

ROSCREA TOWN CENTRE FIRST PLAN.



A Handbook for Change Roscrea Town Centre.

STREETS + PUBLIC REALM
MOVEMENT + CONNECTIVITY

urban
movement

VISION | PLANNING | STRATEGY | DESIGN | RESEARCH

JUNE 2023

Introduction

This Town Centre First Plan 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 Plan 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.**

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

Strong Main Street but little room for people to enjoy.

Key views to round tower and church could form key gateway.

Do we want through-traffic on the Main Street.

Laneways punching through to interesting pockets.

Heart of the Town Centre?

New public realm claiming space back for people.

Potential public space dominated by vehicles.

Historic asset that should anchor town centre experience.

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 Plan, 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. Public realm improvements can create safe and clean environments near schools and pedestrian priority streets connecting schools and residential areas can ensure vehicles are moving slowly and infrequently enough to create the safe and welcoming conditions that we all want for children.



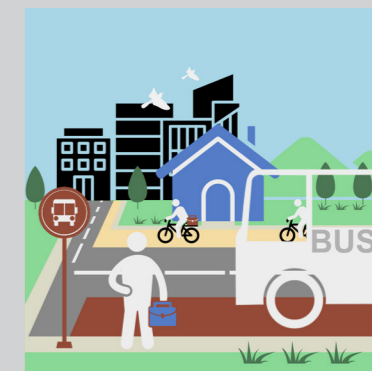
Active + Healthy Streets

Inactivity is one of the leading causes of premature death and unhealthy life. Streets needs 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

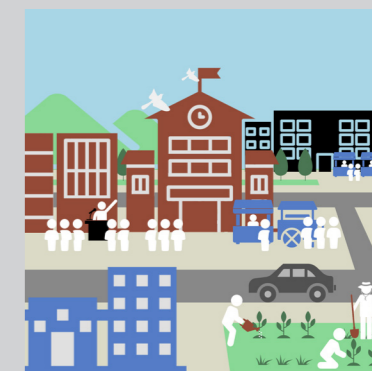
Public spaces and streets do not need to shout to be cherished, and often they are at their most valuable when they are the canvas on which life unfolds, and from which the history and character of a place can be reflected and seen.



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% are walked and 1.4% cycled, and 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 First Plan 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.



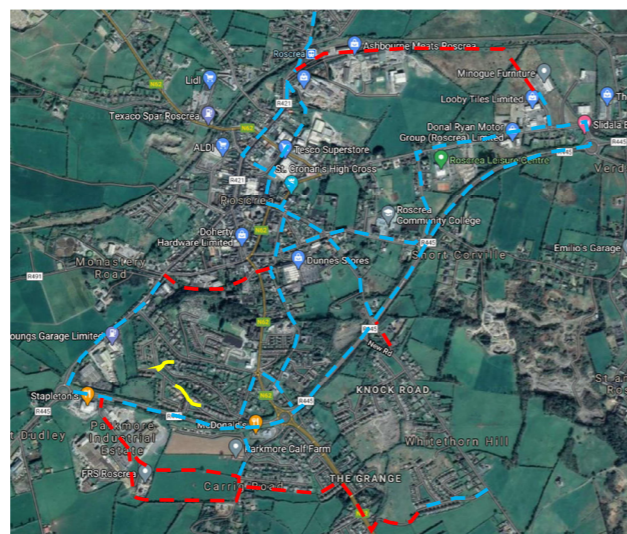
THE MALL

Narrow footways on key vehicle routes.



MARKET SQUARE/MAIN STREET

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



Proposed Roscrea Cycleway Routes. Traffic and Transportation Plan, Emerging Measures, 2017. Tipperary County Council.

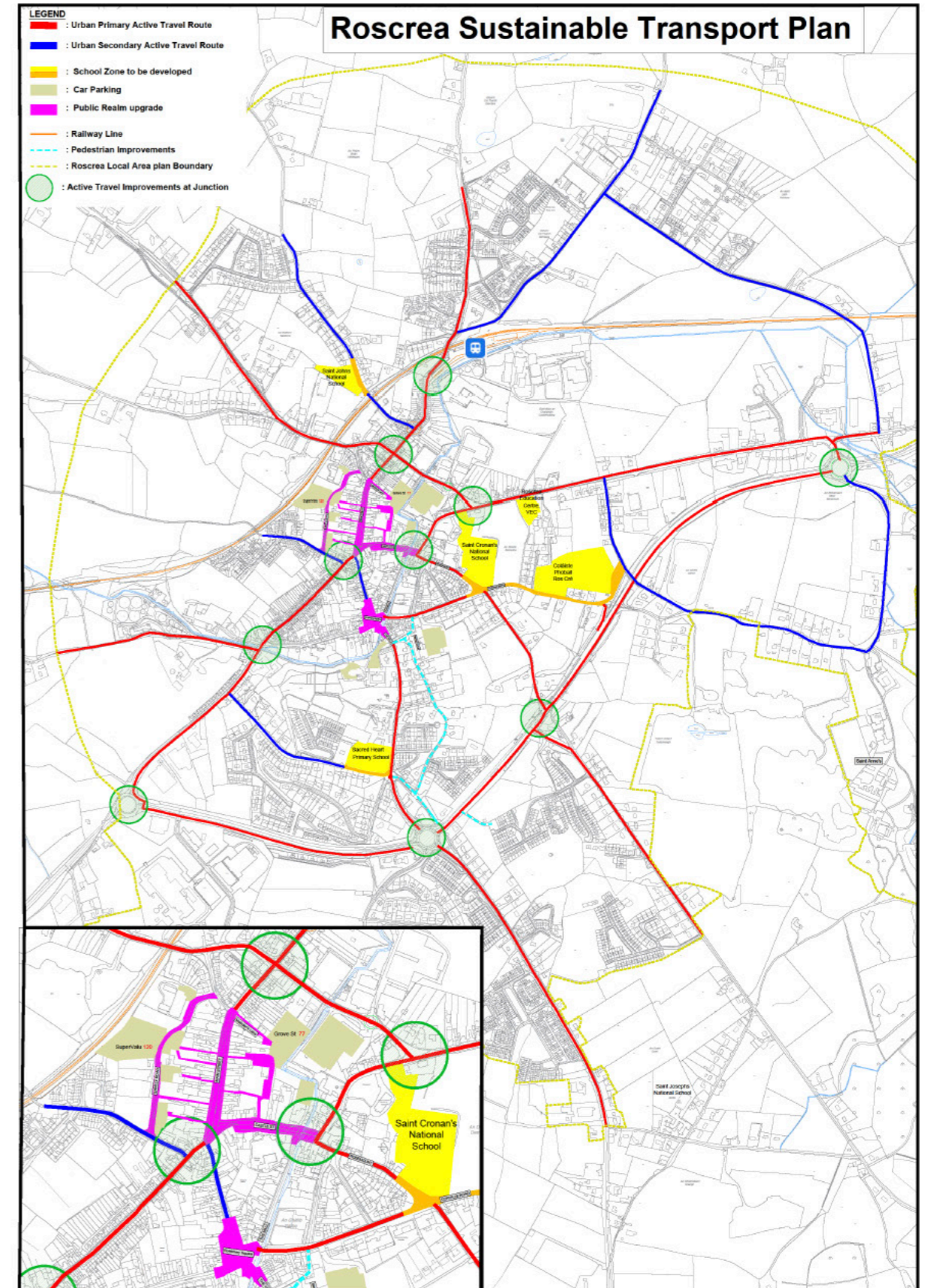


Figure 18: Sustainable Travel Plan Map³

³ 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 programme, 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, reported in the *Age Friendly Roscrea: Built Environment and Public Places* report. These include:

- 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.

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.

In addition to undertaking larger scale junction improvements to support active travel set out within the Roscrea Sustainable Transport Plan, addressing these additional accessibility 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.



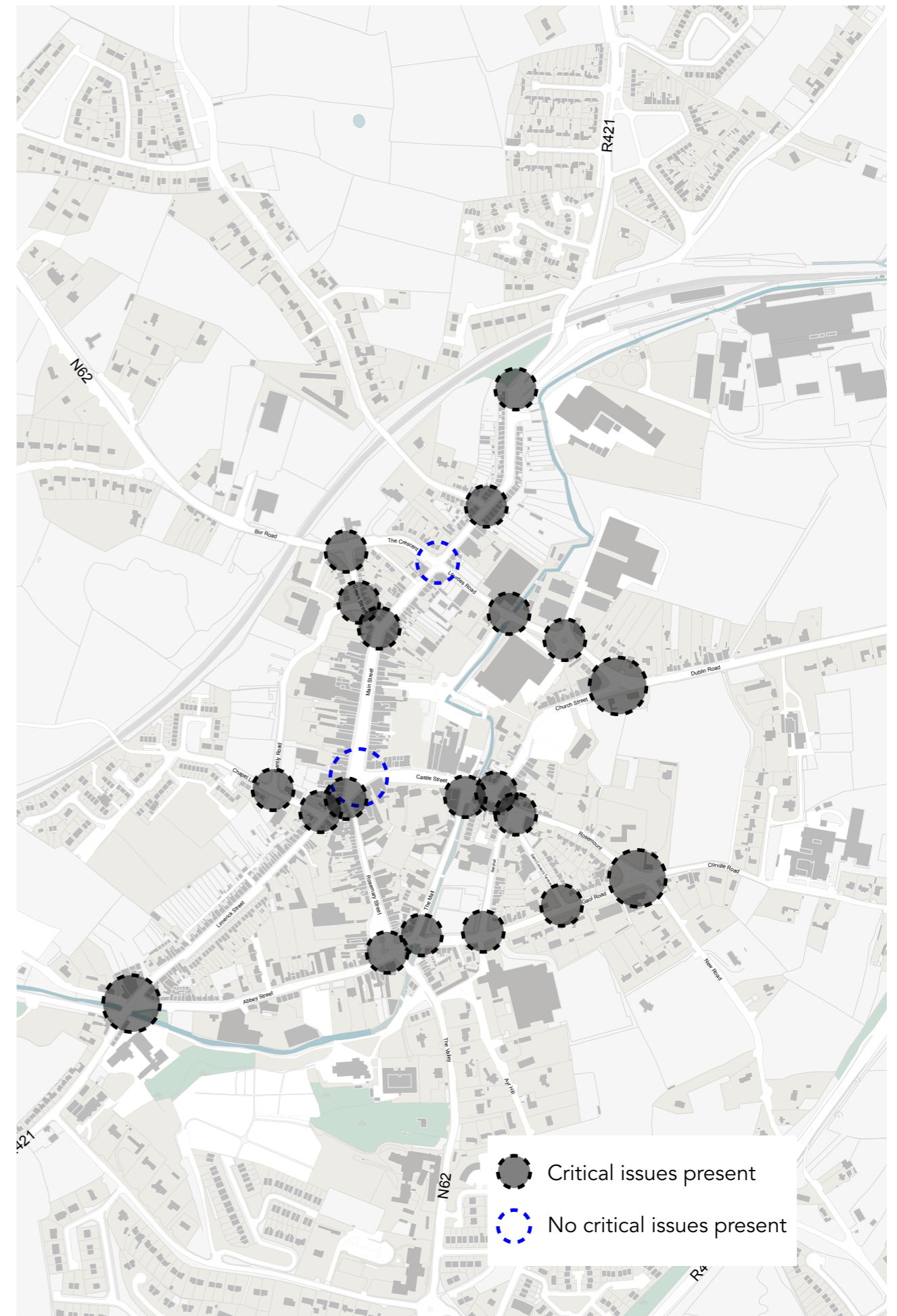
ROSEMOUNT

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 9% nationally.

