AtkinsRéalis

Route F (TUS to Cornamaddy N.S) Preliminary Design Report

Westmeath County Council

May 2026

0086381DG0139

ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE

Notice

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Document history

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Client signoff

Client	Westmeath County Council
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1. Project Description

Westmeath County Council (The Client/WCC) as the Contracting Authority and National Transport Authority (NTA), appointed AtkinsRéalis (the Consultant) to provide Engineering-led Multi-disciplinary Consultancy and Design services for the concept development & option selection, preliminary design and statutory processes of active travel provisions and associated works on the Athlone Active Travel Schemes Bundle.

The following are the key service requirements of the proposed project:

1. Identification of constraints and development of scheme options report including multi-criteria assessment of the proposed design options;
2. Development of a preliminary design and associated design report for the preferred option;
3. Obtain necessary statutory approval / consent for the proposed scheme;

The project is located in Athlone town, County Westmeath. The scheme extents and routes are highlighted in Figure 1-1. The figure outlines 6 separate routes.

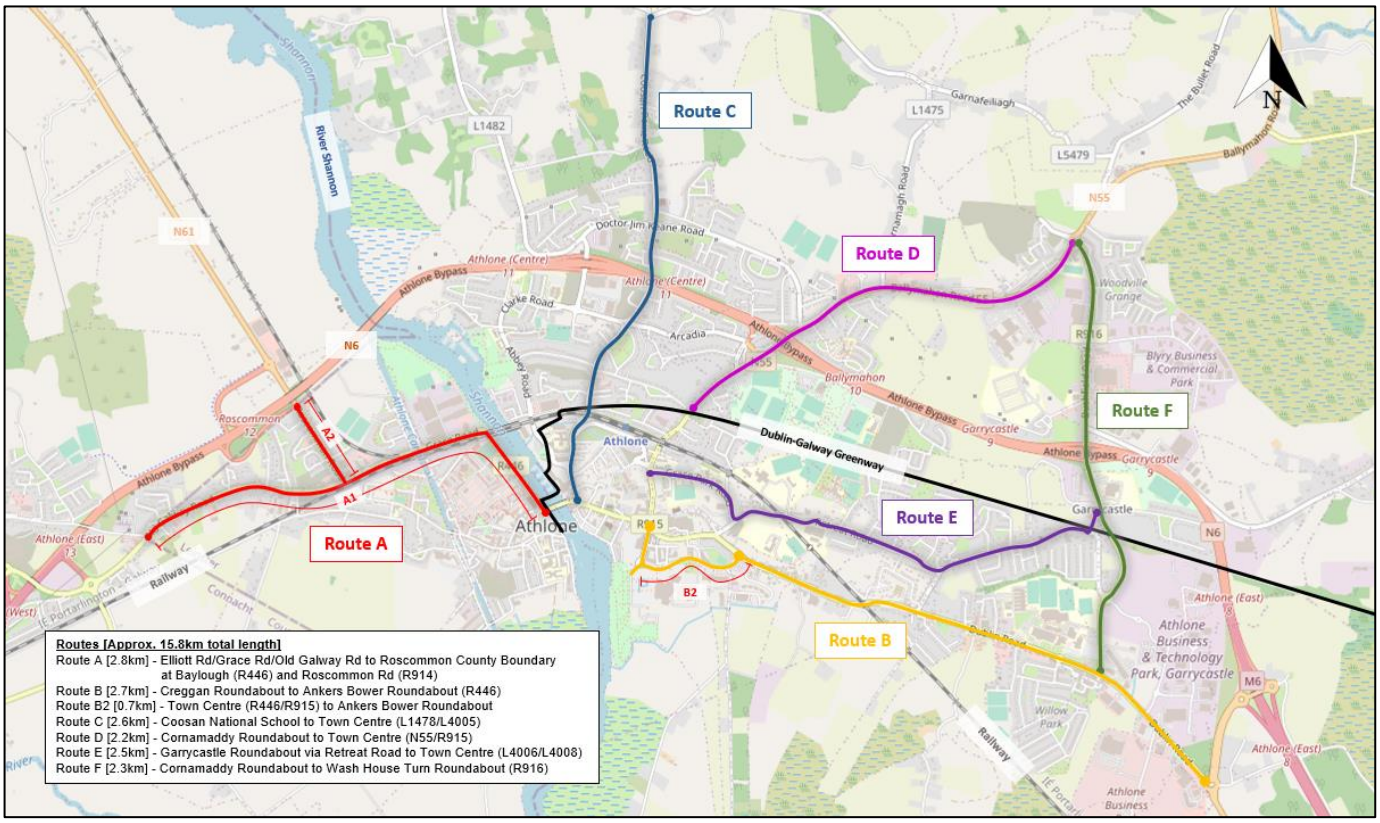


Figure 1-1 - Site Extents

The project is located in Athlone, a town on the border of counties Roscommon and Westmeath. It is situated on the southern coast of Lough Ree. In total there is approximately 15.8 km of active travel planned for Athlone. The 15.8 km identified has been divided into 6 separate routes, these routes are as follows:

- Route A [2.8 km] - Elliott Rd/Grace Rd/Old Galway Rd to Roscommon County Boundary at Baylough (R446) and Roscommon Rd (T914).
  - Route A1 [2.3 km] - Tesco Express in Boylagh to Luan Gallery and St. Peter and Paul church (R446).

- Route A2 [0.5 km] - Junction of the Old Galway Road (R446) and Roscommon Road (R914) to the Roscommon County boundary (R914).

- Route B [2.7 km] - Creggan Roundabout to Ankers Bower Roundabout (R446).
- Route B2 [0.7km] - Town Centre (R446/R915) to Ankers Bower Roundabout (subject to approval and funding)
- Route C [2.6km] - Coosan National School to Town Centre (L1478/L4005).
- Route D [2.2km] - Cornamaddy Roundabout to Town Centre (N55/R915).
- Route E [2.5km] - Garrycastle Roundabout via Retreat Road to Town Centre (L4006/L4008).
- **Route F [2.3km] - Cornamaddy Roundabout to Wash House Turn Roundabout (R916).**

The purpose of this report is to present the Preliminary Design Report for Route F only, as indicated in Figure 1-2. The other routes described above will be discussed in separate Preliminary Design Reports.

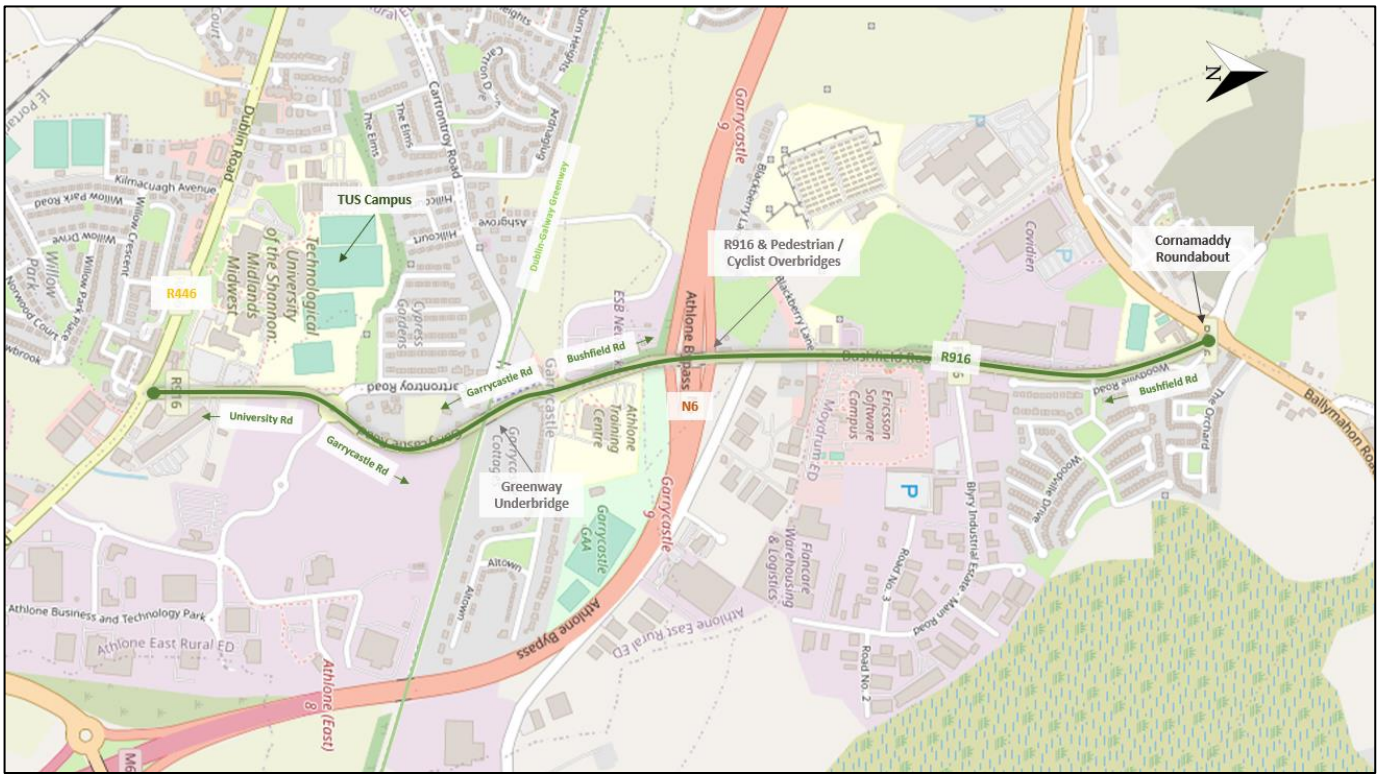


Figure 1-2 - Site Location - Route F

2. Project Aims & Objectives

The purpose of this report is to present the Preliminary Design Report for the proposed scheme, outline the emerging preferred options proposed and the assessment and appraisal for these options, collectively referred to under the project name: “Athlone Active Travel Schemes Bundle”. The report also comprises of the identification and evaluation of constraints following the methodology set in the National Transport Authority’s (NTA) 2020 Project Approval Guidelines (PAG).

The overall purpose of the project is the delivery of a cycle network which will provide safe and attractive cycle routes, catering for all cycle users including commuters, leisure and family cycling groups. Ultimately when the routes are delivered, they will help to improve safety, including a reduction in vehicle speeds, and contribute towards an increased number of trips in the area by pedestrians and cyclists.

The main aims of this project are:

- To design new/upgrade existing cycleways/pedestrian footpaths, in order to reduce public dependence on private vehicles as a primary mode of travel, using best practice standards and complementing the surrounding environment.
- To meet and accommodate WCC and stakeholder requirements.
- To meet planning, statutory and procurement requirements.

The Project Objectives are:

- Reduced public dependence on private vehicles as a primary mode of travel.
- Integration of safe and convenient alternatives.
- Enhance the area and contribute to a more attractive place.
- Provide safe pedestrian and cyclist facilities for school children and students to travel to and from school.
- Create opportunities to be physically active and reduce the negative consequences of car-based commuting.
- Provides sustainable travel options.
- Enhanced safety of Vulnerable Road Users.

The objectives for the scheme are based on multi criteria requirements outlined by the Department of Transport in their report *‘Transport Appraisal Framework (June 2023)’* (TAF). The multi-criteria headings are as follows:

- **Transport User Benefits and Other Economic Impacts:** To improve economic welfare of transport network users measuring the connectivity with existing and proposed public transport facilities as well as other economic impacts related to costs of construction and maintenance.
- **Accessibility Impacts:** To improve accessibility to key services, such as retail, healthcare and educational facilities and other high employment areas. Improvements for all road users and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit. This criterion will also assess four of the five main requirements for cycle-friendly infrastructure according to the Cycle Design Manual, which are: coherence, directness, comfort and attractiveness.
- **Social Impacts:** To improve accessibility for the socially, economically and physically disadvantaged groups; to provide increased health benefits by raising activity levels and to ensure gender impacts are addressed.
- **Land Use Impacts:** To integrate the scheme into strategic land use planning / strategies as set out in national and regional policies and guidelines.
- **Safety Impacts:** To reduce the potential for conflict between all road users along the routes through the provision of a facility which is in line with the current standards. The Scheme will seek to:

- Improve safety and provide a better environment for vulnerable road users within the study area.
- Improve security by providing adequate lighting and visibility to deter anti-social behaviour.

- **Climate Change Impacts:** To reduce gas emissions in the transport sector by encouraging active travel through improved infrastructure and also to improve the robustness of infrastructure to be able to resist effects of climate change (extreme weather events).
- **Local Environmental Impacts:** To minimize impacts on the receiving environment, considering air quality, noise and vibration, biodiversity, water resources and soil quality, landscape and visual quality and cultural and heritage impacts.

3. Scheme Context

3.1 Policy Review

This chapter outlines the review of the relevant transport policies, guidance, and studies for the development of the Athlone Active Travel Bundle. Many long-lasting plans and policy objectives at all levels have been used to complete the policy review element of the Transport and Mobility Strategy. Furthermore, these will be used to inform the design decisions and to achieve the goals and objectives of the proposed network. The breakdown of the policies reviewed and detailed in this section are listed in the following order:

- National Level Policy;
- Regional Level Policy, and
- Local Level Policy

3.2 National Level Policy

3.2.1 National Planning Framework (Project Ireland 2040)

Project Ireland 2040 – National Planning Framework (NPF) provides a high-level strategic planning framework to guide development and investment. Athlone is located at the Midland Region, which alongside the Eastern region, has experienced population growth at more than twice the national rate. A population of 2.85 million is forecast by 2040 in the Eastern and Midland Region; 500,000 more people than lives there at present.

The following policy objectives are relevant to the Athlone Active Travel Schemes Bundle:

- **National Policy Objective 4:** Ensure the creation of attractive, liveable, well-designed, high-quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- **National Policy Objective 27:** Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.
- **National Policy Objective 64**: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

3.2.2 National Development Plan 2021 – 2030

The National Development Plan 2021-2030 (NDP) sets out the investment priorities that will underpin the successful implementation of the NPF. The NDP steers planning policy and guides investment decisions at a national, regional, and local level. Relevant priorities identified in the NDP are summarized below.

- **NSO 2 Enhanced Regional Connectivity:** The NDP lists the strategic investment priorities with active travel being the most important, followed by public transport, and finally national roads. In line with this prioritization, the plan highlights the need to deliver high-quality greenways and additional walking and cycling infrastructure across Ireland to support the shift to active travel modes.

- **NSO 4 Sustainable Mobility**: The NDP puts the highest priority for mobility investment on active travel. It notes that increasing modal share of walking and cycling is critical in ensuring Ireland meets its climate action goals.
- **NSO 8 Transitioning to a Climate-Neutral and Climate-Resilient Society**: The NDP commits to encouraging a significant modal shift away from fossil-fuel based transport. A key part of this is the provision of cycling and walking routes to provide sustainable transport options.

3.2.3 National Investment Framework for Transport in Ireland (NIFTI)

The National Investment Framework for Transport in Ireland (NIFTI) defines the Department of Transport's priorities for the future investment in the transport network to support the implementation of the National Development Plan. NIFTI defines the investment priorities for transportation in Ireland as:

- Mobility of people and goods in urban areas
- Protection and renewal
- Enhanced regional and rural connectivity
- Decarbonisation

Figure 3-1 - NIFTI Four Investment Priorities (source: gov.ie/transport)

To achieve these goals, NIFTI defines the modal hierarchy and transportation investment priorities. NIFTI gives the highest modal priority to active travel followed by public transport and finally private vehicles. This means that, when possible, active transport options should be considered first when attempting to achieve the stated investment priorities.

In addition to modal priority, NIFTI also defines an intervention hierarchy. This hierarchy states that investments should be made in the following order:

- Maintenance of existing infrastructures and assets
- Optimisation of the existing network and infrastructure
- Improvements to the existing infrastructure
- Construction of new infrastructure.

4.

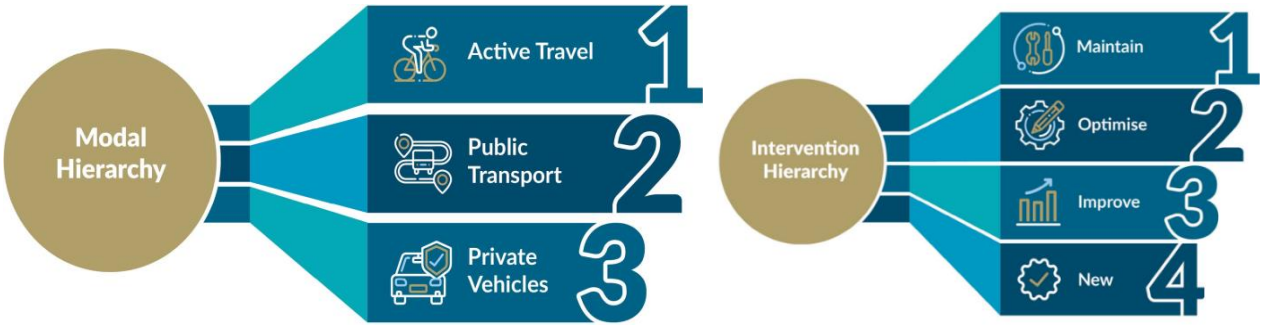


Figure 3-2 - NIFTI Modal and Intervention Hierarchies (source: gov.ie/transport)

As per the Intervention Hierarchy, NIFTI places emphasis on the use of existing assets (through maintenance, optimisation, or improvement), over the development of new. NIFTI recognises that investments in transport networks and services, and the policies that drive these investments, can impact on the environment, and several environmental assessments have been carried out in parallel with its development, which includes a Strategic Environmental Assessment (SEA), which highlighted a number of potential impacts associated with the outcomes, Investment Priorities and Hierarchies proposed by NIFTI, as follows:

- Negative Impacts include, but are not limited to:

  Short-term/localised negative impacts on water quality and increased noise pollution during construction.

  Localised increases in pollution or increased CO2 emissions, or localised climate vulnerability such as flooding.

  Long-term impacts on biodiversity, landscape, or cultural heritage features as a result of new infrastructure developments.

  Long-term impacts because of land-take and changes in land use required for new developments.
- Positive Impacts include, but are not limited to:

  Positive impacts to population and human health because of increased safety, with improvements to signage, adequate road surfacing, junction upgrades or realignment works.

  Benefits for the economy, tourism and regional connectivity providing better social inclusion.

  Reduced carbon emissions and improved air quality because of sustainable mobility developments.

  Reduction in localised noise pollution and vibration because of development in sustainable and active travel modes and actions to promote electric vehicles.

3.2.4 National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy (NSMP) in April 2022. The Policy sets out the policy framework for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. The new policy will primarily focus on measures to promote and facilitate active travel and public transport for all thereby encouraging less private car usage nationally to support the Government's climate commitment.

The policy will outline a set of actions to increase active travel infrastructure provision and improve public transport capacity and services across the country. These will be supported by behavioural change and demand management measures to make sustainable modes the preferred choice for as many people as possible. The Climate Action Plan sets out additional measures to promote other complementary transport mitigation measures such as the switch over to electric car usage and greater use of renewable fuels for transport. The Athlone Active Travel Schemes Bundle is in alignment with this plan and would contribute to the implementation of several key actions identified in the plan.

Figure 3-3 below illustrates the benefits of sustainable mobility which will be achieved by delivering the Athlone Active Travel Schemes Bundle.

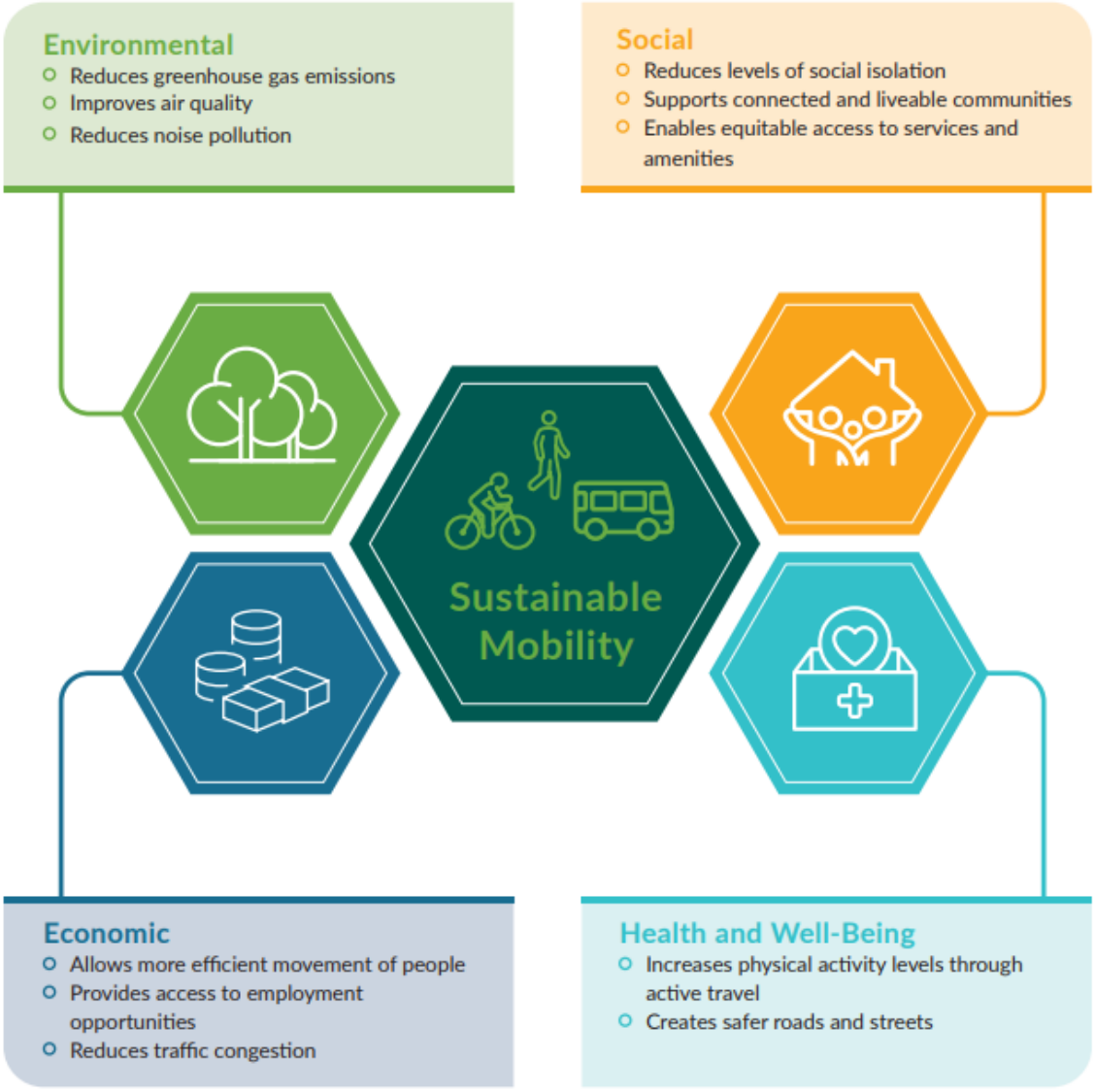


Figure 3-3 - Benefits of Sustainable Mobility

According to the NSMP, the above benefits can be achieved through ten goals, all of which are guided by three key principles, shown in Table 3-1.

Table 3-1 - NSMP Principles and Goals (source: National Sustainable Mobility Plan)

Principles	Goals
Safe and Green Mobility	1. Improve mobility safety.
	2. Decarbonise public transport.
	3. Expand availability of sustainable mobility in metropolitan areas.
	4. Expand availability of sustainable mobility in regional and rural areas.

Principles	Goals
	5. Encourage people to choose sustainable mobility over the private car. People Focused Mobility.
People Focused Mobility	**6. Take a whole of journey approach to mobility, promoting inclusive access for all.**
	7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
	8. Promote sustainable mobility through research and citizen engagement. Better Integrated Mobility.
Better Integrated Mobility	**9. Better integrate land use and transport planning at all levels.**
	10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

3.2.5 Climate Action Plan 2024

The Climate Action Plan (CAP24) sets out a course of action over the coming years to address climate disruption, which is acknowledged as having diverse and wide-ranging impacts. The document outlines the aims for each sector of industry in Ireland. Electricity, Transport, Built Environment, Industry, Agriculture and Land use have all been assessed in the document with a roadmap laid out to deliver a reduction of emissions in each of these sectors between 2021 and 2030, and to reach net zero nationally by no later than 2050.

As part of the plans for a significant cut in transport emissions, the CAP24 states an objective of 125,000 extra walking, cycling and public transport journeys per day by 2030.

The promotion of walking, cycling and public transport, and a modal shift from the use of private vehicles will all contribute to the achievement of the targets set out in relation to climate action.

Specific actions identified in the plan that relate to the Athlone Active Travel Schemes Bundle are listed below.

- **Action TR/24/11:** Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and CycleConnects plans.
- **Action TR/24/08:** Support and promote a modal shift towards healthy active and sustainable mobility and sustainable mobility in the design and delivery of LDA (Land Development Agency) developments. Plan to reduce travel by private car and design to optimise connectivity and access to sustainable and active travel. Promote mobility management planning and e-mobility as well as options for car sharing/clubs.

3.2.6 Healthy Ireland Strategic Action Plan 2021 – 2025

The vision of the 'Healthy Ireland Strategy 2021-2025' is to create a healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level and is everyone's responsibility.

This policy is developed to encourage walking and cycling by developing physical activities into daily life and decreasing dependency on private cars and replacing this trip with cycling and walking includes public transport as well which will also improve local air quality. This can play a vital role in overall obesity reduction programme which also supports demand management study. This measure comprises of health, environmental and urban land aids. The document sets out four central goals for improved wellbeing and outlines clear routes and strategies to achieve these goals. These goals are as listed below:

- Increase the proportion of people who are healthy at all stages of life;
- Reduce health inequalities;
- Protect the public from threats to health and wellbeing; and
- Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

3.2.7 NTA CycleConnects

The National Transport Authority (NTA) opened the public consultation process in 2022 for proposals to develop new cycle networks across 22 counties, forming part of the CycleConnects: Ireland's Cycle Network programme. This includes an urban cycle network in Athlone and a county network in the rest of Westmeath and Roscommon.

The Athlone network includes existing greenways, along with proposed primary and secondary routes. Primary urban routes are seen as high-quality cycle routes that can accommodate a high volume of cyclists typical in most urban areas. These will look to feature on major desire lines in town centres and form radial and orbital cycle routes in the major towns and cities. The inter urban routes are on-road cycle routes to link all key settlements and destinations outside urban areas both within the county and into adjacent counties. These may have potential to provide off-road/segregated routes parallel to the existing road in later years.

The draft proposals envisage an extensive cycling network across the 22 counties, complementing the cycling plans already developed for the Greater Dublin Area (Meath, Kildare, Wicklow and Dublin). Together these plans will create an overall comprehensive cycle network for Ireland.

This Proposals are in line with Action 28 of the Government's "National Sustainable Mobility Action Plan 2022-2025". They were developed following consultation with all local authorities and align with Transport Infrastructure Ireland's (TII) proposed National Cycle Network. The Athlone Active Travel Schemes Bundle extents form part of the following links as identified within the NTA's "Proposed Athlone Urban Cycle Network", as shown in Figure 3-4.

