

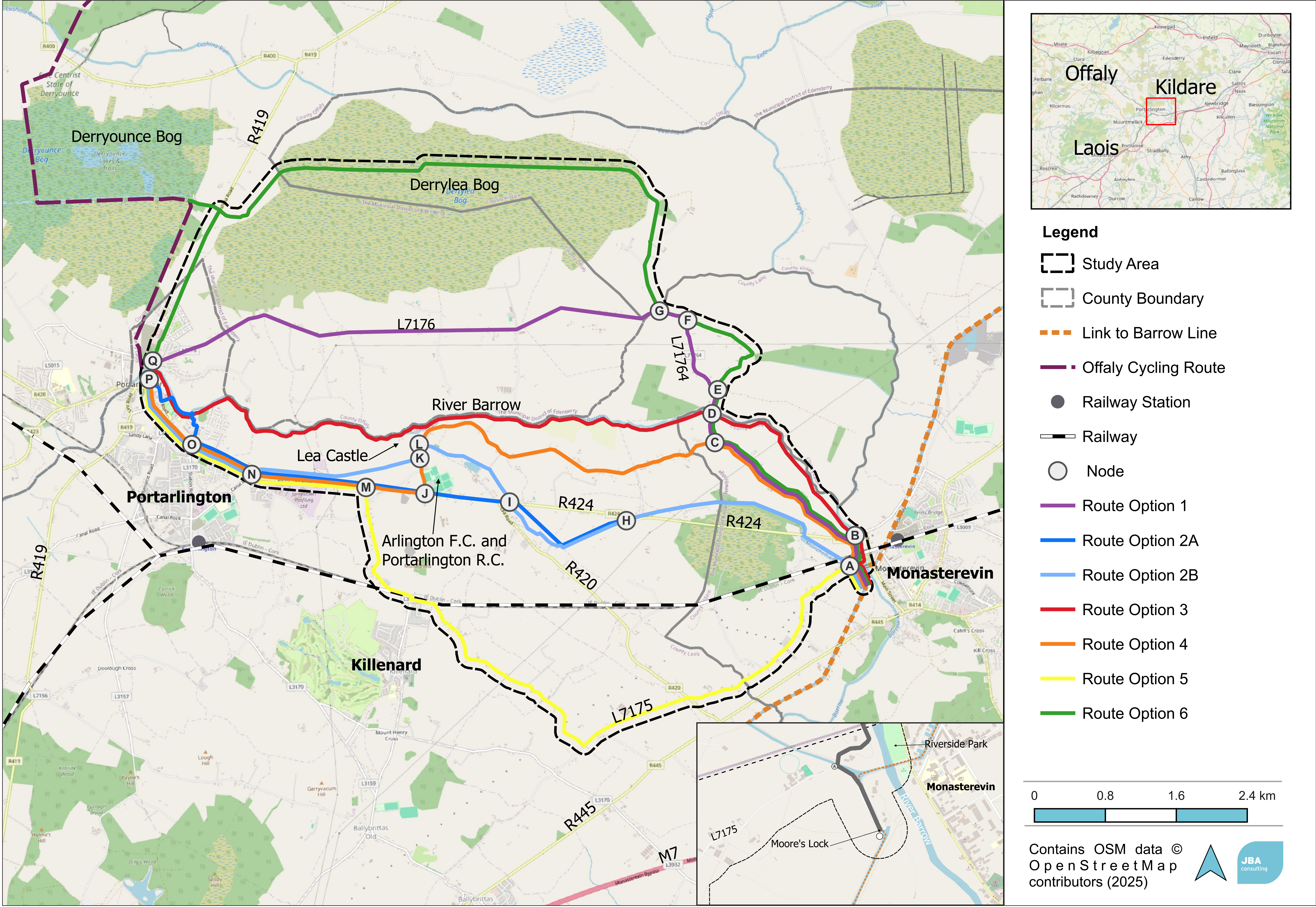
MONASTEREVIN TO PORTARLINGTON LINK

PROJECT AIM

Develop a feasible, inclusive link for everyday trips and leisure that respects environmental and heritage sensitivities and links Portarlington to Monasterevin.

KEY POINTS

- Link between Grand Canal to Portarlington Greenway and Barrow Way Blueway.
- Baseline-led approach across ecology, heritage, landscape, connectivity, recreation, tourism, access, landownership, safety, climate, transport.



STUDY AREA

Includes Monasterevin to the east, Portarlington to the west, Derrylea bog to the north, the L7175 and L71703 to the south and the lands in between.

KEY POINTS

- Barrow River, WI disused canal, roads and rail create a natural east-west spine with multiple places to connect into local streets and paths.
- Low-lying farmland, private properties, riparian margins and woodland/ bog edges influence where alignments can sit.
- The Routes are indicative corridors to compare at this stage; the Routes will be refined following engagement and any required further surveying.

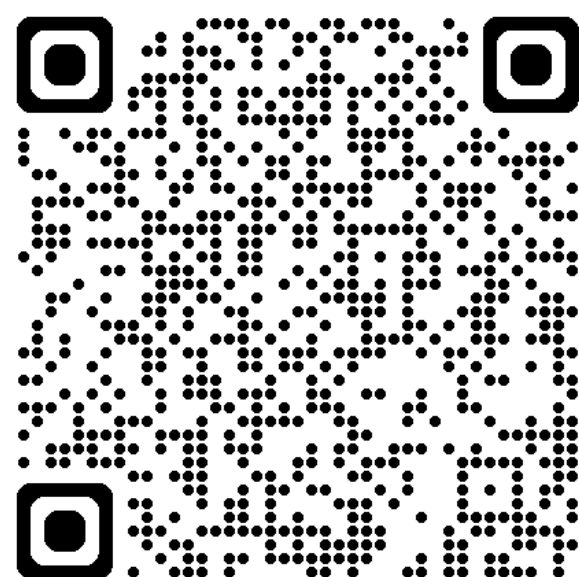
ROUTE OPTIONS	
Option 1 — Purple (10.68 km)	From Moore’s Lock, the route crosses the canal bridge at A, turns left onto the R424 at B, and almost immediately turns right onto the L7176. At C it turns right onto the L71764 spur and continues to E, where it keeps to the main line of the L7176 through F to G. West of G, it continues on local L-roads towards Portarlington, generally avoiding long runs on the R420.
Options 2A and 2B — Blue 2A (9.43 km), 2B (10.50 km)	2A crosses at A, follows the towpath and the disused canal to H, and continues to I. Here 2B stays with the disused-canal corridor towards L, then K, before joining the R420 at N. From O, 2B rejoins the R420 into Portarlington.
Option 3 — Red (10.26km)	After crossing the bridge at A, the alignment reaches B, where it leaves the road network to join the River Barrow corridor. It then follows the riverside into Portarlington, approaching the town via the park-side, with access anticipated in the People’s Park area before connecting to central streets.
Option 4 — Orange (10.86 km)	From Moore’s Lock the route crosses at A, turns left on the R424 at B and quickly right onto the L7176 through to C, E, F and G, then uses local roads to reach O, where it follows the R420 into Portarlington.
Option 5 — Yellow (11.60 km)	This is the only option that does not cross the bridge at A. It turns left onto the L7175, then right onto Ballycarroll, right again onto Tirhogar Drive north of Killenard, then right onto the L71703, and finally right onto the R420 into Portarlington.
Option 6 — Green (13.82 km)	At A, turns right, then turns on the R424 at B, and turns right onto the L7176. At C it turns right towards the L71764 spur; at E it takes the first right onto a local road re-joining the L71764 at F, and continuing to G. Beyond G, it heads towards Portarlington on the R419.

HAVE YOUR SAY

Tell us which corridors work best for daily trips and leisure, mark areas that need further investigation, access gaps and local sensitivities.

SCAN THE QR CODE

AND GIVE US YOUR OPINION



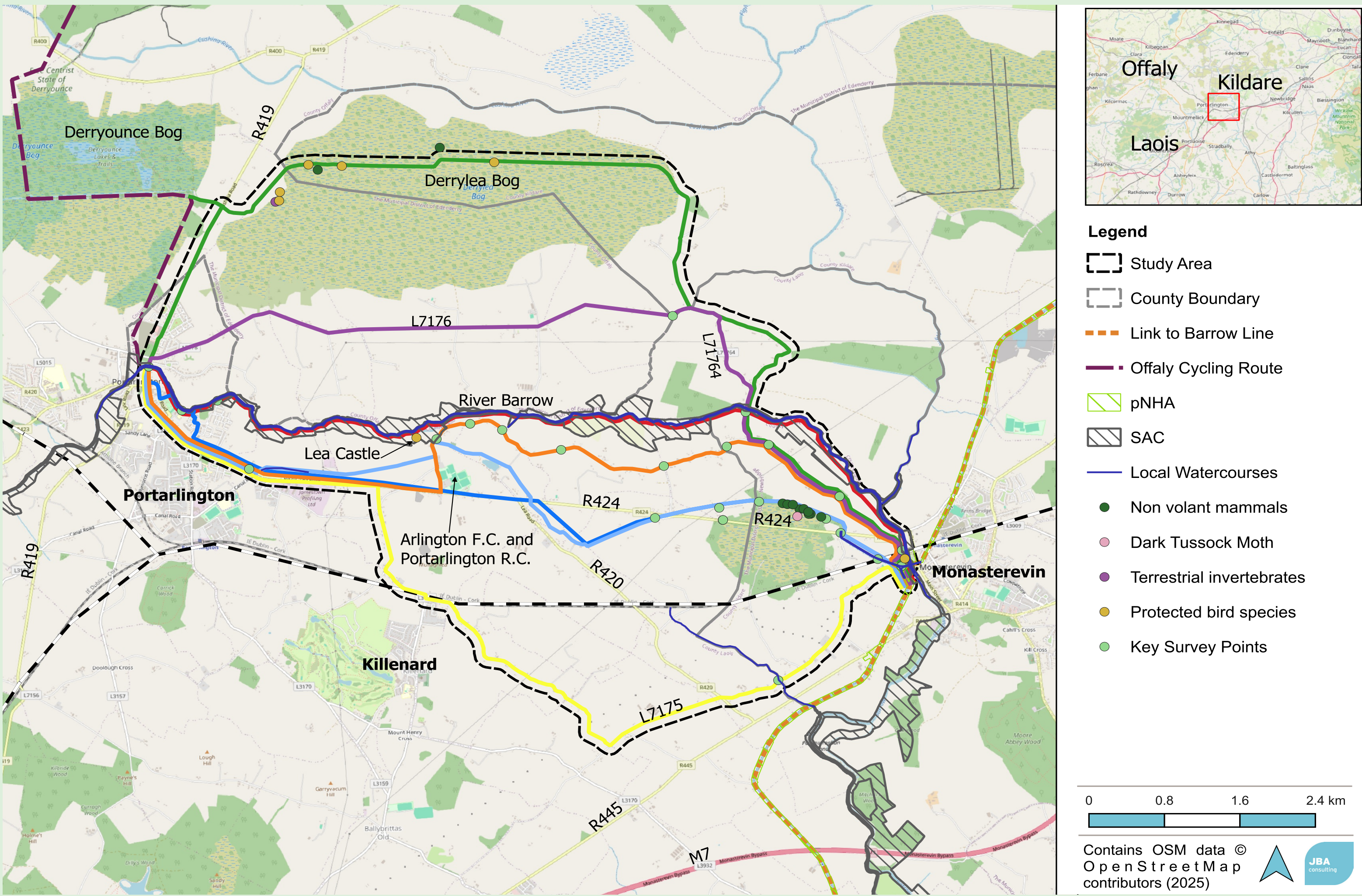
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BIODIVERSITY

