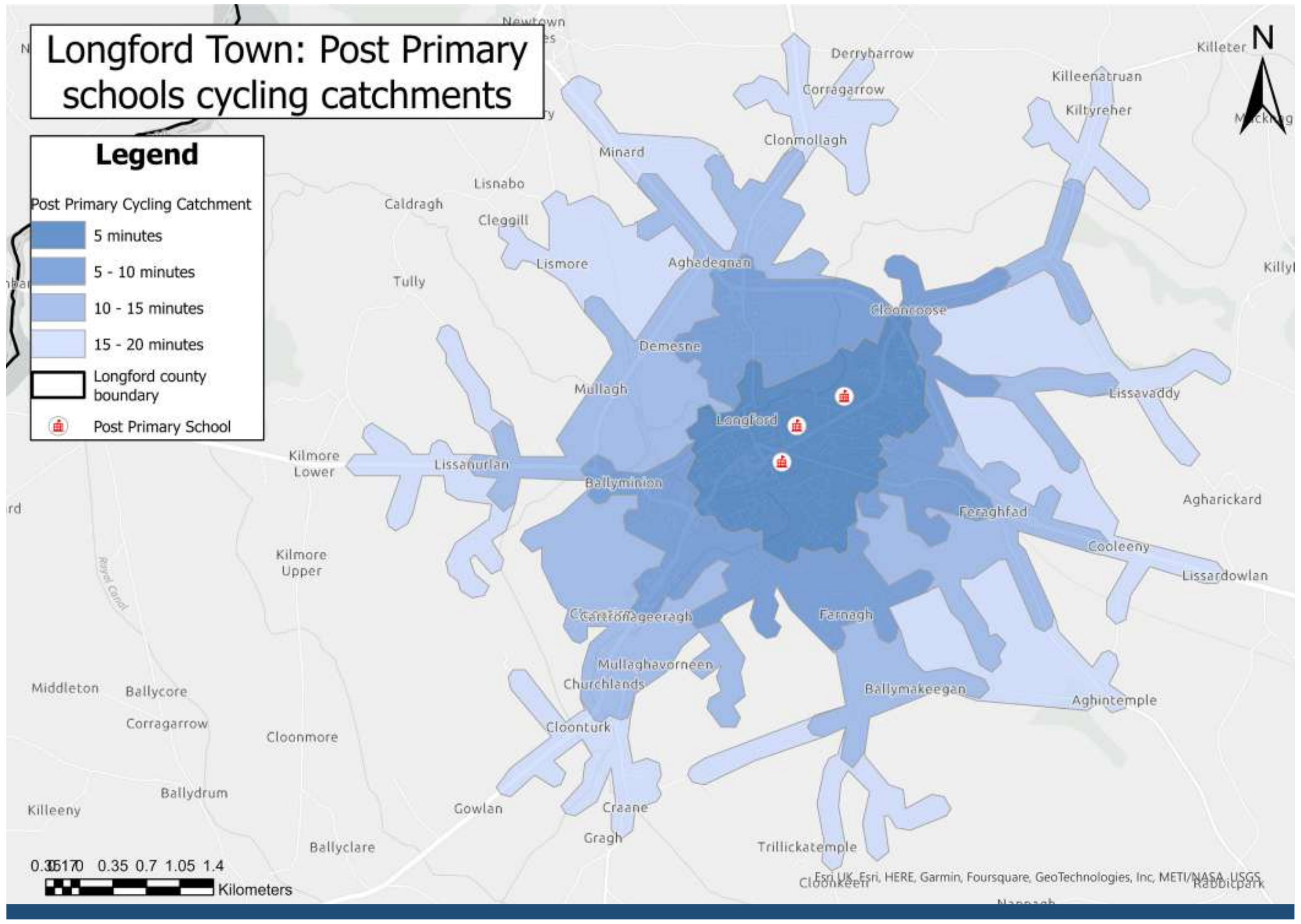

Longford Town: Post Primary schools cycling catchments
Legend
Post Primary Cycling Catchment
5 minutes
5 - 10 minutes
10 - 15 minutes
15 - 20 minutes
Longford county boundary
Post Primary School
N
0.35170 0.35 0.7 1.05 1.4
Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS
Derryharrow
Corragarrow
Clonmollagh
Killeenatruan
Kiltyreher
Killeter
Minard
Lisnabo
Cleggill
Caldragh
Tully
Lismore
Aghadegnan
Cloonroose
Demesne
Mullagh
Longford
Lissavaddy
Kilmore Lower
Lissanurlan
Ballyminion
Aghareckard
Feraghfad
Cooleeny
Lissardowlan
Kilmore Upper
Carrickmoyragh
Farnagh
Mullaghavorneen
Churchlands
Ballymakeegan
Aghintemple
Middleton
Ballycore
Corragarrow
Cloonmore
Cloonturk
Killeeny
Ballydrum
Gowlan
Craane
Gragh
Ballyclare
Trillickatemple
Cloonkeen
Rabbitpark
Nappagh

**Figure 3.20:** Longford Post Primary School Cycling Catchment

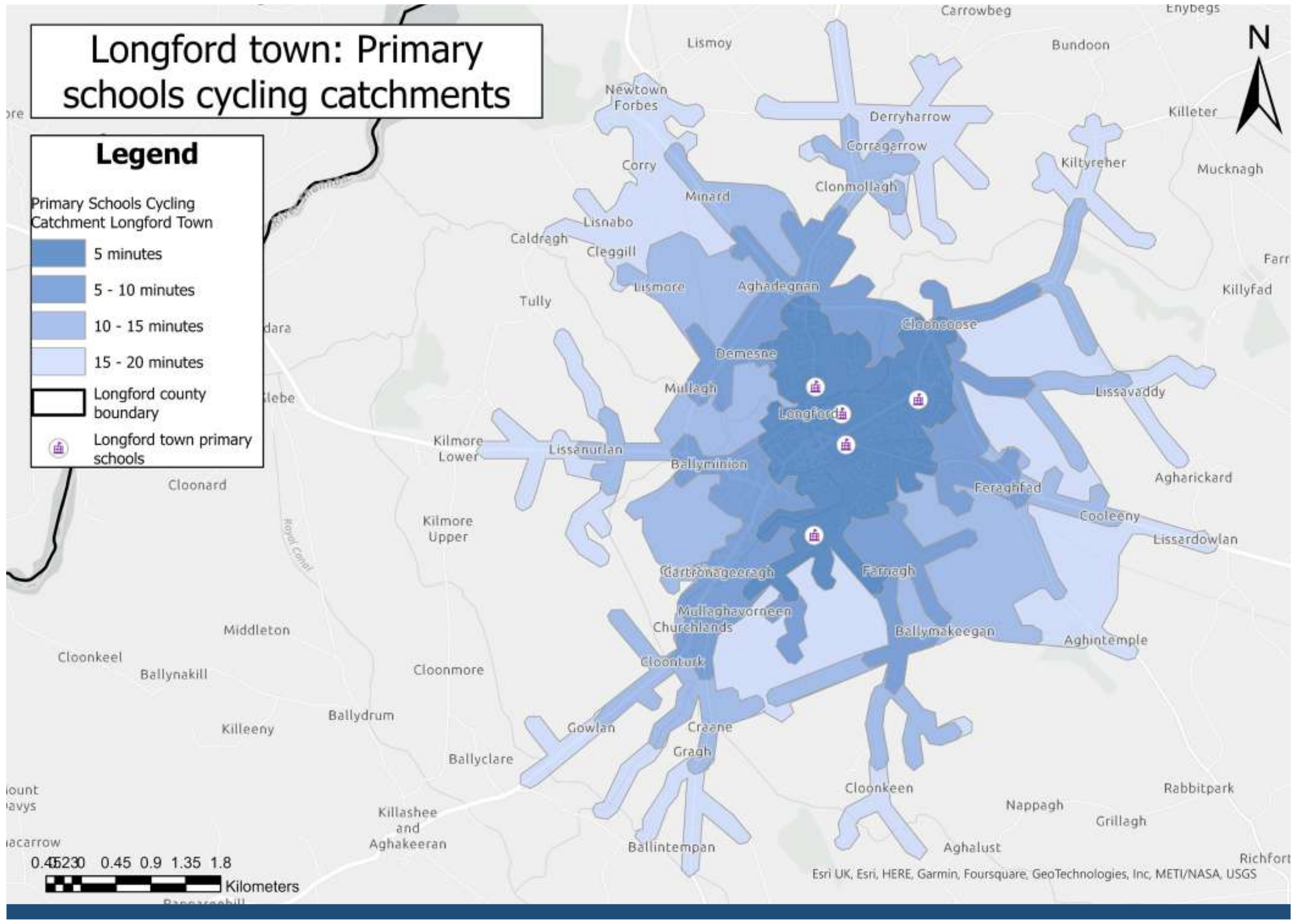

Longford town: Primary schools cycling catchments
Legend
Primary Schools Cycling Catchment Longford Town
5 minutes
5 - 10 minutes
10 - 15 minutes
15 - 20 minutes
Longford county boundary
Longford town primary schools
N
0.45230 0.45 0.9 1.35 1.8
Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS
Carrowbeg
Enybegs
Bundoon
Lismoy
Newtown Forbes
Corry
Derryharrow
Corragarrow
Clonmollagh
Kiltyreher
Killeter
Mucknagh
Minard
Lisnabo
Caldragh
Cleggill
Lismore
Aghadegnan
Cloonroose
Tully
Killyfad
Demesne
Mullagh
Longford
Lissavaddy
Kilmore Lower
Lissanurlan
Ballyminion
Aghareckard
Feraghfad
Cooleeny
Lissardowlan
Cloonard
Kilmore Upper
Carrickmoyragh
Farnagh
Mullaghavorneen
Churchlands
Ballymakeegan
Aghintemple
Middleton
Cloonkeel
Ballynakill
Cloonmore
Cloonturk
Killeeny
Ballydrum
Gowlan
Craane
Gragh
Ballyclare
Killashee and Aghakeeran
Ballintempan
Cloonkeen
Nappagh
Grillagh
Rabbitpark
Aghalust
Richfort

**Figure 3.21:** Longford Bus Stops Cycling Catchments

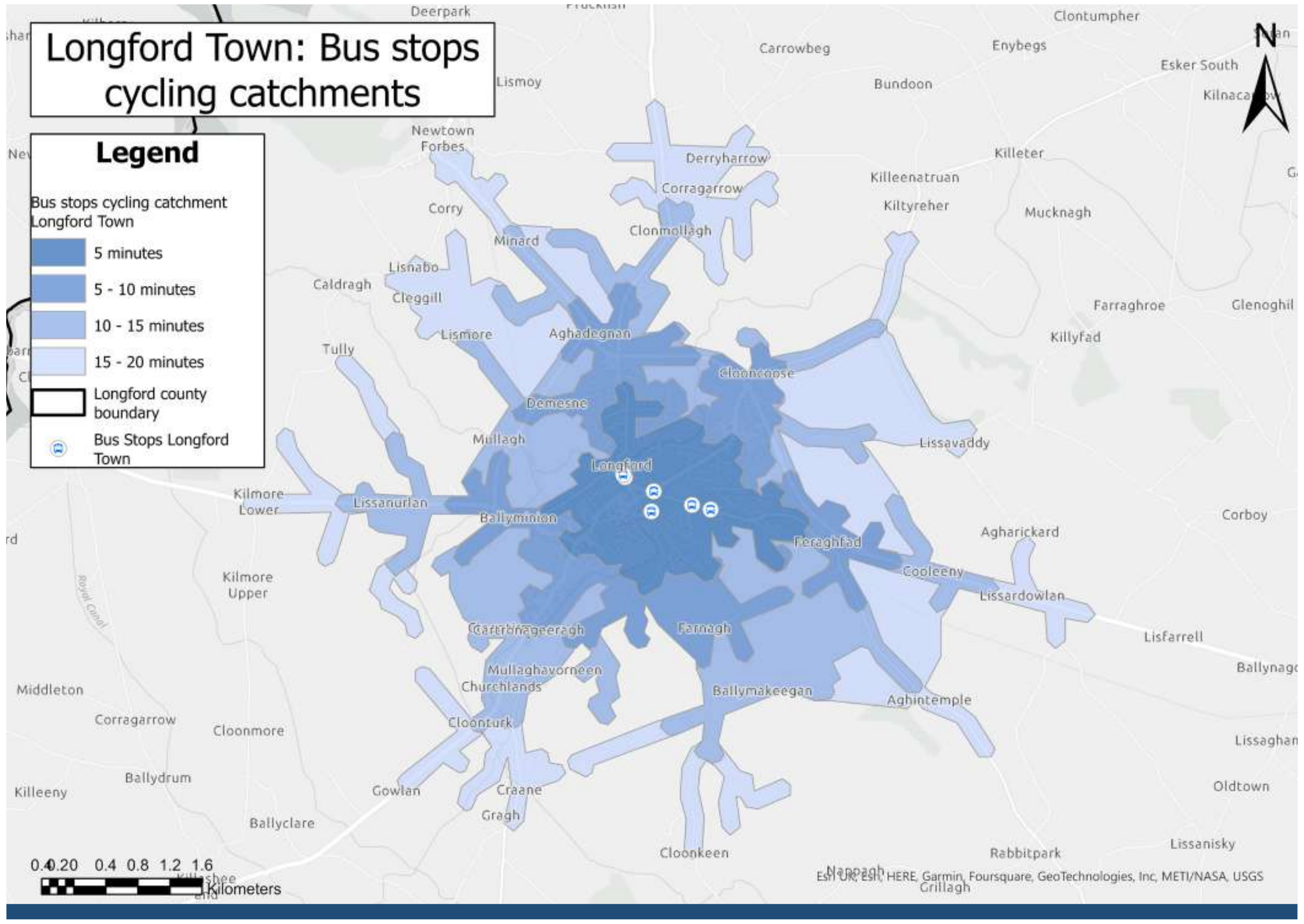
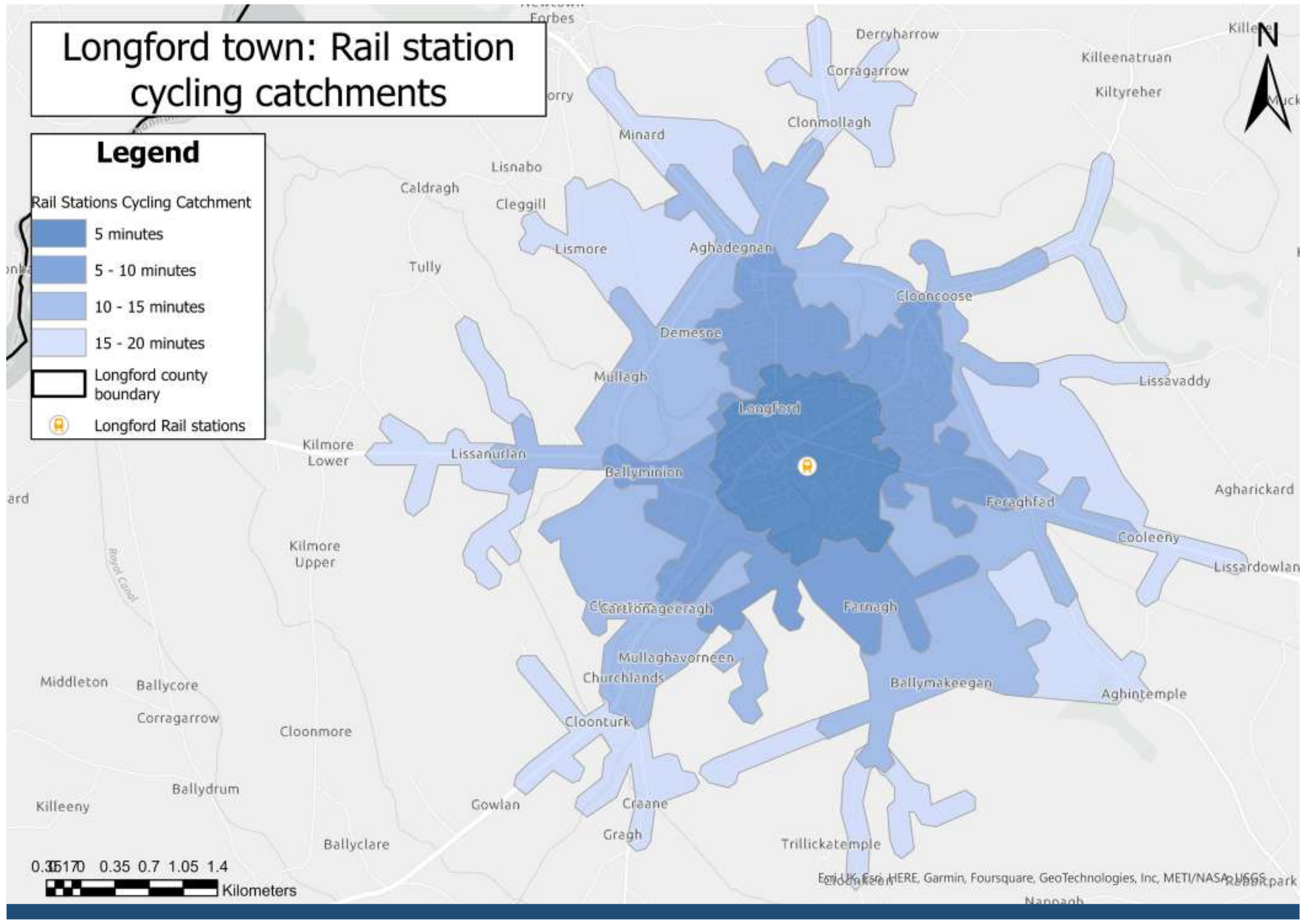

Longford Town: Bus stops cycling catchments
Legend
Bus stops cycling catchment Longford Town
5 minutes
5 - 10 minutes
10 - 15 minutes
15 - 20 minutes
Longford county boundary
Bus Stops Longford Town
N
Deerpark
Clontumpher
Carrowbeg
Enybegs
Esker South
Lismoy
Bundoon
Newtown Forbes
Derryharrow
Corragarrow
Killeenatruan
Killeter
Kiltyreher
Mucknagh
Corry
Clonmollagh
Minard
Caldragh
Lisnabo
Cleggill
Farraghroe
Glenoghil
Tully
Lismore
Aghadegnan
Killyfad
Clooncoose
Demesne
Mullagh
Lissavaddy
Longford
Kilmore Lower
Lissanurlan
Ballyminion
Corboy
Feraghfad
Aghárickard
Kilmore Upper
Cooleeny
Lissardowlan
Lisfarrell
Cartronageeragh
Farnagh
Ballynag
Mullaghavorneen
Middleton
Churchlands
Ballymakeegan
Aghintemple
Corragarrow
Cloonmore
Cloonturk
Lissaghan
Killeeny
Ballydrum
Gowlan
Craane
Oldtown
Gragh
Ballyclare
Cloonkeen
Rabbitpark
Lissanisky
0.4 0.2 0 0.4 0.8 1.2 1.6
Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

**Figure 3.22:** Longford Train Station Cycling Catchment


Longford town: Rail station cycling catchments
Legend
Rail Stations Cycling Catchment
5 minutes
5 - 10 minutes
10 - 15 minutes
15 - 20 minutes
Longford county boundary
Longford Rail stations
N
Forbes
Derryharrow
Corragarrow
Killeenatruan
Kiltyreher
Minard
Clonmollagh
Lisnabo
Caldragh
Cleggill
Tully
Lismore
Aghadegnan
Clooncoose
Demesne
Mullagh
Lissavaddy
Longford
Kilmore Lower
Lissanurlan
Ballyminion
Feraghfad
Agharickard
Kilmore Upper
Cooleeny
Lissardowlan
Cartronageeragh
Farnagh
Mullaghavorneen
Churchlands
Middleton
Ballycore
Ballymakeegan
Aghintemple
Corragarrow
Cloonturk
Cloonmore
Ballydrum
Killeeny
Gowlan
Craane
Gragh
Ballyclare
Trillickatemple
0.35 0.175 0 0.35 0.7 1.05 1.4
Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

## 3.11 Public Transport

### 3.11.1 Bus

The study area is served by both Bus Eireann and Local Link bus services (see Table 3.2). A map of the Local Link bus transport routes in Longford County and the Regional Public Transport Network is shown in Figure 3.23.

**Table 3.2:** Travel time between key destinations

| Operator | Service | Frequency | Journey Time | Fare (Adult Return) |
|---|---|---|---|---|
| Bus Eireann | Routes 22 and 23: Longford – Dublin | Hourly | ~2 hrs | €24 |
| Bus Eireann | Route 446 and 65: Longford – Athlone | 2 times daily | ~1 hr | €16 |
| Local Link Longford | Route 865: Granard-Longford | Monday – Saturday (3 return services daily, with additional evening services on Fri/Sat) | ~30 mins | €10 |
| | Route LR24: Ballymahon – Longford | Monday – Friday (Term Times only) (2 daily return services) | ~25 mins | €10 |
| | Route 463: Aughnacliffe – Longford | Tuesday only (1 daily return service) | ~1 hr 20 mins | €6.10 |
| | Route LR13/ LR13A: Lanesborough – Longford (Route begins in Ballymahon) | Tuesday and Sat only (1 daily return service) | ~25 mins | €4-€10 |
| | Route 975: Cavan – Longford | Monday – Saturday (5 return services) | ~1 hr 20 mins | €20 |

**Figure 3.23:** Longford County Public Transport Network

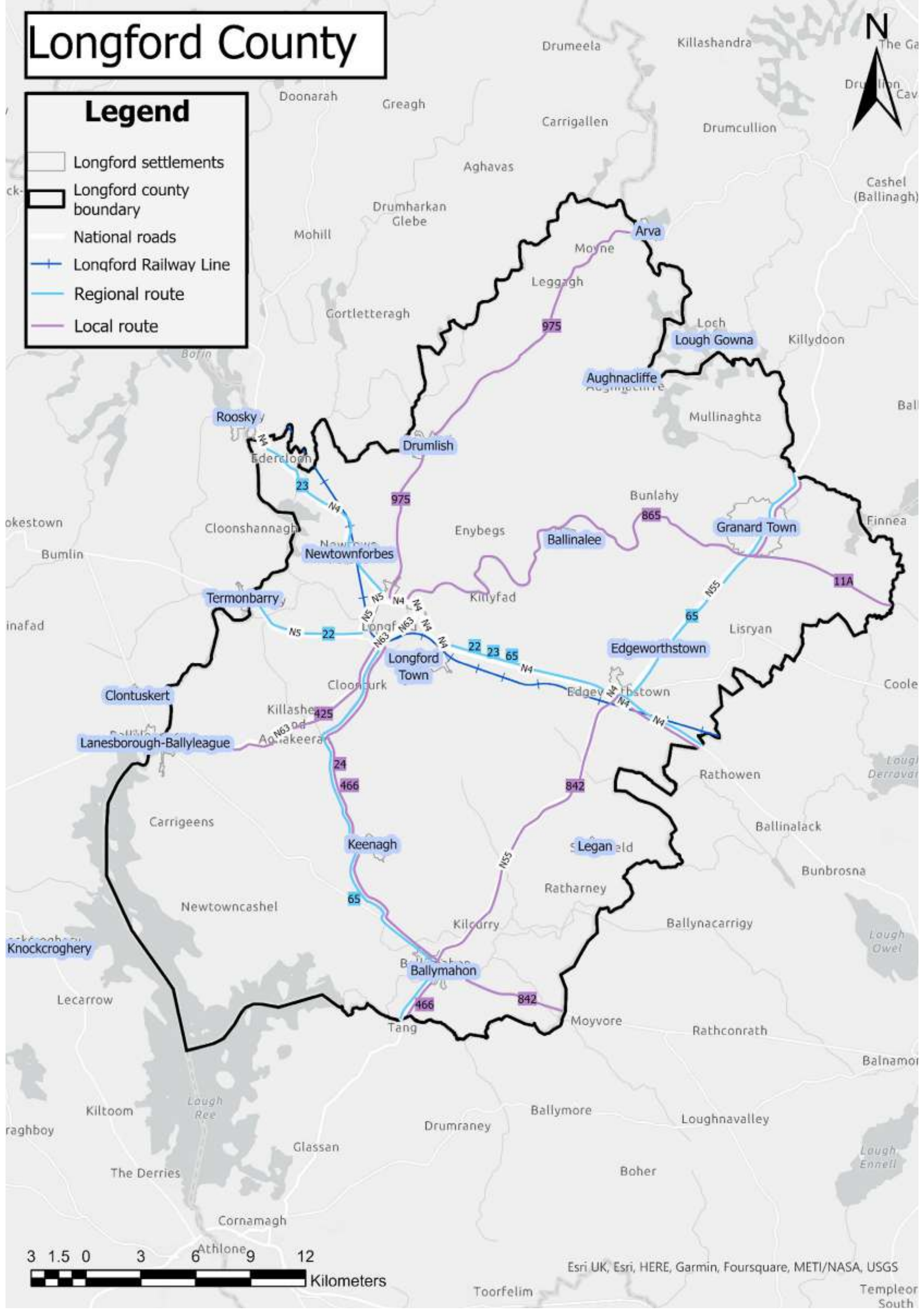

Longford County
Legend
Longford settlements
Longford county boundary
National roads
Longford Railway Line
Regional route
Local route
N
Roosky
Drumlish
Arva
Aughnacliffe
Lough Gowna
Newtownforbes
Ballinalee
Granard Town
Termonbarry
Longford Town
Edgeworthstown
Clontuskert
Lanesborough-Ballyleague
Keenagh
Legan
Ballymahon
Knockcroghery
22
23
65
975
865
11A
425
24
466
842
N4
N5
N63
N55
3 1.5 0 3 6 9 12
Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

**Figure 3.24:** Intercity Rail services

### 3.11.2 Rail

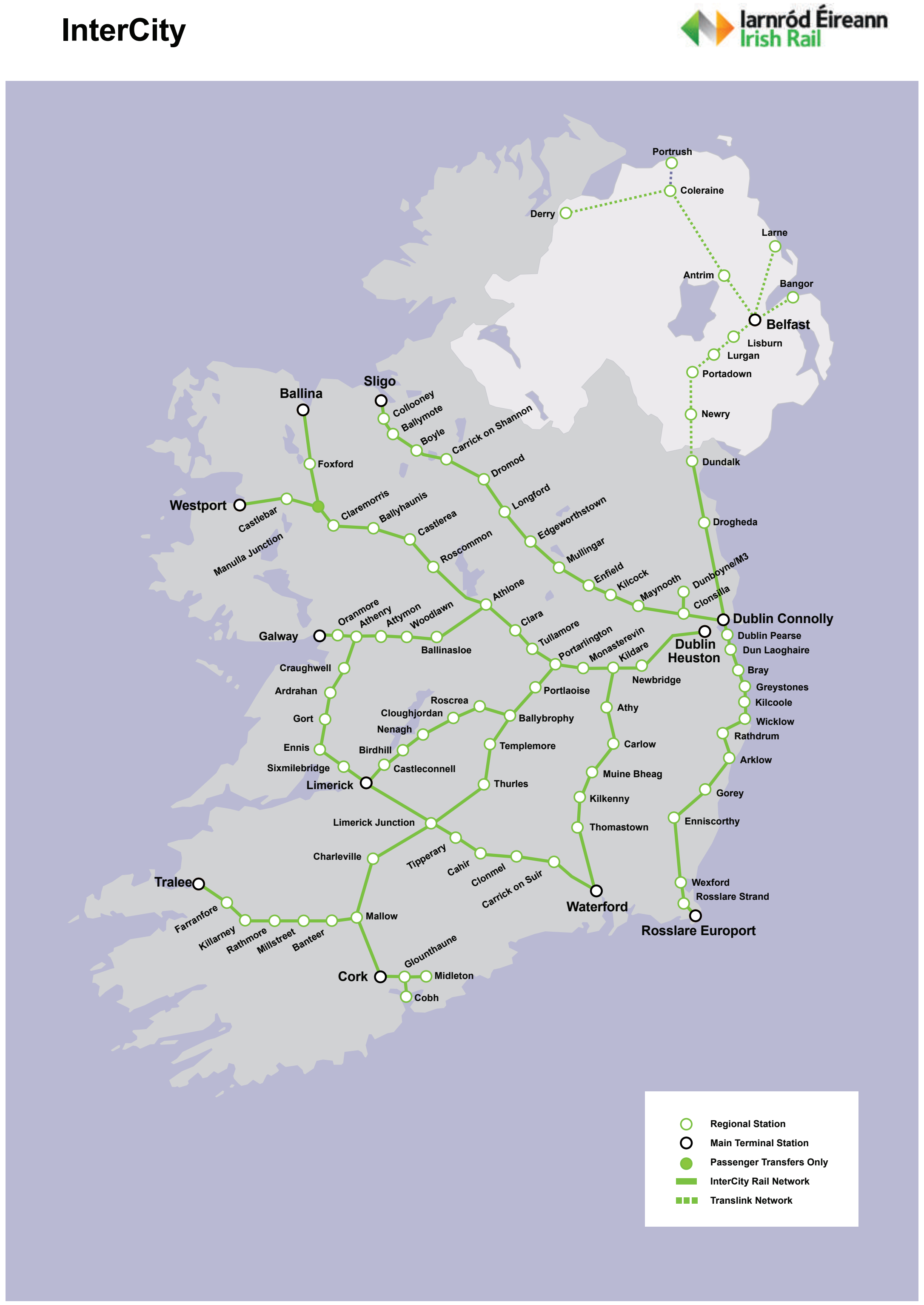
The study area is served by train services at Longford Train Station. Longford is the terminus of the Dublin Connolly–Longford Commuter service, and is also a stop on the Dublin Connolly–Sligo InterCity service. A map of the intercity rail services is provided, Figure 3.24.

The frequencies and journeys times of services from Longford station are provided in Table 3.3.