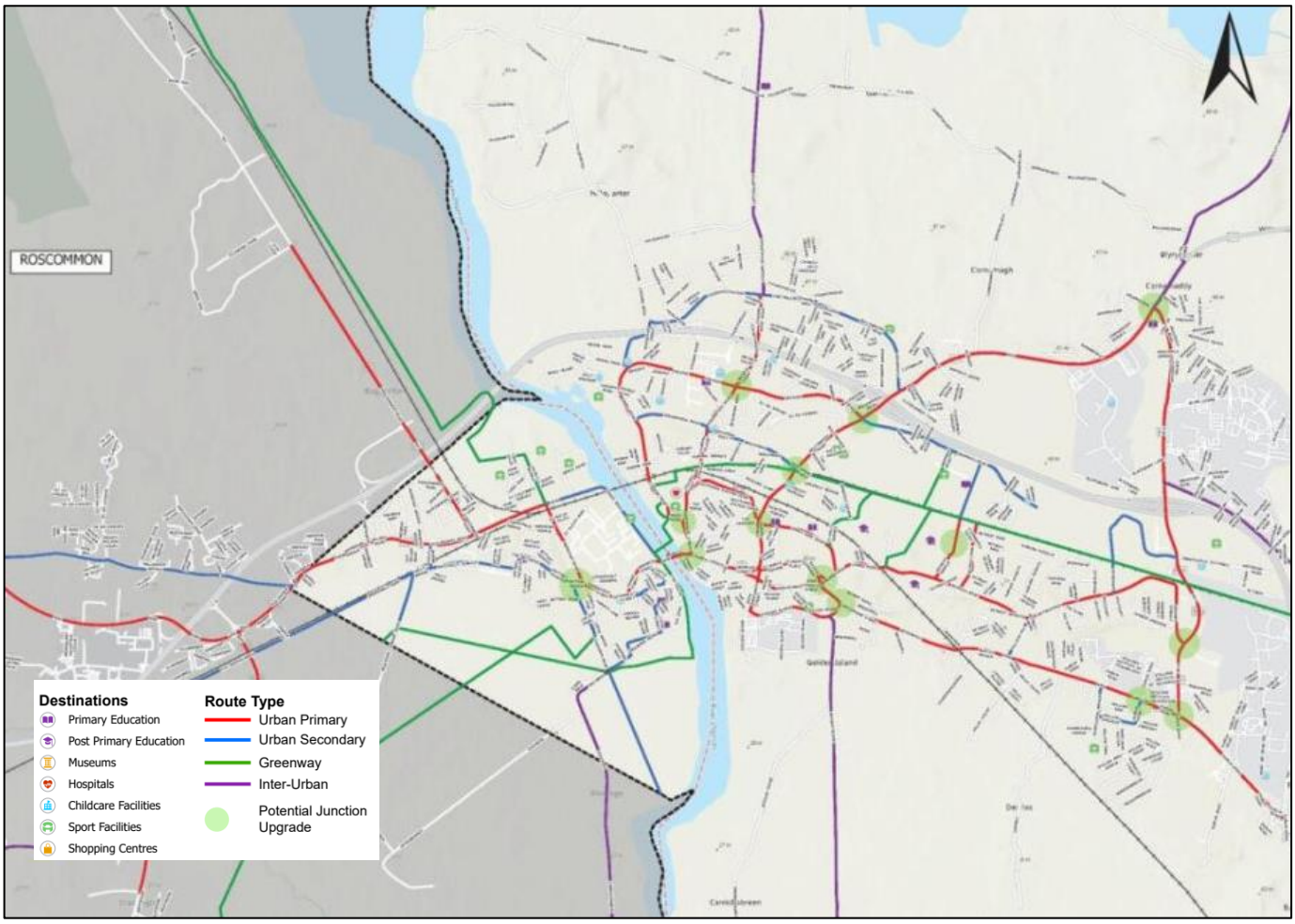


Figure 3-4 – NTA CycleConnects Routes in Athlone

The scheme extents form part of the following links as identified within the NTA's "Proposed Athlone Urban Cycle Network", as highlighted below for Route F.

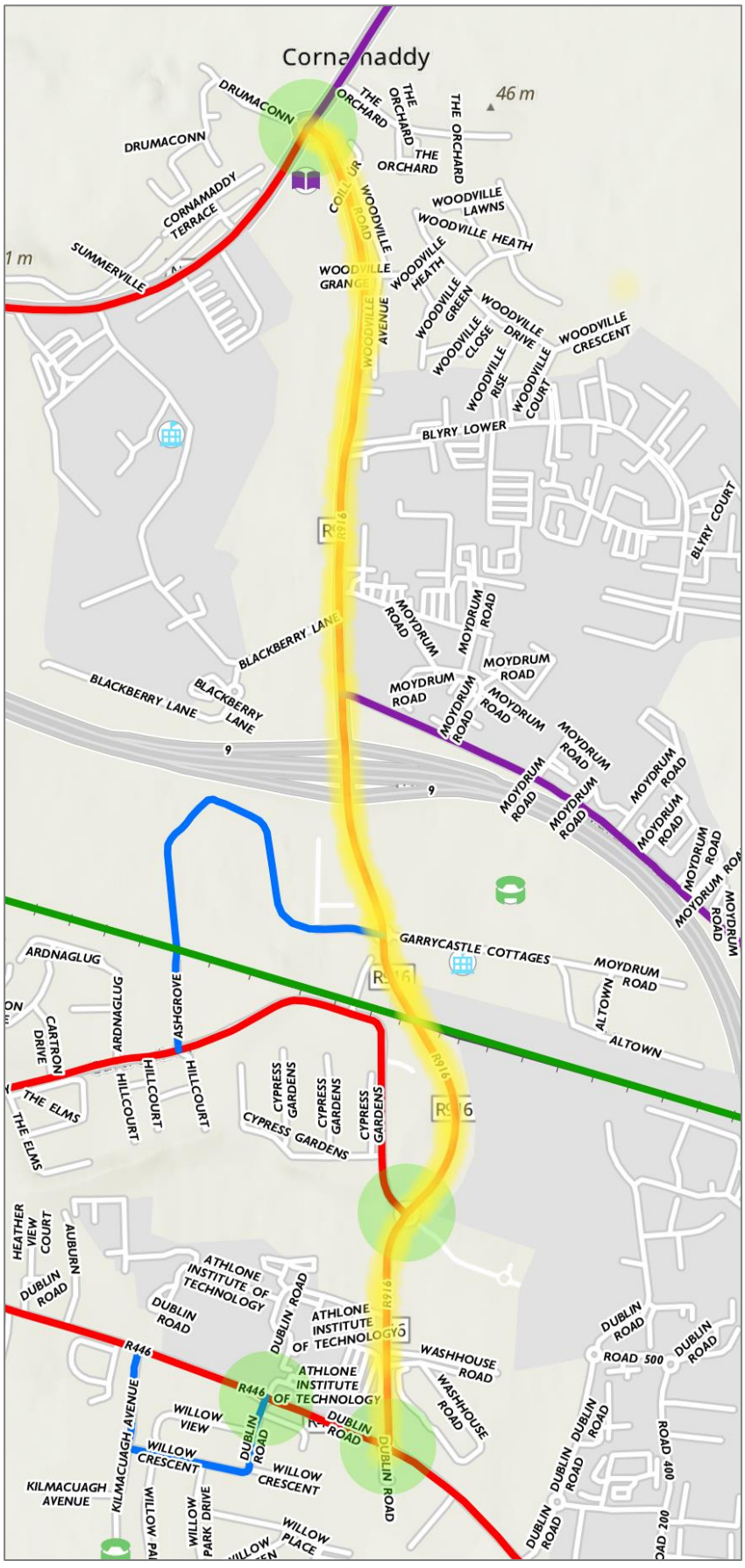


Figure 3-5 – Route F Highlighted on the NTA CycleConnects Routes

3.2.8 National Cycle Policy Framework (NCPF) 2009 – 2020

The backdrop to this policy is the government's transport policy for Ireland. The NCPF sets out a suite of interventions to improve the ease and safety of cycling to achieve greater mode share going forward. The framework states that the focus needs to be on:

- Reducing volumes of through-traffic, especially HGVs, in city and town centres and especially in the vicinity of schools and colleges.
- Calming traffic/enforcing low traffic speeds in urban areas.
- Making junctions safe for cyclists and removing cyclist-unfriendly multi-lane one-way street systems.
- Paying special attention to integrating cycling and public transport.

Other interventions include the following:

- Schools will be a strong focus of the NCPF.
- Supporting the provision of dedicated signed rural cycle networks for Cycling Tourism.
- Ensuring surfaces used by cyclists are maintained to a high standard and are well lit.
- Ensuring that all cycling networks are sign-posted to a high standard.
- Supporting the provision of secure cycle parking at all destinations of importance.
- Integrating cycling and Public Transport, including cycle parking at stations, and the capability to carry bikes on Public Transport services.
- Creation of municipal bike systems to complement an improved Public Transport system.
- Ensuring proposals cater for a 10% modal share of cyclists.

The NCPF states that making provision for cyclists in the urban environment does not merely consist of providing dedicated cycling facilities, but also involves wider traffic interventions that benefit all vulnerable road users.

3.2.9 Get Ireland Active, 2016

Healthy Ireland, a Framework for Improved health and wellbeing 2013-2025 is the national framework for seeking to improve the health and wellbeing of people living in Ireland. The framework identifies a number of broad inter-sectoral actions, one of which commits to the development of a plan to promote increased physical activity levels.

Get Ireland Active aim is to increase physical activity levels across the entire population thereby helping to improve health and wellbeing. Get Ireland Active has developed a plan which will seek to ensure that no group is disadvantaged and recognises that targeted interventions are required to address and overcome barriers to participation which are experienced by some people. Get Ireland Active acknowledges the role that cycling can play in achieving physical activity targets. The plan highlights the importance of good planning to promote the use of cycling, stating that the layout of the environment has a significant impact on the levels of physical activity undertaken across age groups.

> *"The built environment is an important determinant of physical activity behaviour. The way the built environment is designed, planned, and built can also act as a barrier to being active and can reinforce sedentary behaviour and car dependence."*

Cycling for transport or leisure is a form of physical activity that can easily be incorporated into the daily activities of many people.

The development of cycling facilities in Athlone is a positive example of how the built environment can be developed to promote physical activity, improving the health and well-being of those that choose to travel by bike. Facilities like this will be used for a variety of journey purposes including travelling to work and school, which is an ideal opportunity to increase physical activity through everyday journeys.

3.3 Regional Level Policy

3.3.1 Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region, 2019-2031

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape and manage growth in the Eastern and Midland Region. The RSES provides a roadmap for effective regional development identifying key strategic assets, opportunities and challenges and sets out policy responses to ensure the people's needs are met.

The document delivers a combination of response, design, and innovation in how the Eastern & Midlands Region does business, delivers homes, builds communities and values land-use – creating healthy places and promoting sustainable communities. The RSES introduces the concept of a Growth Framework to achieve this integration as it is considered that regional growth cannot be achieved in linear steps.

The "10-minute" settlement concept is proposed throughout the RSES as a means for delivering the land use and transport planning objectives, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or are accessible by high quality public transport to services in larger settlements.

The Strategy promotes cycling and walking as environmentally friendly, fuel efficient and healthy modes of transport to work, school, shopping and for recreational purposes. There are several Regional Policy Objectives (RPO) specifically promote the development of greenways in both urban and rural areas, as follows:

- **Regional Policy Objective (RPO) 4.4:** A cross boundary statutory Joint Urban Area Plan (UAP) for the Regional Growth Centre of Athlone shall be jointly prepared by Westmeath and Roscommon County Councils in collaboration with EMRA (Eastern and Midland Regional Assembly) and NWRA (Northern and Western Regional Assembly). The UAP will support, the development of Athlone as an attractive, vibrant and highly accessible Regional Centre and economic driver for the centre of the Country.
- **RPO 4.7:** Support the development of a cross sectoral approach to promote Athlone as a key tourism destination in the Midlands, building on Fáilte Ireland's Hidden Heartlands brand and the forthcoming Shannon Tourism Masterplan to develop the recreation and amenity potential of waterways including the River Shannon and Lough Ree and the development of a greenway network including the Galway to Dublin Cycleway.
- **RPO 6.30:** Support existing smart city initiatives such as Smart Dublin and the All-Ireland Smart Cities Forum and support the development of smart city programmes in Athlone, Dundalk and Drogheda.
- **RPO 7.24:** Promote the development of a sustainable Strategic Greenway Network of national and regional routes, with a number of high-capacity flagship routes that can be extended and / or linked with local greenways and other cycling and walking infrastructure, notwithstanding that capacity of a greenway is limited to what is ecologically sustainable.
- **RPO 7.25:** Support local authorities and state agencies in the delivery of sustainable strategic greenways, blueways, and peatways projects in the Region under the Strategy for the Future Development of National and Regional Greenways.
- **RPO 8.13:** Support the Local Link Rural Transport Programme throughout rural areas of the Region.

The Regional Spatial and Economic Strategy states the transition to a low carbon society is a key challenge facing the region. Several primary areas are at the core of the transition strategy, in particular relevance to the Athlone Active Travel Schemes Bundle are the following areas:

- Sustainable development patterns which promote compact growth, reduce transport demand and encourage low carbon transport modes.
- Sustainable transport systems (people and freight).

3.3.2 Regional Spatial and Economic Strategy for the Northern and Western Region, 2020-2032

- **Regional Policy Objective (RPO) 3.7.1:** A cross-boundary Joint Plan shall be prepared by Westmeath County Council and Roscommon County Council in collaboration with the two Regional Assemblies to provide a coordinated planning framework for the future physical, economic, and social development of Athlone. The plan shall identify Athlone's functional urban area and adopt a boundary for the plan area in addition to the identification of strategic housing and employment development areas and infrastructure and investment requirements to promote greater coordination and sequential delivery of serviced lands for development, to realise Athlone's status as a Regional Growth Centre.
- **RPO 3.7.4:** Support the development of a cross sectoral approach to promote Athlone as a key tourism destination in the Midlands, building on Fáilte Ireland's Hidden Heartlands brand and the forthcoming Shannon Tourism Masterplan to develop the recreation and amenity potential of waterways including the River Shannon and Lough Ree and the development of a greenway network including the Galway to Dublin Cycleway.
- **RPO 3.7.16:** Promote Athlone as a sustainable transport hub, of national and regional importance and support the preparation of a joint Local Transport Plan between Westmeath and Roscommon County Councils in collaboration with transport agencies and key stakeholders to improve sustainable mobility in the town.
- **RPO 4.9:** To ensure provision is made for the expansion in accommodation, and facilities within key destination towns, such as Carrick on Shannon, Cavan, Roscommon Town and Athlone, together with necessary supporting infrastructural investments, including improvements in the public realm, transport links, accommodation, the night-time economy, and sustainable development of our natural and built economy.
- **RPO 4.10:** To ensure Orientation and Information Points targeted at 'Slow Tourism' market are provided at key Towns, such as Carrick on Shannon, Athlone, and Ballinasloe as an enabler for increasing bed-nights, and visitor numbers.
- **RPO 4.14:** Promote the development of integrated walking, cycling and bridle routes throughout the region as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.
- **RPO 5.18:** The Regional Assembly shall collaborate with Local Authorities, Fáilte Ireland, Waterways Ireland, DTAS, and other relevant stakeholders in developing an integrated network of Greenways across the region's catchments. To support, and enable the development of sustainable Greenway projects, the NWRA will encourage and promote:

  The advancement and growth of Greenways through several Key National and Regional Greenway Projects, which are high capacity, and which can in the medium/long term be extended and interlinked across County Boundaries and with Local Greenways, and other cycling/walking infrastructure.

  Prioritisation of Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to the region and are regularly used by overseas and domestic visitors, and locals, thereby contributing to a healthier society through increased physical activity.

  The appropriate development of local businesses, and start-ups in the vicinity of Greenway Projects.

  The development of Greenways in accordance with an agreed code of practice.

  Collaborative development of Greenways and Blueways, including feasibility and route selection studies to minimise impacts on environmentally sensitive areas.

- **RPO 5.19:** The Assembly supports the further development of Greenways as part of the Outdoor Recreational Plan for Public Lands and Waters in Ireland 2017-2021', as part of an overall improvement of facilities to enhance health and wellbeing across society.
- **RPO 6.26:** The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle, through:

  Preparation and implementation of Local Transport Plans for Galway Metropolitan Area, Regional Growth Centres and Key Towns, which shall encourage a travel mode shift from private vehicular use towards sustainable travel modes of walking, cycling and use of public transport.

  Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual.

  Development of a network of Greenways.
- **RPO 6.50**: Continue to encourage Active Travel initiatives and where possible leverage technology and digital platforms to enhance the delivery of cycleway and walking infrastructure, particularly in our urban centres.
- **RPO 7.9:** Promote the provision of high-quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling.

3.3.3 Westmeath County Council Development Plan 2021 – 2027

The Westmeath County Development Plan 2021-2027 state as an aim to "*achieve a sustainable, integrated and low carbon transport system with excellent connectivity within and to Westmeath*" which will be achieved by improving existing transport infrastructure in the county. The delivery and maintenance of a multi-modal transport network is essential to improve life quality and social cohesion, according to the plan.

The census 2016 outlined Westmeath as one of the counties with highest car usage in Ireland, with 72.9% of commutes to work done by private cars and just 3.5% done by public transport. In order to promote a modal shift into more sustainable transport modes, the council is aiming to achieve a balanced and sustainable pattern of movement. The plan also highlights that walking and cycling are the most sustainable modes of transport and key components to movement and accessibility.

The following policies and objectives have relevance in relation to the Athlone Active Travel Schemes Bundle scheme:

- **Core Strategy Policy Objectives (CPO) 2.3:** Prepare a joint statutory Joint Urban Area Plan (UAP) for Athlone with Roscommon County Council in collaboration with EMRA and NWRA.
- **CPO 2.4:** Promote Athlone as a sustainable transport hub, of national and regional importance and support the preparation of a Joint Transport Plan between Westmeath and Roscommon County Councils in collaboration with transport agencies and key stakeholders to improve sustainable mobility in the town.
- **CPO 2.7:** Promote consolidation in Self-Sustaining Growth Towns coupled with targeted investment where required to improve local employment, services, and sustainable transport options and to become more self-sustaining settlements, in line with settlement specific policy contained within Chapter 8 of the plan.
- **CPO 2.16:** Promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.
- **CPO 3.7:** Apply higher densities to the higher order settlements of Athlone and Mullingar to align with their roles as Regional Growth Centre and Key Town, subject to good design and development management standards being met.
- **CPO 4.1:** Support sustainable transport infrastructure, by developing mixed use schemes, higher densities close to public transport hubs, safe walking routes in developments, promoting alternative modes of transport and reduce the need to travel.

- **CPO 4.37:** Develop public open spaces that have good connectivity and are accessible by safe, secure walking and cycling routes.
- **CPO 4.40:** Facilitate and encourage open space to be planned for on a multi-functional basis incorporating ecosystem services, climate change measures, green infrastructure, and key landscape features in their design.
- **CPO 5.15:** Support the development of Joint Economic, Transport and Retail Plans in collaboration with Roscommon County Council and all other relevant agencies, to facilitate the growth of Athlone as a regional economic driver.
- **CPO 5.42:** Support the development of Smart City initiatives in Athlone and Mullingar.
- **CPO 6.49:** Support the provision of walking and cycling links between lakes and nearby villages, towns, and visitor attractions, provided such developments do not negatively impact on sensitive environments.
- **CPO 6.56:** Continue to augment the visitor experience on the county's greenways, through the provision of ancillary infrastructure as required, having regard to the DTTAS 'Greenways and Cycle Routes Ancillary Infrastructure Guidelines', along with high quality signage and links to nearby visitor attractions and places of interest.
- **CPO 6.57:** Support the provision of visitor services within existing towns and villages, such as cafes, accommodation etc, by providing linkages with greenways, trails etc where appropriate.
- **CPO 6.58:** Continue to support the development of the Galway to Dublin Cycleway, completing the connection to the west of the River Shannon in Athlone and working with neighbouring counties and national bodies to complete and promote the entire route. The development of the cycleway shall comply with the provisions of the Habitats Directive and the Department of Transport, Tourism and Sport's "Dublin to Galway Greenway Plan 2017" and associated measures relating to environmental management and sustainable development.
- **CPO 6.59:** Support increased opportunities for off-road walking, including looped walks and longer distance trails, taking account of 'positive control points' in trail design, such as areas of natural beauty, lakeshores or rivers, bogs, built heritage and archaeological features and with links to towns and villages where services may be provided for walkers and hikers. In designing walking trails, the Sport Ireland Guide to Planning and Developing Recreational Trails will be consulted.
- **CPO 6.60:** Continue to maintain and further enhance the County's walking and cycling trails, striving to achieve National Trails accreditation and other standards as set by Sport Ireland, in partnership with local communities and landowners.
- **CPO 6.61:** Support the re-routing and upgrade of the Westmeath Way walking trail, bringing it off-road and link to scenic areas where possible, ensuring its status as an accredited National Waymarked way in the long term and exploring options such as the Walks Scheme for future maintenance.
- **CPO 6.62:** Support the provision of visitor interpretation along walking and cycling trails, including storyboards, artworks, and other media, to create a greater sense of place, connecting and immersing visitors in our local heritage and stories.
- **CPO 6.63:** Support the provision of services for visitors using walking and cycling trails which are appropriate to the location and activity, including bike service points, picnic benches at scenic locations, public toilets in remote areas etc.
- **CPO 6.66:** Support the delivery of a River Shannon walking and / or trail, from Athlone to Clonmacnoise in collaboration with local communities and Offaly County Council and from Athlone to the Royal Canal at Ballymahon in collaboration with Longford County Council.
- **CPO 6.67:** Promote the principles of 'Leave no Trace' in all trail information panels, promotional materials and events and use all statutory procedures to deter negative environmental impact resulting from use of our trails and outdoor recreation amenities.
- **CPO 7.3:** Encourage transition towards sustainable and low carbon transport modes through the promotion of alternative modes of transport and 'walkable communities' whereby a range of facilities and services will be accessible within short walking or cycling distance.

- **CPO 10.1:** Promote and deliver a sustainable, integrated, and low carbon transport system with ease of movement throughout County Westmeath by enhancing the existing transport infrastructure in terms of road, bus, rail, cycling and pedestrian facilities.
- **CPO 10.2:** Support the development of a low carbon transport system by continuing to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport.
- **CPO 10.3:** Support the implementation of the following national and regional transport policies as they apply to Westmeath:

  The National Planning Framework

  The RSES for the Eastern and Midland Region

  Smarter Travel, A Sustainable Transport Future 2009 – 2020

  Design Manual for Urban Roads and Streets (DMURS)

  Spatial Planning and National Roads - Guidelines for Planning Authorities 2012

  National Cycling Policy Framework and National Cycle Manual

  Strategy for the Future Development of National and Regional Greenways, 2018.

  Local Link Rural Transport Programme Strategic Plan 2018 - 2022.

  - The Council also supports the implementation of sustainable transport solutions.
- **CPO 10.4:** Seek to ensure primacy for transport options that provide for unit reductions in carbon emissions. This can most effectively be done by promoting public transport, walking, and cycling, and by actively seeking to reduce car use in circumstances where alternative options are available.
- **CPO 10.5:** Encourage transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and 'walkable communities' together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movement.
- **CPO 10.11:** Promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths, particularly in urban areas and in the vicinity of schools.
- **CPO 10.12:** Improve pedestrian and cycle connectivity to stations and other public transport interchanges and request Iarnród Éireann to provide accommodation for bicycles on inter-city and commuter trains.
- **CPO 10.13:** Design pedestrian and cycling infrastructure in accordance with the principles, approaches and standards set out in the National Cycle Manual[1], the Design Manual for Urban Roads and Streets and international best practice.
- **CPO 10.14:** Encourage and seek sustainable transport movement at the earliest design stage of development proposals, to ensure accessibility by all modes of transport and all sections of society and promote the provision of parking space for bicycles in development schemes.
- **CPO 10.15:** Improve the streetscape environment for pedestrians, cyclists, and people with special mobility needs by providing facilities to enhance safety and convenience, including separation for pedestrian infrastructure from vehicular traffic.
- **CPO 10.16:** Provide better sign posting and public lighting where considered appropriate and ensure that the upgrading of roads will not impact negatively on the safety and perceived safety of cyclists.
- **CPO 10.17:** Work with the National Trails Office, Coillte, the Department of Planning, Housing and Local Government, the Department of Transport, Tourism and Sport, and other relevant stakeholders, to improve on the existing level of infrastructure and facilities for walking and cycling.

[1] The National Cycle Manual was current at the time of publication of the County Development Plan; but has since been replaced by the Cycle Design Manual.

- **CPO 10.18:** Continue to develop an integrated and connected network of sustainable greenways and green routes within Westmeath and to adjoining counties, in accordance with the “Strategy for the Future Development of National and Regional Greenways”.
- **CPO 10.19:** Progress the expansion of the National Cycle Network westwards from Athlone to the Roscommon County boundary.
- **CPO 10.22:** Support and promote the development of additional greenway links from the various towns/villages to the Old Rail Trail and Royal Canal Cycleways, subject to Environment and Habitats Requirements.
- **CPO 10.23:** Maximise both pedestrian and cycle connectivity to the network of existing greenways within the County.
- **CPO 10.24:** Protect established Greenways within the County against inappropriate new vehicular accesses and increased traffic movements.
- **CPO 10.25:** Carry out a permeability and connectivity audit of existing pedestrian and cycle facilities in all towns and villages.
- **CPO 10.28:** Ensure that new development proposals for public transport infrastructure are designed to be fully accessible to people with disabilities and older persons by adopting a universal design approach to the built environment, including footpaths, roads, pedestrian crossing points, bus stops, seating, and interchange facilities.
- **CPO 10.30:** Continue to work with the relevant transport providers, agencies, and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.
- **CPO 12.82:** Support the development of an integrated Strategic Greenway Network of national and regional routes and maximise connectivity to existing greenways and link with cycling and walking infrastructure.
- **CPO 12.83:** Support the delivery of sustainable strategic greenways, blueways and peatways projects in the County in accordance with the Strategy for the Future Development of National and Regional Greenways.
- **CPO 12.85:** Support the development of implementation plans for greenways throughout the county together with supporting environmental assessments.

3.3.4 Westmeath Climate Change Adaptation Strategy 2024 – 2029

Westmeath County Council has prepared this Climate Action Plan 2024-2029, to create a low carbon and climate resilient County, by delivering and promoting best practice in climate action, at the local level. This is aligned to the Government’s overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. As part of Irelands Climate Action and Low Carbon Development (Amendment) Act 2021 Westmeath County Council has committed to developing and implementing this county focused Climate Action Plan.

The plan focuses on five thematic areas with a view to assessing the actions which can be carried out in order to tackle climate breakdown at a local level by carrying out measures to decrease emissions and enhance biodiversity locally with a view to slowing down and ultimately reversing climate change while closely focusing on quality of life for Westmeath citizens.

- Theme 1: Governance and Leadership
- Theme 2: Built Environment and Transport
- Theme 3: Natural Environment and Green Infrastructure
- Theme 4: Resilience and Transition
- Theme 5: Sustainability and Resource Management

Several actions within the document are aligned with the proposed Athlone Active Travel Schemes Bundle. Under Theme 2 point 2.1, 2.9, 2.13, 2.16, 2.17, 2.18 the document states the intention to give priority to more sustainable transport options, reduce car use in County Westmeath, promote and encourage a modal shift and increase active travel infrastructure to promote walking and cycling.

3.4 Local Level Policy

3.4.1 Athlone Local Area Plan 2014 – 2020 (Extended)

The Athlone Local Area Plan 2014-2020 set out a strategy for the sustainable development and planning of Athlone building upon the previous Athlone Town Plan 2008-2014. It also outlined the policies and objectives for the future development of the town and its environs.

Some objectives and policies from the town development plan that are still relevant to the Athlone Active Travel Schemes Bundle can be seen below:

- **Policy-EC10**: To continue to improve access to major areas of employment through sustainable transport modes.
- **Policy-AC1**: To create an environment in the Town Centre in which vehicles, cyclists and pedestrians can safely co-exist and share public space.
- **Policy-AC2**: To minimise vehicular traffic volumes in the town centre through traffic management measures. create an environment in the Town Centre in which vehicles, cyclists and pedestrians can safely co-exist and share public space.
- **Policy-TR2**: To promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport in Athlone, as an alternative to the private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained within “Smarter Travel, A Sustainable Transport Future 2009-2020”.
- **Policy-WC1**: To encourage and facilitate safe walking and cycling routes in Athlone, as a viable alternative to the private car, in accordance with initiatives contained within “Smarter Travel, A Sustainable Transport Future 2009-2020”
- **Policy-WC2**: To develop walking and cycling strategies within Athlone and between the Linked Gateway towns of Athlone and Mullingar and Athlone and Tullamore.
- **Policy-WC3**: To improve the streetscape environment for pedestrians, cyclists, and people with special mobility needs, by providing facilities to enhance safety and convenience.
- **Policy-WC4**: To provide for sustainable transport movement at the earliest design stage of development proposals to ensure accessibility by all modes of transport and all sections of society.
- **Policy-WC5**: To implement proposals for pedestrian and cycle routes along the River Shannon as prescribed in the Athlone Waterfront Strategy.
- **Policy-WC6**: To support and facilitate the development through Athlone of the National Cycle Network between Dublin and Galway, including the construction of a new pedestrian and cycle Bridge across the River Shannon, subject to the requirements of the Habitats Directive, Water Framework Directive and environmental sensitivities identified in the SEA being addressed.
- **Policy-WC7**: To support and facilitate the provision of a cycleway and walkway in Athlone within the corridor of the disused Mullingar to Athlone railway line, pending the re-opening of this line as a railway, subject to environmental sensitivities identified in the SEA being addressed.
- **Objective-PT12**: To provide pedestrian and cycle linkages across the River Shannon and canal.
- **Objective-WC1**: To further the development of an integrated cycle network in Athlone.
- **Objective-WC2**: To provide for signal-controlled pedestrian facilities at all crossing points with an audible signal and dished kerbs with tactile paving to assist visually and mobility-impaired persons in crossing roads.
- **Objective-WC14**: To provide a network of on-road and greenway pedestrian and cycle routes within the town.

3.4.2 Athlone Joint Local Area Plan (with Roscommon Co. Co.) (Under Pre-Draft Public Consultation)

The Athlone Local Area Plan 2024-2030 will cover the broad aims of Westmeath County Council based on the national and regional objectives in relation to Athlone. Whilst the Athlone Local Area Plan is still being prepared a pre-draft Consultation Strategic Issues Paper has been published that presents an overview of the main issues and challenges affecting Athlone.