The Barrow and canal form connected habitat corridors of riparian woodland, wetlands and field boundaries. The area includes designated sites and species of conservation interest.

Key considerations:

- Riparian edges & crossings: setbacks; careful bridge/culvert design; runoff and silt control.
- Species: allow for bat, bird of prey, fish, other vertebrate and invertebrate habitat; schedule surveys and seasonal protections.
- Invasive plants: map and manage INNS with biosecurity before ground works.
- Enhancement: native planting, pollinator verges, defragmentation of habitats, small SuDS/wetland features where space allows.
- Protection: preference to avoid hedgerow and established vegetation removal.

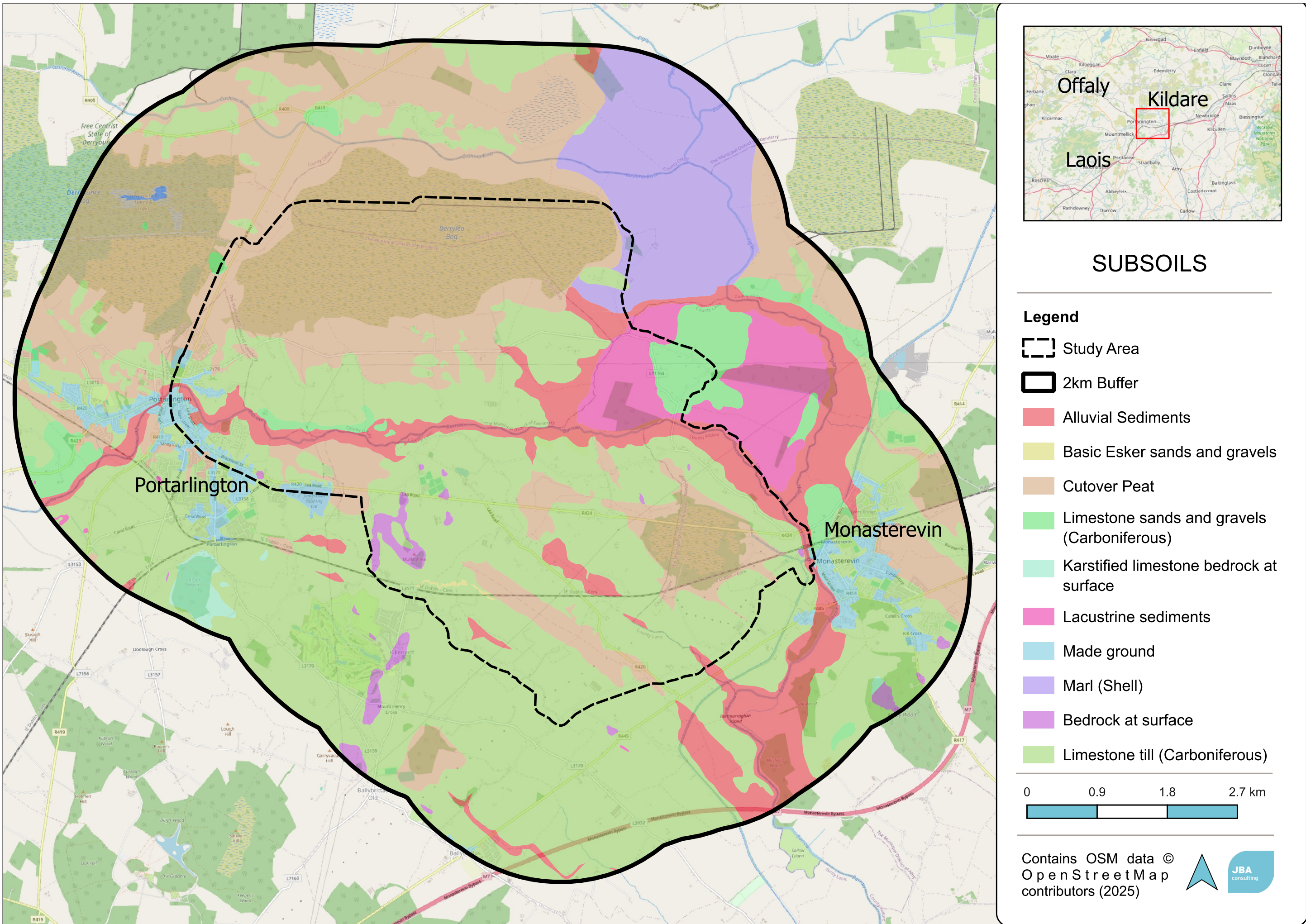
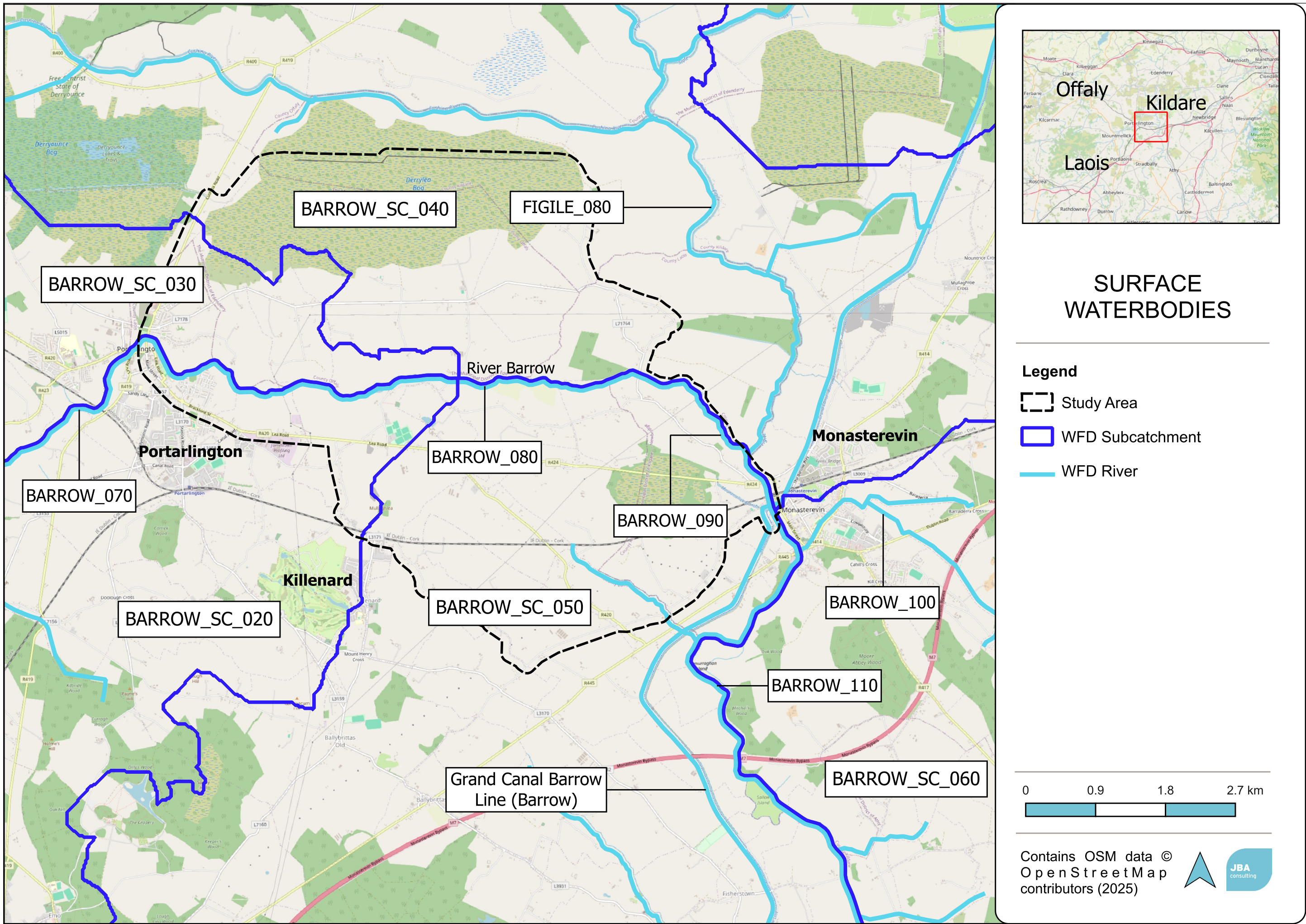


WATERBODIES, SOILS & GEOLOGY

Several WFD waterbodies intersect the area with mixed status and risk; ground conditions range from alluvial soils to locally vulnerable groundwater.

