



CONSULTANTS IN ENGINEERING,  
ENVIRONMENTAL SCIENCE &  
PLANNING

# IMPROVED CYCLE LANES ON THE CASHEL ROAD, CLONMEL, CO. TIPPERARY

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**P22-054 RP04 - Part 8 Report**

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**Prepared for:**  
**Tipperary County Council**

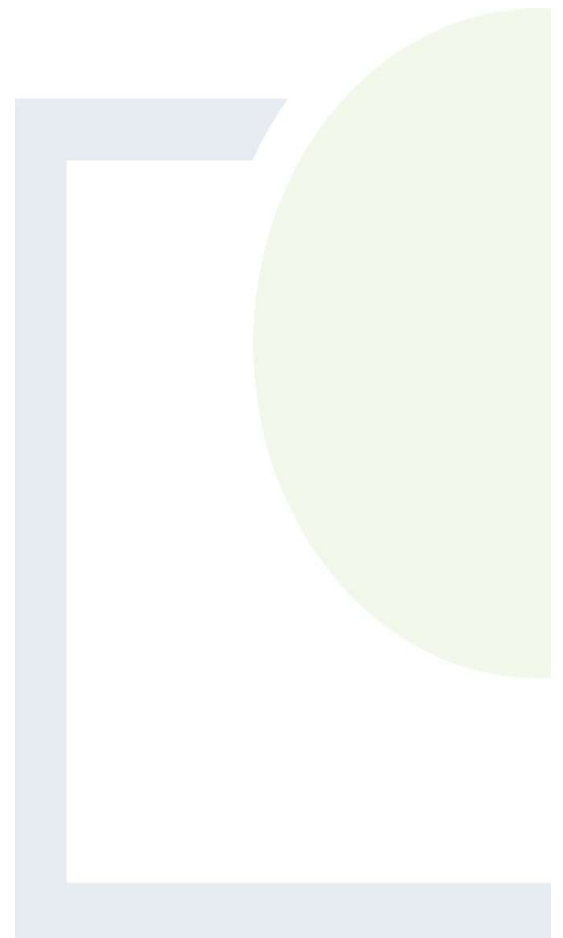


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## P22-054 RP04 - Part 8 Report

### REVISION CONTROL TABLE, CLIENT, KEYWORDS AND ABSTRACT

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**Abstract:** This Part 8 Report has been prepared in consideration of a proposed active travel scheme along on the Cashel Road, Clonmel, Co. Tipperary and provides a description of the nature, extent and principal features of the proposed scheme including the environmental impacts of the works.

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## 1. INTRODUCTION

### 1.1 Introduction

Fehily Timoney and Company have been commissioned by Tipperary County Council (TCC) to provide consultancy services for the design of improved cycle lanes and pedestrian facilities on the R688 Cashel Road, Clonmel, Co. Tipperary. The scheme commences at the existing N24 roundabout at the R688 and extends to the Ard Gaoithe Business Park roundabout. The project will include improved cyclist and pedestrian infrastructure, improved crossings and enhanced active travel connectivity.

This Part 8 Report includes a description of the location of the project and sets out the nature, extent and principal features of the proposed scheme.

The proposed scheme comprises of approximately 1.3 km of active travel upgrades along the R688 including extension of existing facilities for cyclists and pedestrians and the provision of new cyclist and pedestrian infrastructure. Active travel improvement works including installation of new cyclist and pedestrian infrastructure are also proposed on a 200m section of Heywood Road between the R688 junction and Clonmel Rugby Club. A scheme location map is shown in Figure 1.1 below.



Figure 1-1: Scheme Location



## 2. PROJECT DESCRIPTION

### 2.1 Description of Scheme

The proposed improvements for the scheme will comprise of the following:

- Improved cycling infrastructure through the extension of existing cycling facilities and the provision of new 2.0m wide segregated cycle tracks;
- Improved pedestrian infrastructure through the provision of 1.80m wide footpaths;
- Controlled and uncontrolled pedestrian and cyclist road crossings;
- Reduction in junction widths to reduce crossing times and distances;
- Improved active travel connectivity;
- Narrowing of the southbound and right turning traffic lanes to 3.0m to allow space for the proposed cycle track and footpath;
- The addition of new bus stops, located north of Cashel Court, between Longfield Avenue and Gort Na Smol, north of Heywood Road and south of the Ard Gaoithe Business Park roundabout.
- Relocation of a number of public lighting poles to move them clear of the proposed cycle track and footpath;
- The relocation of existing gullies to correspond with the new cycle track kerb; and
- All associated ancillary works.