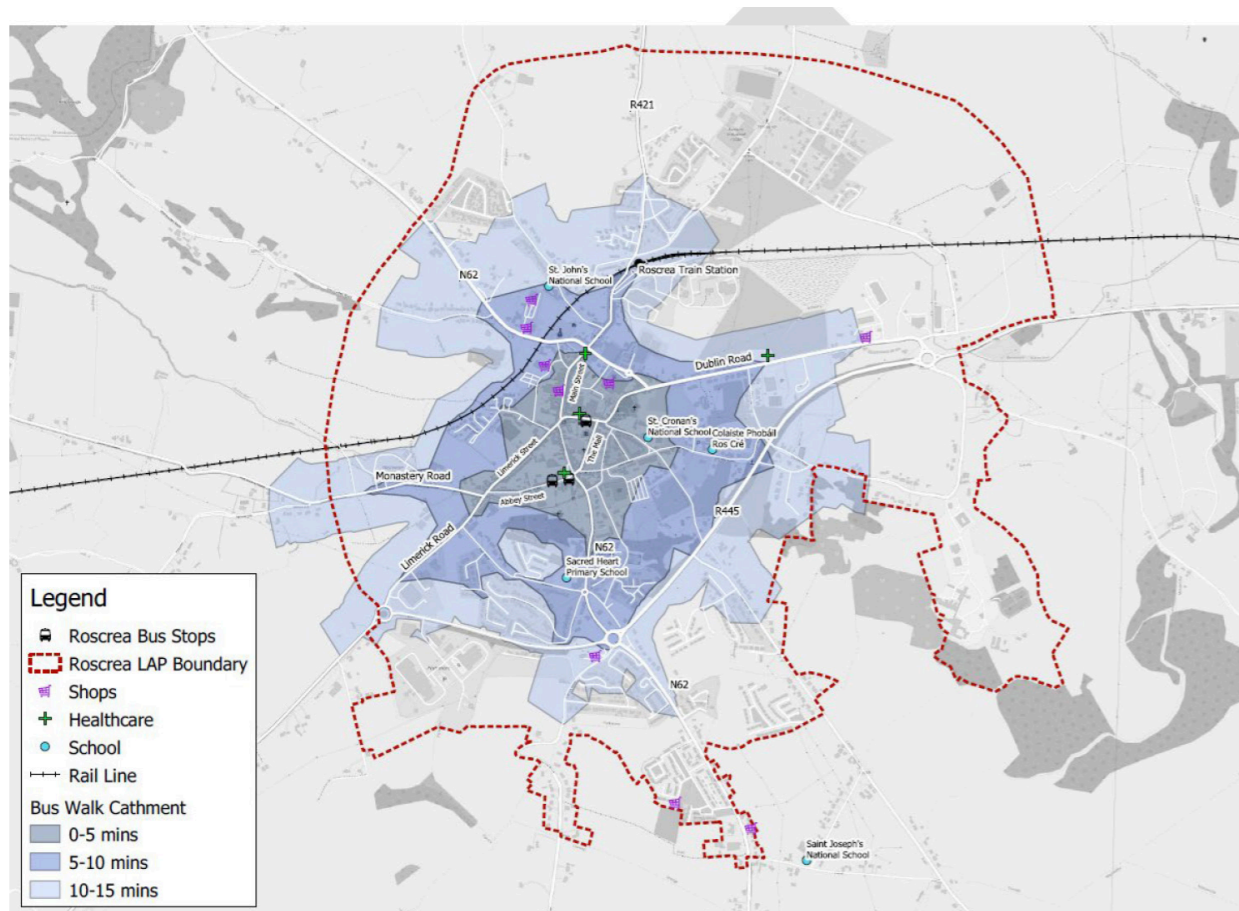
Roscrea Train Station lies approximately 500m north of the town centre retail area and provides access to limited rail services towards Limerick and Ballybrophy, however these are extremely limited in their frequency, with just 2 daily return departures Mon-Sat and one on Sunday.

Access to Roscrea Train Station from the town centre is via Bunkers Hill. The walking environment of this route is generally poor, with relatively narrow footways in places compounded by large expansive junctions with no pedestrian facilities. 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.

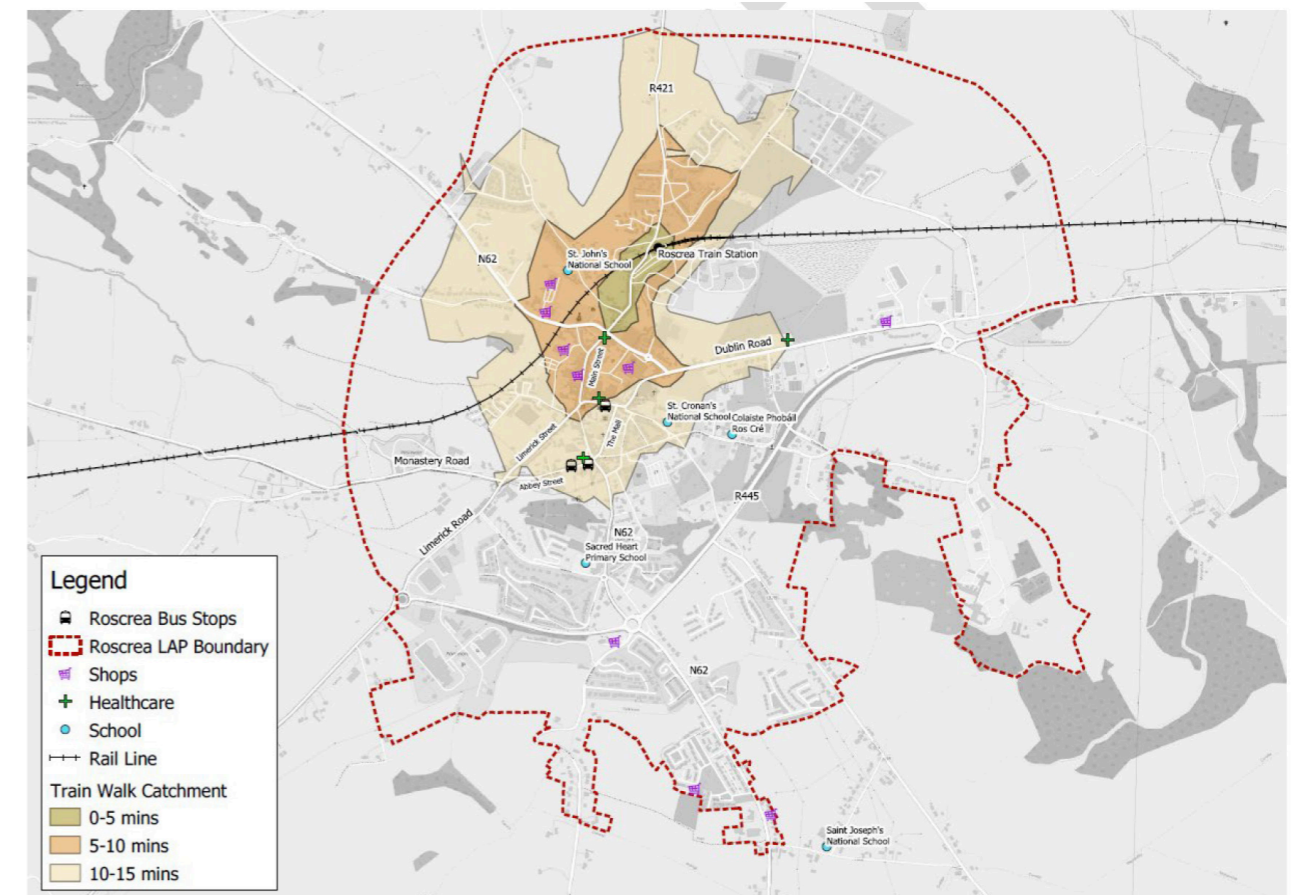
Bus services in the Roscrea include long distance intercity routes, regional routes between local towns and local door-to-door services. Key issues with local bus services include the poor bus stop facilities, which often lack seating and shelters.