Key considerations:

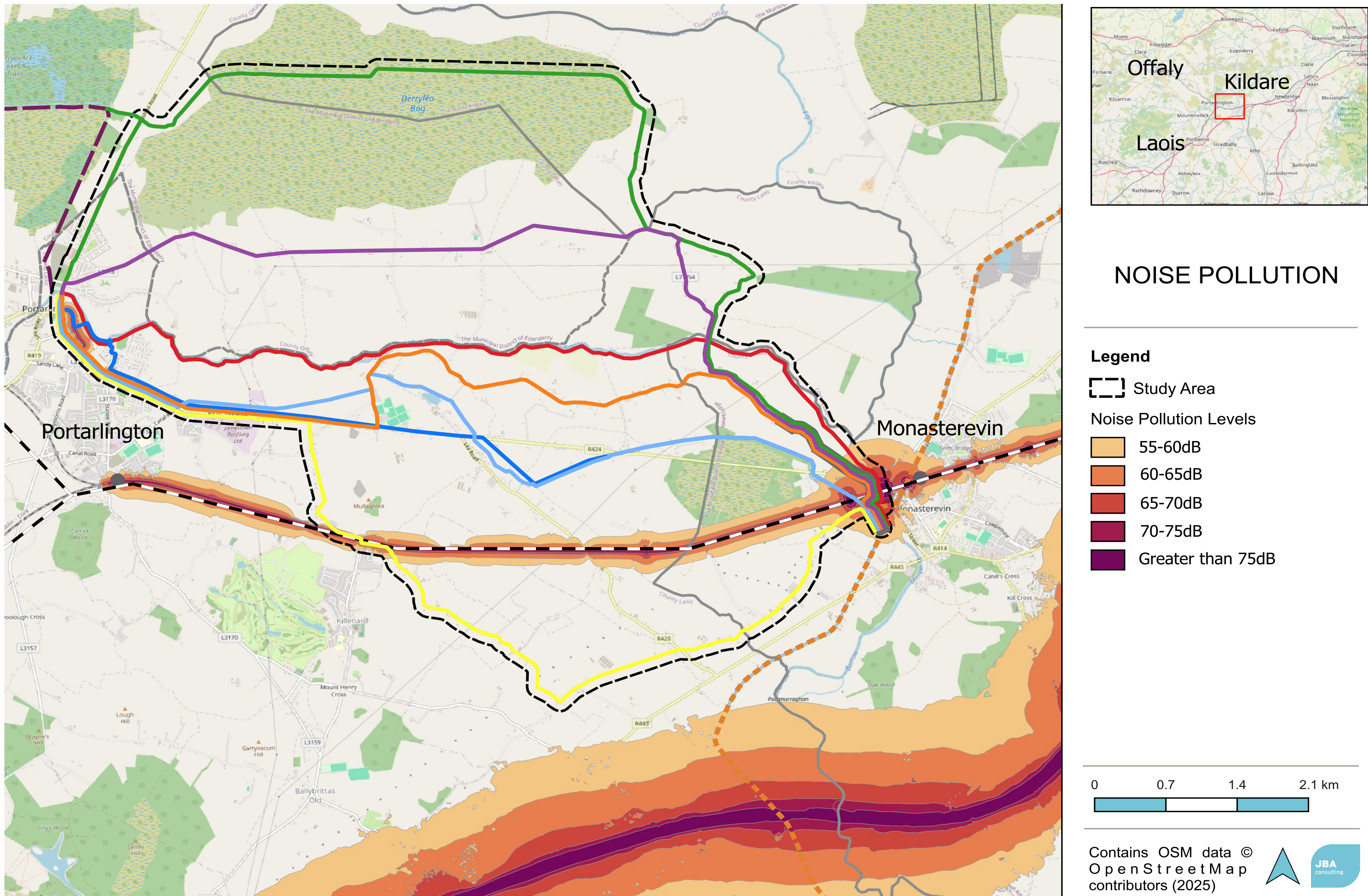
- Avoid water-quality deterioration; treat runoff and protect flows.
- Choose construction methods and materials to suit local ground conditions.
- Provide maintenance access for drainage assets.



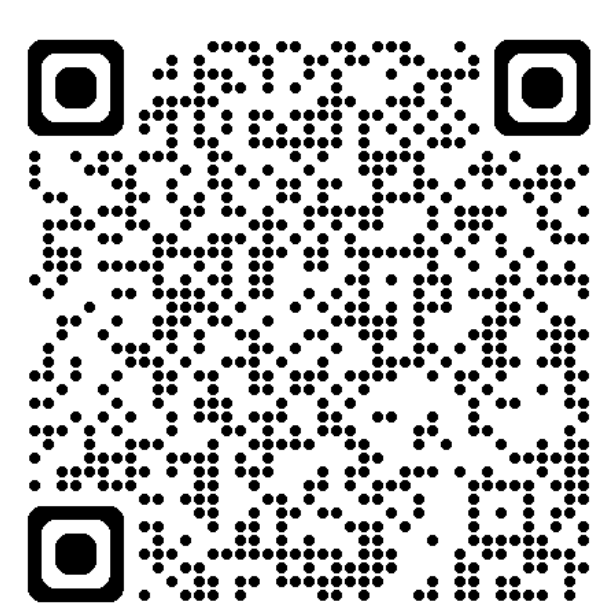
AIR & NOISE

Key considerations:

- Manage construction dust/ noise and maintain access during works.
- Use planting, alignment choice and detailing to moderate noise near settlements.
- Increase recreational value and offered amenity by moving away from noise hubs and closer to cleaner air environments.



