

## National Cycle Network Funding Scheme 2012/13 – Application Form

<b>Section 1: Project Outline</b>	
Name and Address of Local Authority	Offaly County Council
Contact person/proposed project manager	John Mitchell
Telephone	0579357459
e-mail	jmittchell@offalycoco.ie
Planned route start and end points (e.g. Newport to Mulranny). Detailed map to be included as appendix.	R420 Tullamore To Athlone Route (previously the N80)  <b>Offaly County Council will apply for the Section between Tullamore and Moate.</b> Westmeath County Council is applying separately for the R446 section between Moate and Athlone.
Proposed route distance (km)	16.8km
Estimated total project delivery costs (€)	€400,000
Total grant funding being sought (€)	€400,000
Planned duration of project/works (months)	4 months
Planned start date and completion date	Start date June 2012, Completion date September 2012
Brief outline of planned project	<p>The N80 National Route north of Tullamore was reclassified as the R420 Regional route in February 2012. Vehicular Traffic has reduced in recent years following the opening of the M6 Motorway and the N52 Tullmaore Bypass. The route is now even more popular with cyclists because of the traffic reduction but also because it is the direct route comprising a generally wide cross-section with hard shoulders.</p> <p>It is proposed to provide dedicated cycle lanes along the R420 (old N80) route between Tullamore and Athlone</p>

**Section 2: Project Detail**

Briefly outline how this route aligns with the corridors identified in the National Cycle Network scoping study, or links into or between the identified corridors.



The route aligns with the Carlow to Athlone corridor and would provided connectivity with the Dublin to Clifden Corridor

Is this project proposal for a standalone route, or is it a single phase of a longer proposed route (outline details).

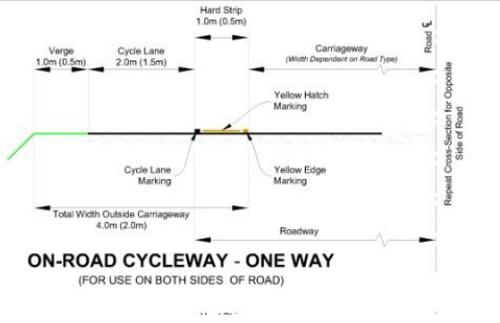
Offaly County Council and Westmeath County Council intend to provide a continuous route between the Gateway towns(refer to National Spatial Strategy 2002-2020) of Tullamore and Athlone.

What type of route will be delivered (i.e. on road or off road, usage of existing infrastructure such as abandoned rail lines, canal tow paths, state lands etc.)

Approximately 14km of the route will be on road. Approximately 3km north of Clara will be off-road

Is the land necessary to develop the proposed route currently in public ownership? Are there any land ownership issues along any section of the proposed route, and if yes how is it planned to address them?

It is not proposed to acquire any land to develop the proposed route.

<p>Are there any other outstanding issues which could impact on deliverability of the proposed route (e.g. statutory requirements)?</p>	<p>No</p>
<p>What is the proposed width of the route? (metres)</p>	<p>The majority of the route would be 12.5 m in width. It is proposed to provide type cross-section:</p> 
<p>What is the proposed surfacing type for the route?</p>	<p>Hot Rolled Asphalt and Stone Mastic Asphalt wearing courses</p>

<b>Section 3: Project Costs</b>			
Key costs/works (e.g. land purchasing, clearance works, compacting and placing of surface material, bridges, crossing barriers, fencing)	Estimated cost (€)	Requested contribution (€)	Planned drawdown date (e.g. Sept 2012)
<p><b>1. 9km Tullamore to Clara section</b></p> <p>Lining, logos, signage, yellow diagonals, minor widening, overlay and new cycle path construction.</p> <p>Note: this element of the works could be completed with a planned road overlay scheme in June/July 2012</p>	<p>€100,000</p>	<p>€100,000</p>	<p>July 2012</p>
<p><b>2. 4.7km Clara Town</b></p> <p>Includes Church Road – new cycle path construction</p> <p>Raheen to Woodfield - new cycle path construction</p> <p>Gorteen – minor widening</p> <p>Tober – minor widening on Clara side of traffic calming gates. Lining, logos, signage throughout</p>	<p>€130,000</p>	<p>€130,000</p>	<p>September 2012</p>
<p><b>3. 3.1km Tober</b></p> <p>Include Tober village – minor widening</p> <p>Tober to Co. Boundary – new cycle path construction</p> <p>Lining, logos, signage throughout</p>	<p>€140,000</p>	<p>€140,000</p>	<p>August 2012</p>
<p><b>4. Traffic Management, Health &amp; Safety.</b></p>	<p>€30,000</p>	<p>€30,000</p>	<p>September 2012</p>
<p>Total</p>		<p>€400,000</p>	

**Section 4: Demand and benefit assessment:** Provide an evidence based assessment of potential demand in terms of local users and potential visitor and tourist user numbers. Assessment should include evidence based estimate of annual user number, and impacts on local economy, including in terms of job creation.

The 2006 census showed that Tullamore was second nationally in terms of numbers of people cycling to school and work (second only to the Greater Dublin Area). There is significant potential for increasing both cycling and walking in Tullamore as the census also indicated that 46.5% of all journeys to work, school and college in the town are less than 5km. The N80 route was only declassified in February 2012. There is insufficient data available regarding current usage but it is becoming a popular route for cyclists with significant potential for further growth in numbers if a dedicated route was to be put in place.



**Section 5: Outline (i) alignment with other transport, tourism and sport programmes/locations (e.g. other infrastructure, greenschools, work place travel plans, tourism visitor centres etc.) (ii) route management and promotion plans and (iii) planned route user monitoring**

The proposed route would connect in Tullamore with 4km of a new cycle route constructed on the R443 around Tullamore Town in 2011 and provide direct connectivity with Tullamore train station.



The Tullamore Dew whiskey Heritage centre is due to open in Tullamore in the Summer of 2012 and together with the planned return of distilling operations of the internationally known brand to the town will likely see an increase of tourists. The proposal is supported by the recommendations of the Tullamore Transport study.