**Table 3.3:** Rail services in Longford

| Operator | Service | Frequency | Journey Time | Fare (Adult Return- 2022) |
|---|---|---|---|---|
| Irish Rail | Sligo – Longford – Dublin | Every 1-2 hours bidirectional | ~2 hrs to Dublin<br>-1hr 25 mins to Sligo | Approximately €24 |

**Figure 3.24:** Intercity Rail Network

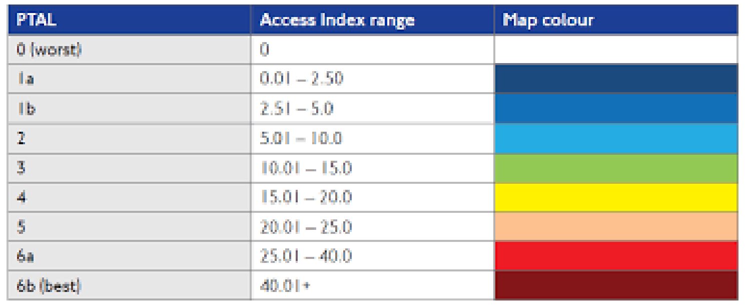

InterCity
Iarnród Éireann
Irish Rail
Portrush
Coleraine
Derry
Larne
Antrim
Bangor
Belfast
Lisburn
Lurgan
Portadown
Newry
Dundalk
Drogheda
Sligo
Ballina
Collooney
Ballymote
Boyle
Carrick on Shannon
Dromod
Longford
Edgeworthstown
Mullingar
Enfield
Kilcock
Maynooth
Dunboyne/M3
Clonsilla
Dublin Connolly
Dublin Pearse
Dun Laoghaire
Dublin Heuston
Bray
Greystones
Kilcoole
Wicklow
Rathdrum
Arklow
Gorey
Enniscorthy
Wexford
Rosslare Strand
Rosslare Europort
Foxford
Westport
Castlebar
Manulla Junction
Claremorris
Ballyhaunis
Castlerea
Roscommon
Athlone
Galway
Oranmore
Athenry
Attymon
Woodlawn
Ballinasloe
Clara
Tullamore
Portarlington
Monasterevin
Kildare
Newbridge
Portlaoise
Athy
Carlow
Muine Bheag
Kilkenny
Thomastown
Waterford
Craughwell
Ardrahan
Gort
Ennis
Sixmilebridge
Limerick
Roscrea
Cloughjordan
Nenagh
Birdhill
Castleconnell
Ballybrophy
Templemore
Thurles
Limerick Junction
Charleville
Tipperary
Cahir
Clonmel
Carrick on Suir
Tralee
Farranfore
Killarney
Rathmore
Millstreet
Banteer
Mallow
Cork
Glounthaune
Midleton
Cobh
Regional Station
Main Terminal Station
Passenger Transfers Only
InterCity Rail Network
Translink Network

### 3.11.3 Public Transport Accessibility Analysis

PTAL (Public Transport Accessibility Analysis) is a measure of connectivity by public transport. PTAL gives an overview of how well an area is connected by public transport. The score is a combination of the walk time to the transport stop (bus or tram stop, railway station) and the level of service at that stop. As well as walk time and frequency, the calculation also introduces the average wait time at a stop and a reliability factor which is different for rail and bus.

The scoring rating for PTAL is shown in Table 3.4.

**Table 3.4:**
PTAL scoring index



| PTAL | Access Index range | Map colour |
|---|---|---|
| 0 (worst) | 0 | ⬜ |
| 1a | 0.01 – 2.50 | 🟦 |
| 1b | 2.51 – 5.0 | 🟦 |
| 2 | 5.01 – 10.0 | 🟦 |
| 3 | 10.01 – 15.0 | 🟩 |
| 4 | 15.01 – 20.0 | 🟨 |
| 5 | 20.01 – 25.0 | 🟧 |
| 6a | 25.01 – 40.0 | 🟥 |
| 6b (best) | 40.01+ | 🟥 |

PTAL was used to assess transport connectivity in Longford, Figure 3.25.

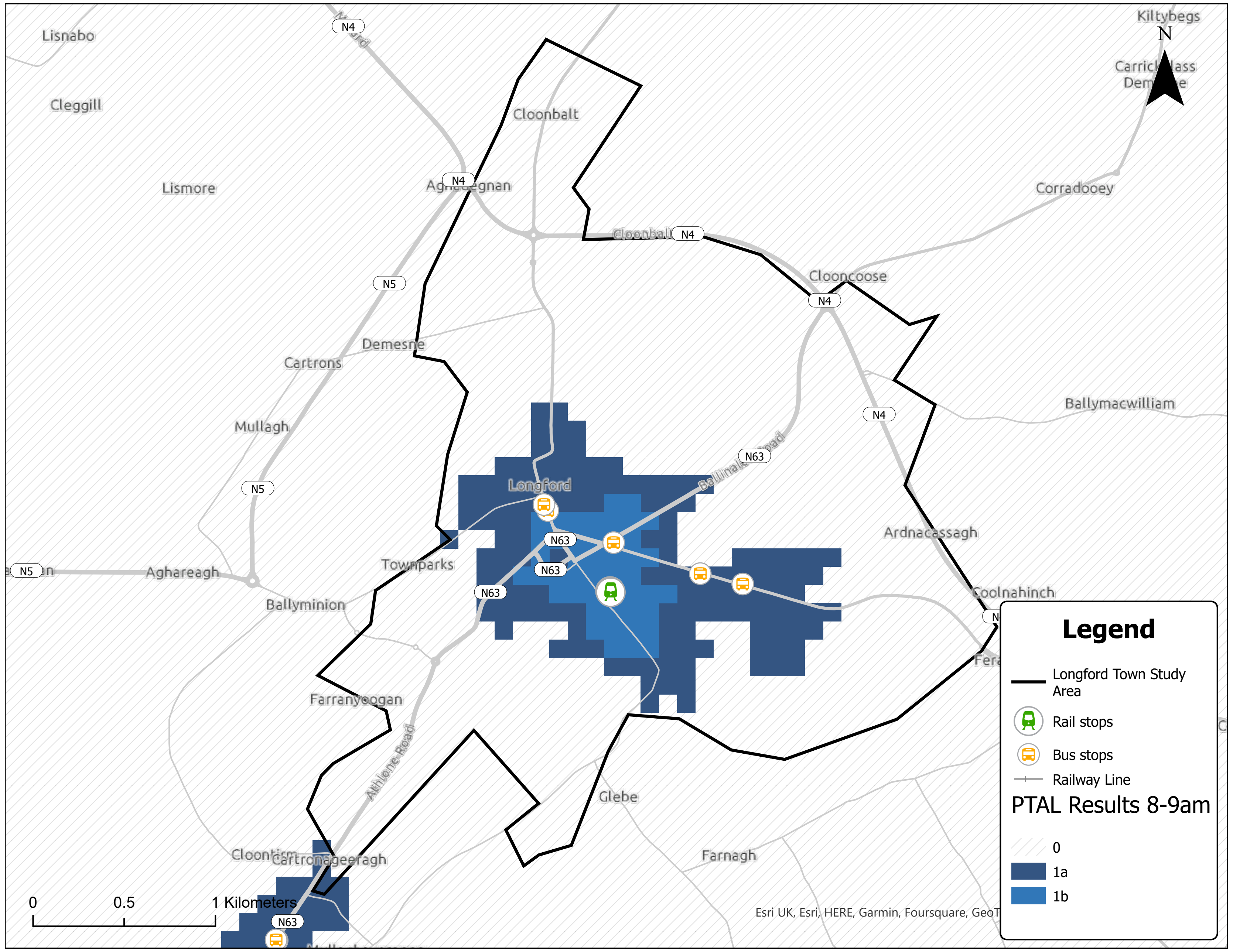
### 3.11.4 Constraints

- Train stations only at Longford and Edgeworthstown;
- Relatively Infrequent train times, with connections to Dublin and Sligo only.
- Infrequent local bus services;
- Scheduling issues between transport modes;
- Uncompetitive bus journey times compared to car, especially for local bus routes;
- PTAL results show 0/1a/1b for County, which is considered very poor (Figure 3.26).

### 3.11.5 Opportunities

- Potential to increase frequency of bus and rail services to make journey times more competitive with car;
- Coordinate bus and train timetables to improve interchange opportunities between modes;
- Connecting Ireland, new bus network. Potential to make recommendations on routes and add new stops if needed; and
- Increase local link bus services.

**Figure 3.25:** PTAL 8-9am results Longford Town


Lisnabo
Cleggill
Lismore
Kiltybegs
N
Carrickglass Demesne
Corradooey
Cloonbalt
Aghadegnan
N4
Cloonbalt
N5
Cloonturk
Cartrons
Demesne
Mullagh
Ballymacwilliam
N63
Longford
Ballinalee Road
Ardnacassagh
N5
Aghareagh
Townparks
N63
Ballyminion
Coolnahinch
Farranyoogan
Athlone Road
Glebe
Farnagh
Cloonturk
Cartronageeragh
0
0.5
1 Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, GeoT
Legend
Longford Town Study Area
Rail stops
Bus stops
Railway Line
PTAL Results 8-9am
0
1a
1b

## 3.12 Road Network

The road network and road hierarchy in the study area is shown in Figure 3.26. Longford Town lies at the meeting of Ireland's N4 and N5, and N63 National Primary Route roads. The N4 and N5 bypass Longford along the east and west, connecting at the north of the town, forming a ring road around the northern side of the town. The N4 connects Longford with Mullingar and Dublin to the southeast and Sligo to the northwest. The N5 starts at Longford and provides connections to Mayo.

The N63 runs along the town centre, where it includes a series of one-way streets. This road starts at the N4 northeast of the town and connects Roscommon and Galway to the southwest. The national and regional roads outlined are governed by national road policy and design and guidance set out by TII. These standards and guidelines, along with DMURS, should be taken cognisance of as part of the implementation of any proposals which may affect the design or function of these roads.

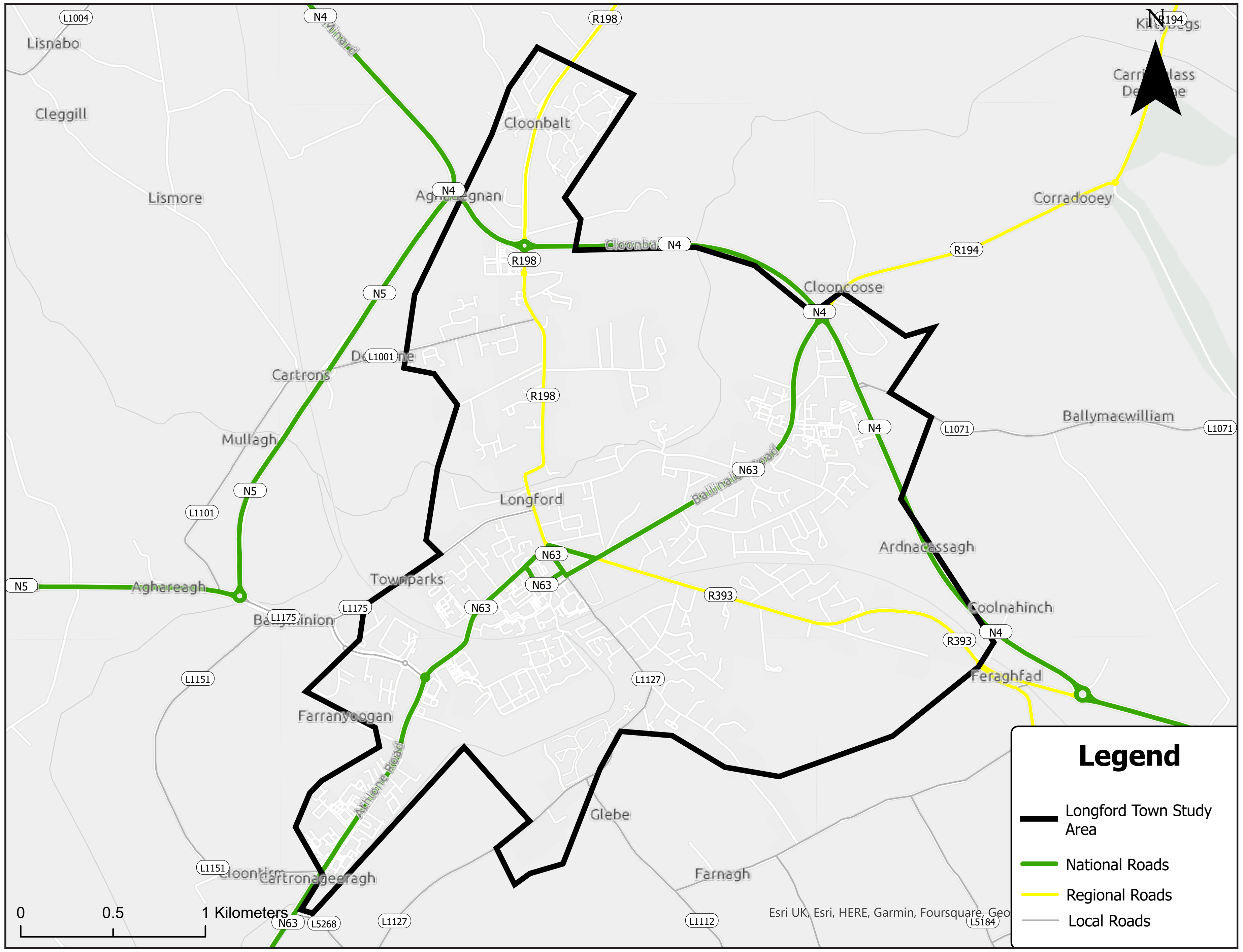
### 3.12.1 Constraints

- Junction layout and/or operation along many roads encouraging high turning speeds;
- National road networks of high volume traversing directly through town core;
- High level of car dependency and ownership.

### 3.12.2 Opportunities

- Reallocation of road space for other modes and uses;
- Improvement of junctions along Longford Town main street (i.e. Earl St/N63);
- Improvement of N63/N5 roads within Longford Town centre or alternative roads for active travel modes;
- Using access points to car parks to manage traffic flow; and
- Junctions can be tightened to reduce speeds and pedestrian crossing distances.

**Figure 3.26:** Road Network in Longford


N
Lisnabo
Cleggill
Lismore
Cloonbalt
Aghafadgnan
Cartrons
Mullagh
Aghareagh
Townparks
Longford
Farranyoogan
Cloonturk
Cartronageeragh
Glebe
Farnagh
Cloonbalt
Clooncoose
Ardnacassagh
Coolnahinch
Feraghfad
Corradooey
Ballymacwilliam
Killyfeagh
N4
N5
N63
R198
R393
R194
L1004
L1001
L1101
L1175
L1151
L1127
L1112
L1071
L5268
L5184
0
0.5
1 Kilometers
Esri UK, Esri, HERE, Garmin, Foursquare, Geo
Legend
Longford Town Study Area
National Roads
Regional Roads
Local Roads

## 3.13 Parking

Paid parking operates in most areas of Longford between the hours of 08.30 hrs and 18.30hrs – Monday to Saturday inclusive (Excluding Bank Holidays).

### 3.13.1 Hourly Parking

The charge for On-Street Parking and Short-Term Car Parks is €1.00 per hour with maximum stay of 2 hrs. There are also All Day Car Parks which are €2.00 all day.

The All Day Car Parks are situated in the following locations; (as per Figure 3.28)

- Earl Street Car Park;
- Harbour Point Car Park (Old Swimming Pool);
- Ballymahon Street Car Park (Rear of Heatons);
- Cathedral Car Park;
- St. Mel's Road Car Park;
- Main Street Car Park (Entrance through Annaly Park);
- Church Street Car Park; and
- Gill's Car Park, Market Square.

The Short Term Car Parks are situated in the following locations;

- Market Square Rear Car Park (Behind Centra);
- Mill Car Park, Market Square;
- Geraldine Terrace Car Park;
- Camlin Court Car Park;
- Longford County Council Car Park; and
- Longford Shopping Centre.

### 3.13.2 On Street Parking

On Street Parking applies to all streets at €1.00 per hour, maximum stay 2hrs.

Red Pay & Display tickets are issued in all 2hr maximum stay areas; Blue Pay & Display tickets are only issued in Town Centre Car Park (Tesco);

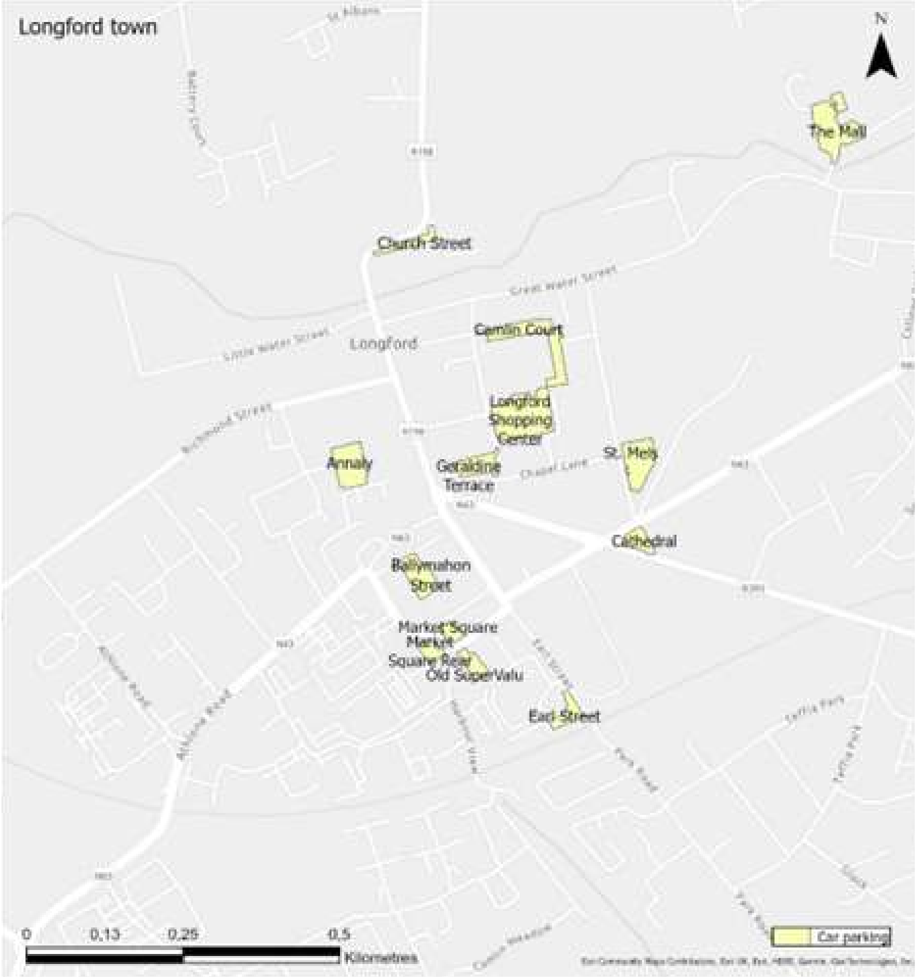
Yellow Pay & Display tickets are issued in All Day Car Parks; Red zone tickets still in time may be used in Blue Zone (Tesco) and also Blue zone tickets from Tesco may be used in Red Zone (2 hr Maximum) areas;

All day car park tickets can only be used in other all day car parks; and Red zone tickets still in time may be used in Blue Zone (Tesco) and also Blue zone tickets from Tesco may be used in Red Zone (2 hr Maximum) areas.

**Table 3.5:** Public parking types and rates.

| Parking | Type | Hourly rate | Daily rate |
|---|---|---|---|
| Annaly | All Day | € 1 | € 2 |
| Ballymahon Street | All Day | € 1 | € 2 |
| Camlin Court | Maximum Stay 2h | € 1 | - |
| Cathedral | All Day | € 1 | € 2 |
| Church Street | All Day | € 1 | € 2 |
| Earl Street | All Day | € 1 | € 2 |
| Geraldine Terrace | Maximum Stay 2h | € 1 | - |
| Longford Shopping Centre | Maximum Stay 2h | € 1 | - |
| Market Square | Maximum Stay 2h | € 1 | - |
| Market Square Rear | All Day | € 1 | € 2 |
| Old SuperValu | All Day | € 1 | € 2 |
| St. Mels | All Day | € 1 | - |
| The Mall | Free | - | - |

**Figure 3.27:** Public car parking in Longford


Longford town
N
The Mall
Church Street
Great Water Street
Camlin Court
Little Water Street
Longford
Longford Shopping Center
Richmond Street
Annaly
Geraldine Terrace
Chapel Lane
St. Mels
Cathedral
Ballymahon Street
Market Square
Market Square Rear
Old SuperValu
Earl Street
Athlone Road
Park Road
0
0,13
0,25
0,5
Kilometres
Car parking

### 3.13.3 Constraints

- Large number of private parking facilities; and
- Lack of wayfinding / signage strategies.

### 3.13.4 Opportunities

- Space could be reallocated from on-street parking as public realm, habitat creation, sustainable urban development (SuDs), outdoor dining and wider footpaths;
- Paid parking prices could be utilised to incentivise parking in optimal locations;
- Additional taxi spaces could be provided (e.g. in proximity of the stations);
- Time-limited loading zones could be provided; and
- Wayfinding and signage strategies could help direct people to parking areas;
- Provision of alternative parking spaces for car pooling;
- Park and stride initiatives;
- Investigate increasing price of car parking in all-day car parks in line with current short term parking prices. Or altering the maximum allowed stay in car parks.

## 3.14 SWOT Analysis

Summarising the findings of the baseline analysis, the following strengths, weaknesses, opportunities and threats were found for Longford. This analysis will feed into the strategy to be developed later in the report.

### Strengths

- Clusters of retail, services, and employment
- Longford is a destination town
- Located in proximity of a rail corridor
- Favourable cycling distances within the town
- Large proportion walk to school in Longford
- Majority of town has flat topography.
- Connection to Royal Canal Greenway
- Relatively Low Car Ownership

### Weaknesses

- High level of car dependency for Commuting
- Low levels of public transport usage
- Limited bus services and connectivity
- Fragmented and poor cycling facilities
- Traffic/parking issues, particularly along Main Street
- HGV traffic travelling through town
- Hilly topography in southern areas of the town
- Out of town trip attractors (shopping and employment)
- Low housing density and urban sprawl

### Opportunities

- Facilitate latent demand for public transport, walking and cycling
- Almost a third of the population in Longford Town do not own a car which would be a good target to use sustainable modes
- Relocate parking spaces to facilitate public realm improvements
- New pedestrian and cycle links to reduce journey times between residential areas and key destinations by providing permeable connections
- Development of a comprehensive walking and cycle network
- Several greenfield and potential in-fill sites in urban area
- New technologies

### Threats

- Concerns from local businesses and residents to measures
- Potential uncertainty of funding
- Further construction of low-density, singe use developments
- Insufficient co-ordination of land-use and transport plans
- Future peripheral education, employment, and retail development

Section 4

# Local Transport Plan Goals

# 4. Local Transport Plan Goals

## 4.1 Vision

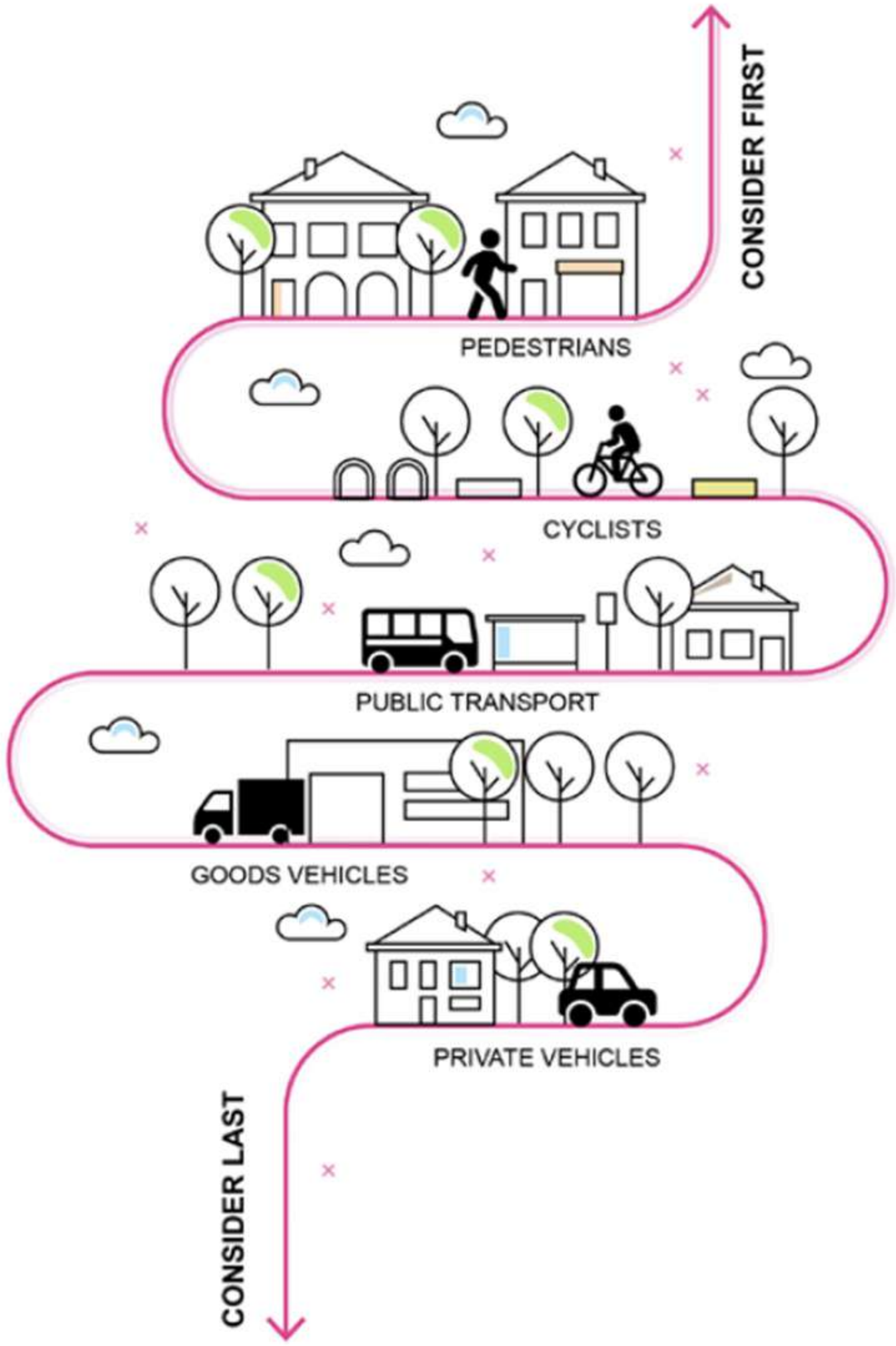
The vision for the Longford LTP is:

**“To ensure that Longford is an attractive place to live, work and visit through the appropriate integration of transport and land use, with a primary focus on ease of access for all by sustainable transport.”**

To achieve this vision, several principles have been set to guide the sub-strategies within this document. They are an important set of criteria to ensure future decisions align to achieve the vision and aspirations of the strategy.

Consistent with local and national policy, a hierarchy of users has also been established, Figure 4.1, to promote the use of sustainable and active travel modes. Providing for pedestrians is the highest priority while providing for single occupancy private car is the lowest.

**Figure 4.1:** Hierarchy of users


CONSIDER FIRST
PEDESTRIANS
CYCLISTS
PUBLIC TRANSPORT
GOODS VEHICLES
PRIVATE VEHICLES
CONSIDER LAST

## 4.2 Principles

The strategy is framed by a comprehensive set of guiding principles that encapsulate the desired outcomes for Longford. These include aspects pertaining to quality, sustainability, safety and resilience, all of which relate to the quality of life of residents and visitors.

Beyond the core guiding principles, the LTP also aims to support:

- The retention and planting of green infrastructure, where appropriate, as part of transport infrastructure developments to support habitat creation; support drainage of surface water; support soil quality; improve air quality; and protect the setting and visual amenity of the landscape / townscape and historic environment.
- New transport infrastructure developments that take account of the accessibilty needs for all, including those with reduced mobility or disability.
- The uptake of electric vehicle usage (i.e. through electric vehicle charging points) and supporting the transition to an electric fleet of public buses.
- Sustainable design and construction processes and making use of processes such as circular economy and waste hierarchy principles.

1. **Integrated Transport Planning, Land use and Urban Design -** Adopt an approach where transport decisions are also focused on enhancing the image, liveability, safety and cohesion of Longford.

2. **People First -** Prioritise pedestrians, cyclists and public transport before private vehicles to create a balanced transport system and great places.

3. **Maintaining and Enhancing Connectivity -** Maintain and enhance the capacity of the strategic rail, road and bus network where possible.

4. **Safe Streets -** Ensure streets are safe for all users by reducing speeds, providing safe crossings and dedicated infrastructure.

5. **Value for Money -** Ensure proposals are assessed on their cost and ease of implementation in order to prioritise best value for money.

6. **Vibrant and Great for Business -** Design streets to enhance businesses in Longford and maximise street life both day and night.

7. **Efficient -** Reallocate street space as efficiently as possible to optimise other functions such as cycling, public transport, footpaths, outdoor dining and furniture.

8. **Future focussed and Equitable**
Design streets which are flexible and adaptive to change and able to accommodate all ages, abilities, genders and incomes.

9. **Evidence-based decision making -** Address traffic issues by reducing unnecessary trips and improving the attraction of alternative modes.

## 4.3 Objectives

The following objectives are proposed, guided by the principles, to implement the vision for Longford. The objectives build to form an integrated strategy that promotes positive outcomes from a movement and place perspective.

- **Permeability:** improve permeability between neighbourhoods enhancing attractiveness and promoting connectivity
- **Active travel:** improve walking and cycling connections and routes to increase physical activity.
- **Public transport:** encourage the use of public transport and reduce the environmental impact of transportation.
- **Integration of land use and transport:** integration of existing and future land use and transport networks
- **Parking:** utilise existing on-street parking zones along certain streets to improve the public realm, support travel by sustainable mode and provide other functions such as wider footpath, cycle parking, outdoor dining areas, new trees/planting etc.
- **Safety:** improve and enhance safety for all, especially for vulnerable road users
- **Traffic Management:** seeks to reduce through traffic through interventions.
- **Feasibility and value for money:** providing good value for money.

The achievement of these objectives will have the desired effect of increasing the share of trips made by sustainable modes of transport such as walking, cycling, and public transport.

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## 4.4 Future Mode Share Targets

The full implementation of this Transport Plan is expected to have a positive impact on the modal split in Longford, with the goal of increasing the sustainable mode share. The following mode share targets represent the target for commuting trips to work and school/college in Longford.

### 4.4.1. Work Commuting Trips

The implementation of the transport strategies proposed should lead to a significant reduction in private motor vehicle mode share for the study area from 70% in 2016 to 46% in 2042 for work commuting trips.

The cycling mode share target for work commuting trips is to see an increase from 2% in 2016 to 11% in 2042. Public transport (bus and rail) mode share is expected to increase from 2% in 2016 to 12% in 2042.

### 4.4.2. School/College Commuting Trips

The transport strategies proposed are targeted to lead to a significant reduction in private motor vehicle mode share for the study area, with a target to move from 48% in 2016 to 28% in 2042 for school/college commuting trips.

The cycling mode share target for school/college commuting trips is to increase from 1% in 2016 to 14% in 2042. Public transport (bus and rail) mode share target is to see an increase from 13% in 2016 to 19% in 2042.