3.5 Design Guidance

3.5.1 Design Manual for Urban Roads and Streets

The Design Manual for Urban Road and Streets (DMURS) was updated in 2019 by the Department of Transport, Tourism and Sport. This document provides guidance regarding the integrated design approach for urban roads and streets focused on balancing the needs of all users and creating places that people want to live and spend time.

DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

- Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
- A safe and comfortable street environment for pedestrians and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS also supports Government policies on climate change by facilitating more sustainable forms of transportation such as walking, cycling and public transport so the need for car-borne trips is minimised in order to reduce greenhouse gas emissions and promote healthier lifestyles.

3.5.2 Cycle Design Manual

The Cycle Design Manual (CDM) was published by the NTA in September 2023 and provides guidance on the design of both on-road and off-road cycle facilities for both urban and rural locations. The CDM is to be used for the design of all new or improved cycle facilities in Ireland unless otherwise agreed with the relevant oversight body (e.g., NTA, TII, DoT, Local Authority).

The CDM outlines the context of designing cycle facilities in Ireland and the increased emphasis on segregation of facilities from motor traffic and provides information on what designers need to be aware of in regard to every aspect of cycle infrastructure design.

The CDM outlines the five main requirements for a cycle-friendly infrastructure, which are: safety, coherence, directness, comfort and attractiveness. These requirements shall be followed to attract new users and to fulfil the needs of existing cyclists. Throughout the option selection and design process of this scheme the CDM is used.

3.5.3 Rapid Build Guidance

In February 2023, the NTA published the advice note 'Rapid Build Active Travel Facilities' to provide guidance on cost-effective measures to provide high-quality walking and cycling infrastructure using rapid-build methods. Since the publication of the note, all active travel schemes are required to include rapid build options in the Feasibility Report.

Rapid build options are typically faster to implement on the ground than traditional construction methods and do not typically involve major construction works, mostly being accommodated within kerb-to-kerb boundary of the existing roadway, with limited effect on existing drainage. These options may include road marking, traffic restrictions, narrowing the carriageway, conversion of on-street parking into active travel facilities, among others.

The proposal to use rapid build options rather than traditional construction methods has been proposed in order to increase the rollout of active travel schemes in a cost-effective manner in conjunction with goals set under the Climate Action Plan and the National Investment Framework for Transport in Ireland (NIFTI).

There are five principles that guide the rapid build process:

- **Network Approach**: A focus to develop an interconnected walking and cycling network;
- **Segregation**: Provide fully segregated walking and cycling facility to attract more users into active travel;
- **Everyday Mobility**: Provide infrastructure suitable for everyday activities;
- **Inclusive Mobility**: Design that is suitable for all users of different ages and abilities;
- **Place Making and Biodiversity**: Provide facilities that protect the biodiversity and enhance the public realm.

The rapid build options process should include as a minimum:

1. The implementation of traffic calming measures, e.g., chicanes, build-outs, ramps, raised tables, etc, to reduce traffic speeds and volumes in order to accommodate pedestrians and increase safety for cyclists in mixed traffic with motorised vehicles;
2. The reduction of the carriageway width for vehicle traffic to introduce one-way or two-way protected cycle lanes;
3. The rebalance of the road space, e.g., removal of on-street parking, introduction of a one-way system, etc, to improve safety for pedestrian and cyclists and introduce dedicated cycle lanes.

3.5.4 Other Relevant Design Guidelines

In addition to guidelines from above mentioned documents, the following documents were also referred for the analysis:

- Traffic Sign Manual by Department of Transport
- Traffic Management Guidelines by Department of Transport
- Part M of the Building regulations by Department of Housing, Local Government and Heritage
- Rapid Build SRTS Front of School Improvements Advice Note by NTA
- Roundabout Retrofit – Including Rapid Build Options by NTA
- Zebra Crossing Pilot Scheme Technical Literature Review by NTA
- Greening and Nature-based SuDS for Active Travel Schemes by NTA
- Draft Protected Cycle Lanes by NTA
- TII Standards Publications
- Safe Route to School Design Guide by NTA
- Permeability Best Practice by NTA
- Building for Everyone by the National Disability Authority
- UK DETR Guidance on the use of Tactile Paving Surfaces.

4. Existing Transport Network

4.1 Existing Route

During the Option Selection Stage, Route F commenced from the Cornamaddy Roundabout extending south to Wash House Turn Roundabout (R916). The route was then divided into four segments along with two major junctions, as shown in Figure 4-1.

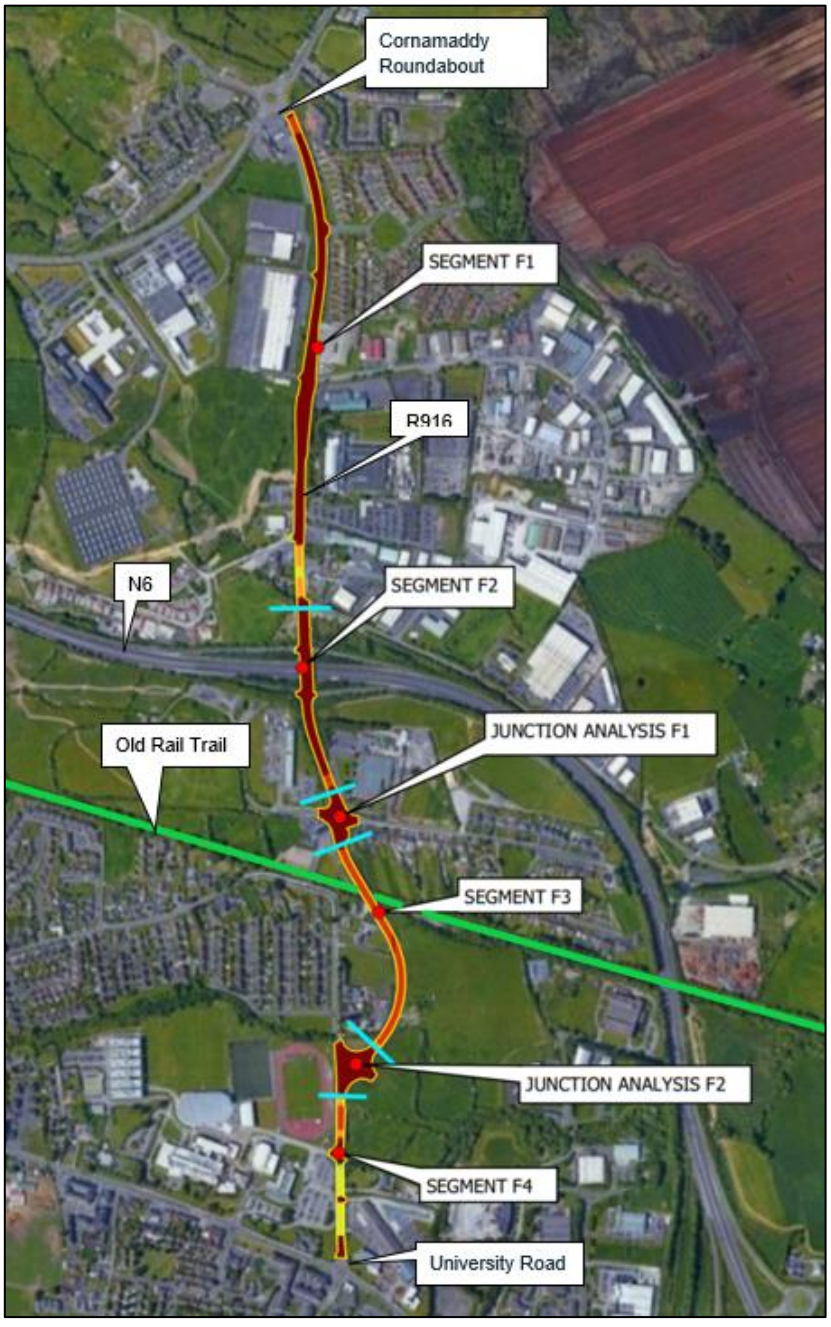


Figure 4-1 - Route F Segments and Junctions

The typical cross section of the Route F within the scheme's extents is a single carriageway of circa 7.0m wide kerb to kerb, predominantly with footpaths on both sides of the carriageway. Turning lanes are provided on approach to multiple junctions along the R916 which widens the carriageway to widths of approximately 13.5m – 14.4m. Public lighting columns are typically located at the rear of footpaths. The scheme is bounded predominantly by residential and commercial properties. Figure 4-2 illustrates an example of an existing cross section of Route F.

Figure 4-2 - Examples of Existing Cross Section of Route F

4.2 Junctions

Route F consists of 2no. main junctions which are both four-arm roundabouts. These roundabouts lack sufficient provisions for cyclists and pedestrians based on latest NTA guidance documents, particularly in terms of crossing facilities.

The Altown Roundabout and Garrycastle Roundabout are indicated below in Figure 4-3 and Figure 4-4 respectively.

Figure 4-3 – Altown Roundabout

Figure 4-4 - Garrycastle Roundabout (Note: Fourth Arm has now been constructed connecting to IDA)

4.3 Public Transport

7no. bus stops are located along Route F. This is outlined within the table below:

Table 4-1 - Public Transport Details

Location	Stop ID	Bus	Direction
Woodville Road	455961	A2	Northbound
Woodville Road	455911	A2	Southbound
Ericsson Campus	455951	A2	Northbound
Ericsson Campus	455921	A2	Southbound
FAS Garrycastle	455941	A2, 819	Northbound
Garrycastle	12825	A2, 819	Southbound
Athlone IT	455571	819	Southbound

The Route F bus routes are shown in the Figure 4-5 below:

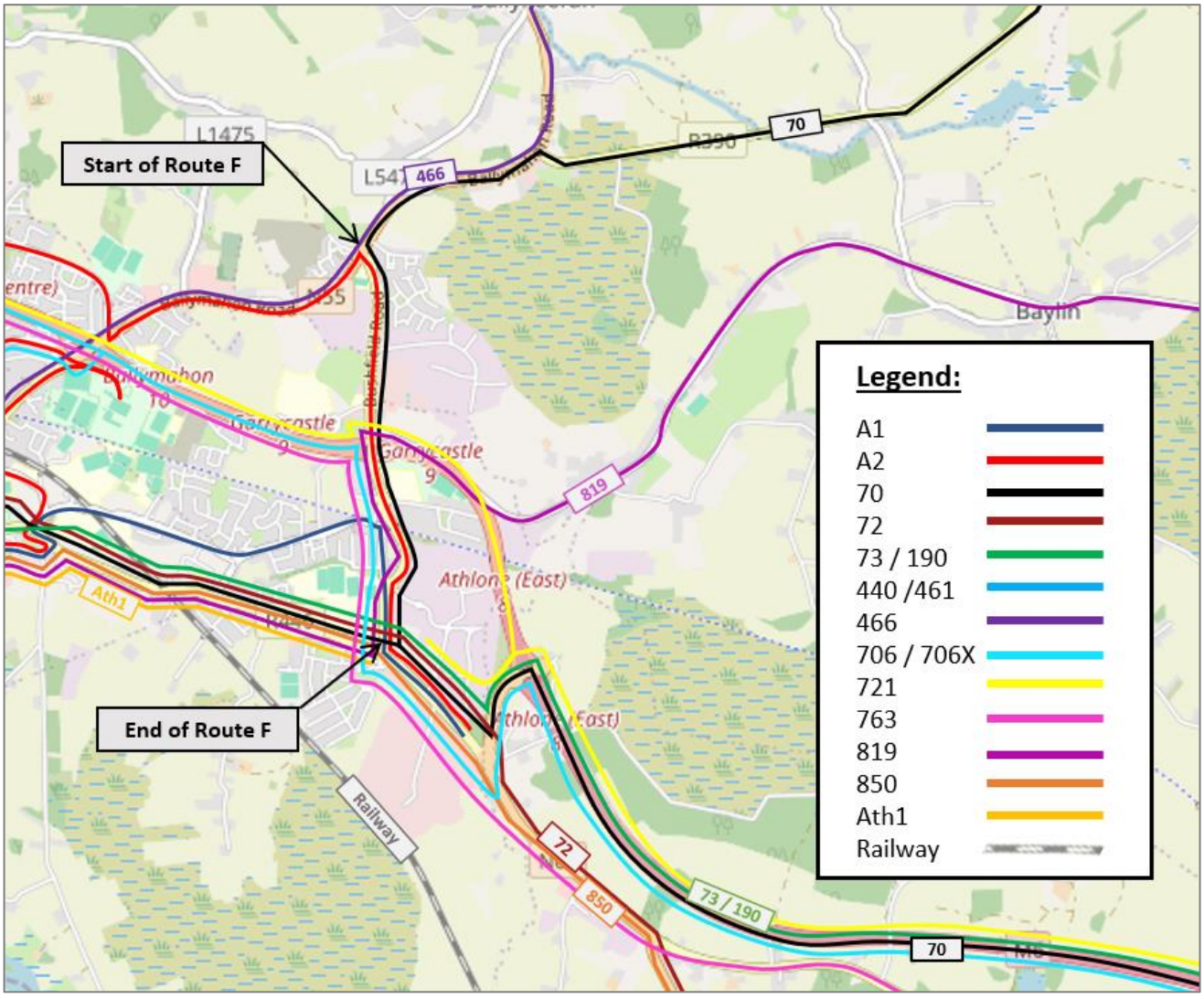


Figure 4-5 - Bus Services along Route F

4.4 Pedestrian & Cycle Facilities

There are four controlled pedestrian crossings located along the mainline of Route F, in which one of them is pedestrian priority crossings with belisha beacons and the remaining three are signal controlled pedestrian crossings. Additionally, there are five signal controlled pedestrian crossings along the side roads of Route F.

There is formal pedestrian footway present throughout this route, there are also sporadic cycling facilities throughout the route that do not connect.

4.5 Road collision data

At the time of writing of this Preliminary Design Report, historical collision data, which is provided by the Road Safety Authority (RSA), was not available. Therefore, no collisions analysis has been completed. Currently, the RSA has not indicated when the collision data will be available. Should this data become available during the continued progression of this project, the information will be evaluated, and a supplemental safety assessment addendum will be included as part of a future project-related report.

4.6 Existing Traffic Volumes and Speeds

Based on a 22nd to 28th of March 2022 traffic survey carried out by IDASO on behalf of WCC along the R916, the following was concluded at ATC 1 (R916 South of N6 Junction 9) on Thursday 03-Mar-2022 in both the eastbound and westbound direction:

- Cumulative 85th percentile speeds of 56.15km/h
- Cumulative average speed of 48.20km/h
- Average weekday PCU of 14,508 per traffic lan

5. Phase 2 - Options Appraisal

5.1 Options Assessment

A Feasibility Study, Option Selection and Appraisal Report was compiled by AtkinsRéalis with the following aims and objectives:

- To consider the context of the scheme in terms of National, Regional, and Local Level Planning Policy.
- To identify significant engineering and environmental constraints.
- To set out the route options considered and to summarise their feasibility and relative ranking in terms of various relevant criteria.
- To appraise the route options and make a recommendation in relation to a preferred concept route option.

5.2 Methodology for Options Assessment

For the ease of identification and the option selection process, the route was originally divided into 4 links and 2 junctions as shown in Section 4.1. Each of the links were assessed individually with various cross section and junction options using a Multi-Criteria Analysis based on their performance in terms of the needs of the cyclist and impacts on the community and environment.

Each option was assessed in a comparative manner to each other, and the highest ranked option carried forward to become part of the Preferred Option. The full detail of this options assessment process is included in the Feasibility Study and Options Selection & Appraisal Report (AtkinsRéalis document ref. 0086381DG0050).

5.3 Preferred Options

5.3.1 Link Types

As outlined in the Options Selection Report (AtkinsRéalis doc. Ref. 0086381DG0050), following an initial sifting exercise for Link Types, 9 options were appraised for the links of each segment on Route F:

- Option 1 – Do Nothing
- Option 2 – Retaining Existing Infrastructure with Rapid Build Proposals & Further Monitoring
- Option 3 – Standard One-Way Cycle Track
- Option 4 – Stepped One-Way Cycle Track
- Option 5 – Protected One-Way Cycle Lane
- Option 6 – Standard Two-Way Cycle Track
- Option 7 – Protected Two-Way Cycle Lane
- Option 8 – Shared Active Travel Facility
- Option 9 – Cycling in Mixed Traffic

The following was determined to be the findings of the Multi-Criteria Analysis. The detailed background data to this is appended to the Options Selection Report.

5.3.1.1 Link Segment F1

The Emerging Preferred Option for Link Segment F1 is Option 3 – Standard One-Way Cycle Track (Traditional build, 13.0m Cross Section) with a cross section comprising:

- 2No. 1.8m wide footpaths on both sides of the road
- 2No. 1.7m standard two-way cycle track on both sides of the road
- 2No. 3m wide traffic lanes

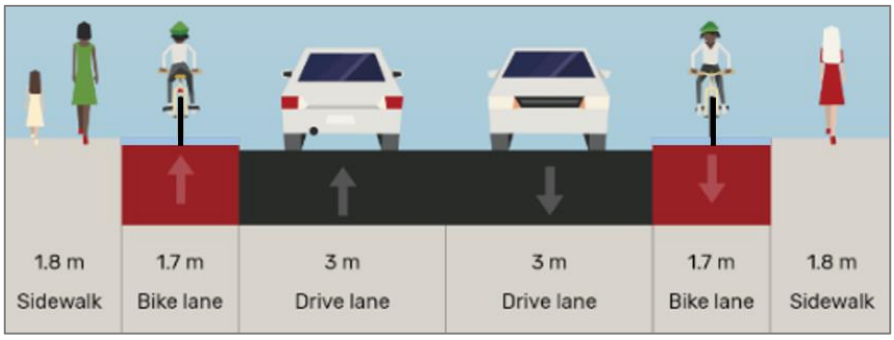


Figure 5-1 - Link Segment F1 Preferred Option

As part of the emerging preferred option for Segment F1, the proposal may require the minor realigning of the road centreline which will be detailed in the Preliminary Design Drawings. No land acquisition was expected to be required during the Option Selection Stage (Phase 2).

5.3.1.2 Link Segment F2

The Emerging Preferred Option for Link Segment F2 is Option 2 – Retaining Existing Infrastructure with Rapid Build Proposals & Further Monitoring with a cross section comprising:

- Retaining 2No. 1.8-2.1m wide footpaths on both sides of the road
- Retaining 2.6m wide two-way cycle track on eastern side of the road
- Retaining 2No. 3m wide traffic lanes

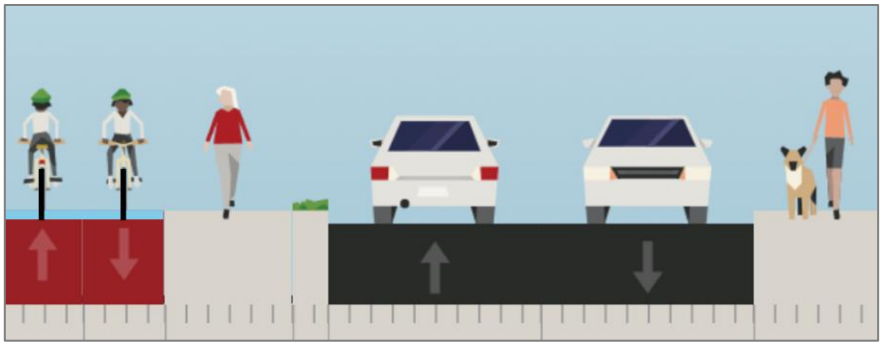


Figure 5-2 - Link Segment F2 Preferred Option

As part of the emerging preferred option for Segment F2, the proposal may require the minor realignment of the road centreline which is outlined within Preliminary Design Drawings. In the coming years, this location will be monitored by the WCC. If the cycle/pedestrian traffic increases over the years it is at that point the cycle track/footpath widths will be reassessed and redesigned as required. No land acquisition was expected to be required during the Option Selection Stage (Phase 2) as well as indicated in the Preliminary Design Drawings in Appendix A.

5.3.1.3 Link Segment F3

The Emerging Preferred Option for Link Segment F3 is Option 2 – Retaining Existing Infrastructure with Rapid Build Proposals & Further Monitoring with a cross section comprising:

- Retaining 2No. 1.8m wide footpaths
- Retaining 2No. 1.3m standard one-way cycle track on both side of the carriageway
- Retaining 2No. 3m wide traffic lanes

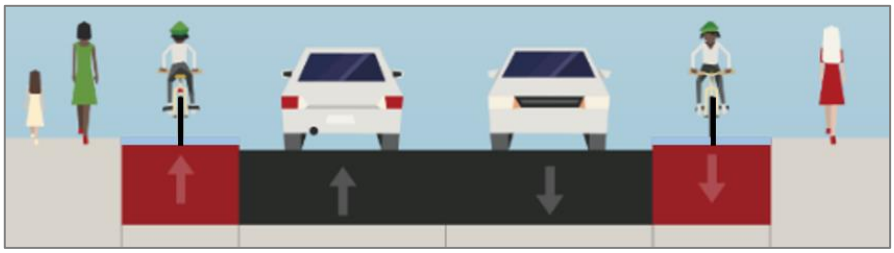


Figure 5-3 - Link Segment F3 Preferred Option

As part of the emerging preferred option for Segment F3, the proposal may require the realigning of the road centreline which will be detailed in the Preliminary Design Drawings. In the coming years, this location will be monitored by the WCC. If the cycle/pedestrian traffic increases over the years it is at that point the cycle track/footpath widths will be reassessed and redesigned as required. No land acquisition was expected to be required during the Option Selection Stage (Phase 2) as well as indicated in the Preliminary Design Drawings in Appendix A.

5.3.1.4 Link Segment F4

The Emerging Preferred Option for Link Segment F4 is Option 3 - Standard One-Way Cycle Track with a cross section comprising:

- 2No. 1.8m wide (minimum) footpaths
- 2No. 1.7m wide (minimum) one-way cycle track along both sides of the carriageway
- 2No. 3m wide traffic lanes

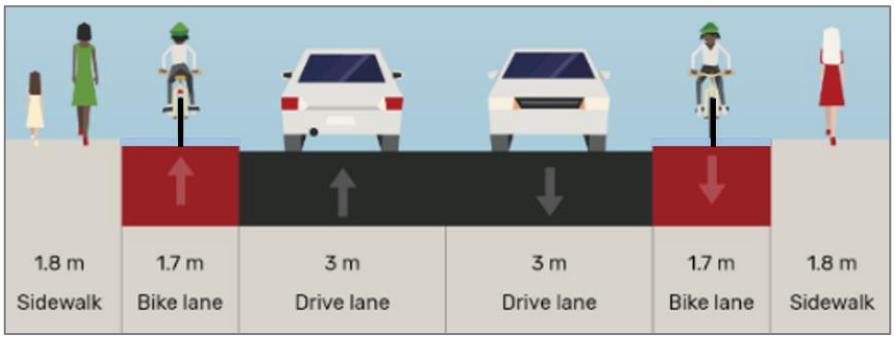


Figure 5-4 - Link Segment F4 Preferred Option

As part of the emerging preferred option for Segment F4, the proposal may require the realigning of the road centreline which will be detailed in the Preliminary Design Drawings. No land acquisition was expected to be required during the Option Selection Stage (Phase 2). However, it was identified in the current Preliminary Design Stage (Phase 3) that minor land take would be required as a result of modifications and improvements along the segment, as indicated in the Preliminary Design Drawings in Appendix A.

5.3.2 Junction Types

The junctions were assessed based on similar criteria to the links to provide the most preferrable option at each location. The options considered and assessed for each junction varies depending on the available land area and existing traffic volumes.

5.3.2.1 Junction F1 – Altown Roundabout

The options considered for the Altown Roundabout are:

- Option 1 – Do Nothing
- Option 2 – Retaining Existing Roundabout while Proposing Zebra Crossings on all the arms
- Option 3 – Segregated Roundabout with Shared Active Travel Facilities
- Option 4 – Protected Roundabout without Cycle Priority
- Option 5 – Protected Signal Controlled Junction

The multi-criteria analysis identified that the emerging preferred option at the Altown Roundabout would be to retain existing roundabout while proposing zebra crossings on all the arms via rapid build methods, shown below in Figure 5-5.

Figure 5-5 – Altown Roundabout Preferred Option

5.3.2.2 Junction F2 – Garrycastle Roundabout

The options considered for the Willow Park Roundabout are:

- Option 1 – Do Nothing
- Option 2 – Retaining Existing Roundabout while Proposing Zebra Crossings on all the arms
- Option 3 – Segregated Roundabout w/ Shared Active Travel Facilities
- Option 4 – Protected Roundabout without Cycle Priority
- Option 5 – Protected Signal Controlled Junction

The multi-criteria analysis identified that the emerging preferred option at the Garrycastle Roundabout will be to retain existing roundabout while proposing zebra crossings on all the arms via rapid build methods, shown below in Figure 5-6.

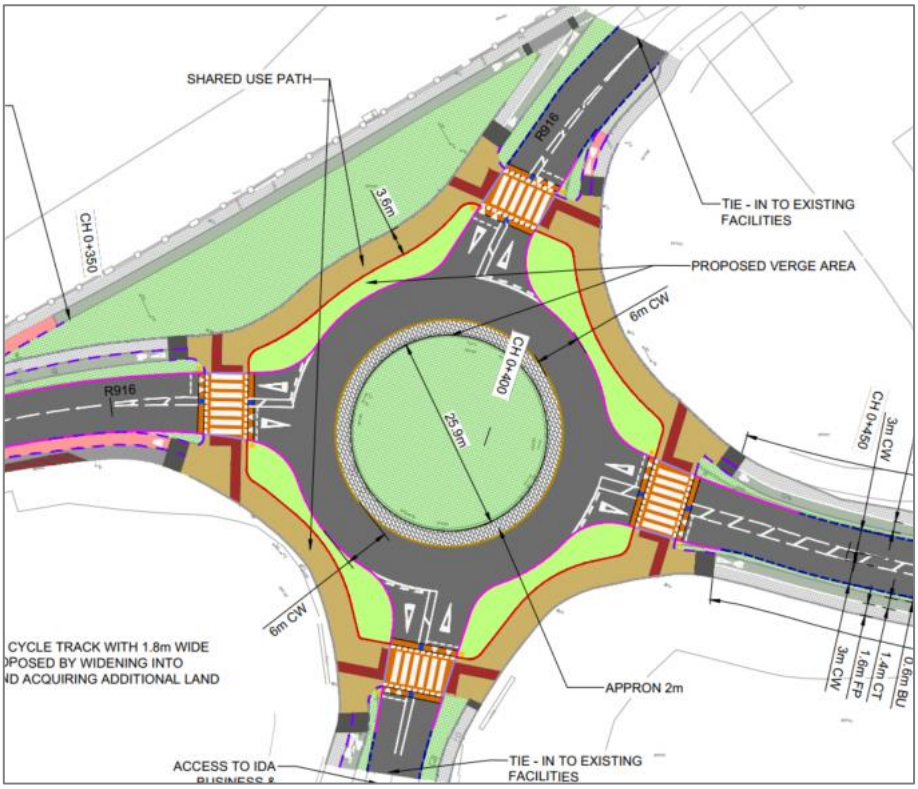


Figure 5-6 - Garrycastle Roundabout Preferred Option

6. Phase 3 - Preliminary Design

The following sections discuss the key design features that have been developed for the Preferred Options.

Appendix A contains the Preliminary Design Drawings, while Appendix B contains the Floods Risk Assessment.

The Preliminary Design has undergone a Stage 1 Road Safety Audit, with the Design and Audit Teams concluding the process (refer to Appendix C).

6.1 Link Design

As indicated in 5.3.1, the Preferred Options align with the link types outlined in CDM Section 2.5. The link types are as follows:

Table 6-1 - Link Types by Route

Ref.	Link Type	CDM Ref.	Existing Speed Limit	Proposed Speed Limit
Segment F1	Standard 1-Way Cycle track	Table 2.1	50kph	50kph
Segment F2	Retaining Existing Infrastructure with 2-Way Cycle track	Table 2.1	50kph	50kph
Segment F3	Retaining Existing Infrastructure with 1-Way Cycle track	Table 2.1	50kph	50kph
Segment F4	Standard 1-Way Cycle track	Table 2.1	50kph	50kph

It shall be noted that whilst the above Link Type is applied to the route, where constraints or certain features require these may change locally as shown on the Preliminary Design Drawings.