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

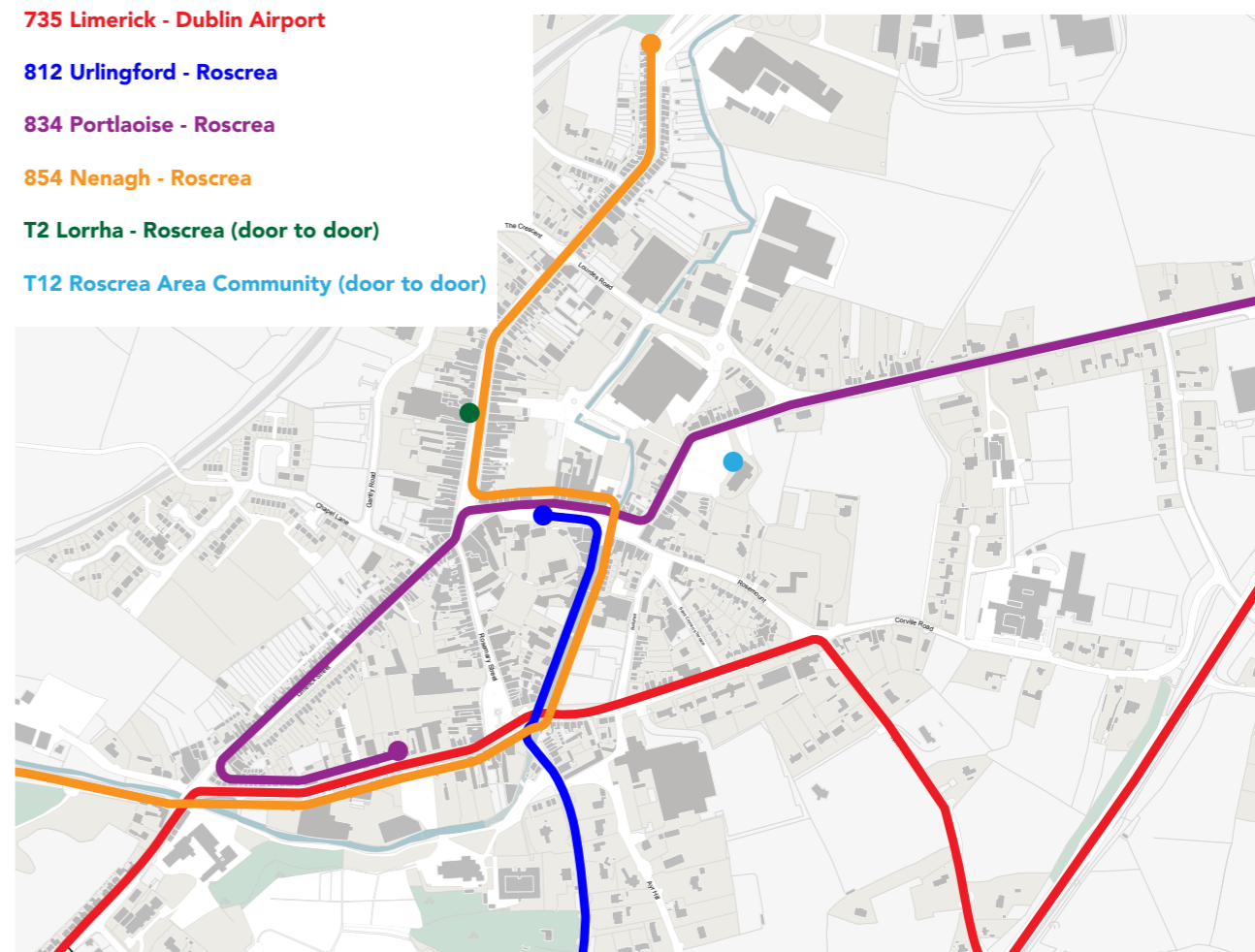
- Regional Corridor Route 17 – Limerick to Dublin serving Nenagh, Roscrea and Portlaoise: This corridor is currently served by routes 300, 712X and 735, a mix of express and all-stop services. The proposal is for better integration of all existing services and more frequent all-stop services. Minimum 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.



Bus Stop walking Catchment



Train Station Stop walking Catchment



Bus Routes

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 is to enable traffic access and travel through the town centre, 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.



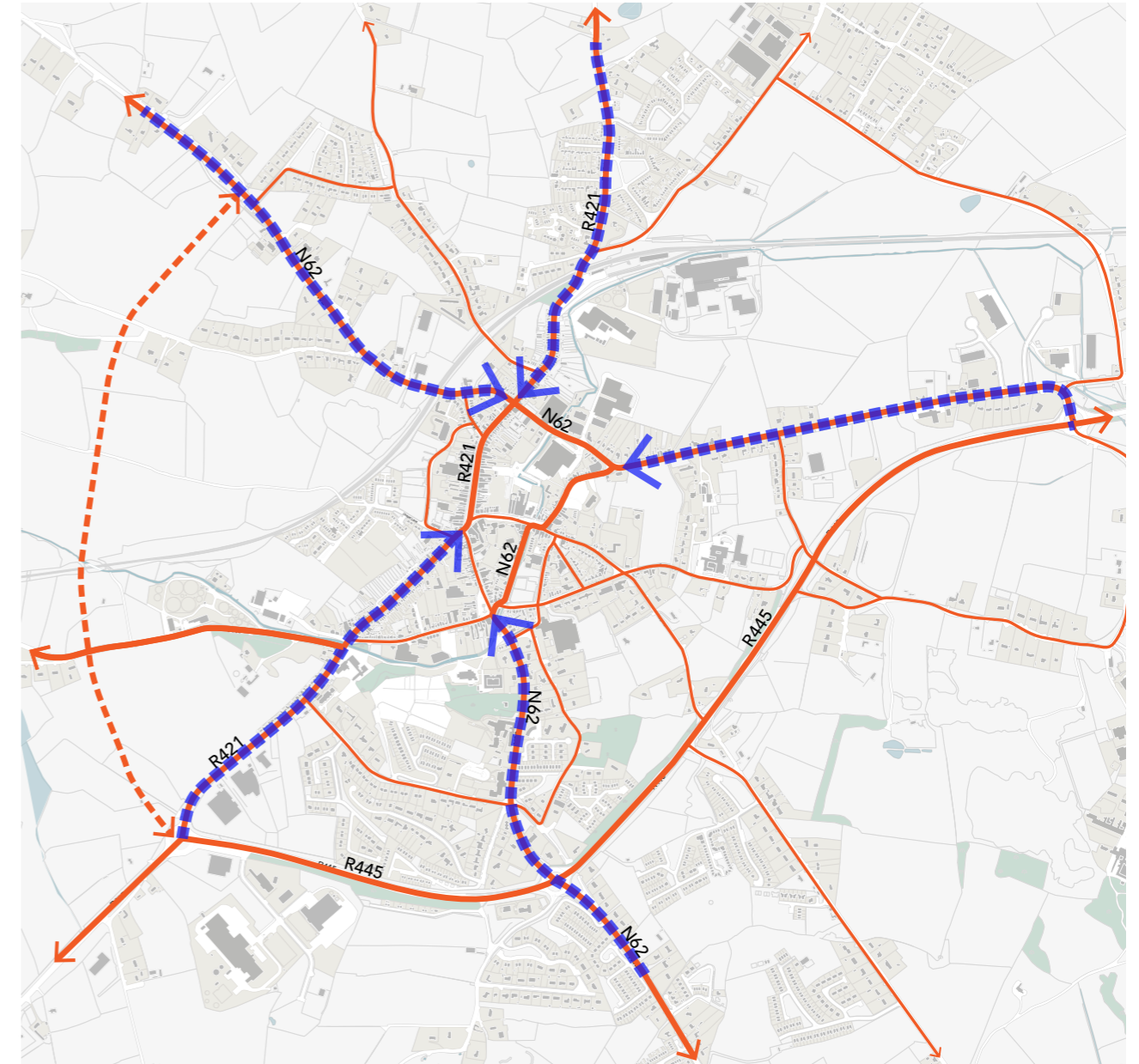
BUNKERS HILL

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.



Key Vehicle Routes

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.

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.

Futhermore, 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.



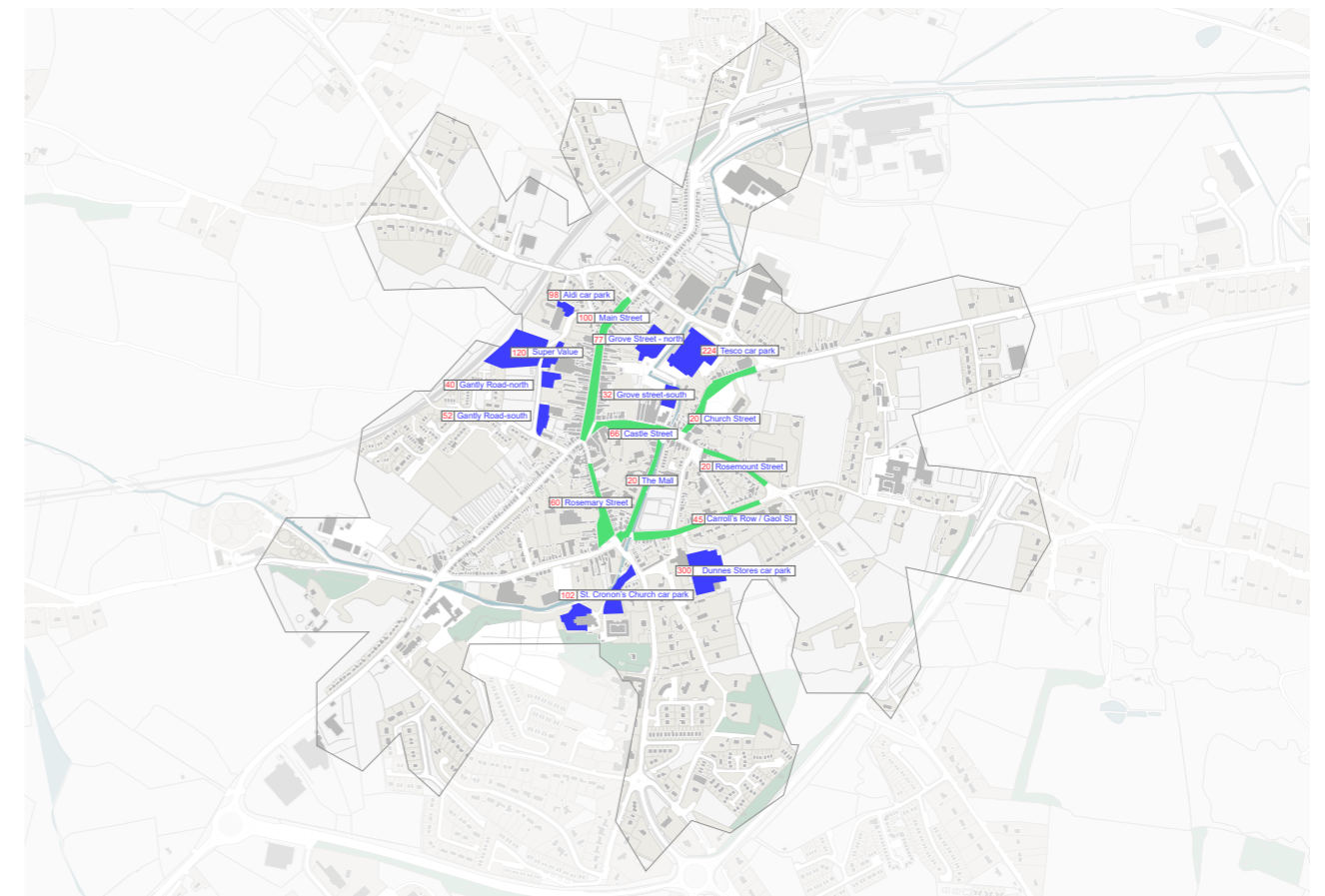
CASTLE STREET

Parked vehicles overhang the footway, reducing footway space.