HAVE YOUR SAY



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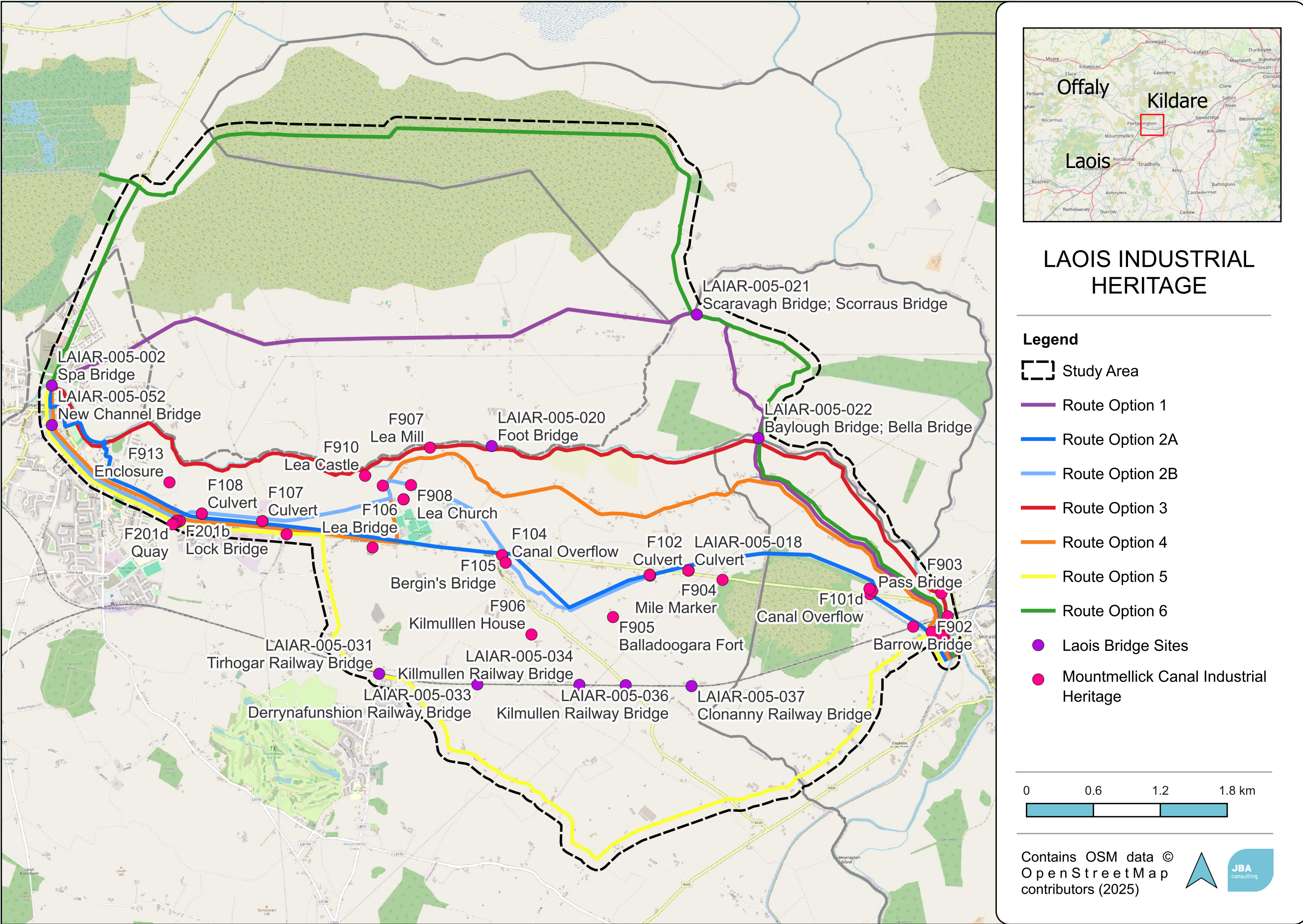
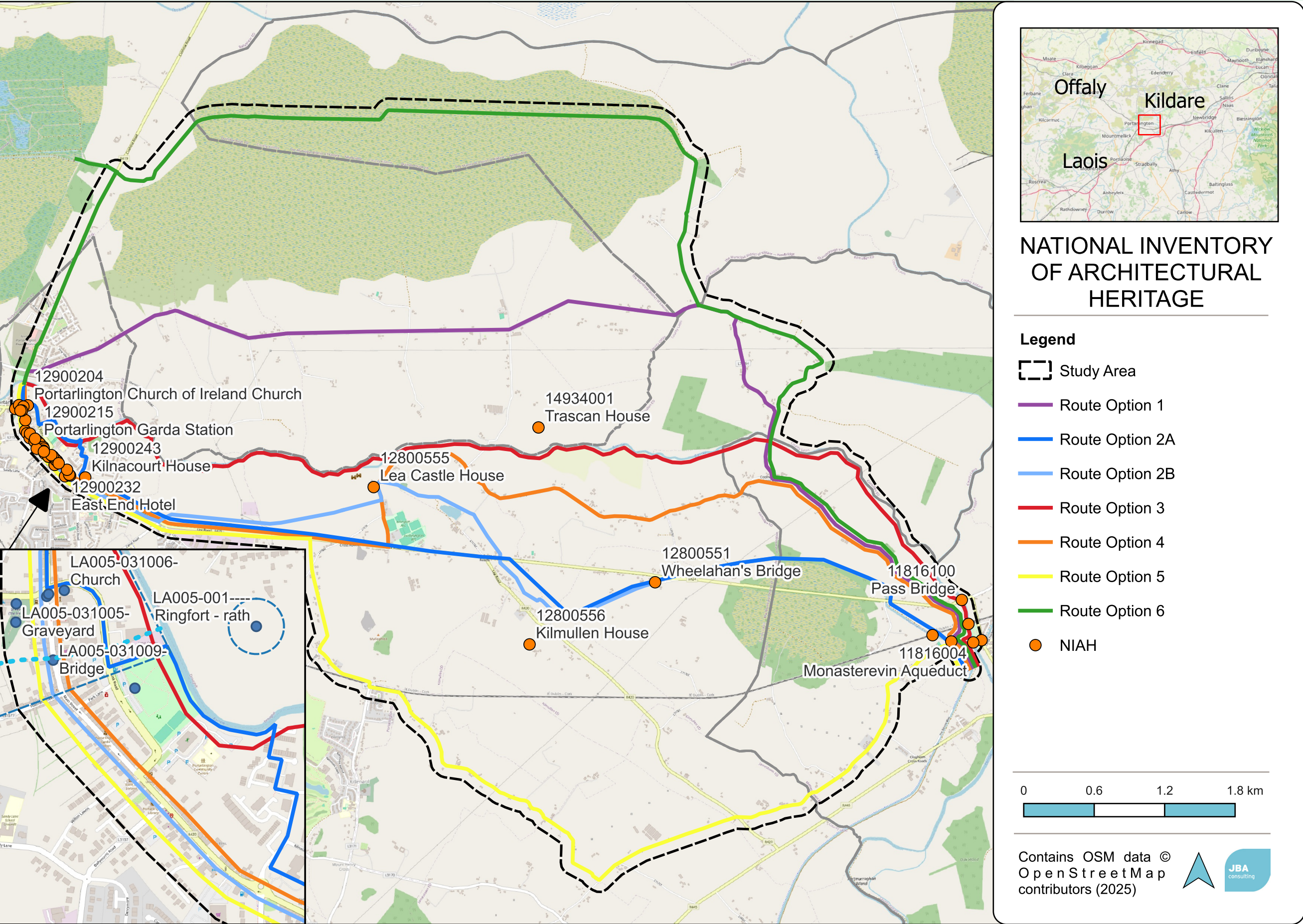
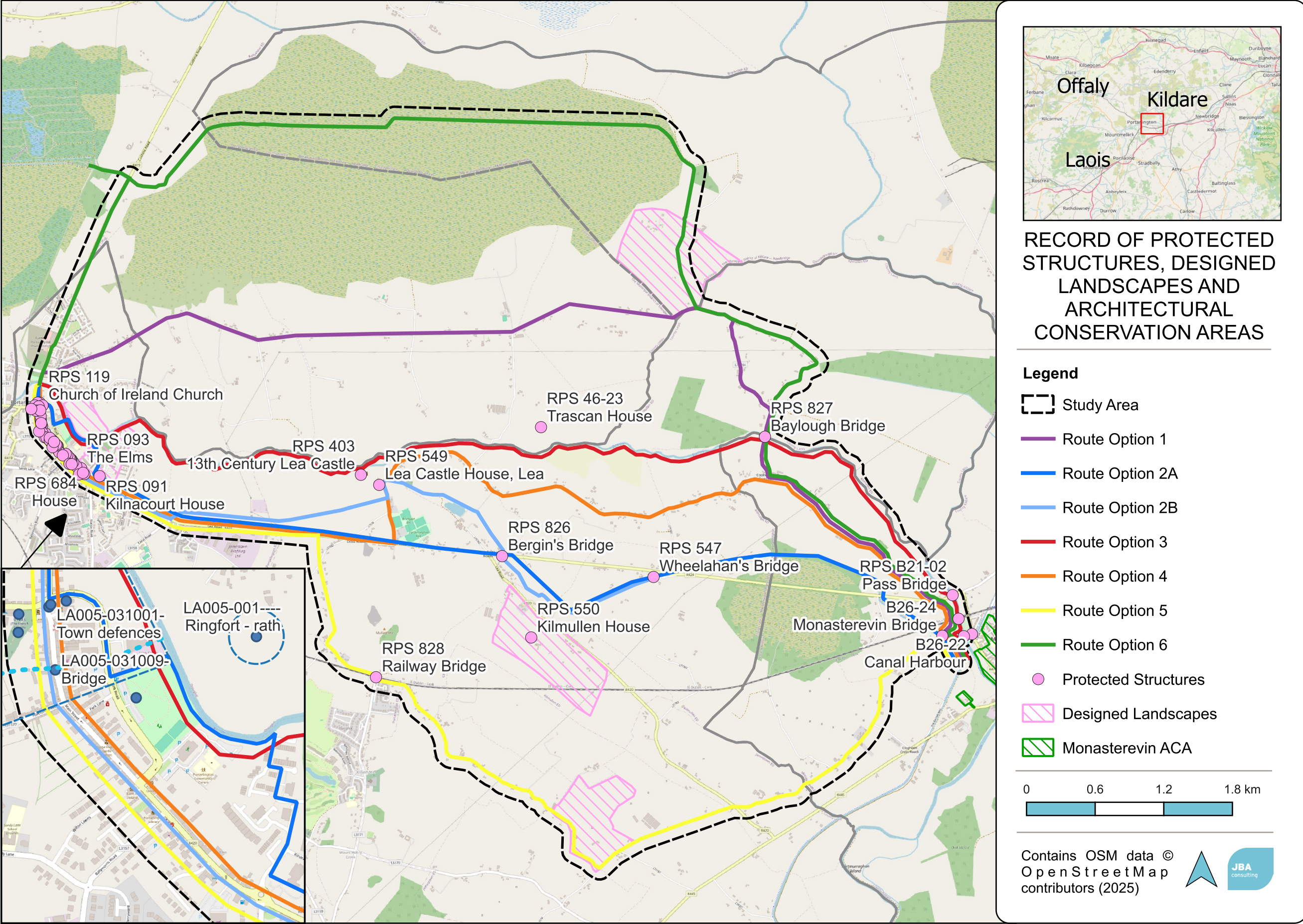
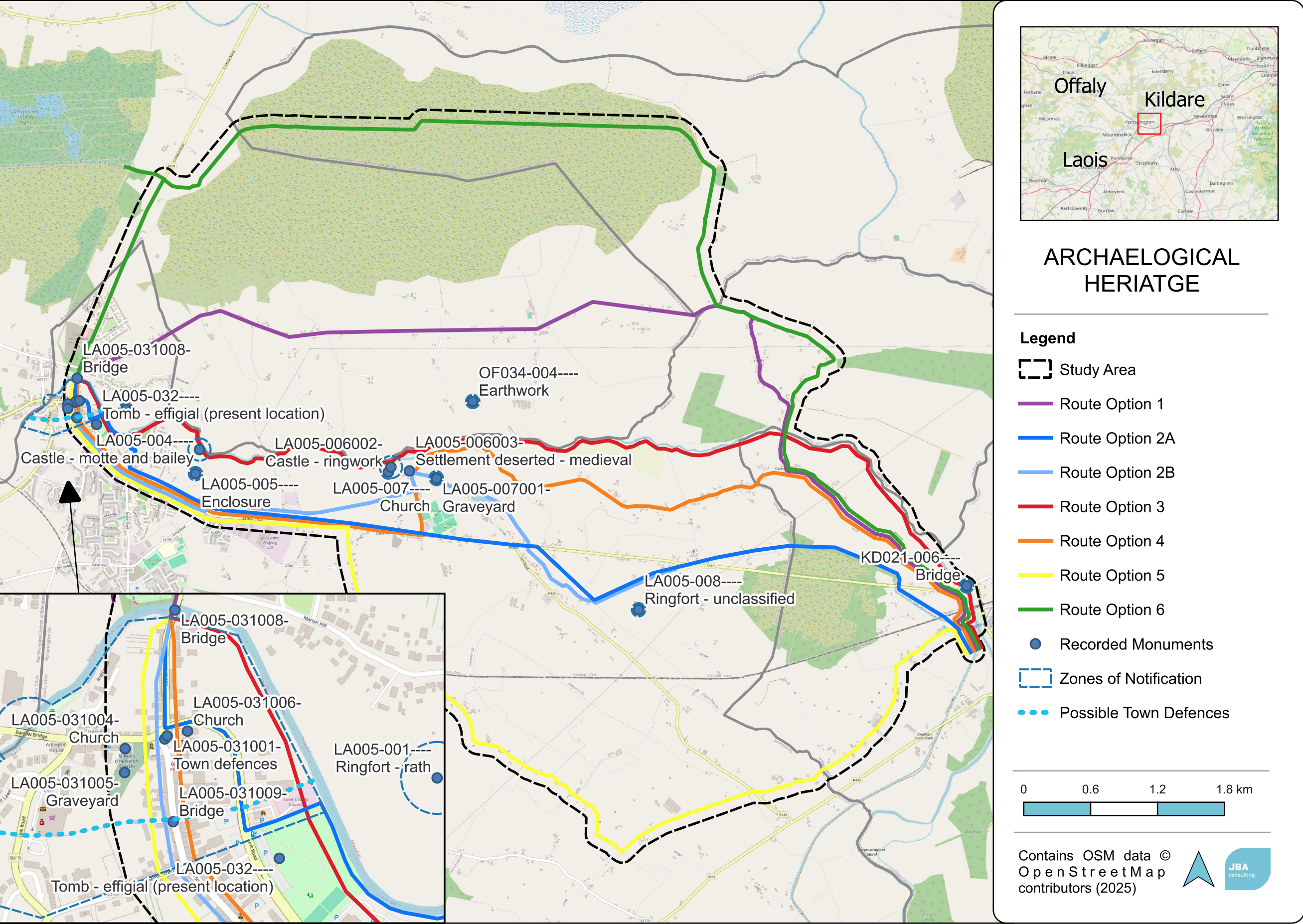
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BUILT HERITAGE, ARCHAEOLOGY & CULTURAL HERITAGE

