

Draft Offaly
CYCLE
Network



1. Introduction

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle plans for counties outside the Greater Dublin Area (GDA), including Offaly County Council. CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland and to develop on from the cycle network proposed for the counties in the GDA.

This will include existing cycle networks such as urban cycle routes, greenways, and interurban routes. This will be supplemented by proposed cycle routes/links outlined in latest development and transport plans, and other networks required to maximise the connection of the network to communities. It should be noted that this network does not specify any infrastructure types on any route and is focused on highlighting the key links required to form a comprehensive cycle network connecting all major communities and destinations.

This note will briefly summarise the proposed cycle network for Offaly. For details of methodology, national policy and the overall aspirations for the CycleConnects networks, please refer to the main report of which this technical note is an appendix of.

2. Offaly Population and Settlements

County Offaly is located in the midlands in the province of Leinster and is bordered by counties Roscommon, Westmeath, Meath, Kildare, Laois, Tipperary, and Galway.

According to the CSO 2016, the county has a population of 77,961 inhabitants. Table 2.1 below shows the shows the population of towns within Offaly. Tullamore, Edenderry and Birr-Crinkill are the only settlements with over 5,000 people, with all other towns having a population of less than 5,000.

Table 2.1: Population Settlements in Offaly

City/Town	Population (2016)
Tullamore	14,607
Edenderry	7,359
Birr-Crinkill	5,052
Clara	3,336
Banagher	1,760
Ferbane	1,191
Daingean	1,077

3. Existing Offaly Policies and Plans

Offaly County Development Plan 2021-2027

The Offaly County Development Plan (OCDP) was published by Offaly County Council to outline the strategy and objectives for the planning of the County.

The Strategic Vision of the County is as follows:

“To create a sustainable and competitive county that supports the health and wellbeing of our people and places, from urban to rural, with access to employment opportunities supported by high quality housing and physical, social and community infrastructure for all, in a climate resilient manner and with respect for our biodiversity.”

The Development Plan’s Vision is supported by a number of Strategic Objectives. The objectives outline the potential to strengthen communities, built environment and natural heritage, infrastructure, and tourism. Amongst these included are the following related to sustainability and transport:

- Reduce car dependency and increase the use of sustainable mobility such as walking, cycling and public transport through planning for and encouraging integrated transportation and land use.
- Make more efficient use of key resources such as land, water, energy, waste, and transportation infrastructure.
- Achieve transition to a competitive, low carbon, climate resilient and environmentally sustainable economy. This should be facilitated through reducing the need to travel, by integrating land use and sustainable modes of transport, and by reducing the use of non-renewable resources. In line with this, promote active and healthy lifestyles through increased opportunities for walking, cycling and active sport recreation.
- Encourage inclusive and active sustainable communities based around a strong network of community facilities and amenities.

Throughout the Plan, there are a number of policies that make note of the facilitation and provision of cycle infrastructure and greenways, which have been listed under the following headings:

Sustainable Mobility and Accessibility

Chapter 8 of the OCDP outlines key objectives for Sustainable Mobility and Accessibility in Offaly. The following policies and objectives contained within the development plan, relate to the development of cycling and greenway infrastructure.

- **SMAP-01:** It is Council policy to support sustainable mobility, enhanced regional accessibility and connectivity within County Offaly in accordance with the National Policy Outcomes of the National Planning Framework 2040 and the National Development Plan.
- **SMAP-03:** It is Council policy to promote the transition to a low carbon integrated transport system by firstly reducing the need for travel through the use of design solutions and innovative approaches with regards to the Design Manual for Urban Roads and Streets, and subsequently to shift to environmentally sustainable modes of transport.
- **SMAP-04:** It is Council Policy to continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.