**Figure 4.2:**Commuting trips to work target mode share 2042

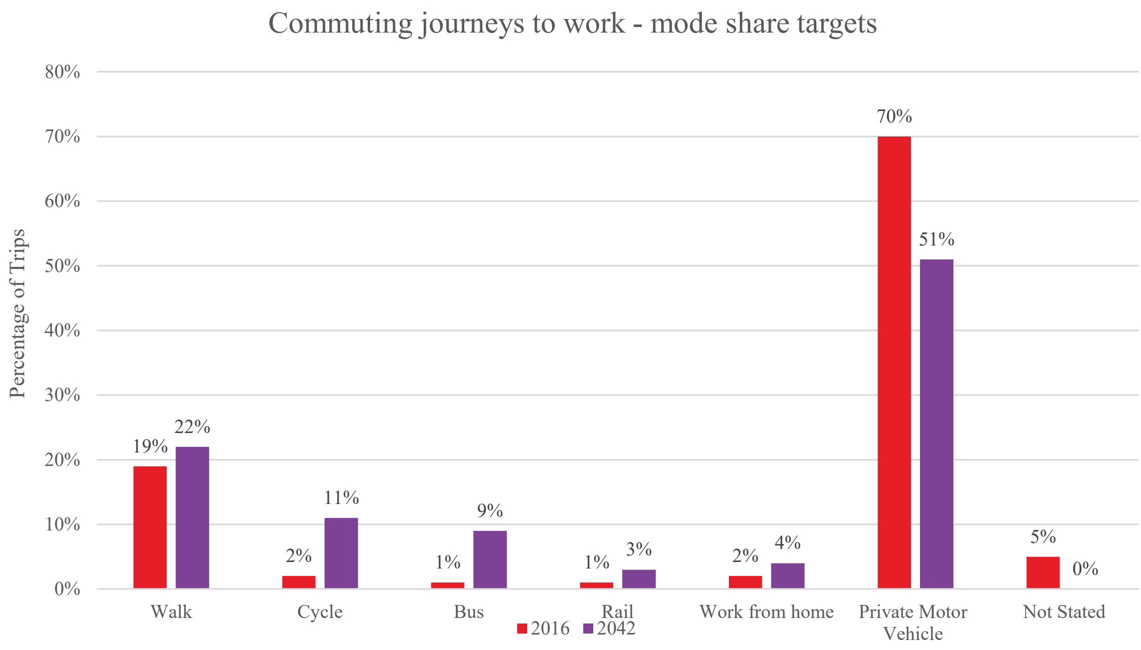
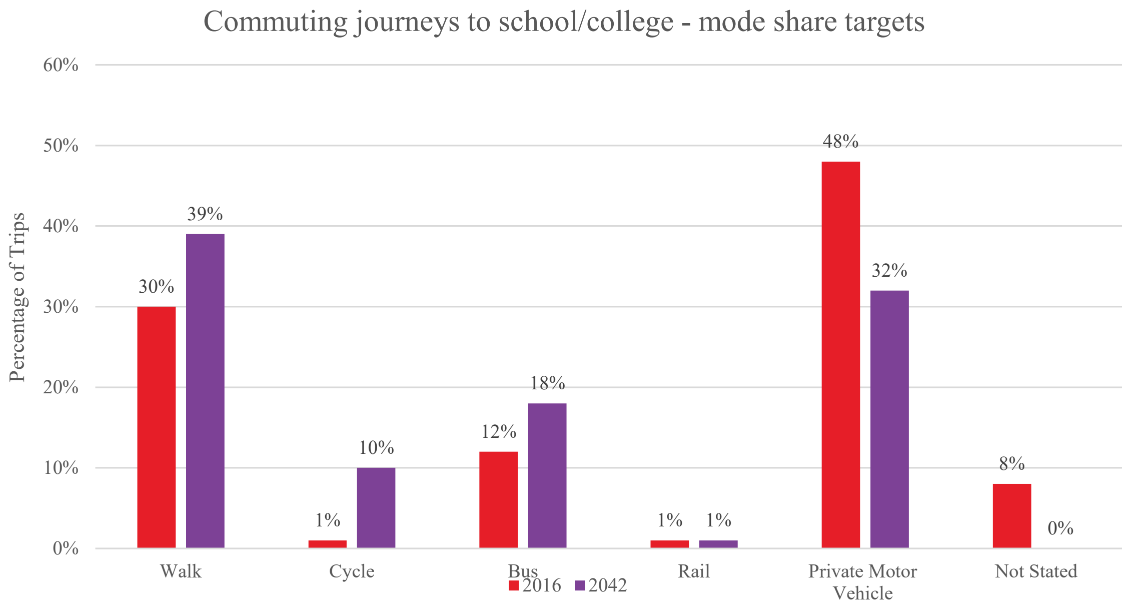


**Figure 4.3:** Commuting trips to school/college target mode share 2042



> **The implementation of the transport strategies proposed should lead to a significant reduction in private motor vehicle mode share**

## Section 5

# Transport Strategies

# 5. Transport Strategies

## 5.1 Introduction

Based on the vision, principles and objectives outlined in the previous section, this section sets out the various strategies proposed as part of the plan, under which a number of schemes have been developed and will be outlined in Section 6.

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## 5.2 Pedestrian Strategy

The Pedestrian Strategy focuses on improving the safety, accessibility, connectivity and attractiveness of walking as a mode of transport and recreation for both residents and visitors.
The main objectives of the pedestrian strategy are:

To improve filtered permeability for pedestrians;

To provide new footpaths where there are gaps in the existing network or where there is high demand for walking;

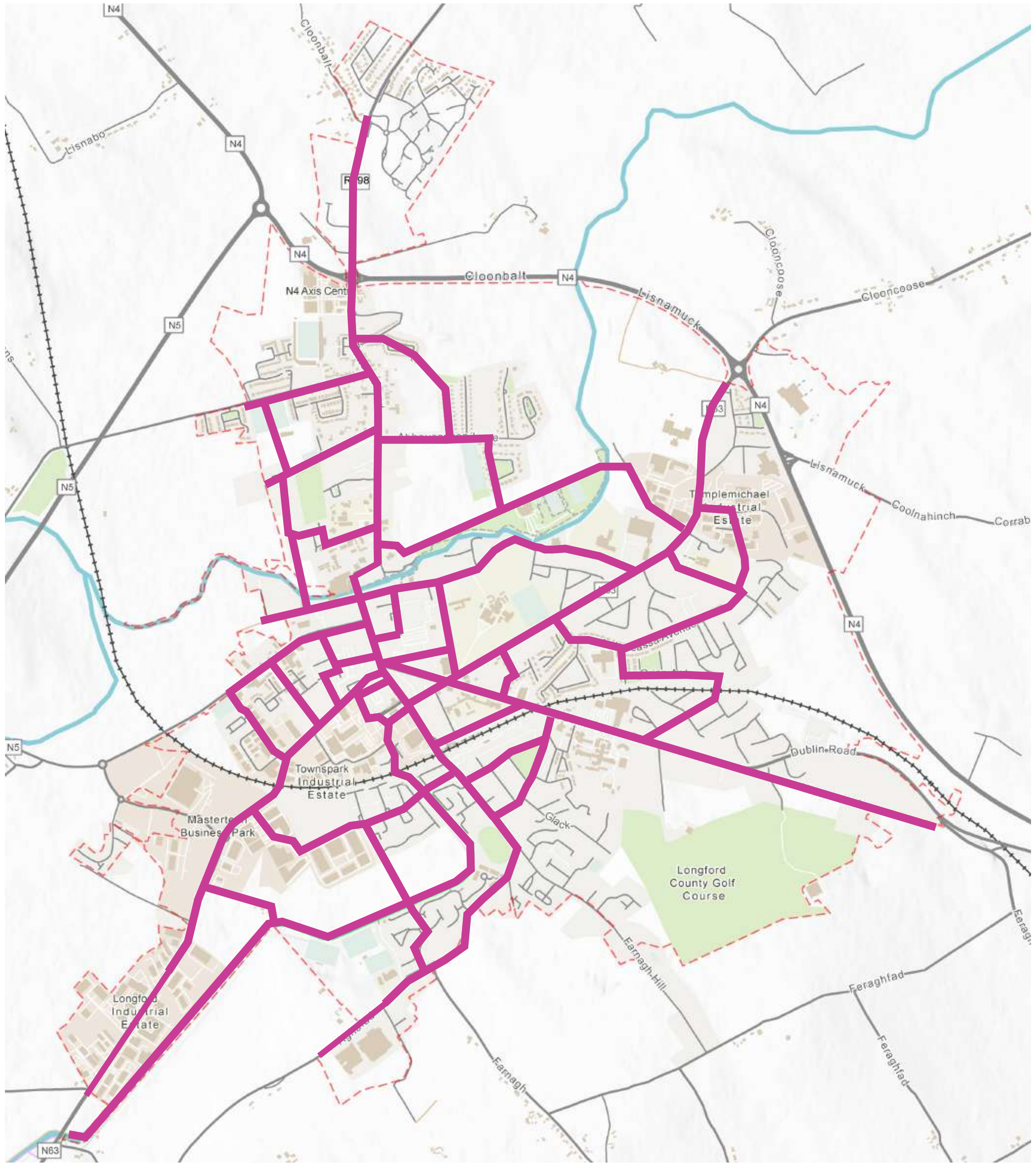
To improve existing footpaths by upgrading their surface, width, lighting, drainage and signage;

- To provide new pedestrian crossings where they are needed to facilitate safe and convenient crossing of roads; and
- To integrate walking with other modes of transport such as cycling, public transport and car sharing.

The pedestrian strategy supports the vision of Longford Town as a vibrant, attractive and inclusive place that offers a high quality of life for all. It also contributes to the national policy goals of reducing greenhouse gas emissions, improving public health and enhancing social inclusion. The pedestrian strategy will be implemented through a series of actions and projects that will be prioritised based on their feasibility, impact and cost-effectiveness.

***This strategy seeks to encourage those in Longford to walk more frequently by increasing the safety and attractiveness of pedestrian infrastructure.***

**Figure 5.1:** Pedestrian Strategy - Walking Network


N4
Cloonbalt
Lisnabo
R198
N4 Axis Cent
Cloonbalt
Lisnamuck
Clooncoose
Clooncoose
N5
Templemichael Industrial Estate
Lisnamuck
Coolnahinch
Corrab
Townspark Industrial Estate
Dublin Road
Glack
Longford County Golf Course
Farnagh Hill
Farnagh
Feraghfad
Feraghfad
N63

## 5.3 Cycling Strategy

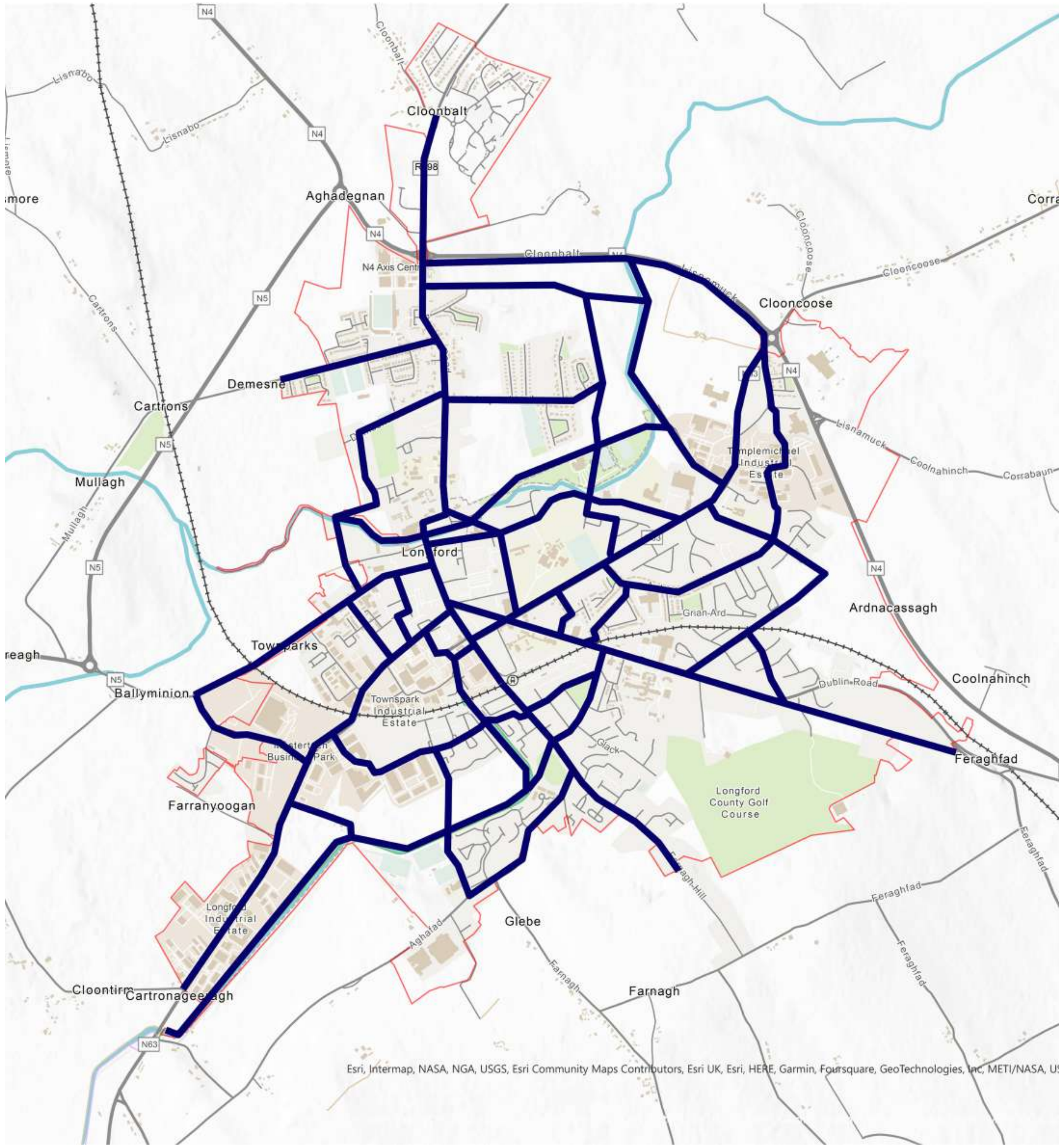
The Cycling Strategy is aimed at promoting cycling as a safe, convenient, and sustainable mode of transportation. The strategy's primary focus is on creating a comprehensive network of cycling infrastructure throughout the town, including new cycle lanes, improved cycle parking, and the enhancement of the Royal Canal Greenway terminus. By developing a cycling-friendly environment, the plan seeks to encourage more people to cycle as a means of commuting, shopping, going to school, and as a leisure activity. Through the development of a safe and accessible cycling network, the plan aims to reduce traffic congestion, improve air quality, and enhance the health and wellbeing of residents.

The main objectives of the cycle strategy are:

- To provide new high quality cycle infrastructure where there are gaps in the existing network, particularly where there is high demand for cycling, such as on routes to schools;
- To create quiet streets for cycling through minimal infrastructural measures such as filtered permeability;
- To provide new cycle parking where needed to facilitate secure and convenient storage of bikes;
- To enhance the Royal Canal greenway terminus as a destination for cyclists and walkers
- To integrate cycling with other modes of transport such as walking, public transport and car sharing.

***This strategy seeks to encourage those in Longford to cycle more frequently by improving cycling connections and routes.***

**Figure 5.2:** Cycling Strategy - Cycling Network


N4
Lisnabo
Cloonbalt
Aghadegnan
R198
N4
N4 Axis Cent
Cloonbalt
Clooncoose
Corra
N5
Cartrons
Demesne
Mullagh
Templemichael Industrial Estate
Lisnamuck
Coolnahinch
Corrabaun
N5
Longford
Grian Ard
Ardnacassagh
Townparks
Ballyminion
N5
Townspark Industrial Estate
Business Park
Dublin Road
Coolnahinch
Feraghfad
Farranyoogan
Longford County Golf Course
Longford Industrial Estate
Glebe
Aghafad
Farnagh
Feraghfad
Cloontirm
Cartronageeragh
N63

Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, U

## 5.4 Permeability Strategy

Permeability is the ease with which people can move around an area using different modes of transport, especially walking and cycling, addressing the desire lines as closely as possible. Permeability is important for creating a more sustainable, accessible and attractive town that supports local businesses and communities. A permeability strategy aims to identify and address the barriers and gaps that prevent people from travelling within and between different areas of the town.

The Permeability Strategy is an essential element of the Longford Town Local Transport Plan aimed at improving the connectivity of different areas within the town. The strategy emphasises the creation of new links that will enhance the accessibility and convenience of local travel for residents and visitors alike. By opening up new routes and connections between previously disconnected areas, the Permeability Strategy seeks to create a more cohesive and integrated town that is easier to navigate and explore. This section of the report will outline the key goals, objectives, and proposed actions that will be taken to implement this strategy effectively. By doing so, the plan aims to improve the quality of life for residents and contribute to the continued growth and prosperity of Longford Town.

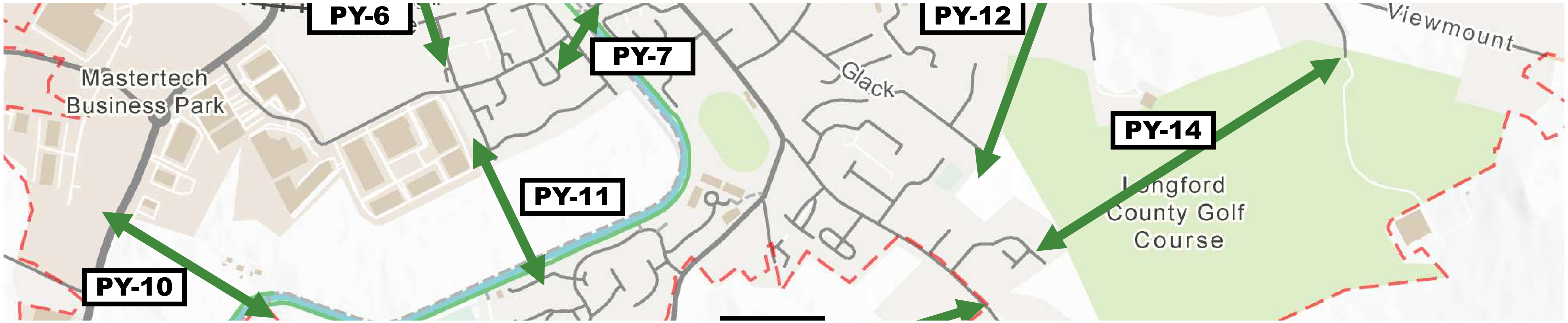
The permeability strategy will focus on opening up new links that connect key destinations such as schools, shops, parks and public transport hubs. These links will provide more direct, safe and comfortable routes for pedestrians and cyclists, reducing their reliance on cars and improving their health and well-being. The strategy will also consider how to enhance the existing network of streets, paths and greenways to make them more attractive and user-friendly.

The strategy aligns with the objectives and policies of other relevant plans such as the Longford County Development Plan, the Regional Spatial Economic Strategy and the National Transport Authority's Transport Strategy for Greater Dublin Area.

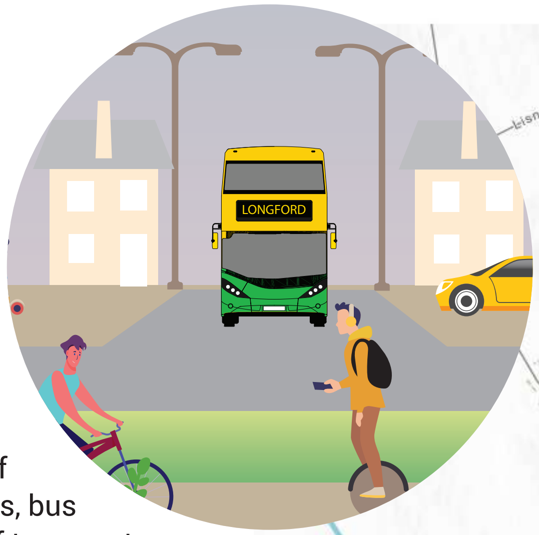
The main objectives of the permeability strategy are:

- Improving permeability of the town for active travel users, particularly for orbital journeys;
- Better linking key land use areas, such as residential estates and commercial areas;
- Planning for links through future development lands.
- Improving the attractiveness of poorly designed existing connections; and
- Making walking and cycling more attractive by reducing journey times by active modes.

***This strategy seeks to improve permeability between neighbourhoods enhancing attractiveness and decreasing journey times by sustainable modes.***



## 5.5 Public Transport Strategy



The Public Transport Strategy is a vital element of the Longford Local Transport Plan aimed at improving the accessibility, reliability, and sustainability of public transport services within the town. The strategy is multifaceted, comprising a range of measures designed to enhance the convenience and attractiveness of public transport options for residents and visitors.

The public transport strategy covers various aspects of public transport provision such as train station facilities, bus stop infrastructure and integration with other modes of transport.

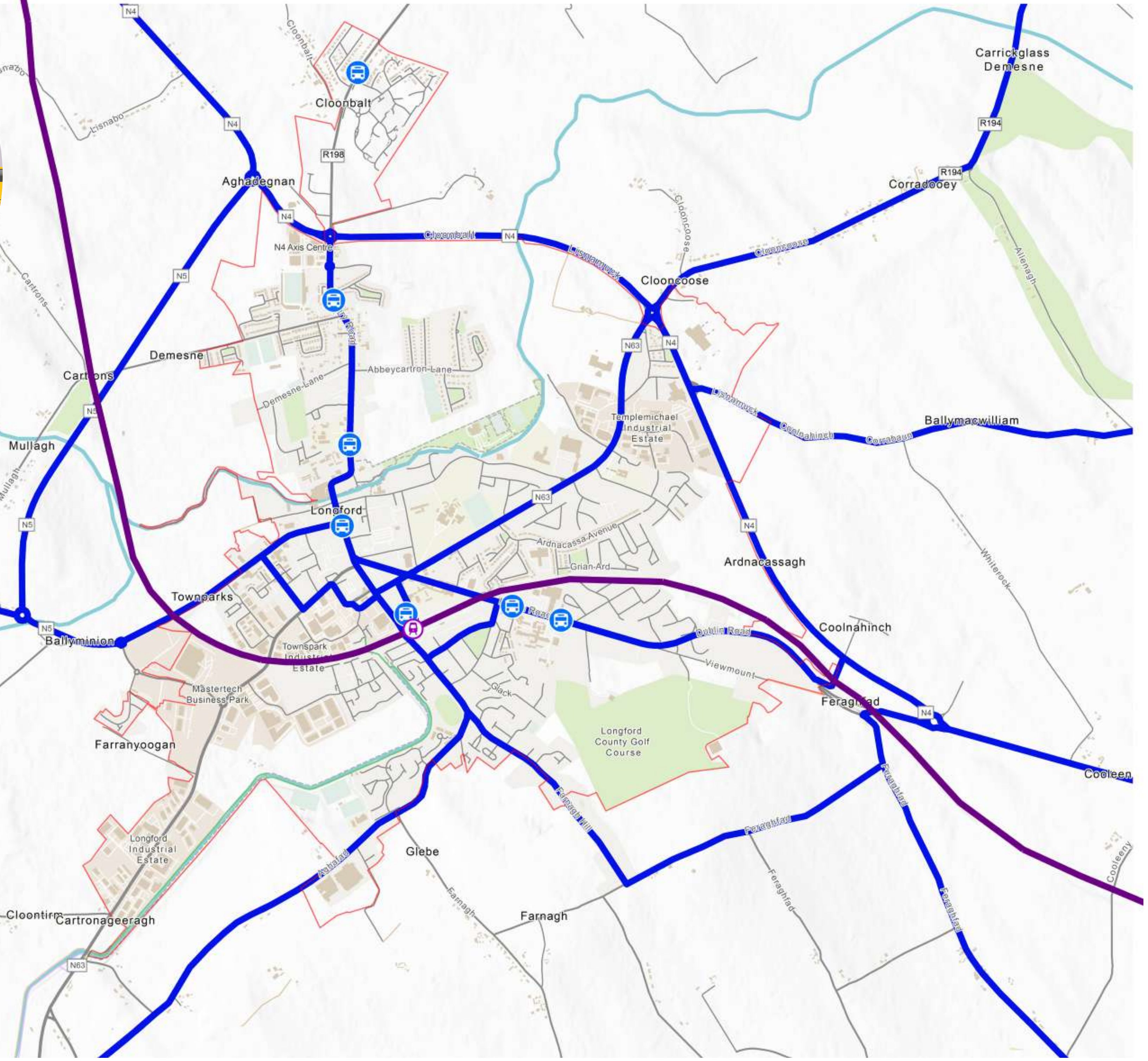
The public transport strategy supports the vision of Longford Town as a vibrant, attractive and inclusive place that offers a high quality of life for all. It also contributes to the national policy goals of reducing greenhouse gas emissions, improving public health and enhancing social inclusion. The public transport strategy will be implemented through a series of actions and projects that will be prioritised based on their feasibility, impact and cost-effectiveness.

The main objectives of the public transport strategy are:

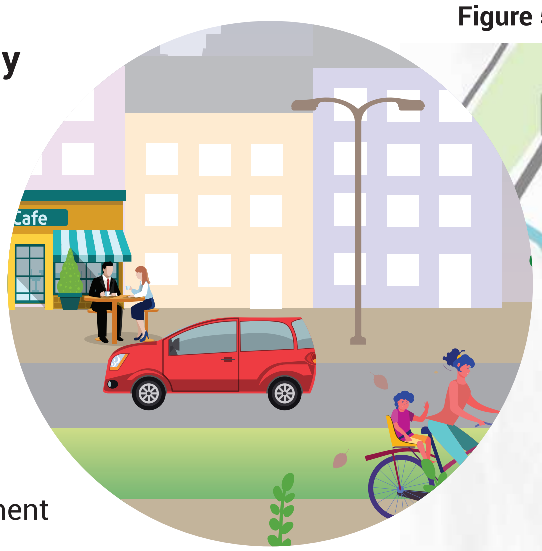
- Increase public transport mode share for commuting trips;
- Make interchange between public transport modes as smooth as possible;
- Improve infrastructure for bus stops;
- Investigate the potential for new bus routes in the study area;
- Improve train station facilities; and
- Account for proposals developed as part of the Connecting Ireland Rural Mobility Plan.

***This strategy seeks to encourage the use of public transport, by improving connections, accessibility, and attractiveness of the public transport system***

**Figure 5.3:** Public Transport Strategy - Bus Network


Cloonbalt
Aghadegnan
N4 Axis Centre
Demesne
Cartrons
Mullagh
Agharaeagh
Ballyminion
Townparks
Longford
Townspark Industrial Estate
Mastertech Business Park
Farranyoogan
Longford Industrial Estate
Cloontirm
Cartronageeragh
Glebe
Farnagh
Abbeycartron Lane
Demesne Lane
Cloonecoose
Templemichael Industrial Estate
Ardnacassa Avenue
Grian Ard
Ardnacassagh
Coolnahinch
Viewmount
Longford County Golf Course
Feraghfad
Ballymacwilliam
Carrickglass Demesne
Corradooey
Cooleen
N4
N5
N63
R198
R194

## 5.6 Traffic Management Strategy



The Traffic Management strategy aims to rationalise vehicular movement in the town to improve circulation and support other strategies through reallocation of road space to sustainable modes of transport. Through a range of measures such as traffic calming and quiet streets, the strategy seeks to create a safer and more efficient transport network.

The main objectives of the traffic management strategy are:

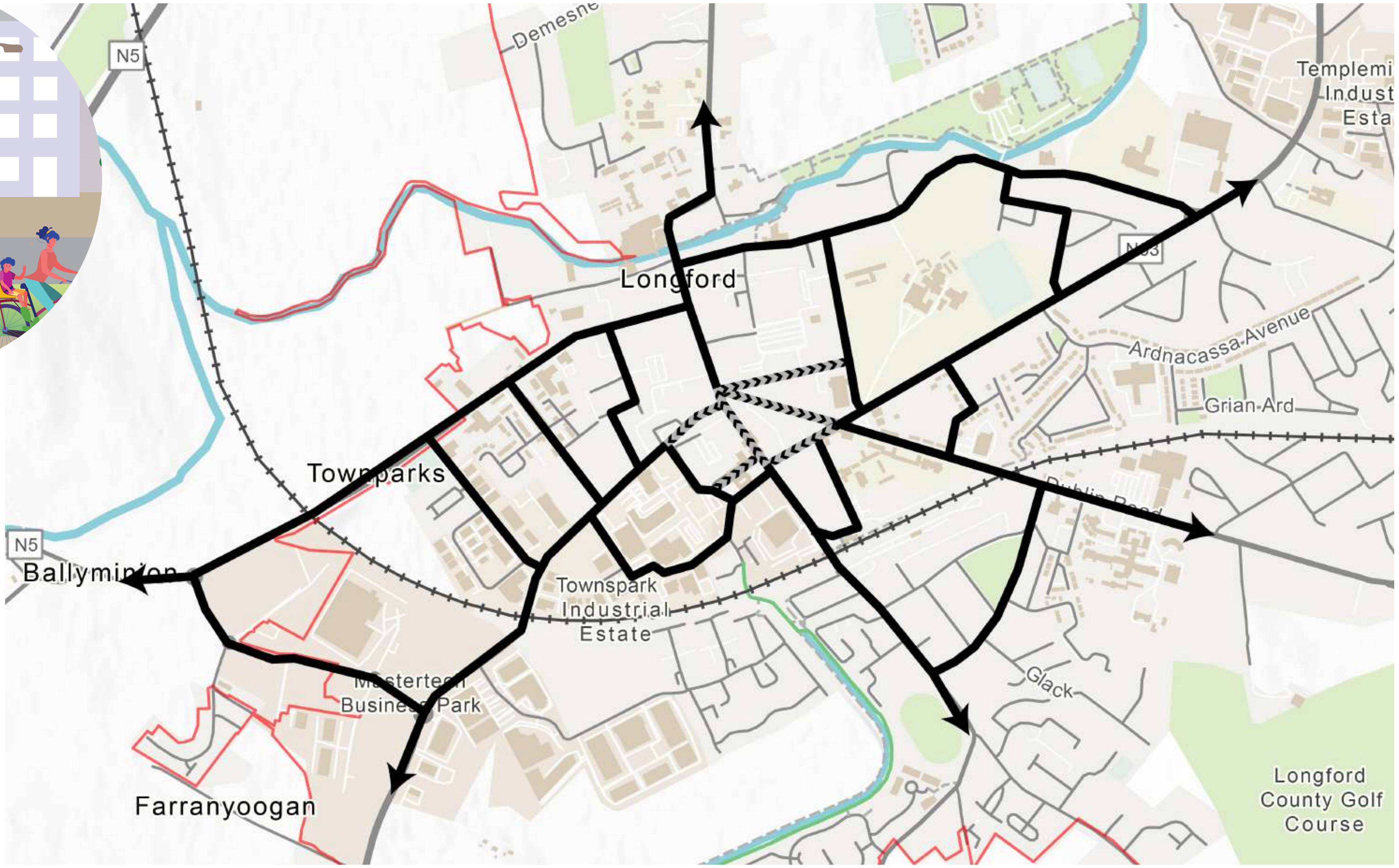
- Diversion of through traffic/strategic traffic, especially HGVs from roads and key junctions used by pedestrians and cyclists.
- Enable more effective traffic management within and around the study area and reallocation of town core road-space in favour of public transport services and walking/cycling facilities.

***This strategy seeks to simplify circulation and more evenly allocate road space to users***

## 5.7 Car Parking Strategy

The Car Parking Strategy proposes a range of measures to improve the existing car parking function in Longford to facilitate sustainable modes of transport. This strategy recognises the need to reduce the demand for on-street parking along certain streets to improve the public realm and provide other functions such as wider footpath, cycle parking, outdoor dining areas. The large amount of existing off-street car parking located within the town centre will instead be prioritised for use as an alternative to on-street parking. To achieve this, the strategy proposes changes to parking costs and access routes to off-street car parks, as well as the removal of on-street parking spaces.

**Figure 5.4:** Strategic Road Network



The main objectives of the car parking strategy are:

- Removal of on-street parking in key locations;
- Car park access amendments and provision of wayfinding;
- Review car parking costs and durations to encourage turnover;
- Improve pedestrian access and circulation within existing car parks;

***This strategy seeks to utilise existing on-street parking zones along certain streets to improve the public realm and provide other functions such as wider footpath, cycle parking, outdoor dining areas.***

## 5.8 Feasibility and Value for Money

The feasibility and value for money of the proposed measures plays a critical role in the Longford Town LTP. The assessment recognises the need to prioritise lower cost and easily implemented measures that provide the most significant benefits for the town. By ensuring that proposed interventions are practical and cost-effective, Longford Town can make a sound investment in its future transport network.