Canal engineering (aqueducts, locks, bridges), Lea Castle, town-core structures and recorded archaeology give the corridor a distinctive historic identity.

Key considerations:

- Avoid direct impacts to RMP / Protected Structures / canal fabric; use reversible, light-touch solutions where proximity is necessary.
- Protect settings and views to bridges, locks, aqueduct and the castle.
- Archaeological potential is higher near river/canal—investigations and monitoring may be required.
- Early liaison with authorities and owners will shape viable solutions.

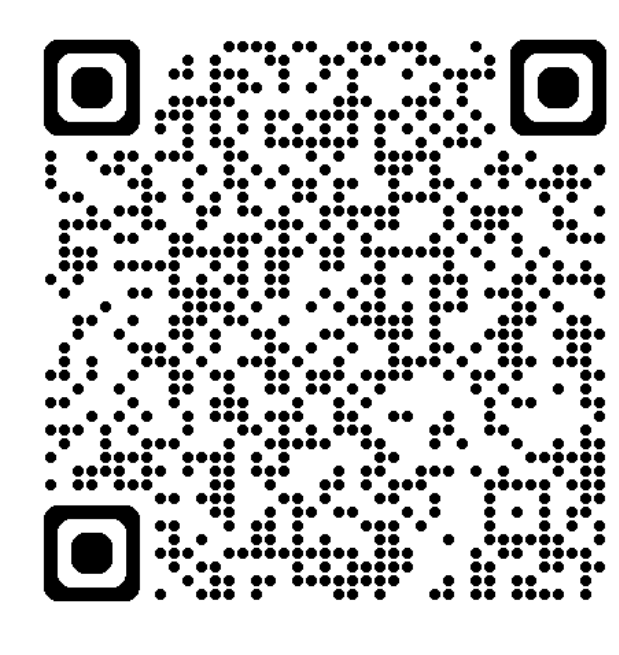
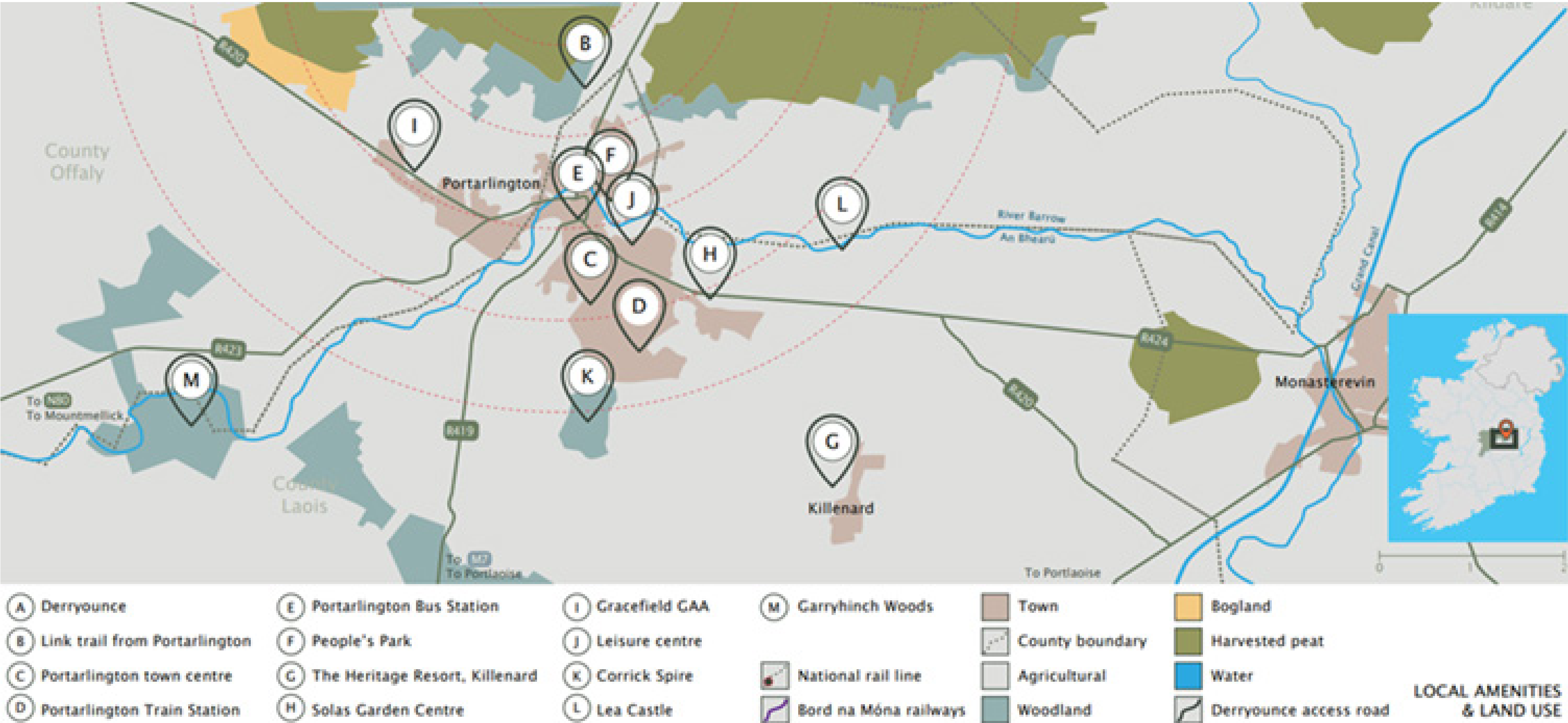


RECREATION & TOURISM

A coherent route linking towns, Derryounce, canal towpaths and public transport strengthens day-trip and short-stay appeal and supports local business.

Key considerations:

- Seamless trailheads and wayfinding into town centres, canal, cultural heritage and Derryounce.
- Consistent branding and interpretation aligned with regional visitor experiences.
- Support local services (bike parking/repair points, rest areas) in appropriate places.
- Balance between longest off-road route (tourism focused approach) and shortest route (commuter friendly approach)
- Opportunity to showcase the local history and provide educational, physical and commercial activities.



