

Draft Tipperary  
**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 Tipperary 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. 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 Tipperary. 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. Tipperary Population and Settlements

County Tipperary is located in the province of Munster and is bordered by counties Galway, Offaly, Laois, Kilkenny, Waterford, Cork, and Limerick.

According to the CSO Census 2016, the county has a population of 159,553 inhabitants. Table 2.1 below shows the population of towns within Tipperary with at least 1,000 people. Clonmel, Carrick-on-Suir, Nenagh, Roscrea and Thurles 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 Tipperary**

City/Town	Population (2016)
Clonmel	17,140
Nenagh	8,968
Thurles	7,940
Carrick-on-Suir	5,771
Roscrea	5,446
Tipperary	4,979
Cashel	4,422
Birr	4,370
Cahir	3,593
Ballina	2,632
Newport	1,995
Templemore	1,939
Fethard	1,545

## 3. Existing Tipperary Policies and Plans

### Tipperary County Development Plan 2022-2028

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

The Strategic Vision of the County is as follows:

“Tipperary - A vibrant place where people can live, visit and work in a competitive and resilient economy, a sustainable environment and an inclusive and active community.”

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

- **SO-1:** To support the just transition to a climate resilient, biodiversity-rich, environmentally-sustainable and climate-neutral economy.
- **SO-2:** To facilitate and promote the development of Clonmel, Nenagh and Thurles as Key Towns, economic drivers and significant population and service centres in the Southern Region.
- **SO-3:** To support the implementation of the County Settlement Hierarchy, in regenerating our towns and villages, creating vibrant town centres, attracting new residents and delivering quality residential neighbourhoods.
- **SO-4:** To facilitate the development of active, connected and socially inclusive communities, where affordable and quality housing is provided in line with the needs of the population, and integrated with the delivery of community and social infrastructure.
- **SO-9:** To enhance connectivity and promote sustainable transport, through the integration of land-use and transport planning and promotion of and prioritisation of public transport and walking and cycling.

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 Transport

Chapter 12 of the TCDP outlines key planning and policies for Tipperary including increasing modal shift away from private cars. Table 12.2 of the TCDP outlines Sustainable Transport Framework Outcomes for Tipperary including cycling outcomes:

- Increased mode share for all trips.
- Improved cycling infrastructure with a focus on connectivity to schools, workplaces, town/village centres and public transport interchanges.
- Provision of secure bicycle parking in all new developments including public realm (see cycle parking standards set out in Development Management Standards Volume 3).
- Mobility Management Plans for all trip intensive developments.

- Development of a Greenway and Blueway Strategy with a focus on enhanced commuter links.

In addition, the following are planning policies and objectives which the development of the CCN can assist in meeting: This includes policy 12-1 whose sub-policies include:

- a) Support the achievement of the modal shift targets set out in Table 12.1 Modal Share Targets to apply to Tipperary, and require new development to demonstrate and ensure that land-use, connectivity and transportation are integrated in a manner which reduces reliance on car-based travel, promotes more sustainable transport choice, and co-ordinates particular land uses with their accessibility requirements.
- (b) Apply the principles of the National Sustainable Mobility Policy (DoT, 2022), the Design Manual for Urban Roads and Streets (DTTS and DHPLG, 2019) and the Design Manual for Urban Roads and Streets Interim Advice Note – Covid-19 Pandemic Response (2020).
- (c) Development proposals shall be required to provide for well-integrated pedestrian and cycling networks and infrastructure, such as cycle parking, as part of their planning application and ‘Sustainability Statement’, where applicable, the development management standards Volume 3 will apply.
- (d) To apply a ‘whole journey approach’ to make public transport fully accessible to people with disabilities’, this refers to all elements that constitute a journey from the starting point to destination including footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters in line with relevant Guidance from the Department of Transport.