***This strategy seeks to ensure that measures are prioritised based on financial value and ease of implementation.***

### 5.8.1 Financial cost

A key consideration in the feasibility and value for money assessment is the financial cost of the proposed measures. The cost of implementation includes not only the initial capital cost, but also ongoing maintenance costs. It is important to prioritise measures that are affordable and could be funded through more traditional means. For example, investing in low-cost measures such as improved signage or designated cycle lanes, rather than expensive infrastructure projects, may be a more cost-effective approach.

### 5.8.2 Value for Money

Value for money considers the overall benefit that the proposed measures will provide in relation to their cost. It is important to prioritise measures that provide the greatest benefit for the investment made. For example, investing in measures that encourage active travel, such as cycling and walking, will have a positive impact on public health, reduce congestion and improve air quality. These benefits may outweigh the cost of implementation and ongoing maintenance. Additionally, measures that have a positive impact on the environment, such as reducing greenhouse gas emissions, may provide long-term cost savings.

### 5.8.3 Ease of Implementation

Another important factor in the feasibility and value for money assessment is the ease of implementation of the proposed measures. Measures that are easy to implement and require minimal disruption to existing infrastructure and services are likely to be more successful.

Under this consideration, it is important to associate the delivery of sustainable transport infrastructure with private development through the planning process, or avail of investment from other parties such as the NTA or TII.

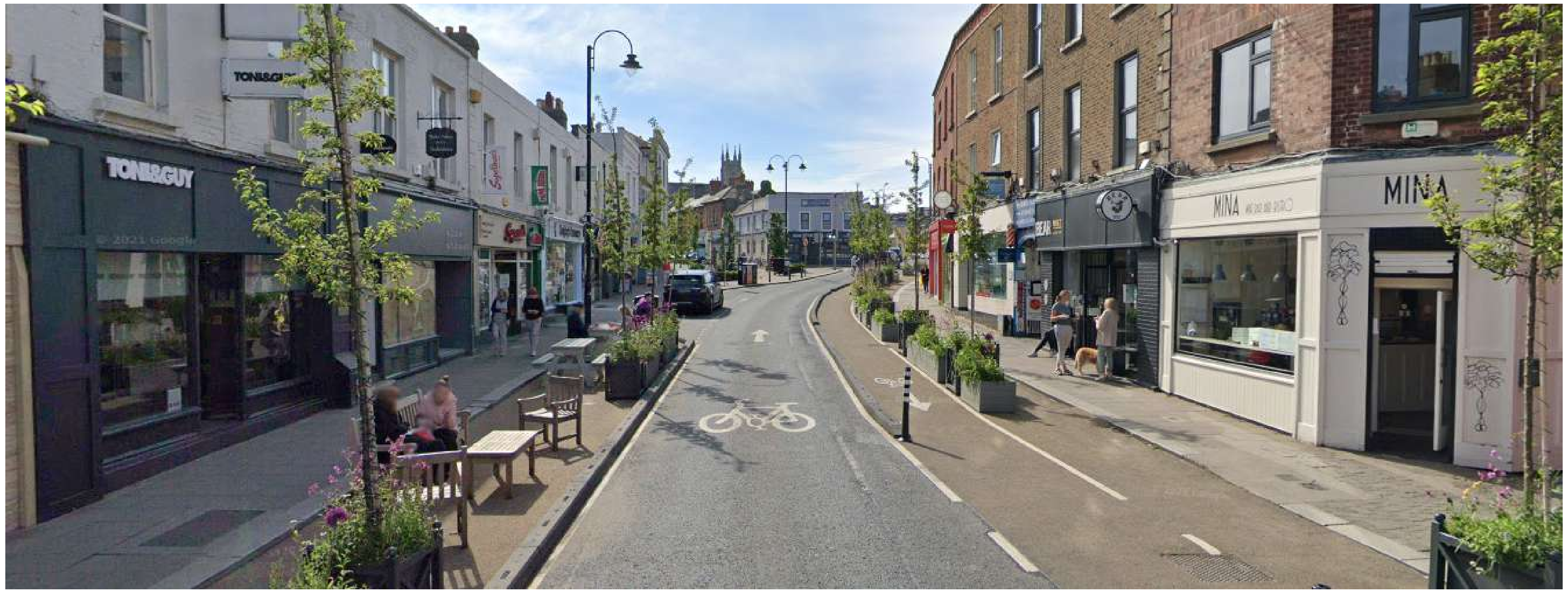
### 5.8.4 Rapid Build Active Travel Facilities

Rapid Build active travel facilities are schemes that utilise cost-effective measures to deliver walking and cycling infrastructure quicker than traditional (full build) construction methods.
Rapid Build Infrastructure is infrastructure that can generally be accommodated within the existing carriageway or verge and has limited drainage impacts. This may include:

- Road markings/traffic restrictions;
- Narrowing/converting general traffic lanes to active travel facilities;
- Converting on-street parking to active travel facilities;
- Creating Traffic Free streets; and
- Redesigning junctions to provide greater capacity for walking, cycling and public transport

Figure 5.7 on following page provides an overview of the expected costs for Active Travel Infrastructure depending on the extent of infrastructure provided.  For comparison, a quick-build cycle track has a median cost of 0.6m/km compared to a full build segregated cycle track which has a median cost of 5.5m/km.

**Figure 5.5:** Example of Rapid Build Scheme Implemented in Blackrock Co. Dublin



To maximise the amount of Active Travel infrastructure delivered within available resources over the coming years and to increase the speed of delivery, the following approach will be applied to all Active Travel schemes within this LTP.

- Utilising road space reallocation of the existing carriageway should be the first options considered in developing active travel schemes. Full build "building line to building line" construction will be the exception rather than the default design;
- Resurfacing of the existing carriageway, other than the cycle lanes, shall not be the default position and will need to be justified. Full depth rebuild of carriageway will be by exception only;
- Schemes should seek to minimise changes to the drainage systems, through modifications to existing gullies and connections if needed. Major changes to drainage systems shall be avoided, although opportunities to provide rain gardens or other Sustainable Urban Drainage (SUDs) feature should be considered;
- Schemes should design around existing utilities where possible, only moving/ reorienting manholes where they conflict with kerbs or are not cycle-friendly.
- Grounding of overhead wires on Active Travel schemes will be by exception only, although facilitation of ducting as part of footpath upgrades should be considered;
- Reduction in Street Clutter and minimisation of street signage shall be considered as part of all schemes; and
- While removal of trees should be avoided where possible, working within the constraints of the existing carriageway may result, subject to necessary environmental reviews, in the removal of trees. Where a tree is removed this should be replaced locally by suitable trees.

## 5.9 Overlapping Infrastructure Networks

Due tothe overlapping nature of the transport networks identified, an analysis of their interaction and the potential conflicts which may occur has been undertaken.

The potential for conflict between the walking network and other networks was not deemed to be significant, as it is expected that footpath improvements, new links and crossings can be implemented without adversely impacting on other modes.

It is expected that conflicts may occur in particular between the proposed cycling network and the strategic road network (considering both private vehicle and public transport movements).

The provision of new cycling infrastructure requires a certain level of road space reallocation which may impact on vehicular movements, and in certain areas, in order to fulfil the each of the objectives, further traffic management and/or infrastructure may be required.

Three pinch points are identified at the particularly constrianed railway line crossings. The central one-way triangular gyratory within the town is identified as contraflow cycling infrastructure may be required in order to provide for two-way cycle movements. A number of streets with constrained width, or which are residential in nature are highlighted due to the potential difficulty in providing cycle infrastructure. Consideration should be given to one way systems or quiet street designation along these streets

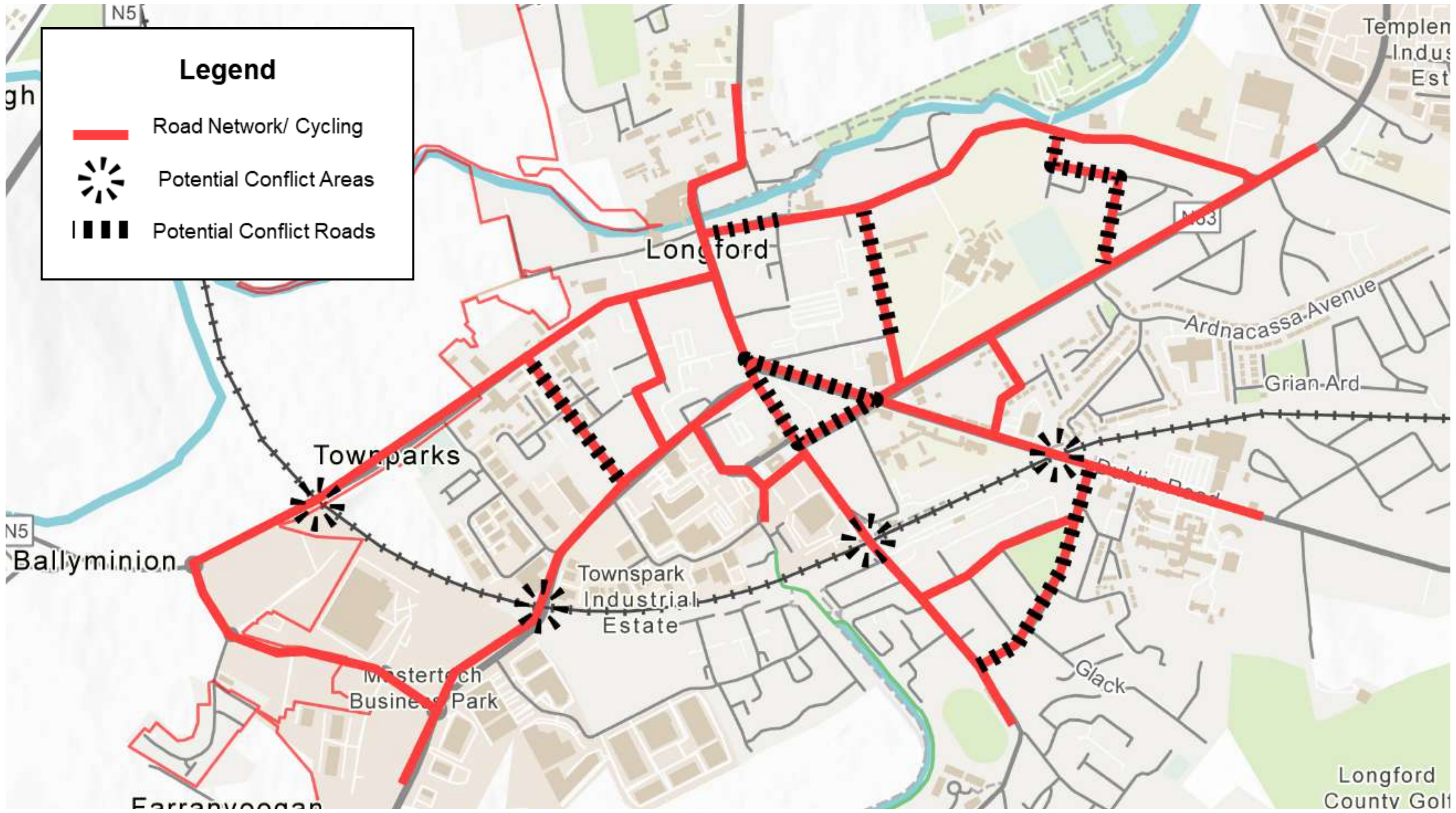
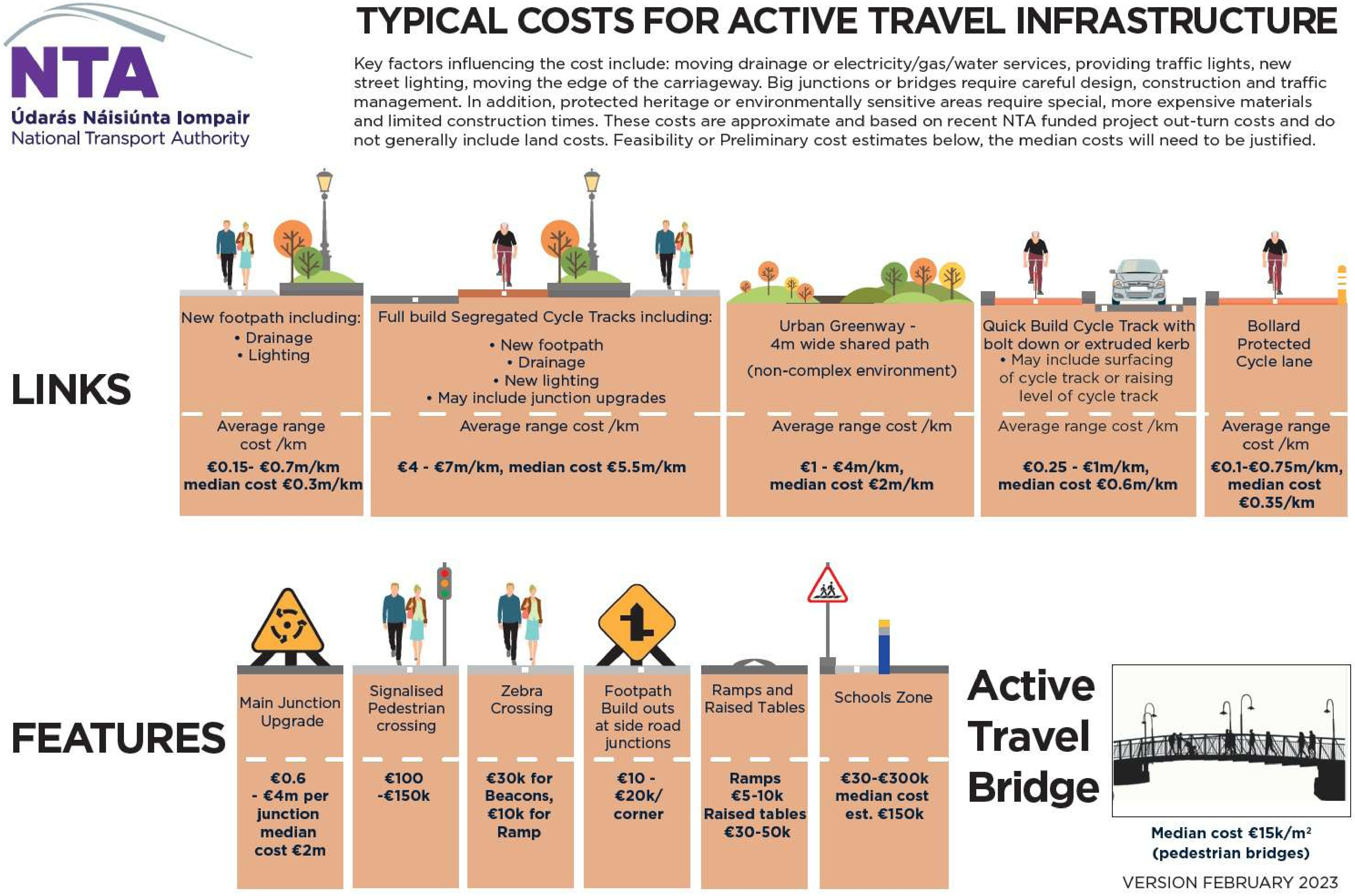


**Figure 5.6:** Overlap and potential conflicts between networks

**Figure 5.7:** Typical Costs for Active Travel Infrastructure (NTA, February 2023)



Údarás Náisiúnta Iompair
National Transport Authority

## TYPICAL COSTS FOR ACTIVE TRAVEL INFRASTRUCTURE

Key factors influencing the cost include: moving drainage or electricity/gas/water services, providing traffic lights, new street lighting, moving the edge of the carriageway. Big junctions or bridges require careful design, construction and traffic management. In addition, protected heritage or environmentally sensitive areas require special, more expensive materials and limited construction times. These costs are approximate and based on recent NTA funded project out-turn costs and do not generally include land costs. Feasibility or Preliminary cost estimates below, the median costs will need to be justified.

### LINKS

| | |
|---|---|
| New footpath including:<br>• Drainage<br>• Lighting | Average range cost /km<br>**€0.15- €0.7m/km median cost €0.3m/km** |
| Full build Segregated Cycle Tracks including:<br>• New footpath<br>• Drainage<br>• New lighting<br>• May include junction upgrades | Average range cost /km<br>**€4 - €7m/km, median cost €5.5m/km** |
| Urban Greenway - 4m wide shared path<br>(non-complex environment) | Average range cost /km<br>**€1 - €4m/km, median cost €2m/km** |
| Quick Build Cycle Track with bolt down or extruded kerb<br>• May include surfacing of cycle track or raising level of cycle track | Average range cost /km<br>**€0.25 - €1m/km, median cost €0.6m/km** |
| Bollard Protected Cycle lane | Average range cost /km<br>**€0.1-€0.75m/km, median cost €0.35/km** |

### FEATURES

| | |
|---|---|
| Main Junction Upgrade | **€0.6 - €4m per junction median cost €2m** |
| Signalised Pedestrian crossing | **€100 -€150k** |
| Zebra Crossing | **€30k for Beacons, €10k for Ramp** |
| Footpath Build outs at side road junctions | **€10 - €20k/ corner** |
| Ramps and Raised Tables | **Ramps €5-10k Raised tables €30-50k** |
| Schools Zone | **€30-€300k median cost est. €150k** |

### Active Travel Bridge

**Median cost €15k/m² (pedestrian bridges)**

VERSION FEBRUARY 2023

## 5.10 Abbeycartron Access Strategy

### 5.10.1 Longford Northern Environs Local Area Plan 2008-2014

The Longford Northern Environs Local Area Plan exists to provide a zoning and traffic assessed infrastructure strategy for the Abbeycartron Lands in the north of the town. As part of this, a number of new roads are identified within the area, with four new access points provided, making it extremely permeable for vehicles.

In the 15 years since this plan was published, transport policy and thinking has changed to favour sustainable modes of transport, and to reduce car dependency. Under this direction, a more sustainable schematic (section 5.9.2) has therefore been developed with this plan as the alternative delivery option.

### 5.10.2 Alternative Sustainable Proposal

In order to facilitate access to these lands in a more environmentally friendly way, an indicative access strategy has been developed which provides balanced access for all modes.

The proposal includes a new road between the roundabout on Battery Road, and Abbeycartron Lane. This provides for access onto Battery road at two points reducing the overall volume of vehicles that utilise any one entrance point. High quality pedestrian and cycle infrastructure will also be provided along this route. Future indicative road proposals to serve the area east of the Camlin are also shown.

New pedestrian/cycle routes are proposed along and across the Camlin River and between Abbeycartron Lane and the Mall which provide additional active travel access routes to the lands. Further permeability routes are proposed, with a central route through the site from Druid Glen to the Camlin River Ped/cycle route, and a second connection between Abbbeycartron and the Mall.

Overall, this strategy will seek to provide good permeability throughout the area for sustainable modes, while providing for appropriate access for vehicles.

While individual elements of the lands, such as active travel and permeability proposals will be included in further sections of this report, in accordance with established development objectives for the area, the overall development of the Abbeycartron lands will be subject to further detailed traffic impact assessment beyond the scope of this LTP, including an assessment of its impacts on the strategic function of the N4.

**Figure 5.8:** Longford Northern Environs Local Area Plan 2008-2014

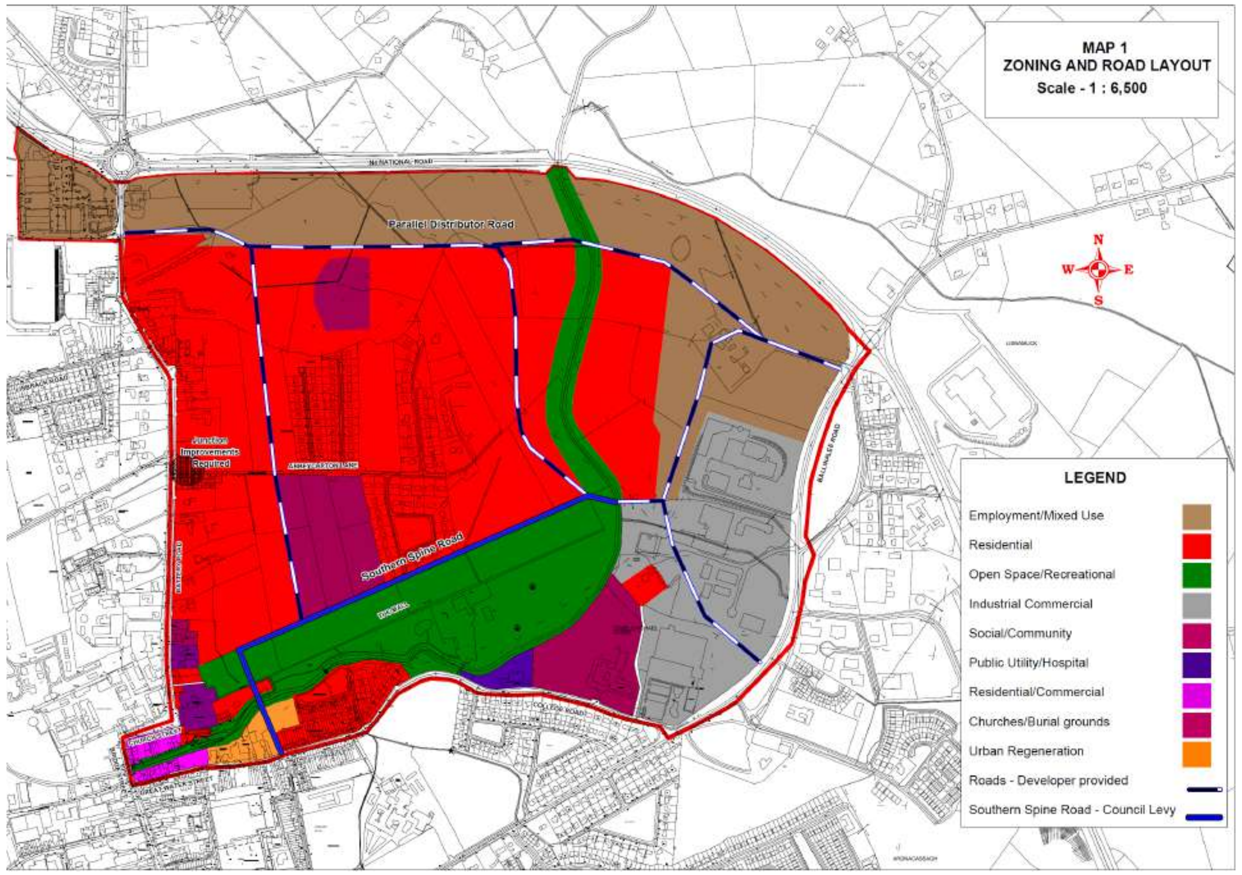
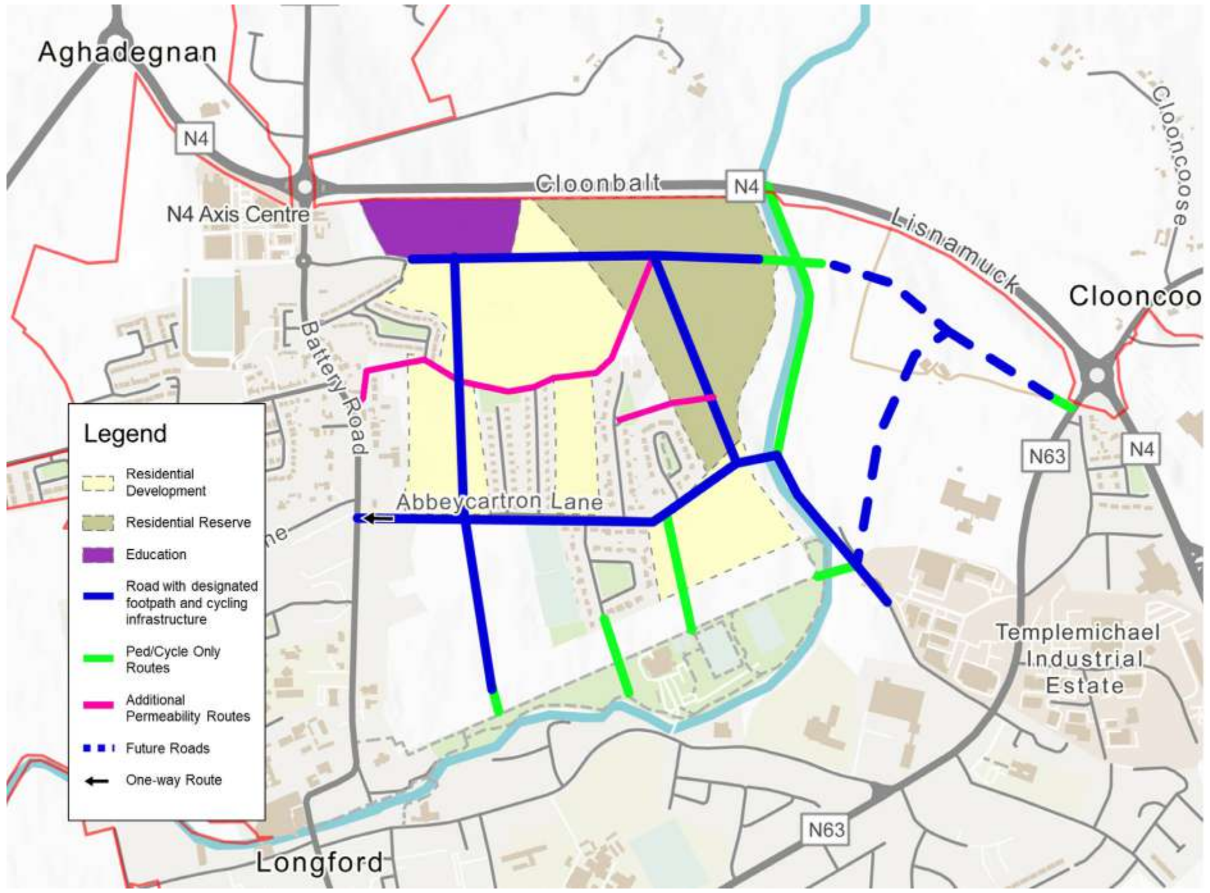

MAP 1
ZONING AND ROAD LAYOUT
Scale - 1 : 6,500
N4 NATIONAL ROAD
Parallel Distributor Road
N
W
E
S
Junction Improvements Required
ABBEYCARTON LANE
Southern Spine Road
BATTERY ROAD
BALLINALEE ROAD
COLLEGE ROAD
GREAT WATER STREET
LEGEND
Employment/Mixed Use
Residential
Open Space/Recreational
Industrial Commercial
Social/Community
Public Utility/Hospital
Residential/Commercial
Churches/Burial grounds
Urban Regeneration
Roads - Developer provided
Southern Spine Road - Council Levy

**Figure 5.9:** Alternative Sustainable Proposal


Aghadegnan
N4
N4 Axis Centre
Cloonbalt
N4
Lisnamuck
Clooncoose
Clooncoo
Battery Road
Abbeycartron Lane
N63
N4
Templemichael Industrial Estate
N63
Longford
Legend
Residential Development
Residential Reserve
Education
Road with designated footpath and cycling infrastructure
Ped/Cycle Only Routes
Additional Permeability Routes
Future Roads
One-way Route

## Section 6

# Development of Schemes

# 6. Development of Schemes

## 6.1 Pedestrian Schemes

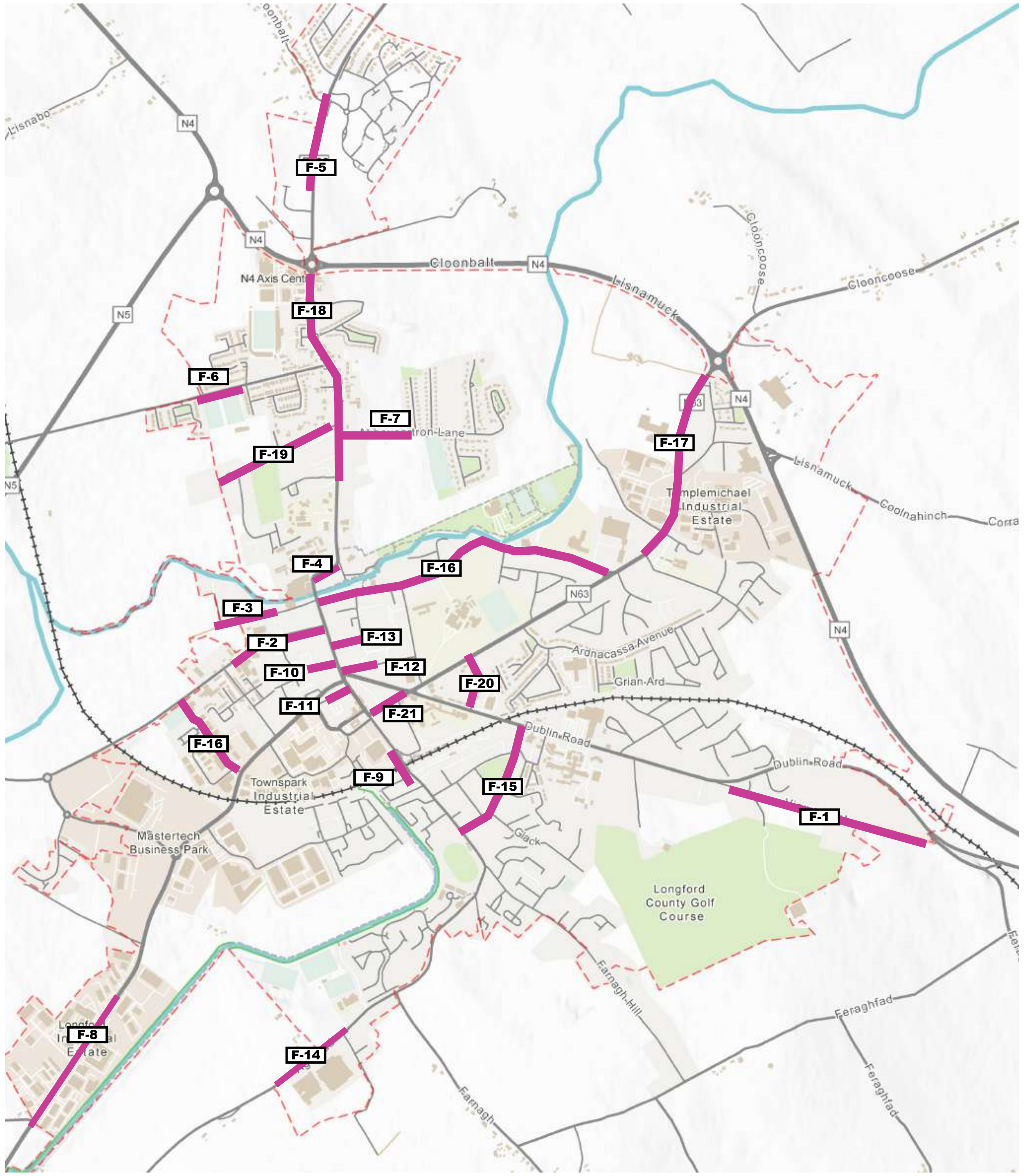
### 6.1.1 Footpath Upgrades

The footpaths schemes listed in Table 6.1 have been identified based on locations that either do not have footpaths at present, or could require footpath upgrades. It is assumed that new or upgraded footpaths would provide high quality, accessible footpaths with a minimum width of 2m.

