

National Cycle Network Funding Scheme 2012/13 – Application Form

Section 1: Project Outline	
Name and Address of Local Authority	Roscommon County Council Courthouse, Abbey Street, Roscommon
Contact person/proposed project manager	Greg O'Donnell
Telephone	090 663 7174
Email	godonnell@roscommoncoco.ie
Planned route start and end points (see attached map)	Athlone to Ballinasloe
Proposed route distance	20 km
Estimated total project delivery costs (€)	€ 470,000(ex VAT)
Total grant funding being sought (€)	100%
Planned duration of project/works (months)	6 months
Planned start date and completion date	April 2013 to October 2013
Brief outline of planned project	Provide two 1.75m on-road cycleways (one in each direction) in existing hard shoulder. Repair any poor surfaces and line cycleways; include for hatching detail between cycle way and near edge of running vehicular lane as per typical on-road cycleway detail.

National Cycle Network Funding Scheme 2012/13 – Application Form

Section 2: Project Detail	
Briefly outline how the route aligns with the corridors identified in the National Cycle Network scoping study, or links into or between the identified corridors.	Entire length of proposed route aligns with section of Dublin to Galway national route.
Is this project proposal for a standalone route or is it a single phase of a longer proposed route (outline details)?	Per above, proposal is for the Athlone to Ballinasloe section of the national Dublin to Galway route.
What type of route will be delivered (i.e., on-road or off-road, usage of existing infrastructure such as abandoned rail lines, canal toe-path, state lands, etc.)	Abandoned or under-used infrastructure is not available; however the Old N6 has been re-designated as a regional road and could facilitate an on-road cycleway within its cross-section.
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?	Proposed on-road cycleway would be provided within the extent of the existing road section.
Are there any other outstanding issues which could impact on the delivery of the proposed route (e.g., statutory requirements)?	Yes, pilot feasibility study on Dublin-Galway section of the NCN has not been completed/published. As this study includes the identification of specific design standards for each section of the route, there is a risk that the proposed route may not concur with the recommendations of the feasibility study.
What is the proposed width of the route in metres?	1.75m X 2 lanes (one in each direction) = 3.5m
What is the proposed surface type for the route?	Existing hard shoulder surface, plane out and up-graded as required (assume 20% repair required)

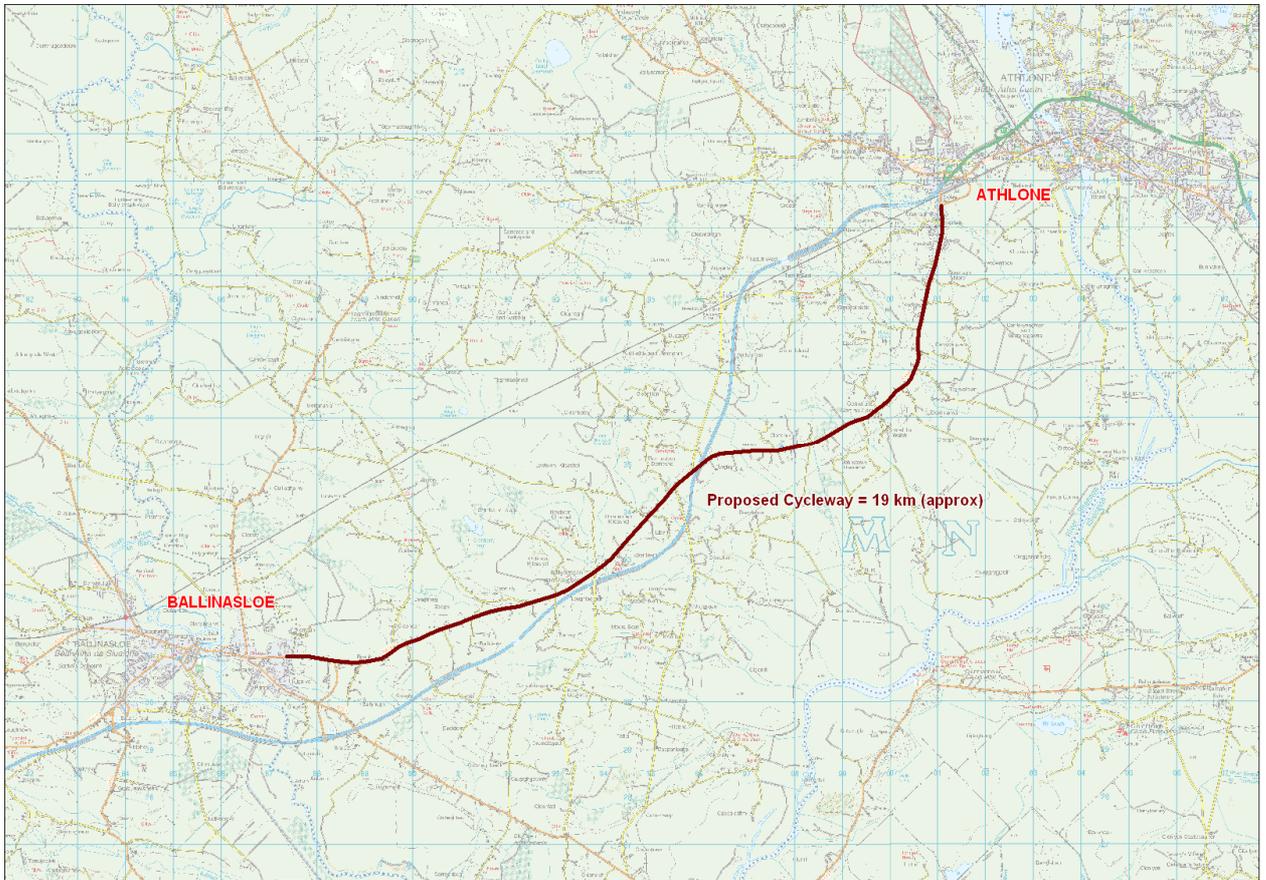
National Cycle Network Funding Scheme 2012/13 – Application Form