HAVE YOUR SAY

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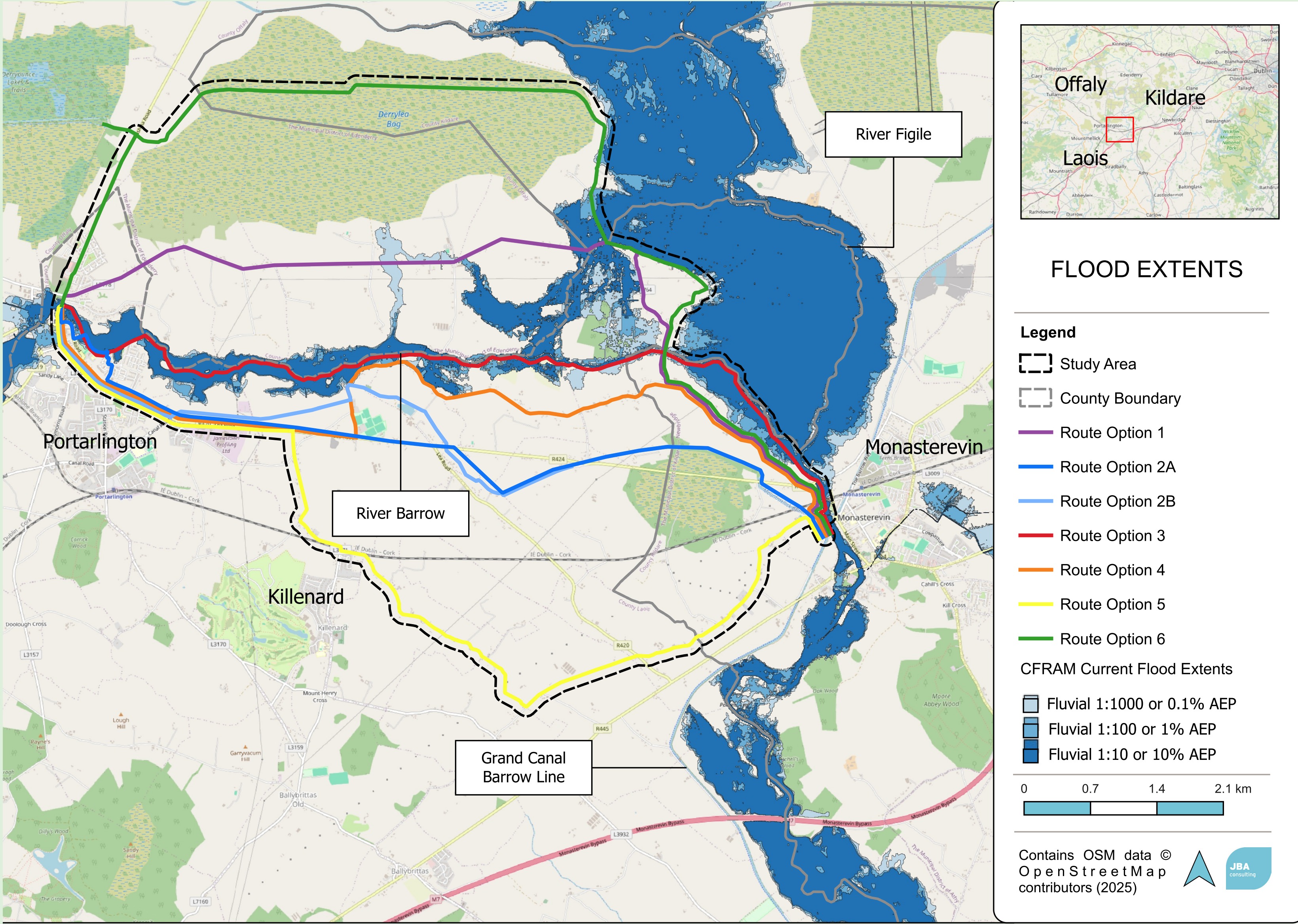
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DRAINAGE, STRUCTURES & TRAFFIC

Crossings of the Barrow and local drains, plus interfaces with regional roads and the rail line, will shape feasibility and user safety.

Key considerations:

- Protect flow paths and water quality; integrate SuDS and silt controls.
- Simplify junctions; minimise exposure to higher-speed traffic.
- Consider local traffic needs and traffic calming opportunities.
- Some locations may require new or repairs to existing foot/cycle bridges, cantilevered walkways or traffic management (to be assessed in design). Repairs would be preferred over introduction of new structures.
- Consider opportunities for Nature-based Solutions and features that contribute to the reduction of Flood Risk.



INFRASTRUCTURE, ACCESS & LANDOWNERSHIP

The route must tie cleanly into town streets, quiet roads, the station, and canal paths, while respecting private land.

Key considerations:

- Prioritise everyday connections (schools, estates, workplaces, centres).
- Prioritise potentially affected members' feedback.
- Coordinate with utilities and plan construction access and environmental controls near water.
- Maintain accesses to properties and lands.
- Provide opportunities to upgrade/ repair existing infrastructure.