The proposed scheme has been designed in compliance with current standards including the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM).

### 2.2 Need for the Scheme

The 'Need for the Scheme' is defined by the identified deficiencies and safety issues of the existing road infrastructure.

In terms of identified deficiencies the existing section of the R688 under consideration presents significant infrastructural and safety deficiencies for pedestrians and cyclists, which are summarised below:

1. Existing Cyclist Facilities – With the scheme boundary the R688 only has dedicated facilities for cyclists travelling northward along the western verge. Although the existing cycle track is in good condition and is segregated from the roadway along most of its length, the existing cycle track terminates just south of the Heywood Road junction. This is approximately 400m short of the northern extent of the scheme at the Ard Gaoithe Business Park roundabout. Therefore, there are no existing cycle facilities along the northern section of the R688 (approx. 400m), no cycle facilities for southbound cyclists along the entire scheme length (approx. 1.3 km), and no cycle infrastructure along Heywood Road (approx. 200m).
2. Active Travel Route Connections – The existing network of active travel routes requires additional pathways, crossings and connections to create a more comprehensive network to encourage modal shift.



3. Existing Road Layout – There are a high number of side roads connecting to the R688; notably Ard Gaoithe Drive, Cashel Court, Cashel Rd, Auburn Park, Dromard Close, Chestnut Avenue, Longfield Avenue, Gort Na Smol, Heywood Road, the Boston Scientific campus, the N24 roundabout and the Ard Gaoithe Business Park roundabout. In addition there are numerous direct access to dwellings, farms and fields. A number of these junction layouts are substandard with poor pedestrian crossing and cycle facilities.

With the existing infrastructural and safety deficiencies outlined above, the need for improvement to the R688 Cashel Road between the N24 roundabout and the Ard Gaoithe Business Park roundabout has been identified in order to meet current and future demands on the route in a safe and efficient manner. The delivery of active travel infrastructure along this section of the R688 is key to the provision of a high-quality active travel network within Clonmel which will enable the growth of sustainable and active travel alternatives to private vehicles.

### 2.3 Scheme Objectives

The purpose of these works is to provide a safe walking and cycling environment for local people and facilitate cycle tourism in the region. The objectives of the project can be summarised as follows:

- To provide continuous segregated cycle tracks;
- To improve pedestrian facilities through junction tightening, improved and new crossings, appropriate widths, etc.;
- To provide traffic calming to reduce vehicle speeds; and
- Upgrading links to the Clonmel Rugby Club, residential estates and businesses.

The scheme objectives are complimentary to the objectives of the Tipperary Walking and Cycling Strategy, which include:

- Improve walking and cycling facilities for short trips;
- Promote walking and cycling as the primary means of travel for shorter trips;
- Improve safety on roads for cycling;
- Promote walking and cycling as the main forms of travel for education;
- Sustain and enhance local retail vitality and tourism;
- Provide improved facilities for recreational walking and cycling; and
- Promote behavioural change to more sustainable modes of travel other than the private car.



## 3. DESIGN DESCRIPTION

### 3.1 Existing Roadway Arrangement

The 1.3 km stretch of the R688 under consideration is generally a two-lane two-way carriageway with a posted speed limit of 50 km/hr between the N24 roundabout and Gort na Smol housing estate and 60km/hr between Gort na Smol and Ard Gaoithe Business Park. A painted central median is present along the majority of the route which provides right turning facilities to major junctions.

The existing R688 cross section can loosely be broken into three sections, as summarised below. A description of Heywood Road is also included.