6.2 Junctions & Entrances

As indicated in 5.3.2, the Preferred Options align with the junction types outlined in CDM Section 4, and the NTA Roundabout Retrofit Technical Note. Each Preferred Option was carried over to Phase 3 Preliminary Design and both roundabouts are proposed to be retained while tightening the entry/exit and proposing zebra crossings on all the arms via rapid build methods. The resulting junction types are as follows:

Table 6-2 - Junction Types by Route

Ref.	Junction Type	CDM Ref.	Existing Speed Limit	Proposed Speed Limit
Altown Roundabout	Retaining existing roundabout while tightening the entry/exit and proposing zebra crossings (Rapid Build)	Table 2.1	50kph	50kph
Garrycastle Roundabout	Retaining existing roundabout while tightening the entry/exit and proposing zebra crossings (Rapid Build)	Table 2.1	50kph	50kph

Both roundabouts propose rapid build construction methods, where practical, which will include:

- Improved pedestrian crossing facilities on all arms and pedestrian and cyclist shared spaces;
- Zebra crossings with raised tables at each roundabout arm;
- One-way cycle tracks where possible with shared areas implemented at constrained sections.

6.3 Pedestrian Crossings

Given the location of the scheme (i.e., near the TUS and Cornamaddy National School, which would have high pedestrian and cyclist activity) the widths of crossings shall be as per the minimum required set out within DMURS (Section 4.3.2) and the Traffic Sign Manual (Section 7.16):

- 4m min wide for toucan crossings (i.e., for pedestrians and cyclists);
- 2.4m min width at uncontrolled pedestrian crossings;
- 2.4m min width at signal-controlled pedestrian crossings;
- 2.4m min width at controlled zebra crossings;
- 4.0m min width at controlled shared zebra crossings (i.e., for pedestrians and cyclists).

As outlined within the Preliminary Design Drawings in Appendix A, parts of the existing carriageway, footpath and cycle facilities within segments F1, F2 and F3 will be retained. The existing pedestrian and cycle facility has been in good shape and sufficient in width except in Segment F3 where the existing cycle facility in 1.3m approx. which will be further monitored over the years and reassessed and redesigned as required.

6.4 Drainage

Typically, drainage will be provided using the existing surface water drainage system with existing gullies relocated into the realigned carriageway channel. The new footpaths and cycle tracks will generally slope towards the road in order to remove the need for additional drainage collection measures. Alternatively, and where the proposed scheme results in a marked increase in catchment area (due to an increased hard-standing area), sections of footway and/or cycle track will be constructed using either porous surfacing; or where appropriate, the cross-fall will fall towards an adjacent grass verge (thus not discharging into the surface water network).

The details of this will be developed as part of the detailed design.

A Stage 1 Flood Risk Assessment has been undertaken, which concluded that there will be no requirement to further review the risk of fluvial flooding at Stage 2. The Stage 1 report is appended (see Appendix B).

6.5 Lighting

All footpaths, cycle tracks and roads will be lit, in line with current best practice and design guidance in relation to public lighting.

All existing lighting within the scheme will be upgraded to new energy-efficient LED lighting; the details of which will be developed as part of the detailed design except for Segment F2 and F3 where most of the carriageway cross-section has been retained, which will be further monitored over the years and redesigned if required.

6.6 Pavements

To give the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used as recommended by the Cycle Design Manual, with sufficient base and foundation layers to prevent failure. Footpaths are intended to be a concrete surface, to provide colour-contrast when compared to road and cycle surfaces, to aid people with visual impairments. The exact construction depth for the footpath and cycle track pavements is subject to detailed design.

Most of the carriageway along Segment F2 and F3 has been retained as it is in good condition thus, the exact construction depth for the road construction in areas that need targeted interventions is subject to detailed design.

6.7 Services

At the outset of the project, utility companies were contacted seeking information relating to their plant and ducting within the route corridor. The following information was received:

Table 6-3 - Existing Utilities in Athlone Town

Utility Provider	Description
Electricity Supply Board (ESB)	Electricity
Eircom Ltd. (EIR)	Telecoms
Gas Networks Ireland	Gas distribution and transmission
Irish Water	Water Main and Wastewater
E-net	Telecoms
Aurora Telecoms	Telecoms
Virgin Media	Telecoms
BT Telecoms	Telecoms
Westmeath County Council	Stormwater
Siro	Telecoms
EU Networks	Telecoms

These above services are identified in the whole Athlone area and a Ground Penetrating Radar (GPR) will be procured and undertaken in the Detailed Design Phase to determine the location of services to the most accurate extent possible. Any service diversions or protection works will be determined at that Phase. Given the nature of the scheme, which is contained within the existing boundary extents for the majority of the length of the routes, service diversions are expected to be minimal.

6.8 Land Take

There are minor land take requirements for the scheme as denoted in the Preliminary Design Drawings in Appendix A. Folios and areas noted below:

Table 6-4 - Land Take Requirements

Folio No.	Approx. Area of Land Take (subject to Phase 5 Detailed Design) (m^2)
WH24706F	30.56
WH199938	16.64
Total	**47.20**

6.9 Tree Removal and Proposed Landscaping

At the current stage, utilising the available LiDAR survey data, it has been identified that tree removal is not required at Route F. Please refer to Appendix D for further details.

6.10 Key Features

The proposed scheme will provide segregated one-way cycle tracks on both sides of the road, or two-way cycle tracks along the north side of the road, together with standard footpaths. Localised sections of shared active travel paths are required due to constrained widths at several of the roundabouts. Table 6-5 shows an overview of the key features of the proposed scheme.

Table 6-5 – Key Features

Chainage	Details
0+050 to 0+350	This chainage range forms part of Segment F4 at TUS, where it is proposed to construct a standard one-way cycle track (min. 1.7m) along with segregated footpath (min. 1.8m) on both sides of the carriageway. All minor side-road junctions will be provided with a raised table uncontrolled crossings with stop lines pulled back in advance of the raised tables. An existing signalised crossing will be upgraded to raised signalised crossing at chainage 0+075m and a new raised signalised pedestrian crossing will be proposed at chainage 0+260m. Three minor side-road junction will be upgraded at chainage 0+140m, 0+155m and 0+225m with raised table uncontrolled crossings. Some sections of land acquisition is required for segregated cycle track and footpath from chainage 0+170 to 0+300 & 0+325 to 0+345 along the eastern side along the carriageway.
0+350 to 0+450	The existing Garrycastle Roundabout will be modified to a Segregated Roundabout with Shared Active Travel Facilities, however it will be retaining the majority of features. No changes will be proposed to the central island. Raised table crossings will be provided on each arm with the following details: ▪ All arms of the roundabout will provide raised table combined zebra crossings 4.0m in width, to cater both cyclist and pedestrian movements. ▪ The double entry vehicular lanes along northern and southern arms of the roundabout will be reduced to single lane entry only. ▪ Traffic island on all the arms will be replaced with ghost island and raised table crossing facilities. The modified Garrycastle Roundabout will be connected to a standard one-way cycle track on the southern arm and will join the existing one-way cycle facility on the northern arm while shared facilities are proposed throughout the roundabout surrounds.

0+450 to 0+880	This chainage range comprises Segment F3, it is proposed to retain the existing footpaths and one way cycle facilities in both directions throughout this segment and this location will be further monitored by the WCC. If the cycle/pedestrian traffic increases over the years it is at that point the cycle track/footpath widths will be reassessed and redesigned as required for active travel uptake. The existing carriageway width will be reduced to min. 6.0m per running lane and speed reduction measures in the form of raised tables will be provided at chainage 0+550m and 0+725m. As most of the segment will be retained and with rapid build proposals, land acquisition will not be required along the segment.
0+850 to 0+950	This section relates to Junction F1 (Altown Roundabout). The general layout of the roundabout itself will be retained with improvements for pedestrians and cyclists proposed for the surrounding area. These improvements will come in the form of raised table crossings on each arm with the following details: ▪ All arms of the roundabout will provide raised table combined zebra crossing of 4.0m wide to cater both cycle and pedestrian movement. ▪ The double entry vehicular lanes along northern and southern arm of the roundabout will be reduced to single entry only. ▪ The traffic islands on all the arms will be replaced with ghost island road markings and raised table crossing facilities. The modified Altown Roundabout will be connected to the existing one-way cycle track at the south-eastern arm (IDA Business & Technology Park) and will join the two-way cycle facility on the north-western arm (Cartrontroy) while shared facilities will be proposed in between the raised crossings
0+950 to 1+320	This chainage range comprises Segment F2. It is proposed to retain the existing footpaths and two way cycle facilities throughout this segment and this location will be further monitored by the WCC. If the cycle/pedestrian traffic increases over the years it is at that point the cycle track/footpath widths will be reassessed and redesigned as required for active travel uptake. The existing carriageway which is 4 lanes mostly, is unchanged mostly along this segment while carriageway width has been reduced to min. 6.0m from chainage 0+950m to 1+150m. The two-way cycle track facility and footpath will be swapped from chainage 0+950 to 0+975m. New bus stop locations will be proposed at chainage 0+975 for southbound commuters and 1+000 for northbound commuters. Side road junction crossing facilities will be upgraded with new tactile paving and shared path facilities as per CDM (Cycle Design Manual). This segment is crossing the N6 Motorway with an overbridge from chainage 1+150m to 1+250m. After Chainage 1+150m, the existing cross-section has been retained mostly while upgrading only the side riad crossing facilities. As most of the segment will be retained and with rapid build proposals, land acquisition will not be required along the segment.
1+320 to 2+250	This chainage range is a part of Segment F1 in which the whole length of cross-section has been proposed as a standard one-way cycle track (min. 1.7m) along with segregated footpath (min. 1.8m) on both side of the carriageway. All minor side-road junctions will be provided with a raised table uncontrolled crossing with stop lines pulled back in advance of the raised tables except at Woodville Ave Junction and Blyry Court Junction where a 5m dwell area will be provided for one vehicle as per TL401 of the CDM. This segment comprised with the following details: ▪ Moydrum Road Junction radii (1+320 to 1+350) will be tightened and the existing two-way cycle facility will be connected to the new two-way cycle facility on the northern side of the junction. A signalised crossing will allow cyclists to diverge from the two-way cycle track to a one way cycle track on both side of the road. A retaining structure will be required in the

northeast corner, and will be detailed in the detail design stage, adjacent to the Steeltech Sheds boundary due to the level differences at this location.

- From chainage 1+350 to 2+250, the Segment will continue with the new standard one-way cycle tracks on both sides of the carriageway with all side road junctions and private access/entrances to be upgraded with a raised table uncontrolled crossing with stop lines pulled back in advance of the raised tables. The ghost island and left turn pockets will be removed to accommodate the new off-road cycle track facility, while the existing carriageway width will be reduced to 6.0m kerb to kerb.
- The existing signalised crossing facility on chainage 1+560 will be upgraded to a raised signalised crossing while three new raised signalised crossing facilities are proposed at chainage 1+770, 1+970 and 2+160 as per TL 607 of the CDM.
- The existing bus stops near Ericssons for both northbound and southbound commuters will be upgraded at chainage 1+600, 1+640 as per TL203 of the CDM.
- The existing bus stops near the Cornamaddy National School will be upgraded to shared bus stop facilities at chainage 2+050, 2+060 for both northbound and southbound traffic as per TL202 of the CDM.

It is not envisaged that land take will be required within this segment as all proposals can be incorporated within the existing road corridor.

7. Preliminary Design Process Traffic Management Plan

7.1 Introduction

The following outlines the Preliminary Design Process Traffic Management Plan. This plan shall be updated as the Detailed Design Phase as required, to be included within the Tender Documentation, whereby the Contractor shall develop it in a Construction Stage Traffic Management Plan.

7.2 General Requirements

The Contractor shall develop the Design Stage Traffic Management Plan into a Construction Stage Traffic Management Plan prior to undertaking the works.

The Construction Stage Traffic Management Plan must be submitted to the Employer's Representative and Westmeath County Council for review and agreed prior to work commencing and shall include drawings detailing all proposed temporary traffic management arrangements including those listed below:

- The location and details of all proposed temporary traffic management measures including any lane closures and construction vehicle accesses;
- Separate detailed plans in AutoCAD format showing all significant construction stages and phases;
- The location and details of all temporary signage in full compliance with Chapter 8 including the potential for mobile VMS's (if deemed appropriate by the contractor) and road markings;
- Bespoke designs for each phase or stage must be included, standard traffic management layouts from Traffic Signs Manual Chapter 8 are not acceptable;
- The location and details of all temporary safety barriers should be shown;
- Details of any temporary traffic diversions including location and details of all diversion signage;
- Details of any temporary pavement surfaces required to facilitate the works should be described.

The Construction Stage Traffic Management Plans including details of all proposed temporary traffic management measures to facilitate traffic movements during the works must be lodged with the Employer's Representative and Westmeath County Council for consideration, a minimum of 14 days prior to the date on which it is proposed to commence the works.

The Project Supervisor for the Construction Stage (PSCS) / Contractor shall supply, erect, and maintain, for the duration of the Works, adequate warning and diversion signs and any other signs or traffic signals which may be considered necessary.

The PSCS/Contractor shall keep clean and legible at all times all traffic signs, lamps, barriers, and traffic control signals and shall re-position, cover or remove them as necessary during the progress of the works.

7.3 Road Surfaces

The Contractor shall be responsible for the restoration of existing carriageways, in the event that they are damaged as a result of the Works, temporary reinstatement will be put in place until permanent restoration is carried out. Any restoration in roads shall be carried out to the satisfaction of the Employer's Representative and the Local Authority.

It is the duty of the Contractor to ensure temporary signage in erected prior to permanent reinstatement of surfaces to ensure road users are aware of temporary surfaces.

7.4 Footpath / Cycle Track Surfaces

The Contractor shall be responsible for ensuring that temporary footpaths must be sealed using either a bituminous bound material or concrete surfacing. Temporary footpaths consisting of compacted aggregates will not be permitted. Temporary reinstatement can be put in place until the permanent restoration is carried out, to the satisfaction of the Employer's Representative and the Local Authority.

7.5 Special Events

The Contractor must ensure that the Programme and Construction Stage Traffic Management Plan is cognisant of and flexible to accommodate spikes in traffic flows on the project routes associated with planned major events in Athlone.

Notwithstanding any consents or approvals granted for the Construction Stage Traffic Management Plan by Westmeath County Council, An Garda Síochána and the emergency services; Westmeath County Council and An Garda Síochána reserve the right to modify, remove or postpone the implementation of a particular Construction Stage Traffic Management system if deemed necessary by traffic conditions at any time during the works.

Regular meetings between the Employer's Representative, the Contractor, Westmeath County Council, the Gardaí and other emergency services shall be arranged by the Contractor and shall take place throughout the Construction Period; as well as at initiation or changes of Traffic Management layouts and at any other time deemed necessary by any of these parties. Such meetings shall take account of any special events that may require particular Traffic Management Operations.

7.6 Public Notices to be Managed by the Contractor

Information on proposed Temporary Traffic Management measures, including potential delay times, locations and duration of lane closures etc. should be announced in advance using various media e.g. press releases, local/national radio stations and AA Roadwatch.

The provision of Variable Message Signs (VMS) shall be considered by the contractor on all vehicular approaches to the site for a minimum of two weeks in advance of the proposed temporary traffic management works

Appropriate signage, in accordance with Chapter 8 of the Traffic Signs Manual, shall be provided on all pedestrian approaches to the site to warn pedestrian of the construction works and inform them of any Temporary Traffic Management in place.

Letters should also be issued to residents and business premises impacted directly by the works to inform them of upcoming changes to traffic arrangements on the project roads or affected side roads.

7.7 Liaison Officer

The Contractor will be required to appoint a Liaison Officer who will be responsible for advising local residents, businesses and property owners of proposed traffic management plans. The Liaison Officer is required to carry out a leaflet drop to all residences and businesses affected by any proposed traffic restrictions, 2 weeks prior to implementing any traffic management plan, and prior to any and all subsequent changes to traffic management.

The PSCS shall also provide information including qualifications of the Traffic Operations Supervisor, who shall be responsible for the implementation of the developed TMP onsite.

Where access to residences or property directly impacted upon by the works, then a suitable access/egress procedure should be agreed with the relevant parties and coordinated through the Temporary Traffic Operations Supervisor.

7.8 Routing of Construction Vehicles

The following figures outline the permitted movements of construction traffic wishing to enter and exit the site. Any road which does not have an green line is to be off limits for routing of construction vehicles, thus reducing the impacts to the local road network.

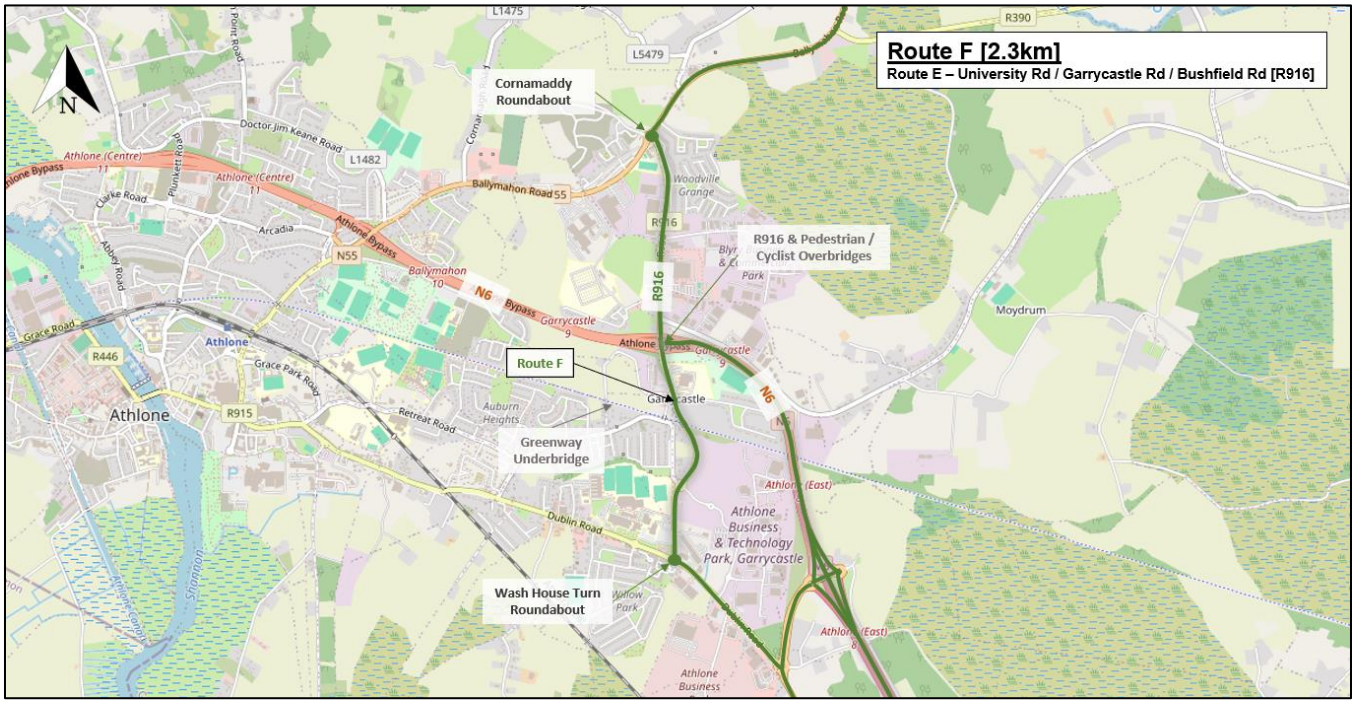


Figure 7-1 - Routing of Construction Vehicles

7.9 Phasing of Works

During the phasing of works it is essential that there is a maximum of one lane closure and where possible allow two-way traffic flow as work is being carried out. This will minimise delays and disruption caused by the works. The following scenarios have been identified as typical sections of work:

- Straight Section of road with no Junction
- Minor T- Junction
- Minor Cross Junction
- Roundabout.

Note: All phasing plans shown are illustrative only, and for the purpose of demonstrating that the scheme can be constructed in a manner that takes account of existing traffic. These phasing plans are not exhaustive and should not be used for the purposes of construction.

7.9.1 Straight Road with No Junctions

Figure 7-2 below shows work phases for different segments of Route F to be carried out on a straight section of road. The road will be narrowed to the desired 6m carriageway for some section, thus allowing two-way traffic flow to continue and pedestrian & cyclist using eastbound lanes as Phase 1 work is being carried out, subject to a safe working width being provided, or suitable barriers.

Phase 2 and Phase 3 involve single lane closures and will reduce the availability of carriageway width to 3m, subject to a safe working width being provided, or suitable barriers. The Contractor is to ensure that all the closures and traffic management are safely managed in line with Chapter 8 of the Traffic Signs Manual. Regarding Phase 4, a similar procedure to Phase 1 is applied.

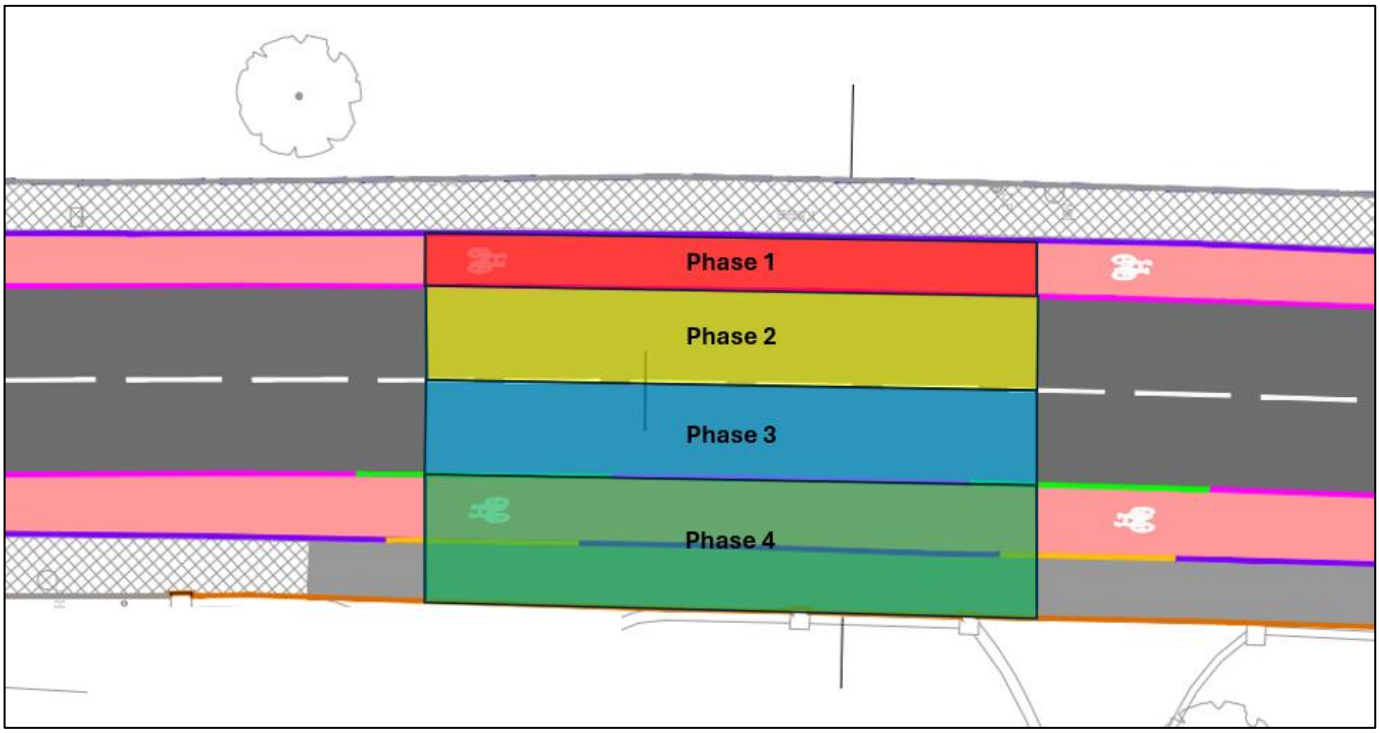


Figure 7-2 – Phasing of Works for Straight Roads

7.9.2 Typical T-Junction (Minor Junction)

Figure 7-3 shows the typical phasing of works recommended for a T-Junction on any of the routes. Phase 1 and 2 will involve single lane closures on both the side street and main road. Following the completion of Phase 1 and 2 the southbound lane can be reopened for traffic with restrictions on the northbound lane during Phase 3. Within each phase, off-road works (i.e. to footways and cycle tracks) may be progressed with minimal disruption to traffic, subject to safe working zones being established. This phasing is recommended to reduce the delays which may occur from the construction process. The Contractor shall ensure that all lane closures and traffic management are safely managed in line with Chapter 8 of the Traffic Signs Manual.

Figure 7-3 – Phasing of Works for Typical T-Junction

7.9.3 Typical Cross Junction (Minor Junction)

Figure 7-4 shows the typical phasing of works recommended for a Cross Junction on any of the routes. Phase 1 and 2 will involve single lane closures on both the side street and main road. Following the completion of Phase 1 and 2 the southbound lane can be reopened for traffic with restrictions on the northbound lane during Phase 3 and 4. Within each phase, off-road works (i.e. to footways and cycle tracks) may be progressed with minimal disruption to traffic, subject to safe working zones being established. This phasing is recommended to reduce the delays which may occur from the construction process. The Contractor shall ensure that all lane closures and traffic management are safely managed in line with Chapter 8 of the Traffic Signs Manual.

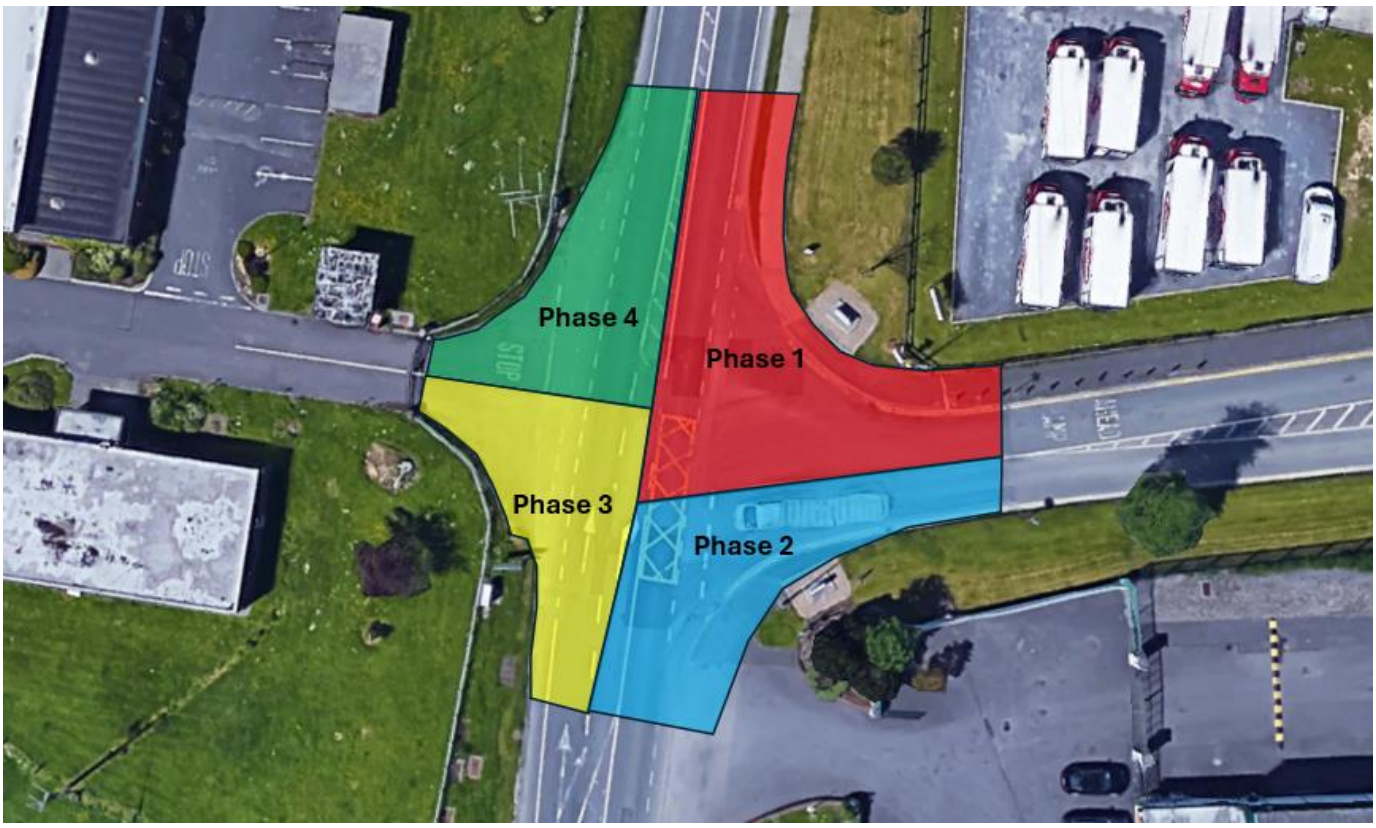


Figure 7-4 - Phasing of Works for Typical Cross Junction

Phase 2 and Phase 3 involve single lane closures and will reduce the availability of carriageway width to 3m, subject to a safe working width being provided, or suitable barriers. The Contractor is to ensure that all the closures and traffic management are safely managed in line with Chapter 8 of the Traffic Signs Manual. Regarding Phase 4, a similar procedure to Phase 1 is applied.