Section 3: Project Costs			
Key Works	Est. Cost (€)	Requested Contrib. (€)	Planned drawdown date
Planing out poor surface and relaying new macadam surface course (20%of existing hard shoulder)	€ 210,000	€ 210,000	June 2013
Lining and hatching on-road cycleway	€ 260,000	€ 260,000	August 2013
Total	€ 470,000	€ 470,000	

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

Proposed route is a section of an identified national route. In all likelihood, information gathered during the NCN Scoping Study is more accurate and relevant than any information Roscommon County Council would have to hand. Roscommon would propose that justification for this project has already been established via the findings of the NCN Scoping Study.

Route Location Map – R446 Athlone to Ballinasloe



National Cycle Network Funding Scheme 2012/13 – Application Form

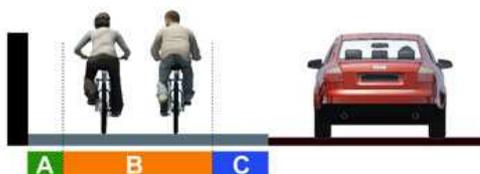
Additional Information – Proposed Cross-section Calculation

Based on the National Cycle Manual, justification for the proposed cross-section is as follows:

Outside Edge (**Dimension C**) shall be 0.75m. This area will be hatched with white lines at 45 degrees to improve delineation and separation between the vehicular running lane and the cycling regime (reason - cycleway outside speed-restricted area).

Cycling Regime (**Dimension B**) shall be 1.75m. This width was chosen to accommodate either 2 abreast or single file with overtaking. The all-encompassing and recreational objectives of the proposed national cycle route network would suggest that 2 abreast cycling should be facilitated, where possible. The clear width of the cycling regime shall be lined on either side. The inside line is important to delineate the cycleway from varying roadway edge features such as junctions and hard margins at entrances, etc., especially as there is no kerb or other physical feature at a consistent off-set from edge of vehicular running lane to define this inner edge.

Inside Edge (**Dimension A**) a minimum width of 0.25m shall be provided inside the line marking the inner edge of the 1.75m cycling regime.