- **SMAP-06:** It is Council policy to promote more compact development forms that reduce overall demand for transport and transport infrastructure and support proposals that encourage modal shift towards sustainable travel modes.
- **SMAP-08:** It is Council policy to prioritise the need for people to be physically active in their daily lives; to improve permeability and to promote walking and cycling in the design of streets and public spaces as an alternative and sustainable mode of transport; and to support safer walking and cycling routes to schools under the Green Schools Initiative subject to appropriate environmental assessments, including Habitats Directive Assessment.
- **SMAP-09:** It is Council policy to support the pedestrianisation and permeability of town and village centres where appropriate, in order to create accessible, attractive, vibrant, and safe places. In doing this the Council will strive to support the following;
 - Provision of 'cycle friendly' towns and villages.
 - Provision of key cycling routes through larger towns.
 - Potential for a walking and cycling route around Tullamore incorporating the Grand Canal, the banks of the Tullamore river and inside the barriers of the Tullamore bypass.
- **SMAP-10:** It is Council policy to facilitate and support, subject to appropriate environmental assessments (including the 'Corridor and Route Selection Process' set out in section 8.5.4 of this Plan), the continued development of walking and cycling routes including greenways, Blueway's and peatways in County Offaly for recreational and utility purposes.
- **SMAP-11:** It is Council policy to support the provision of secure cycle parking facilities in the public realm of towns and villages, at all public service destinations and in other developments.
- **SMAP-13:** It is Council policy to facilitate and support, subject to appropriate environmental assessments (including the 'Corridor and Route Selection Process' set out in section 8.6.4 of this Plan), the continued development of walking and cycling routes including greenways, blueways and peatways in County Offaly for recreational and utility purposes.
- **SMAP-15:** It is Council policy to be supportive of exploring opportunities for the provision of cycle lanes along the N80, preferably off road cycle tracks separated from vehicular traffic where feasible, subject to adhering to road safety standards and complying with Transport Infrastructure Ireland's Publications, safeguarding the strategic function of the N80 and the undertaking of a safety audit.
- **SMAO-02:** It is an objective of the Council to prepare a Local Transport Plan in accordance with 'Area Based Transport Assessment Guidance' by TII and NTA, for the Key Town of Tullamore in conjunction with the National Transport Authority and in tandem with the Local Area Plan, and to prepare Transport Plans for other towns that are subject to Local Area Plans, namely Birr, Edenderry and Portarlington, subject to the provision of funding and agreement with statutory agencies. .
- **SMAO-03:** It is an objective of the Council to specify baseline figures and targets for modal share in new/varied Local Area Plans in order to encourage a modal shift away from the private car to more sustainable forms of transport such as public transport, cycling and walking.
- **SMAO-04:** It is an objective of the Council to improve the baseline modal share figures for the county that are set out in this Development Plan, in particular a reduction in the percentage usage of the car which shall be informed by measures set out in Appendix 1 of this Development Plan including the improvement of rural accessibility through rural transport systems, improvements in inter-settlement and

intra- settlement accessibility and improvements advocated by Local Transport Plans, all in conjunction with setting modal share targets within the county in cooperation with NTA, CARO, EMRA and other relevant stakeholders and in accordance with any relevant Guidelines that may come into effect.

- **SMAO-06:** It is an objective of the Council to implement Connecting People Connecting Places: A Strategy for Walking and Cycling in Offaly September 2015.
- **SMAO-07:** It is an objective of the Council that cycle lanes are designed and maintained in accordance with the National Cycle Manual by the National Transport Authority 2011.
- **SMAO-08:** It is an objective of the Council to collaborate with Bord na Móna and Coillte in the development of the 'Major Cycling Destination in the Midlands of Ireland – Feasibility Study 2016' and to pursue the development of greenway links to adjoining counties.

Biodiversity and Landscape

The following biodiversity and landscape objectives as set out in the plan relate to the provision of cycling infrastructure development.

- **BLP-16:** It is Council policy to support the provision of outdoor pursuits, walking and cycling routes through the county's peatlands and network of industrial railways linking the River Shannon Blueway, Royal Canal, Grand Canal and Barrow Blueway across the midlands as outlined in the 'Major Cycling Destination in the Midlands of Ireland – Feasibility Study 2016', which is a priority of the 'Outdoor Recreation Plan State Lands and Waters' (2017).
- **BLP-28:** It is Council policy to integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting natural heritage.

