

# ROSCREA TOWN CENTRE FIRST MASTERPLAN.



**Draft  
Work in Progress**

**A Handbook for Change  
Roscrea Town Centre.**

**urban  
movement**

VISION | PLANNING | STRATEGY | DESIGN | RESEARCH

STREETS + PUBLIC REALM  
MOVEMENT + CONNECTIVITY

APRIL 2023

## Introduction

This Town Centre First Masterplan for the central area of Roscrea is being prepared under the National Town Centre First Policy (DRCD, 2022) with local communities and businesses, through the support of funding awarded under “Our Rural Future”, Ireland’s Rural Development Policy 2021-2025 (DRCA)1.

The Masterplan provides a basis for the town to seek support from multiple funding streams, including the Rural Regeneration Development Fund (RRDF) and the Town & Village Renewal Schemes, and will form part of the Roscrea LAP 2023 following a collaborative engagement process.



**LOCATION PLAN  
+ TOWN CENTRE  
COMMENTARY.**

Strong High Street but little room for people to enjoy.

Define the through-movement network and the local access (only) network?

Key views to chimney and church could form key gateway.

Laneways punching through to interesting pockets.

Do we want through-traffic on the High Street?

Heart of the Town Centre?

New public realm claiming space back for people.

Historic asset that should anchor town centre experience.

Potential public space dominated by vehicles.

Make the River part of people's Town Centre Experience?

Potential public space dominated by vehicles.

## Emerging Public Realm Vision - What has to change?

### From the 2023 Roscrea Local Area Plan

#### Planning + Development

In 2029, Roscrea will be a **vibrant sustainable and age-friendly community**. The community will benefit from a **high quality of life**, quality housing choices, **improved access to employment options** and an improved range of services in the town. The town will benefit from re-balanced growth, the regeneration of central areas of the town and an increasing town centre residential population, in turn supporting local businesses.

#### Town Centre Strategy

The Town Centre Strategy for Roscrea will seek to ensure that the vibrancy and vitality of the town is maintained and enhanced. This will be achieved by increasing the residential population of the town centre, regenerating town centre brownfield lands, implementing the Town Centre First Masterplan, and **providing a high-quality, pleasant and enjoyable town centre environment focussed on active modes of travel**.

#### Economic Development

By 2029, Roscrea will have consolidated its existing employment base with enhanced employment opportunities for local residents. This will be achieved by supporting existing businesses to diversify and expand, supporting the development of existing business parks in the town, promoting and enabling tourism development and by **improving the town centre experience through the delivery of new infrastructure** and a Town Centre First approach.

#### Sustainable Communities

Over its lifetime, this Roscrea LAP, as part of a larger multi-stakeholder social and economic framework, will help **facilitate the development of sustainable and socially inclusive communities**, where high-quality and age friendly housing is provided consistently, and integrated with the delivery of community and social infrastructure to support a high quality of life for the residents of the town.

#### Transport + Connectivity

By 2029, Roscrea will have initiated a **modal shift change in transport modes, with greater numbers of residents, workers and visitors utilising active and public travel modes**, providing more sustainable transport patterns. This will be achieved by investing in sustainable transport infrastructure, provide a high-quality public realm and facilitating new development close to the core services provided in the town.

#### Heritage

In 2029, Roscrea will have an **enhanced built heritage amenity offer, and green and blue infrastructure**, which showcases the best of the natural and built heritage of the town; enhancing amenity and providing a high-quality environment for locals, visitors and future generations. This will be achieved by ensuring that new development contributes to **urban greening** and local ecology, and by **sensitive investment in the built heritage in the town**.

## Principles for Change

Public Realm + Mobility

**Equitable Streets + Public Space**  
**Safe School Streets + Routes**  
**Active + Healthy Streets**  
**Relaxing Streets + Spaces**  
**Streets Against Transport Poverty**

**Relaxing Streets + Spaces**  
**Engaging Town Centre Programming**  
**Active + Healthy Streets**

**Relaxing Streets + Spaces**  
**Urban Living Rooms**

**Active + Healthy Streets**  
**Streets Against Transport Poverty**  
**Urban Living Rooms**

**Active + Healthy Streets**  
**Streets Against Transport Poverty**  
**Equitable Streets + Public Space**  
**Relaxing Streets + Spaces**

**Public Realm as Canvas + Theatre**  
**Green + Biodiverse Streets**

#### Planning + Development

- **vibrant sustainable and age-friendly community**.
- **high quality of life**
- **improved access to employment options**

#### Town Centre Strategy

- **providing a high-quality, pleasant and enjoyable town centre environment focussed on active modes of travel.**

#### Economic Development

- **improving the town centre experience through the delivery of new infrastructure**

#### Sustainable Communities

- **facilitate the development of sustainable and socially inclusive communities**

#### Transport + Connectivity

- **modal shift change in transport modes, with greater numbers of residents, workers and visitors utilising active and public travel modes**

#### Heritage

- **enhanced built heritage amenity offer, and green and blue infrastructure**
- **urban greening**
- **sensitive investment in the built heritage in the town.**

## Nine Principles for Change Explained

### Equitable Streets + Public Space

The public realm of Roscrea should be welcoming to everyone; inviting all to use it, spend time in it, and enjoy it.

This means that streets and spaces should be accessible and inclusive to all abilities and ages. Public spaces and streets should recognise that non-visible disabilities affect people's ability to use them, and should provide a home to everyone in the town, not just those visiting businesses.



### Relaxing Streets + Spaces

Urban environments can easily add to our daily stresses or help alleviate them, by the environments we create as well as the activities we invite through shaping public spaces.

Green streets and spaces soften the urban environment, creating calmer spaces, but also help to provide calming sounds in urban spaces - the wind in the leaves and birds in the trees. These attractive spaces, attract more people, further compounding the positive relaxing affects.



### Safe School Streets + Routes

In Roscrea the percentage of students that walk to school is low, with some schools only having 10 – 20% of their students walking to school. Streets around schools, and routes between schools and residential areas need to be safe and welcoming for children, but equally need to give parents and carers confidence that they are safe. School Streets create safe and clean environments near schools and pedestrian priority streets connecting schools and residential areas ensure vehicles are moving slowly and infrequently enough to create the safe and welcoming conditions that we all want for children.



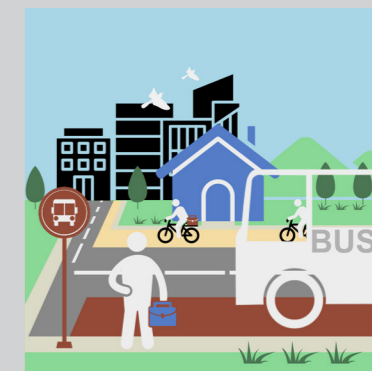
### Active + Healthy Streets

Inactivity is one of the leading causes of premature death and unhealthy life. Streets need to not only enable people to move more going about their daily lives, but make it people's preference. Not everyone will want to walk or cycle everywhere, but making walking or wheeling the preference for a trip to the local shop all adds up. Pedestrian priority streets reduce the speeds and frequency of vehicles to make walking, wheeling and cycling more attractive, and segregated cycle tracks support more cycling on trafficked streets.



### Streets Against Transport Poverty

A large number of people do not own a car, and a greater number of people are concerned about the rising cost of living nationally, yet in a lot of instances access to employment, leisure, healthcare and education is predicated on owning a car. Streets and neighbourhoods need to ensure people can access what they need to in cheaper ways, connecting people to shared mobility as well as enabling active travel. This means making space for active travel is an equity issue, and one of social justice, not a nice to have.



### Public Realm as Canvas + Theatre

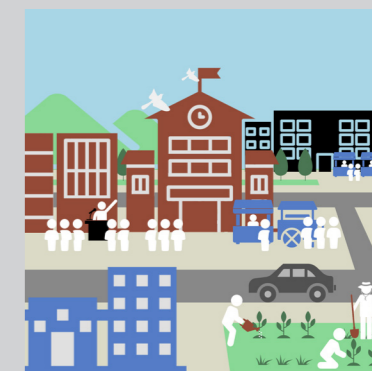
Public spaces and streets do not need to shout to be cherished, and often they are at their most valuable when they are the canvas on which life unfolds, and from which the history and character of a place can be reflected and seen.



The history in Roscrea is unquestionable, but in many instances people are not allowed to experience the public spaces to be able to see it and experience it. Spaces in the town need to act as the seating in a theatre so the history of town can be the stage.

### Engaging Town Centre Programming

Town centres and urban environments are always changing, this is what makes them so captivating, however it's clear that people want different things from town centres now, from a few years' ago.



That means town centres need to offer people enjoyment and reason to come in and visit, over and above necessity and commerce. Roscrea streets and public spaces should provide a variety of experiences for all, mapped through the days, months, and year to offer people a changing and compelling reason to visit.

### Urban Living Rooms

Connected with the idea of urban programming, town centres need to evolve to offer people the platform for experience to take place. We need to see public spaces as the living rooms of a town centre, making them comfortable places to spend time throughout the changing seasons and days of the year. A variety of seating opportunities and protected spaces to enjoy away, or in, the elements, and comfortable places to relax and keep an eye on playing children. Public spaces need to offer people choice, and make them need a big reason to leave.



### Green + Biodiverse Streets

Green streets address a number of the other principles however the greening of streets should be prioritised to support Biodiversity Net Gain, habitat creation, and surface water management to name a few.

SuDS and hard working horticulture should be installed on streets and in spaces as the preferred way to manage surface water run off and mitigate flood risk in Roscrea, and planted with a mix of species to deliver Biodiversity Net Gain for the town.



**ROSCREA**  
**TOWN CENTRE**  
**Baseline**  
**Assessment.**

# WALKING + CYCLING

Roscrea is a relatively compact, historic market town, and many residents live within a walkable or cycleable distance of the town centre.

However, walking and cycling make up a low proportion of trips overall, according to data within the Roscrea Sustainable Travel Plan. Of trips to work (16.8% and 1.4% respectively). Of trips to school, 22.7% are made by walking or cycling.

Most trips in Roscrea are instead made by car. Addressing this and encouraging more walking and cycling is key to achieving climate and health/physical activity targets.

However, currently infrastructure to support active travel is poor in quality, discouraging or preventing people from walking and cycling in their everyday lives.

The plan opposite shows the Roscrea Sustainable Travel Plan, highlighting routes for active travel and areas for improvements. The Town Centre Masterplan is an opportunity to build on this work, and consider what further improvements could be introduced, as well as how they could look and be designed.



THE MALL

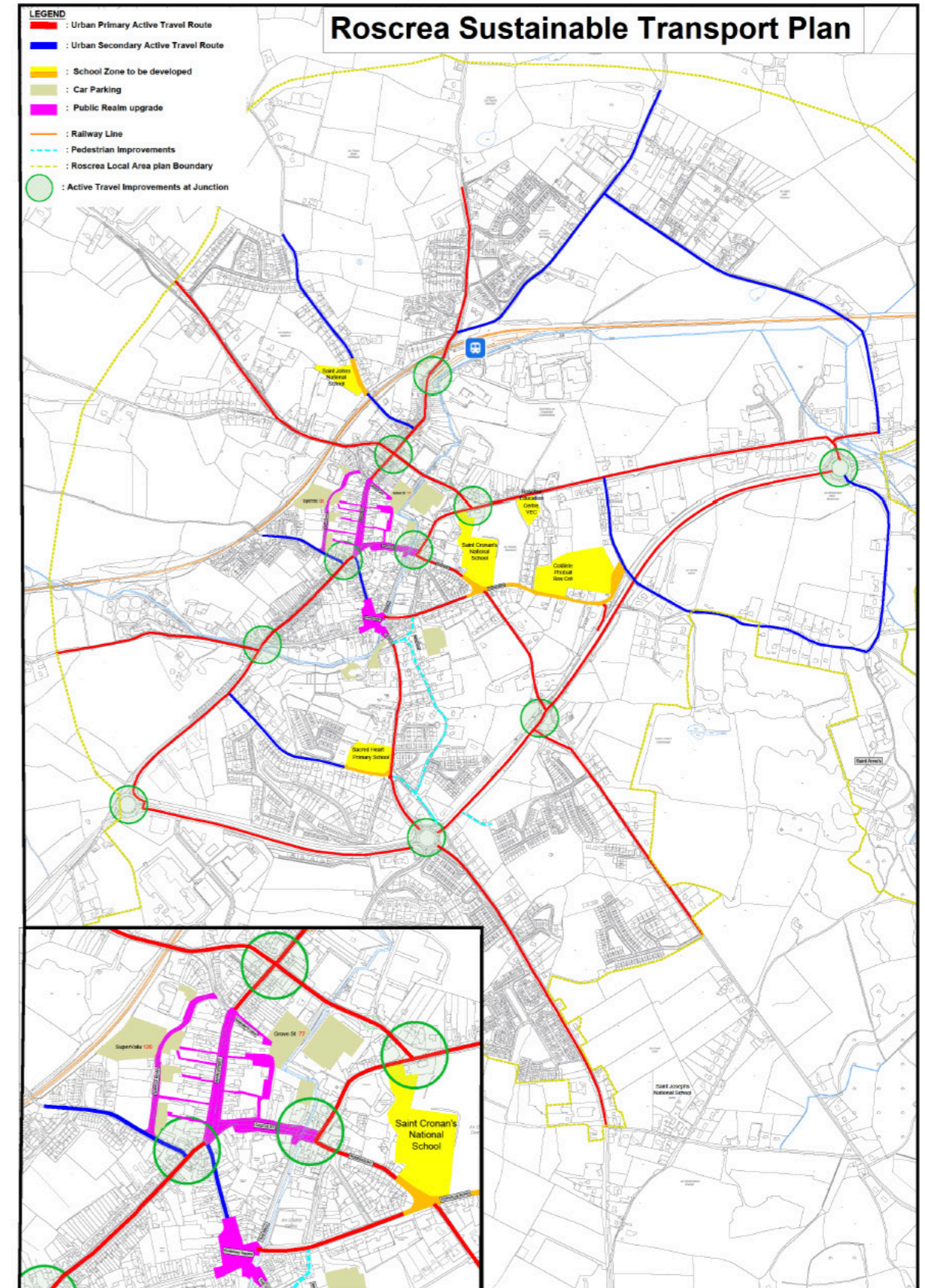
Narrow footways on key vehicle routes.



MARKET SQUARE/MAIN STREET

Public realm and junction improvements show the benefits that can be realised.

## Cyclist Provision



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

# WALKING + CYCLING

## PEDESTRIAN ACCESSIBILITY

There are many issues with the accessibility and quality of the pedestrian environment in Roscrea.

As part of the Age Friendly Roscrea scheme, residents undertook several Universal Design Walkability Audits to assess local streets and routes for their accessibility to all. This highlighted many issues with local streets. This includes:

- Lack of continuous footways;
- Lack of formal pedestrian crossing facilities (e.g. signalised or zebra crossings);
- Lack of dropped kerbs;
- Narrow footways and street clutter;
- Poor driver behaviour including speeding and inappropriate parking.