The 'South of Longfield Avenue' section, approx. 650m in length, runs from the N24 roundabout to the Longfield Avenue housing estate. This section contains a typically 1.8m wide footpath (which varies in width between 1.6-2.0m), a narrow grass verge, and a typically 2.0m wide cycle track (which varies in width between 1.8-2.2m) along the western side of the road. Traffic lanes are a maximum of 4.5m wide, with a 3m wide painted median and right turn lane separating much of the southbound and northbound traffic lanes. Along the eastern side, a narrow verge and a footpath of varying width (1.8-2.2m) are located adjacent to the road.

The 'Longfield Avenue to Heywood Road' section, approx. 250m in length, runs from Longfield Avenue to the junction with Heywood Road. This section contains pedestrian and cycle facilities along the western side of the road with the same width characteristics as the connecting section to the south. Note that the existing cycle track terminates just south of the Heywood Road junction. Traffic lanes are a maximum of 4.5m wide, with a 3m wide painted median and right turn lane separating the southbound and northbound traffic lanes. Along the eastern side is a grassed verge to the boundary.

The 'North of Heywood Road' section, approx. 400m in length, runs from the Heywood Road junction to the Ard Gaoithe Business Park roundabout. This section contains a 1.8m wide footpath along the western side of the road. Traffic lanes narrow to a maximum width of 3.8m, with the 3m wide painted median and right turn lane continuing for much of the section, ending just south of the Ard Gaoithe Business Park roundabout where the northbound lane splitting into two lanes at the entry to the roundabout. Along the eastern side there is a grassed verge and a raised earthen mound / earthworks cutting.

The Heywood Road section, approx. 200m in length, runs from the R688 junction to the entrance to the Clonmel Rugby Club grounds. This section contains a 1.2-2.0m wide footpath and a narrow grass verge along the western side of the road. Traffic lanes are a maximum of 3.8m wide. Along the eastern side, there is a 1.8m wide footpath adjacent to the road and a wide grass verge containing trees and landscaping elements.

### 3.2 Proposed Scheme

The proposed improvement works to the R688 in Clonmel commence at the roundabout junction at the N24 and extend to the roundabout at the entrance to the Ard Gaoithe Business Park. A 2.0m wide raised cycle track will be constructed adjacent to the carriageway along the eastern side of the R688. Along the western side, a 2.0m wide cycle track will be constructed from where existing cycle facilities end, at Heywood Road, and will continue to the Ard Gaoithe Business Park roundabout.





Existing footpaths will be widened to provide a minimum width of 1.8m width. The footpath on the eastern side of the R688 will be extended to Heywood Road from where it currently terminates, at Longfield Avenue. This footpath will be extended further, to the Ard Gaoithe Business Park, as part of a future land development scheme. The existing footpath along the western side of the R688, north of Heywood Road, will be removed to allow for the construction of the new cycle track, and will be reconstructed adjacent to the cycle track.

Footpaths around the Ard Gaoithe Business Park roundabout and in the northwest quadrant of the N24 roundabout will be widened to provide shared cycling and pedestrian space.

A controlled pedestrian crossing facility will be provided on the R688 at the northern approach to the N24 roundabout and at the adjacent slip road to Ard Gaoithe Drive. A controlled pedestrian crossing will also be provided at Heywood Road at the junction with the R688.

Additional uncontrolled crossings will be provided at Ard Gaoithe Drive, Cashel Court, Cashel Road, Chestnut Avenue, Longfield Avenue, Gort Na Smol, the entrance to Boston Scientific and across the R688 at Heywood Road. Junctions will be narrowed where excess width is currently provided by reducing the existing corner radii.