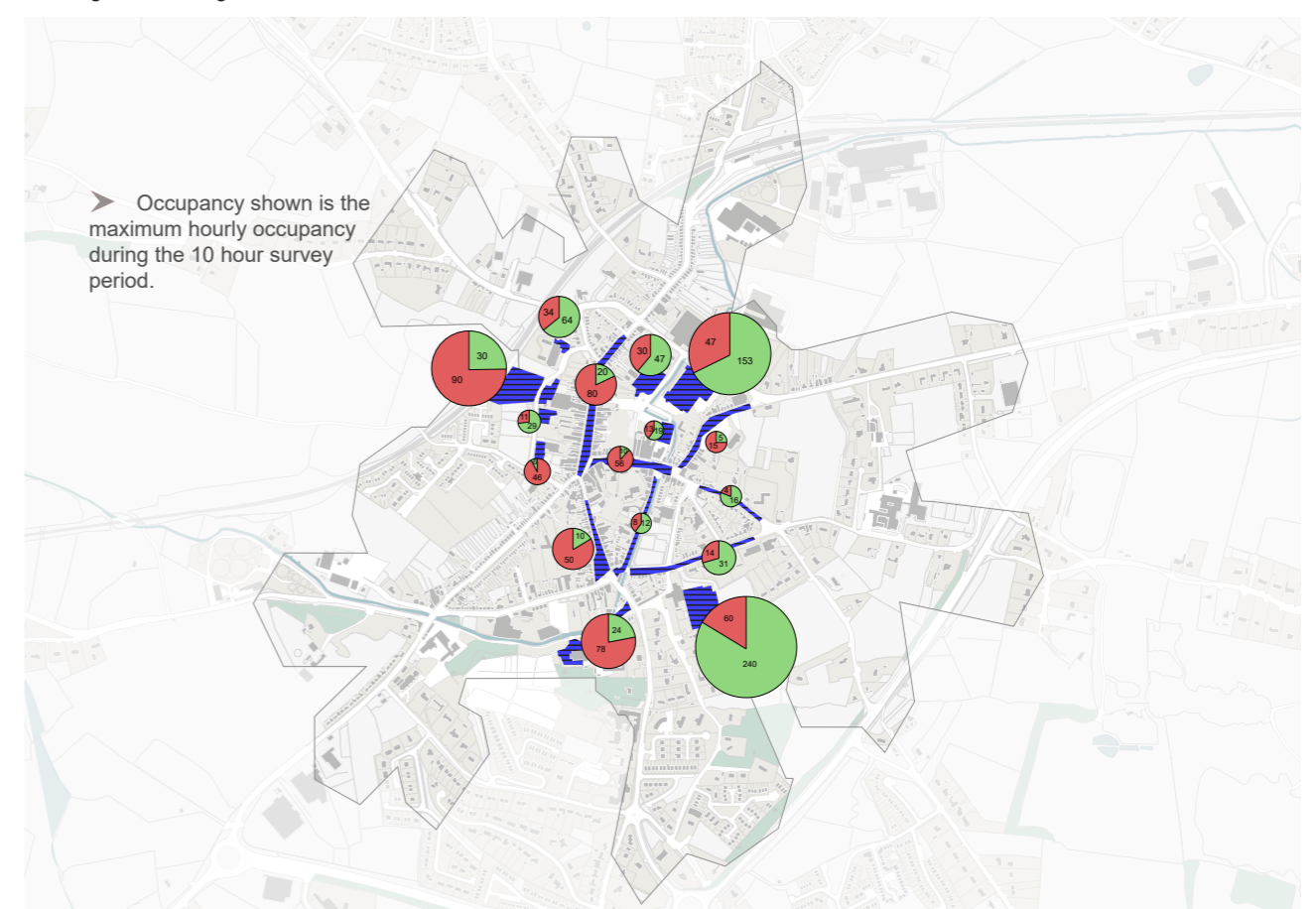


ROSCREA PLAZA

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



Existing Car Parking



Surveyed Usage

Parking study undertaken by TCC, as part of the Roscrea Traffic and Transportation Plan, Emerging Measures, April 2017

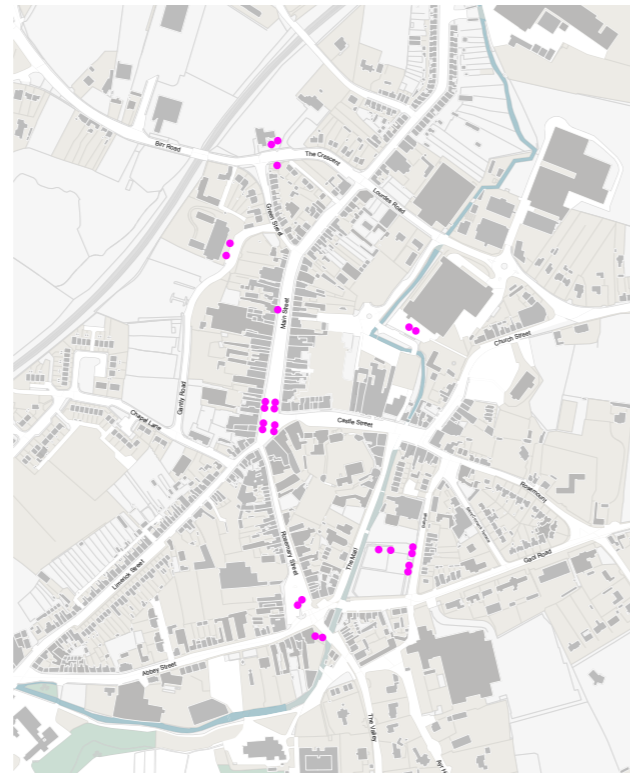
PUBLIC OPEN SPACE

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. Gehl's Twelve Quality Criteria for public urban spaces (Gehl Institute, 2018).

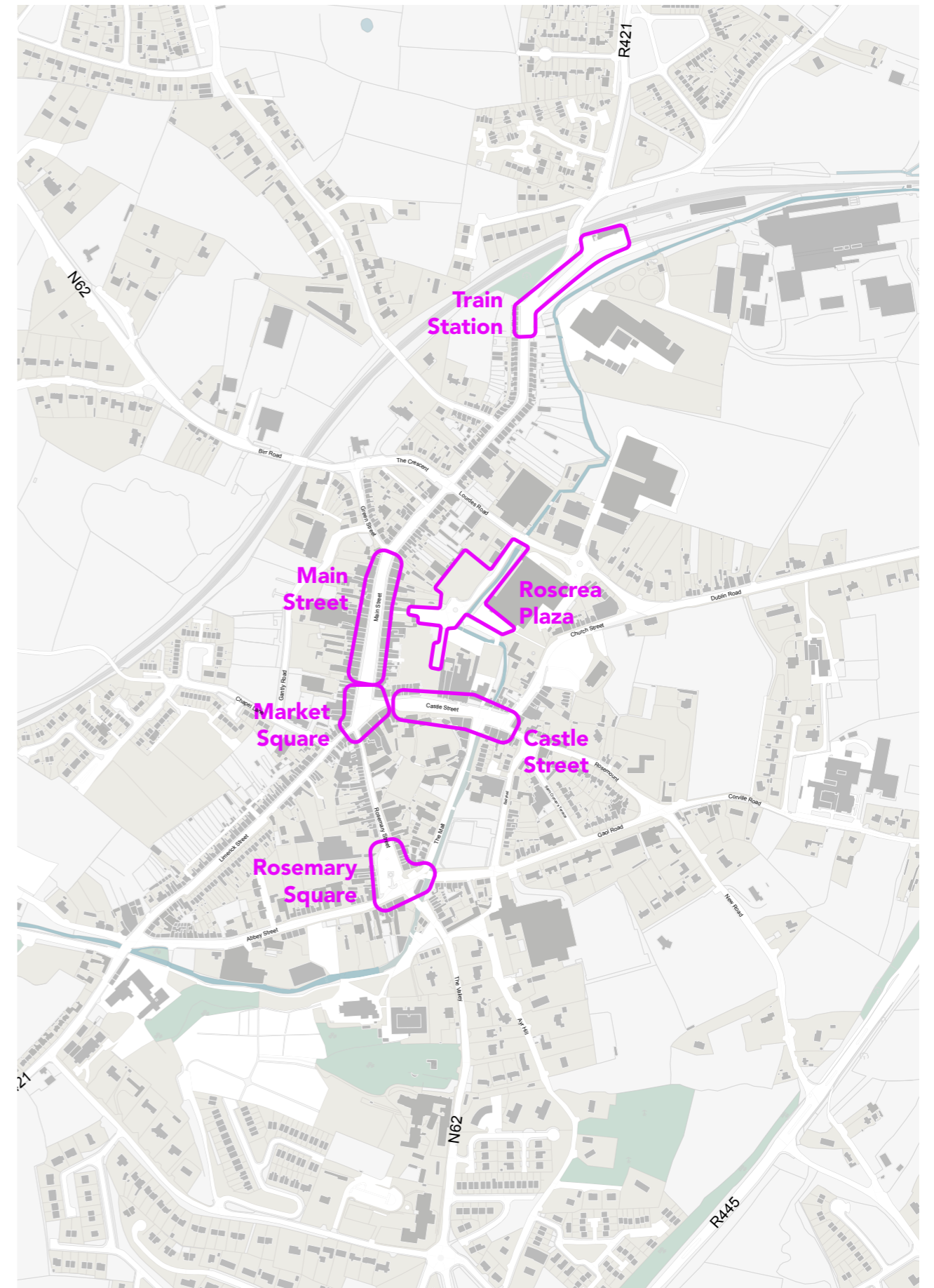


FORMAL SEATING

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



View of Rosemary Square, today, with the experience dominated by parking.