Age Friendly Roscrea: built environment and public places, undated.

Building on this work, the plan opposite shows the results of junction assessments across the town centre area, showing those that have 'critical' issues related to accessibility, including:

- No crossing point infrastructure provided (i.e. no infrastructure such as traffic signals/dropped kerbs/tactile paving to indicate a crossing point)
- Long crossing distance with no controlled facility (i.e. traffic signals or zebra crossing) and no refuge island.
- No tactile paving present on some/all arms.
- Kerb upstand on one or both sides of the junction.
- Parked vehicles often obscure sightlines or block crossing points.

All of these issues can prevent people from being able to easily or safely cross the street, particularly if they have a disability or are walking with a pram/pushchair for example.

Addressing these issues incrementally over time will help to drastically improve the accessibility and quality of the walking environment for people living in Roscrea, enabling more people to get to the town centre without the use of a car, and supporting more active, healthy lifestyles.



GOLDEN GROVE ROAD/BUNKERS HILL

Lack of formal crossing or side road treatment, and barriers force pedestrians off their desire line.



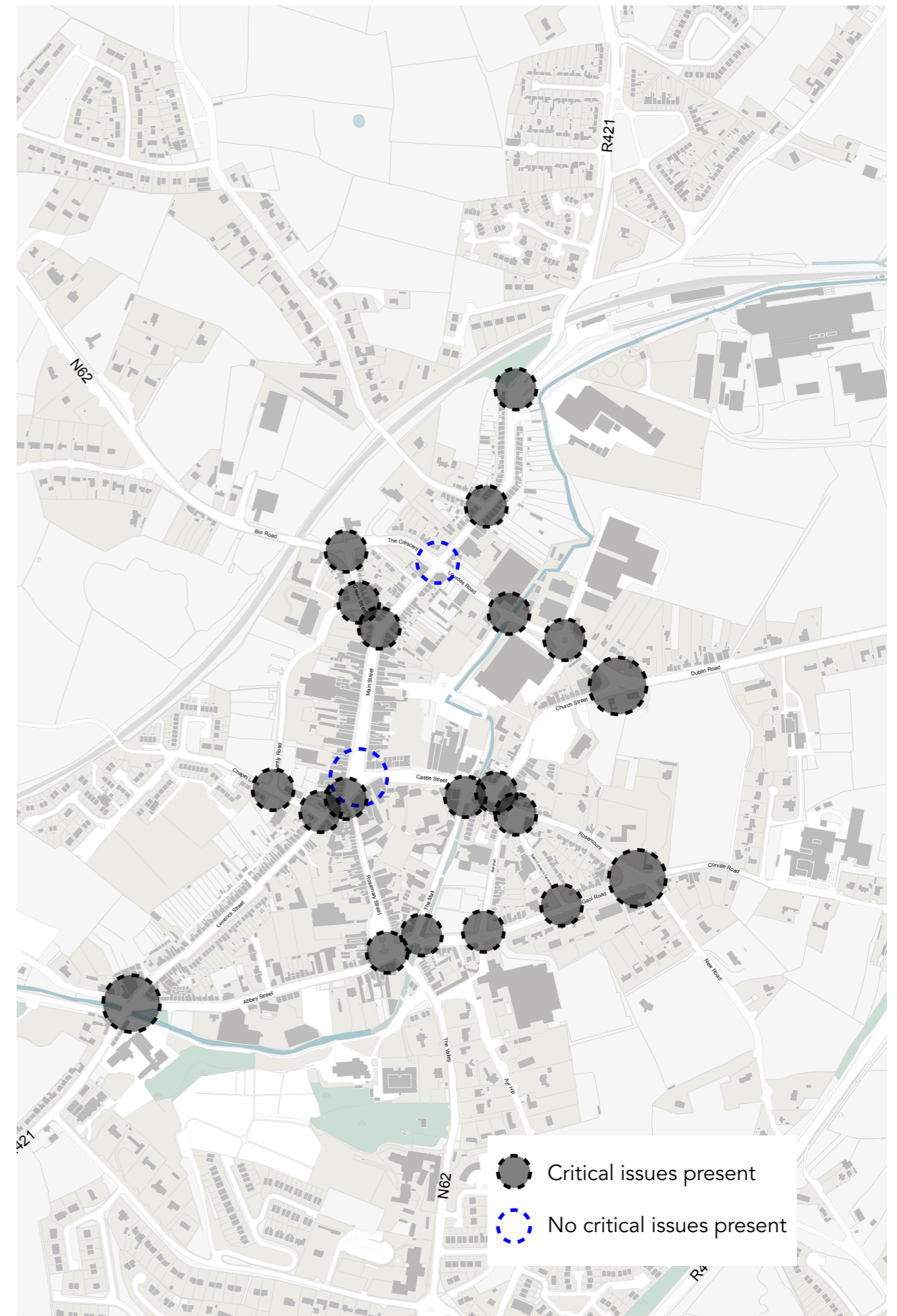
ROSEMOUNT

Extremely narrow footways interrupted by doorsteps and signage.



ROSCREA TRAIN STATION, BUNKERS HILL

Vast junction for pedestrians to cross and no footway or crossing provision.





# PUBLIC TRANSPORT

## BUS + RAIL SERVICES

Bus and rail provision in Roscrea is generally poor. The Sustainable Travel Plan highlights that only 1% of commuter trips in Roscrea are made by public transport, compared to 8% nationally.

Roscrea Train Station lies approximately 500m north of the town centre retail area and provides access to limited rail services towards Limerick and Ballybrophy, however these are extremely limited in their frequency, with just 2 daily return departures Mon-Sat and one on Sunday.

Access to Roscrea Train Station from the town centre is via Bunkers Hill, approximately 500m from the retail area of Main Street. The walking environment of this route is generally poor, with narrow footways in places. The environment around Roscrea Train Station is particularly poor, with a lack of footway provision and the need to cross several converged industrial estate access points, creating an extremely long crossing distance.

Bus services in the Roscrea include long distance intercity routes, regional routes between local towns and local door-to-door services. Key issues with local bus services include the poor bus stop facilities, which often lack seating and shelters.

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

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

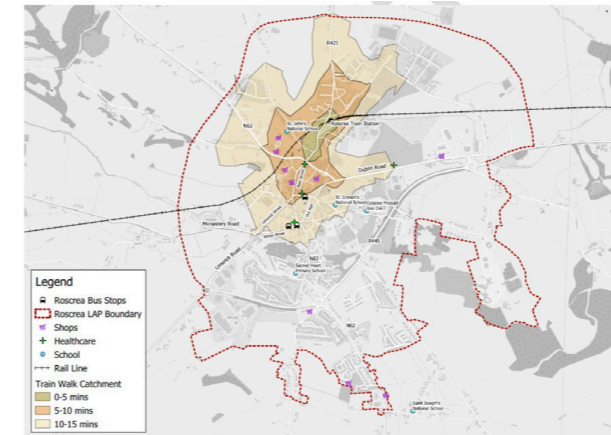


Figure 14: Train Station Stop Walking Catchment

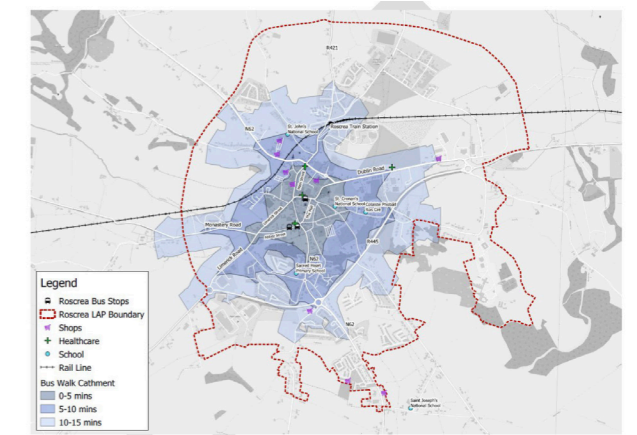
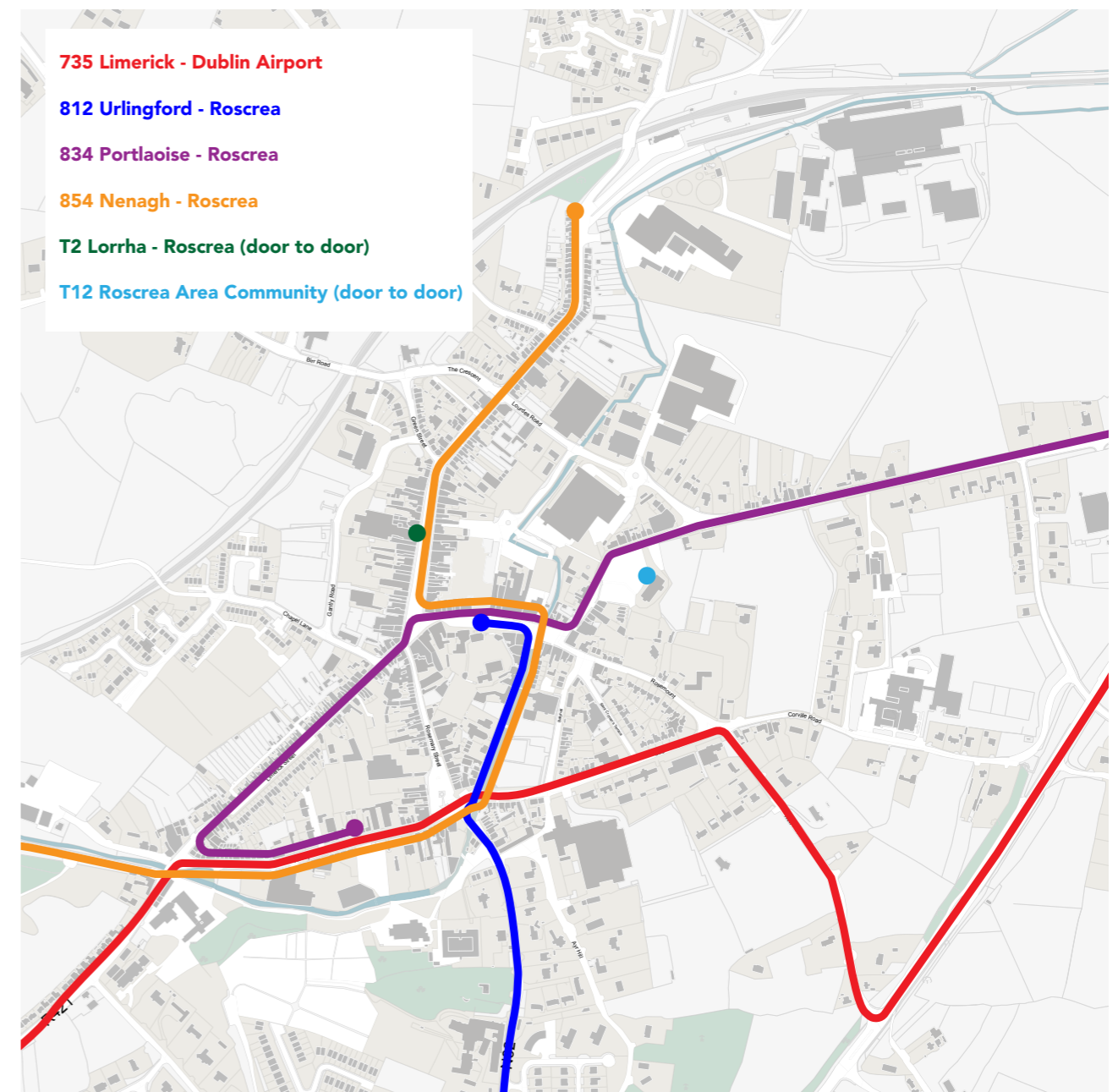


Figure 13: Bus Stop Walking Catchment



# PRIVATE VEHICLES

## VEHICLE MOVEMENT NETWORK

To the south and east, the R445 provides a vehicle route bypassing the town. There is an aspiration for a new link road to the west of the town, connecting between the Limerick Road/R445 roundabout to the south and Birr Road/N62 to the north. This would avoid through-traffic from needing to use the town and town centre streets.

Several key vehicle routes run through the town and the town centre. These include the N62, which runs along several town centre streets taking traffic between the north west and south of the town. The Mall, part of Castle Street and Church Street form part of this route. Main Street forms part of the R421, taking traffic between the north and south of the town. Despite these designated routes, many of the streets are historic and not designed around vehicle movement. As such there are several issues with available street width, which leads to compromised, narrow or no footways in places such as The Mall and Church Street.

The key vehicle access routes into Roscrea town centre are shown on the plan opposite. These include:

- R421 Limerick Street
- N62 The Valley
- Dublin Road
- R421 Bunkers Hill
- N62 Birr Road

These routes provide key vehicle routes into the town centre, and carry through-traffic where alternative routes are not available.

A key opportunity for the Town Centre First Masterplan is to rethink vehicle circulation within the core of the town centre, enabling traffic to access and travel through the town centre where needed, whilst limiting the negative impacts on the quality of the pedestrian and cycling environment, and the attractiveness of the town centre as a space to spend time in and enjoy.



THE MALL

The N62 runs along The Mall, a narrow street between Rosemary Square and Castle Street.