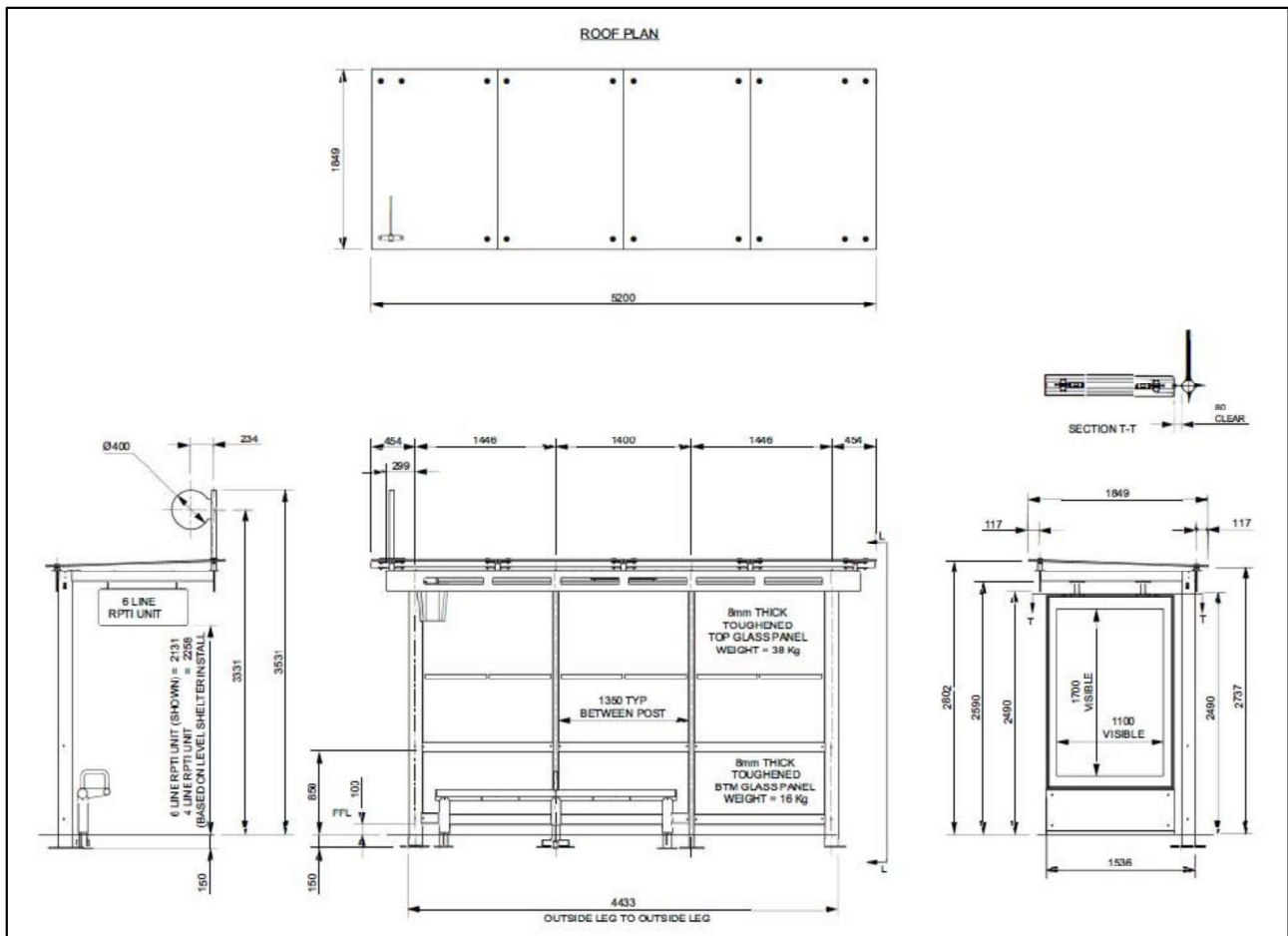
Along Heywood Road a two way cycle track will be constructed along the southeast side, adjacent to the road, from the R688 to the junction with Barr An Aird. The existing footpath will be removed and reconstructed adjacent to the cycle track. A controlled pedestrian crossing will be constructed on Heywood Road at the Barr An Aird junction and the remaining footpath along the western side of Heywood Road, between the new crossing point and the entrance to the Clonmel Rugby Club, will be widened to accommodate both pedestrians and cyclists.

Along the R688, the majority of the southbound traffic lane south of Heywood Road, will be narrowed to 3.0m in width in order to reduce downhill vehicle speeds and to provide additional width in the verge for the cyclist and pedestrian facilities. The existing southbound lane width on the approach to the N24 roundabout will remain unchanged. The existing hard shoulder / hard strip, where present, will be converted to cycle track and footpath facilities.