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, 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, as well as addressing current safety issues.



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

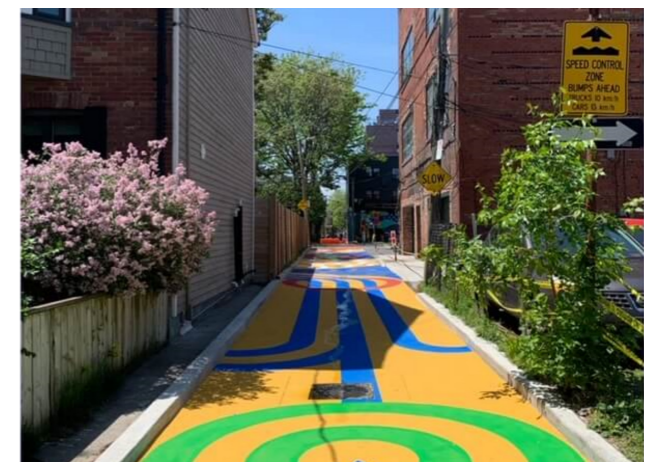
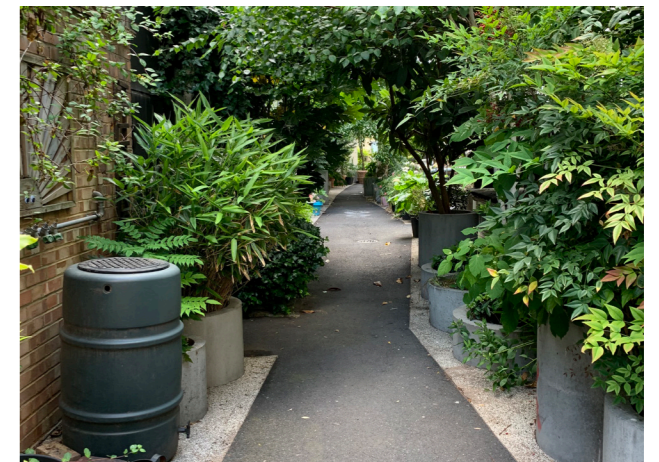
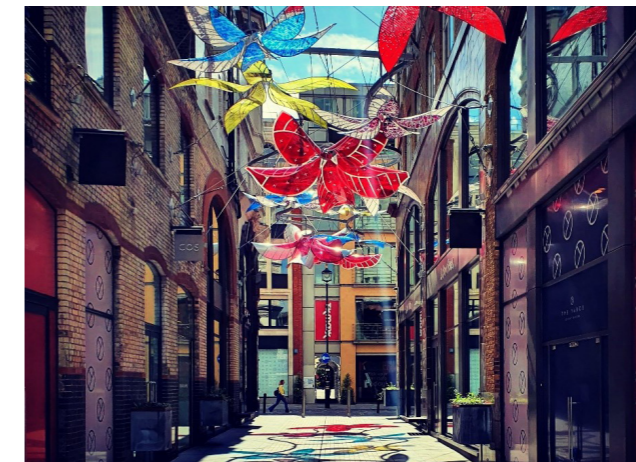
LANEWAY ACTIVATION + ENHANCEMENT

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.

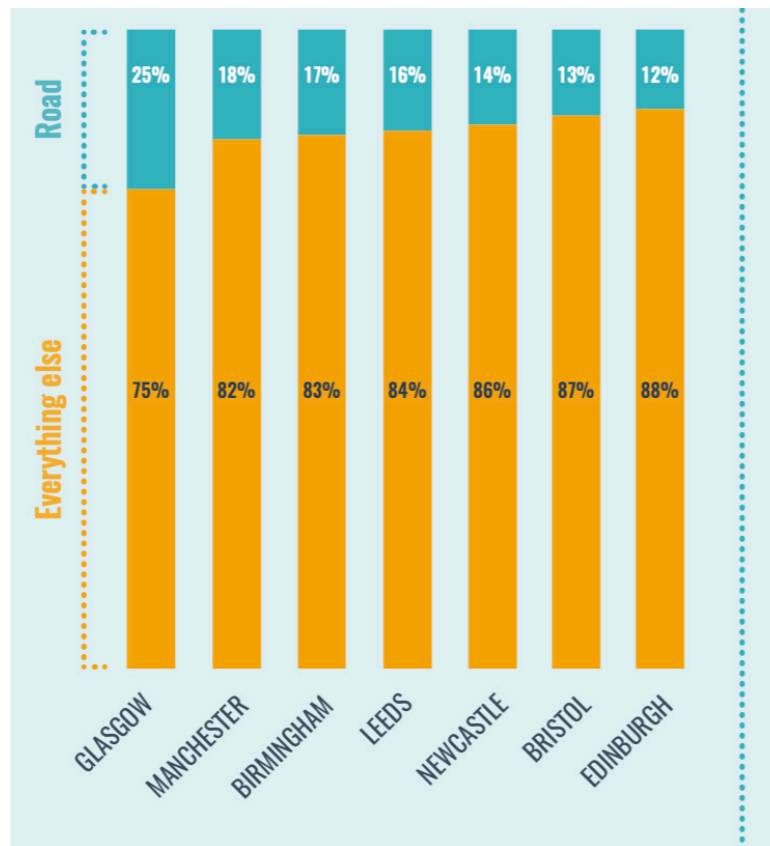
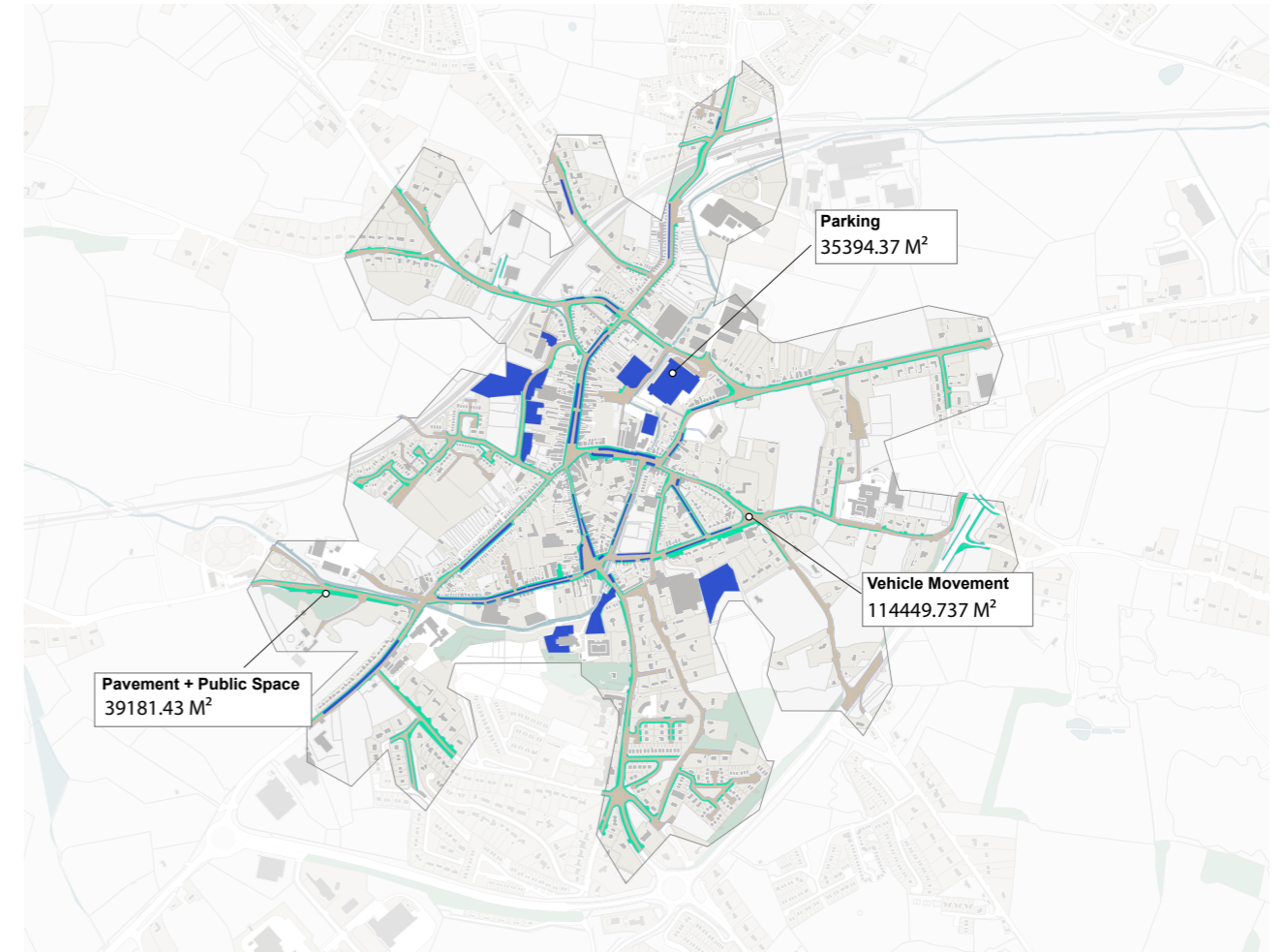
This heavy weighting of public realm towards vehicles over people and public life reduces opportunities to encourage more people to walk, support businesses and tourism through providing space for outdoor seating and product displays. With no space in the town centre for people to spend time and relax, the town is discouraging people from spending time in the town, when it could be using space to invite footfall and town centre vitality.

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.

When viewed on the town scale we can see from the graph to the right that Roscrea has a very large amount of space given over to vehicles at the expense of people and town centre life. Rebalancing this disparity will enable more activity and footfall along streets, allow for increased greening and biodiversity, and create the conditions for revitalised buildings and active frontages.