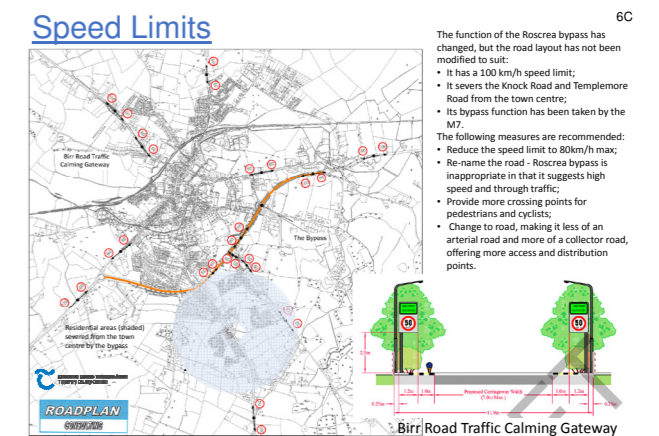
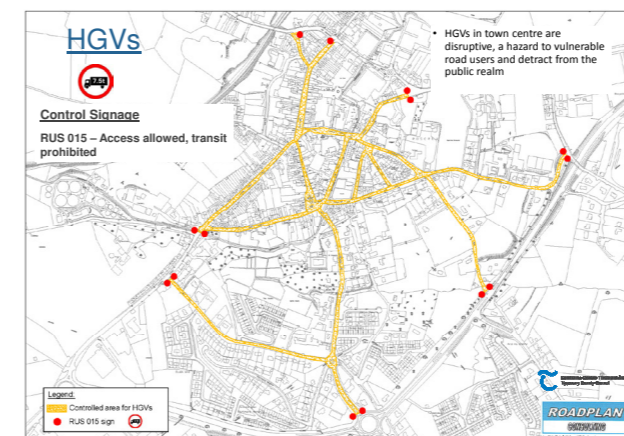
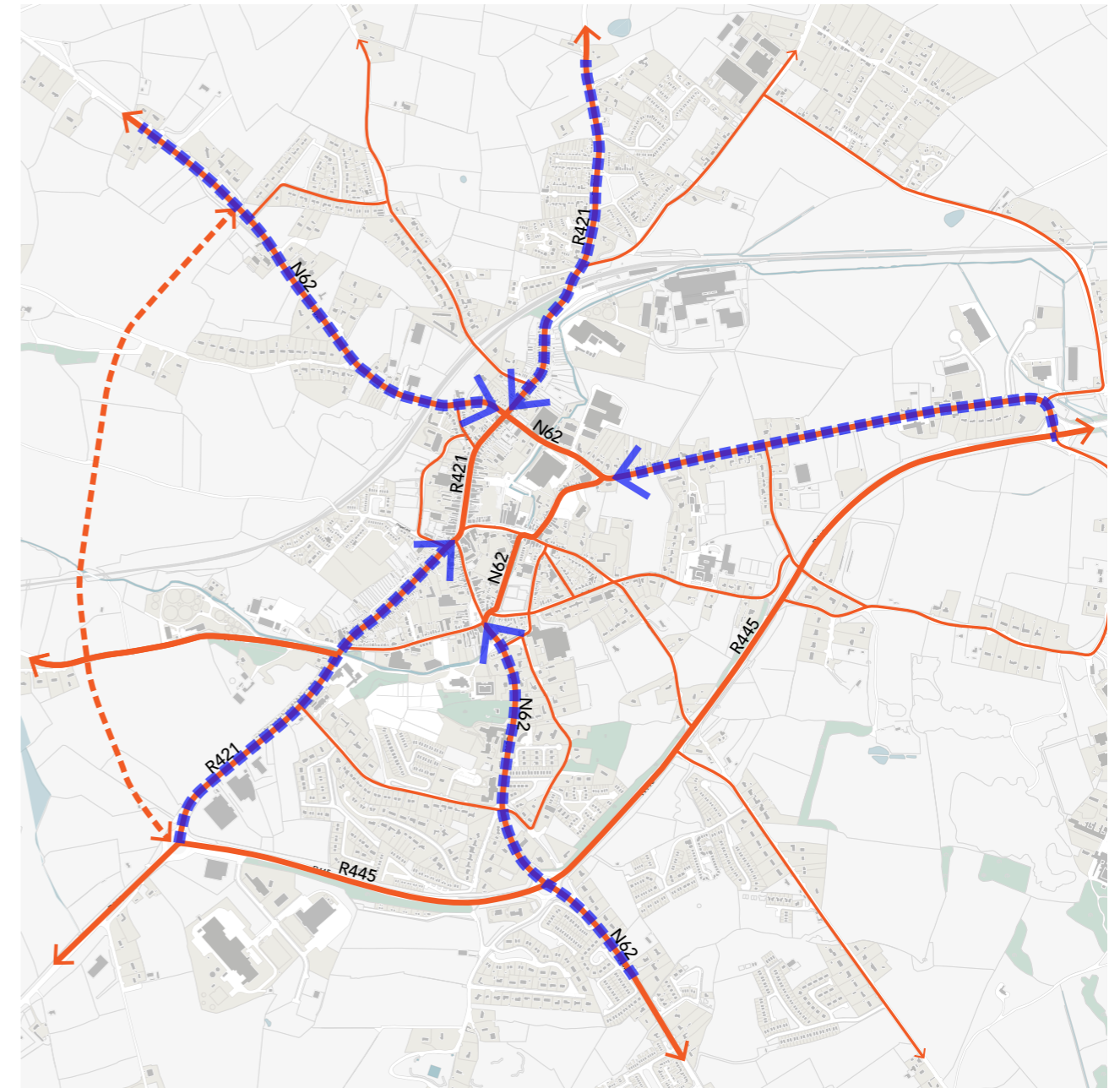
BUNKERS HILL

Bunkers Hill provides access from the north, and to Roscrea Train Station.



THE CRESCENT AND BIRR ROAD

These streets provide access from the north west.



# PRIVATE VEHICLES

## CAR PARKING

Roscrea town centre has a range of provision for car parking. This includes on-street parking on many streets and formal car park facilities often to the back of key streets such as Main Street.

A parking study was recently carried out in the town to identify issues and make recommendations. These findings are summarised below:

Parking distribution:

- On-street parking is well-used in the town centre;
- Off-street car parks are under-used and have sufficient capacity for expected future demand.

Time limits/enforcement:

- On-street generally 2 hour max. stay;
- Compliance is quite good;
- Vast majority of on-street parking events are less than an hour.

Accessibility:

- Existing car parks have good accessibility: accessible to vehicles from out-of-town direction and accessible to pedestrians from town.

Summary recommendations:

- Reduce on-street parking - using the road space for street enhancement;
- Restrict on-street parking to one hour;
- Provide improved signage of car parks (off-street);
- Improve the pedestrian linkages to car parks;
- Restrict on-street parking where residual street width is <5m (Rosemount etc.)

The impact of car parking on the environment and accessibility of town centre streets is significant, with reduced usable footway width and limited opportunities to safely cross the street.

Further, the large amount of car parking often dominates the streetscape and reduces the quality of the historic environment. This is a particularly important issue to address for local tourism.

Finally, whilst coach parking, such as that on Castle Street, is important for tourism, ensuring that this is well-located and has minimal impact on the attractiveness and function of streets is vital.



MAIN STREET

Parked vehicles overhang the footway, reducing footway space.



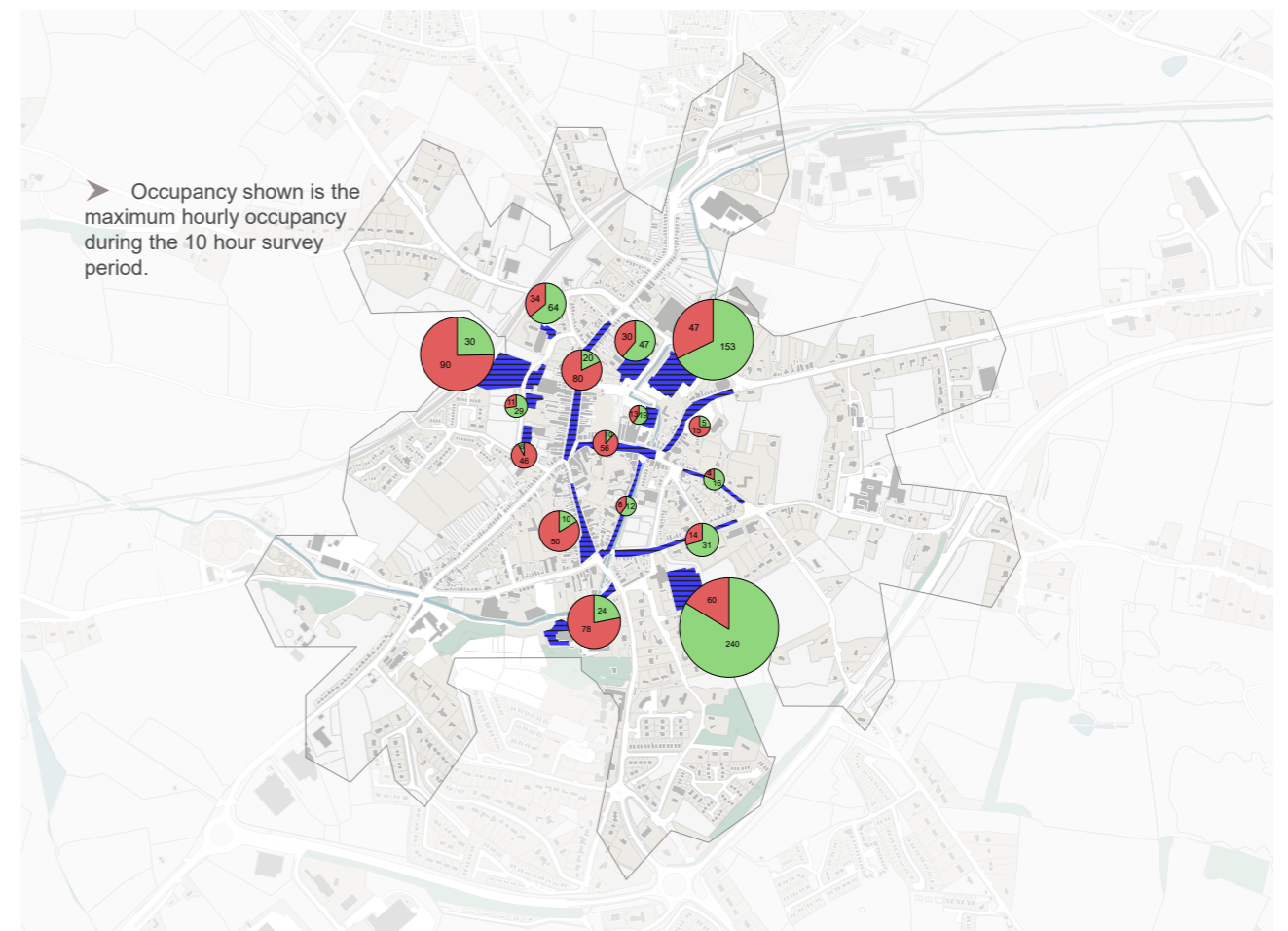
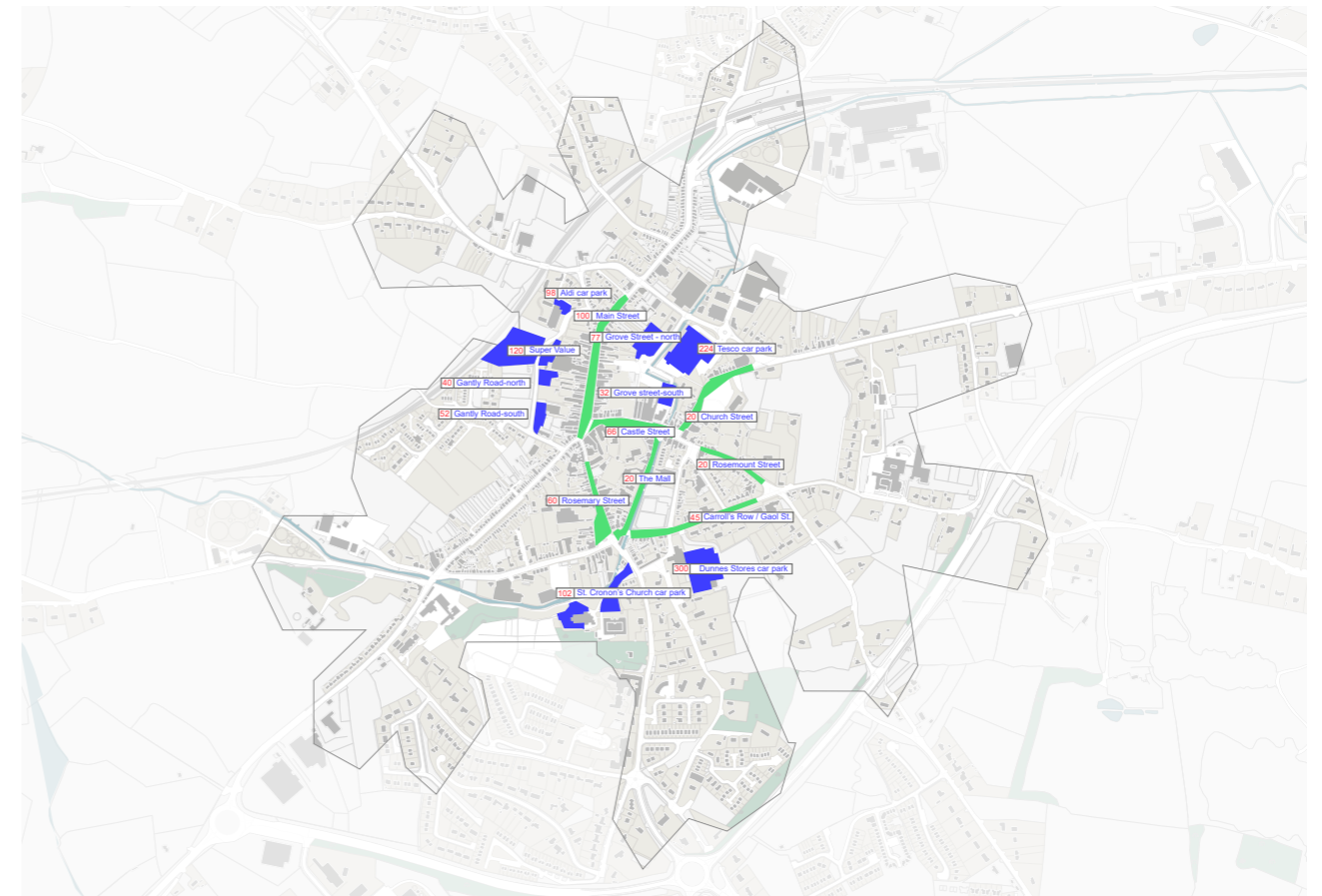
CASTLE STREET

Parked vehicles overhang the footway, reducing footway space.



ROSCREA PLAZA

Parking at Roscrea Plaza car park is underused, despite being in close proximity to Main Street and Castle Street.



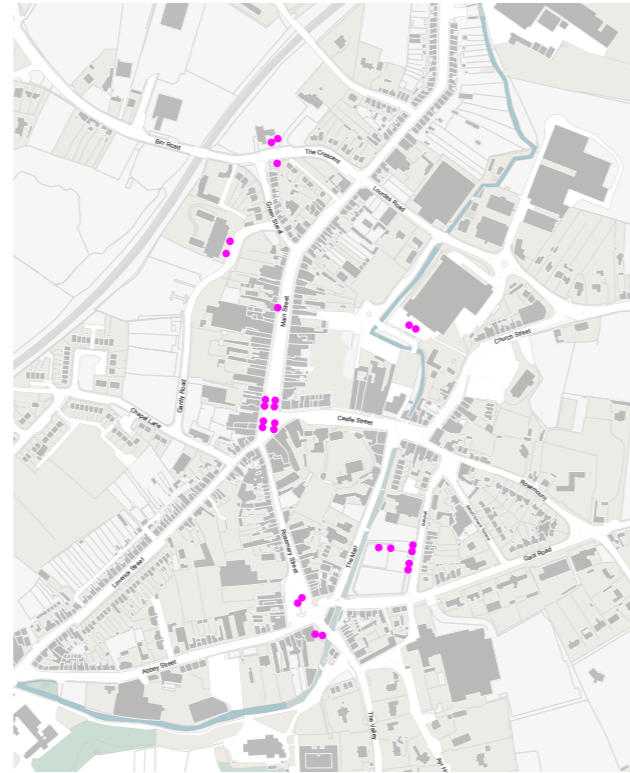
# PUBLIC OPEN SPACE

## KEY PUBLIC SPACES

Roscrea town centre contains a number of key places where public space is vital to the success and functioning of the town.