Tourism and Recreational Development

The Council recognises that tourism development can make an important contribution to the economic life of the county. County Offaly is strategically located in the centre of Ireland on a rail line, canal, River Shannon and with easy motorway access.

As such within the Development plan chapter 6 there are various policies and objectives that relate to the development of cycling and greenway infrastructure.

- **TRP-07:** It is Council policy to favourably consider tourism infrastructure related to sport, recreation and information including boating, cruising, angling, walking, cycling, pony trekking routes, golf courses, bird watching, adventure centres, and interpretive centres subject to proper planning, environmental protection and sustainable development and policies of this plan.
- **TRP-14:** It is Council policy to promote the continued development of Lough Boora Discovery Park as a tourist and ecological amenity and its linkages with the Grand Canal Greenway and surrounding towns and villages subject to proper planning, environmental protection, and sustainable development.
- **TRP-17:** It is Council policy to promote the provision of appropriate infrastructural requirements to meet the needs of greenways, Blueway's, and peatways and other pedestrian / cycling tails such as high-quality signage, bicycle stands, service facilities, seating and if necessary, car parking (all with regard to Department of Transport, Tourism and Sport's 'Greenways and Cycle Routes Ancillary Infrastructure Guidelines'), and the provision of visitor interpretation along these routes such as

storyboards, artworks Part 8 – Grand Canal Greenway 16 Offaly County Council December 2021 and other media to create a greater sense of place, connecting and immersing visitors in the local heritage and stories.

- **TRP-22:** It is Council policy to promote the 'Feasibility Study on the Development of a Major Cycling Destination in the Midlands of Ireland' (2016) in conjunction with Bord na Móna and Coillte in accordance with 'Outdoor Recreation Plan for Public Lands and Waters in Ireland' 2017-2021 and in particular to recognise Tullamore as a hub in this respect.
- **TRP-26:** It is Council policy to support Tullamore's role as a tourism hub and its development as a Tourism Destination Town having particular regard to its distilling heritage including Tullamore Dew Visitor Centre, its accessibility and proximity to key tourism destinations including natural amenities, and recreational opportunities including the Grand Canal and adjoining greenway, Lough Boora Discovery Park, Slieve Bloom Mountains, Durrow Monastic Site and Clara Bog Visitor Centre.
- **TRO-14:** It is an objective of the Council to implement 'A Strategy for Walking and Cycling in Offaly; Connecting People Connecting Places' (2015).
- **TRO-15:** It is an objective of the Council to implement the 'Feasibility Study on the Development of a Major Cycling Destination in the Midlands of Ireland' (2016) in conjunction with Bord na Móna, Coillte, Waterways Ireland, the Office of Public Works, and the Product Development Group, in accordance with the Offaly Tourism Statement of Strategy 2017-2022.
- **TRO-17:** It is an objective of the Council to protect potential greenway, Blueway and peatway routes (i) along and in proximity to abandoned rail lines and (ii) routes identified in Figure 6.14 'Midlands Cycling Destination, Offaly Network Map' from inappropriate development that could compromise the delivery of a cycling or walking route in the future.
- **TRO-18:** It is an objective of the Council to work with the relevant stakeholders to examine the feasibility of developing the Kilbeggan to Ballycommon link of the Grand Canal, as a potential navigational route.

Local Area Plans

Tullamore Local Area Plan 2017-2023

The most recent Local Area Plan for Tullamore was extended until 2020. An updated plan has not been published yet. An Area Based Transport Assessment (ABTA) is also being undertaken for Tullamore, which the Urban Cycle Network Plan will form a part of.

Edenderry Local Area Plan 2017-2023

The Edenderry Local Area Plan was published by Offaly County Council to outline the strategy and objectives for the planning of the local town. A key issue detailed in this plan is that of traffic congestion and encouragement of sustainable transport and connectivity within the plan area. Provision of enhanced cycle and pedestrian routes and links are a key objective in addressing these issues, citing the success of the Grand Canal towpath walking and cycling route as a well utilised local amenity.