Furthermore, the below objectives relate to sustainable transport in Tipperary:

- **12 – A:** it is an objective of the Council to:
  - a) Promote the transition to a low carbon transport system both by reducing the demand for travel through smarter travel solutions; and by supporting investment in integrated, safe, efficient and cost-effective alternatives to private vehicles and public transport in line with the provisions of the National Sustainable Mobility Policy (DoT, 2022).
  - (b) Through the work of the Council’s Active Travel Team, implement a programme of measures to support active travel in the county with the support of funding from the Active Travel Investment Programme of the NTA.
- **12 – B:** Work in partnership with TII, and regional stakeholders to achieve enhanced regional accessibility, sustainable mobility and quality international connectivity. In particular, to actively seek;
  - (a) The strengthening of multi-modal connectivity between Limerick to Waterford along the ‘Limerick – Waterford Transport and Economic Network’.
  - (b) The upgrade of the N24 National Route linking Limerick and Waterford (Major Roads Project).
- **12 - C:** Work in partnership with the SRA, adjoining local authorities and public bodies, including the NTA and TII, in the implementation of the transport policies and objectives contained in the RSES, including the Limerick Shannon Metropolitan Area Transport Strategy and the Waterford Metropolitan Area Transport Strategy and any subsequent regional level land use and transportation guidelines and strategies that may be prepared over the lifetime of the Plan.

- **12 – E:** Prepare a ‘Framework for Sustainable Transport in Tipperary’ in line with the principles and goals of the National Sustainable Mobility Policy (DoT, 2022), to enable the profiling of the existing transport patterns of the population, identify transport assets at both the local and regional level, summarise the national policy approach to infrastructure, and identify the cohort of people that can be targeted for a shift to sustainable modes of transport.
- **12 – F:** In the preparation of multi-faceted, future-proofed and sustainable LAPs:
  - (a) Prepare LTPs for the Key Towns (Clonmel, Thurles and Nenagh), based on the Area Based Transport Assessment Guidance (TII, 2018).
  - (b) Prepare LTPs or Active Travel Plans, as appropriate, for the other towns.
  - (c) Prepare Local Transport Plans and Active Travel Plans to support the preparation of LAPs in line with the timeline and framework set out in Table 4.2: Framework of Town Plans and LAPs.
  - (d) Consider the ‘Town Profile Plans’ as set out in Section 4.3 and 4.4 and the walking and cycling distances and baselines figures in setting out individual targets for modal shift to active travel in towns.
- **12 – G:** Through Council own development, such as public realm upgrading and regeneration programmes, seek to encourage the following principles;
  - (a) Implement improvements to facilitate pedestrians and cyclists and to improve access for people with mobility needs.
  - (b) Support the ‘10-minute towns’ concept and active travel projects.
  - (c) Seek funding under the ‘Active Travel Towns Initiative’ for the implementation of strategies and infrastructure to support walking and cycling.
  - (d) To consider how existing and proposed transport services may be supported and facilitated through the spatial planning process.
  - (e) In installing active travel infrastructure, provide a facility for monitoring and reporting of footfall and use.
- **12 – H:** Integrate the county transport and blueway and greenway strategies to ensure that potential blueways and greenways are exploited for their commuting potential, as well as their amenity and tourism value.
- **12 – I:** Work with the NTA and stakeholders, including ‘Local Link Tipperary’, through their ‘Connecting Ireland’ initiative, in identifying opportunities to enhance the public bus network including the identification of new and enhanced bus stops, in order to support and provide services that can offer a viable alternative to the private car.
- **12 – J** To support the Green School Programme through the provision of dedicated walking and cycling infrastructure in close proximity to schools, subject to the availability of funding and with regard to the ‘Safe Routes to School Design Guide’ (NTA, 2021).

Chapter 14 of the TCDP outlines key planning policies and objectives in relation to green and blue infrastructure.

It is the policy of the Council to:

- **14 - 1:**

- a) Require new development proposals to incorporate a 'Green Infrastructure' approach to the planning, design and management of built form/public realm and green and blue spaces, (where feasible), and to consider all opportunities for synergies and linkages with existing blue and green infrastructure in both urban and rural areas, in line with the Development Management Standards set out in Volume 3.
- b) Ensure that proposals for greenway/blueway development contribute towards the protection or enhancement of existing green infrastructure and have regard to the "Connecting with nature for health and wellbeing" EPA Research Report 2020 and the Development Management Standards 1.1 Habitats Directive Assessment and 1.2 Environmental Assessment.
- c) Where new development is required to prepare a 'Sustainability Statement', they must demonstrate compliance with this policy to the satisfaction of the Council.