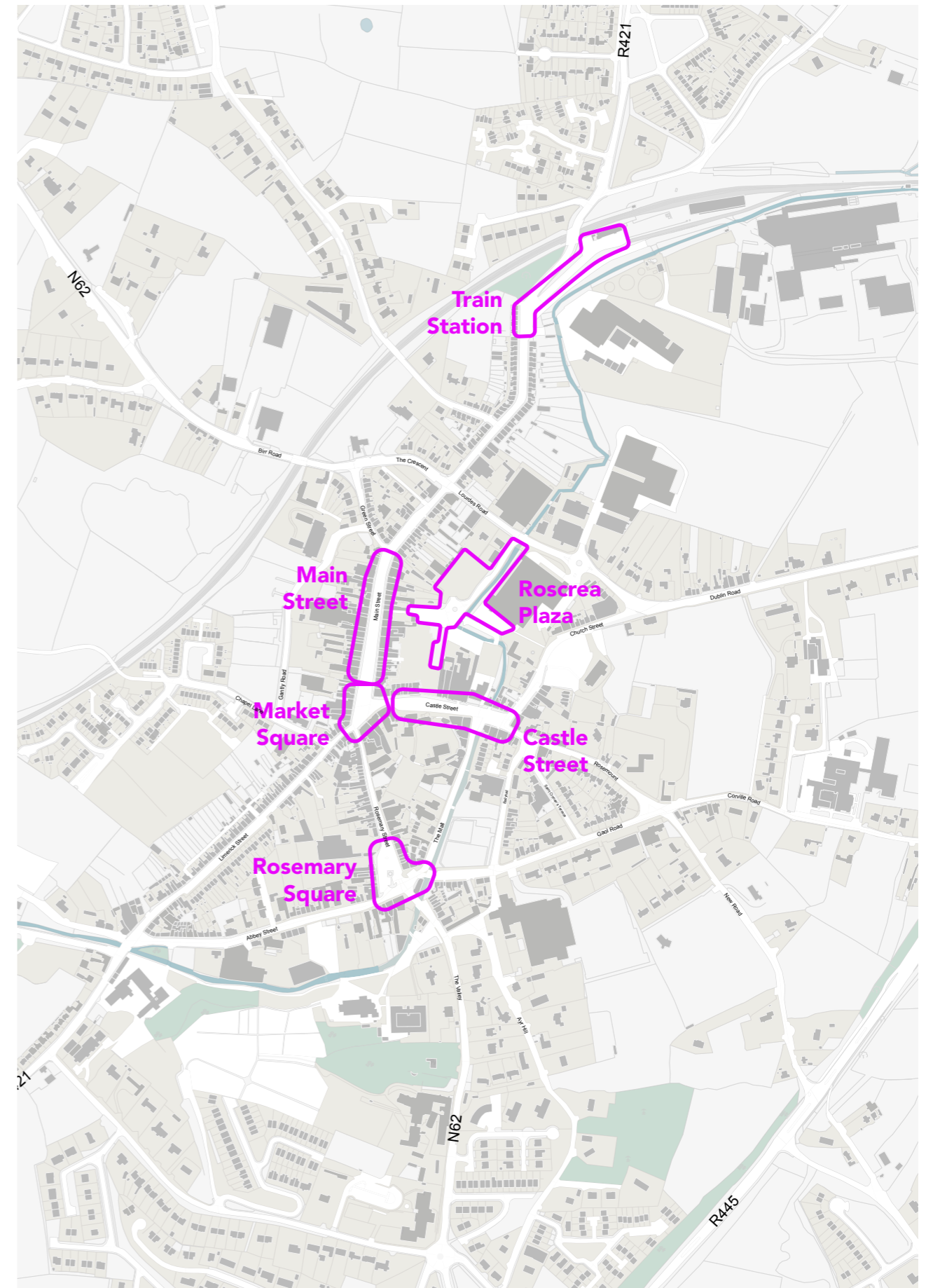
These are shown opposite and include the area around Roscrea Train Station, as a key arrival point, Main Street, Market Square, Castle Street, Roscrea Plaza and Rosemary Square.

The qualities of these, as public spaces are assessed in detail over the following pages, employing Gehl's 12 Quality Criteria analysis to understand how well the spaces support public life, for example by providing space to sit.



### FORMAL SEATING

The map above shows the location, number and distribution of formal seating (i.e. benches) in the town centre.



# PUBLIC OPEN SPACE

## CASTLE STREET

Castle Street is a key street within the town centre, and provides access to Roscrea Castle, a key visitor attraction for the town, benefitting from the historic frontage and hosting a wealth of high quality historic buildings and architecture. Roscrea Castle provides an impressive frontage to the street, with the Gatehouse and drawbridge together providing a distinctive and imposing feature on the street.

However, Castle Street performs poorly for people walking, visitors to the town and as the setting for several high value and sensitive historic assets.

Despite the generous proportions of the street, a vast amount of space is given over to vehicle movement and parking, leaving little space for pedestrians and public life. The dominance of parking within the street also detracts from the views and enjoyment of Roscrea Castle and the attractive built heritage along the street. Pedestrian space is often compromised by car bonnets from parked vehicles reducing the usable footway width, and there are a lack of formal and informal crossing points. The street lacks trees and greenery and the streetscape

and materials are of low quality considering the conservation and heritage qualities and importance of the street.

Castle Street has much potential to be a key public space in Roscrea and an anchor space to help celebrate local heritage, boost tourism and support community and town centre life and activity.



# PUBLIC OPEN SPACE

## CASTLE STREET - 12 QUALITY CRITERIA ASSESSMENT

### PROTECTION AGAINST TRAFFIC + ACCIDENTS

The space has high volumes of traffic including vehicles parking. There are no formal or informal crossing points.

### PROTECTION AGAINST CRIME + VIOLENCE (FEELING OF SAFETY)

The space feels open and is well lit, however there is a lack of activity at certain times of the day.

### PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES

There are a lack of places to gather to shelter from the weather or find shade on sunny days. The dominance of vehicles within the street creates an unpleasant experience.

### POSSIBILITIES FOR WALKING

The space allocation favours vehicles over people walking, with vast amount of carriageway and parking space. Parked vehicles encroach over the footway further narrowing pedestrian space. There are no formal or informal crossing points, and a lack of breaks in parked vehicles to cross.

### POSSIBILITIES FOR STANDING/ STAYING

There are few opportunities to stand and stay within the public space of the street. Views of Roscrea Castle could provide an opportunity however these are hindered by parked vehicles. Some businesses provide private outdoor space overlooking the street.

### POSSIBILITIES FOR SITTING

Public seating is not provided within the space, with no formal benches or places to perch. Some businesses may choose to place private seating/dining areas on the footway.

### POSSIBILITIES TO SEE

Roscrea Castle is a key visitor attraction and fronts onto the Castle Street providing a unique and interesting sight. However parked vehicles dominate views along the street, and of the Castle and hinder the historic and architectural qualities of the street.

### POSSIBILITIES FOR HEARING/ TALKING

Noise levels are generally low and hearing/talking is possible, however there are a lack of comfortable spaces for conversing, and footways are often pinched around parked vehicles, limiting side-by-side walking.

### POSSIBILITIES FOR PLAY/ UNFOLDING ACTIVITIES

There are no spaces or opportunities for play provided within the street and the dominance of traffic and large amount of carriageway space limits opportunities for organised or spontaneous activities.

### SCALE

The space is well-proportioned with attractive historic building frontage along both sides and with potential for views of Roscrea Castle. However, the space does suffer from a vast amount of vehicle/carriageway space, with little space for pedestrians.

### POSSIBILITIES FOR ENJOYING POSITIVE ASPECTS OF CLIMATE

There are limited possibilities for enjoying the space due to a lack of seating and gathering spaces and opportunities. There are potential opportunities to enjoy sitting in the sun on the south facing side of the street, enjoying views of Roscrea Castle.

### AESTHETIC QUALITY/ POSITIVE SENSORY EXPERIENCES

The architecture and heritage of the street creates a positive experience however this is severely compromised by the lack of quality in the streetscape and vast amount of space for vehicles.

# PUBLIC OPEN SPACE

## ROSEMARY SQUARE

Rosemary Square is located on Rosemary Street and is bounded by Abbey Street to the south. The space sits in close proximity to Glebe Park, Roscrea Abbey, Roscrea Castle and the core of the town centre.

Historic buildings front onto the space, with a mix of retail, commercial and residential uses, however the space lacks activity and public life. Despite its large size, the Rosemary Square is dominated by parked vehicles, and lacks adequate pedestrian infrastructure such as wide footways and crossing points, and opportunities for public life to unfold.

There are several trees within the space, however there are opportunities to convert hardstanding to provide more space for trees and greenery, and to soften the streetscape.

The space benefits from several distinctive but undervalued heritage features including Roscrea's public fountain c.1860 which once stood at Main Street/Castle Street, and now sits within the centre of Rosemary Square. Heritage lighting is also present including two historic gas lamps integrated with the

water fountain.

Rosemary Square currently is undervalued and underperforming as a public space, and heritage asset to Roscrea, however could be reimagined to better serve residents and visitors to the town by giving space back to people and generating opportunities for public life to unfold.



# PUBLIC OPEN SPACE

## ROSEMARY SQUARE - 12 QUALITY CRITERIA ASSESSMENT

### PROTECTION AGAINST TRAFFIC + ACCIDENTS

The square is dominated by traffic movement and car parking, with minimal footway space and a lack of safe crossing points.

### PROTECTION AGAINST CRIME + VIOLENCE (FEELING OF SAFETY)

The space is overlooked by buildings on all sides, however lacks the natural surveillance provided by human activity and public life and can be very quiet at some times of the day.

### PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES

There are a lack of places to gather to shelter from the weather or find shade on sunny days. The dominance of vehicles within the square creates an unpleasant experience.

### POSSIBILITIES FOR WALKING

The space allocation favours vehicles over people walking, with vast amount of carriageway and parking space. Parked vehicles encroach over the footway further narrowing pedestrian space. There are no formal or informal crossing points, and a lack of breaks in parked vehicles to cross.

### POSSIBILITIES FOR STANDING/ STAYING

There are few opportunities to stand and stay within the square, though the fountain and historical information provides an interesting focal point to stand and spend a short amount of time\*.

### POSSIBILITIES FOR SITTING

There are few spaces to sit within the square, though the ledge of the fountain and 2 formal benches provide possibilities for sitting\*.

### POSSIBILITIES TO SEE

The Rosemary Square environment has high level of aesthetic and architectural quality in the buildings and elements of the streetscape including the fountain and historic lamp columns. However the enjoyment of these features is hindered by an abundance of parked vehicles that dominate the space.

### POSSIBILITIES FOR HEARING/ TALKING

Noise levels are generally low and hearing/talking is possible, however there are few comfortable spaces for conversing, and footways are often pinched around parked vehicles, limiting side-by-side walking.

### POSSIBILITIES FOR PLAY/ UNFOLDING ACTIVITIES

There are no spaces or opportunities for play provided within the street and the dominance of traffic and large amount of carriageway space limits opportunities for organised or spontaneous activities.

### SCALE

The space is well-proportioned with attractive historic building frontage along all sides, however the space given to public life and walking is minimal, and a large amount of space is given to the movement and parking of cars.

### POSSIBILITIES FOR ENJOYING POSITIVE ASPECTS OF CLIMATE

There are limited possibilities for enjoying the space due to a lack of seating and gathering spaces and opportunities. There are potential opportunities to enjoy sitting around the fountain, however the space feels hemmed in by parked vehicles.

### AESTHETIC QUALITY/ POSITIVE SENSORY EXPERIENCES

The architecture and heritage of the street creates a positive experience however this is severely compromised by the lack of quality in the streetscape and vast amount of space for vehicles.

\* at the time of visiting, the fountain area was closed off with temporary barriers.

# PUBLIC OPEN SPACE

## MAIN STREET

Main Street serves as Roscrea's high street and the focal point for retail within the town centre.

The street benefits from attractive and historic building frontage along both sides, with several laneways providing access to the backlands and public car parks.

However, the street underperforms as a high street and public space, with an excess of space given to car parking and vehicle movement, resulting in narrow and cluttered footways and a lack of space for shops, cafes and other businesses to spill out.

Main Street therefore lacks a high quality and accessible pedestrian environment and range of activity within the street that gives life to many successful town centres and high streets, supports local businesses and tourism industries.

Reorganising the space and allocating excess carriageway space to pedestrians and public life could vastly improve the Main Street environment for local people, businesses and visitors.



# PUBLIC OPEN SPACE

## MAIN STREET - 12 QUALITY CRITERIA ASSESSMENT

### PROTECTION AGAINST TRAFFIC + ACCIDENTS

The street is dominated by traffic and parked vehicles which can make it difficult to cross in places, though formal crossings are provided in places.

### PROTECTION AGAINST CRIME + VIOLENCE (FEELING OF SAFETY)

The street is overlooked by buildings on both sides, however lacks the natural surveillance provided by human activity and public life within the street and can be very quiet at some times of the day.

### PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES

There are a lack of places to gather to shelter from the weather or find shade on sunny days. The dominance of vehicles within the street creates an unpleasant experience.

### POSSIBILITIES FOR WALKING

The space allocation favours vehicles over people walking, with vast amount of carriageway and parking space. Parked vehicles encroach over the footway further narrowing pedestrian space. Formal crossing points are provided, though parked vehicles make informal crossing difficult.

### POSSIBILITIES FOR STANDING/ STAYING

There are few places to stand and stay, despite the street's function as a high street.

### POSSIBILITIES FOR SITTING

There are no seating opportunities provided - the closest public seats being at Market Square.

### POSSIBILITIES TO SEE

Although the architecture and building facades provide some interest, views of these are hindered by parked vehicles and narrow footways. There is a lack of public life to see and enjoy.

### POSSIBILITIES FOR HEARING/ TALKING

Noise levels are generally low and hearing/talking is possible, however there are few comfortable spaces for conversing, with cluttered and narrow footways hindering side-by-side walking and talking.

### POSSIBILITIES FOR PLAY/ UNFOLDING ACTIVITIES

There are no spaces or opportunities for play provided within the street and the dominance of traffic and large amount of carriageway space limits opportunities for organised or spontaneous activities.

### SCALE

The space is well-proportioned with attractive historic building frontage along both sides. However, the space given over to vehicles is much greater than that given to people walking and public life.

### POSSIBILITIES FOR ENJOYING POSITIVE ASPECTS OF CLIMATE

The street lacks the pedestrian space, seating and other public infrastructure and interesting things and activities to enable people to enjoy the positive aspects of climate.

### AESTHETIC QUALITY/ POSITIVE SENSORY EXPERIENCES

The architecture of the buildings positively contributes to the experience, however the street is dominated by vehicles that reduces enjoyment of the environment.