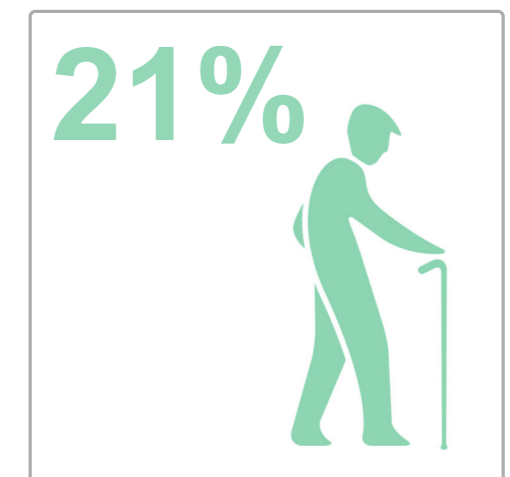
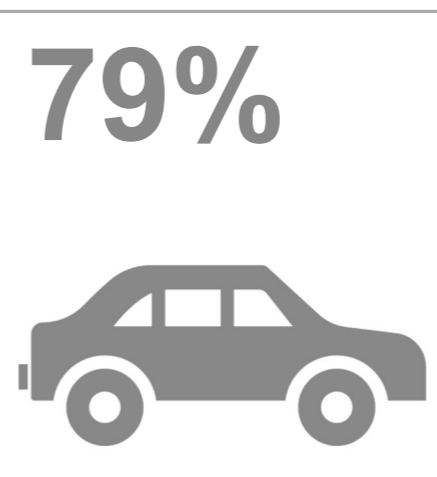
Proportions of public realm given to vehicles in other UK cities, highlighting the over-provision of vehicle infrastructure in Roscrea.



Total Public Realm: $\approx 189030.54 \text{ M}^2$

Parking + Moving: $\approx 149849.11 \text{ M}^2$

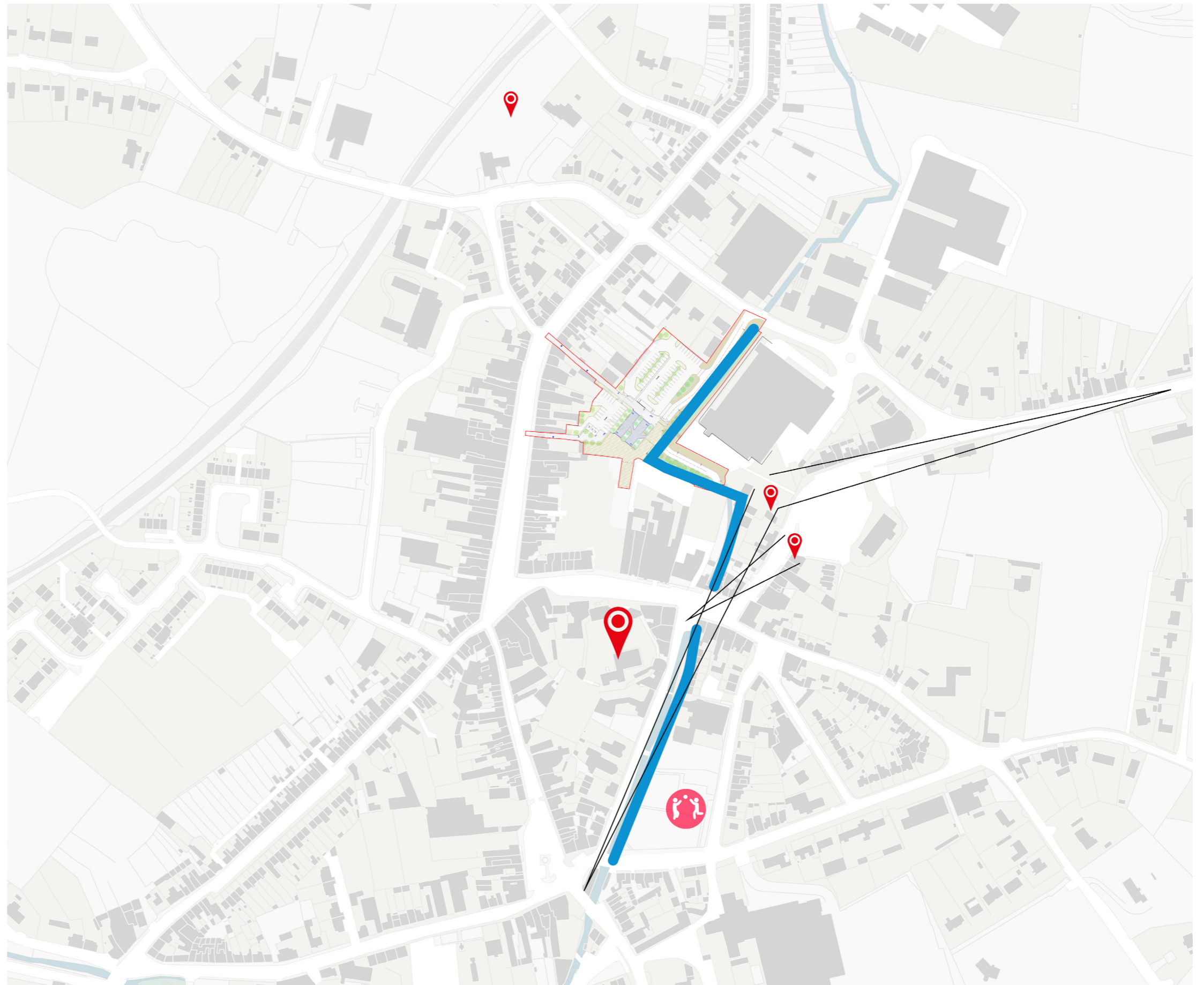
Pavement + Public space: $\approx 39181.43 \text{ M}^2$



WAYFINDING + VIEWS

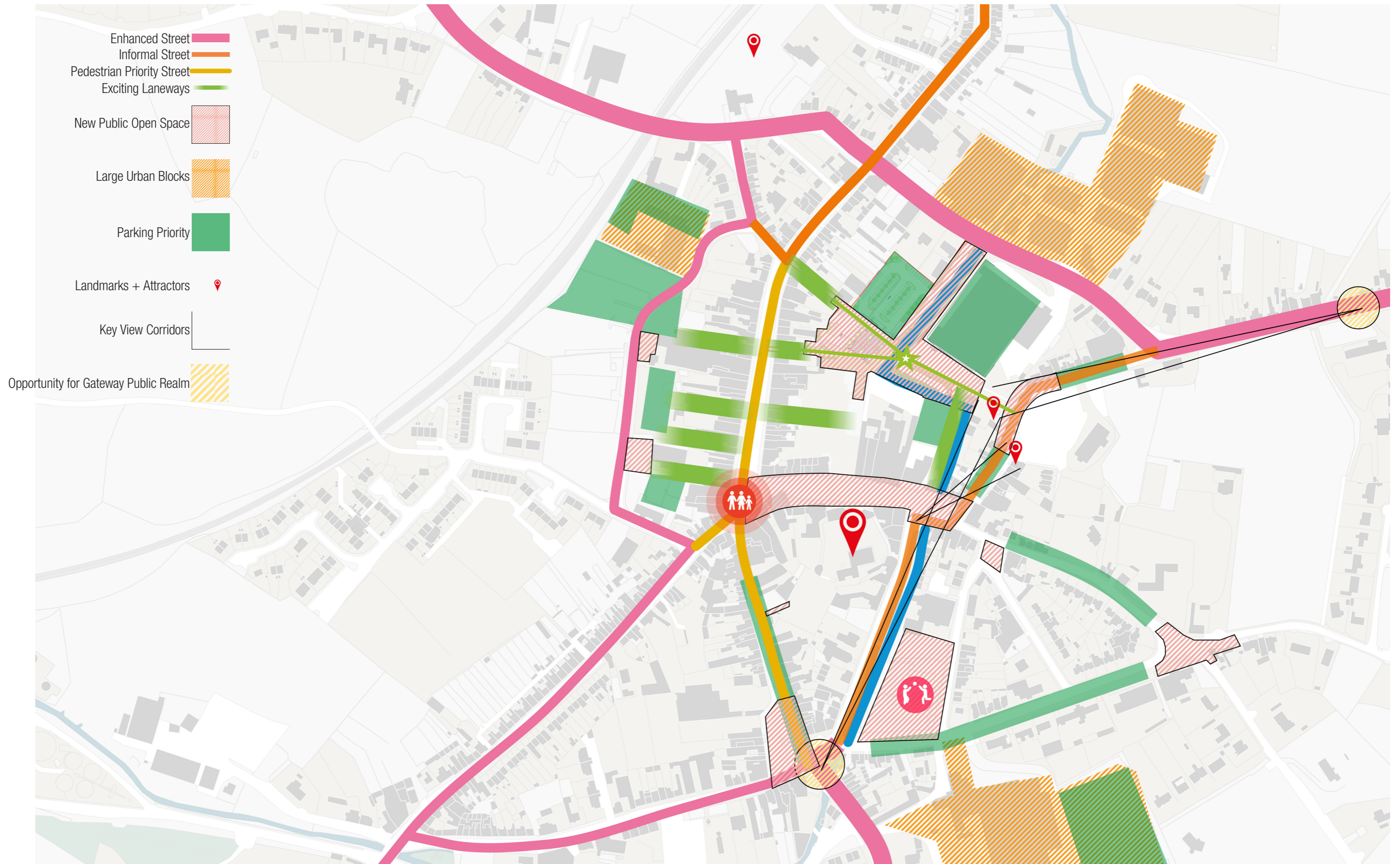
The map opposite shows the key views and points of interest in Roscrea. These include Roscrea Castle, the Round Tower and St Cronan's Church.

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



STREET TYPES EXPLAINED

PEDESTRIAN PRIORITY ENVIRONMENTS

This type of street aims to create the conditions whereby drivers and riders feel they should give priority to pedestrians, and where pedestrians feel comfortable in accepting that priority. This approach is in spite of the fact that legislation does not give priority to pedestrians over vehicular traffic except in certain circumstances when using formal crossings.

Such pedestrian-prioritised streets have been adopted where traffic volumes and speeds are low and designers have sought to achieve these outcomes through the design. Pedestrian volumes in the schemes considered have been relatively high; and this is consistent with research carried out for LTN 1/11 in the UK which showed that more pedestrians occupying street space resulted in a reduction in traffic speed. In general, schemes of this type can achieve very low traffic speed, typically well below 20 mph.