Throughout the Plan, there are a number of policies and objectives that make note of the facilitation and provision of cycle infrastructure and greenways, under the following headings:

Employment and Enterprise:

- **EEP7:** Secure connectivity between Edenderry with county, regional and national cycle networks via the Grand Canal Greenway and to capture positive economic, social, and cultural benefits associated with this connection.

Town Centre Revitalisation

- **TCO8:** Improve accessibility to and within the town centre by:
 - Examining opportunities for the provision of cycle linkages.

Built and Natural Environment

- **BNEP 15:** Protect existing Green Infrastructure within the local area plan and to provide additional Green Infrastructure, where possible.
- **BNEP 16:** Integrate Green Infrastructure into future developments in Edenderry and ensure developments are cohesive with Green Infrastructure corridors linking adjoining lands.

Infrastructure:

- **MTP2:** Support the principles and objectives as set out within the Connecting People, Connecting Places Offaly County Walking and Cycling Strategy 2015, (including any updated/superseding document), in particular the attainment of a cycling/walking connection for Edenderry to Tullamore, Lough Boora, and the River Shannon via the Grand Canal Towpath, and also to the National Cycle Network via Kilbeggan Branch of the Grand Canal.
- **MTP5:** To promote, develop and upgrade a series of cycle lanes throughout the town for amenity and transport purposes in accordance with the routes set out in the land use zoning map.
- **MTO7:** Support the progressive improvement of the amenity/walking/cycling network, to include existing and enhanced public footpaths along the main streets, and approach roads, including indicative internal distributor roads, providing linkages to existing and new developments, existing and future schools, cycling routes/lanes where possible and amenity corridors linking town centre, residential, community facilities, public amenities, commercial and transport nodes.

Birr Local Area Plan 2023-2029

Offaly County Council are commencing the preparation of a Local Area Plan for Birr Town which includes Crinkill. The latest draft of this plan has yet to be published.

Future Local Transport Plans

Offaly County Council are required to develop Local Transport Plans as part of their Development Plan process. While the cycle network outlined in this plan has been created to reflect current transport arrangements, it may be subject to change based on the more detailed analysis and recommendations developed as part of the LTP process.

4. Proposed Offaly Cycle Network

Introduction

Following a review of existing data, policies and conducting workshops with Offaly County Council to review the draft cycle network, the following summarises the methodology and proposed cycle network development for Offaly. The full details of how all the CycleConnects networks were developed are available in the NTA Consultation website.

Prior to developing the Offaly County Network, a GIS model was established for the county. This model mapped all existing information made available for the county, supplied by various bodies including the NTA, CSO, Department for Transport, Transport Infrastructure Ireland, Department for Education and Offaly County Council. The data collected includes;

- Locations of major employment and job density
- Existing cycle infrastructure and routes
- Existing bus stops, rail lines and other public transport
- Location of schools and education centres
- Shopping centres, hospitals and other destinations that may attract cyclists

The collation of this data has aided the selection of cycle routes in Offaly that are available to as many people as possible. It has also allowed for the servicing of key destinations within County Offaly.

Methodology

Following the collation of existing data, the cycle network plan for Offaly was developed. This was based on a three-tier system outlined in Figure 4.1 below.