**Table 6.1:** Proposed New or Improved Footpath Infrastructure

| No. | Pedestrian Footpath Improvement Schemes |
|---|---|
| F 1 | New footpath on Viewmount |
| F 2 | New footpath on Connaught Rd |
| F 3 | New footpath on Little Water Street |
| F 4 | New footpath on R198 (from Church to Cinema) |
| F 5 | New footpath on R198 Cloonbalt |
| F 6 | New footpath on Lisbrack Road |
| F 7 | New footpath on Abbeycarton Lane |
| F 8 | Footpath improvements at Longford Industrial Estate |
| F 9 | Improvements to pedestrian footbridge at train station |
| F 10 | Improvements to Garvey's Close pedestrian access |
| F 11 | Improvements to Bog Lane pedestrian access |
| F 12 | Widening of footpaths on Geraldines Terrace |
| F 13 | Footpath improvements on Dublin Street |
| F 14 | Footpath improvements at Aghafad |
| F 15 | Footpath improvements at Teffia Park |
| F 16 | Footpath improvements at Townspark Industrial Estate |
| F 17 | Footpath improvements at N63 Ballinalee Road |
| F 18 | Footpath improvements at R198 Battery Rd |
| F 19 | New footpath on Demense Lane |
| F 20 | Footpath improvements at Deanscurragh |
| F 21 | Footpath improvements at New Street |

**Figure 6.1:** Proposed footpath schemes

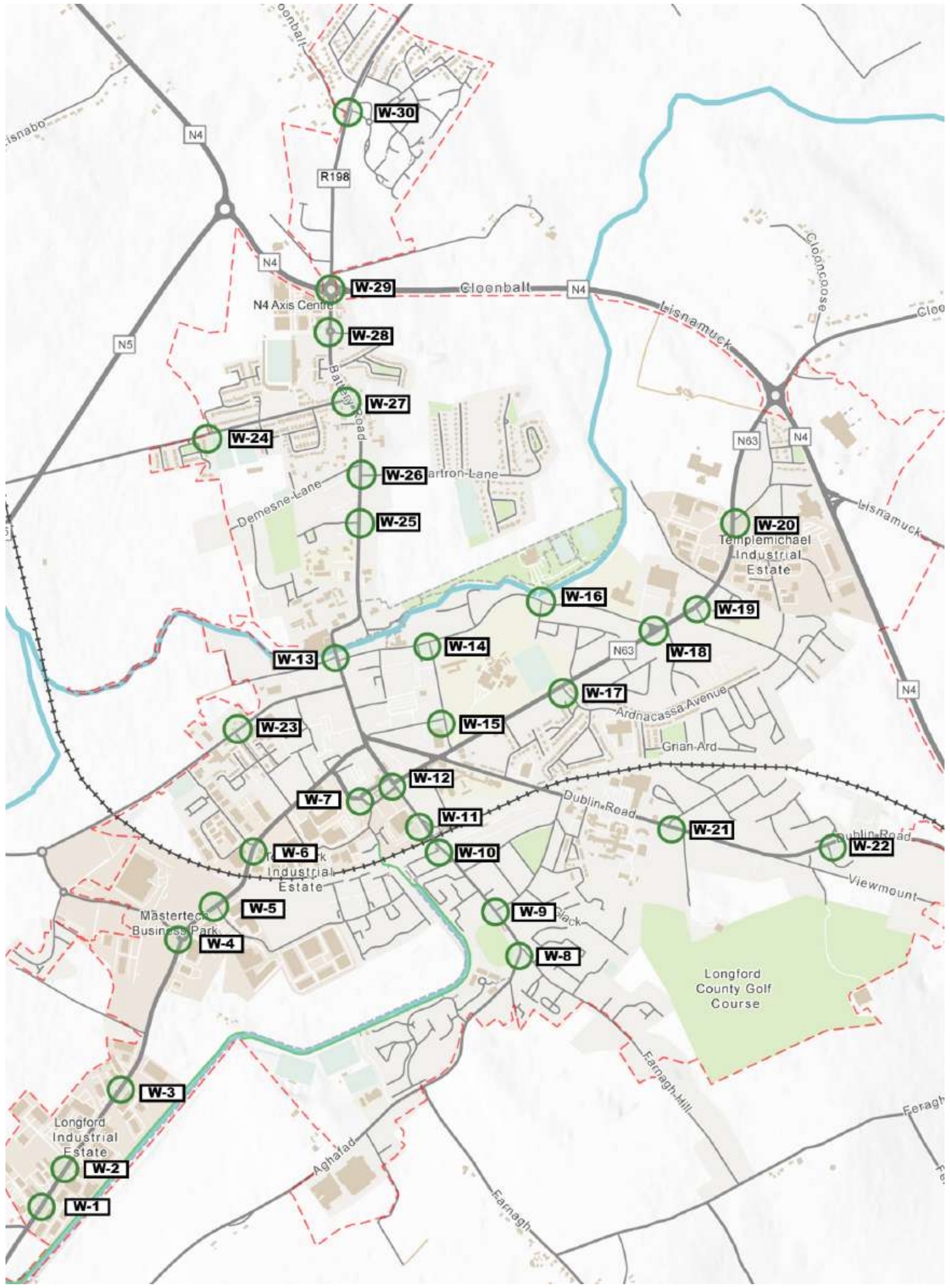

Lisnabo
N4
F-5
N4
N4 Axis Cent
Cloonbalt
N4
Clooncoose
Lisnamuck
Clooncoose
N5
F-18
F-6
F-7
F-19
N4
F-17
Lisnamuck
Coolnahinch
Corra
Templemichael Industrial Estate
N5
F-4
F-16
F-3
N63
N4
F-2
F-13
Ardnacassa Avenue
F-10
F-12
F-20
Grian Ard
F-11
F-21
Dublin Road
F-16
Dublin Road
F-9
F-15
F-1
Townspark Industrial Estate
Mastertech Business Park
Glack
Longford County Golf Course
Farnagh Hill
Feraghfad
F-8
F-14
Farnagh
Feraghfad

### 6.1.2 Pedestrian Crossing Upgrades

Key junctions which do not currently have signalised pedestrian crossings have been identified and included for assessment. Exact details of the proposed interventions are not detailed for each junction, but for the purposes of assessment it is assumed that they would be brought up to a standard that provides adequate pedestrian priority and safety. In some cases, on more major roads, this would include signalised crossings, but for minor roads/arms, an uncontrolled raised table/zebra crossing may be suitable .

**Table 6.2:** Pedestrian crossing improvement schemes

| Pedestrian Crossing Improvement Schemes | |
|---|---|
| W 1 | Junction of N63 /L11513 |
| W 2 | Junction of N63/Cartronageeragh Business Park |
| W 3 | Junction of N63/Unnamed Road |
| W 4 | Roundabout N63/Gleann Riada |
| W 5 | Junction of N63/Royal Canal Avenue |
| W 6 | Junction of N63/Athlone Road |
| W 7 | Junction of N63/Market Square |
| W 8 | Junction of Park Road/Farnagh Hill |
| W 9 | Junction of Park Road/Bóthar Na Páirce |
| W 10 | Junction of Park Road/Canal Court |
| W 11 | Junction of Earl Street/St Joseph's Road |
| W 12 | Junction of Earl Street/New Street |
| W 13 | Junction of Bridge Street/Little Water Street/Great Water Street |
| W 14 | Junction of Great Water Street/St Mel's Road |
| W 15 | Junction of St. Mel's Road/Chapel Lane |
| W 16 | Junction of Templemichael Terrace/College Park |
| W 17 | Junction of Ballinalee Road/Oakvale |
| W 18 | Junction of Ballinalee Road/ Templemichael Terrace |
| W 19 | Junction of Ballinalee Road/Oaklands |
| W 20 | Junction of Ballinalee Road/The Laurels |
| W 21 | Junction of Dublin Road/Ardnacassa |
| W 22 | Junction of Dublin Road/Viewmount |
| W-23 | Junction of Connaught Road/St Michael's Road |
| W-24 | Junction of Lisbrack Road/Demesne/Cartrun Breac |
| W-25 | Junction of R198/St Albans |
| W-26 | Junction of R198/Demesne Lane/Abbeycartron Lane |
| W-27 | Junction of R198/Lisbrack Road |
| W-28 | Roundabout at Battery Road/White Linen Road |
| W-29 | Roundabout at N4/R148 |
| W-30 | Junction of R198/Cloonbalt Wood |


W-30
R198
N4
W-29
Cloonbalt
N4 Axis Centre
W-28
N5
Lisnamuck
W-27
W-24
N63
W-26
W-25
Demesne Lane
W-20
Templemichael Industrial Estate
Lisnamuck
W-16
W-19
W-13
W-14
W-18
W-17
W-23
W-15
Ardnacassa Avenue
Grian Ard
W-7
W-12
W-11
Dublin Road
W-21
W-22
W-6
W-10
Industrial Estate
Viewmount
W-5
W-9
Mastertech Business Park
W-4
W-8
Longford County Golf Course
Farnagh Hill
W-3
Longford Industrial Estate
W-2
W-1
Aghafad
Farnagh

## 6.2 Cycle Schemes

The schemes presented in Table 6.3 are based on the network outlined in the CycleConnects proposals for Longford Town. The network has been divided into distinct routes which could be delivered as separate projects and will be assessed against each other in the MCA. For the purposes of assessment it is assumed that high quality segregated cycle infrastructure is provided in both directions for each route, although the difficulty of providing that for each particular route is considered in the MCA process. Some of these schemes are currently in the design or construction stage as shown in Table 6.3.

**Figure 6.3:** Cycle route schemes

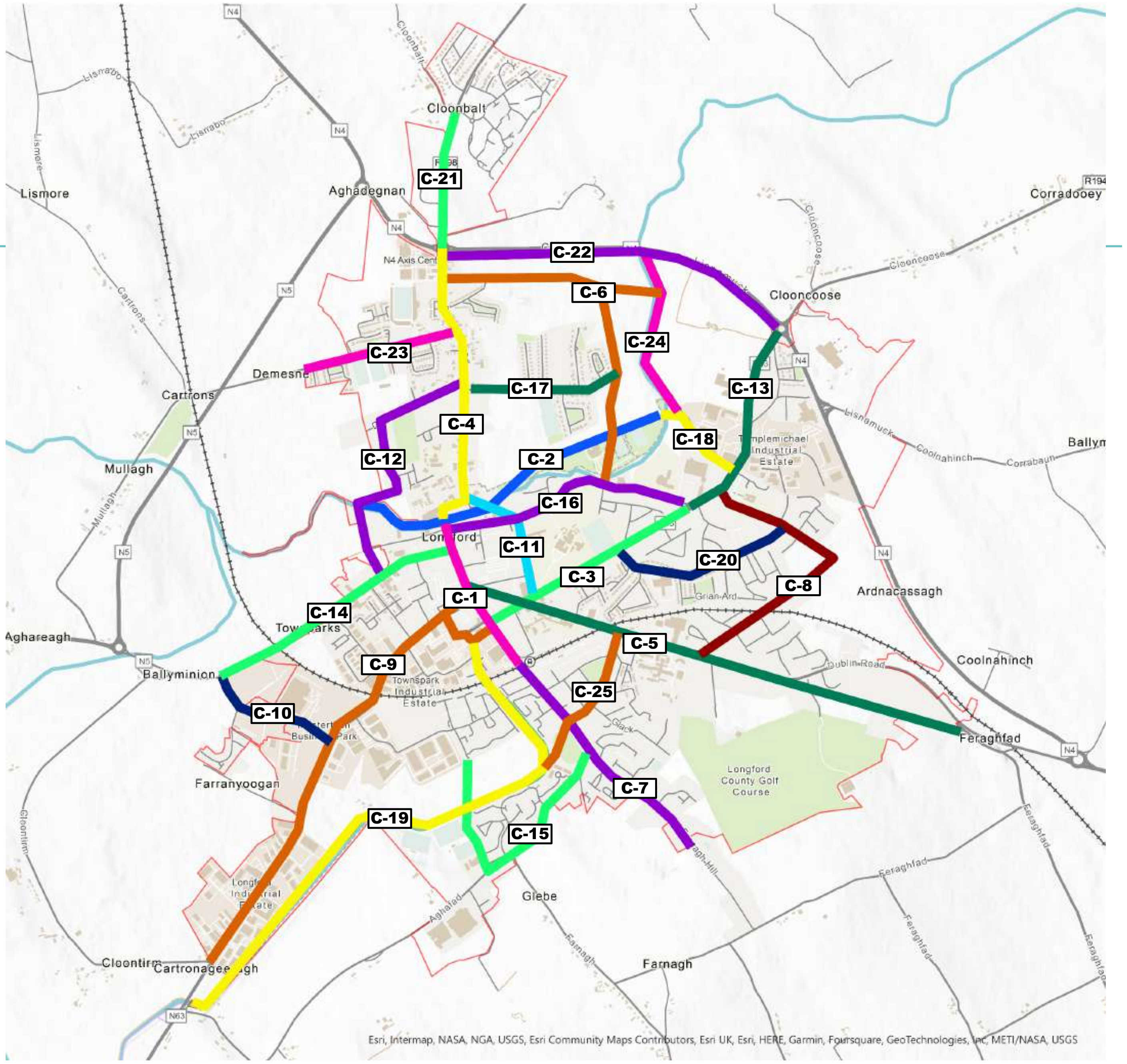

Cloonbalt
C-21
Aghadegnan
Lismore
Corradooey
C-22
C-6
Clooncoose
C-24
C-23
Demesne
Cartrons
C-13
C-17
C-4
C-18
Templemichael Industrial Estate
Ballyminion
Mullagh
C-12
C-2
C-16
Longford
C-11
C-20
C-3
C-8
Ardnacassagh
C-14
C-1
Aghareagh
C-5
Coolnahinch
C-9
C-25
C-10
Feraghfad
Farranyoogan
C-7
Longford County Golf Course
C-19
C-15
Glebe
Farnagh
Cloontirm
Cartronageeragh
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

**Table 6.3:** Cycle route schemes

| No. | Scheme description | Status |
|---|---|---|
| C-1 | Main St Cycle Route (From Bridge Street to Train Station) | Design Stage |
| C-2 | The Mall (from Little Water Street via the Mall and connection Ballinalee Road via new bridge crossing) | Not Started |
| C-3 | N63 (from Templemichael Terrace to Main Street) | Completed |
| C-4 | Battery Road (R198) and Church Street | Construction Stage |
| C-5 | Dublin Road | Not Started |
| C-6 | Northern Environs Connector | Not Started |
| C-7 | Park Road (From Train Station to Farnagh Hill) | Not Started |
| C-8 | Ardnacassa/Oaklands Avenue Connector | Not Started |
| C-9 | N63 (Longford Industrial Estate to Main Street) | Design Stage |
| C-10 | Glenn Riada Cycling Connection | Not Started |
| C-11 | Great Water Street / St. Mel's Road | Not Started |
| C-12 | Demesne Ln / Battery Court / Little Water Street new connection and bridge | Not Started |
| C-13 | N63 (from Templemichael Terrace to N4 roundabout) | Construction Stage |
| C-14 | Connaught Rd (N5) | Not Started |
| C-15 | Park Rd / Prospect Woods | Not Started |
| C-16 | Templemichael Terrace | Not Started |
| C-17 | Abbeycartron Lane | Not Started |
| C-18 | Templemichael Cycleway | Part VIII Planning Approved |
| C-19 | Royal Canal Greenway | Completed |
| C-20 | Ardnacassa | Not Started |
| C-21 | R198 Cloonbalt | Not Started |
| C-22 | N4 Parallel Route (southern side) | Not Started |
| C-23 | Lisbrack Rd | Design Stage – Funding Partially Approved |
| C-24 | River Camlin East Bank Route (to N4) | Not Started |
| C-25 | Royal Canal to Dublin Road via Teffia Park | Not Started |

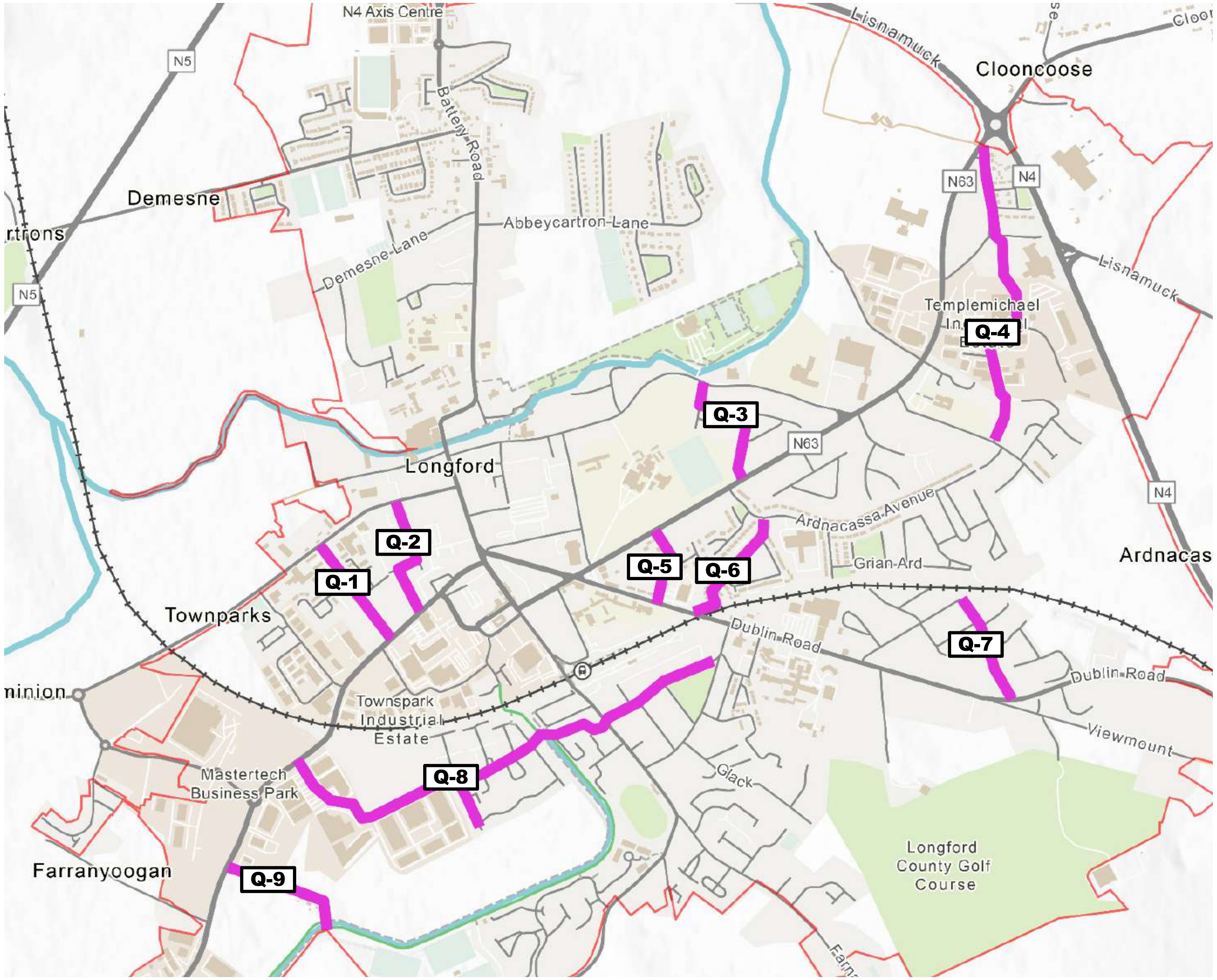
### 6.2.1 Quiet Streets

A number of 'Quiet Streets' schemes have been developed which are intended to compliment the proposed cycle network, and enhance cycling permeability throughout the town, particularly in the orbital links. Quiet streets require minimal infrastructural intervention and can be achieved through the use of traffic calming measures to reduce vehicle speeds, road markings to indicate cycle priority, or filtered permeability to remove through traffic. In all cases, Quiet Streets will likely reduce the traffic volumes through redirection to more suitable road links or by encouraging mode shift to sustianable modes to travel.

**Table 6.4:** Quiet street schemes

| No. | Quiet Street Schemes |
|---|---|
| Q 1 | St. Michael's Road (between N5 and N63) |
| Q 2 | Annaly Park (between N5 and N63) |
| Q 3 | College Park (between N63 and Templemichael Terrace) |
| Q 4 | Templemichael Industrial Estate |
| Q 5 | Deanscurragh (between N63 and Dublin Road) |
| Q 6 | Springlawn (between Ardnacassa Ave and Dublin Road) |
| Q 7 | Dún Darrach (between Dublin Road and Ardnacassa) |
| Q 8 | Royal Canal Avenue / Park Villas / Teffia Park |
| Q 9 | Glack / McEoin Park (between Teffia Park and Farnagh Hill) |
| Q 10 | Mastertech Business Park to Royal Canal |

**Figure 6.5:** Quiet street schemes


N4 Axis Centre
N5
Battery Road
Demesne
Abbeycartron Lane
Demesne Lane
rtrons
N5
Lisnamuck
Clooncoose
Cloon
N63
N4
Templemichael
In
Q-4
Q-3
N63
Longford
Q-2
Q-1
Q-5
Q-6
Ardnacassa Avenue
Grian Ard
Ardnacas
N4
Lisnamuck
Townparks
Dublin Road
Q-7
Dublin Road
Viewmount
minion
Townspark Industrial Estate
Mastertech Business Park
Q-8
Glack
Farranyoogan
Q-9
Longford County Golf Course
Farn

### 6.2.2 Bicycle Parking Schemes

Table 6.5 outlines the proposed bicycle parking schemes, which are made up of a combination of upgrades to existing parking and provision of new parking. All bike parking should be provided in the form of Sheffield stands or similar, which may or may not be covered, and can be easily accessed without kerbs or other obstructions in the way.

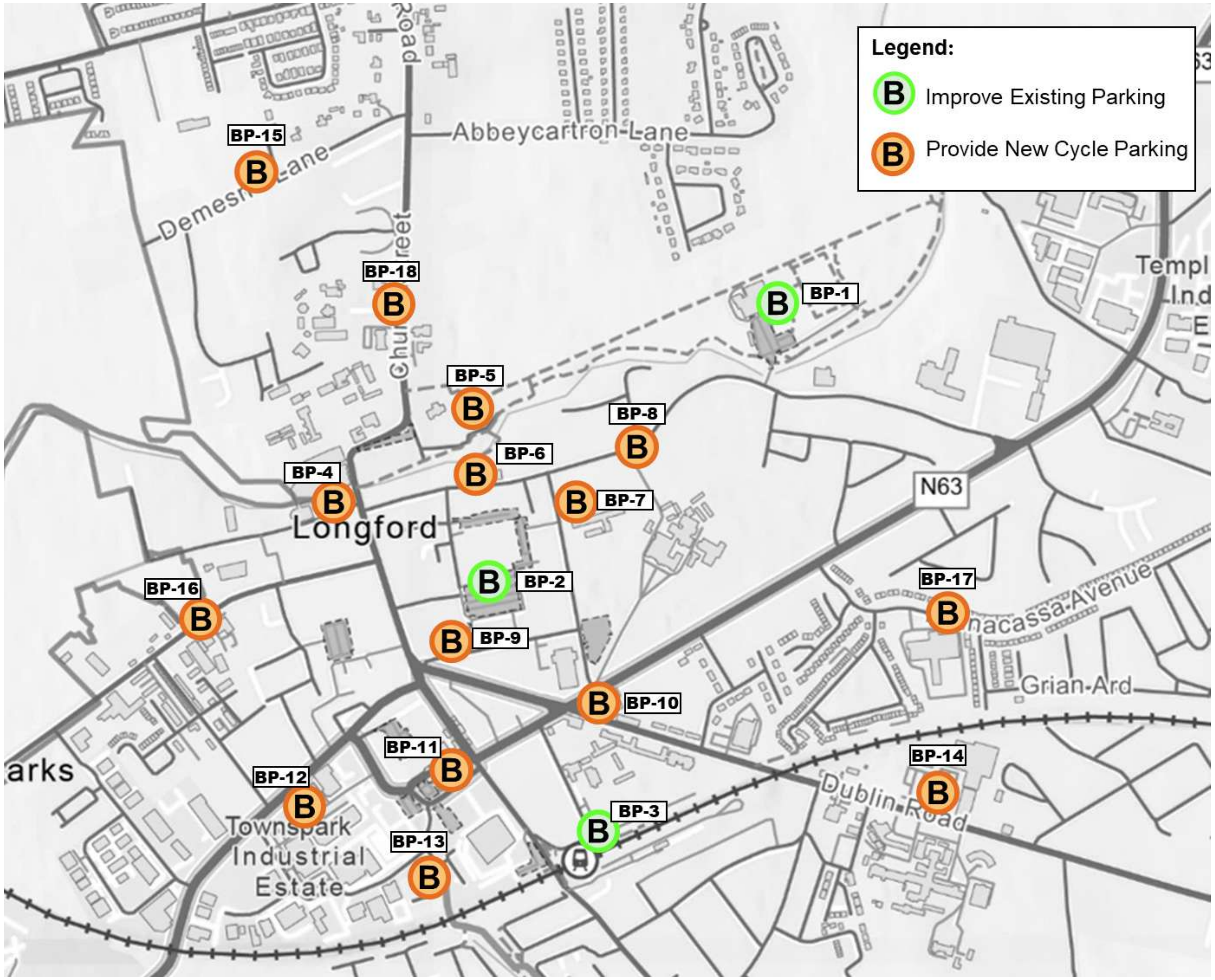
**Table 6.5:** Bicycle parking schemes

| No. | Bicycle Parking Improvement Schemes |
|---|---|
| BP-1 | Improve Bicycle Parking at The Mall Sports Complex |
| BP-2 | Improve Bicycle Parking at Longford Shopping Centre (Tesco) |
| BP-3 | Improve Bicycle Parking at Train Station |
| BP-4 | Sheltered Bicycle parking in town centre at Little Water Street |
| BP-5 | Bicycle parking at Fee Court (at pedestrinan / cyclist bridge) |
| BP-6 | Bicycle parking at Longford County Council offices / Battle of the Somme Memorial |
| BP-7 | Bicycle parking at St. Michael's Boys National School |
| BP-8 | Bicycle parking at St. Mel's College sports field |
| BP-9 | Bicycle parking at Geraldine's Terrace Car Park |
| BP-10 | Bicycle parking at St. Mel's Car Park |
| BP-11 | Bicycle parking at Market Square |
| BP-12 | Bicycle parking at Supervalu Townspark Industrial Estate |
| BP-13 | Bicycle parking at Harbour View (Royal Canal Greenway terminus) |
| BP-14 | Bicycle parking at Dunnes Stores (Dublin Rd) |
| BP15 | Bicycle parking at Demesne Lane (Tennis Club) |
| BP16 | Bicycle parking at Connaught Rd |
| BP17 | Bicycle parking at Ardnacassa Avenue |
| BP18 | Bicycle parking at Garda Station |

**Additional Measures:**

- Improve wayfinding and signage to bicycle parking.
- Introduce Bicycle Sharing Scheme in town centre e.g. MOBY, TFI bikes, Bleeper.

**Figure 6.5:** Quiet street schemes


Legend:
B Improve Existing Parking
B Provide New Cycle Parking
Abbeycartron Lane
Demesne Lane
Road
Church Street
Longford
N63
Templ
Ind
E
nacassa Avenue
Grian Ard
Dublin Road
arks
Townspark Industrial Estate
BP-15
BP-18
BP-1
BP-5
BP-8
BP-6
BP-7
BP-4
BP-2
BP-16
BP-9
BP-17
BP-10
BP-11
BP-12
BP-14
BP-3
BP-13

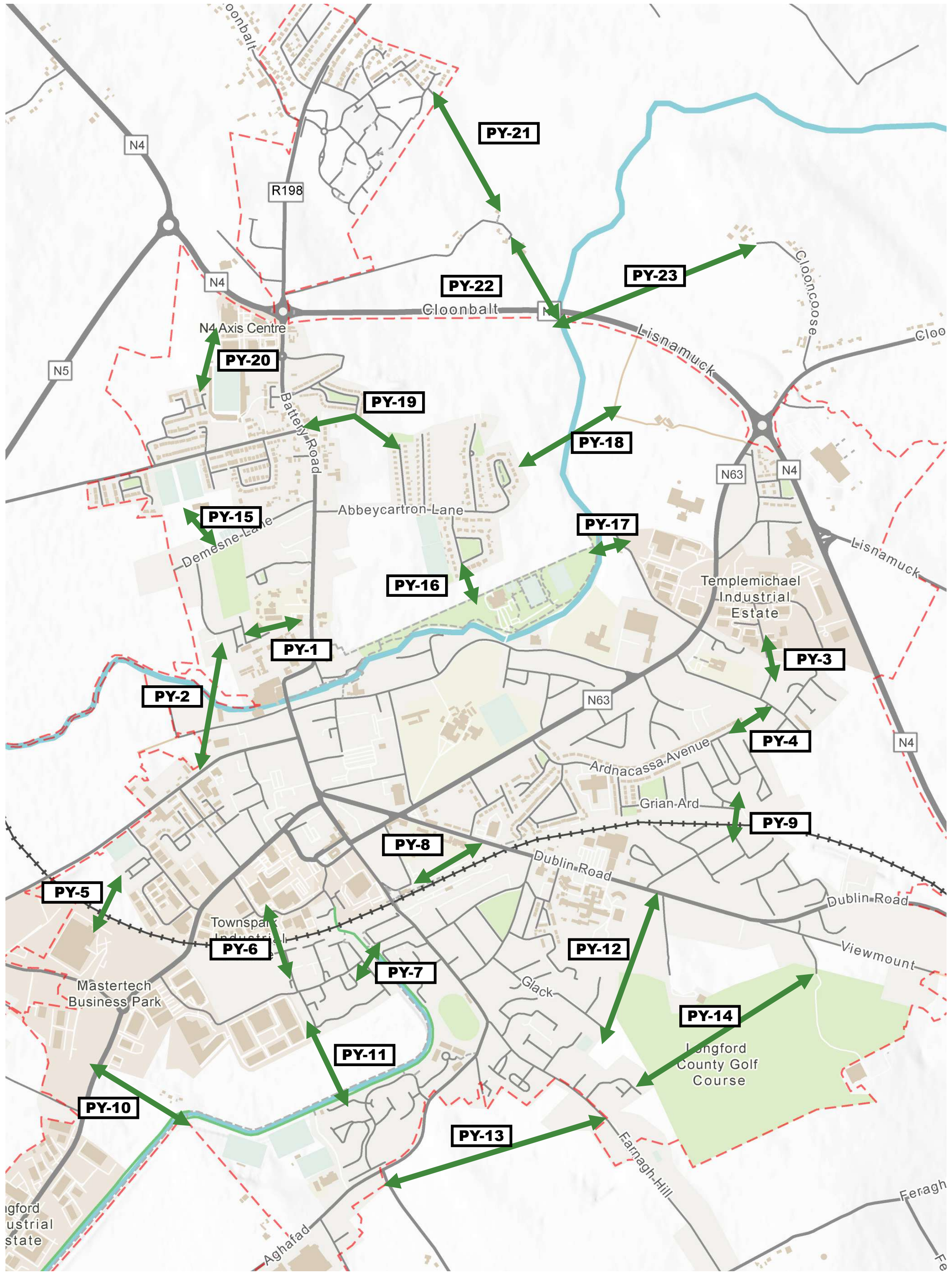
## 6.3 Permeability Schemes

Permeability Schemes were developed based on a combination of desire lines and land use context in Section 3. The catchment analyses conducted as part of the baseline assessment provided an indication of areas in which permeability improvements should be made. These catchment shortfalls were used to identify logical, manageable locations for potential schemes to be assessed.