7.9.4 Roundabouts

Figure 7-5 shows the proposed phasing of works for typical roundabouts along the route. Phase 1 and Phase 2 will involve a single lane closure of the Northbound and Southbound lane of the northern arm of the roundabout respectively and the construction of the footpath while maintaining turning movements across the junction. During the completion of Phases 1 and 2, the rest of the arms of the roundabout can be open for traffic with restrictions on the junction. Within each Phase, off road works i.e. footpaths and cycle tracks may be progressed with minimal disruption to traffic, subject to safe working zones being established. This phasing is recommended to reduce the delays which may occur from the construction. The Contractor shall ensure that all lane closures and traffic management are safely managed in line with Chapter 8 of the Traffic Signs Manual.

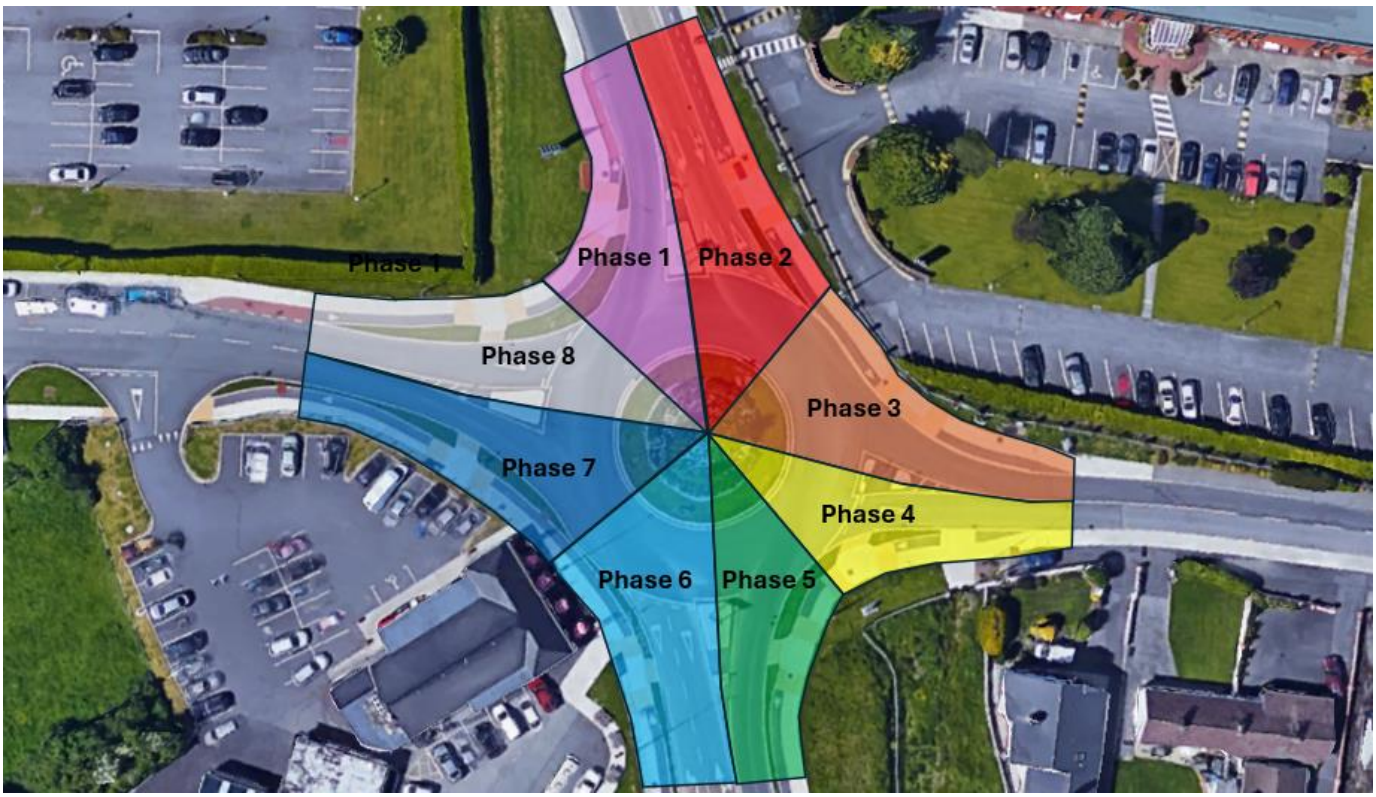


Figure 7-5 - Phasing of Works for Typical Roundabouts

8. Summary & Conclusion

8.1 Pedestrians

The new facilities will provide safe, accessible and attractive routes for pedestrians with a minimum of 1.8m wide footpaths for all areas where new paths are being provided especially near the Cornamaddy National school, as outlined within the Preliminary Design Drawings in Appendix A. New and improved pedestrian crossings will allow pedestrians to cross all of the roads within the scheme extents in a safe manner especially near the Cornamaddy National school. The location of these crossings will improve access and permeability for pedestrians to the residential, recreational and retail areas within the scheme extents; and onwards to the commercial, educational and transport hubs closer to the town centre.

Facilities for those users with visual or mobility impairments will be much improved, with tactile paving, flush kerbs and raised crossings provided throughout.

8.2 Cyclists

The provision of improved cycling facilities throughout this route will be beneficial to cyclists using R916 to travel to TUS, Cornamaddy National School, places of work, and other key locations within Athlone. The provision of high-quality cycle infrastructure will provide attractive and safe routes for cyclists linking many residential, educational and commercial areas, as well as connections to other proposed cycleways in the area.

8.3 Vehicular Traffic

There will be some impacts to the existing vehicular traffic on the surrounding road network, particularly during the construction phases. Given the nature of the proposals (e.g., reduction in carriageway width, reduction in junction radii and an increase in pedestrian/cyclists crossings) there will be a slowing of vehicular speeds compared to that existing, resulting in some increase in journey time.

There is no design layout changes proposed to the junction connecting to N6 Motorway, however it is proposed to reduce dual lane entry and exits on all roundabouts to single lane entry and exits. These upgrades will bring all roundabouts in-line with the current standards (i.e. DMURS and the Cycle Design Manual). As a knock on impact of the lane reduction this may result in a reduction in vehicle capacity of the roundabouts, in addition the proposed decrease of junction kerb radii, potential removal of left-turn slips, and the provision of pedestrian and cyclist crossings on all arms of a junctions may also impact vehicular capacity. It is envisaged these vehicle impacts will be minimal.

These junctions improvements and lane reductions are necessity in order to provide a scheme which is safe and in line with best practice and guidelines. These proposals will help to reduce the likelihood of conflicts between all road users. The improvements to pedestrian and cycling infrastructure will encourage a modal shift away from the private vehicle, which should have a corresponding effect on reducing traffic volumes locally.

8.4 Environmental Impacts

8.4.1 Environmental Impact Assessment Screening

As part of the Preliminary Design Phase an Environmental Impact Assessment Screening Report was prepared (AtkinsRéalis ref. *0086381DG0132*). The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR), the key findings of which were as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impacts on recorded monuments or historic features.

In summary, no significant adverse impacts to the receiving environment will arise as a result of the Proposed Development.

Accordingly, it is considered that the preparation of an EIAR (Environmental Impact Assessment Report) is not required for the proposed Athlone Active Travel Schemes Bundle – Route F. However, Westmeath County Council will ultimately determine whether an EIAR is required or not.

8.4.2 Screening for Appropriate Assessment

As part of the Preliminary Design Phase a Screening for Appropriate Assessment Report was undertaken (AtkinsRéalis ref. *0086381DG0064*). The purpose of the Screening for Appropriate Assessment Report is to determine the likelihood of significant effects, if any, that the proposed project could have on Natura 200 sites either alone or in combination with other plans or projects.

On the basis of objective information and in view of best scientific knowledge and applying a precautionary principle, it is concluded by the author of this report that with the absence of any mitigation measures the proposed Athlone Active Travel Bundle – Route F, either alone or in-combination with other plans or projects, will not result in likely significant effects on the River Shannon Callows SAC, Middle Shannon Callows SPA, Crosswood Bog SAC, Lough Ree SAC, Lough Ree SPA or any other Natura 2000 site.

Should the scope, nature or extent of the proposed scheme change, a new assessment (AA Screening Report or AA Screening Addendum Report) would be required.

8.4.3 Trees

To accommodate the provision of the necessary pedestrian and cyclist infrastructure, the proposed scheme may necessitate the removal of trees at various locations along the scheme. At the current stage (Phase 3), utilising the available LiDAR survey data, it is envisaged that there will be no tree removals planned. The proposed design does come in close proximity to existing trees located at the entrance to Ericsson, these trees will be assessed on an individual basis during the Detailed Design Stage.

8.5 Preliminary Cost Estimates

It should be noted that Land Acquisition costs have been included in the total costs outlined below.

Table 8-1 - Preliminary Cost Estimate Summary

	Total
Length (m)	2.3km
Construction	€ 6,820,228.02
Preparation and Administration	€ 152,333.23
Traffic Mgmt.	€ 682,022.80
Land & Property	€ TBC
Adjustments	€ 3,007,063.35
Total (Ex VAT)	**€ 10,661,647.40**
(per km Rate)	*€ 4,635,498.87*
Total (Incl. VAT)	**€ 12,115,441.46**
(per km Rate)	*€ 5,267,583.24*

8.6 Statutory Process

The proposed Statutory Process at this Phase is subject to change; however, it is envisaged that the scheme will progress through a Part 8 Process, in accordance with the Planning and Development Regulations. Details of the process shall be reviewed and agreed in Phase 4 (Statutory Process).

8.7 Indicative Procurement Strategy

The procurement strategy for this Project is subject to change at this Phase, however it is envisaged that a Contractor shall be appointed from either a pre-existing Framework, or appointed via a two-stage process in line with the Capital Works Management Framework. The form of Contract is envisaged at this Phase to be *PW-CF3 –Civil Engineering Works designed by the Employer*.

Details on the Procurement Strategy shall be reviewed and updated as the project progresses.

8.8 Conclusion

The preliminary design for the scheme has been undertaken in line with DMURS and the NTA Cycle Design Manual, developing the preferred options as outlined in the *Route F Feasibility Study and Options Selection & Appraisal Report*.

The proposed improvements realised as part of the scheme align with the aims and objectives, as follows:

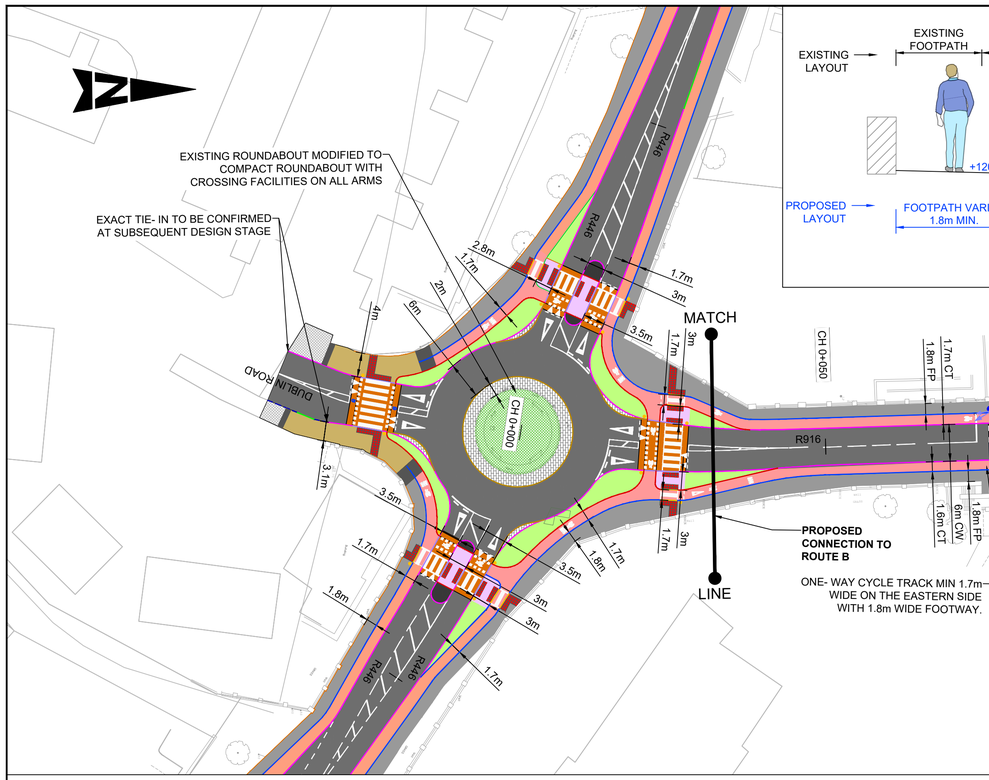
- Safety (Conflict)
  - The potential for conflicts shall be reduced through the provision of formalised crossing facilities throughout.
  - Where traffic volumes and speeds require it, the potential for conflicts shall be reduced by the segregation of cyclists from vehicular traffic.
  - The potential for conflicts between cyclists and pedestrians shall be reduced through the implementation of segregated facilities for the vast majority of the scheme.
- Safety (Priority)

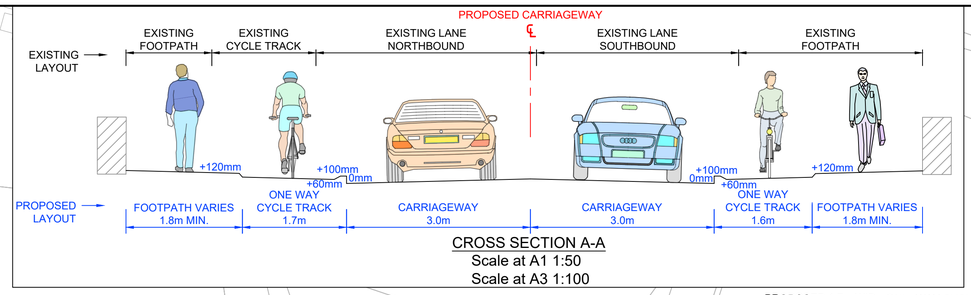
- Cyclist priority shall be improved at all junctions.

- Safety (Vulnerable Road Users)
  - Vulnerable road users shall be catered for through formalised crossing facilities, footways and the provision of kerbing and tactile paving in line with best practice.
- Physical Activity
  - The provision of the proposed facilities shall bring enhancements for pedestrians and cyclists, thereby promoting physical activity, particularly for those travelling to the adjacent residential, recreational, commercial and educational areas.
- Accessibility and Social Inclusion
  - Likewise, as with Physical Activity, accessibility and social inclusion shall be improved for those road users who rely on a non-motorised means of transport.
- Environment
  - The impact on the environment will be minimal, and the scheme is recommended to be screened-out for EIAR and AA.
- Integration and Economy
  - From these benefits the proposals will offer good value for money, both at a strategic level, and also to those individual users for whom the scheme shall enable a modal switch from the private car to walking / cycling; and aligns with national, regional and local policies, as outlined in Section 3.
- Localised objectives
  - The scheme will improve local movement capabilities including access to TUS and the Cornamaddy N.S. from residential areas along the route and to the west and east of Athlone for pedestrians and cyclists, through the provision of new pedestrian and cycling infrastructure.
  - The scheme will create a sustainable mode of active-travel access to the primary and secondary schools in the area of Athlone.
  - The scheme will provide additional recreational links by linking the local communities to future active travel routes for Athlone (as identified in the GDA Cycle Network Plan).

APPENDICES

Appendix A. Preliminary Design Drawings





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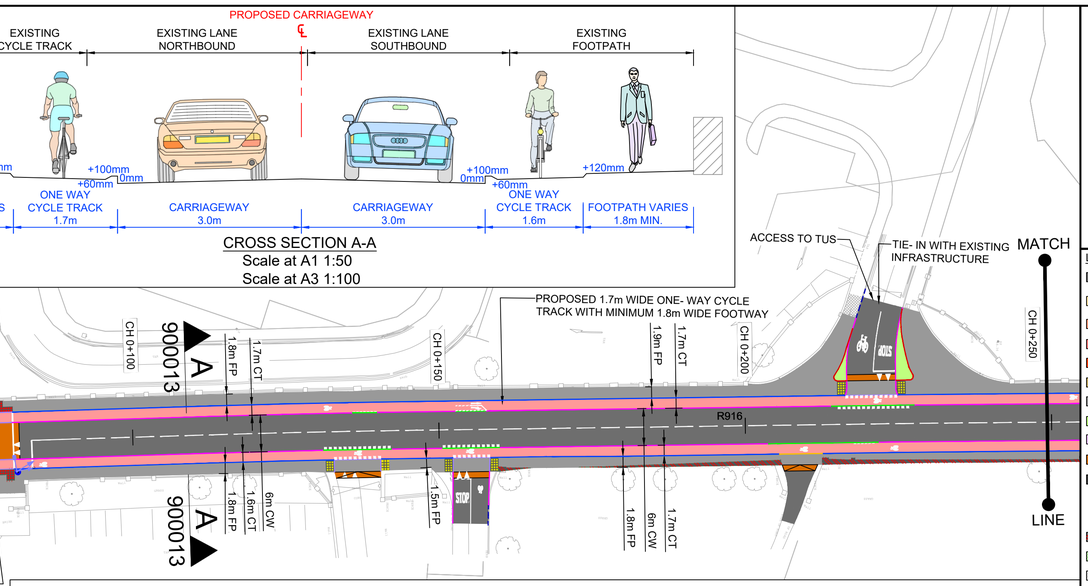

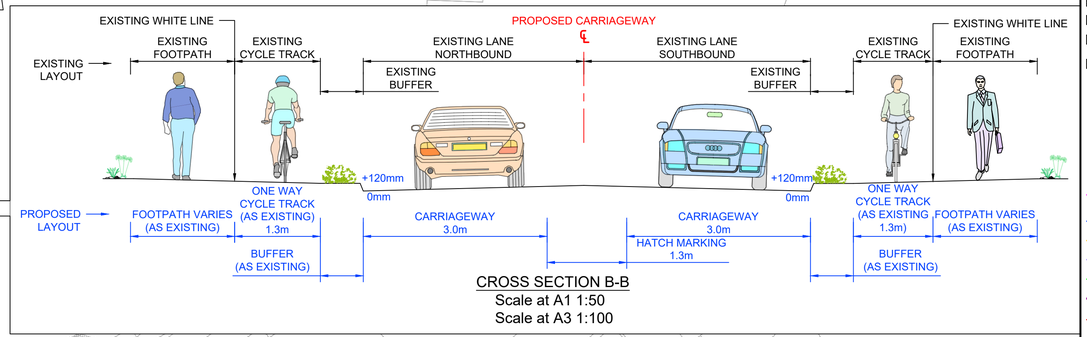

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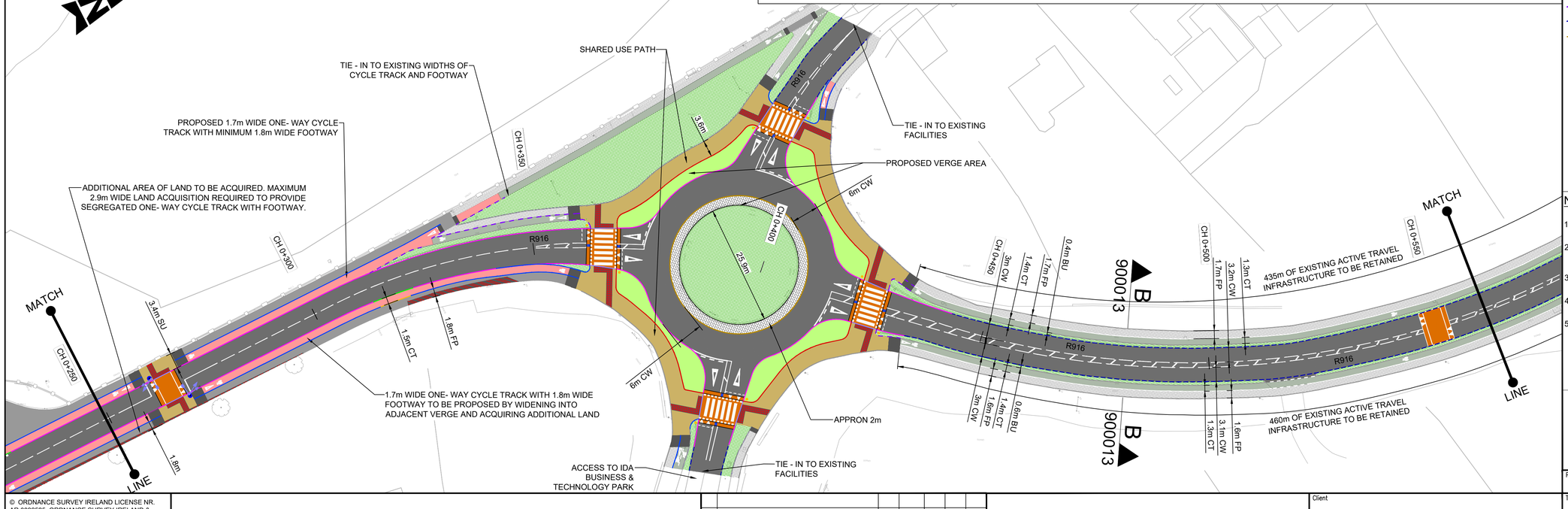

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Purpose: FOR PART 8 SUBMISSION

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Tionscadal Éireann Project Ireland 2040

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1st Floor Technology House Parkmore Technology Park, Galway Tel (+353) 091 786 050 Fax (+353) 091 779 830

Client: WESTMEATH COUNTY COUNCIL

Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE

Title: ROUTE F GENERAL ARRANGEMENT SHEET 1 OF 4

Original Scale	Drawn	Checked	Reviewed	Authorised
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Status	Drawing Number	Rev
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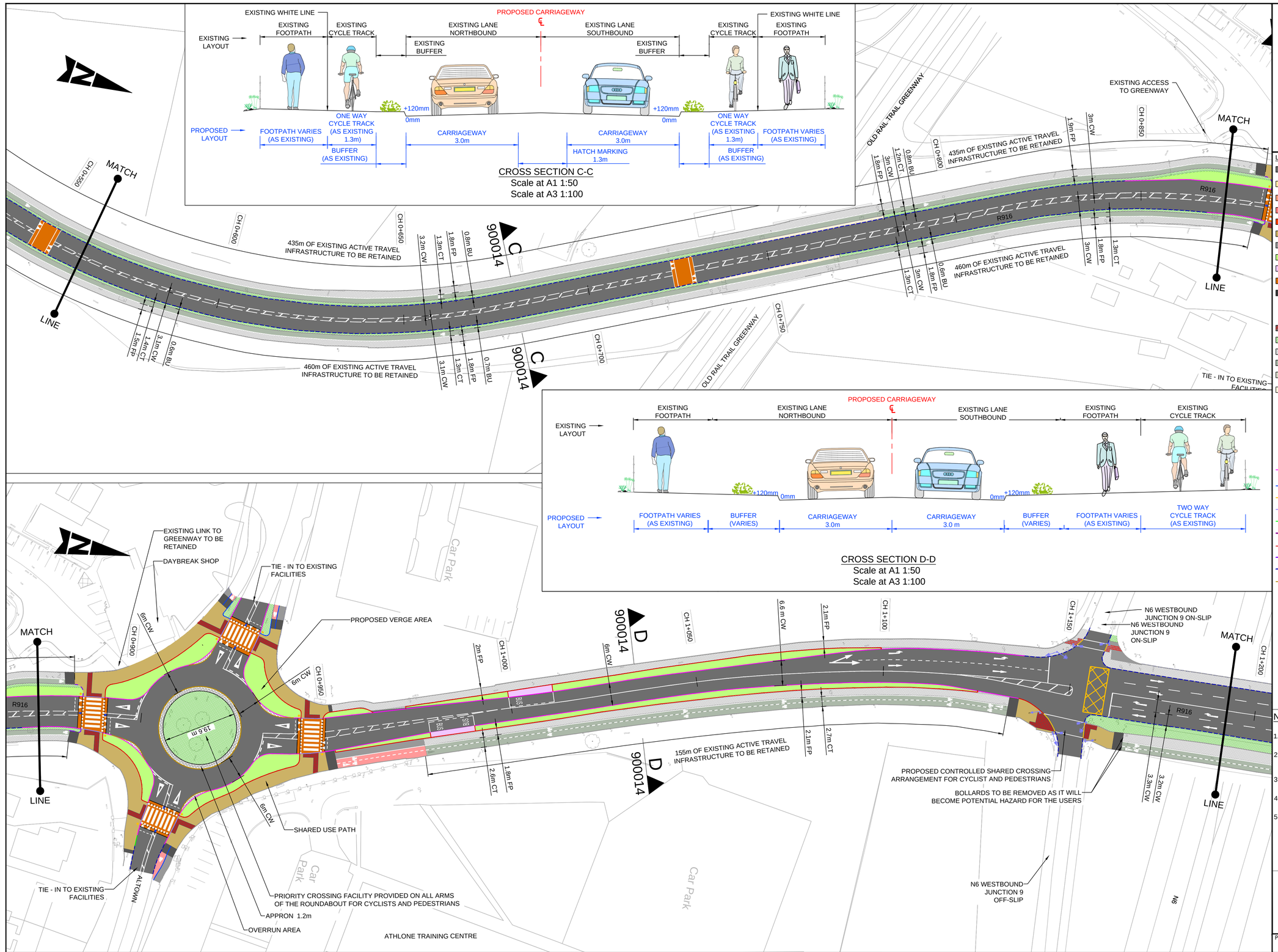

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Purpose: FOR PART 8 SUBMISSION

ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE

Risk Level		
	X	Atkins Base Line - Low Risk
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C01	PART 8 SUBMISSION	RD	28.10.25	JT	AB	ST

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Client: WESTMEATH COUNTY COUNCIL

Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE

Title: ROUTE F GENERAL ARRANGEMENT SHEET 2 of 4

Original Scale	Drawn	Checked	Reviewed	Authorised
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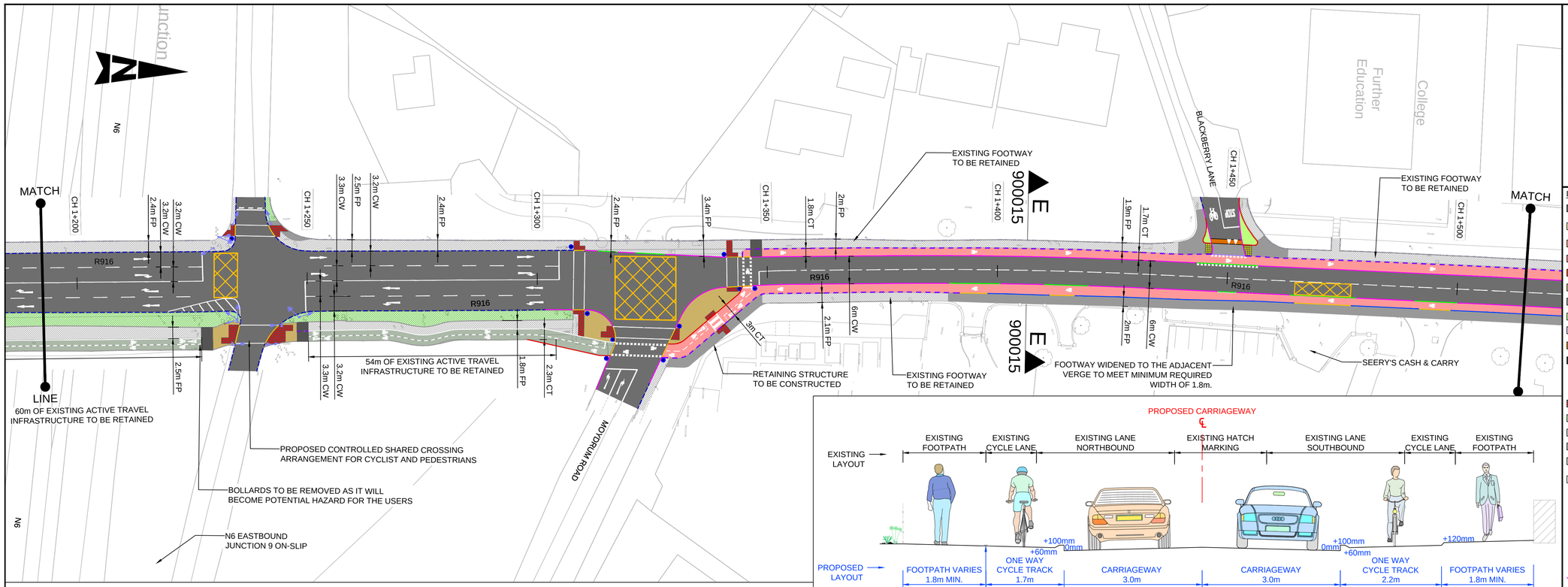