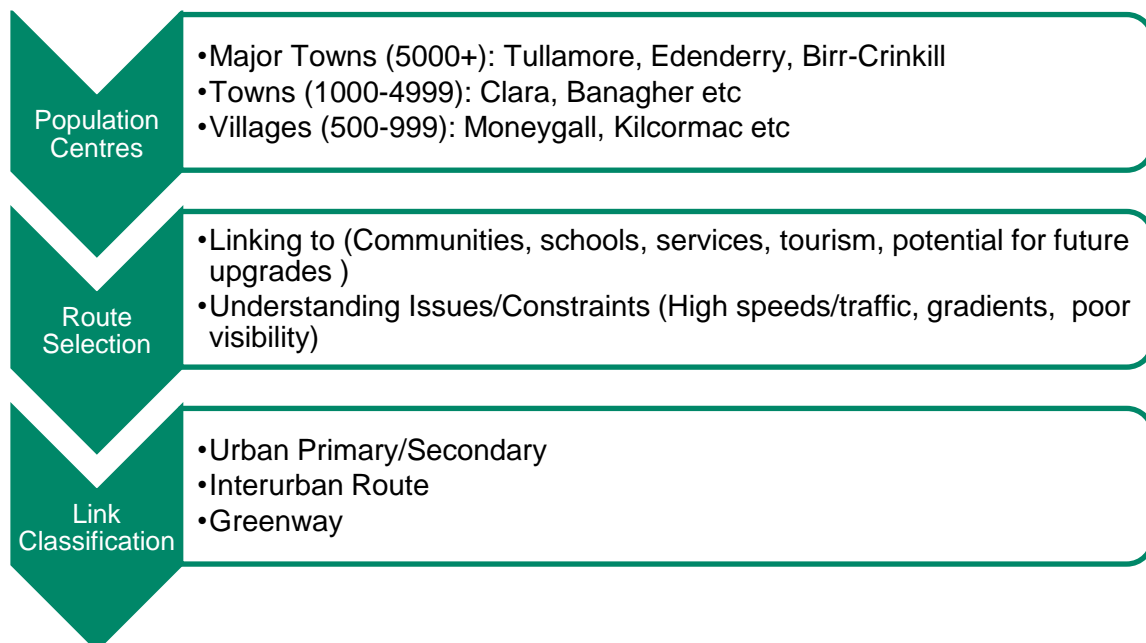


Figure 4.1: Cycle Network Development Methodology

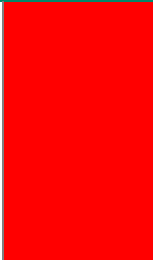

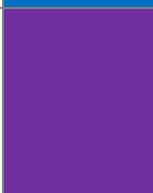
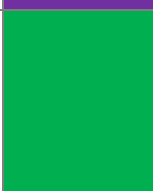
Population Centres: The Offaly CycleConnects Network will look to link towns and villages together as part of a fully connected network. Thus, all towns were mapped with the larger towns of Tullamore, Edenderry and Birr-Crinkill noted. By mapping all towns and villages, a

profile emerged of where most people in Offaly were situated and where potential cycle routes should be provided. CSO Settlement data was also referenced to inform where people were located within the county.

Route Selection: Once the population areas were established, potential routes were then considered along strategic corridors. This allowed multiple communities to be linked along individual interurban routes both within the county and adjacent counties. Where possible, these routes were also located within TII National Cycle Network Corridors. This avoided too many parallel cycle routes being developed and for an integrated cycle network to be developed within the county.

Cycle Route Classification: The route classification for each route has been summarised below in Table 4.1. It should be noted that this link classification does not reflect the existing condition of roads for cycling but seeks to highlight their potential for various route classifications. For example, while there are many interurban routes that currently have no cycle infrastructure, the aspiration will be to target these over the next decade for appropriate upgrades.

Table 4.1: CycleConnects Route Classification

City/Town	Colour	Description
Urban Primary		High quality cycle route 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 distinctive radial and orbital cycle routes in the major towns and cities. These primary routes should also form a cohesive and connected network within the urban area that will be simple for cyclists to navigate
Urban Secondary		Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school, and employment areas
Interurban		On-road cycle route 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.
Greenway		Off-road cycle route with no adjacent traffic for the majority of its route. These are typically located on old rail trails, existing/proposed peatways and existing/proposed blueways (routes alongside lakes, rivers and canals) with cyclists sharing the route with pedestrians.

Proposed Offaly County Network

Following the methodology outlined above, the Offaly CycleConnets Network has been outlined in a series of maps shown in Table 4.2 below. These are also available to view as an individual PDF when selecting county Offaly in the NTA consultation page.