# PUBLIC OPEN SPACE

## ROSCREA TRAIN STATION

Roscrea Train Station lies to the north of the town centre on Bunkers Hill. The station is accessed via Train Station Road which leads off Bunkers Hill. Currently there are very few train services per day to generate much activity and pedestrian footfall in the area.

The Bunkers Hill/Train Station Road junction marks the arrival to the station however provides little for pedestrians and public life. The carriageway is excessively wide in this area, and the junctions of the meat processing plant and other industrial/commercial areas provide an extremely large carriageway area that pedestrians must cross to gain access to the station.

Some wayfinding information has been provided at Train Station Road, and there is a small pocket green space with views and access to the Bunnow River, providing an opportunity to make better use of this asset.

The space has the potential for vast improvements for pedestrians simply by reducing the excess carriageway space, improving and widening footways and introducing better side road crossings; enabling people walking to access the station more easily and safely.



# PUBLIC OPEN SPACE

## ROSCREA TRAIN STATION - 12 QUALITY CRITERIA ASSESSMENT

### PROTECTION AGAINST TRAFFIC + ACCIDENTS

The space lacks dedicated footway space in places and the lack of crossing facilities and complex arrangement of vehicle access points pose a risk to pedestrian safety.

### PROTECTION AGAINST CRIME + VIOLENCE (FEELING OF SAFETY)

The space lacks overlooking building frontage and public life to provide natural surveillance and therefore feels isolated. There are few train services from the station and complementary shops and services to generate activity and natural surveillance.

### PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES

The presence of the meat processing facility creates an unpleasant odour that creates a negative experience and deters lingering and public life.

### POSSIBILITIES FOR WALKING

The lack of footways, wide carriageway, higher vehicle speeds and lack of crossing points deter walking and pose accessibility issues to some people.

### POSSIBILITIES FOR STANDING/ STAYING

The small green space at the Bunnow River provides some opportunity to pause however opportunities for standing and staying are otherwise very limited.

### POSSIBILITIES FOR SITTING

There is no public seating provided within the streets and spaces.

### POSSIBILITIES TO SEE

Views of the historic Roscrea Station and Bunnow River are positive however opportunities to see are otherwise limited.

### POSSIBILITIES FOR HEARING/ TALKING

Noise levels are generally low and hearing/talking is possible, however there are few comfortable spaces for conversing.

### POSSIBILITIES FOR PLAY/ UNFOLDING ACTIVITIES

There are no spaces or opportunities for play provided within the street and the dominance of traffic and large amount of carriageway space limits opportunities for organised or spontaneous activities.

### SCALE

The buildings and space is well-proportioned however the vast amount of space given to the carriageway lacks consideration of the human experience.

### POSSIBILITIES FOR ENJOYING POSITIVE ASPECTS OF CLIMATE

There are a lack of opportunities to enjoy the positive aspects of climate, with a lack of seating, places to pause and public life and activity taking place currently.

### AESTHETIC QUALITY/ POSITIVE SENSORY EXPERIENCES

The station architecture and residential buildings are of good aesthetic quality however the industrial site access points and poor quality streetscape detract from the experience.



# PUBLIC OPEN SPACE

## ROSCREA PLAZA

Roscrea Plaza is the space behind Main Street and Castle Street. The space provides a large car park facility for the town centre, and is the site of the Tesco supermarket, which has a pedestrian entrance onto the space. The space has several laneways leading from it towards Castle Street and Main Street, and has links to the Round Tower and Church Street to the east, and Lourdes Road to the north.

The space currently lacks function and public life, with few features or points of interest to encourage people to spend time in the space. The small play area by Tesco is the only feature to generate activity, however this is limited and lacks any distinctiveness. The space is dominated by car parking, both due to the car park but also the need for vehicle access to the rear of properties around the edges of the space, meaning vehicle access is often prioritised over pedestrians and public space.

The Bunnow River runs through the space providing a huge opportunity to better utilise and celebrate this natural feature of Roscrea, and provide a point of interest for people. The laneways also provide opportunity to reimagine these small narrow spaces and provide contrast to the large and open nature of the plaza.



# PUBLIC OPEN SPACE

## ROSCREA PLAZA - 12 QUALITY CRITERIA ASSESSMENT

### PROTECTION AGAINST TRAFFIC + ACCIDENTS

People walking are mixed with vehicles without separate space in some areas., although vehicle speeds are generally low.

### PROTECTION AGAINST CRIME + VIOLENCE (FEELING OF SAFETY)

The space lacks active building frontage and public life and therefore lacks natural surveillance. Although people move through the space during the day, footfall is reduced in the evening.

### PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES

There are generally a lack of spaces to shade or shelter from poor weather, although the laneways provide some opportunity to shelter.

### POSSIBILITIES FOR WALKING

There are a lack of pedestrian spaces and footways in some areas, with vehicle access and parking often prioritised. There are routes through the space however these often have poor pedestrian provision.

### POSSIBILITIES FOR STANDING/ STAYING

There are a lack of opportunities and reasons to spend time in the space. The play area provides opportunity however this alone does little to sustain or encourage many people spending time in the space.

### POSSIBILITIES FOR SITTING

There are public benches provided around the play area by Tesco, however the rest of the space lacks seating.

### POSSIBILITIES TO SEE

There is little to see in the space. The architectural and aesthetic qualities of the space are poor and there is little activity or public life to observe. The Bunnow River runs through the space, however is underutilised and poorly integrated into the current design of the space.

### POSSIBILITIES FOR HEARING/ TALKING

Noise levels are generally low however the space would generally not entice people to spend time in conversing. The play area provides some opportunity for conversation.

### POSSIBILITIES FOR PLAY/ UNFOLDING ACTIVITIES

The play area outside Tesco is one of the few in Roscrea, however this is very formalised and fenced in, and targeted at younger children. There is little else to support play or unfolding activities.

### SCALE

The space is large and open with the backs of low-rise buildings and vehicle access points to its edges. The space has not been 'designed' for people historically, and as such lacks the features that make such an environment feel people-friendly.

### POSSIBILITIES FOR ENJOYING POSITIVE ASPECTS OF CLIMATE

The play area and seating provide the only opportunities for enjoying good weather.

### AESTHETIC QUALITY/ POSITIVE SENSORY EXPERIENCES

The space is large and open with the backs of low-rise buildings and vehicle access points to its edges. There are a lack of positive architectural or aesthetic features, and much of the space is given to car parking.

# ROUTES + CONNECTIONS

## LANEWAYS

Main Street and Castle Street can be accessed from the backlands via several laneways. These pedestrian routes are often narrow in character and provide vital links through the town, and particularly linking off-street car parks with Main Street and Castle Street.

However, these spaces are uninviting, feel isolated and forgotten, making them unattractive links and disuading people from using them unless essential. Encouraging greater use of off-street car parks for example, relies heavily on improving these links and creating new laneways where appropriate.

Additionally, these spaces could be celebrated as part of the public realm and character of Roscrea, utilising their unique and contrasting scale and form compared with other public spaces in the town centre. Interesting features applied to these spaces could help to provide identity and character to each laneway, using planting, public art and lighting to create unique and attractive spaces, and supporting activation where possibilities for this exist.



# ROUTES + CONNECTIONS

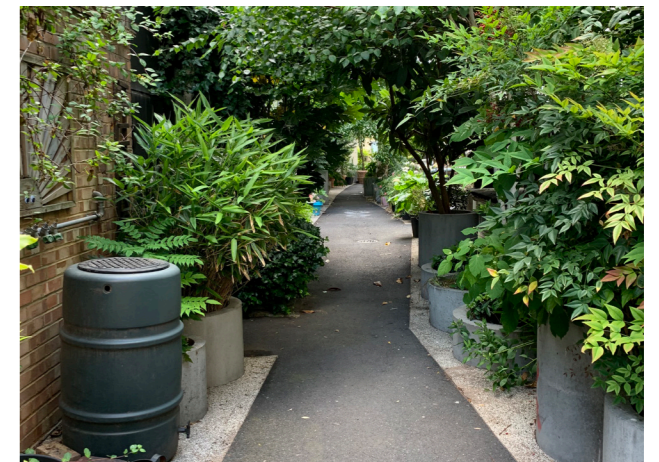
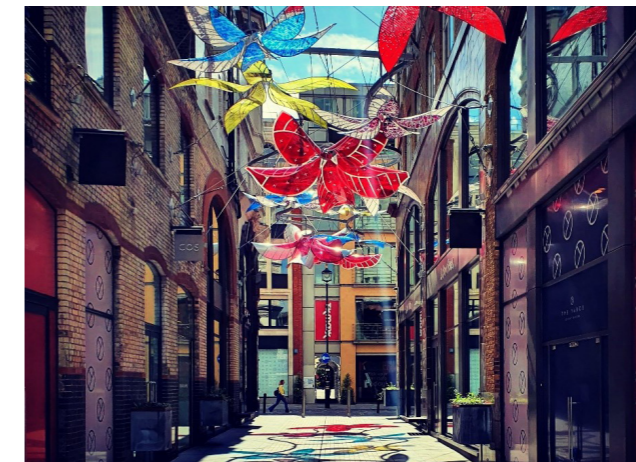
## LANEWAY ACTIVATION + ENHANCEMENT

### PRECEDENT STUDIES

Roscrea's lanes provide key pedestrian routes into Main Street however are currently underused and uninviting spaces which create a poor entrance to the core town centre.

Many towns and cities have experimented with ways to activate their lanes, alleys and passages, and enhance these environments to create welcoming, intriguing and playful spaces. The unique scale and form of these narrow spaces often contrast to the surrounding system of streets and public spaces, providing opportunities to create points of interest for public art, planting and even play interventions.

The following examples show how this has been achieved in all kinds of towns and cities around the world.



## SPACE ALLOCATION

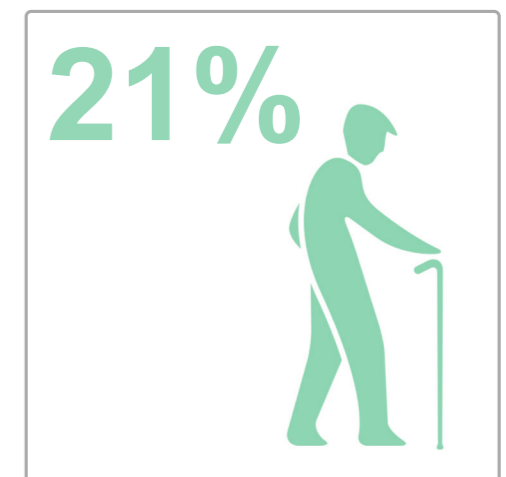
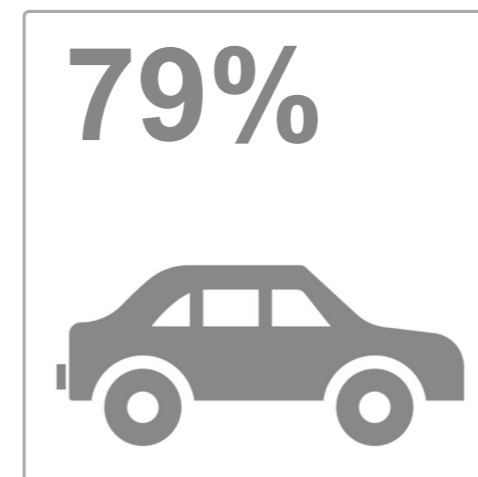
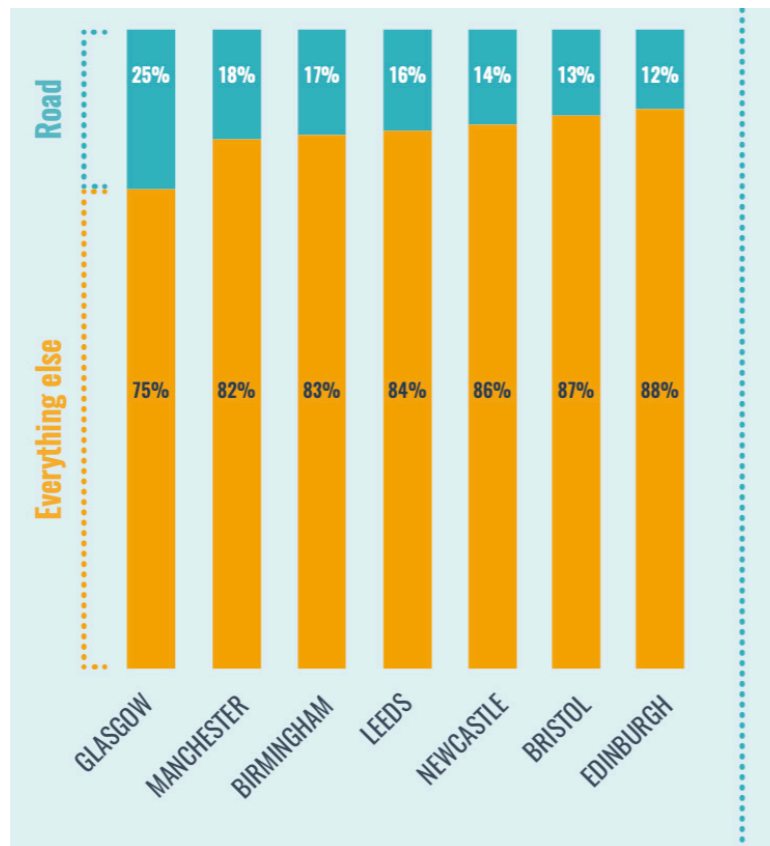
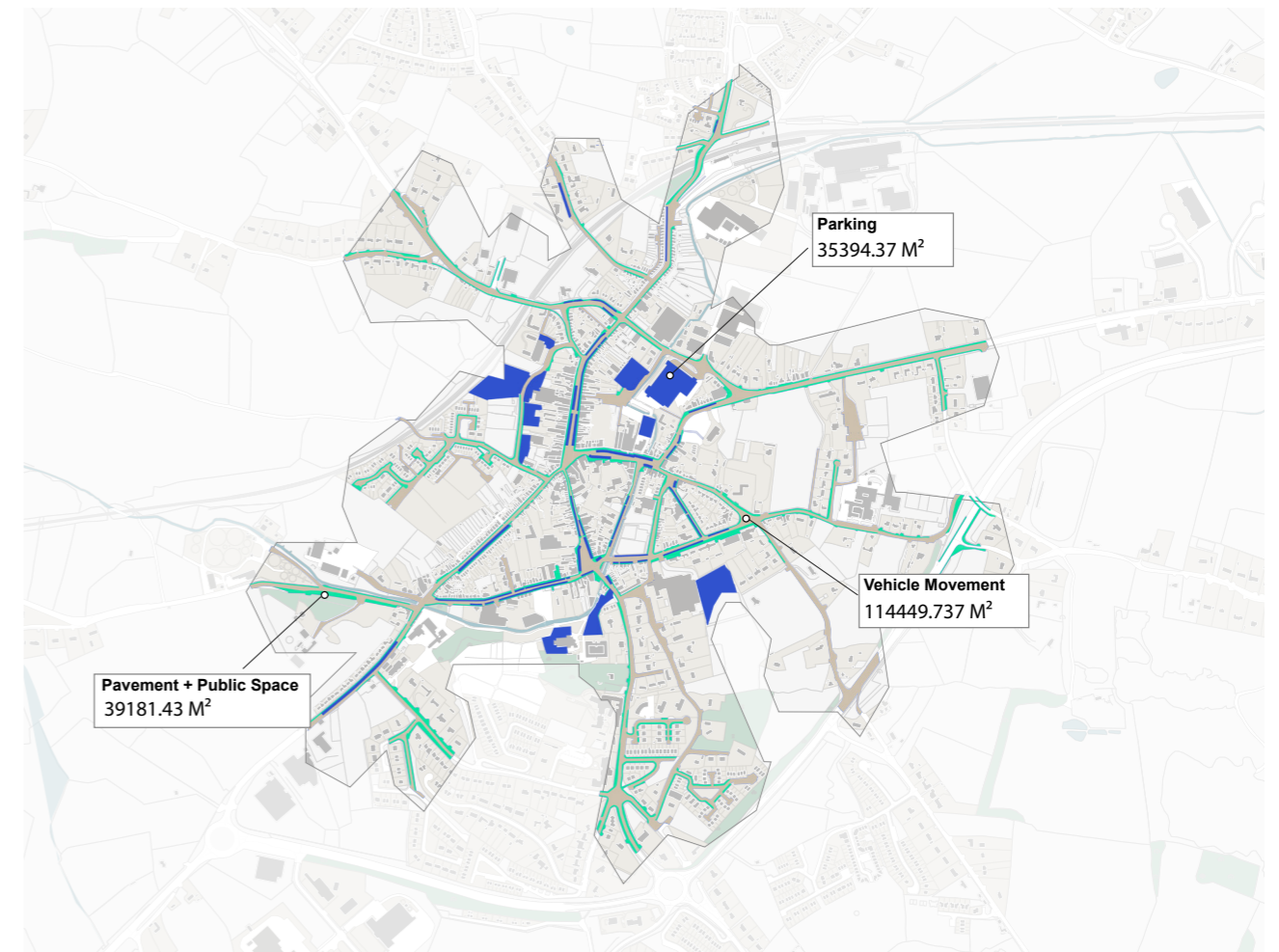
The map opposite shows how the public realm in Roscrea is allocated to different uses - namely vehicle movement and parking, and space for people and public life.