**Table 6.6:** Walking and cycling permeability schemes

| No. | Walking and Cycling Permeability Schemes |
|---|---|
| PY 1 | Battery Ct to Battery Rd |
| PY 2 | Little Water Street to Battery Ct |
| PY 3 | Oaklands Dr to Templemichael Business Park |
| PY 4 | Oaklands Grove to Ardnacassa |
| PY 5 | Strokestown Rd to Glenn Riada |
| PY 6 | Townspark to Western Park |
| PY 7 | Royal Canal to Camlin Meadow |
| PY 8 | St Joseph's Road to Dublin Road (via bus depot or convent) |
| PY 9 | Ardeevan to Ardnacassa |
| PY 10 | Royal Canal to N63 (exact location TBD) |
| PY 11 | Royal Canal to Mastertech Business Park |
| PY 12 | Glack to Dublin Road |
| PY 13 | Farnagh Hill to Farnagh |
| PY 14 | Farnagh Hill to Viewmount via golfcourse |
| PY 15 | Demesne Lane to Lisbrack Rd |
| PY 16 | Abbeycartron to the Mall |
| PY 17 | Ballinalee Road to the Mall Complex |
| PY 18 | Abbeycartron to Templemichael |
| PY 19 | Druid Glen to Abbeycartron |
| PY 20 | Cartrun Breac to N4 Axis Centre |
| PY 21 | Clonbalt Wood to Cloonbalt Lane |
| PY 22 | Cloonbalt Lane to Camlin River / Northern Environ Lands |
| PY 23 | Abbeycartron Lands to Clooncoose |

**Figure 6.7:** Walking and cycling permeability schemes


PY-21
N4
R198
PY-22
Cloonbalt
PY-23
Clooncoose
N4
N5
N4 Axis Centre
PY-20
Lisnamuck
Cloo
PY-19
Battery Road
PY-18
N63
N4
PY-15
Abbeycartron Lane
Demesne Lane
PY-17
Lisnamuck
PY-16
Templemichael Industrial Estate
PY-1
PY-3
PY-2
N63
PY-4
N4
Ardnacassa Avenue
Grian Ard
PY-9
PY-8
Dublin Road
Dublin Road
PY-5
Townspark Industrial
PY-6
PY-12
Viewmount
PY-7
Mastertech Business Park
Glack
PY-14
Longford County Golf Course
PY-11
PY-10
PY-13
Farnagh Hill
Feragh
Longford Industrial Estate
Aghafad

## 6.4 Public Transport Schemes

A number of public transport schemes have been developed which aim to improve public transport usage and frequencies of services within the town, including a new local bus route.

**Table 6.6:** Public transport schemes

| No. | Public Transport Schemes: |
|---|---|
| PT 1 | General improvements to Train Station (Including pedestrian access, and cycle parking) |
| PT 2 | Train Station Accessibility Study (to east) |
| PT 3 | Bus Stop upgrade programme (Across the study area) |
| PT 4 | Bus Route & Frequency Study (in conjunction with 'Connecting Ireland') |
| PT 5 | Bus stop improvements at Longford station |
| PT 6 | Work with the NTA to develop a town bus service |

## 6.5 Traffic Management Schemes

A number of traffic management schemes have been developed which aim to simplify traffic movements, and reduce traffic volumes in residential areas

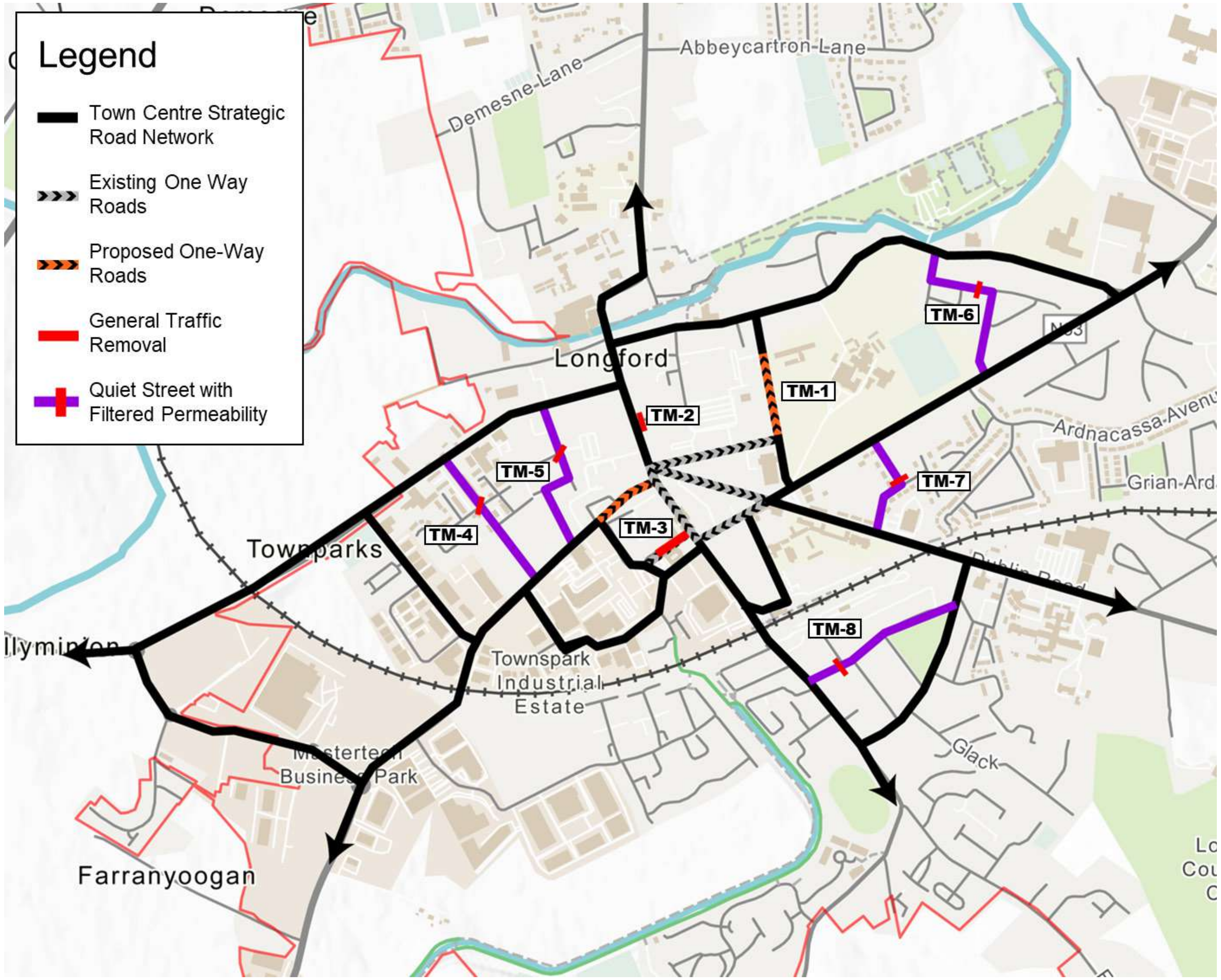
**Table 6.8:** Traffic management schemes

| No. | Traffic Management Schemes |
|---|---|
| TM-1 | St Mels Rd One-Way system |
| TM-2 | Longford Shopping Centre Main St Entrance Vehicular Restriciton |
| TM-3 | Reorganisation of Market Square/Kilashee St One-way system |
| TM-4 | St Michaels Rd Quiet Street / Filtered Permeability |
| TM-5 | Annaly Park Quiet Street / Filtered Permeability |
| TM-6 | College Park Quiet Street / Filtered Permeability |
| TM-7 | Deanscurragh Quiet Street / Filtered Permeability |
| TM-8 | Teffia Park Quiet Street / Filtered Permeability |

**Additional measures:**

- School streets / safe routes to school development and implementation
- Traffic calming measures such as raised tables at key junctions.
- Speed limit review

**Figure 6.8:** Traffic management schemes


Legend
Town Centre Strategic Road Network
Existing One Way Roads
Proposed One-Way Roads
General Traffic Removal
Quiet Street with Filtered Permeability
Abbeycartron-Lane
Demesne-Lane
Longford
N63
TM-1
TM-2
TM-3
TM-4
TM-5
TM-6
TM-7
TM-8
Ardnacassa-Avenu
Grian-Ard
Townparks
Townspark Industrial Estate
Business Park
Farranyoogan
Glack

## 6.6 Car Parking Schemes

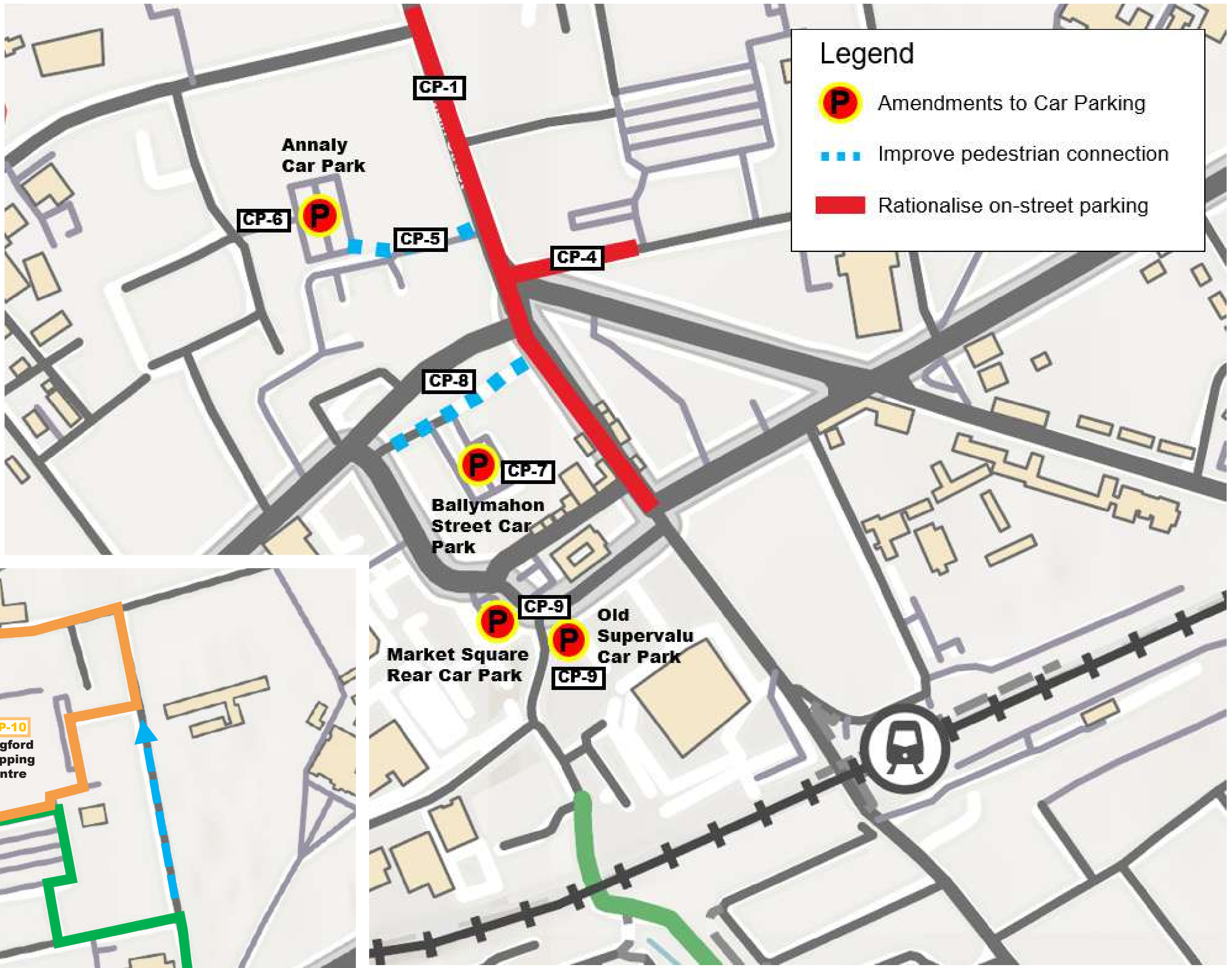
A number of car parking schemes have been developed which aim to rationalise car parking along key walking and cycling routes, to allow for reallocation of space to active travel modes.

Wayfinding strategies and one-way systems have been developed to improve access to existing car parks within Longford, which does not negatiovely impact on the walking, cycling and public transport networks.

**Table 6.9:** Car parking schemes

| No. | Car Parking Schemes |
|---|---|
| CP 1 | Rationalisation of Main St and Dublin St parking (to facilitate cycle infrastructure) |
| CP 2 | Recommend Locations for Park and Stride schemes |
| CP 3 | Wayfinding strategy |
| CP 4 | Rationalisation of On-Street Car Parking along Geraldine's Terrace |
| CP 5 | Improve pedestrian access to Annaly car park from Main Street |
| CP 6 | Change parking regime at Annaly car park to max. 2hr stay |
| CP 7 | Change parking regime at Ballymahon car park to max. 2hr stay |
| CP 8 | Improve pedestrian access to car park (via Bog Lane) from Main Street |
| CP 9 | Change parking regimes at car park to max. 2hr stay |
| CP 10 | New one-way system at Longford Shopping centre car park |

**Figure 6.9:** Car parking strategy


Legend
Amendments to Car Parking
Improve pedestrian connection
Rationalise on-street parking
CP-1
Annaly Car Park
CP-6
CP-5
CP-4
CP-8
CP-7
Ballymahon Street Car Park
CP-9
Market Square Rear Car Park
Old Supervalu Car Park
CP-9

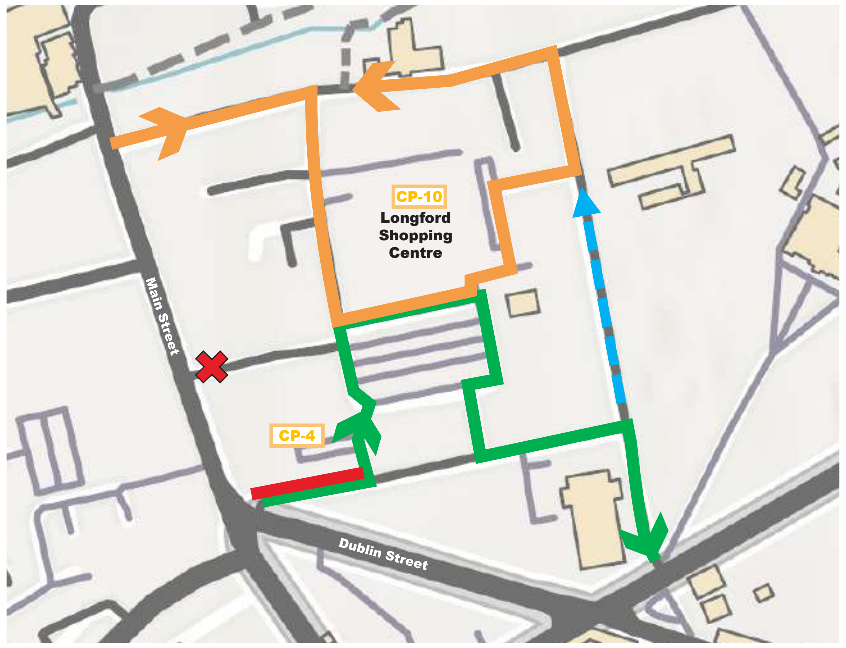

CP-10
Longford Shopping Centre
Main Street
CP-4
Dublin Street
Legend
Removal of on-street parking
No through access for vehicles, ped/cycle access only
Northern Access Route
Southern Access Route
One-Way Road Proposal
CP-10 Low Priority

**Figure 6.10:** CP 10 - Longford shopping centre car parking strategy

## Section 7

# Schemes Assessment

# 7. Schemes Assessment

In order to assess the schemes developed in Section 7, a qualitative Multi Criteria Analysis (MCA) was undertaken in order to inform the prioritisation of the various schemes.

MCA is an appraisal tool used to evaluate alternatives based on identified criteria and ranked on the basis of an aggregation procedure. The criteria would normally reflect policy, programme or project objectives and other considerations as appropriate, such as value for money, environment, social inclusion, etc.

Each scheme was evaluated against the key objectives identified in Section 5.

## 7.1 Scheme Appraisal Criteria

The schemes for each strategy have been compared and assessed using the principles of an MCA in line with the ABTA guidance. Specific criteria have been developed for each strategy in order to compare the schemes against the most suitable criteria, these criteria are outlined in the following sections.

### 7.1.1 Pedestrian Strategy

The criteria used as part of the MCA for pedestrian schemes are as follows:

- Forms part of the primary pedestrian network or a key desire line;
- Improves safety;
- Improves part of a key route to schools;
- Forms part of an existing plan or is already partly in progress; and
- Potential cost and ease of implementation.

### 7.1.2 Cycling Strategy

The criteria used as part of the MCA for cycle routes are as follows:

- Forms part of the primary network or a key desire line;
- Improves safety;
- Improves part of a key route to schools;
- Forms part of an existing plan or is already partly in progress; and
- Potential cost and ease of implementation.

The criteria used as part of the MCA for Quiet Streets are as follows:

- Links two routes on the primary cycle network;
- Provides an alternative to an unattractive/unsafe route;
- Forms part of a key route to schools;
- Could facilitate the removal of a through route for cars; and
- Potential cost and ease of implementation

The criteria used as part of the MCA for Cycle Parking are as follows:

- Located adjacent to a key destination;
- Can be easily accessed from the proposed cycling network;
- Can be implemented without other infrastructural changes; and
- Allows for interchange with other transport modes.

### 7.1.3 Permeability Strategy

The criteria used as part of the MCA for permeability are as follows:

- Forms part of the primary network or a key desire line;
- Improves safety;
- Improves part of a key route to schools;
- Forms part of an existing plan or is already partly in progress; and
- Potential cost and ease of implementation.

### 7.1.4 Public Transport Strategy

The criteria used as part of the MCA for Public Transport are as follows:

- Improvement to interchange between modes; and
- Potential cost and ease of implementation.

### 7.1.5 Traffic Management Strategy

The criteria used as part of the MCA for Traffic Management are as follows:

- Gives additional space or priority to active travel modes;
- Increases bus priority;
- Does not cause unreasonable increases in traffic levels; and
- Potential cost and ease of implementation.

### 7.1.6 Car Parking Strategy

The criteria used as part of the MCA for Car Parking are as follows:

- Improves attractiveness and space allocation of streets;
- Improves vehicular circulation or access to car parks;
- Improves operation of car parks; and
- Potential cost and ease of implementation.

## 7.2 Rating Scale and Appraisal Criteria

Schemes are assessed based on a five-point scale, based on the benefit or disadvantage the scheme may have, Table 7.1 shows the definition of the five metrics used in the assessment, and their associated colours. The benefit/disadvantage is broadly scaled based on comparison with other schemes, but this particular MCA process is not a direct comparative MCA, as it is not comparing distinct options with a single chosen outcome, rather a broader assessment of schemes under the different criteria which is used to inform their priority.

**Table 7.1:** Footpaths MCA

| Colour | Metric Definition |
|---|---|
| 🟩 | Significant benefit / improvement |
| 🟩 | Some benefit / improvement |
| 🟨 | Neutral |
| 🟧 | Some disadvantage |
| 🟥 | Significant disadvantage |

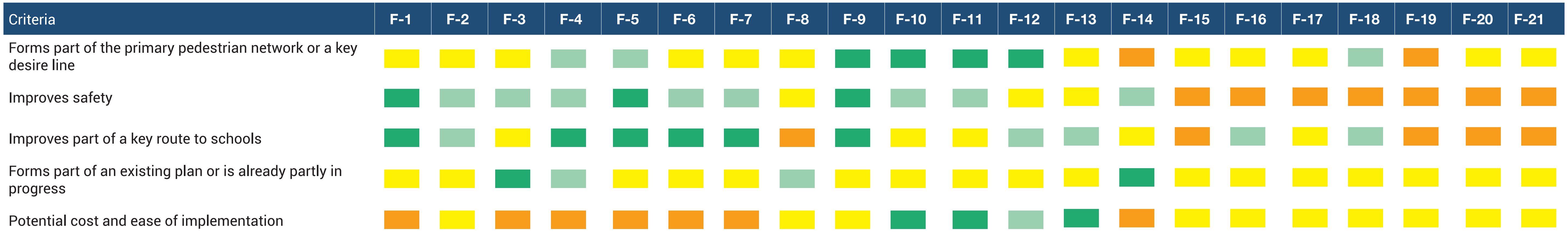
## 7.3 Multi Criteria Analysis

This section outlines the ranking given to each of the schemes that have been developed as shown in Section 6, using the appraisal criteria outlined in Section 7.1.

### 7.3.1 Pedestrian Analysis

Table 7.2 shows the results of the multi-criteria analysis undetaken for the for the pedestrian footpath schemes under each of the chosen criteria.

**Table 7.2:** Footpaths MCA



| Criteria | F-1 | F-2 | F-3 | F-4 | F-5 | F-6 | F-7 | F-8 | F-9 | F-10 | F-11 | F-12 | F-13 | F-14 | F-15 | F-16 | F-17 | F-18 | F-19 | F-20 | F-21 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Forms part of the primary pedestrian network or a key desire line | 🟨 | 🟨 | 🟨 | ▩ | ▩ | 🟨 | 🟨 | 🟨 | 🟩 | 🟩 | 🟩 | 🟩 | 🟨 | 🟧 | 🟨 | 🟨 | 🟨 | ▩ | 🟧 | 🟨 | 🟨 |
| Improves safety | 🟩 | ▩ | ▩ | ▩ | 🟩 | ▩ | ▩ | 🟨 | 🟩 | ▩ | ▩ | 🟨 | 🟨 | ▩ | 🟧 | 🟧 | 🟧 | 🟧 | 🟧 | 🟧 | 🟧 |
| Improves part of a key route to schools | 🟩 | ▩ | 🟨 | 🟩 | 🟩 | 🟩 | 🟩 | 🟧 | 🟩 | 🟨 | 🟨 | ▩ | ▩ | 🟨 | 🟧 | ▩ | 🟨 | ▩ | 🟧 | 🟧 | 🟧 |
| Forms part of an existing plan or is already partly in progress | 🟨 | 🟨 | 🟩 | ▩ | 🟨 | 🟨 | 🟨 | ▩ | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟩 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 |
| Potential cost and ease of implementation | 🟧 | 🟨 | 🟧 | 🟧 | 🟧 | 🟧 | 🟧 | 🟨 | 🟨 | 🟩 | 🟩 | ▩ | 🟩 | 🟧 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 |

| No. | Scheme description |
|---|---|
| **F 1** | New footpath on Viewmount |
| **F 2** | New footpath on Connaught Rd |
| **F 3** | New footpath on Little Water Street |
| **F 4** | New footpath on R198 (from Church to Cinema) |
| **F 5** | New footpath on R198 Cloonbalt |
| **F 6** | New footpath on Lisbrack Road |
| **F 7** | New footpath on Abbeycarton Lane |
| **F 8** | Footpath improvements at Longford Industrial Estate |
| **F 9** | Improvements to pedestrian footbridge at train station |
| **F 10** | Improvements to Garvey's Close pedestrian access |
| **F 11** | Improvements to Bog Lane pedestrian access |

| No. | Scheme description |
|---|---|
| **F 12** | Widening of footpaths on Geraldines Terrace |
| **F 13** | Improvements to Grafton Court pedestrian access |
| **F 14** | Footpath improvements at Aghafad |
| **F 15** | Footpath improvements at Teffia Park |
| **F 16** | Footpath improvements at Townspark Industrial Estate |
| **F 17** | Footpath improvements at N63 Ballinalee Road |
| **F 18** | Footpath improvements at R198 Battery Rd |
| **F 19** | New footpath on Demense Lane |
| **F 20** | Footpath improvements at Deanscurragh |
| **F 21** | Footpath improvements at New Street |

Table 7.3 shows the results of the multi-criteria analysis undetaken for the for the pedestrian crossing schemes under each of the chosen criteria.

**Table 7.3:** Pedestrian Crossings MCA

| Criteria | W-1 | W-2 | W-3 | W-4 | W-5 | W-6 | W-7 | W-8 | W-9 | W-10 | W-11 | W-12 | W-13 | W-14 | W-15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Forms part of a major road or a key desire line | 🟨 | 🟨 | ▩ | 🟩 | 🟨 | 🟩 | 🟨 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | ▩ | ▩ |
| Improves safety | ▩ | ▩ | ▩ | 🟩 | 🟨 | 🟩 | 🟨 | ▩ | ▩ | ▩ | 🟩 | 🟩 | 🟩 | ▩ | ▩ |
| Improves part of a key route to schools | 🟧 | 🟧 | 🟧 | 🟧 | 🟧 | 🟨 | ▩ | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 |
| Forms part of an existing plan or is already partly in progress | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟩 | 🟩 | 🟨 | 🟨 |
| Potential cost and ease of implementation | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟧 | 🟨 | 🟧 | 🟨 | 🟨 |

| Criteria | W-16 | W-17 | W-18 | W-19 | W-20 | W-21 | W-22 | W-23 | W-24 | W-25 | W-26 | W-27 | W-28 | W-29 | W-30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Forms part of a major road or a key desire line | 🟧 | 🟧 | 🟧 | ▩ | ▩ | 🟨 | 🟨 | 🟧 | 🟧 | ▩ | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 |
| Improves safety | 🟧 | 🟧 | 🟨 | 🟩 | ▩ | ▩ | ▩ | 🟧 | 🟧 | 🟧 | ▩ | 🟩 | 🟩 | 🟩 | 🟩 |
| Improves part of a key route to schools | 🟧 | ▩ | ▩ | 🟩 | 🟧 | 🟩 | 🟧 | 🟧 | 🟨 | ▩ | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 |
| Forms part of an existing plan or is already partly in progress | 🟨 | ▩ | ▩ | ▩ | ▩ | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 |
| Potential cost and ease of implementation | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟧 | 🟧 | 🟨 |

| No. | Pedestrian Crossing Improvements Schemes |
|---|---|
| W 1 | N63 |
| W 2 | N63 |
| W 3 | N63 |
| W 4 | N63 |
| W 5 | N63 |
| W 6 | N63 |
| W 7 | N63 |
| W 8 | Park Road |
| W 9 | Park Road |
| W 10 | Park Road |
| W 11 | Earl Street |
| W 12 | Earl Street |
| W 13 | Bridge Street |
| W 14 | Great Water Street |
| W 15 | St. Mel's Road |

| No. | Pedestrian Crossing Improvements Schemes |
|---|---|
| W 16 | Templemichael Terrace |
| W 17 | Templemichael Terrace |
| W 18 | Ballinalee Road |
| W 19 | Ballinalee Road |
| W 20 | Ballinalee Road |
| W 21 | Dublin Road |
| W 22 | Dublin Road |
| W-23 | Connaught Road |
| W-24 | Lisbrack Road |
| W-25 | Battery Road |
| W-26 | Battery Road |
| W-27 | Battery Road |
| W-28 | Battery Road |
| W-29 | N4 roundabout |
| W-30 | Clonbalt Wood |

### 7.3.2 Cycling Analysis

Table 7.4 shows the results of the multi-criteria analysis undetaken for the for the cycle infrastructure schemes under each of the chosen criteria.