Table 4.2: Offaly CycleConnects Network – List of Maps

Cycle Map List
Offaly County Cycle Network
Tullamore Urban Cycle Network
Edenderry Urban Cycle Network
Birr-Crinkill Urban Cycle Network

Interurban Link Development

The primary towns with a population of over 1000 were connected via interurban links. Where possible, towns with a lower population that were located along the route were included in the routes. Connections were also made to larger cross border towns in order to create a more comprehensive cycle network. The selection of interurban routes was also influenced by the location of schools/sports grounds on various parallel routes.

As part of the development of the interurban network, the Google travel planning tool was utilised to assist in selecting the most appropriate route between the various settlements. This included avoiding routes/routes with excessive gradients. In some cases, selecting a sufficiently flat route was not available. Thus, the most available flattest route was selected. However, some routes were modified slightly to connect with adjacent towns/villages or key destinations such as schools, sports pitches, or tourist attractions.

The TII National Cycle Network Corridors have also been used to overlap corridors. These include corridors and routes into counties Westmeath, Kildare, Laois, Tipperary/Galway, and Roscommon.

Greenway Route Integration

Grand Canal Greenway

The Grand Canal Way is an historic trail which traverses Leinster from Ringsend in Dublin City to the River Shannon at Shannon Harbour in County Offaly. The Offaly section of the Grand Canal Greenway exists from Edenderry in the east to Shannon Harbour in the west of the county. The Tullamore to Lough Boora Section of the Greenway links two landmark sites along Ireland's Ancient East - Tullamore DEW and Lough Boora Discovery Park. The 22km journey westwards offers historic sites and rural tranquillity in abundance.

Lough Boora Discovery Park

Transformed from its previous incarnation as a commercial bog where peat was harvested to heat homes around the country, today Lough Boora Discovery Park is home to countless species of birds and wildlife, fish-filled lakes, and a permanent exhibition of huge outdoor sculptures. 22kms of scenic trails, including a 9km car-free cycle path for younger cyclists to safely enjoy. The proposed network consists of three off-road cycle routes ranging in distance from 6km to 15.8km.

Pathways to Power Greenway Routes

County Offaly County Council has taken a strategic approach to developing a windfarm strategy. It identifies key areas within the county that are 'Open for Consideration for Wind Energy Developments' or 'Unsuitable for Wind Energy Developments' based on a comprehensive assessment.

In addition to the development the council proposed to introduce a series of greenways that would be developed in line with the proposed wind farm developments, throughout the sites.

These will be primarily located in the south-east side of the county. Some of these routes may not be completed finalised so some routes may be subject to change.

Slieve Bloom Mountain Bike Trail

This mountain bike trail is located in the Slieve Bloom Mountains between County Laois and Offaly. It can be accessed adjacent to the town Kinnitty.

Shannon Blueway

The Shannon Blueway is a proposed off-road route along the banks of the River Shannon and is proposed to link Athlone in the north with Banagher and Victoria Lock in the south. The route of this blueway has not been finalised so some routes illustrated on the relevant maps may be subject to change once the route is finalised.

Birr to Roscrea Greenway

This proposed greenway is proposed along an old rail trail between the towns of Birr and Roscrea in County Tipperary. The majority of the route is located in Tipperary. This route is at early feasibility stage so the route illustrated may be subject to change once a specific route has been identified.

Birr to Portumna Greenway

This proposed greenway is proposed along an old rail trail between the towns of Birr and Portumna in County Galway. The majority of the route is located in Galway. This route is at early feasibility stage so the route illustrated may be subject to change once a specific route has been identified.

Portarlington to Grand Canal Greenway

This proposed greenway is proposed to provide a spur link between Portarlington, on the border of Offaly/Laois and the Grand Canal Greenway in the north. This route is at early feasibility stage so the route illustrated may be subject to change once a specific route has been identified.

Urban Network Development: Tullamore

With a population of over 5000 inhabitants, an urban cycle network has been developed for Tullamore town. The urban network is comprised of an inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town. This also includes the Grand Canal Greenway which runs through the centre of the town.