The assessment shows 79% of the public realm in Roscrea is currently allocated for vehicle movement and car parking. Only 21% of the public realm is currently used for footways and public spaces.

This heavy weighting of public realm towards vehicles over people and public life reduces opportunities to encourage more people to walk, support businesses and tourism through providing space for outdoor seating and product displays.

Much vehicle space could be reallocated to people and public life, through making better, more efficient use of parking spaces in the town (particularly off-street car parks) and reducing carriageway width where this is greater than needed. Improving junctions through narrowing the carriageway and widening footways could also help to improve pedestrian accessibility, create space for benches and street trees whilst retaining vehicle access and movement.

The improvements made at Market Square show how converting space from carriageway and parking space to widen footways and create public spaces can improve the walking environment and provide opportunities for seating, planting and pavement cafe culture.



## WAYFINDING + VIEWS

The map opposite shows the key views and points of interest in Roscrea. These include Roscrea Castle, the Round Tower and St Cronan's Church.

The quality and enjoyment of some of these views is compromised- often by low quality streetscape and the presence of -on-street car parking.



**ROSCREA**  
**TOWN CENTRE**  
**Strategy.**

# STRATEGIC PROPOSITION



## STREETSCAPE + MOVEMENT STRATEGY

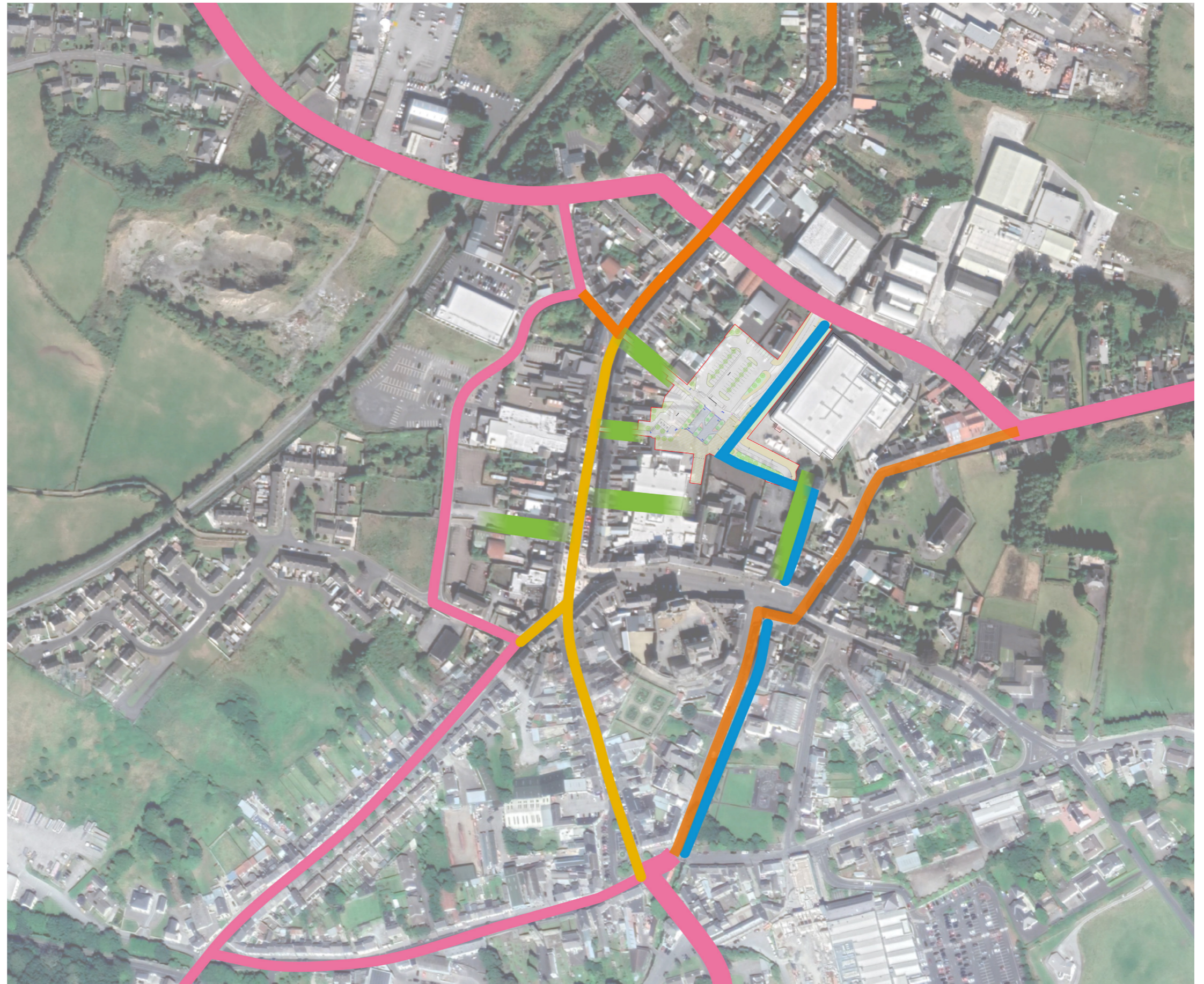
The proposition for movement in Roscrea is premised on balancing movement priorities and place priorities to create more opportunity for town centre life, space for businesses and for community life.

This doesn't mean the removal of transport freedom and choice for the town. Access through the town and in and out of it will be protected, and in addition the experience of walking around the town will be greatly improved, to make walking an attractive choice for everyday local journeys.

In movement terms, vehicles moving through the town currently come into conflict with vehicles accessing the town, as well as people enjoying the town. Opportunities can be unlocked for greater town centre vitality if we can reduce the conflict here, prioritising through-movement on the pink and orange streets shown right, and minimising through movement on the gold streets. Orange streets already have a substantial place value and so the streets and public realm should respond to this, to make clear that drivers have entered an urban setting and their behaviour will need to respond.

For gold streets, through movement would be discouraged to create more space for business activities, relaxing and spending time in the street, urban greening and biodiversity, and surface water management. Parking on the street would be provided to support adjacent business activities and loading would be accommodated.

Castle Street would become the principal piazza space for the town centre, with no movement function in the future network, albeit possibly accommodating public transport.



- Enhanced Street █
- Informal Street █
- Pedestrian Priority Street █
- Exciting Laneways █

## PARKING STRATEGY

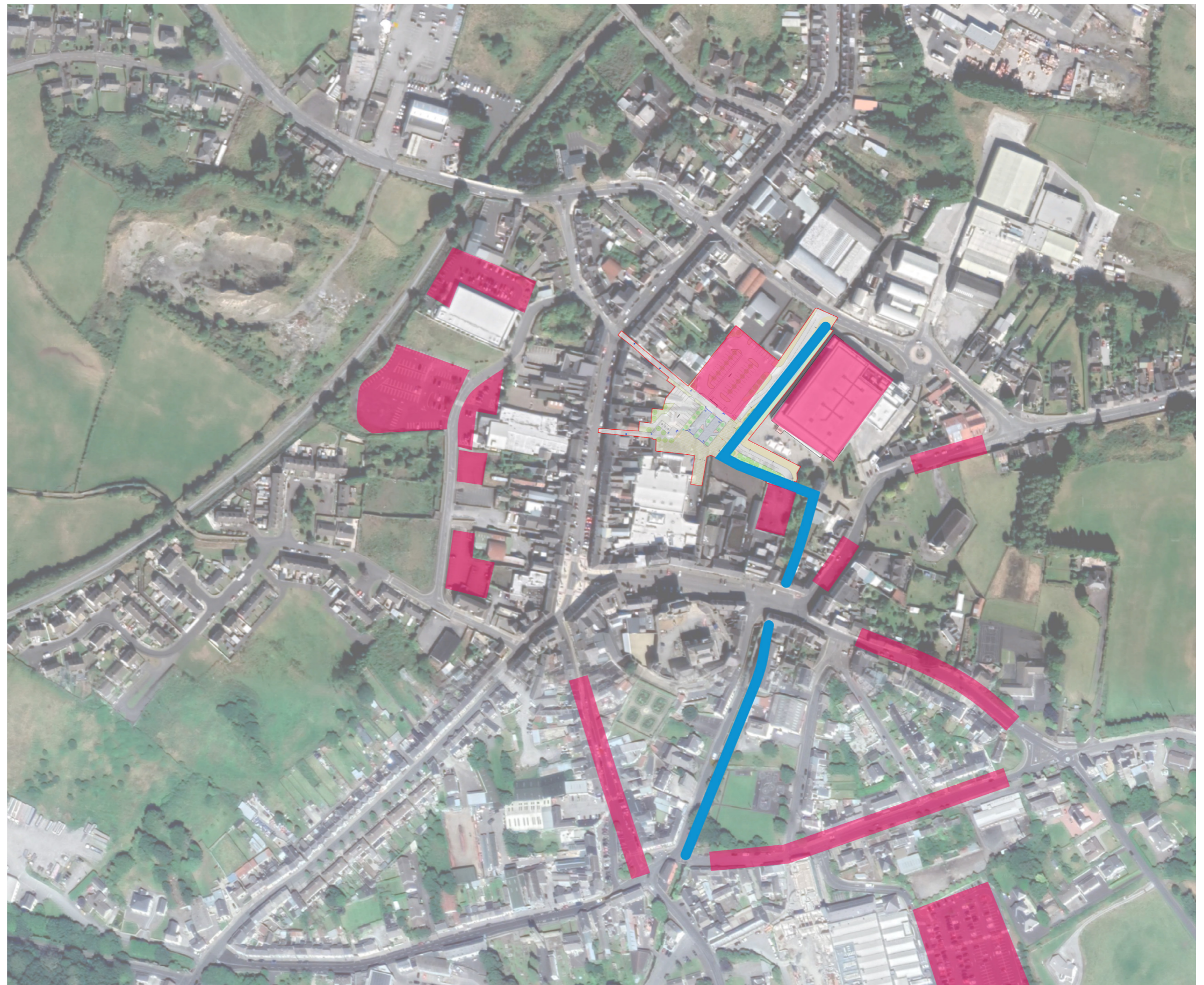
Parking studies for Roscrea have demonstrated that there is too much capacity in the town. This represents space in the town centre that the town isn't using to support prosperity, community life or the fight against climate change for example, and so the plan is to use this valuable space for the good of the town.

Larger off-street car parks tend to have the lowest occupancy and the most space to accommodate additional parking requirements in a way that doesn't detract from the town centre as a whole. These parking spaces should be prioritised as this enables the creation of a more attractive town centre for people to spend time, spend money, and come together.

Parking on Main Street will be targeted to support adjacent business activities in parallel bays, rather than the current perpendicular bays. This will free up considerable space for urban greening, seating, space for relaxing and space for business activities, whilst still accommodating essential parking and loading. In parallel with this walking, wheeling and cycling routes to and from off-street parking bays will be improved to create enjoyable links between the two that feel good and safe in all weather.

Castle Street currently accommodates parking for private cars as well as coaches and in the future this function would be removed with parking being accommodated in the spare capacity within off-street facilities. Moreover, coach parking would be removed, with a potential drop-off/pick-up space maintained, but vehicles would be required to park up elsewhere.

Parking Priority 





## PUBLIC REALM + PLACEMAKING STRATEGY

Several key public realm interventions have the power to transform the character and attractiveness of the town centre. Principally, Castle Street has the potential to be an incredibly attractive visitor attraction as well as everyday space for the town, its community and its activities, such as markets for example.

The arrival space and space of reflection for the Castle, the current street is given over to relatively low value uses, namely parking. This prime town centre space should be given over to higher yielding activities, driving tourism, inward investment and activity - as well as increasing biodiversity and green/blue infrastructure to create a space to spend time.

Rosemary Square represents another key opportunity to strengthen the town's economic, social and environmental offer. Currently given over the vehicles, this space should again be used for more high yield activities, both marking a gateway into the town and a key first glimpse of the tower, as well as creating a community space and welcome embrace for those entering the town. This space could be the principal tourism drop-off space, maximising the value of tourism by creating a route past a multitude of businesses, rather than dropping and collecting directly at the Castle. This space should be a green and relaxing space, a space for community days and enjoyment, local market or activities.