It is an objective of the Council to:

- **14 – A:** To build on the Tipperary Green and Blue Infrastructure Masterplan 2018 and to support further investment in sustainable green and blue infrastructure, through the preparation of a 'Greenway and Trail Strategy' over the lifetime of the Plan, in collaboration with stakeholders and the general public, including adjoining local authorities and the SRA.
- **14 – B:** Consider all opportunities as they arise to seek maximum connectivity between existing and new walking and cycling routes. The potentials for better inter-connectivity will be detailed in the proposed LTPs and Active Travel Plans to be prepared for the towns as part of the review of existing town plans and LAPs.
- **14 – C:** Support investment and collaboration, and feasibility study, design and planning processes, in the development of greenway and blueways, peatways and trail corridors between county and regional settlements, and the potential for sustainable linkages with other existing / proposed greenways, blueways, peatways and trails both within and without the county to create interregional routes. The following shall be supported as key intercounty routes:
  - Beara Breifne Way
  - Lough Derg Blueway
  - The proposed Lough Derg Greenway to link Ballina with Dromineer, and the greenway link to Nenagh Town as a key Gateway to the Lough Derg region via the Nenagh River walk.
  - Suir Blueway Tipperary (walking and cycling shared surface for the entire length of the Suir Blueway Tipperary from Carrick-on-Suir to Cahir to complement its blueway offering)
  - Proposed link between the Suir Blueway Tipperary (Carrick on Suir) and the Waterford Greenway (Kilmeaden)
  - St Declan's Way
  - The proposed greenway to link the towns of Cahir and Cashel and their main tourism attractions, including the Rock of Cashel and Cahir Castle.
- **14 - D:** Strategically consider the development of new green and blue assets as part of tourism, regeneration and ecological initiatives and actions of the Government, and key stakeholders such as Coillte, Fáilte Ireland, Bord na Mona etc

- **14 - E:** Support investment in the on-going development, maintenance and enhancement of trails and recreational infrastructure in Tipperary.
- **14 - F:** Ensure that proposals for greenway / blueway development contribute towards the protection and enhancement of existing blue and green infrastructure.

## Future Local Transport Plans

Tipperary 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 Tipperary Cycle Network

### Introduction

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

Prior to developing the Tipperary County Network, a GIS model was established for the county. This model mapped all existing information made available for the county, which was supplied by various bodies including the NTA, CSO, Department for Transport, Transport Infrastructure Ireland, Department for Education and Tipperary 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 Tipperary that are available to as many people as possible. It has also allowed for the servicing of key destinations within County Tipperary.

### Methodology

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

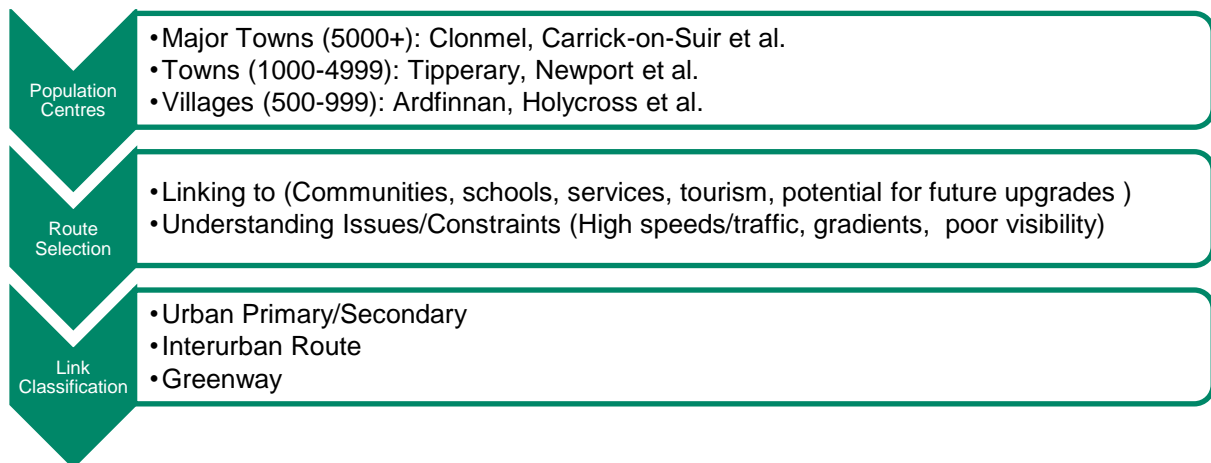


Figure 4.1: Cycle Network Development Methodology

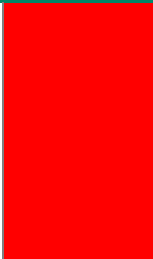


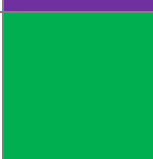


**Population Centres:** The Tipperary CycleConnects Network will look to link towns and villages together as part of a fully connected network. Thus, all towns were mapped with the larger towns such as Clonmel and Carrick-on-Suir noted. By mapping all towns and villages, a profile emerged of where most people in Tipperary 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. 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. 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 and blueways (routes along rivers, lakes and canals) with cyclists sharing the route with pedestrians.