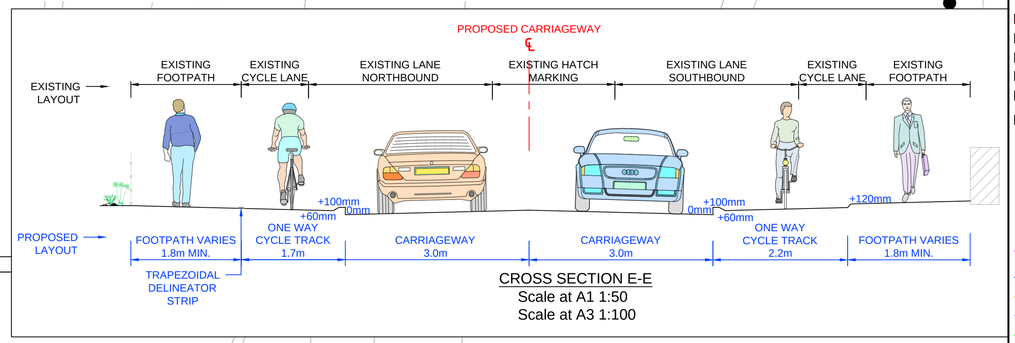

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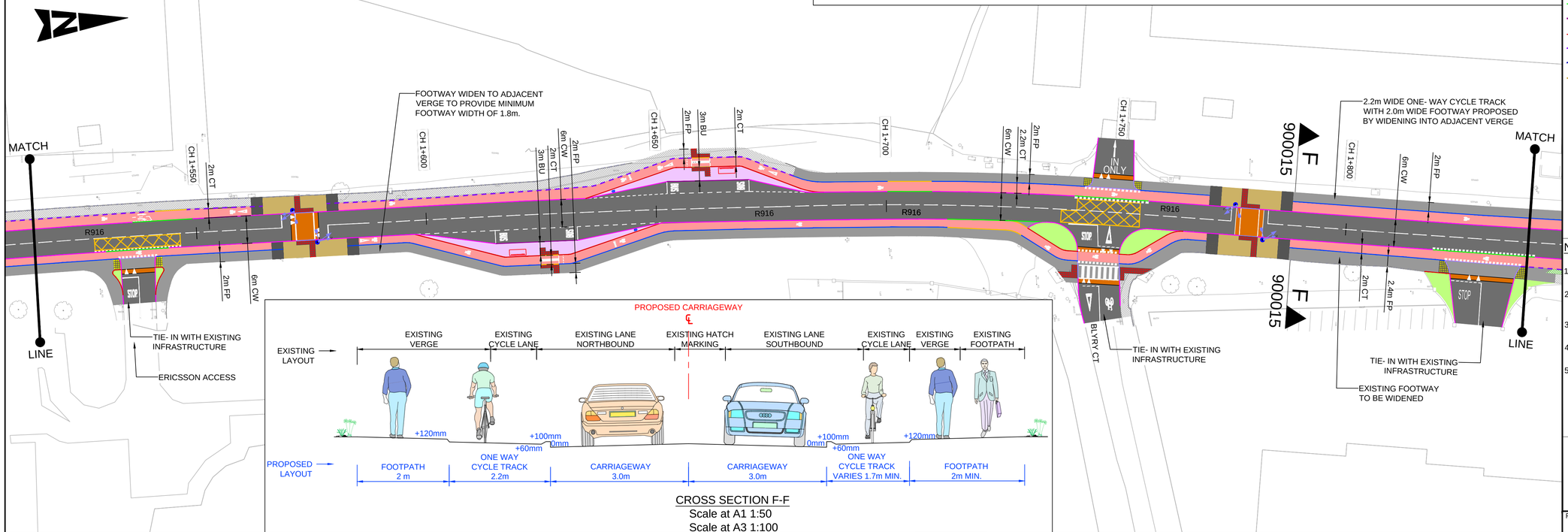

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Client: WESTMEATH COUNTY COUNCIL

Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE

Purpose: FOR PART 8 SUBMISSION

Title: ROUTE F GENERAL ARRANGEMENT SHEET 3 OF 4

Original Scale	Drawn	Checked	Reviewed	Authorised
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Status	Drawing Number	Rev
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Date: Nov 11, 2025 - 2:29pm
Plotted by: GREE5093

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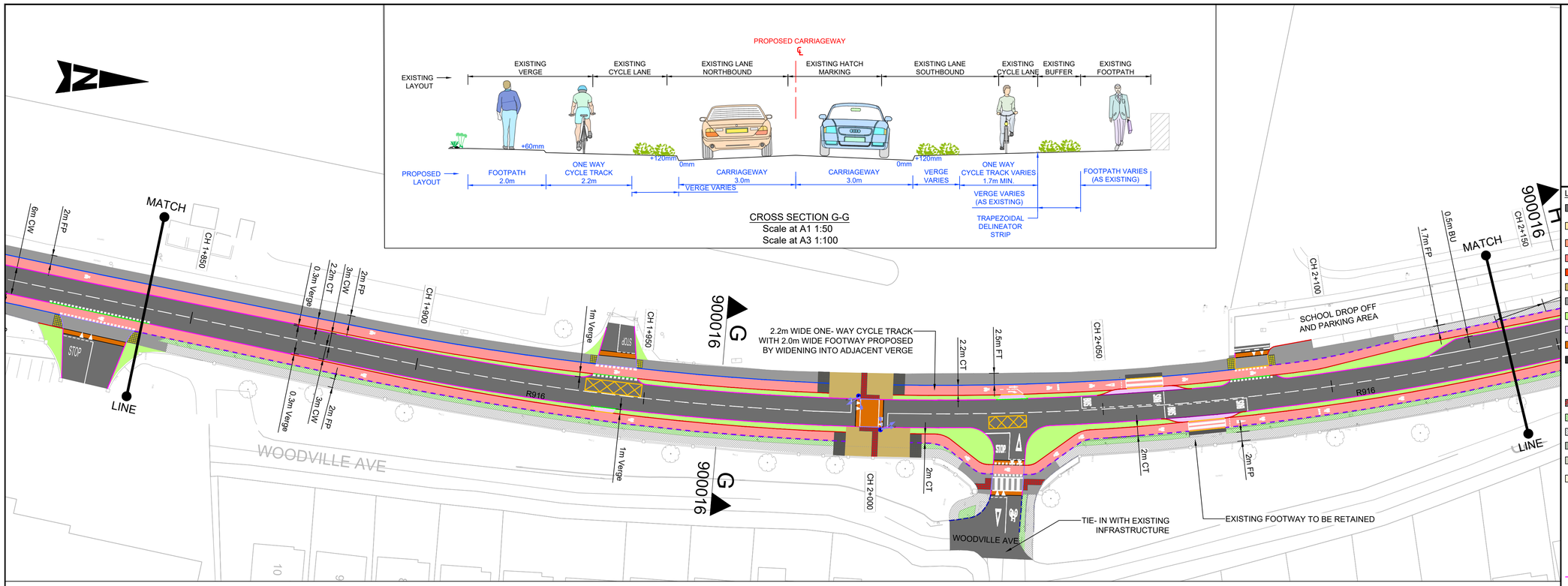

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Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE

Title: ROUTE F GENERAL ARARNGEMENT SHEET 4 OF 4

Original Scale	Drawn	Checked	Reviewed	Authorised
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Status	Drawing Number	Rev
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Appendix B. Flood Risk Assessment

AtkinsRéalis

Flood Risk Assessment for Route F

Westmeath County Council

Nov 2025

0086381DG0130

ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE

Notice

This document and its contents have been prepared and are intended solely as information for Westmeath County Council and use in relation to Athlone Active Travel Schemes Bundle Flood Risk Assessment

AtkinsRéalis Ireland Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document history

Document title: Flood Risk Assessment for Route F

Document reference: 0086381DG0130

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0	Draft	C.Maguire	S.Nahas	S.Kamuni	G.Hanratty	Oct 2025
1	For Part 8 Publication	C.Maguire	S.Nahas	S.Kamuni	G.Hanratty	Nov 2025

Client signoff

Client	Westmeath County Council
Project	ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE
Job number	0086381
Client signature/date	

Contents

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Figures

1. Introduction

Westmeath County Council (The Client/WCC) as the Contracting Authority and National Transport Authority (NTA), appointed AtkinsRéalis (the Consultant) to provide Engineering-led Multi-disciplinary Consultancy and Design services for the concept development & option selection, preliminary design and, statutory processes of active travel provisions and associated works on the Athlone Active Travel Schemes Bundle.

The project is located in Athlone which is a town situated on the border of Co. Roscommon and Co. Westmeath. In total there is approximately 15.8 km of active travel planned for Athlone. The 15.8 km Active Travel Bundle identified has been divided into 6 separate routes.

The scheme extents and proposed routes are highlighted in Figure 1-1 and have been identified on the Department of Transport's Pathfinder Programme (a project launched in October 2022 which lists 35 exemplar transport projects to be delivered by local authorities and agencies around the country within the next 5 years).

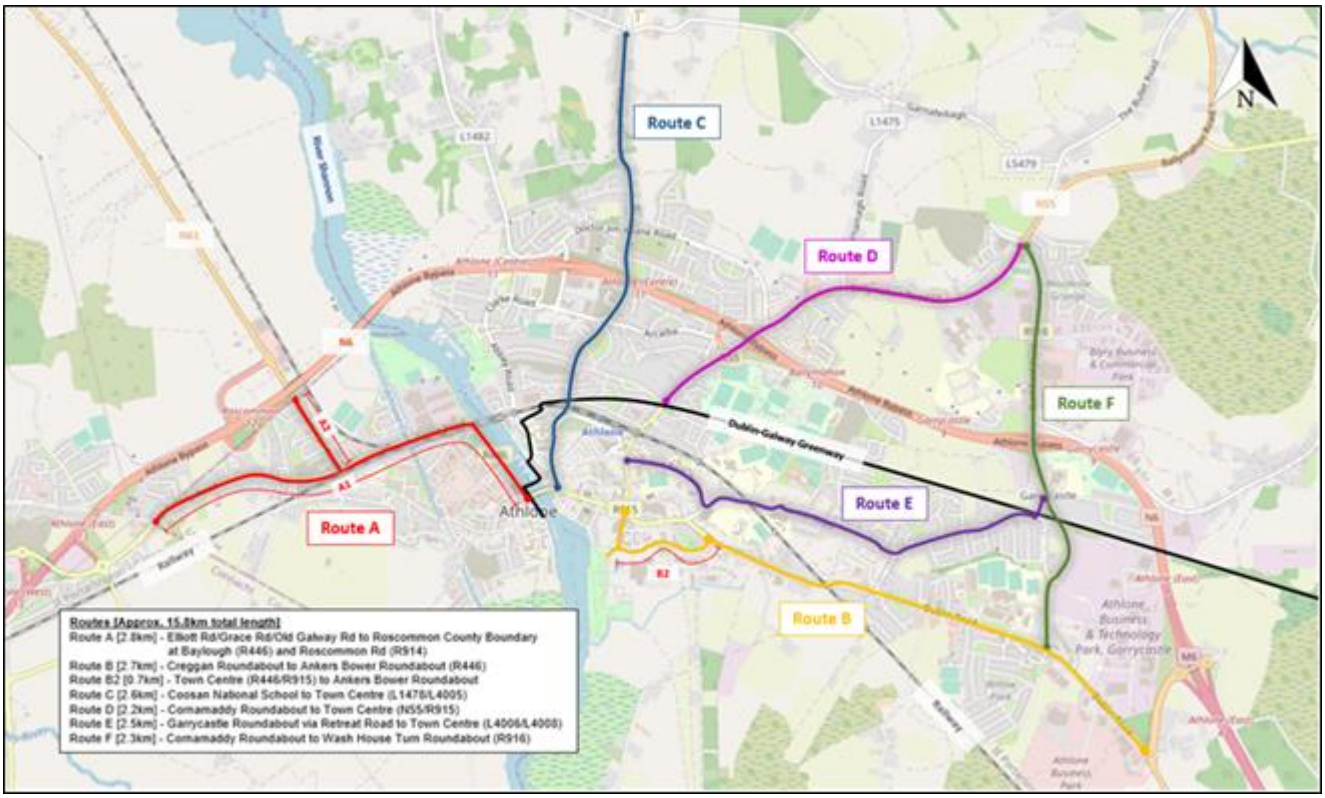


Figure 1-1 - Scheme routes and extents

The project is located in Athlone, a town on the border of counties Roscommon and Westmeath. It is situated to the south of Lough Ree. In total there is approximately 15.8 km of active travel planned for Athlone. The 15.8 km identified has been divided into 6 separate routes, these routes are as follows:

- Route A [2.8 km] - Elliott Rd/Grace Rd/Old Galway Rd to Roscommon County Boundary at Baylough (R446) and Roscommon Rd (R914).
  - Route A1 [2.3 km] - Tesco Express in Boylagh to Luan Gallery and St. Peter and Paul church (R446).
  - Route A2 [0.5 km] - Junction of the Old Galway Road (R446) and Roscommon Road (R914) to the Roscommon County boundary (R914).
- Route B [2.7 km] - Creggan Roundabout to Ankers Bower Roundabout (R446).

- Route B2 [0.7km] - Town Centre (R446/R915) to Ankers Bower Roundabout.
- Route C [2.6km] - Coosan National School to Town Centre (L1478/L4005).
- Route D [2.2km] - Cornamaddy Roundabout to Town Centre (N55/R915).
- Route E [2.5km] - Garrycastle Roundabout via Retreat Road to Town Centre (L4006/L4008).
- **Route F [2.3km] - Cornamaddy Roundabout to Wash House Turn Roundabout (R916).**

The following routes have been identified under number 34. This report presents the Flood Risk Assessment for Route F.

1.1 Relevant Guidance

This FRA has been undertaken in consideration with '*The Planning System and Flood Risk Management – Guidelines for Planning Authorities'* DOEHLG November 2009, which is the latest guidance document. The guidance has been issued to ensure that flood risk is a key consideration for developers, planning & regional authorities, and the public in preparing and submitting development proposals. The principles of the guidance are as follows:

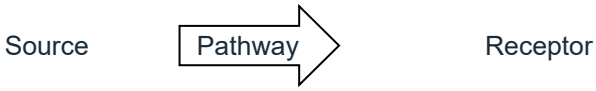
- Avoid the risk, where possible
- Substitute less vulnerable users, where avoidance is not possible, and
- Mitigate and manage the risk, where avoidance and substitution are not possible.

A staged approach is recommended within the guidance document in relation to identifying and assessing flood risk. The three stages of appraisal and assessment are as follows:

- Stage 1 Flood risk identification
- Stage 2 Initial flood risk assessment
- Stage 3 Detailed flood risk assessment

1.2 Flood Risk

Flood risk can be quantified by relating the probability of the flood event occurring to the consequence of the flood. Probability, in flood event terms, is gauged by potential annual occurrence/return period and flood consequence is dependent on the nature of the flood hazard and the vulnerability of the inundated area. The source-pathway-receptor model considers the components of flood risk.



The source is the hazard with the potential to cause harm through flooding (e.g., rainfall, high sea levels). The pathway is the mechanism by which the source can affect the receptor (e.g., inadequate drainage, overtopping of coastal defences) and finally, the receptor is anything which is affected by the flood event (e.g., people, infrastructure, property).

1.3 Causes of Flooding

The Planning System and Flood Risk Management Guidelines requires a FRA to consider all potential causes of flooding including the following:

- Coastal flooding
- Inland flooding
  - Overland flow
  - River flooding
  - Flooding from artificial drainage systems
  - Groundwater flooding
  - Estuarial flooding
  - Failure of infrastructure

1.4 Floodplains

A river flood plain is a low-lying area which receives excess flood water when the flow within the watercourse exceeds the capacity of the channel. A coastal flood plain is an area which, during high tide or increased sea levels, becomes inundated with sea water.

1.5 Assessing Flood Risk

In the context of the 'Planning System and Flood Risk Management Guidelines, DOEHLG, 2009' three flood zones are designated in the consideration of flood risk to a particular site. The three flood zones are described in Table 1-1 below.

Table 1-1 - Flood Zones

Flood Zone	Description
Flood 'Zone A'	where the probability of flooding from watercourses is the highest (greater than 1% or 1 in 100 year for watercourse flooding or 0.5% or 1 in 200 for coastal flooding).
Flood 'Zone B'	where the probability of flooding from watercourses is moderate (between 0.1% or 1 in 1000 year and 1% or 1 in 100 year for watercourse flooding, and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding).
Flood 'Zone C'	where the probability of flooding from watercourses and the sea is low or negligible (less than 0.1% or 1 in 1000 year for both watercourse and coastal flooding). Flood Zone 'C' covers all areas which are not in Zones 'A' or 'B'.

The planning implications for each of the flood zones are:

Zone A - High probability of flooding. Most types of development would be considered inappropriate in this zone. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in city and town centres, or in the case of essential infrastructure that cannot be located elsewhere, and where the Justification Test has been applied. Only water-compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation, would be considered appropriate in this zone.

Zone B - Moderate probability of flooding. Highly vulnerable development, such as hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate in this zone, unless the requirements of the Justification Test can be met. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone. In general, however, less vulnerable development should only be considered in this zone if adequate lands or sites are not available in Zone C and subject to a flood risk assessment to the appropriate level of detail to demonstrate that flood risk to and from the development can or will adequately be managed.

Zone C - Low probability of flooding. Development in this zone is appropriate from a flood risk perspective (subject to assessment of flood hazard from sources other than rivers and the coast) but would need to meet the normal range of other proper planning and sustainable development considerations.

2. Site Description

2.1 Site Location

The proposed Route F of the scheme is approximately 2.3km in length. Route F commences at Cornamaddy Roundabout, this continues in a southernly direction. The proposed route crosses the Dublin-Galway greenway as well as National Road N6 along the R916 and finishes in advance of Wash House Turn Roundabout (R916).

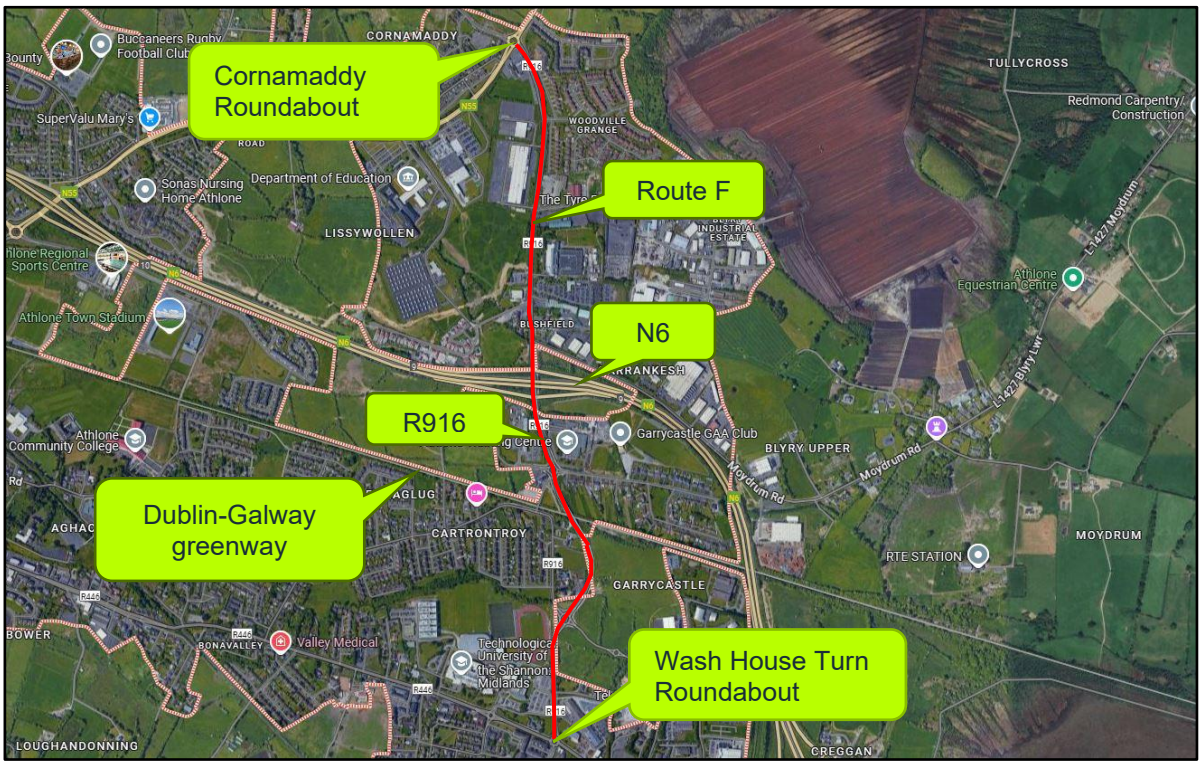


Figure 2-1 - Site Location

2.2 Topography

Based on the topographical survey for Route F the proposed route appears to generally fall from South to North with levels ranging from 45mOD to 54.71mOD and a highpoint of 54.71mOD and lowpoint of 45mOD at the northernly point of the proposed route.

2.3 Local Hydrology & Existing Drainage

The Environmental Protection Agency (EPA) Geoportal (https://gis.epa.ie/EPAMaps/) was consulted in relation to the proposed route to identify nearby waterbodies. The closest water body to the proposed route is the River Al which flows in a westerly manner and discharges into the River Shannon in the West as shown in Figure 2-2 below. The River Al is approximately 200 mOD South of the Southern end of the proposed route.

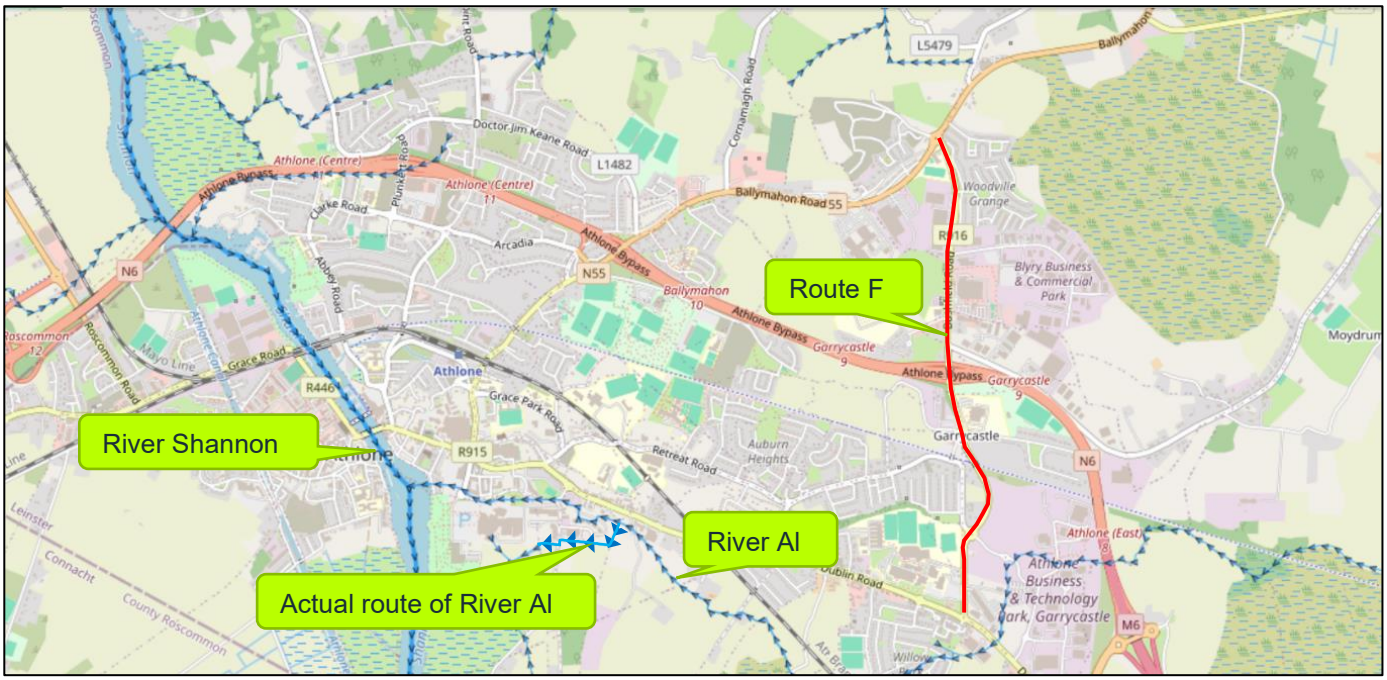


Figure 2-2 - Hydrological Features

3. Flood Risk Identification for the Site

In accordance with the planning guidelines, a Stage 1 Flood risk identification is required to be undertaken to identify if there are any flooding or surface water management issued related to the proposed route that may warrant further investigation. Initially, the following possible flood mechanisms for the proposed route have been identified:

Table 3-1 - Possible Flooding Mechanisms

Source/Pathway	Significant?	Comment/Reason
Coastal flooding	No	The proposed route is not close to coastal location.
Overland flow	No	The surrounding topography is relatively shallow.
River flooding	No	The proposed route is along existing roads with levels higher than the nearby water courses.
Flooding from artificial drainage systems	No	There is no urban drainage infrastructure within the route and in the immediate vicinity of the proposed route.
Groundwater flooding	No	There are no significant springs or groundwater discharges recorded in the immediate vicinity of the proposed route.
Estuarial flooding	No	The proposed route is not at an estuarial location.
Failure of infrastructure	No	There are no hydraulic structures in the direct vicinity of the proposed route.

Table 3-1 above demonstrates that the proposed route is not at risk of flooding, however the report will continue to confirm the initial assumptions detailed above.

3.1 Flood Risk Investigation

3.1.1 OPW Flood Maps

The Office of Public Works (OPW) interactive map viewer (http://www.floodinfo.ie/map/floodmaps/) displays the predicted flood extents for both rivers and coastal areas over various return periods. The viewer was consulted in relation to the proposed route.

Floodmaps are not available for the proposed route, however, from the general viewer, it is evident that the proposed route is not at risk from fluvial flooding from the Shannon River or its tributaries for any return period.

3.1.2 Historical Flood Records

The GeoHive map viewer (http://map.geohive.ie/mapviewer.html) was consulted to review available historic mapping for the proposed route which can contain evidence of historical flooding incidences or occurrences. The maps consulted were the pre-1900's historic 6-inch colour and 25-inch maps. The maps did not show any evidence of historic flooding along the proposed route. The 6-inch map and the 25-inch map are shown in Figure **3-1** and Figure 3-2 respectively, with the proposed route indicated in red.