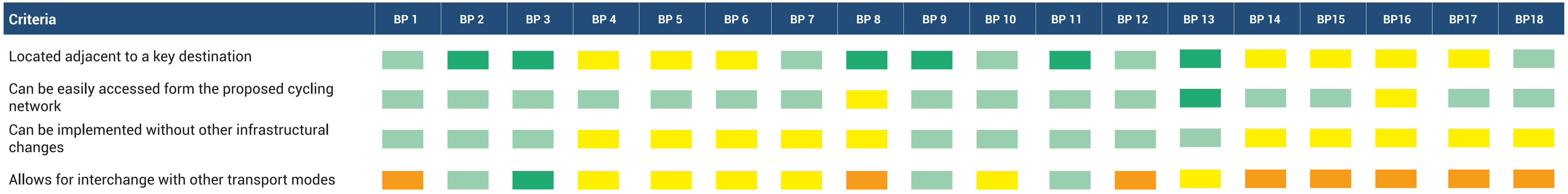
**Table 7.4:** Cycling Infrastructure MCA

| Criteria | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | C-8 | C-9 | C-10 | C-11 | C-12 | C-13 | C-14 | C-15 | C-16 | C-17 | C-18 | C-19 | C-20 | C-21 | C-22 | C-23 | C-24 | C-25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Forms part of a major road or a key desire line | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | ▨ | ▨ | ▨ | 🟩 | 🟧 | ▨ | 🟨 | ▨ | 🟨 | 🟧 | ▨ | 🟨 | 🟧 | 🟩 | 🟧 | 🟨 | 🟧 | 🟨 | 🟨 | 🟨 |
| Improves safety | 🟩 | 🟨 | 🟩 | 🟩 | 🟩 | 🟨 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟨 | 🟩 | 🟨 | 🟩 | 🟩 | 🟩 | 🟩 | 🟨 | 🟩 | 🟩 | 🟩 | ▨ | 🟨 | ▨ |
| Improves part of a key route to schools | ▨ | 🟨 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟧 | 🟥 | ▨ | 🟨 | 🟨 | 🟧 | ▨ | ▨ | ▨ | 🟩 | 🟨 | ▨ | ▨ | 🟨 | ▨ | ▨ | ▨ |
| Forms part of an existing plan or is already partly in progress | ▨ | 🟨 | 🟩 | ▨ | 🟨 | 🟨 | 🟨 | 🟨 | ▨ | 🟨 | 🟨 | 🟨 | ▨ | 🟨 | 🟨 | 🟨 | 🟨 | ▨ | 🟨 | 🟨 | 🟨 | 🟨 | ▨ | 🟨 | 🟨 |
| Potential cost and ease of implementation | 🟨 | 🟩 | 🟩 | ▨ | 🟨 | 🟩 | 🟨 | 🟥 | 🟨 | ▨ | 🟧 | 🟥 | ▨ | 🟨 | 🟧 | 🟨 | 🟧 | 🟨 | 🟩 | ▨ | ▨ | 🟧 | 🟧 | 🟧 | 🟨 |

| No. | Cycle Route Schemes |
|---|---|
| C-1 | Main St Cycle Route (From Bridge Street to Train Station) |
| C-2 | The Mall (from Little Water Street via the Mall and connection Ballinalee Road via new bridge crossing) |
| C-3 | N63 (from Templemichael Terrace to Main Street) |
| C-4 | Battery Road (R198) |
| C-5 | Dublin Road |
| C-6 | Northern Environs Connector |
| C-7 | Park Road (From Train Station to Farnagh Hill) |
| C-8 | Ardnacassa/Oaklands Avenue Connector |
| C-9 | N63 (Longford Industrial Estate to Main Street) |
| C-10 | Glenn Riada Cycling Connection |
| C-11 | Great Water Street / St. Mel's Road |
| C-12 | Demesne Ln / Battery Court / Little Water Street new connection and bridge |
| C-13 | N63 (from Templemichael Terrace to N4 roundabout) |
| C-14 | Connaught Rd (N5) |
| C-15 | Park Rd / Prospect Woods |
| C-16 | Templemichael Terrace |
| C-17 | Abbeycartron Lane |
| C-18 | Templemichael Cycleway |
| C-19 | Royal Canal Greenway |
| C-20 | Ardnacassa |
| C-21 | R198 Cloonbalt |
| C-22 | N4 Parallel Route (southern side) |
| C-23 | Lisbrack Rd |
| C-24 | River Camlin East Bank Route (to N4) |
| C-25 | Royal Canal to Dublin Road via Teffia Park |

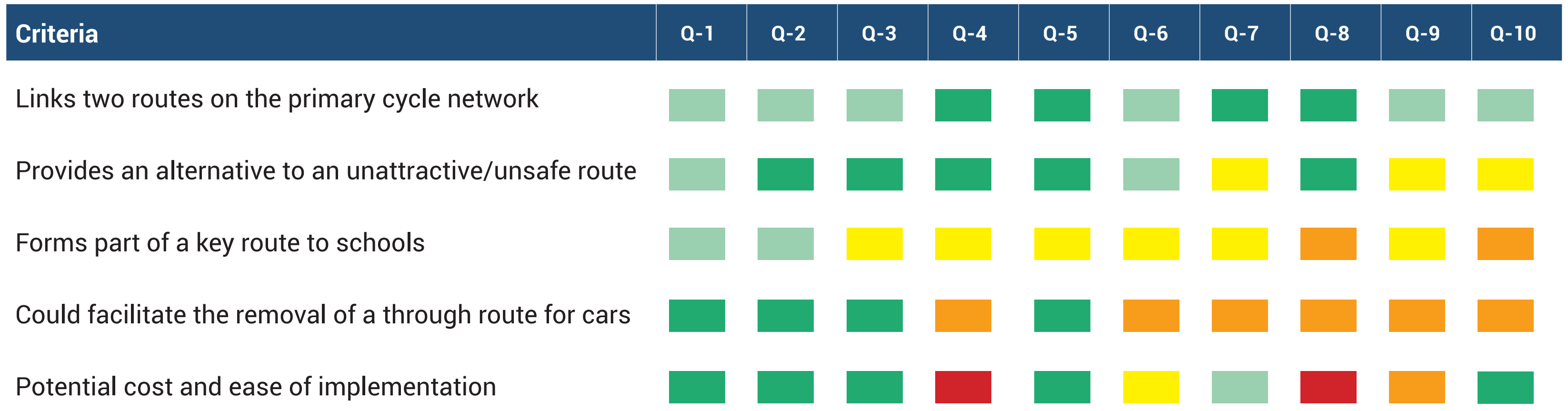
Table 7.5 and Table 7.6 shows the results of the multi-criteria analysis undetaken for the for the cycle parking and quiet street schemes under each of the chosen criteria.

**Table 7.6:** Cycle Parking MCA



| Criteria | BP 1 | BP 2 | BP 3 | BP 4 | BP 5 | BP 6 | BP 7 | BP 8 | BP 9 | BP 10 | BP 11 | BP 12 | BP 13 | BP 14 | BP15 | BP16 | BP17 | BP18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Located adjacent to a key destination | 🟢 | 🟩 | 🟩 | 🟨 | 🟨 | 🟨 | 🟢 | 🟩 | 🟩 | 🟢 | 🟩 | 🟢 | 🟩 | 🟨 | 🟨 | 🟨 | 🟨 | 🟢 |
| Can be easily accessed form the proposed cycling network | 🟢 | 🟢 | 🟢 | 🟢 | 🟢 | 🟢 | 🟢 | 🟨 | 🟢 | 🟢 | 🟢 | 🟢 | 🟩 | 🟢 | 🟢 | 🟨 | 🟢 | 🟢 |
| Can be implemented without other infrastructural changes | 🟢 | 🟢 | 🟢 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟢 | 🟢 | 🟢 | 🟢 | 🟢 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 |
| Allows for interchange with other transport modes | 🟧 | 🟢 | 🟩 | 🟨 | 🟨 | 🟨 | 🟨 | 🟧 | 🟢 | 🟨 | 🟢 | 🟧 | 🟨 | 🟧 | 🟧 | 🟧 | 🟧 | 🟧 |

**Table 7.5:** Quiet Streets MCA



| Criteria | Q-1 | Q-2 | Q-3 | Q-4 | Q-5 | Q-6 | Q-7 | Q-8 | Q-9 | Q-10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Links two routes on the primary cycle network | 🟢 | 🟢 | 🟢 | 🟩 | 🟩 | 🟢 | 🟩 | 🟩 | 🟢 | 🟢 |
| Provides an alternative to an unattractive/unsafe route | 🟢 | 🟩 | 🟩 | 🟩 | 🟩 | 🟢 | 🟨 | 🟩 | 🟨 | 🟨 |
| Forms part of a key route to schools | 🟢 | 🟢 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟧 | 🟨 | 🟧 |
| Could facilitate the removal of a through route for cars | 🟩 | 🟩 | 🟩 | 🟧 | 🟩 | 🟧 | 🟧 | 🟧 | 🟧 | 🟧 |
| Potential cost and ease of implementation | 🟩 | 🟩 | 🟩 | 🟥 | 🟩 | 🟨 | 🟢 | 🟥 | 🟧 | 🟩 |

| No. | Quiet Street Strategies |
|---|---|
| Q 1 | St. Michael's Road (between N5 and N63) |
| Q 2 | Annaly Park (between N5 and N63) |
| Q 3 | College Park (between N63 and Templemichael Terrace) |
| Q 4 | Templemichael Industrial Estate |
| Q 5 | Deanscurragh (between N63 and Dublin Road) |
| Q 6 | Springlawn (between Ardnacassa Ave and Dublin Road) |
| Q 7 | Dún Darrach (between Dublin Road and Ardnacassa) |
| Q 8 | Royal Canal Avenue / Park Villas / Teffia Park |
| Q 9 | Glack / McEoin Park (between Teffia Park and Farnagh Hill) |
| Q 10 | Mastertech Business Park to Royal Canal |

| No. | Quiet Street Strategies |
|---|---|
| BP-1 | Improve Bicycle Parking at The Mall Sports Complex |
| BP-2 | Improve Bicycle Parking at Longford Shopping Centre (Tesco) |
| BP-3 | Improve Bicycle Parking at Train Station |
| BP-4 | Sheltered Bicycle parking in town centre at Little Water Street |
| BP-5 | Bicycle parking at Fee Court (at pedestrinan / cyclist bridge) |
| BP-6 | Bicycle parking at Longford County Council offices / Battle of the Somme Memorial |
| BP-7 | Bicycle parking at St. Michael's Boys National School |
| BP-8 | Bicycle parking at St. Mel's College sports field |
| BP-9 | Bicycle parking at Geraldine's Terrace Car Park |
| BP-10 | Bicycle parking at St. Mel's Car Park |
| BP-11 | Bicycle parking at Market Square |
| BP-12 | Bicycle parking at Supervalu Townspark Industrial Estate |
| BP-13 | Bicycle parking at Harbour View (Royal Canal Greenway terminus) |
| BP-14 | Bicycle parking at Dunnes Stores (Dublin Rd) |
| BP15 | Bicycle parking at Demesne Lane (Tennis Club) |
| BP16 | Bicycle parking at Connaught Rd |
| BP17 | Bicycle parking at Ardnacassa Avenue |
| BP18 | Bicycle parking at Garda Station |

### 7.3.3 Permeability Analysis

Table 7.7 shows the results of the multi-criteria analysis undetaken for the for the permeability schemes under each of the chosen criteria.

**Table 7.7:** Walking and Cycling Permeability MCA

| Criteria | PY-1 | PY-2 | PY-3 | PY-4 | PY-5 | PY-6 | PY-7 | PY-8 | PY-9 | PY-10 | PY-11 | PY-12 | PY-13 | PY-14 | PY-15 | PY-16 | PY-17 | PY-18 | PY-19 | PY-20 | PY-21 | PY-22 | PY-23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Forms part of the primary network or a key desire line | 🟧 | 🟩 | 🟨 | 🟨 | 🟧 | 🟥 | 🟨 | 🟧 | 🟩 | 🟩 | 🟧 | 🟧 | 🟥 | 🟥 | 🟨 | 🟨 | 🟩 | 🟨 | 🟨 | 🟧 | 🟧 | 🟧 | 🟥 |
| Improves safety | 🟩 | 🟢 | 🟨 | 🟨 | 🟧 | 🟧 | 🟢 | 🟩 | 🟩 | 🟢 | 🟢 | 🟧 | 🟧 | 🟧 | 🟨 | 🟨 | 🟨 | 🟧 | 🟨 | 🟧 | 🟧 | 🟨 | 🟨 |
| Improves part of a key route to schools | 🟩 | 🟧 | 🟨 | 🟩 | 🟧 | 🟧 | 🟩 | 🟢 | 🟨 | 🟧 | 🟧 | 🟧 | 🟨 | 🟧 | 🟢 | 🟩 | 🟧 | 🟧 | 🟨 | 🟧 | 🟢 | 🟢 | 🟧 |
| Forms part of an existing plan or is already partly in progress | 🟢 | 🟢 | 🟨 | 🟢 | 🟨 | 🟨 | 🟩 | 🟨 | 🟢 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟩 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 |
| Potential cost and ease of implementation | 🟧 | 🟥 | 🟩 | 🟩 | 🟥 | 🟥 | 🟩 | 🟧 | 🟧 | 🟧 | 🟧 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 | 🟥 | 🟨 | 🟨 | 🟨 | 🟥 | 🟥 |

| No. | Walking and Cycling Permeability Schemes |
|---|---|
| PY 1 | Battery Ct to Battery Rd |
| PY 2 | Little Water Street to Battery Ct |
| PY 3 | Oaklands Dr to Templemichael Business Park |
| PY 4 | Oaklands Grove to Ardnacassa |
| PY 5 | Strokestown Rd to Glenn Riada |
| PY 6 | Townspark to Western Park |
| PY 7 | Royal Canal to Camlin Meadow |
| PY 8 | St Joseph's Road to Dublin Road (via bus depot or convent) |
| PY 9 | Ardeevan to Ardnacassa |
| PY 10 | Royal Canal to N63 (exact location TBD) |
| PY 11 | Royal Canal to Mastertech Business Park |
| PY 12 | Glack to Dublin Road |
| PY 13 | Farnagh Hill to Farnagh |

| No. | Walking and Cycling Permeability Schemes |
|---|---|
| PY 14 | Farnagh Hill to Viewmount via golfcourse |
| PY 15 | Demesne Lane to Lisbrack Rd |
| PY 16 | Abbeycartron to the Mall |
| PY 17 | Ballinalee Road to the Mall Complex |
| PY 18 | Abbeycartron to Templemichael |
| PY 19 | Druid Glen to Abbeycartron |
| PY 20 | Cartrun Breac to N4 Axis Centre |
| PY 21 | Clonbalt Wood to Cloonbalt Lane |
| PY 22 | Cloonbalt Lane to Camlin River / Northern Environ Lands |
| PY 23 | Abbeycartron Lands to Clooncoose |

TFI
bikes

### 7.3.4 Public Transport Analysis

Table 7.8 to 7.10 show the results of the multi-criteria analysis undetaken for the for the public transport, traffic management, and car parking schemes respectively under each of the chosen criteria.

**Table 7.8:** Public Transport MCA

| Criteria | PT-1 | PT-2 | PT-3 | PT-4 | PT-5 | PT-6 |
|---|---|---|---|---|---|---|
| Allows for interchange with other transport modes | 🟩 | ▧ | 🟨 | 🟩 | 🟨 | 🟩 |
| Potential cost and ease of implementation | ▧ | 🟨 | 🟨 | 🟧 | 🟩 | 🟥 |
| Improves attractiveness of public transport | 🟩 | ▧ | 🟩 | 🟩 | 🟩 | 🟩 |

| No. | Public Transport Schemes: |
|---|---|
| PT 1 | General improvements to Train Station (Including pedestrian access, and cycle parking) |
| PT 2 | Train Station Permeability Study (to east) |
| PT 3 | Bus Stop upgrade programme (Across the study area) |
| PT 4 | Bus Route & Frequency Study (in conjunction with 'Connecting Ireland') |
| PT 5 | Bus stop improvements on Main Street |
| PT 6 | Work with the NTA to develop a town bus service |

### 7.3.5 Traffic Management Analysis

**Table 7.9:** Traffic Management MCA

| Criteria | TM-1 | TM-2 | TM-3 | TM-4 | TM-5 | TM-6 | TM-7 | TM-8 |
|---|---|---|---|---|---|---|---|---|
| Gives additional space or priority to active travel modes | 🟨 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 |
| Increases bus priority | 🟨 | 🟧 | 🟧 | 🟨 | 🟨 | 🟨 | 🟨 | 🟨 |
| Does not cause unreasonable increases in traffic levels | 🟩 | 🟩 | 🟩 | ▧ | ▧ | 🟩 | 🟩 | 🟩 |
| Potential cost and ease of implementation | 🟩 | ▧ | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 | 🟩 |

| No. | Traffic Management Schemes |
|---|---|
| TM-1 | St Mels Rd One-Way system |
| TM-2 | Longford Shopping Centre Main St Entrance Vehicular Restriciton |
| TM-3 | Reorganisation of Market Square/Kilashee St One-way system |
| TM-4 | St Michaels Rd Quiet Street / Filtered Permeability |
| TM-5 | Annaly Park Quiet Street / Filtered Permeability |
| TM-6 | College Park Quiet Street / Filtered Permeability |
| TM-7 | Deanscurragh Quiet Street / Filtered Permeability |
| TM-8 | Teffia Park Quiet Street / Filtered Permeability |

### 7.3.6 Car Parking Analysis

**Table 7.10:** Car parking MCA

| Criteria | CP-1 | CP-2 | CP-3 | CP-4 | CP-5 | CP-6 | CP-7 | CP-8 | CP-9 | CP-10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Improves attractiveness and space allocation of streets | 🟩 | ▧ | 🟨 | 🟩 | ▧ | 🟨 | 🟨 | ▧ | 🟨 | 🟩 |
| Improves vehicular circulation or access to car parks | 🟨 | ▧ | 🟩 | 🟨 | 🟩 | 🟨 | 🟨 | 🟩 | 🟨 | ▧ |
| Improves operation of car parks | 🟨 | ▧ | 🟩 | 🟨 | 🟨 | 🟩 | 🟩 | 🟨 | 🟩 | ▧ |
| Potential cost and ease of implementation | 🟧 | 🟨 | ▧ | 🟨 | ▧ | ▧ | ▧ | ▧ | ▧ | 🟧 |

| No. | Car Parking Schemes |
|---|---|
| CP 1 | Rationalisation of Main St and Dublin St parking (to facilitate cycle infrastructure) |
| CP 2 | Recommend Locations for Park and Stride schemes |
| CP 3 | Wayfinding strategy |
| CP 4 | Rationalisation of On-Street Car Parking along Geraldine's Terrace |
| CP 5 | Improve pedestrian access to Annaly car park from Main Street |
| CP 6 | Change parking regime at Annaly car park to max. 2hr stay |
| CP 7 | Change parking regime at Ballymahon car park to max. 2hr stay |
| CP 8 | Improve pedestrian access to car park (via Bog Lane) from Main Street |
| CP 9 | Change parking regimes at car park to max. 2hr stay |
| CP 10 | New one-way system at Longford Shopping centre car park |

DIVERTED TRAFFIC
STOP

Section 8

# Implementation and Priority Plan

# 8. Implementation and Priority Plan

Based on the results of the Multi Criteria Analysis undertaken in the previous section, certain schemes have been removed from recommendation, and the remaining schemes have been categorised into Priority 1 and Priority 2 schemes.

The Priority 1 schemes are those that demonstrate the greatest overall impact and alignment with objectives according to the assessment criteria. These schemes will be prioritised for early implementation, subject to required statutory processes, availability of funding and engineering feasibility following the detailed design process.

The Priority 2 schemes also demonstrate net benefits and alignment with objectives but to a lesser extent than the Priority 1 schemes. These schemes will be implemented once the Priority 1 schemes have been completed, again subject to required processes, funding, and engineering feasibility following the detailed design process.

Schemes that were ranked lowest or negatively in terms of benefits and highest in terms of negative impacts have been removed from further consideration. Limited funds and resources mean concentrating on higher priority schemes is the most prudent course of action.

The following sections will provide details of the priority that has been assigned to each of the remaining transport strategy schemes, along with indicative timelines for implementation and estimates of potential high level costs.

**The Priority 1 schemes** are those that demonstrate the greatest overall impact and alignment with objectives according to the assessment criteria.

**The Priority 2 schemes** also demonstrate net benefits and alignment with objectives but to a lesser extent than the Priority 1 schemes.

## 8.1 Recommended Pedestrian Schemes

**Table 8.1:** Priority 1 pedestrian crossing improvement schemes

| **Priority 1 Schemes** | | | |
|---|---|---|---|
| **No.** | **Scheme** | **Timeframe** | **Cost** |
| W-8 | Park Road | Short | Low |
| W-9 | Park Road | Short | Low |
| W-10 | Park Road | Short | Low |
| W-11 | Earl Street | Short | Low |
| W-12 | Earl Street | Short | Low |
| W-13 | Bridge Street | Short | Low |
| W-14 | Great Water Street | Short | Low |
| W-15 | St. Mel's Road | Short | Low |
| W-19 | Ballinalee Road | Short | Low |
| W-26 | Battery Road | Short | Low |
| W-27 | Battery Road | Short | Low |
| W-28 | Battery Road | Short | Low |
| W-29 | N4 Roundabout | Short | Low |
| W-30 | Clonbalt | Short | Low |

**Table 8.2:** Priority 2 pedestrian crossing schemes

| **Priority 2 Schemes** | | | |
|---|---|---|---|
| **No.** | **Scheme** | **Timeframe** | **Cost** |
| W-1 | N63 | Short | Low |
| W-2 | N63 | Short | Low |
| W-3 | N63 | Short | Low |
| W-4 | N63 | Short | Low |
| W-6 | N63 | Short | Low |
| W-7 | N63 | Short | Low |
| W-20 | Ballinalee Road | Short | Low |
| W-21 | Dublin Road | Short | Low |
| W-22 | Dublin Road | Short | Low |

**Figure 8.1:** Priority 1 and Priority 2 pedestrian crossing schemes

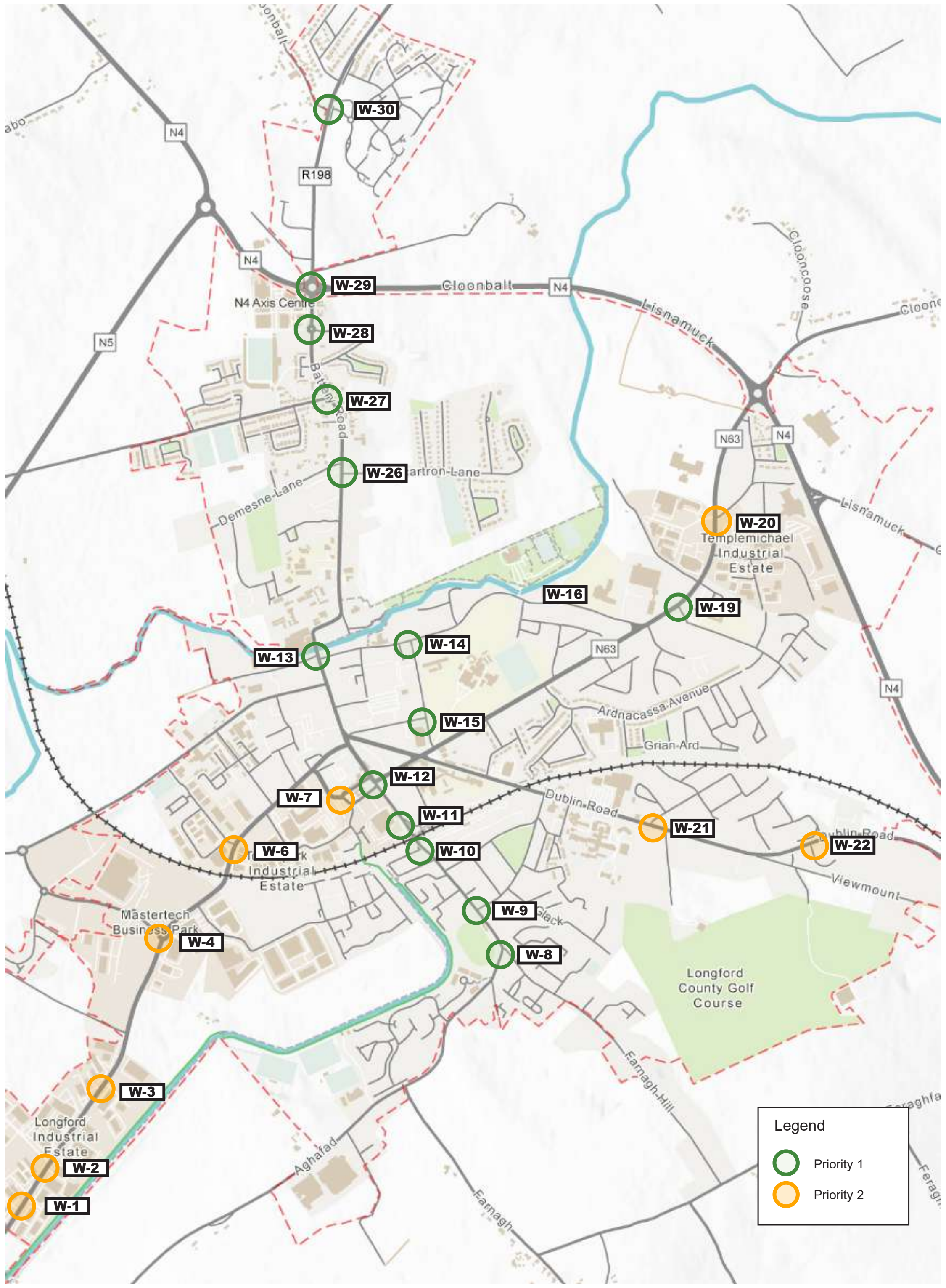

W-30
N4
R198
N4
W-29
N4 Axis Centre
Cloonbalt
N4
W-28
N5
Lisnamuck
Cloonconse
W-27
Battery Road
N63
N4
W-26
Demesne Lane
artron Lane
W-20
Templemichael Industrial Estate
Lisnamuck
W-16
W-19
W-13
W-14
N63
N4
W-15
Ardnacassa Avenue
Grian Ard
W-7
W-12
Dublin Road
W-11
W-21
W-22
W-6
W-10
Industrial Estate
Viewmount
Mastertech Business Park
W-4
W-9
W-8
Longford County Golf Course
W-3
Longford Industrial Estate
W-2
W-1
Aghafad
Farnagh Hill
Farnagh
Legend
Priority 1
Priority 2

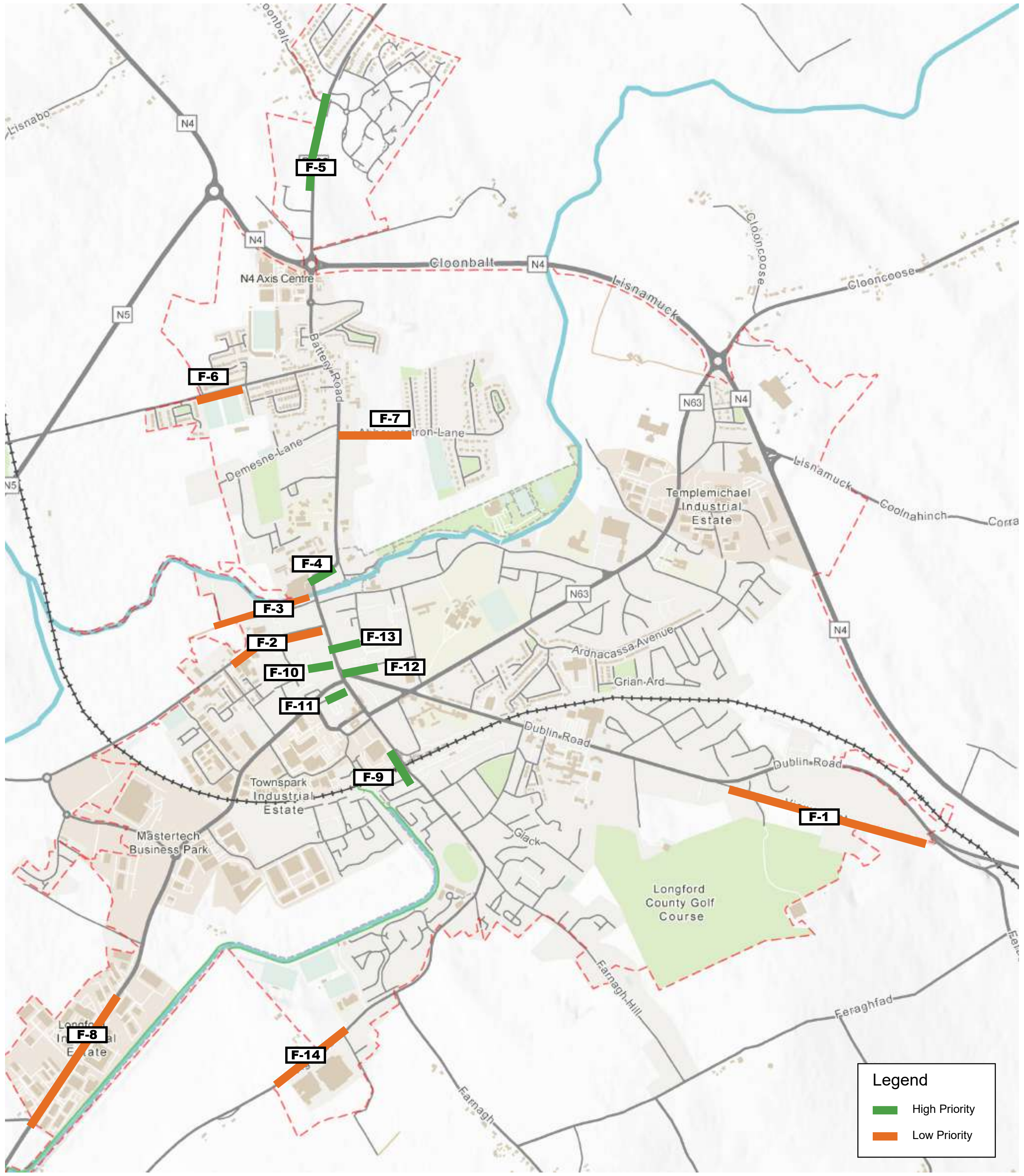
**Table 8.3:** Priority 1 footpath improvement schemes

| **Priority 1 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| F-4 | New footpath on R198 (from Church to Cinema) | Medium | High |
| F-5 | New footpath on R198 Cloonbalt | Medium | High |
| F-9 | Improvements to pedestrian footbridge at train station | Medium | Medium |
| F-10 | Improvements to Garvey's Close pedestrian access | Short | Low |
| F-11 | Improvements to Bog Lane pedestrian access | Short | Low |
| F-12 | Widening of footpaths on Geraldines Terrace | Medium | Medium |
| F-13 | Improvements to Grafton Court pedestrian access | Short | Low |

**Table 8.4:** Priority 2 footpath improvement schemes

| **Priority 2 Schemes** | | | |
|---|---|---|---|
| **No.** | **Scheme** | **Timeframe** | **Cost** |
| F-1 | New footpath on Viewmount | Medium | High |
| F-2 | New footpath on Connaught Rd | Medium | Medium |
| F-3 | New footpath on Little Water Street | Medium | High |
| F-6 | New footpath on Lisbrack Road | Medium | High |
| F-7 | New footpath on Abbeycartron Lane | Medium | High |
| F-8 | Footpath improvements at Longford Industrial Estate | Medium | High |
| F-14 | Footpath improvements at Aghafad | Medium | High |

**Figure 8.2:** Priority 1 and Priority 2 footpath improvement schemes


F-5
F-6
F-7
F-4
F-3
F-2
F-10
F-11
F-13
F-12
F-9
F-1
F-8
F-14
Lisnabo
N4
N5
N63
Cloonbalt
N4 Axis Centre
Lisnamuck
Clooncoose
Battery Road
Demesne Lane
Abbeycartron Lane
Templemichael Industrial Estate
Coolnahinch
Corra
Ardnacassa Avenue
Grian Ard
Dublin Road
Townspark Industrial Estate
Mastertech Business Park
Glack
Longford County Golf Course
Farnagh Hill
Farnagh
Feraghfad
Legend
High Priority
Low Priority

## 8.2 Recommended Cycle Schemes

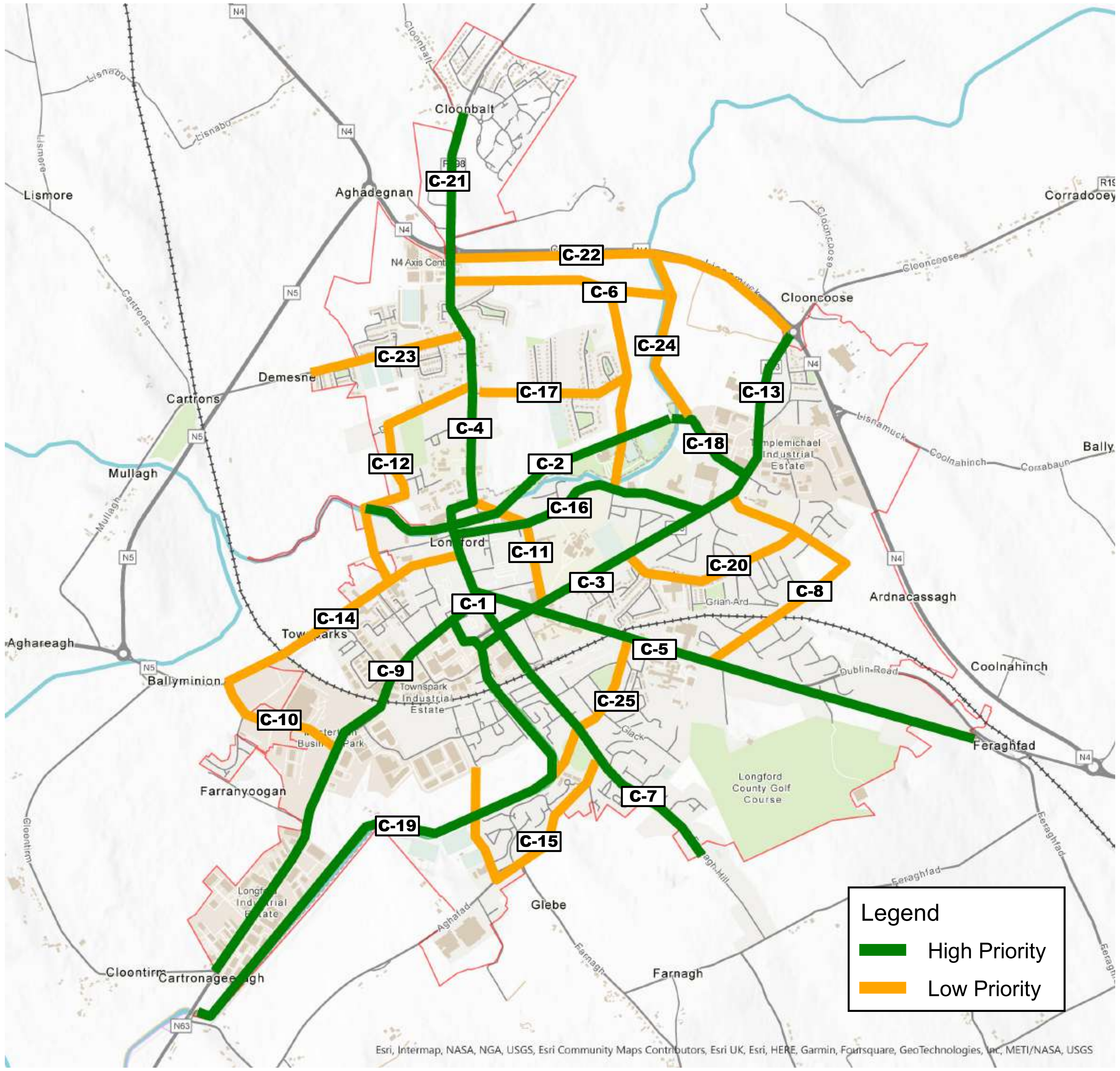
**Table 8.5:** Priority 1 cycle route schemes

| **Priority 1 Schemes** | | | |
|---|---|---|---|
| **No.** | **Scheme** | **Timeframe** | **Cost** |
| C-1 | Main St Cycle Route (From Bridge Street to Train Station) | Medium | Medium |
| C-2 | The Mall | Medium | High |
| C-3 | N63 (from Templemichael Terrace to Main Street) | Medium | Medium |
| C-4 | Battery Road (R198) | Medium | Medium |
| C-5 | Dublin Road | Medium | Medium |
| C-7 | Park Road (From Train Station to Farnagh Hill) | Medium | Medium |
| C-13 | N63 (from Templemichael Terrace to roundabout) | Medium | Medium |
| C-16 | Templemichael Terrace | Medium | Medium |
| C-18 | From Abbeycartron Lane along banks of River Camlin (N4 to Templemichael Industrial Estate) | Medium | High |
| C-19 | Royal Canal Greenway | Medium | Medium |
| C-21 | R198 Cloonbalt | Medium | Medium |

**Table 8.6:** Priority 2 cycle route schemes

| **Priority 2 Schemes** | | | |
|---|---|---|---|
| **No.** | **Scheme** | **Timeframe** | **Cost** |
| C-6 | Battery Road to Northern Environ Connector* | Long | Medium |
| C-8 | Ardnacassa/Oaklands Avenue Connector | Medium | Medium |
| C-9 | N63 (Longford Industrial estate to Main Street) | Medium | Medium |
| C-10 | Glenn Riada Cycling Connection | Medium | Medium |
| C-11 | Great Water Street / St. Mel's Road | Medium | Medium |
| C-12 | Demesne Ln / Battery Court / Little Water Street new connection and bridge | Medium | High |
| C-14 | Connaught Rd (N5) | Medium | Medium |
| C-15 | Park Rd / Prospect Woods | Medium | Medium |
| C-17 | Abbeycartron Lane | Medium | Medium |
| C-20 | Ardnacassa | Medium | Medium |
| C-22 | N4 | Medium | Medium |
| C-23 | Lisbrack Road | Medium | Medium |
| C-24 | | | |
| C-25 | | | |

**Figure 8.3:** Priority 1 and Priority 2 cycle route schemes


C-1
C-2
C-3
C-4
C-5
C-6
C-7
C-8
C-9
C-10
C-11
C-12
C-13
C-14
C-15
C-16
C-17
C-18
C-19
C-20
C-21
C-22
C-23
C-24
C-25
Cloonbalt
Aghadegnan
Lismore
Corradooey
Cloncoose
Demesne
Cartrons
Mullagh
Longford
Ardnacassagh
Aghareagh
Ballyminion
Coolnahinch
Feraghfad
Farranyoogan
Longford County Golf Course
Glebe
Farnagh
Cloontirm
Cartronageeragh
Legend
High Priority
Low Priority
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

*Although this scheme scored highly in the MCA process, it relies on the development of the Abbeycartron Lands, so has been designated as a Priority 2 scheme.