The review did not consider what absolute values should define 'low traffic volumes', although guidance notes that people will treat a street as a space to be occupied and not a road to be crossed when traffic flows are not more than about 100 vehicles per hour. This is based on research carried out by TRL. A similar value is used for the application of the Dutch 'Woonerf' (Home Zone).

The designs of pedestrian-prioritised streets have meant that they are usable by cyclists without requiring any dedicated facilities. Again, the review has been mindful of research carried out by TRL which showed that conflicts between pedestrians and cyclists in fully pedestrianised streets are rare, with cyclists slowing and eventually dismounting as pedestrian volumes increase.

Street schemes of this type have generally adopted designs that do not appear to contain a well-defined carriageway so that road users (particularly drivers) do not assume that pedestrians need a defined crossing or a driver's permission to cross the street. Such schemes have often used a level surface, sometimes with similar paving types and colours across the whole of the space.

Seating and other useful street furniture has often been placed in the street to emphasise its primary function as a place to be enjoyed, but this can also create obstacles for visually impaired people where it has not been located carefully.

KEY FEATURES

This type of street is designed as a pedestrianised space in which vehicles (often filtered) are permitted to use but at low speeds.

Street furniture should be placed to loosely define the vehicle movement corridor but there is no 'carriageway' or 'footway' in the typical sense.

There should be a pedestrian only clear zone next to the building edge, defined by tactile paving to allow it to be used by visually impaired people and other pedestrians who do not feel confident being in a space with moving vehicles.

INFORMAL STREET ENVIRONMENTS

This design approach has been used with the overall aim of creating a street where the higher volume of traffic does not dominate non-vehicular users. Informal streets have been used where traffic flows are much higher than pedestrian-prioritised streets; for example, informal streets have been designed and delivered in Poynton, a town in the UK, which carries an excess of 25,000 vehicles per day, including buses and HGVs.

Informal streets have a defined carriageway for vehicles and a defining feature of this design approach is the absence or reduction of formal traffic control measures, particularly at junctions. The aim was to reduce the speed of vehicles by creating some uncertainty in drivers' minds over whether they have the right of way. Other design features were used with the intention of reducing vehicular speed and dominance such as reducing the differentiation between the footway and carriageway, for example, by using reduced-height kerbs; and providing features such as median strips which encourage more frequent crossing movements by pedestrians.

Because of the higher traffic flows, most schemes of this type have provided regular crossings of the carriageway where drivers stop or slow to allow pedestrians to cross with confidence, either through formal crossings (signalised or zebra crossings) or by design (courtesy crossings). Courtesy crossings, which do not use traffic signals, signs or markings, have been used to reduce the formality of the street, but formal crossings have also been used. Some schemes have a combination of both types. Some schemes have also provided crossing opportunities where pedestrians can cross during gaps in the flow of traffic. Tactile paving has been used to indicate courtesy crossing points. Whilst some authorities have developed bespoke types, most have used tactile paving in accordance with national guidance.

ENHANCED STREETS

The enhanced street is essentially a conventional street where care has been taken to improve the quality of the place. This is typically achieved through the removal of unnecessary street clutter, particularly pedestrian guardrails which reduce people's freedom of movement, and by the introduction of features such as seating, public art and street trees, which improve their experience of simply being there.

Enhanced streets have typically retained conventional traffic-engineering features, such as junctions controlled by traffic signals and give-way markings, as well as controlled crossings, although courtesy and gap crossings have also been used on some schemes.

KEY FEATURES

Some of the typical 'segregation' measures (for example contrasting colours and materials and signalised crossings) are removed to create a slower more relaxed, pedestrian and cycling friendly environment. Measures to assist with informal crossing, like central medians, should be used.

An informal street will have low kerbs (25 - 60 mm) separating the footway and will incorporate trees, raingardens, seats, areas for outdoor dining and the legal minimum amount of road markings, as behaviours should be more intuitive in line with the changed streetscape character.

KEY FEATURES

There is a distinct carriageway separated from the footways with a 100 – 125 mm high kerb.

Typical road markings such as double yellow lines and centre lines on an asphalt carriageway.

The 'enhancement' comes from new paving, trees, seats and street furniture, in a decluttered environment that afford more pedestrian priority and space for urban life



Pedestrian Priority Streets drive footway and urban activity, whilst maintaining required access.

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, for example, the Enhanced Streets and Informal Streets shown right, and minimising through movement on the Pedestrian Priority Streets. The Informal 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.

Pedestrian Priority Streets need to be streets with 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 could become the principal piazza space for the town centre, with no 'strategic' movement function as such in a future network, however access and through movement would still be permitted in some instances alongside servicing, business access and public transport.



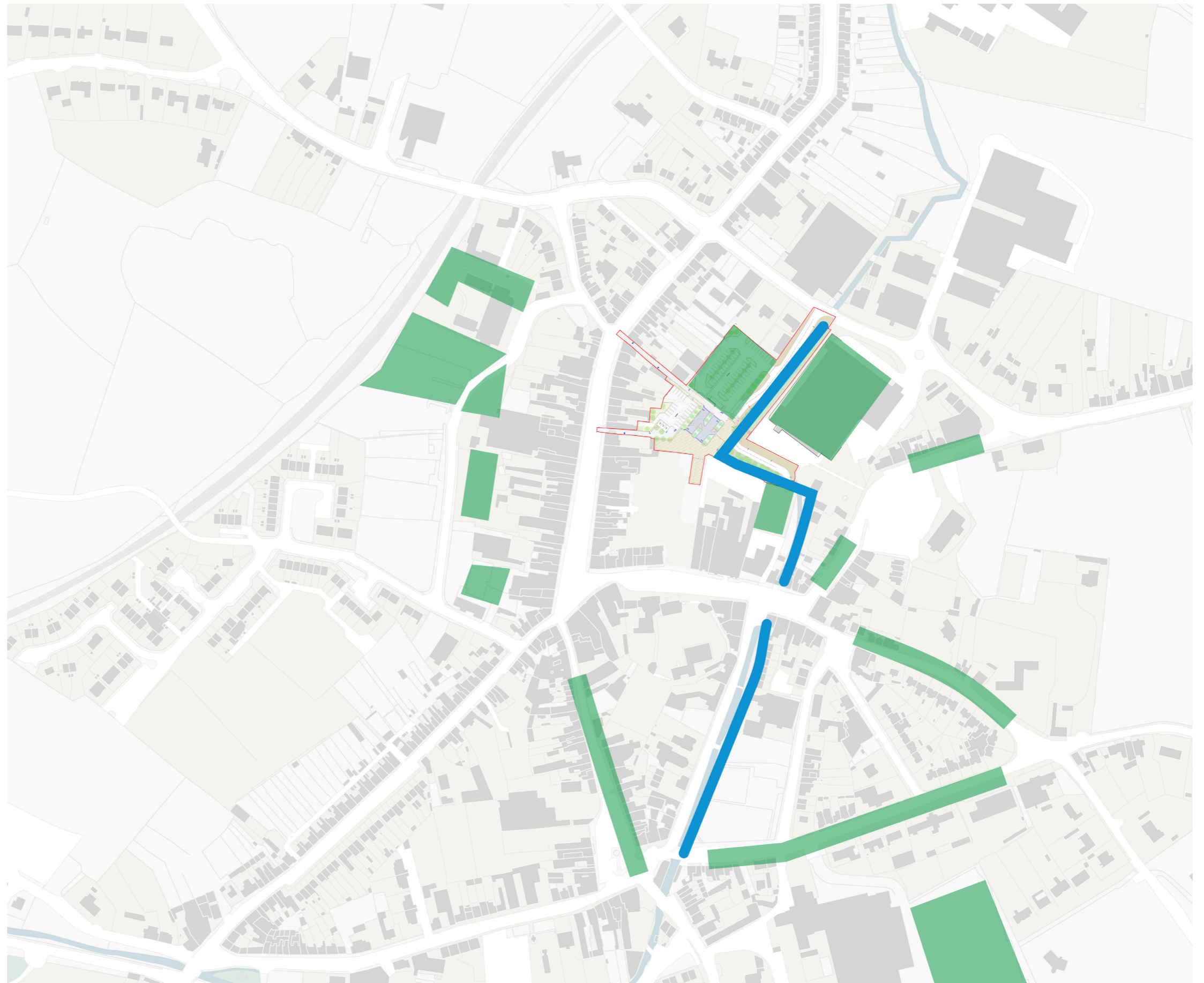
PARKING STRATEGY

Parking studies for Roscrea have demonstrated that there is additional 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. In the future this parking could be accommodated within spare capacity in off-street parking facilities to enable the space to be rebalanced, creating more space for people and activity. Moreover, coach parking could be rethought, with the potential to maintain a drop-off/pick-up space, but with coaches parking and waiting 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.