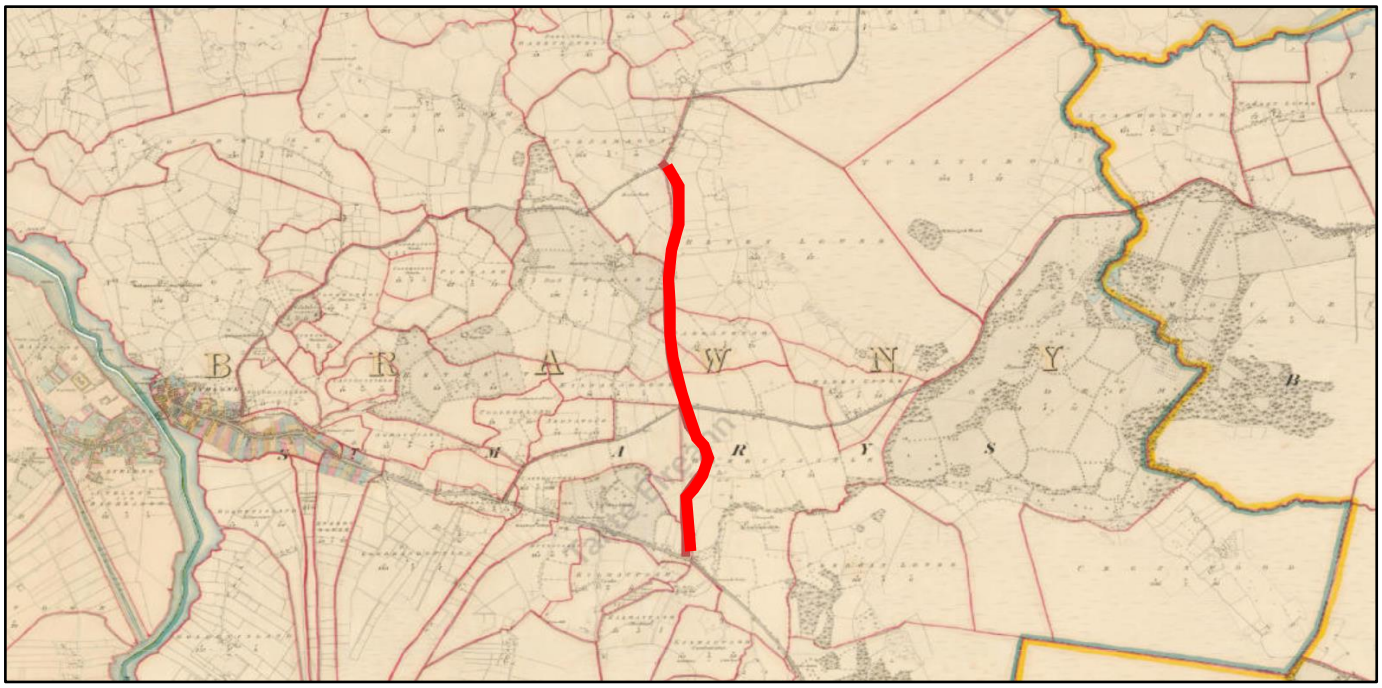


Figure 3-1 - Historic 6-inch Colour Map

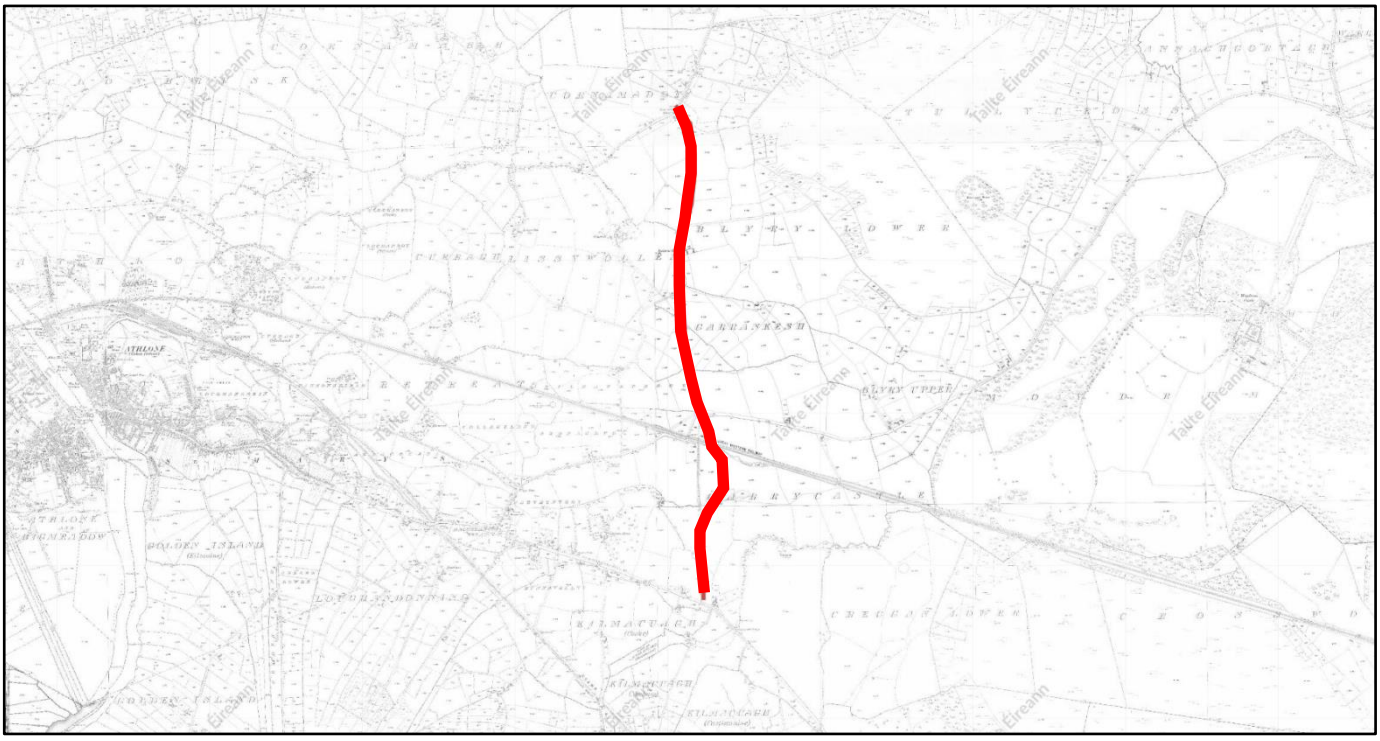


Figure 3-2 - Historic 25-inch Map

3.1.3 Historic Flooding

The Office of Public Works (OPW) interactive map viewer http://www.floodinfo.ie/map/floodmaps was consulted to view any historic flood events located along the proposed route.

Figure 3-3 shows the flood events around the proposed route. The closest flood event is approximately 555 metres to the West of the proposed route.

According to a town Engineer meeting held on 22/03/2006 the flooding at Cartron Drive is caused due to inadequate surface water drainage.

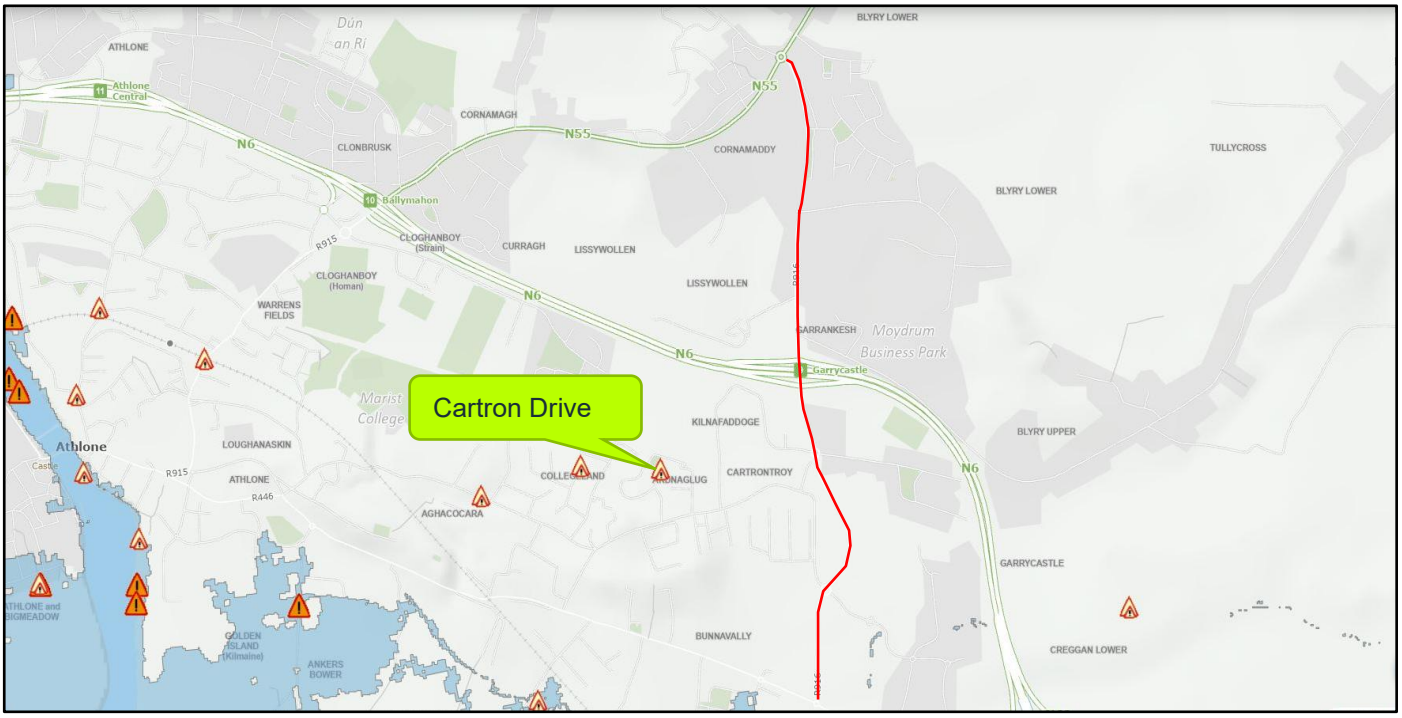


Figure 3-3 - Historic Flood Events

3.1.4 Geological Survey of Ireland Mapping

The soils maps of Geological Survey of Ireland (GSI) were consulted to determine the presence of alluvium deposits in the vicinity of the proposed route. Deposition of Alluvium deposits can be an indicator of areas which have flooded in the recent geological past.

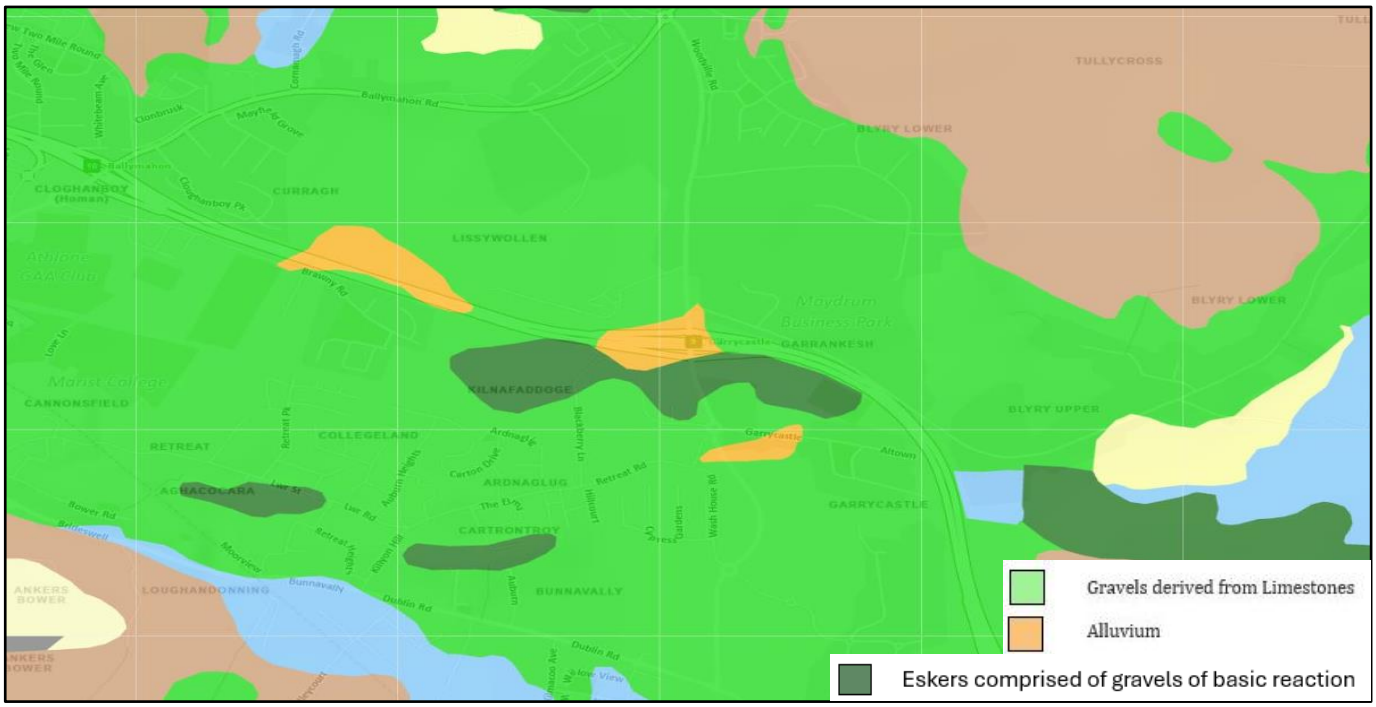


Figure 3-4 - GSI Soil Map

Figure 3-4**Error! Reference source not found.** above shows the soils mapping for the proposed route which indicates presence of alluvium along two sections of the proposed route. Other sediments identified on the proposed route include Eskers comprised of gravels of basic reaction and Gravel derived from Limestone.

3.1.5 Westmeath County Development Plan 2021-2027

The Westmeath County Development Plan (CDP) 2021-2027 Strategic Flood Risk Assessment (SFRA) was consulted in relation to the proposed route. Athlone is excluded from the SFRA as this settlement will be subject to separate Urban Area and Local Area Plans and therefore are not considered in this Draft Plan.

3.1.6 Athlone Town Development Plan 2014–2020

The flood risk map created as part of the Athlone Town Development Plan 2014-2020 was consulted in relation to the proposed route. An extract of the map is shown in Figure 3-5 with the proposed route indicated in red. The map indicates that the proposed route is in Floodzone C.

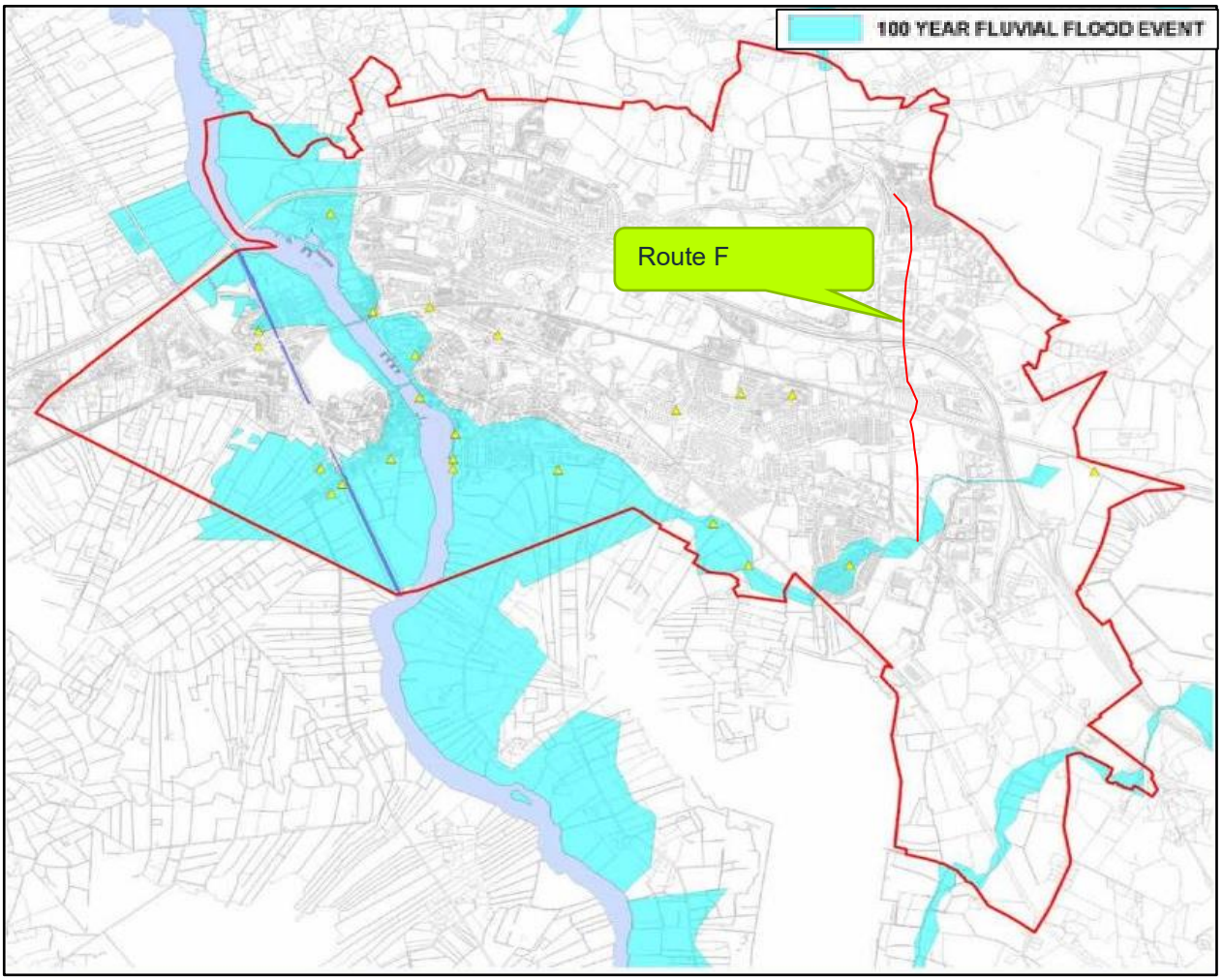


Figure 3-5 - Athlone Flood Risk Map

4. Conclusion and Recommendations

4.1 Conclusion of Flood Risk Identification

The purpose of the Stage 1 Flood risk identification process is to establish whether a flood risk issue currently exists or may exist in the future. If a potential flood risk issue is identified the risk will be investigated in further detail by undertaking a Stage 2 – Initial flood risk assessment. However, if no potential flood risk is identified then the overall assessment can conclude at this point.

In relation to the proposed Route F of the Athlone Active Travel Scheme, based on the Stage 1 - Flood risk identification findings discussed above, the flood risk study shall be concluded at this point as the proposed route is not at risk from flooding.

A Stage 1 flood risk assessment has been completed in accordance with *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* and the following conclusions can be drawn;

- Athlone County Development Plan Floodmap indicates that the proposed route is located in Floodzone C.
- Alluvium deposit is identified in two sections of the proposed route
- Historic risk of flooding is not identified in this proposed route.

4.1.1 Recommendations

The following recommendations should be considered;

- Suitable Sustainable Urban Drainage systems (SUDs) are to be used within the proposed scheme to reduce surface water runoff from the proposed route where feasible and designed in accordance with CIRIA report C753 ‘The SuDS Manual V-6’.
- Location of culverts along the proposed route if any, must be confirmed. Maintenance of the culverts must be carried out as and when necessary to prevent any blockage which can lead to a flood risk.

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Appendix C. Road User and Safety Audit

Athlone Active Travel Schemes – Route F

Stage 1 Road Safety Audit

AtkinsRéalis

November 2025

Athlone Active Travel Schemes - Route F

Stage 1 Road Safety Audit

November 2025

Notice

This document and its contents have been prepared and are intended solely for AtkinsRéalis' information and use in relation to Athlone Active Travel Schemes - Route F.

Traffico assumes no responsibility to any other party in respect of or arising out of or in connection with this document and / or its contents.

Document History

JOB NUMBER: 250105			DOCUMENT REF: 250105RPT005_RSA1_RouteF__Rev_1			
1	Final Issue	MD	MD	MD	MD	14 Nov. 2025
0	Draft Issue	MD	MD	JR	MD	4 Nov. 2025
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

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1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the Athlone Active Travel Schemes - Route F.

The Audit has been completed by Traffico on behalf of AtkinsRéalis.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Tuesday 4th February 2025	Daylight	Overcast with showers and wet road pavements.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	**Martin Deegan** BEng(Hons) MSc CEng FIEI	MD101312
Audit Team Member (ATM)	**John Ryan** BEng CEng MSc BE	JR*101

Table 1.2 – Audit Team Details

1.4 Design Information Examined as Part of the Audit Process

The following design information was examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
0086831-ATK-XX-XX-DR-CE-900013	Route F General Arrangement, Sheet 1 of 4	P02
0086831-ATK-XX-XX-DR-CE-900014	Route F General Arrangement, Sheet 2 of 4	P02
0086831-ATK-XX-XX-DR-CE-900015	Route F General Arrangement, Sheet 2 of 4	P02
0086831-ATK-XX-XX-DR-CE-900016	Route F General Arrangement, Sheet 2 of 4	P02

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

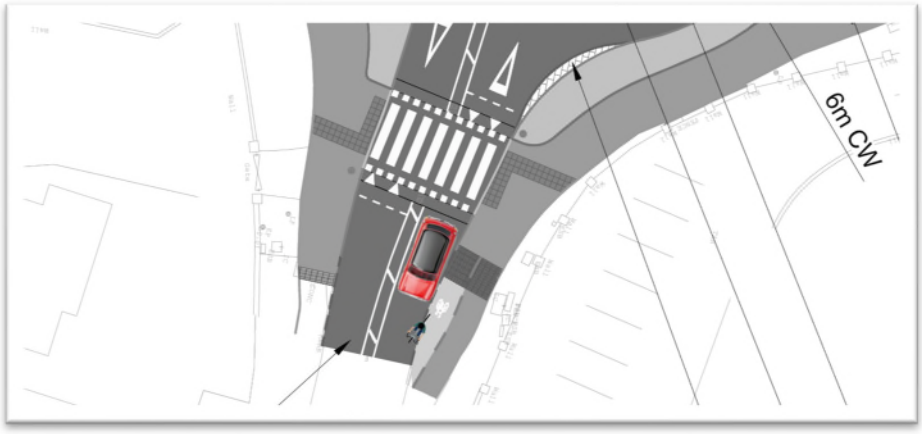
2. Road Safety Issues Identified

2.1 Problem: Cyclists Merging into Altown

Location: CH 0+ 900| Sheet 2 of 4 – Altown Eastbound Cycle Merge

The termination of the cycle track may result in cyclists joining Altown facing away from the approaching eastbound traffic stream, increasing the risk of collisions with vehicles.

Figure 2.1 – Cyclist Merging into Narrowed Lane Facing Away from Approaching Vehicles



Recommendation

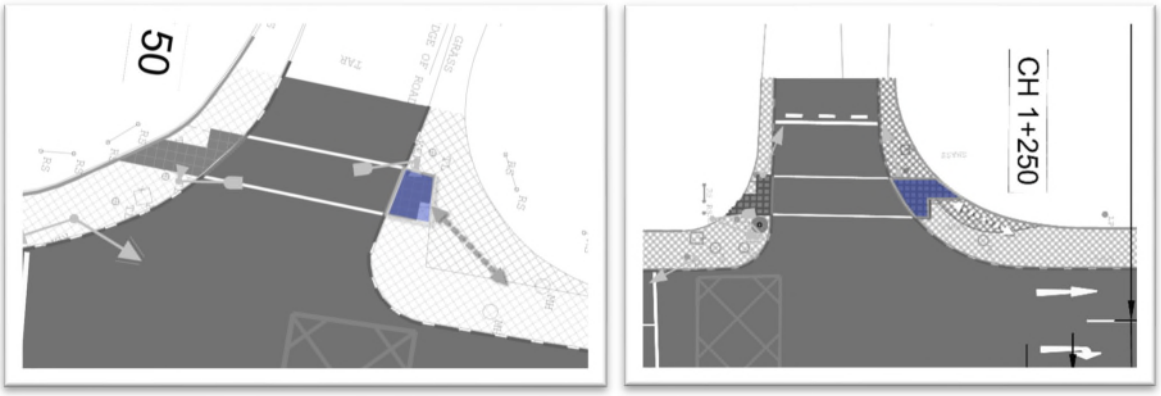
The merge layout should be modified with a view to improving safety for merging cyclists.

2.2 Problem: Space for Pedestrians to Accumulate at Crossings

Location: CH 1+ 150 & CH 1+ 250 | Sheet 2 of 4 – N6 On-Slip & N6 Off-Slip

The limited area available at the crossings may result in pedestrians walking onto the grass, which could increase the risk of slips, trips, and progression difficulties for road users with mobility impairments.

Figure 2.2 – Limited Space at Crossings Leading to Pedestrian Conflict & Slips in Grass



Recommendation

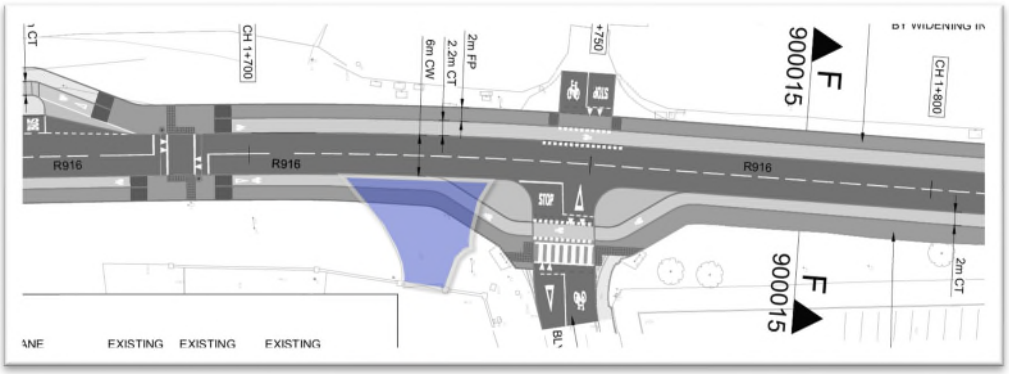
The footpaths at these locations should be modified to better serve pedestrian needs.

2.3 Problem: Traffic From Commercial Access Crossing Facilities

Location: CH 1+ 725 | Sheet 3 of 4 – Access on R916 Garrycastle Cottages

Failing to accommodate traffic entering and exiting here may cause conflicts between vehicles and vulnerable road users on nearby facilities.

Figure 2.3 – Commercial Traffic Including HGV's Crossing Walking & Cycle Tracks



Recommendation

Suitable provision should be made for traffic entering and exiting this access with a view to prioritising the safety of pedestrians and cyclists.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

3.3 Road Safety Audit Team Sign-Off

Martin Deegan
Audit Team Leader
Road Safety Engineering Team
traffico

Signed: 

Date: 4th November 2025

John Ryan
Audit Team Member
Road Safety Engineering Team
traffico

Signed: 

Date: 4th November 2025

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.

Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie
- Telephone: 01 699 1551

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

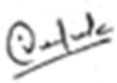
Road Safety Audit Feedback Form

Scheme: Athlone Active Travel Schemes - Route F

Audit Stage: Stage 1 Road Safety Audit | **Audit Date:** 4th November 2025

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	No	The proposal is to retain the existing cycle merge layout. Given the eastbound arm leads to residential properties it is anticipated vehicular volumes will be low in comparison to the other arms of the roundabout. However the detailed design will incorporate additional signage to highlight to motorists the presence of potential merging cyclists onto the carriageway.	Yes.
2.2	Yes	Yes		
2.3	Yes	Yes		

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name:	Deepak Parmar	Designer's Signature:		Date:	11/11/2025
Employer's Name:	Leo Buckley, Westmeath County Council	Employer's Signature:		Date:	12/11/2025
Audit Team's Name:	Martin Deegan	Audit Team's Signature:		Date:	14th Nov. 2025

traffico
w: www.traffico.ie
e: hello@traffico.ie

Appendix D. Tree Impact Summary

GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS.
3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM.
4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR.
5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION.