Part of the existing verge and the hard shoulder will be excavated to allow the construction of the proposed cycle and pedestrian facilities. The proposed cycle tracks will have an asphalt surface and the proposed footpaths will have a concrete surface finish. Proposed drainage will generally consist of relocated gullies connecting to existing drainage pipes.

Where existing junctions are to be narrowed at Ard Gaoithe Drive, Cashel Court and Longfield Avenue, and where the R688 southbound traffic lane is to be narrowed between Chestnut Avenue and Longfield Avenue, former road areas not required for the proposed cycle track will be converted to landscape areas.

New inline bus stops will be constructed north of Cashel Court (northbound and southbound), between Longfield Avenue and Gort Na Smol (northbound and southbound), north of Heywood Road (northbound) and south of the Ard Gaoithe Business Park roundabout (a single start/end of route stop). The Ard Gaoithe Business Park bus stop will include a bus shelter. For details of the bus shelter see Figure 3.1 below:



**Figure 3-1: Bus shelter detail**

The public lighting along the R688 and Heywood Road is proposed to be broadly maintained with any existing poles that clash with the proposed cycle tracks or footpaths to be moved to a nearby location. Where the proposed cycle tracks end at the scheme extents, advance warning signs will be provided to indicate an end to the dedicated cycling tracks.

Fence lines along the western side of the R688 north of Heywood Road will be set back from their current location where additional space is required for the cycle track and footpath.

Preliminary design drawings, including layout plans and typical cross sections, are contained in Appendix A.



### 3.3 Compliance with Design Standards

The width of cycle facilities was determined in accordance with the recommendations of the National Cycle Manual width calculator as shown in Figure 3-2.

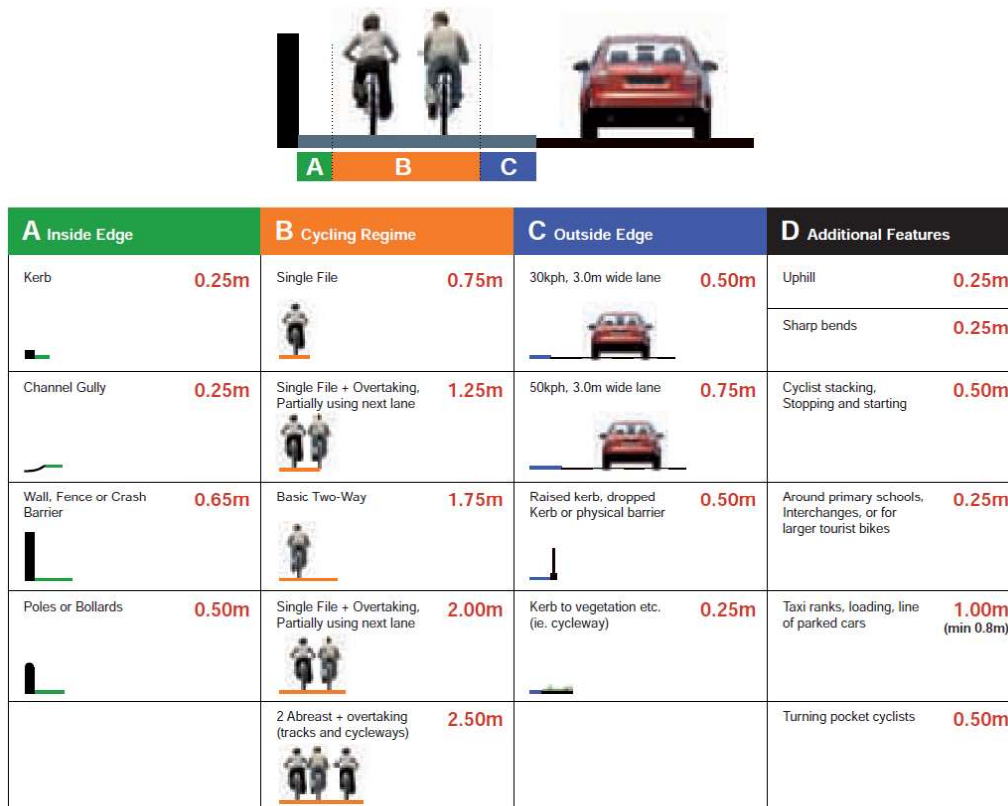


Figure 3-2: National Cycle Manual Width Calculator

The typical cross section configuration for the improvement works provides an off-road cycle track between the footpath and the traffic lanes. The width of the cycle track is therefore determined on the following basis:

Table 3-1: Cycle Track Width

Element	Condition	Min. Width
A - Inside Edge	Kerb	0.25m
B - Cycling Regime	Single File	0.75m
C - Outside Edge	Raised Kerb	0.50m
D - Additional Features	Uphill Section	0.25m
Minimum Width Required:		1.75m
<b>Proposed Width:</b>		<b>2.00m</b>

The width of the footpaths was determined by reference to DMURS Section 4.3.1. A minimum footpath width of 1.8m has been applied throughout the scheme.



### 3.4 Proposed Typical Cross Section

The available width along the R688 corridor varies, with a generally narrower corridor available north of Heywood Road. The narrow corridor north of Heywood Road is due to a localised reduction in width within the project boundary. There is existing cyclist and pedestrian infrastructure on the western side from the N24 roundabout up to the Heywood Road/R688 junction and new cyclist and pedestrian infrastructure is proposed North of Heywood Road. Therefore, three typical cross section have been developed for the scheme and are show in Figures 3-3 to 3-5 below.

The typical sections show a reduced southbound traffic lane width of 3.0m which act to slow traffic and provides additional width in the verges for cycling and pedestrian infrastructure.

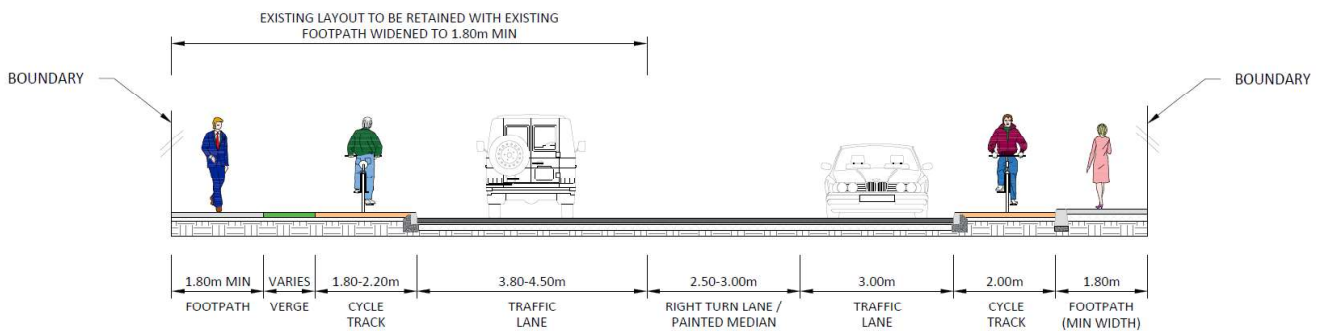


Figure 3-3: South of Longfield Avenue - Typical Cross Section

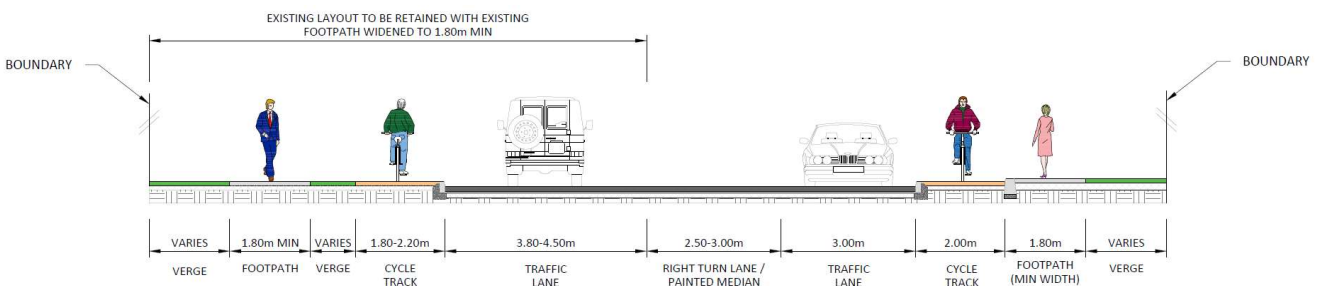


Figure 3-4: Longfield Avenue to Heywood Road - Typical Cross Section

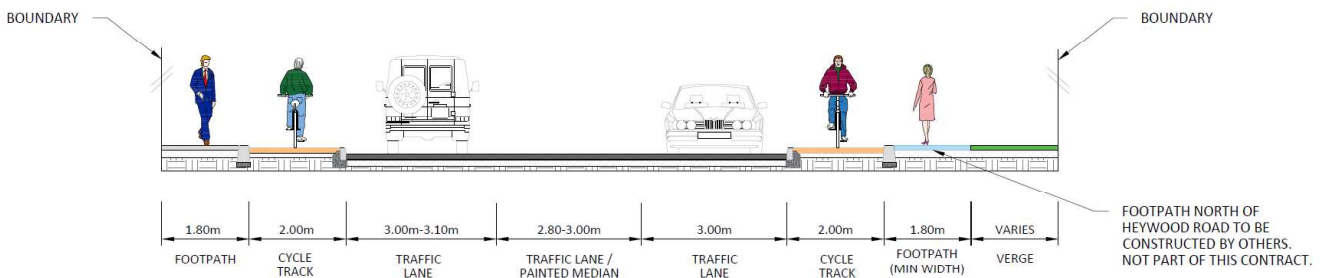


Figure 3-5: North of Heywood Road - Typical Cross Section



## 4. ENVIRONMENTAL IMPACTS OF THE PROPOSED WORKS

### 4.1 Environmental Assessment

Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) Screening Reports have been prepared and are contained in Appendices B and C respectively.

#### 4.1.1 EIA Screening Conclusion

No significant effects likely to arise associated with the characteristics of the proposed scheme. The works associated are minor in character and relate to upgrading the existing road to provide for improved pedestrian and cycle facilities.

No significant effects likely to arise associated with the location of the proposed scheme. The ecological, cultural and landscape resources within the area are not particularly sensitive to the proposed scheme.