## 8.3 Recommended Bicycle Parking Schemes

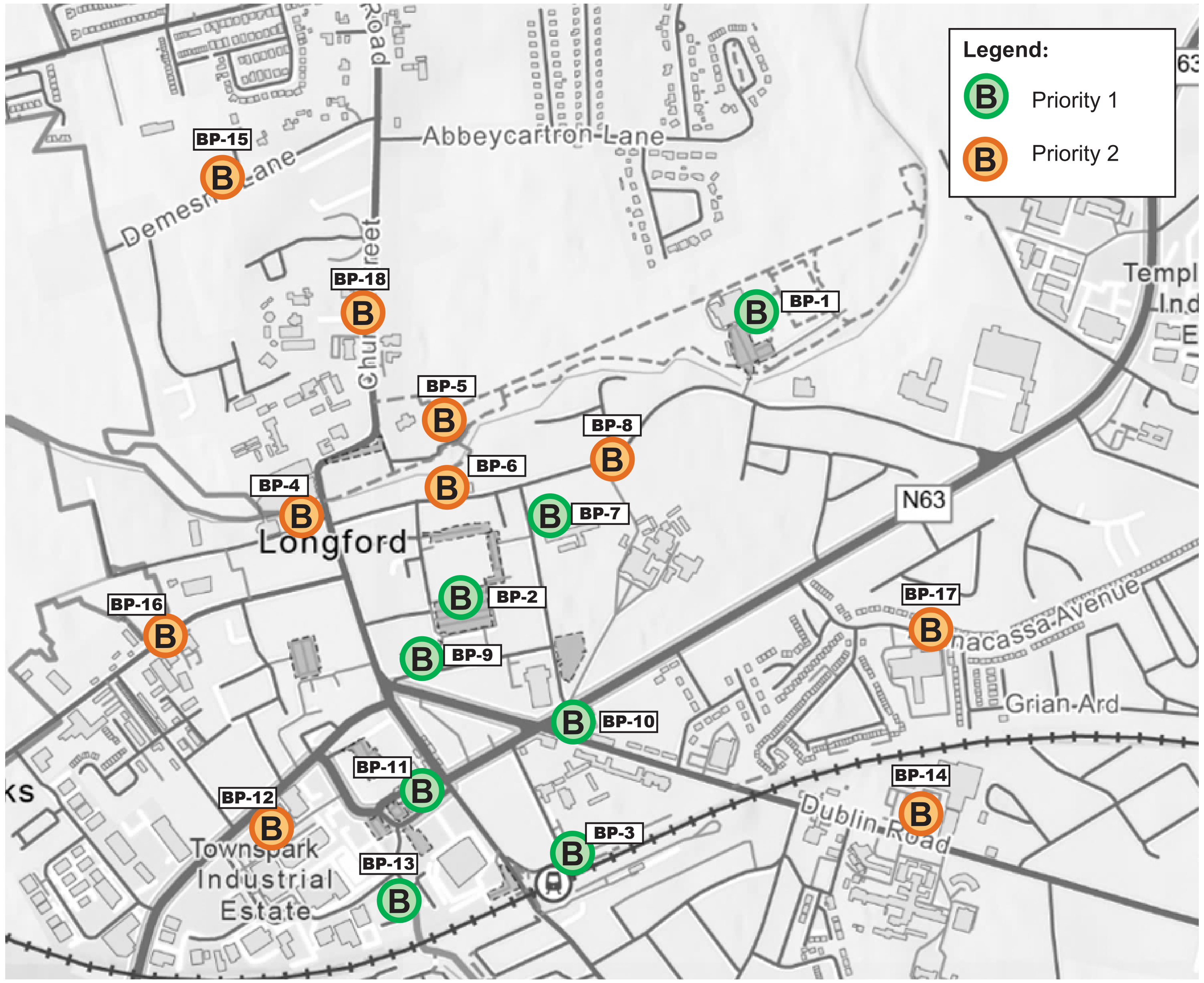
**Table 8.7:** Priority 1 bicycle parking schemes

| **Priority 1 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| BP 1 | Improve Bicycle Parking at The Mall Sports Complex | Short | Low |
| BP 2 | Improve Bicycle Parking at Longford Shopping Centre (Tesco) | Short | Low |
| BP 3 | Improve Bicycle Parking at Train Station | Short | Low |
| BP 7 | Bicycle parking at St. Michael's Boys National School | Short | Low |
| BP 9 | Bicycle parking at Geraldine's Terrace Car Park | Short | Low |
| BP 10 | Bicycle parking at St. Mel's Car Park | Short | Low |
| BP 11 | Bicycle parking at Market Square | Short | Low |
| BP 13 | Bicycle parking at Harbour View (Royal Canal Greenway terminus) | Short | Low |

**Table 8.8:** Priority 2 bicycle parking schemes

| **Priority 2 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| BP 4 | Sheltered bicycle parking in town centre at Little Water Street | Short | Low |
| BP 5 | Bicycle parking at Fee Court (at pedestrinan / cyclist bridge) | Short | Low |
| BP 6 | Bicycle parking at Longford county Council offices / Battle of the Somme Memorial | Short | Low |
| BP 8 | Bicycle parking at St. Mel's College sports field | Short | Low |
| BP 12 | Bicycle parking at Supervalu Townspark Industrial Estate | Short | Low |
| BP 14 | Bicycle parking at Dunnes Stores (Dublin Rd) | Short | Low |
| BP 15 | Bicycle parking at Demesne Lane (Tennis Club) | Short | Low |
| BP 16 | Bicycle parking at Connaught Rd | Short | Low |
| BP 17 | Bicycle parking at Ardnacassa Avenue | Short | Low |
| BP 18 | Bicycle parking at Garda Station | Short | Low |

**Figure 8.4:** Priority 1 and Priority 2 bicycle parking schemes


Legend:
B Priority 1
B Priority 2
Abbeycartron Lane
Demesne Lane
Church Street
Road
BP-15
BP-18
BP-1
BP-5
BP-8
BP-6
BP-4
BP-7
Longford
N63
BP-16
BP-2
BP-17
BP-9
BP-10
nacassa Avenue
Grian Ard
BP-11
BP-12
BP-14
BP-3
BP-13
Townspark Industrial Estate
Dublin Road
Templ
Ind
63

## 8.4 Recommended Permeability Schemes

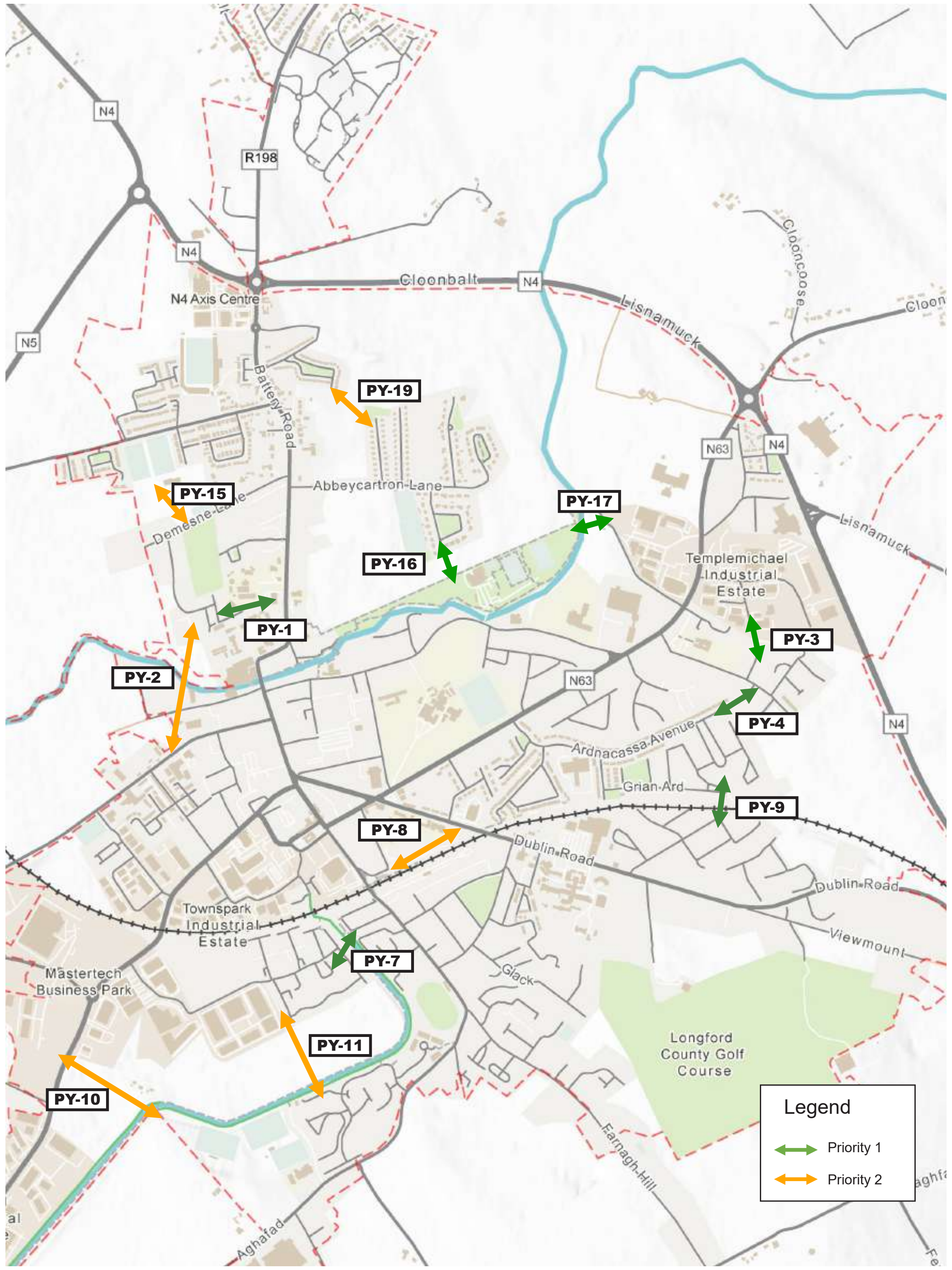
**Table 8.9:** Priority 1 walking and cycling permeability schemes

| Priority 1 Schemes | | | |
|---|---|---|---|
| **No.** | **Scheme** | **Timeframe** | **Cost** |
| PY 1 | Battery Ct to Battery Rd | Short | Low |
| PY 3 | Oaklands Dr to Templemichael Business Park | Short | Low |
| PY 4 | Oaklands Grove to Ardnacassa Avenue | Short | Low |
| PY 7 | Royal Canal to Camlin Meadow | Short | Low |
| PY 9 | Ardeevan to Ardnacassa | Medium | Medium |
| PY 16 | Abbeycartron to the Mall | Medium | Medium |
| PY 17 | Ballinalee Road to the Mall Complex | Medium | Medium |

**Table 8.10:**Priority 2 walking and cycling permeability schemes

| Priority 2 Schemes | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| PY 2 | Connaught Rd to Battery Ct | Short | Low |
| PY 8 | St Joseph's Road to Dublin Road (via bus depot or convent) | Medium | Medium |
| PY 10 | Royal Canal to N63 (exact location TBD) | Medium | Medium |
| PY 11 | Royal Canal to Mastertech Business Park | Medium | Medium |
| PY 15 | Demesne Lane to Lisbrack Rd | Short | Low |
| PY 19 | Druid Glen to Abbeycartron | Medium | Low |

**Figure 8.5:** Priority 1 and Priority 2 permeability schemes


N4
R198
N4
N4 Axis Centre
Cloonbalt
N4
Lisnamuck
Cloonc
Cloon
N5
Battery Road
PY-19
N63
N4
PY-15
Demesne Lane
Abbeycartron Lane
PY-17
Lisnamuck
PY-16
Templemichael Industrial Estate
PY-1
PY-3
PY-2
N63
Ardnacassa Avenue
PY-4
N4
Grian Ard
PY-9
PY-8
Dublin Road
Dublin Road
Townspark Industrial Estate
Viewmount
PY-7
Glack
Mastertech Business Park
PY-11
Longford County Golf Course
PY-10
Legend
Priority 1
Priority 2
Farnagh Hill
Aghafad

## 8.5 Recommended Public Transport Schemes

**Table 8.11:** Priority 1 public transport schemes

| **Priority 1 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| PT-1 | General improvements to Train Station (Including pedestrian access, and cycle parking) | Short | Low |
| PT-4 | Bus Route & Frequency Study (in conjunction with 'Connecting Ireland') | Medium | Medium |
| PT-5 | Bus Stop Improvements on Main Street | Short | Low |

**Table 8.12**: Priority 2 public transport schemes

| **Priority 2 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| PT-2 | Train Station Permeability Study (to east) | Medium | Medium |
| PT-3 | Bus Stop upgrade programme (Across the study area) | Medium | Medium |
| PT-6 | Work with the NTA to develop a Town Bus Service | Medium | High |

arrigaline
5min
TRAVEL THE WORLD

## 8.6 Recommended Traffic Management Schemes

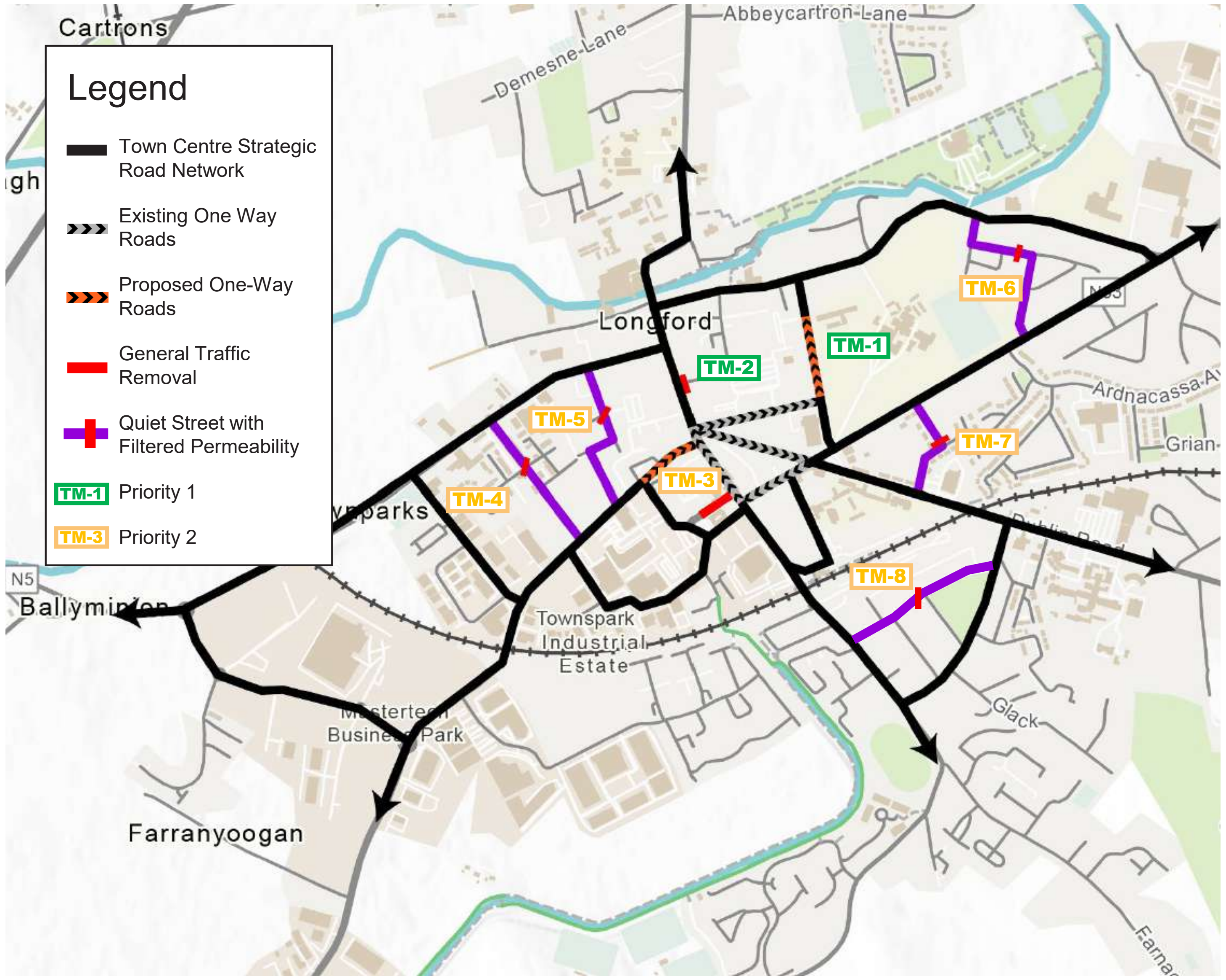
**Table 8.13:** Priority 1 traffic management schemes

| **Priority 1 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| TM-1 | St Mels Rd One-Way system | Medium | Medium |
| TM-2 | Longford Shopping Centre Main St Entrance Vehicular Restriction | Medium | Medium |

**Table 8.14:** Priority 2 traffic management schemes

| **Priority 2 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| TM-3 | Reorganisation of Market Square/Kilashee St One-way system | Medium | Medium |
| TM-4 | St Michaels Rd Quiet Street / Filtered Permeability | Short | Low |
| TM-5 | Annaly Park Quiet Street / Filtered Permeability | Short | Low |
| TM-6 | College Park Quiet Street / Filtered Permeability | Short | Low |
| TM-7 | Deanscurragh Quiet Street / Filtered Permeability | Short | Low |
| TM-8 | Teffia Park Quiet Street / Filtered Permeability | Short | Low |

**Figure 8.6:** Priority 1 and Priority 2 Traffic Management schemes


Cartrons
Abbeycartron-Lane
Demesne-Lane
Legend
Town Centre Strategic Road Network
Existing One Way Roads
Proposed One-Way Roads
General Traffic Removal
Quiet Street with Filtered Permeability
TM-1 Priority 1
TM-3 Priority 2
Longford
TM-1
TM-2
TM-3
TM-4
TM-5
TM-6
TM-7
TM-8
Ardnacassa-Av
Grian
N5
Ballyminion
Townspark Industrial Estate
Business Park
Farranyoogan
Glack

64
62

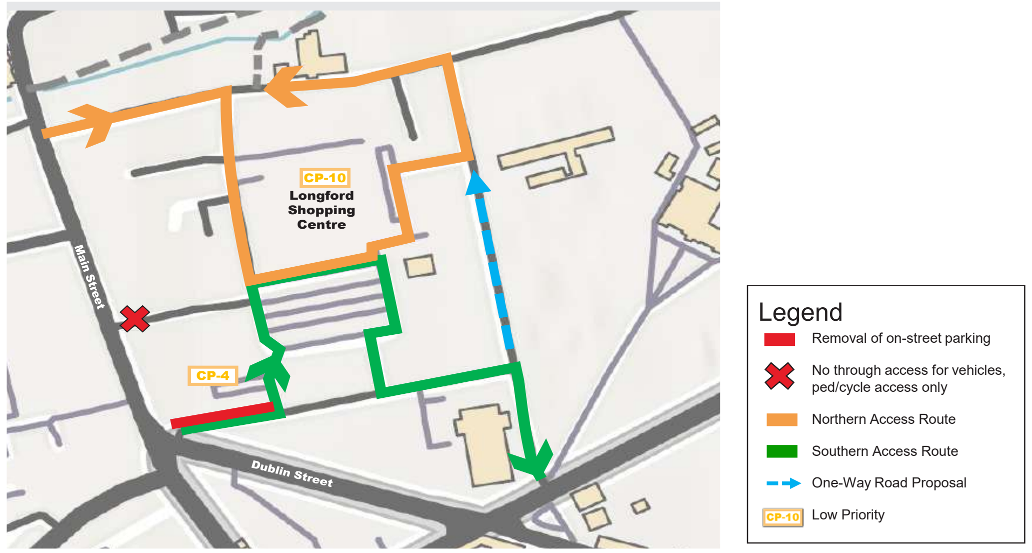
## 8.7 Recommended Car Parking Schemes

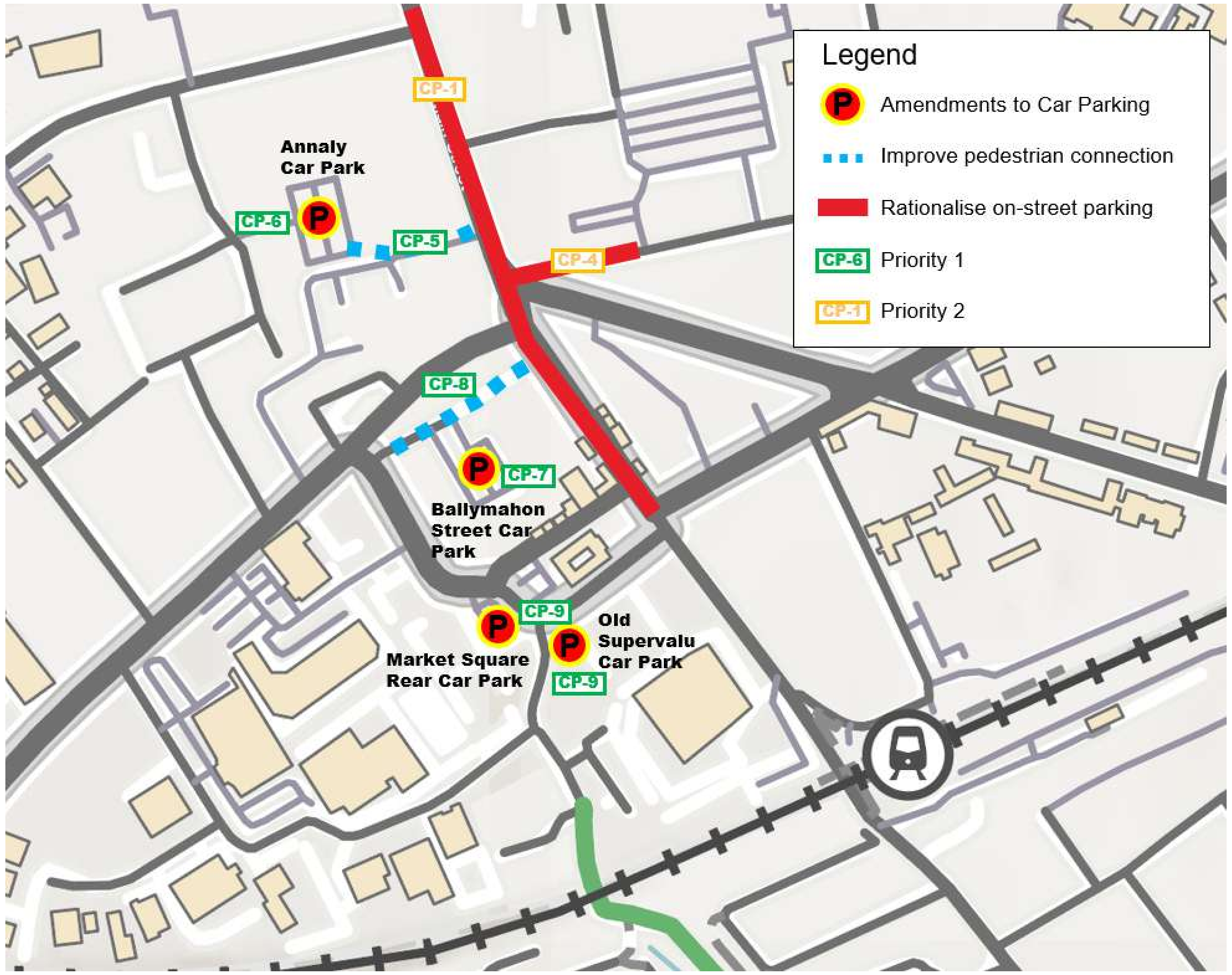
**Table 8.15:** Priority 1 car parking schemes

| **Priority 1 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| CP-2 | Recommend Locations for Park and Stride schemes | Short | Low |
| CP-3 | Wayfinding strategy | Short | Low |
| CP-5 | Improve pedestrian access to Annaly car park from Main Street | Short | Low |
| CP-6 | Change parking regime at Annaly car park to max. 2hr stay | Short | Low |
| CP-7 | Change parking regime at Ballymahon car park to max. 2hr stay | Short | Low |
| CP-8 | Improve pedestrian access to car park (via Bog Lane) from Main Street | Short | Low |
| CP-9 | Change parking regimes at car park to max. 2hr stay | Short | Low |

**Table 8.16:** Priority 2 car parking schemes

| **Priority 2 Schemes** | | | |
|---|---|---|---|
| No. | Scheme | Timeframe | Cost |
| CP-1 | Rationalisation of Main St and Dublin St parking (to facilitate cycle infrastructure) | Medium | Medium |
| CP-4 | Rationalisation of On-Street Car Parking along Geraldine's Terrace | Short | Low |
| CP-10 | New one-way system at Longford Shopping centre car park | Medium | Medium |


CP-10
Longford Shopping Centre
Main Street
Dublin Street
CP-4
Legend
Removal of on-street parking
No through access for vehicles, ped/cycle access only
Northern Access Route
Southern Access Route
One-Way Road Proposal
CP-10 Low Priority


Legend
Amendments to Car Parking
Improve pedestrian connection
Rationalise on-street parking
CP-6 Priority 1
CP-1 Priority 2
CP-1
Annaly Car Park
CP-6
CP-5
CP-4
CP-8
CP-7
Ballymahon Street Car Park
CP-9
Market Square Rear Car Park
Old Supervalu Car Park
CP-9

## Section 9

# Conclusion

PIG MARKET LANE
Please Place all Orders Inside..

# 9. Conclusion

This strategy has examined the transport context of Longford and outlined a baseline analysis of the current conditions. Key constraints and opportunities have been identified which have informed the development of strategies and schemes for each mode.

A number of strategies have been developed which aim to deliver on the transport objectives laid out, in line with the established principles, all of which contribute to creating the vision set out for Longford Town. The pedestrian, cycle, and permeability strategies aim to increase the attractiveness and reduce the journey times of active travel modes. The public transport strategy aims to improve the catchment and use of public transport along with improving existing facilities. The traffic management and car parking strategies aim to rationalise vehicular movements and street space in the town core.

A suite of schemes and measures have been developed for each of these strategies which were assessed using a Multi Criteria Assessment, with criteria tailored specifically to each individual assessment. The outcome of this assessment informed the Implementation and Priority Plan, which sorted the individual measures into Priority 1 and Priority 2 measures, along with removing certain measures deemed unsuitable or too costly.

These combined strategies and the measures contained within them, when implemented will contribute to a considerable increase in trips made using sustainable transport, with Longford playing its part in meeting the Climate Action Plan and National Sustainable Mobility Policy targets.

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