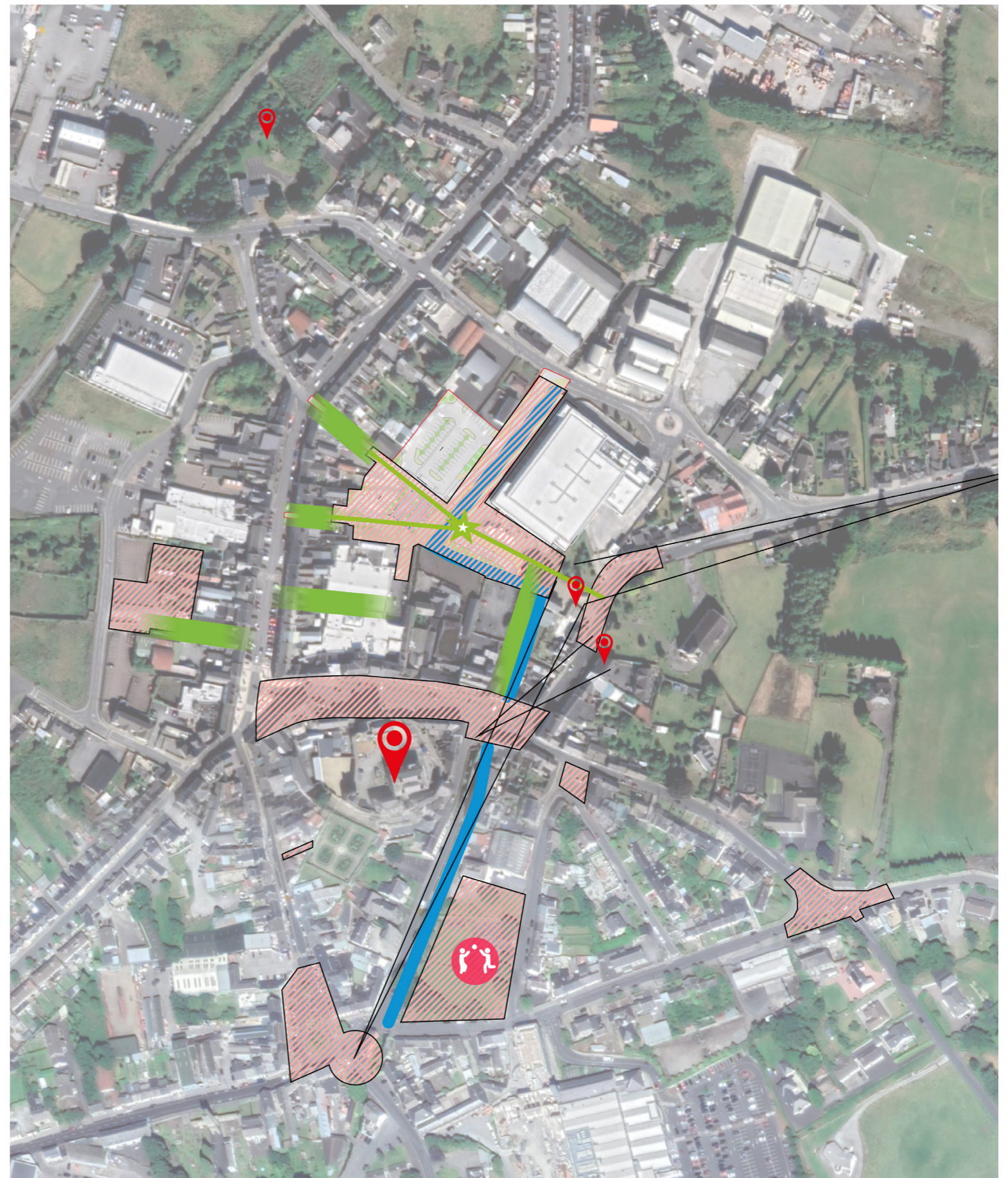
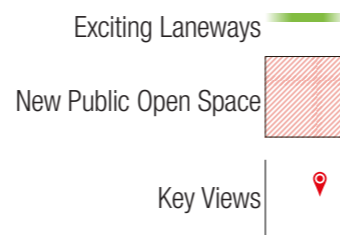
Rosemont Square is an opportunity to tighten up the town centre public realm, organise parking activities to unlock community space and a space for people to relax and come together. Currently being a somewhat leftover space with community uses trying to take hold, a redesign of this junction space to give so much back and again create a new gateway into the town to encourage visitors to explore and discover.

The opportunity along Church Street represents an opportunity to mark this historic and value point in the town centre. Two key town centre landmarks - the church arch and the Early Medieval Monastic Round Tower - are striking landmarks and the public realm should respond to strengthen the identity of the town. Movement will be enabled however the place value should be increased to give people a moment to notice their surroundings

The two key moments along Corville Road and Dublin Road are opportunities to create strong gateways into the town, to change the perception of visitors and calm the flow of vehicles, so visitors have chance to see the attractiveness of the town if they have not had the opportunity to do so before. Junction spaces should be tightened up to enable the movement functions in the minimum required space, with the leftover space being given over to place function. The principal first view of the tower along Dublin Road should be marked with a change of treatment coming into the town from this point, to showcase the change of character - moving into a slower, urban context, as well as invite people to stop and enjoy.

The alleyways off Main Street could be a key point of interest in the town, as we can see across the country, Europe and globally. Alleyways should be cherished as different experiences that can draw people in. In these examples they can draw people from the big box offer into the fine grain high street and there is a key opportunity to strengthen this to the west of main street. The gap site that exists off Gantly Road can be redeveloped into an interesting commercial and public space offer to give people a different experience from the traditional Main Street, a place of relaxation and fun which offers incubator space to local businesses.

Finally, a reincarnation of Glebe Park and Playground would offer the town a biodiverse and verdant play space and green oasis, which is lacking in the current offer.



**ROSCREA**  
**TOWN CENTRE**  
**Key Projects +**  
**Action Plan.**

# STRATEGIC PROPOSITION



# PROJECT ONE

## CASTLE STREET SQUARE

### DESIGN BRIEF

Castle Street should deliver a new public space for the town and community. Parking should be removed from all of the space, between Main Street and The Mall, with the ability for some disabled parking to be maintained.

Access for businesses, including servicing and loading, should be accommodated with timed access to be agreed during the design process, to maintain business accessibility outside of peak pedestrian activity.

Public transport access might be seen as desirable to keep in Castle Street and if so stops should be moved to the edges of the space, for example near the junction with The Mall to maintain the character of a new public space adjacent to the Castle. Bus Stands, including for coaches visiting the Castle should be removed from this space, with alternative space provided for them to park, potentially as part of Rosemary Square.

The space should include substantial green / blue infrastructure to create a relaxing and sheltered town centre space, which manages surface water on site. The Bunlow River running through the eastern side of the new space should be referenced in the design - possibly through a water feature - to make the River a defining feature and attraction for the town centre. The new space should be constructed from high quality local natural stone with hardwood seating, elegant lighting and a mixed species of trees.



### IMMEDIATE FIRST STEPS (months 0-6)

- Develop a Summer Streets programme for 2023 that removes traffic and parking in Castle Street and programmes a series of events, including turning Castle Street into a community cinema, projecting films onto the Castle Wall.
- Work with adjacent businesses to support their activities during the Summer Street programme to create project champions.
- Undertake parking and movement audits in the town during the closure to build the evidence base for change.

### MEDIUM TERMS ACTIONS (months 6-18)

- Develop a firm design brief based on Summer Street activities.
- Develop initial and detailed design (RIA1 2+3) for the new space as part of a collaborative e co-design exercise and file for planning permission if necessary.



# PROJECT ONE

## CASTLE STREET SQUARE

**Draft**  
**Work in Progress**



# PROJECT TWO

## MAIN STREET

### DESIGN BRIEF

Main Street should be a place that invites people to stay and enjoy the dynamic town centre, not simply a place for people to jump out their cars and into a shop, on their way home. Parking will be seen by many as necessary for High Street survival however evidence shows us that people spend more money when they walk and cycle to a high street on the whole, and when the public realm is designed as a better place to spend time rather than move through.

To deliver a better balance, parking on Main Street should be reorganised, rather than accommodating perpendicular parking bays, bays should be accommodated parallel to the carriageway. In addition, and supported by the surveys, parking should be implemented to best support the adjacent businesses, restricting parking to 20-30 minutes, rather than the existing 2 hour bays. This means that visitors arriving by car will have a better chance to park outside should they wish to just pop in, as well as unlocking space to considerably improve the street as a place to spend time, and money.

Areas of seating and tree planting should be created along the street, and cycle parking should be provided along the street. Rain-gardens should be incorporated within the 'parking zone' created at the edge of carriageway to break up parking and loading whilst also providing an important environmental function.

Through the design of the street every effort should be made to maximise the place function and downplay the movement function, to create a pedestrian priority street, that vehicles can use. Continuous footways at side streets should be used, as well as crossings over Main Street being tabled, with footway materials breaking up carriageway space.

### IMMEDIATE FIRST STEPS (months 0-6)

- Build an evidence base by undertaking a Parking Beat Survey and Shoppers Survey
- Develop initial and detailed design (RIAI 2+3) for the street from Market Square north to Green Street
- Develop initial and detailed design (RIAI 2+3) for the Station connection from Green Street to the Station

### MEDIUM TERMS ACTIONS (months 6-18)

- File for planning permission to transform Main Street into a pedestrian priority street to support businesses and town centre vitality



# PROJECT TWO

## MAIN STREET

**Draft**  
**Work in Progress**



# PROJECT THREE

## ROSEMARY SQUARE

### DESIGN BRIEF

The Square has been lost from Rosemary Square in Roscrea with both forks of the street (Rosemary Square in the west and Rosemary Street in the east) now being given over to vehicle movement and storage. The scheme should reinstate the square by removing vehicles from Rosemary Square - reattaching the fountain and tree planting back to the public realm and frontage to the west, whilst maintaining vehicle movement and some parking along Rosemary Street.

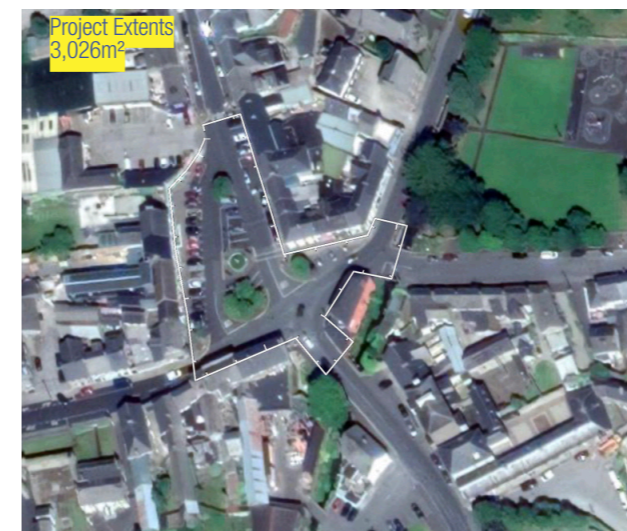
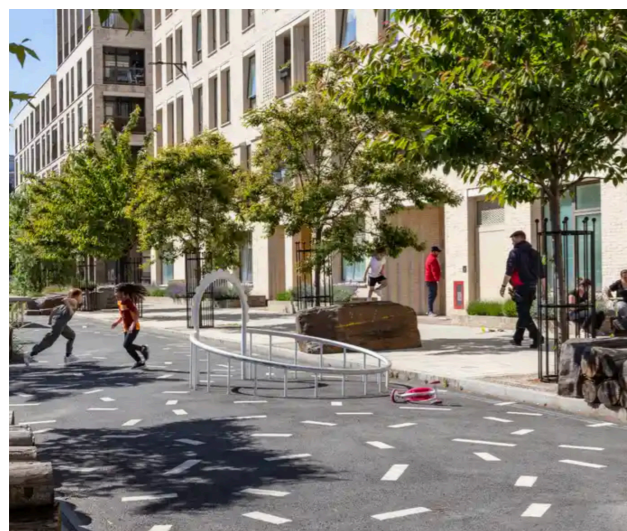
The restored space should be a community space that builds on the green and soft nature already provided by the mature tree planting to create a space of calm and relaxation, of play and socialising.

### IMMEDIATE FIRST STEPS (months 0-6)

- Build an evidence base by undertaking a Parking Beat Survey
- As part of the Summer Streets 2023 programme, close the western side of the space to vehicles and develop an events programme for this space.
- Work with the community to develop an agreed design brief for the space

### MEDIUM TERMS ACTIONS (months 6-18)

- Develop initial and detailed design (RIAI 2+3) for the space and street running through.
- File for planning permission.





# PROJECT THREE

## ROSEMARY SQUARE

**Draft**  
Work in Progress



# PROJECT FOUR

## GLEBE PARK + PLAYGROUNDS

### DESIGN BRIEF

The park and playground should be modernised and transformed into a playable, biodiverse parkland, marrying play and environment to create both a wild and exciting playable parkland, and a green and biodiverse habitat.

Currently the park separates out uses and activities, with a clearly defined play space set within a grassed playing field type space which, whilst giving flexibility, doesn't necessarily create excitement and draw people in.