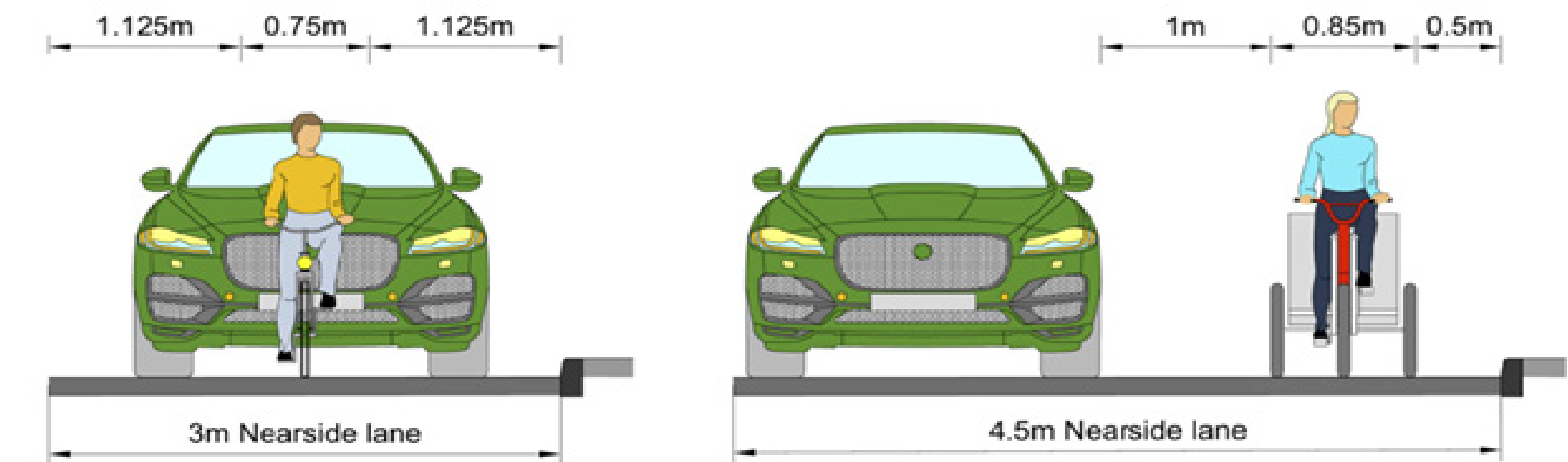
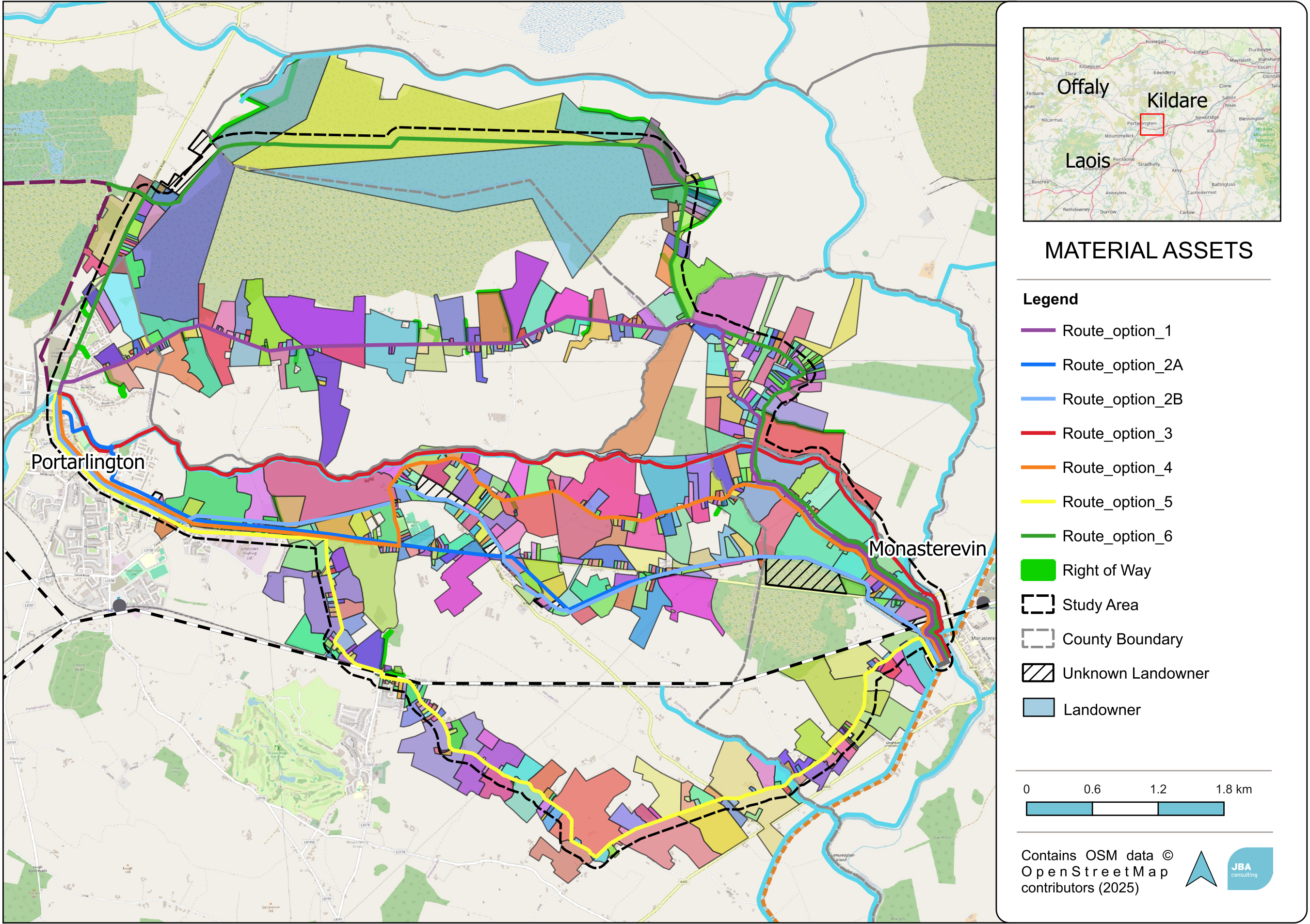
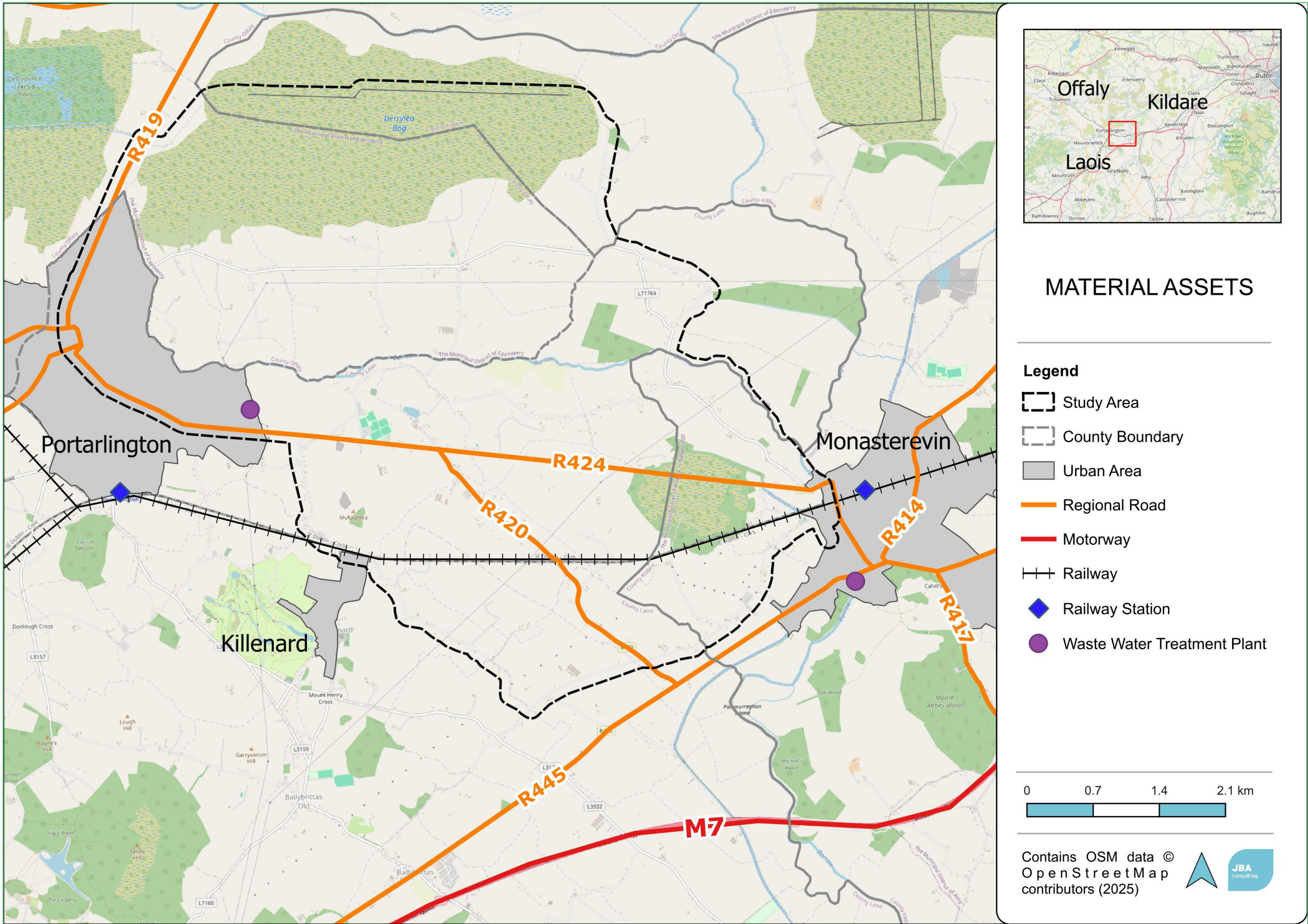
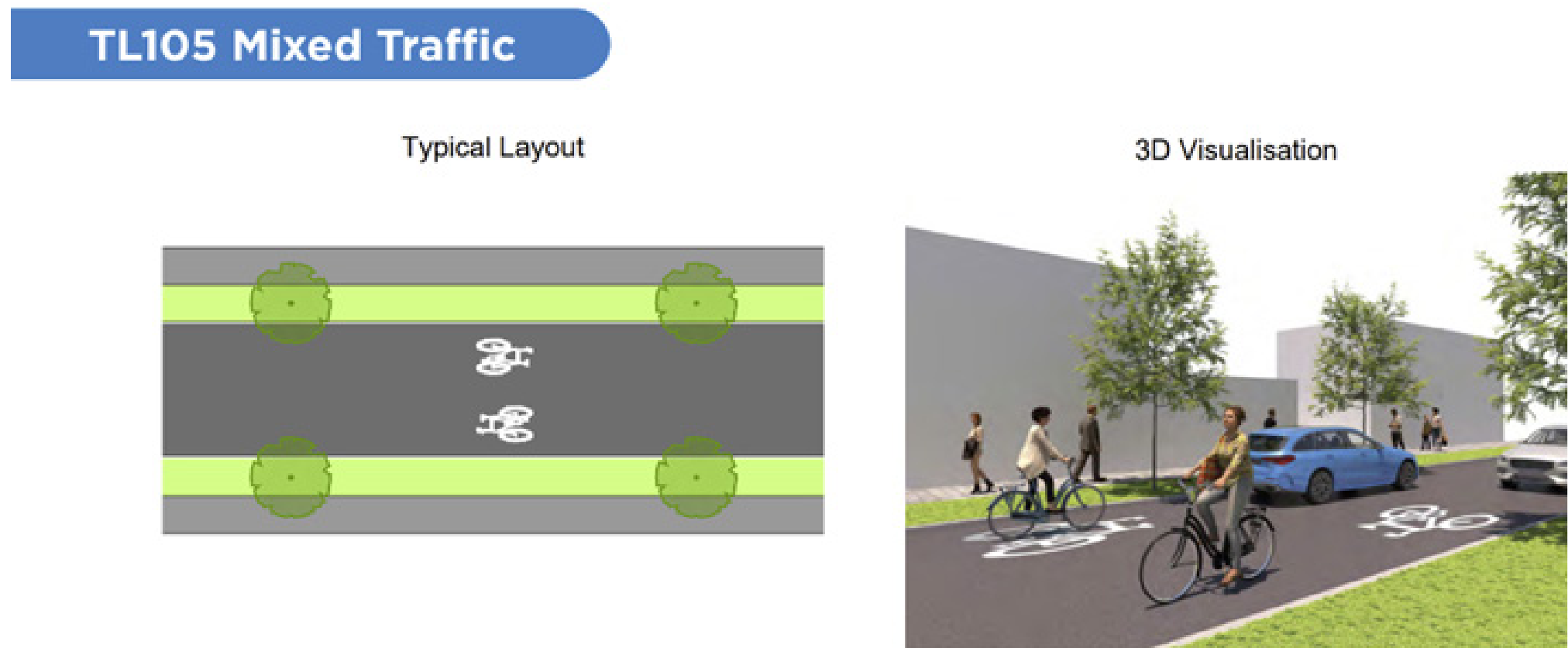


Figure 4.34: Primary and secondary cycling positions.

Primary and Secondary cycling positions



Typical arrangement and visualisation of Primary cycling position

CLIMATE ACTION

Design should be resilient to flooding and support modal shift by connecting everyday origins and destinations while enhancing green infrastructure.

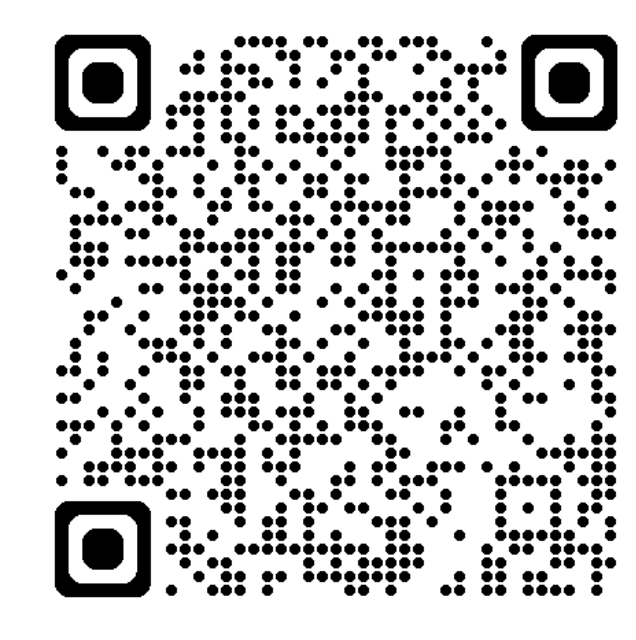
Key considerations:

- Where floodplain is encountered, consider local raising/realignment and resilient surfacing and NbS and SuDS to protect water quality
- Retain/enhance trees and hedgerows for shelter, biodiversity and carbon benefits.
- Consider the materialisation CO2 footprint and long-term Climatic Change resilience of the project.