## Proposed Tipperary Cycle Network

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

**Table 4.2: Tipperary CycleConnects Network – List of Maps**

Cycle Map List
Tipperary County Cycle Network
Clonmel Urban Cycle Network
Nenagh Urban Cycle Network
Thurles Urban Cycle Network
Carrick-on-Suir Urban Cycle Network
Roscrea Urban Cycle Network

The Tipperary CycleConnects Network primarily extends the network beyond the key settlement area of Clonmel, Nenagh, Thurles, Carrick-on-Suir, and Roscrea. In summary, it will consist of an urban cycle network for Clonmel, Nenagh, Thurles, Carrick-on-Suir and Roscrea, with interurban connectors between the towns of Cashel, Birr, Cahir, Tipperary town, Ballina etc. These then extend into adjoining counties forming a comprehensive and connecting cycle network nationally.

### Interurban Link Design

The primary towns with a population of over 1,000 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 Limerick, Kerry, Waterford, Kilkenny and Offaly.

### Greenway Route Integration

#### Suir Blueway

The Suir Blueway runs for 53km in an east-west direction from Carrick-on-Suir to Cahir via Clonmel. The route is made up of a walking/ cycling trail for 21km which runs from Carrick-on-Suir to Clonmel and a further 32km of waterway along the River Suir which can be canoed or kayaked. It is the river-based element of the route that makes it a Blueway rather than a Greenway.

There is a 21km marked trail along the Suir Blueway river towpath from Carrick-on-Suir to Clonmel which is ideal for leisure cyclists and walkers of all abilities.

### **Proposed Lough Derg Greenway**

The Lough Derg Greenway is a proposed 24-kilometre-long walking and cycling path that would connect Ballina and Dromineer in Co. Tipperary. In addition to connecting the towns themselves and their associated attractions, it is envisaged that the greenway would improve accessibility to other local attractions in the area. It is also envisaged that this greenway would ultimately form part of the proposed national cycle network, which would link it with the major towns and cities in Ireland through a dedicated network of greenways.

The vision for the Lough Derg Greenway is to create a walking and cycling path adjacent to or overlooking Lough Derg that provides for a world class recreational experience for people of all ages and abilities that will serve the local community and attract tourism to the region. The greenway will be developed in accordance with the Code of Best Practice for National and Regional Greenways and will seek to integrate with and enhance the existing natural and built features of the region in cooperation with the communities which it passes through.

### **Proposed East Limerick to Cahir Greenway**

This proposed greenway is at early planning and feasibility stage so the route indicated may be subject to change once an emerging preferred route is identified.

### **Proposed Birr to Roscrea Greenway**

This 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.

### **Proposed Birr to Portumna Greenway**

This 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.

### **Proposed Cashel to Cahir Greenway**

The proposal would connect the Suir Blueway in Clonmel to Cahir and also link in with another Greenway being planned that would link Marlfield to Clonmel. This proposed greenway is at early planning and feasibility stage so the route indicated may be subject to change once an emerging preferred route is identified.

### **Littleton Labyrinth Greenway**

The route of the proposed shared greenway is from the end of the existing Horse and Jockey Derrynaflan Greenway and will follow the disused rail line through or in close proximity through the townlands of Killaheen, Chapel Hill and up to and including the existing walking track around Lough Doire Bhile. The length of the greenway is 7.8km. This is a recent construction recreational Greenway route. It is located southeast of Thurles.

## Urban Network Development: Clonmel

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Clonmel. 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 Suir Blueway and Cahir to Clonmel Greenway discussed previously.

The primary cycle network consists of a primary orbital route around the town along streets such as Cahir Road, Irishtown, Davis Road, Waterford Road, and the N24 north of the town. This will be supplemented by additional primary routes along streets such as Western Road, Queen Street, Cashel Road, Prior Park Road, Tivoli Road, Old Waterford Road, and Convent Road.