An inner orbital route has been identified to run along streets such as Rahan Road, Kilbride Street, and Main Street. A second primary orbital route is located to the east of the town centre along streets such as Bury Quay, Convent Road, O'Carroll Street, Henry Street, and Patrick Street. This will then be supplemented by primary radial routes linking other parts of the town with the town centre. These additional primary routes are located on streets such as Rahan Road, Clare Road, Arden Road, Puttaghaun, Dangan Road, Church Road, O'Moore Street, and Cormac Street.

Locations that are served by these routes include but not limited to:

- Tullamore Town Centre
- Tullamore Train Station
- Tullamore Town Park
- Midland Regional Hospital Tullamore
- Tullamore College
- St Philomena's National School
- Tullamore GAA Centre
- Sacred Heart Catholic School
- Tullamore Leisure Centre
- Charleville National School
- Mucklagh
- Tullamore Boxing Club
- Offaly School of Special Education
- Scoil Mhuire
- Scoil Bhríde
- Charleville Forest

A number of secondary routes are also proposed along streets such as O'Molloy Street, Ardan View, Droim Liath, Spollanstown Road and Church Avenue. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Edenderry

With a population of over 5000 inhabitants, an urban cycle network has been developed for Edenderry town. The urban network design comprises of a smaller inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town. This also includes a greenway spur link to the Grand Canal Greenway in the south of the town.

In the centre of the town, a primary orbital route is proposed along streets such as Gleann Na Carraige Estate, Clonmeen Rise, and the Inner Relief Road. This will be supplemented by primary radial routes other parts of the town with the town centre. These are proposed along streets such as St. Patricks Street, Father McWey Street, Carrick Road, R402 Dublin Road, Father Paul Murphy Street, and R402 St. Marys Street.

Locations that are served by these routes include but are limited to:

- Edenderry Town Centre
- Edenderry National School
- St. Patrick's Primary School
- St Marys Catholic Secondary School
- St Marys Primary School
- Edenderry Business Campus
- Edenderry Swimming Pool

- Edenderry GAA and Ladies Football Club
- Edenderry Town FC
- Sycamores Creche and Montessori
- Scoil Bhríde Primary School

A number of secondary routes are also proposed along streets such as Sister Senan Avenue, Killane Drive, School Lane, and Castle View Park. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Birr-Crinkill

With a population of over 5000 inhabitants, an urban cycle network plan has been developed for the settlements of Birr and Crinkill which are situated adjacent to each other. The urban network design comprises of a smaller inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town. The proposed greenway routes to Roscrea and Portumna also form part of the urban cycle network. A greenway is also proposed south of the Camcar River between Elm Grove in the east and Moorepark Street in the west. This will also provide a link to locations such as St. Brendan's Park , Birr Rugby Club and Birr Leisure Centre.

In the centre of the town, a primary orbital route is proposed along streets such as St. Brendan Street, Castle Street, Green Street, John's Place, Wilmer Road and Chapel Lane. This will be supplemented by additional primary routes linking other parts of the town with the town centre. These additional primary routes are located along streets such as Model School Road, N52 Tullamore Road, N62 Railway Road, Moore Park Street and Bridge Street.

Locations that are served by the orbital routes include but not limited to:

- Birr Town Centre
- Birr Castle Demesne
- Oxmanstown National School
- St. Brendan's Community School
- Mercy Primary School
- Birr Playground

A number of secondary routes are also proposed along streets such as School Road, Meadow Ville, Newbridge Street, Elm Grove. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Locations that are served by the orbital routes include but not limited to:

- Crinkill
- Crinkill National School
- Crinkill GAA Club
- Gaelscoil na Laochra

5. Next Steps

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle routes for County Offaly and the towns of Tullamore, Edenderry, and Birr-Crinkill.

The network design for Offaly has now been made available for public consultation. This will allow for members of the public to submit their feedback. Individual maps are available to view on the National Transport Authority website and are available in the links below:

Table 5.1: Offaly CycleConnects Network – List of Maps

Cycle Map List
Offaly County Cycle Network
Tullamore Urban Cycle Network
Edenderry Urban Cycle Network
Birr - Crinkill Urban Cycle Network

Following the public consultation, submissions will be reviewed, and the network maps updated as required.