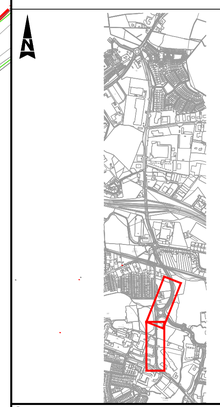
LEGEND:

- EXTENT OF WORKS
- CATEGORY 1 TREES
- CATEGORY 2 TREES
- CATEGORY 3 TREES
- CATEGORY 4 TREES
- CROWN SPREAD OF TREE
- AREA OF TREE PROTECTION ZONE

ABBREVIATION:

T - TREE
G - GROUP OF TREES
S - SHRUBS
H - HEDGE
W - AREA OF WOOD

DRAFT



KEY PLAN
NOT TO SCALE

Purpose: FOR INFORMATION

A1

DO NOT SCALE

File: 0086381-ATK-F1-01-DR-CE-900601-900605.dwg
Date: Jun 11, 2025 - 11:34am Plotted by: GREE5093

Risk Level		
	X	Atkins Base Line - Low Risk
		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
		Client Critical - Already Marked

NTA Údarás Náisiúnta Iompair National Transport Authority

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Rialtas na hÉireann Government of Ireland

Tionscadal Éireann Project Ireland 2040

Rev	Description	By	Date	Chk'd	Rev'd	Auth
-	ISSUED FOR INFORMATION	DG	11.06.25	JT	AB	ST

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Tel (+353) 091 786 050
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Client: WESTMEATH COUNTY COUNCIL

Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE CO. WESTMEATH

Title: TREE SURVEY ROUTE F SHEET 1 OF 4

Original Scale	Drawn	Checked	Reviewed	Authorised
1:500@A1 1:1000@A3	DG Date 11.06.25	JT Date 11.06.25	AB Date 11.06.25	ST Date 11.06.25

Status	Drawing Number	Rev
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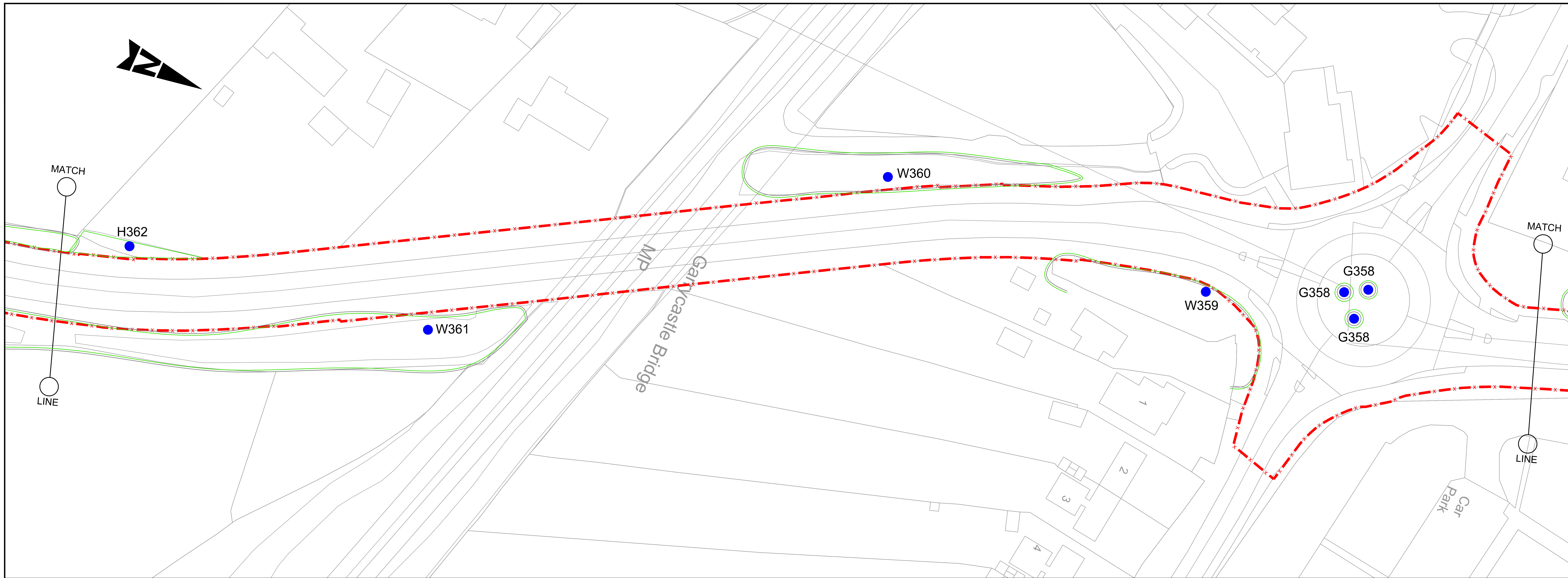
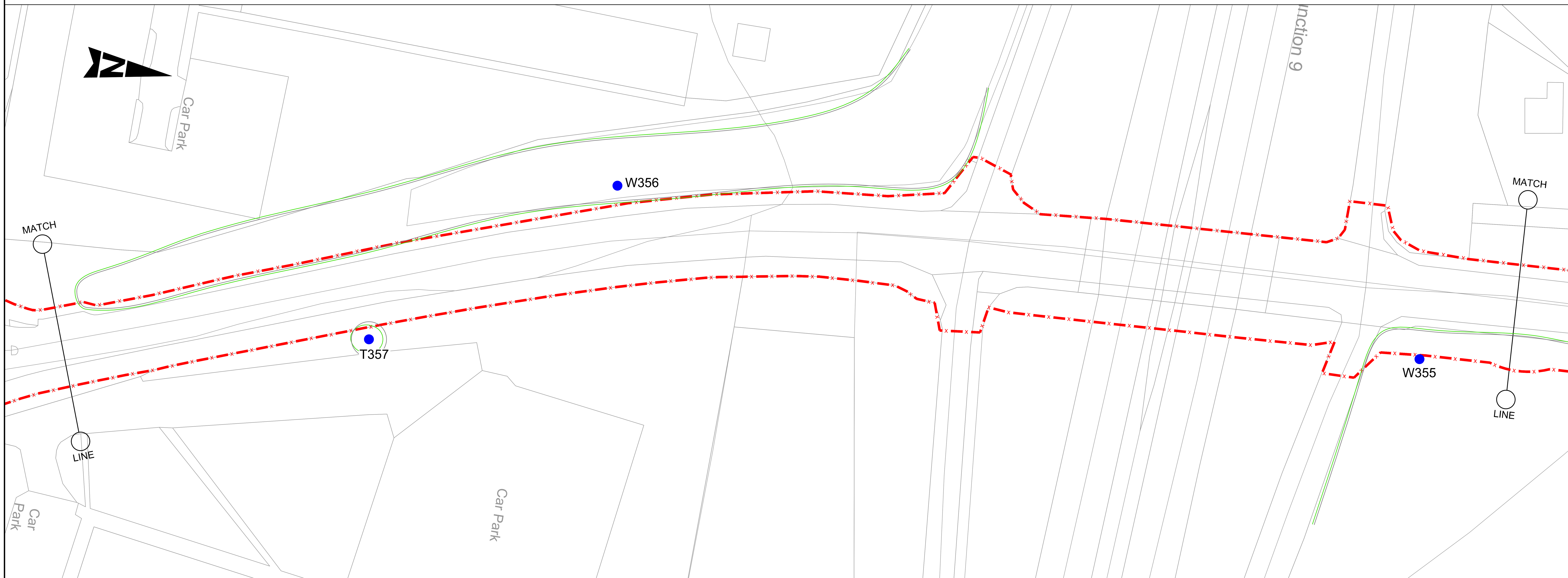
A1

DO NOT SCALE





GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS.
3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM.
4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR.
5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION.

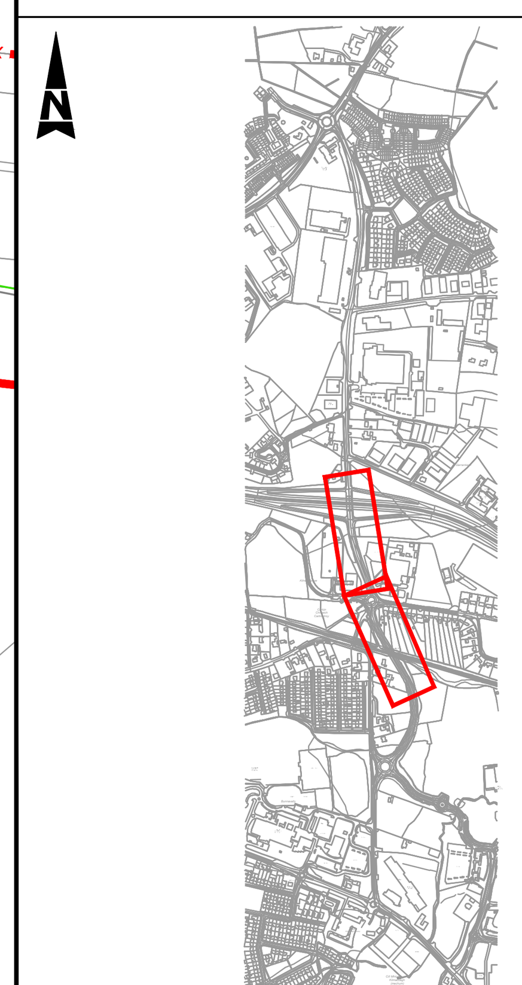
LEGEND:

- EXTENT OF WORKS
- CATEGORY 1 TREES
- CATEGORY 2 TREES
- CATEGORY 3 TREES
- CATEGORY 4 TREES
- CROWN SPREAD OF TREE
- AREA OF TREE PROTECTION ZONE

ABBREVIATION:

- T - TREE
- G - GROUP OF TREES
- S - SHRUBS
- H - HEDGE
- W - AREA OF WOOD

DRAFT



KEY PLAN
NOT TO SCALE

ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE CO. WESTMEATH

Risk Level		
	X	Atkins Base Line - Low Risk
		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
		Client Critical - Already Marked

NTA Údarás Náisiúnta Iompair National Transport Authority

WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Rialtas na hÉireann Government of Ireland

Tionscadal Éireann Project Ireland 2040

Rev	Description	By	Date	Chk'd	Rev'd	Auth
-	ISSUED FOR INFORMATION	DG	11.06.25	JT	AB	ST

ATKINS
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Unit 2B, 2200 Cork Airport Business Park, Cork Tel (+353) 021 429 0300 Fax (+353) 021 429 0360

1st Floor Technology House Parkmore Technology Park, Galway Tel (+353) 091 786 050 Fax (+353) 091 779 830

Client: WESTMEATH COUNTY COUNCIL

Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE CO. WESTMEATH

Purpose: FOR INFORMATION

Title: TREE SURVEY ROUTE F SHEET 2 OF 4

Original Scale	Drawn	Checked	Reviewed	Authorised
1:500@A1 1:1000@A3	DG Date 11.06.25	JT Date 11.06.25	AB Date 11.06.25	ST Date 11.06.25

Status	Drawing Number	Rev
I	0086381-ATK-F1-01-DR-CE-900602	-

File: 0086381-ATK-F1-01-DR-CE-900601-900605.dwg Plotted by: GREE5093
Date: Jun 11, 2025 - 11:34am

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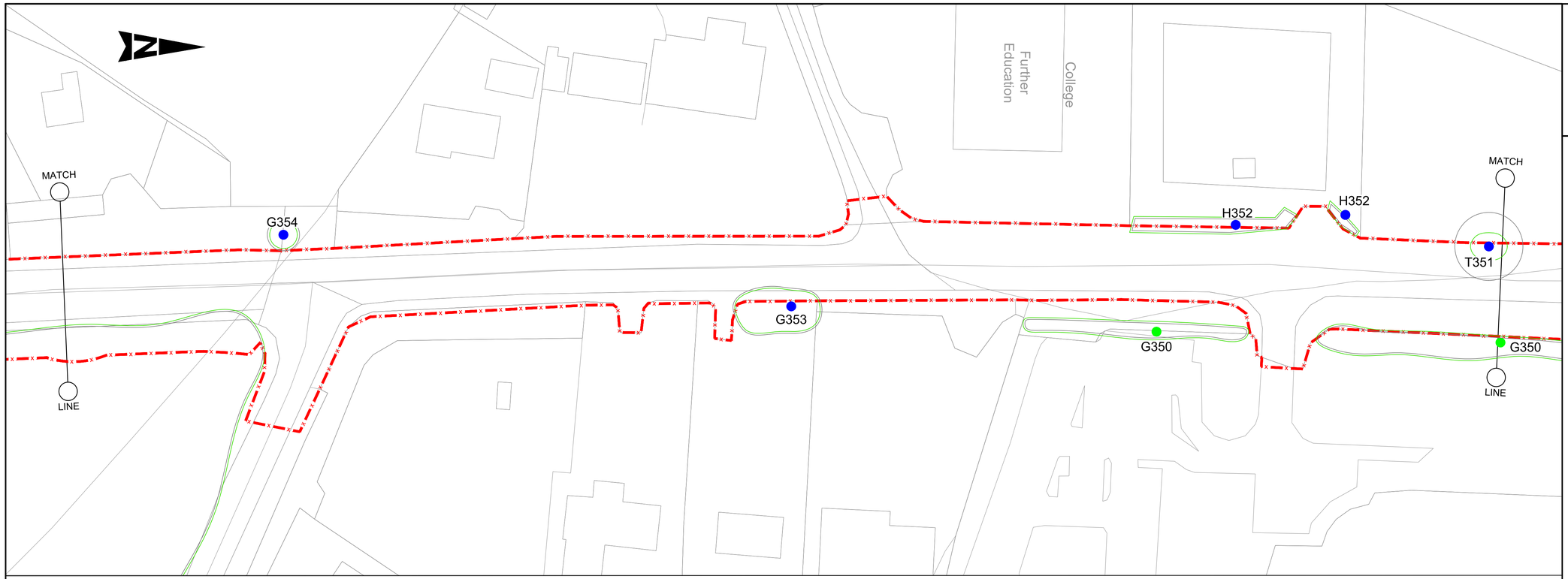
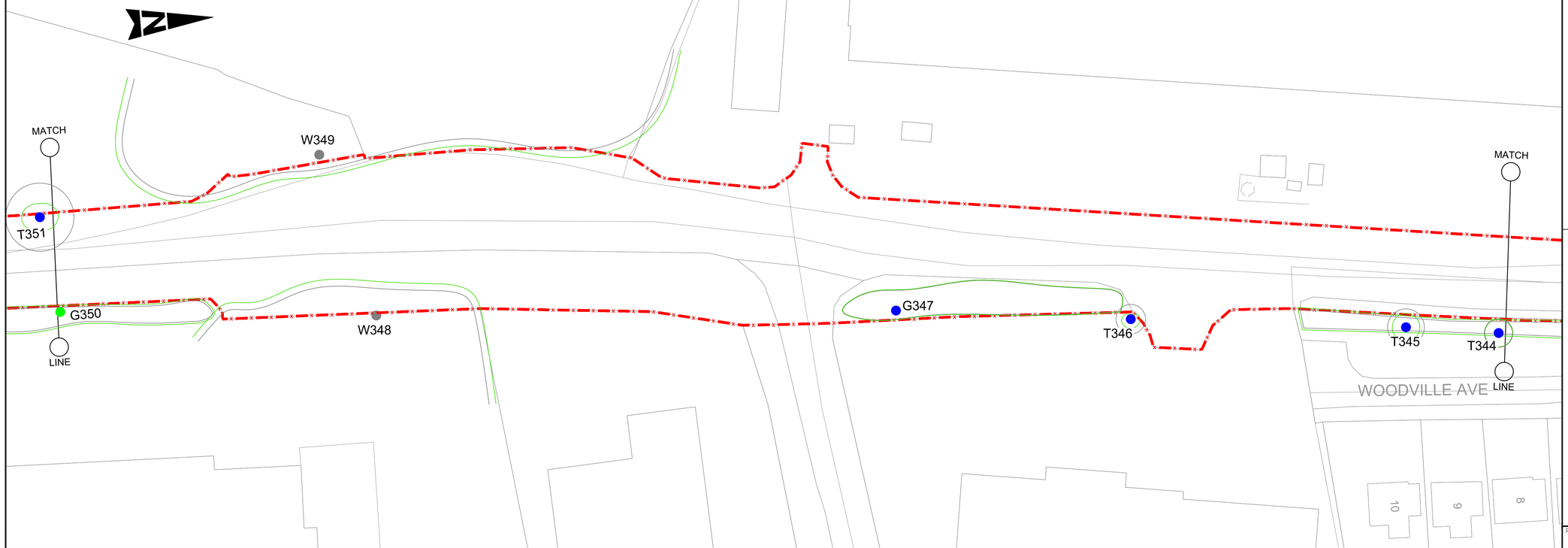
DO NOT SCALE





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DRAFT

Purpose: FOR INFORMATION

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WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Rialtas na hÉireann Government of Ireland

Tionscadal Éireann Project Ireland 2040

Rev	Description	By	Date	Chk'd	Rev'd	Auth
-	ISSUED FOR INFORMATION	DG	11.06.25	JT	AB	ST

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Client: WESTMEATH COUNTY COUNCIL

Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE CO. WESTMEATH

Title: TREE SURVEY ROUTE F SHEE 3 OF 4

Original Scale	Drawn	Checked	Reviewed	Authorised
1:500@A1 1:1000@A3	DG Date 11.06.25	JT Date 11.06.25	AB Date 11.06.25	ST Date 11.06.25

Status: I

Drawing Number: 0086381-ATK-F1-01-DR-CE-900603

Rev: -

File: 0086381-ATK-F1-01-DR-CE-900601-900605.dwg
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Plotted by: GREE5093

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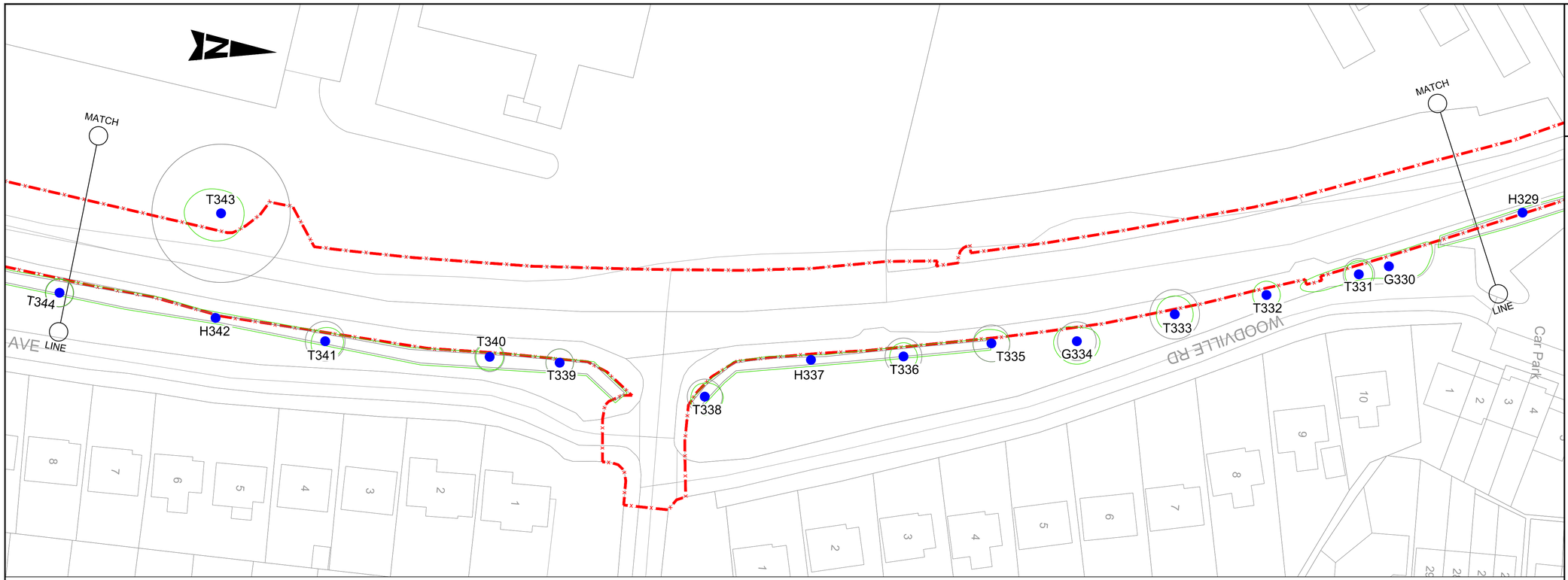

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DRAFT

KEY PLAN
NOT TO SCALE

Purpose: FOR INFORMATION

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WESTMEATH COUNTY COUNCIL Comhairle Chontae na hIarmhí

Rialtas na hÉireann Government of Ireland | Tionscadal Éireann Project Ireland 2040

Rev	Description	By	Date	Chk'd	Rev'd	Auth
-	ISSUED FOR INFORMATION	DG	11.06.25	JT	AB	ST

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Client: WESTMEATH COUNTY COUNCIL

Project: ATHLONE ACTIVE TRAVEL SCHEMES BUNDLE CO. WESTMEATH

Title: TREE SURVEY ROUTE F SHEET 4 OF 4

Original Scale	Drawn	Checked	Reviewed	Authorised
1:500@A1 1:1000@A3	DG Date 11.06.25	JT Date 11.06.25	AB Date 11.06.25	ST Date 11.06.25

Status	Drawing Number	Rev
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DO NOT SCALE

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Date: Jun 11, 2025 - 11:35am Plotted by: GREE5093

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Tree Survey Report Sheet Site: Athlone Active Travel Scheme Route F Client: Westmeath County Council

Tag No.	Species	Height (m)	Stem Diameter (mm)	Crown spread (m)				Crown Clearance (m)	Age	General Observations				Action	ULE	Category	Priority	Target
				N	E	S	W			Crown form	Condition	Defect	Obstacle					
H329	Privet	3	120	2	2	2	2	1	M	Multi stem	Fair	None	Path	Crown lift to 2.4m over path, Maintain as hedge	20 to 40	B1	Routine	Medium, path or lawn
G330	Ash	6	160	1	1	1	1	2	Y	Multi stem	Fair	None	None	Monitor for death	Less than 10	B1	Routine	Medium, path or lawn
T331	Lime	6	280	3	3	3	3	5	SM	Multi stem from 2.0m, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	More than 40	B1	Routine	High, road or building
T332	Lime	6	350	3	3	3	3	2	SM	2 stems from 3.0m, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	More than 40	B1	Routine	High, road or building
T333	Lime	7	450	4	4	4	4	2	SM	Multi stem from 1.0m, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	More than 40	B1	Routine	High, road or building
G334	Lime, Goat willow	7	420	5	5	5	3	2	SM	3 stems from the ground, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	20 to 40	B1	Routine	Medium, path or lawn
T335	Lime	7	330	4	4	4	3	1	SM	Multi stem from 1.0m, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	More than 40	B1	Routine	High, road or building
T336	Lime	6	330	3	3	3	3	2	SM	Multi stem from 2.0m, Spreading crown	Fair	None	None	No action is required	More than 40	B1	Not applicable	Medium, path or lawn
H337	Cotoneaster	3	50	1	1	1	1	0	AM	Multi stem, Recently trimmed	Fair	None	None	Maintain as hedge	20 to 40	B1	Routine	Medium, path or lawn
T338	Lime	7	320	4	4	3	3	2	SM	Multi stem from 3.0m, Spreading crown	Fair	None	None	No action is required	More than 40	B1	Not applicable	High, road or building
T339	Lime	6	250	3	3	3	3	1	SM	Multi stem from 2.0m, Spreading crown	Fair	None	None	No action is required	More than 40	B1	Not applicable	High, road or building
T340	Lime	6	270	3	3	3	3	1	SM	2 stems from 2.0m, Spreading crown	Fair	None	None	No action is required	More than 40	B1	Not applicable	Medium, path or lawn
T341	Lime	7	360	4	4	3	3	1	SM	3 stems from 2.0m, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	More than 40	B1	Routine	High, road or building
H342	Cotoneaster	3	80	1	1	1	1	0	AM	Multi stem, Recently trimmed	Fair	None	None	Maintain as hedge	20 to 40	B1	Routine	Medium, path or lawn

ULE: Estimated and approximate Useful Life Expectancy
Dr Philip Blackstock

Tag No.	Species	Height (m)	Stem Diameter (mm)	Crown spread (m)				Crown Clearance (m)	Age	General Observations				Action	ULE	Category	Priority	Target
				N	E	S	W			Crown form	Condition	Defect	Obstacle					
T343	Oak	17	1330	5	6	8	5	2	M	3 stems from 1.0m, Spreading crown, Recently trimmed	Fair	Thinning crown, Excessive ivy	None	Crown clean, Remove ivy	20 to 40	B1	Medium	High, road or building
T344	Lime	6	260	3	3	3	3	2	SM	Multi stem from 3.0m, Spreading crown	Fair	None	None	No action is required	More than 40	B1	Not applicable	Medium, path or lawn
T345	Lime	6	330	3	3	3	3	2	SM	Single main stem with heavy side branches, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	More than 40	B1	Routine	High, road or building
T346	Rowan	6	270	2	2	2	1	2	M	2 stems from 1.0m	Fair	Target cankers	None	No action is required	20 to 40	B1	Not applicable	High, road or building
G347	Rowan, Flowering cherry	6	280	3	3	3	3	1	AM	Multi stem	Fair	None	None	No action is required	20 to 40	B1	Not applicable	Medium, path or lawn
W348	Ash, Alder, Sycamore, Goat willow	16	250	7	7	7	7	1	SM	Multi stem, Spreading crown	Poor	Excessive deadwood, Excessive end weight, Excessive ivy, Infection of Hymenoscyptus fraxineus	None	Monitor for death, Crown clean, Remove ivy, Reduce end weight in side branches over road by 2.0m, Fell dead and dying stems	20 to 40	C1	High	High, road or building
W349	Ash, Alder, Sycamore, Tree cotoneaster, Goat willow	16	380	7	7	7	7	1	SM	Multi stem, Spreading crown	Poor	Excessive deadwood, Excessive end weight, Excessive ivy, Infection of Hymenoscyptus fraxineus	None	Monitor for death, Crown clean, Remove ivy, Reduce end weight in top branches over road by 2.0m, Fell dead and dying stems	20 to 40	C1	High	High, road or building
G350	Beech	8	140	2	2	2	2	1	Y	Single stem, Upright crown	Good	None	None	No action is required	More than 40	A1	Not applicable	High, road or building
T351	Atlas cedar, Goat willow	6	740	4	3	4	3	1	M	Multi stem from 1.0m, Spreading crown	Fair	None	Path	Crown lift to 2.4m over path	10 to 20	B1	Routine	High, road or building

ULE: Estimated and approximate Useful Life Expectancy

Tag No.	Species	Height (m)	Stem Diameter (mm)	Crown spread (m)				Crown Clearance (m)	Age	General Observations				Action	ULE	Category	Priority	Target
				N	E	S	W			Crown form	Condition	Defect	Obstacle					
H352	Goat willow, Privet	4	100	2	2	2	2	0	AM	Multi stem	Fair	None	None	Maintain as hedge	20 to 40	B1	Routine	Medium, path or lawn
G353	Leyland cypress, Monterrey cypress	10	660	5	5	5	5	1	M	Multi stem, Spreading crown	Fair	Recent crown failure	Path	Confirm ownership, Crown clean, Crown lift to 2.4m over path, Remove hung up branches	10 to 20	B1	Medium	High, road or building
G354	Leyland cypress	11	350	3	3	3	3	2	AM	Multi stem	Fair	Recent crown failure	None	Confirm ownership, Remove hung up branches	20 to 40	B1	Medium	High, road or building
W355	Birch, Black pine, Hybrid poplar, White poplar, Grey alder	17	250	4	4	4	4	0	SM	Multi stem	Fair	None	None	No action is required	20 to 40	B1	Not applicable	Medium, path or lawn
W356	Ash, Alder, Monterey pine, Hybrid poplar, Apple	16	450	5	5	5	5	1	AM	Multi stem	Fair	Excessive deadwood, Infection of Hymenoscyptus fraxineus	None	Fell dead and dying stems	20 to 40	B1	High	High, road or building
T357	Apple	5	320	3	3	4	3	1	M	Multi stem from 1.0m, Spreading crown	Fair	None	None	No action is required	20 to 40	B1	Not applicable	High, road or building
G358	Oak	5	160	2	2	2	2	2	Y	3 stems from the ground, Spreading crown	Fair	None	None	No action is required	More than 40	B1	Not applicable	Medium, path or lawn
W359	Alder, Birch, Goat willow	7	150	2	2	2	2	1	SM	Multi stem	Fair	None	Path	Crown lift to 2.4m over path	20 to 40	B1	Routine	High, road or building
W360	Alder, Birch, Goat willow	5	180	2	2	2	2	1	SM	Multi stem	Fair	None	Path	Crown lift to 2.4m over path	20 to 40	B1	Medium	Medium, path or lawn
W361	Ash, Alder, Birch	9	200	2	2	2	2	1	SM	Multi stem	Fair	None	None	No action is required	20 to 40	B1	Not applicable	High, road or building
H362	Cherry laurel, Field maple	2	100	1	1	1	1	0	SM	Multi stem, Recently trimmed	Fair	None	None	Maintain as hedge	0	B1	Routine	High, road or building
H363	Hawthorn, Blackthorn, Field maple, Plum, Goat willow	4	100	1	1	1	1	0	SM	Multi stem	Fair	None	Path	Crown lift to 2.4m over path, Maintain as hedge	More than 40	B1	Routine	Medium, path or lawn

Tag No.	Species	Height (m)	Stem Diameter (mm)	Crown spread (m)				Crown Clearance (m)	Age	General Observations				Action	ULE	Category	Priority	Target
				N	E	S	W			Crown form	Condition	Defect	Obstacle					
W364	Alder, Goat willow	7	250	2	2	2	2	1	SM	Multi stem	Fair	None	Path	Crown lift to 2.4m over path	20 to 40	B1	Routine	Medium, path or lawn
T365	Oak	5	140	2	2	1	1	2	Y	Multi stem from 3.0m	Fair	None	None	No action is required	More than 40	B1	Not applicable	Medium, path or lawn
W36 6	Birch, Rowan	7	150	2	2	2	2	1	SM	Multi stem	Fair	None	Path	Crown lift to 2.4m over path	20 to 40	B1	Routine	High, road or building
H367	Ash, Sycamore, Hawthorn, Blackthorn, Hazel	14	500	5	5	5	5	0	M	Multi stem, Spreading crown	Poor	Excessive deadwood, Excessive ivy, Infection of Hymenoscyptus fraxineus	Road	Monitor for death, Crown clean, Remove ivy, Crown lift to 5.1m over road, Maintain as hedge, Fell dead and dying stems	20 to 40	C1	High	Medium, path or lawn
G368	Birch	14	550	5	5	5	5	1	M	Multi stem from 2.0m, Spreading crown	Fair	None	None	No recommendations are given	20 to 40	B1	Not applicable	High, road or building
T369	Norway maple	13	430	3	5	4	4	3	AM	Single main stem with heavy side branches	Fair	None	None	No recommendations are given	20 to 40	B1	Not applicable	High, road or building
T370	Ash	6	150	2	2	1	2	2	Y	2 stems from 2.0m	Fair	None	None	Monitor for death	Less than 10	B1	Routine	High, road or building
T371	Norway maple	10	430	3	3	3	3	4	AM	3 stems from 3.0m	Fair	None	None	No action is required	More than 40	B1	Not applicable	High, road or building
H372	Leyland cypress	5	500	4	4	4	4	1	M	Multi stem, Recently trimmed	Fair	None	None	Maintain as hedge	10 to 20	B1	Routine	High, road or building
G373	Birch, Bird cherry, Hornbeam, Whitebeam, Goat willow	5	150	2	2	2	2	1	Y	Multi stem	Fair	None	None	No recommendations are given	More than 40	B1	Not applicable	High, road or building
G374	Birch	6	140	1	1	1	1	1	SM	Multi stem	Fair	None	None	No recommendations are given	20 to 40	B1	Not applicable	High, road or building
G375	Birch	9	220	3	3	3	3	2	SM	Multi stem	Fair	None	None	No recommendations are given	20 to 40	B1	Not applicable	High, road or building

ULE: Estimated and approximate Useful Life Expectancy
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