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

- Clonmel Town Centre
- Clonmel Train Station
- South Tipperary General Hospital
- St Mary's National School
- Clonmel Town Football Club
- St. Mary's Hurling Club and GAA Centre
- Presentation Secondary School

A number of secondary routes are also proposed along streets such as Raheen Road, Glenconnor Road, Kickham Street, Heywood Road, and Thomas Street. 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: Nenagh

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Nenagh. The urban network design comprises of a primary orbital route and a larger amalgamation of both primary and secondary routes that traverse and encompasses the town. This also includes a potential Nenagh River Greenway on the eastern side of the town. This greenway is at early feasibility stages so the route indicated on relevant mapping may be subject to change once the route is finalised.

In the centre of the town, a primary orbital route is proposed along streets such as Sarsfield Street, Mitchel Street, Silver Street and William Street. This is supplemented by additional primary radial routes linking other parts of Nenagh with the town centre. This includes proposed cycle routes along streets such as R497 Summerhill, O'Rahilly Street, R445 Dublin Road, R498 Kenyon Street, R497 Stafford Street, R445 Limerick Road, and R494 St. Conlan's Road.

Locations that are served by the orbital routes includes, but is not limited to:

- Nenagh Town Centre
- Nenagh Train Station
- Nenagh General Hospital
- Eire Og GAA Club
- St. Mary's Convent Primary School

- St Mary's Secondary School

A number of secondary routes are also proposed along streets such as Dromin Road, Ashe Road, Stafford Street and Greenfields. 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: Thurles

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Thurles. This includes a series of primary routes connecting into the town centre at Liberty Square. This includes primary radial routes along streets such as N62 Brittas Road, Mitchel Street, N75 Kickham Street, Mill Road, N62 Slievenamon Road, Cabra Road, Abbey Road, Childers Park and Parnell Street.

Locations that are served by these primary routes includes, but is not limited to:

- Thurles Town Centre
- Thurles Train Station
- Scoil Angela
- Christian Brothers Secondary School
- Semple Stadium
- Presentation Secondary School
- Thurles Gaels GAA Club
- Thurles Golf Club

A number of secondary routes are also proposed along streets such as Thomond Road, Castle Avenue, Cathedral Street and Croke Street Lower. 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: Carrick-on-Suir

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Carrick-on-Suir. 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 proposed greenway to Waterford and the Suir Blueway running through the centre of the town.

In the centre of the town, the inner orbital primary route includes streets such as Kickham Street, Greenside South, New Street, and Main Street. A second primary route is also located immediately south along Main Street, Bridge Street, and Abbey Road. This is then supplemented by primary radial routes linking other parts of Carrick-on-Suir with the town centre. This includes primary cycle routes along streets such as Cregg Road, N24 Pill Road, R680 Waterford Road, R676 Woodland Heights, Coolnamuck Road, N24 Clonmel Road, and New Road.

Locations that are served by these primary routes includes, but is not limited to:

- Carrick-on-Suir Town Centre
- Carrick-on-Suir Train Station
- St. Mary's CBS National School

- Presentation Convent National School
- Carrick Swan GAA Club
- St. Mollerans GAA
- Clonea Power National School
- Little Scholars Playschool
- Carrick Davins Hurling and Football Club

A number of secondary routes are also proposed along streets such as Sir John's Road, Pearse Square, William Street and Castle 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: Roscrea

With a population of over 5000 inhabitants, an urban cycle network has been developed for Roscrea. The urban network is comprised of both primary and secondary routes that encompasses the town. This also includes a link to the proposed Birr to Roscrea Greenway which has been discussed previously.

In the centre of the town, a primary orbital route is proposed along streets such as Castle Street, Main Street, Lourdes Road, and Church. This is supplemented by additional primary radial routes linking other parts of Roscrea with the town centre.

Locations that are served by the orbital route includes, but is not limited to:

- Roscrea Town Centre
- Roscrea Train Station
- Sacred Heart Primary School
- Roscrea Leisure Centre
- Coláiste Phobal Ros Cré
- Scoil Iosef Naofa
- Scoil Cronain Naofa
- Roscrea Castle
- Roscrea Badminton Club

A number of secondary routes are also proposed along streets such as Chapel Lane, New Line, Rosemary Street and The Mall. 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.

## 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 Tipperary and the towns of Clonmel, Nenagh, Thurles, Carrick-on-Suir and Roscrea.

The network design for Tipperary 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: County CycleConnects- List of Maps**

<b>Cycle Map List</b>
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Roscrea Urban Cycle Network

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