The Types and Characteristics of Potential Impacts associated with proposed scheme will not result in significance environmental effects. Potential impacts relate primarily to temporary impacts at construction stage and the implementation of the Best Practice Construction measures will provide safeguards to avoid significant impacts at this stage; particularly in relation to the protection of groundwater and reduction of noise and dust nuisance.

Overall Conclusion: No significant effects likely to arise from the proposed improved cycle lanes and pedestrian facilities on the R688 Cashel Road.

#### 4.1.2 AA Screening Conclusion

The stage one screening for AA demonstrates that the proposed project is not likely to have significant effects on any European site.

The AA screening process has considered potential effects which may arise during the construction and operational phases as a result of the implementation of the proposed project. Through an assessment of the pathways for effects and an evaluation of the sources for impacts, taking account of the processes involved and the distance of separation from European sites, it has been evaluated that there are no likely significant adverse effects on the qualifying interests, special conservation interest or the conservation objectives of any designated European site.

The proposed project is 1.3 km away from the closest European Site (Lower River Suir SAC). Given the characteristics, small scale and short-term nature of the sources for impacts from the proposed project, it is concluded that the proposed project will not give rise to any significant adverse effects on any designated European sites, alone or in combination with other plans or projects. This evaluation is made in view of the conservation objectives of the habitats or species for which these sites have been designated.



## 4.2 Flood Risk Assessment

A preliminary flood risk assessment has been undertaken by reviewing information from the Office of Public Works (OPW) national flood information portal ([www.floodinfo.ie](http://www.floodinfo.ie)). The fluvial flooding map is shown in Figure 4.1 below. The scheme extents are not subject fluvial (river) flooding with no fluvial flood catchment area in proximity to the site.



Figure 4-1: Fluvial Flood Risk Assessment Map