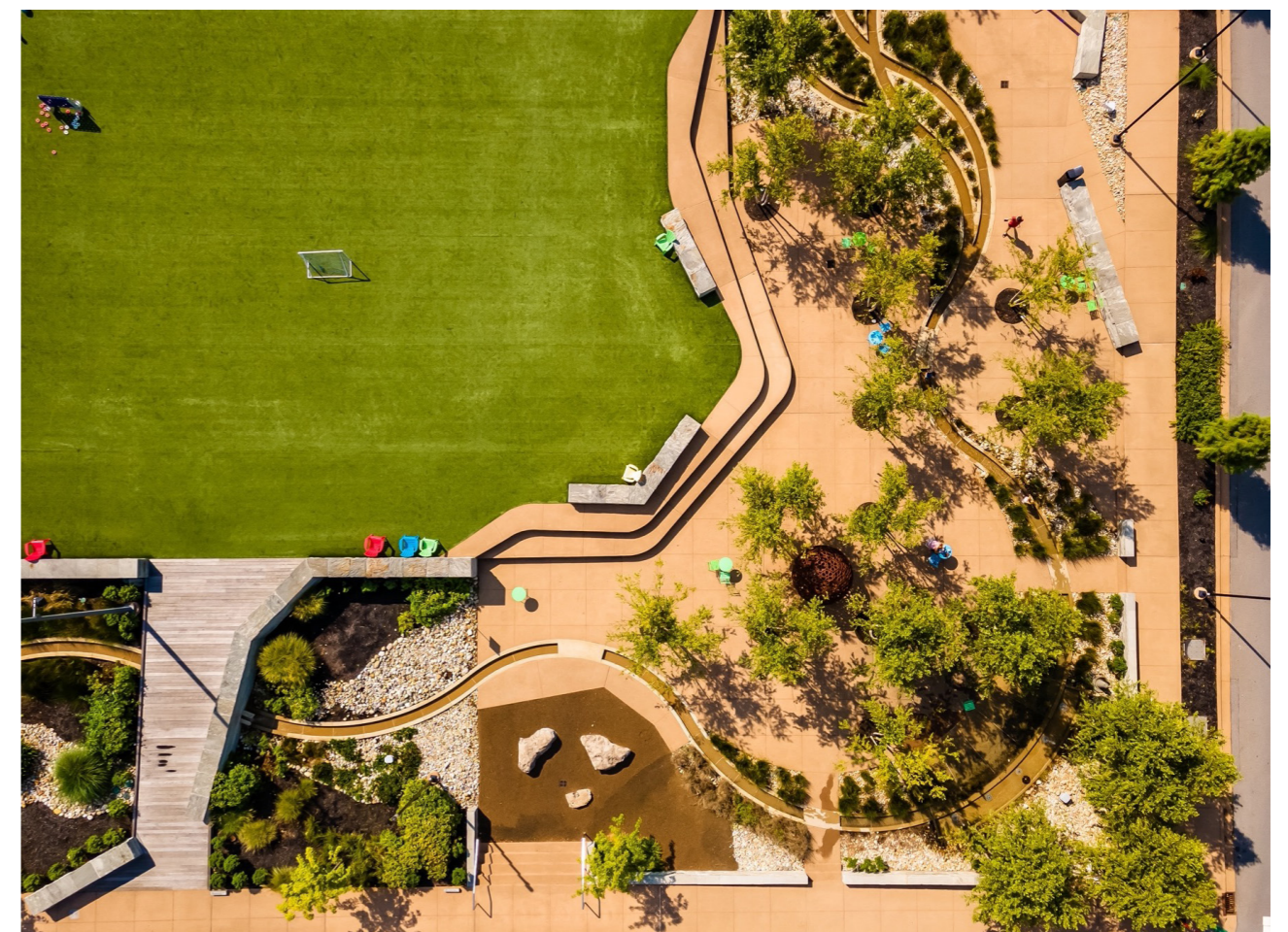
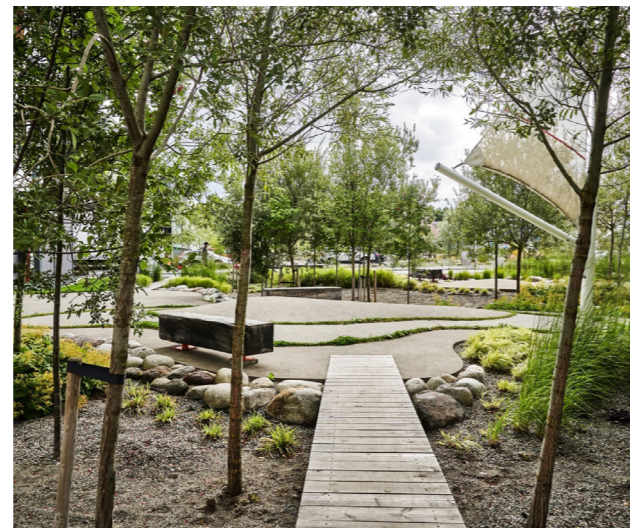
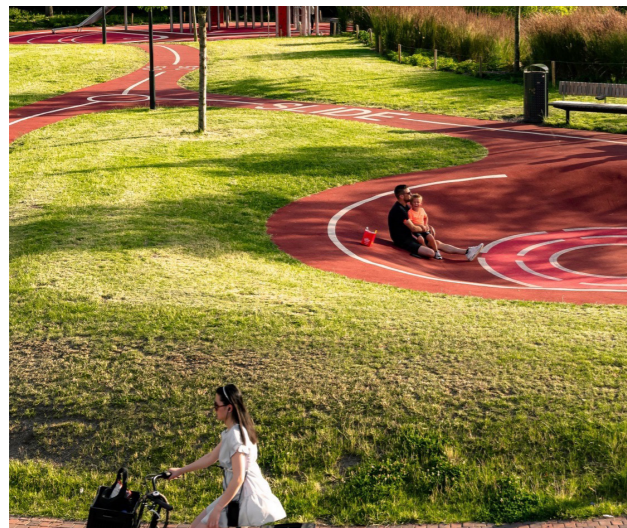
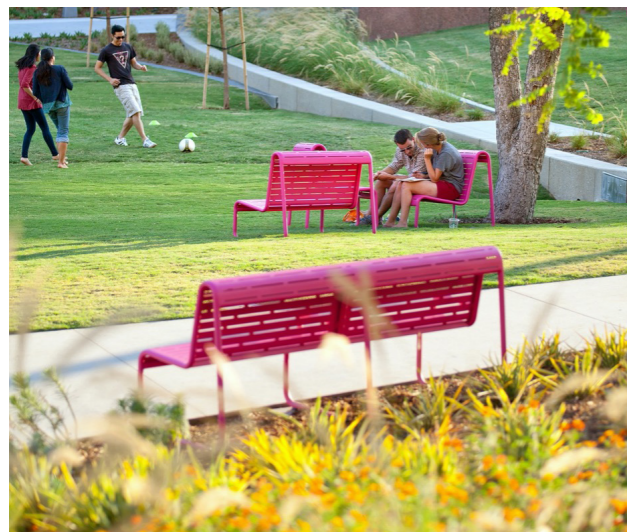
Moving forward the playable elements within the space should be surrounded by lush planting that both creates habitat but also intrigue and excitement. Play should be encouraged throughout the park with formal play facilities alongside playable elements. Finally, the Bunnow River should be seen as an extension of the park with the future design using this asset as part of the park design. Moreover, the park should be designed to flood in storm events, attenuating water to slow the speed of water reaching the sewer network.

### IMMEDIATE FIRST STEPS (months 0-6)

- Undertake a community co-design and exhibition exercise to develop a design brief for the reimagined space.

### MEDIUM TERMS ACTIONS (months 6-18)

- Develop initial and detailed design (RIA1 2+3) for the park and file for planning permission if required.



## PROJECT FIVE

### ROSCREA CENTRAL PLAZA + LANES

#### DESIGN BRIEF

Following successful design work to date, there is an opportunity to bring previous work and current thinking together to develop a refined set of proposals for Central Plaza that maximises on the opportunity of the Laneways and improvements around Castle Street and Main Street.

The revised scheme should ensure that the laneways from Castle Street and Main Street steer the scheme development, bringing people from these two areas along exciting, interesting laneways that give them a different experience of the town centre. The axis of these laneways can be used to set out the new Plaza to better stitch the external town centre (Castle Street + Main Street) with the internal town centre (Central Plaza).

The River should also feature more heavily in the Plaza design, incorporating more blue / green infrastructure within the space and minimising the dominance of highway characteristics to create a pedestrian priority space throughout.

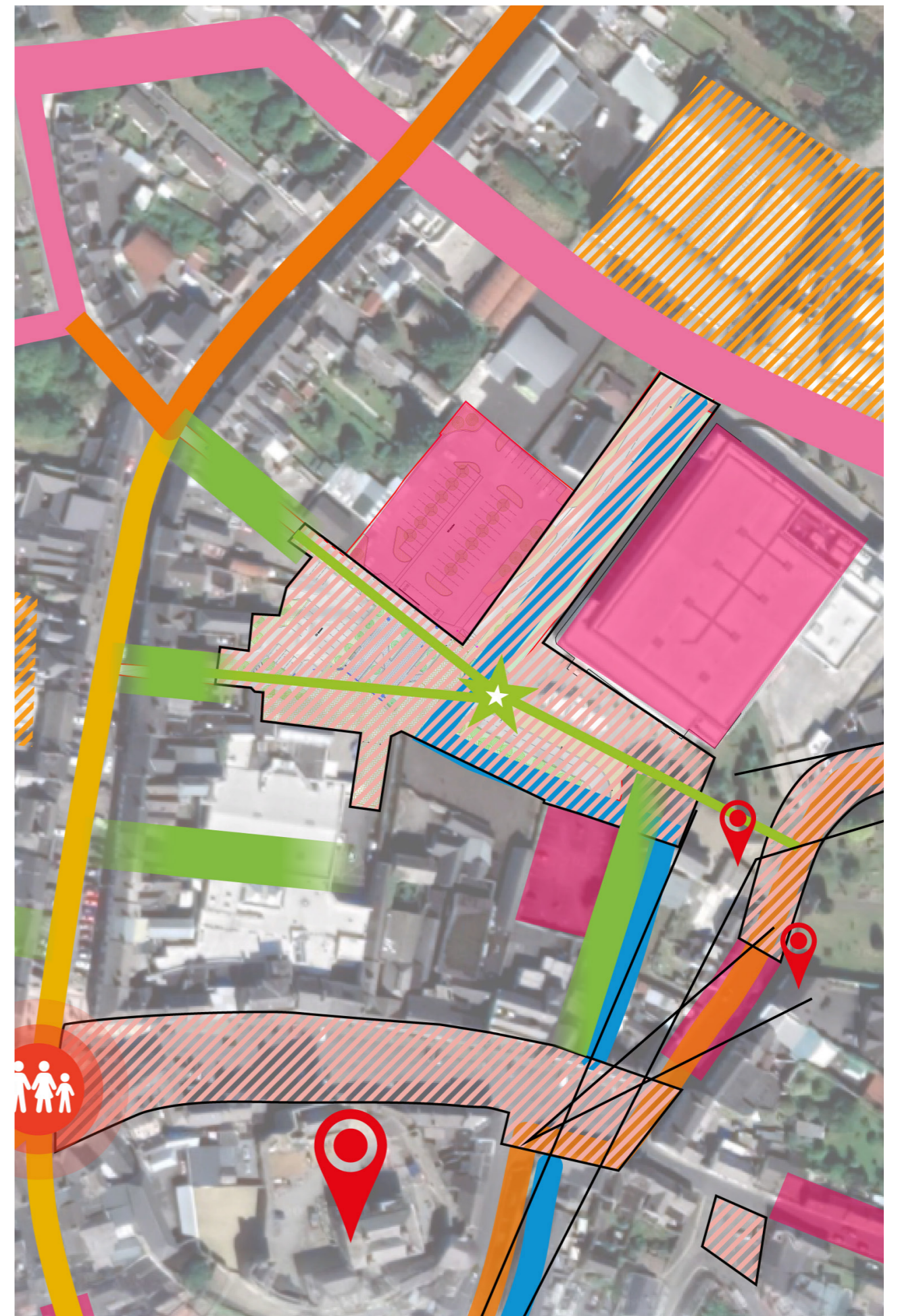
There is also an opportunity to bring the Plaza scheme together with the existing hardstanding space by Tesco that holds a play facility, to make them work as one community space.

#### IMMEDIATE FIRST STEPS (months 0-6)

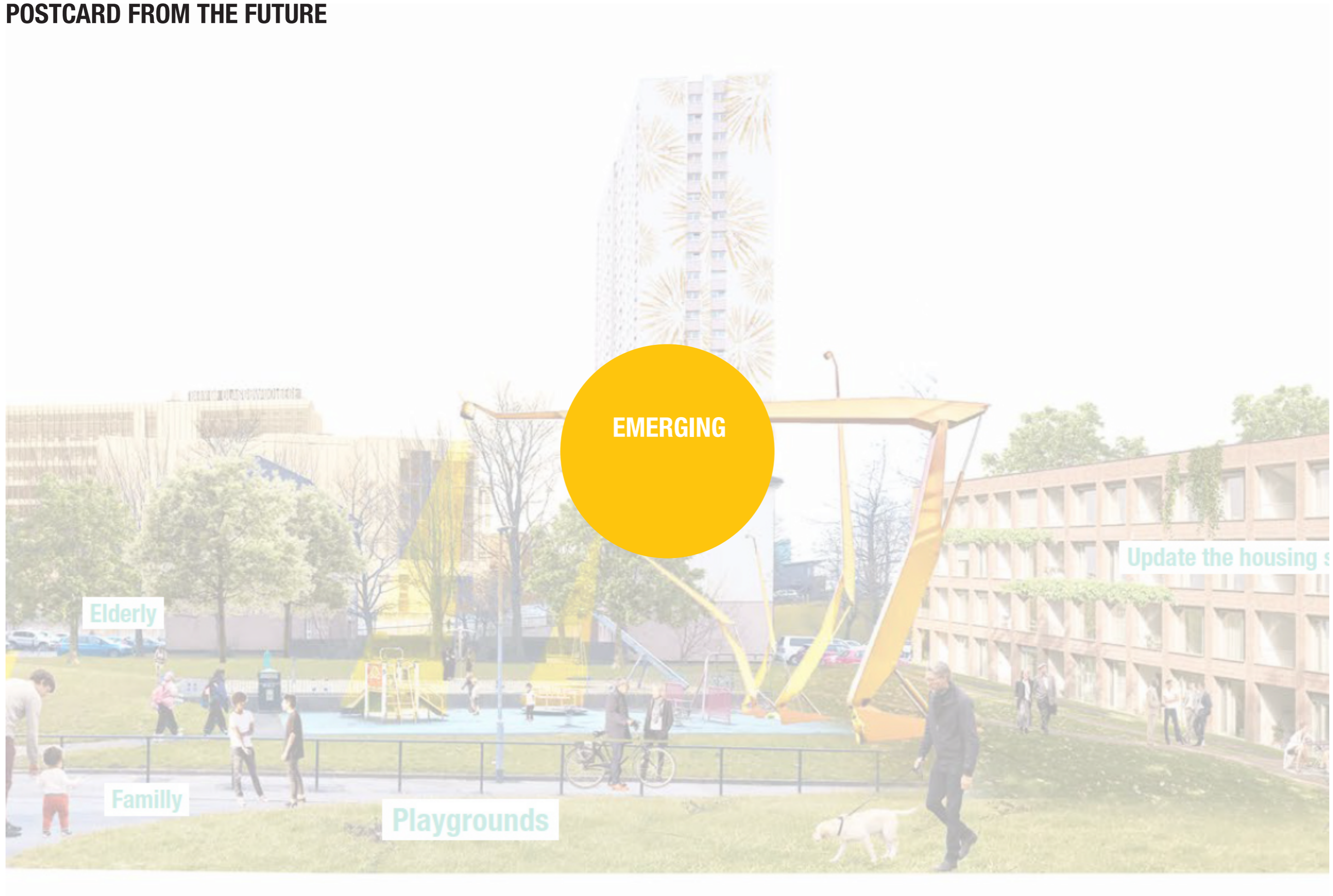
- Revisit the existing design to ensure opportunities from more recent work are bound up within the Plaza design, and discuss with stakeholders and planning.
- Finalise updated plans into a detailed design (RIAI 3) package.

#### MEDIUM TERMS ACTIONS (months 6-18)

- Work with stakeholders to move the project through construction as an early quick win that builds on all the good work to date.



# POSTCARD FROM THE FUTURE



**EMERGING**

Elderly

Family

Playgrounds

Update the housing s

**Client:**

Tipperary County Council

**Team:**

O'Mahoney Pike  
Urban Movement  
KPMG-FA  
KSN

Lead Consultant; Urban Design  
Mobility + Placemaking  
Public Engagement  
Project Management + Quantity Surveying



Contact: Christopher Martin