A Inside Edge	B Cycling Regime	C Outside Edge	D Additional Features
Kerb 0.25m	Single File 0.75m	30kph, 3.0m wide lane 0.50m	Uphill 0.25m Sharp bends 0.25m
Channel Gully 0.25m	Single File + Overtaking, Partially using next lane 1.25m	50kph, 3.0m wide lane 0.75m	Cyclist stacking, Stopping and starting 0.50m
Wall, Fence or Crash Barrier 0.65m	Basic Two-Way 1.75m	Raised kerb, dropped Kerb or physical barrier 0.50m	Around primary schools, Interchanges, or for larger tourist bikes 0.25m
Poles or Bollards 0.50m	Single File + Overtaking, Partially using next lane 2.00m	Kerb to vegetation etc. (ie. cycleway) 0.25m	Taxi ranks, loading, line of parked cars 1.00m (min 0.8m)
	2 Abreast + overtaking (tracks and cycleways) 2.50m		Turning pocket cyclists 0.50m

Example:

To determine required cycle width, select the appropriate Inside Edge, Cycling Regime, Outside Edge and any Additional Features

Channel Gully 0.25m	Single File + Overtaking, Partially using next lane 1.25m	50kph, 3.0m wide lane 0.75m	Around primary schools, Interchanges, or for larger tourist bikes 0.25m
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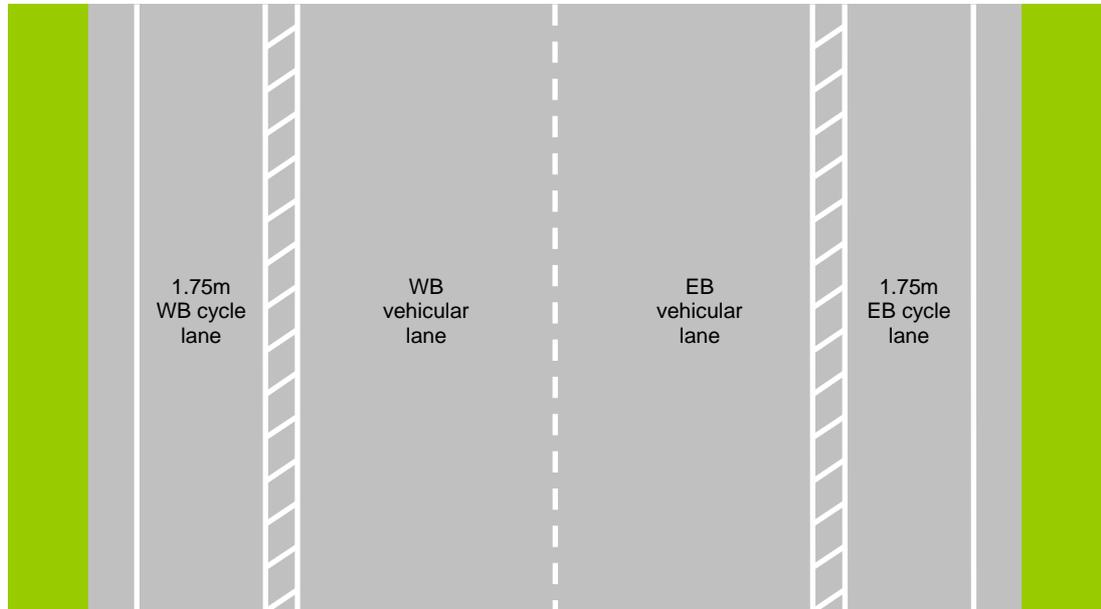
0.25m
+ 1.25m
+ 0.75m
+ 0.25m

Required width

= 2.50m

Note: This is the maximum width for an on road cycle lane. Cycle tracks can be wider.

National Cycle Network Funding Scheme 2012/13 – Application Form



Schematic Plan View of Proposed Arrangement

National Cycle Network Funding Scheme 2012/13 – Application Form

Supplementary Information on Route Potential:

The proposed route has local, regional and national significance. The R446 has recently been reclassified as a regional road but had previously been the route of the N6. With the opening of the M6 Motorway in 2010 the traffic counts have naturally reduced to levels which reflect the road's use for locally generated trips.

However the standard of the existing carriageway, its width, surface and the quality and consistency of existing road markings provide a safe and pleasant environment for both the recreational, commuter and sport cyclist.

National Context

The route has been identified in the Draft Report "National Cycle Network Corridor 2: Mullingar to Galway" (February 2011) as Option 4: 2b4 and is described as "cost-effective and direct".