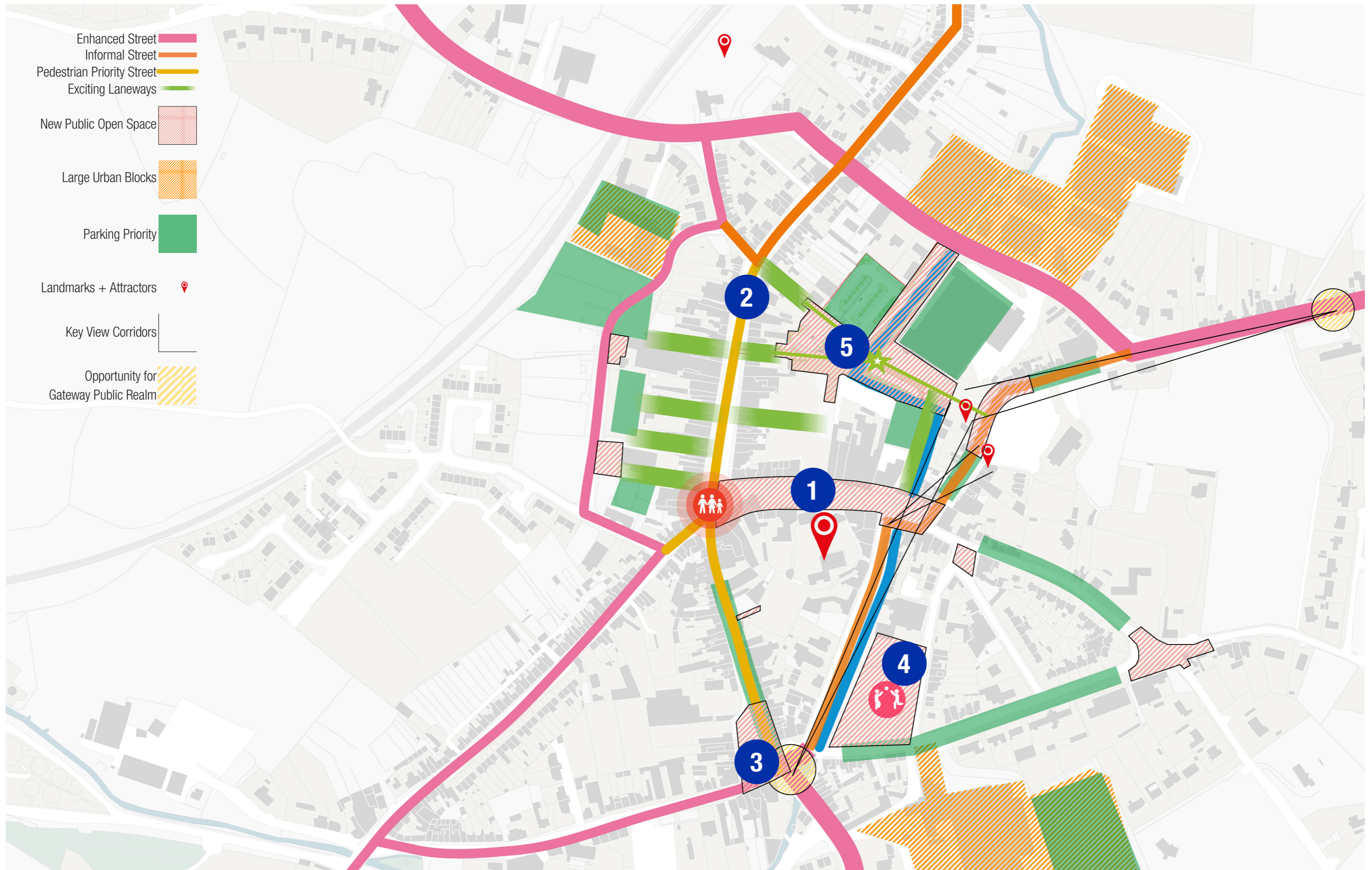
Finally, a reincarnation of Glebe Park and Playground would offer the town a biodiverse and verdant play space and green oasis, which is lacking in the current offer.

- Exciting Laneways 
- New Public Open Space 
- Landmarks + Attractors 
- Key View Corridors 
- Opportunity for Gateway Public Realm 



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 rationalised in the space, between Main Street and The Mall.

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 Bunnow 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.

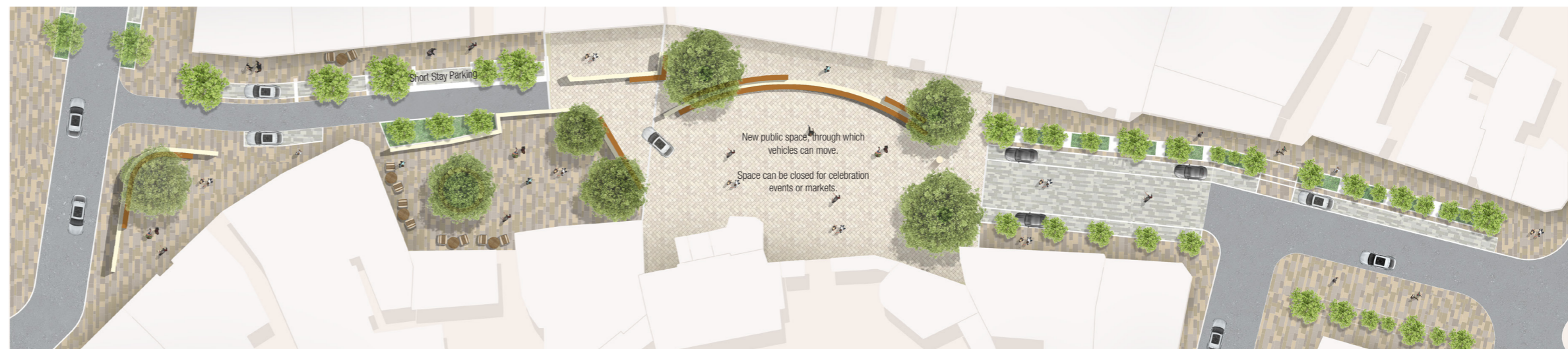


FIRST STEPS (months 0-6)

- Develop a Summer Streets programme 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



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 park and visit 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 could be used, as well as crossings over Main Street being tabled, with footway materials breaking up carriageway space.

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

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

LONG TERMS ACTIONS (months 18+)

- Develop initial and detailed design (RIAI 2+3) for the Station connection from Green Street to the Station



PROJECT TWO

MAIN STREET



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 rebalancing vehicle space with place space - reattaching the fountain and tree planting back to the public realm and frontage to the west, whilst maintaining vehicle movement and parking along Rosemary Street and access onto Abbey Street.

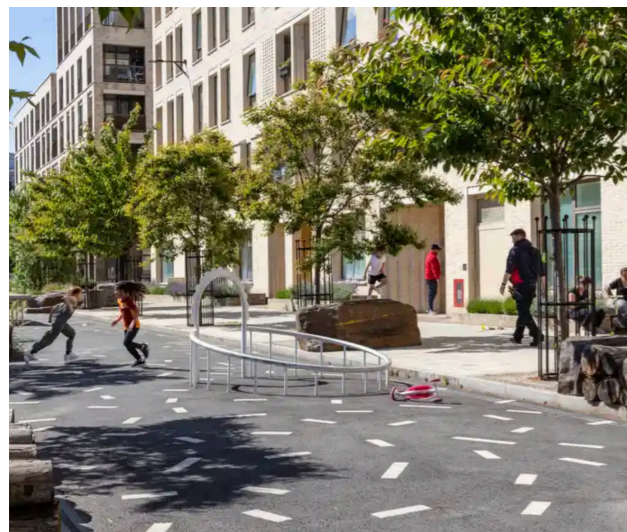
The restored space should be a community space that builds on the green and soft nature already provided by the mature tree planting to create a space of calm and relaxation, of play and socialising.

FIRST STEPS (months 0-6)

- Build an evidence base by undertaking a Parking Beat Survey
- As part of the Summer Streets 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



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.

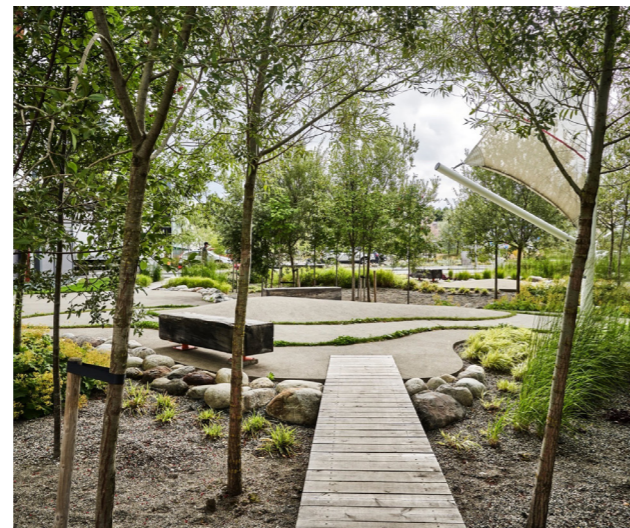
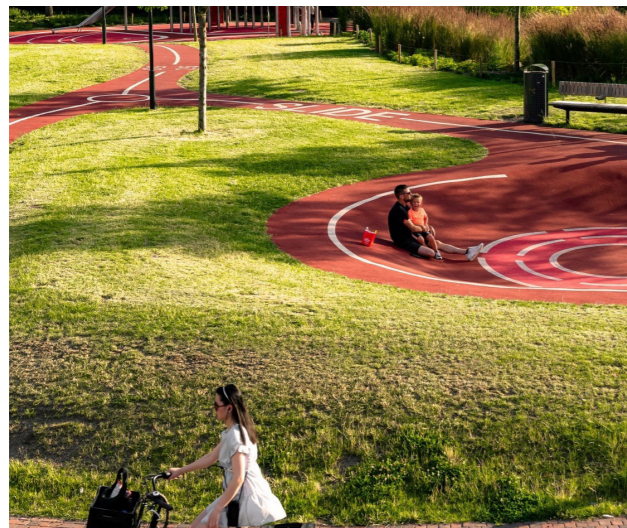
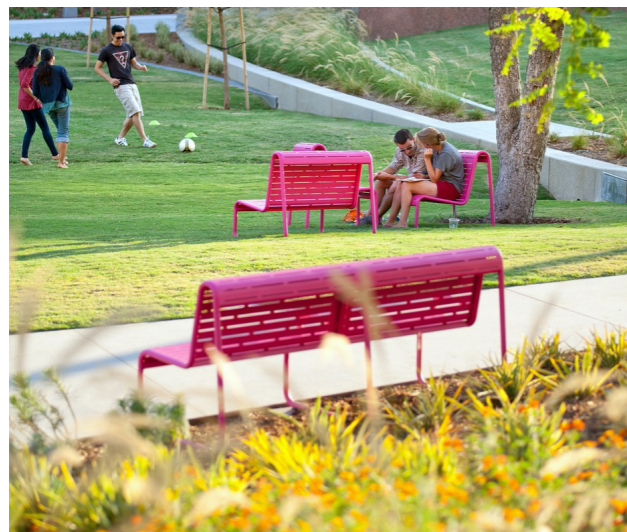
Moving forward the playable elements within the space should be surrounded by lush planting that both creates habitat but also intrigue and excitement. Play should be encouraged throughout the park with formal play facilities alongside playable elements. Finally, the Bunnow River should be seen as an 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.

FIRST STEPS (months 0-6)

- Develop initial and detailed design (RIA1 2+3) for the park and acquire relevant consents.

MEDIUM TERMS ACTIONS (months 6-18)

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





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.

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.



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