The route would tie-in with proposed cycling infrastructure from Athlone Castle (Westmeath Co Co) and also with Roscommon's proposed application under Active Travel Towns Implementation funding for the Old Tuam Road.

Integration with Public Transport

There are up to 18 bus services a day between the centres of Athlone and Ballinasloe as the route forms part of the extensive Bus Éireann Dublin to Galway Route. These run from 07:15 to 22:55 Monday to Saturday and from 08:55 on Sundays.

There are direct connections to Dublin Airport and Ireland West (Knock) Airport from Athlone Bus station as well as extensive connections to every major centre – Belfast, Cork, Limerick as well as the gateway towns of Tullamore and Sligo.

Both towns are on Iarnród Éireann's Dublin to Galway Route and there are nine services between the towns per day from 07:30 to 22:53.

The route is also adjacent to the new M6 motorway from Dublin to Galway.

Multi-purpose uses of the proposed route

The route can serve a number of needs:

- Sporting
- Recreational/Tourist
- Educational

Sporting

The annual staging of a triathlon in Athlone began in 2006 and the event grew in scale each year and in 2010 the European Triathlon Championships were held over the proposed route.

This Application for funding is the route used each year for the cycling element of the race and will be again in 2012. The 2011 race is estimated to have brought a €12m boost to the Midlands economy.

For more information about the race see the following links:

<http://www.triathlone.com/>

<http://www.limelight.ie/triathlone-2011-expected-to-generate-e12m-boost-to-midlands-economy/>

National Cycle Network Funding Scheme 2012/13 – Application Form

Recreational/Tourism

Roscommon's County Development plan contains comprehensive policies and objectives to promote walking and cycling routes:

Policy 310 Facilitate the establishment of a register of all walking and cycle routes within the county and support the preservation, protection and adding of additional walking and cycle routes, including way-marked ways.

Policy 311 Facilitate the improvement and development of walkways and cycle ways throughout the county, through promotion of routes such as the Suck Valley Way and Slí na Sláinte and through the provision of new routes where appropriate. Routes should take full advantage of existing amenities such as riverbanks and lakeshores so as to facilitate their enjoyment and exploit their tourism value.

Policy 312 Facilitate the upgrading of the Slí na Sláinte walking routes throughout the county.

Policy 313 Facilitate the provision of cycle paths along public roads and in tourist areas, where appropriate.

Policy 314 Encourage walking and cycling by ensuring that a network of safe, well-marked and maintained rights-of-way, walking, cycle ways and footpaths are provided in mountainous, lowland and tourist areas and throughout the county.

Policy 315 Support and promote national programmes to develop walking and cycle routes including the Irish Trails Strategy and the Cycle Strategy for the Western Region.

Policy 316 Support the investigation of the potential for off-road walking and cycling trails in the county; and for the development of linkages between existing trails and others in adjoining counties; and support national trail development policy including the Irish Trails Strategy.

Objective for Walking and Cycling Routes

Objective 315 Promote walking, rambling and cycling as appropriate recreational and tourism activities within the County.

Objective 316 Promote the co-operation with representative bodies, local groups and landowners in order to support in a sustainable manner the development of walking and cycle routes as a tourism-based economic resource.

The proposed route is also adjacent to the following local and regional Cycling Routes:

- **The Kingfisher Cycle Trail** is a 300-mile waymarked cycle trail covering Roscommon, Leitrim, Cavan, Fermanagh, Monaghan and Donegal.
- **The Green Heartlands Cycle Route** from Roscommon town to Athlone.
- **The Táin Cycling Trail.**
- **The Lough Ree and the Shannon Cycling Tour.**

Roscommon's Tourism Strategy 2010-2014 identified cycle routes as an opportunity to promote access to the countryside as one of its strategic objectives so that the opportunity to enjoy Roscommon's landscape, heritage and activities are available to all.

For more information follow the link below:

http://www.roscommoncoco.ie/en/Services/Comm_Ent/Roscommon_Tourism_Strategy_2010-2014/

National Cycle Network Funding Scheme 2012/13 – Application Form

Along the route there are a number of points of interest for the tourist and recreational cyclist to take in including:

Athlone

Athlone is the main town of the middle Shannon, and it grew up around the principal crossing point of the river. For this reason it has always been an important strategic centre worth fighting for. On the western side of the present road-bridge is a castle, where the Normans fortified themselves around 1210. From it, in 1691, the Jacobites led by Sergeant Custume bravely defended the bridge against the invading forces of King William of Orange's army - but in vain, for they were killed, and 21,000 cannon balls reduced the castle to little more than a heap of rubble. In its re-built state, it now houses a Castle Museum and a Military Museum, together with space for exhibitions relating to aspects of cultural and natural history of Athlone and the surrounding countryside.

Glendeer Pet Farm



The farm has much to offer adults and children alike. Stretch your legs along the unspoilt nature walk where old horse drawn farm machinery can be viewed. Children will enjoy feeding the pet animals which include deer, Vietnamese potbelly pigs, ponies, Jersey cows, peacocks and other rare birds and domestic fowl. A well-equipped children's playground will keep youngsters amused while adults enjoy a cup of tea and homemade cakes.

- Opening Hours:
April - September: Daily, Monday - Saturday: 10am - 6pm
Sunday 12.00 - 6pm
Groups catered for with guided tour by arrangement
Tel: 090 6437147
Email: glendeer@glendeer.com
Web: www.glendeer.com

Drum Heritage Site

The monastic site and St. Brigid's Holy well at Drum have been completely restored in recent years. A limestone slab containing an engraving from the Book of Lecan has been installed. The script bears testimony to St. Brigid's connection with Drum and declares the Blessed Well as a Baptismal Centre for the children of the Hymanny Tribes. The Monastic Settlement includes the Summerhill Orphanage Plot, Fr. Murphy gravestone and a memorial erected by T.P. O'Connor, M.P. whose parents are buried here. There also exists ruins of a Medieval Church. A visitor's centre has been built at the site and expects to be fully operational for the 2001 season. At the moment it is open on Mondays and Tuesdays or by appointment.

- For more information Tel. 090 64 37128 or 086 8821004

Further along the road at Thomastown cemetery are the ruins of a very early Christian Church, which has been completely restored, and a Mausoleum, which was built to perpetuate the memory of Anna Helena Naghten who died giving birth to her son in 1797.

Ballinasloe and Horse Fair

A prosperous, expanding centre on the main Dublin/Galway road. The verdant splendour of Ballinasloe's green turns to a sea of churning mud, agitated by thousands of stamping and grinding hooves as horses are led, paraded, admired, examined, bought and sold on its remarkably resilient surface every October. The fair has ancient origins and was one of the three great horse fairs of Europe in the 18th and 19th centuries. Horses were bought here for the cavalries of Europe. The fair still has an excitement and magic which is hard to march.

National Cycle Network Funding Scheme 2012/13 – Application Form

Hodson Bay



Continue along the N63 through Kiltoom to the signs on your left for Hodson Bay. Hodson's Pillar stands on a tiny island offshore. It is said to mark the geographical centre of Ireland - but so do several other points, including Barry's Hill nearby, the Cat Stone near Mullingar and another point near Glasson in the Goldsmith country. Take your pick! Founded in 1892, the venerable old Athlone Golf Club at Hodson Bay affords beautiful panoramic views over Lough Ree from the clubhouse and course. An amenity area is closeby and the Hodson Bay Hotel offers numerous facilities to guests and casual visitors alike. Athlone is 5km further on the main road.

Take an Eco Tour on Lough Ree at Hodson Bay. Ran by Hodson Bay Water Sports, take a tour of Lough Ree on a powerboat. Available hourly.

Tel: 1890 70 40 90 or www.hodsonbawatersports.com.com

For a full list of Roscommon's attractions follow the link below:

<http://www.visitroscommon.com/tour4.asp>

Educational Impacts

The following schools would be served directly or indirectly by the proposed route:

- Bellanamullia N.S.
- Cornafulla N.S.
- Castlesampson N.S.
- Camcloon N.S.
- Summerhill N.S.
- Summerhill College

In addition it would also facilitate National Schools at Athlone and Ballinasloe.

The route would allow participating schools to achieve the cycling element of the Travel Theme in the Green Flag Award.