HAVE YOUR SAY

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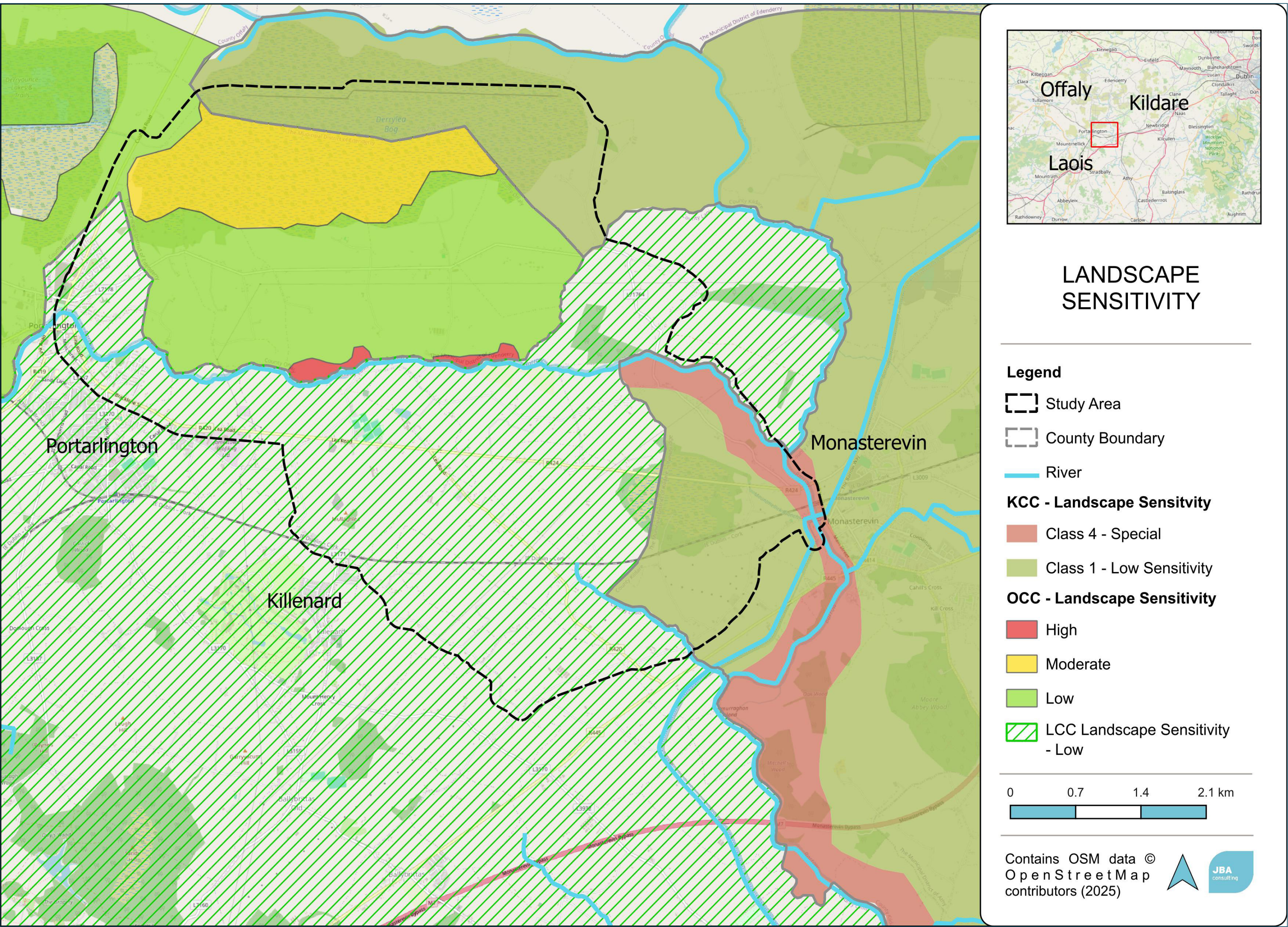
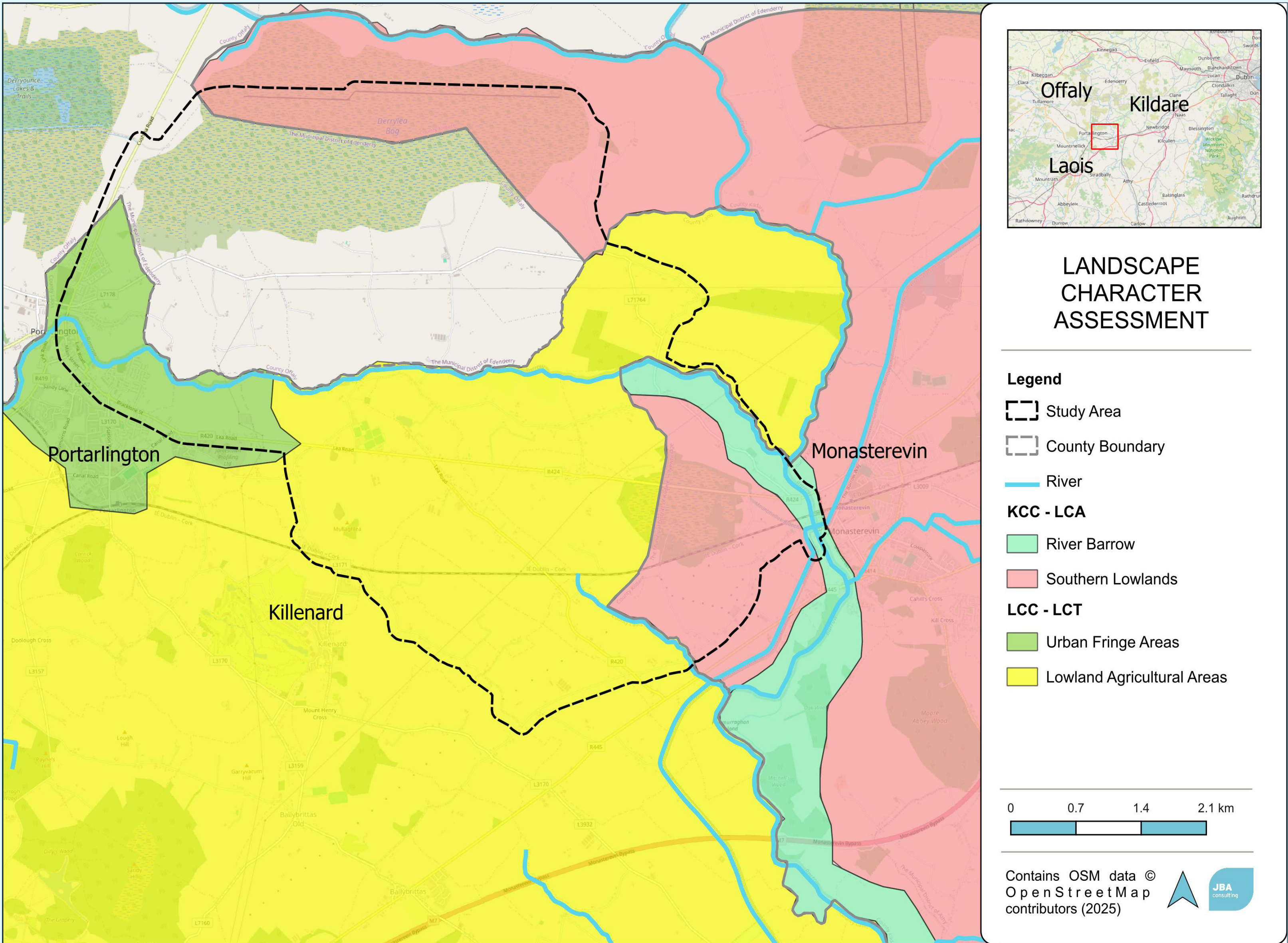
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LANDSCAPE, GREEN & BLUE INFRASTRUCTURE

The key landscape character comes from the Barrow floodplain, hedgerow network and riparian trees. The canals and aquaduct in Monasterevin, bridges crossing over the Barrow the scattered residencies and buildings relating to the use of the land for agriculture form the large amount of man-made contributions to the landscape character.

Key considerations:

- Respect open views and riparian character; avoid clutter near sensitive edges.
- Retain and reinforce hedgerows/trees; connect habitats along river and canal.
- Materials, colours and detailing should respond to rural/heritage settings.
- Consider restoring neglected elements of the cultural and natural heritage that could enhance the local landscape character.
- Protect and where possible enhance visual amenity of private residencies and public setting.



POPULATION & HUMAN HEALTH

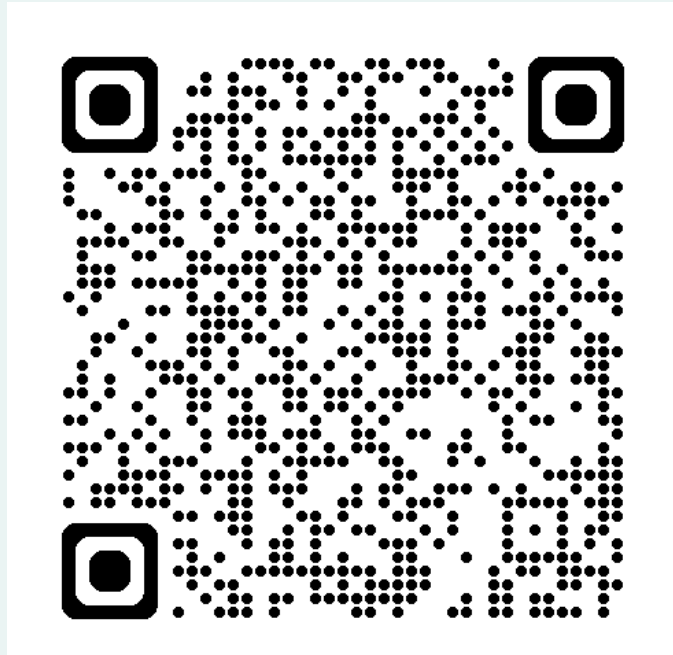
A greenway can provide a safe, comfortable alternative to main roads for everyday trips, with health benefits from active travel and access to nature.

Key considerations

- Prioritise links to schools, town centres, neighbourhoods and the rail station.
- Comfort and safety (surface quality, crossings, lighting where appropriate) drive uptake.
- Inclusive design welcomes a wide range of users and cycle types.

Roles of towns within study area

Town	Role	Description
Monasterevin	Self-sustaining town	High level of population growth and a weak employment base. Has the potential to improve employment through biotechnology, tourism, and food and beverage products.
Portarlington	Self-sustaining growth town	Market and commuter town with good transport links, offering a moderate level of jobs and services, with the capacity for growth to become more self-sustaining.
	Offaly	Provide essential functions for residents and surrounding areas, including housing, employment, and services. Rapid population growth has led to commuter-focused expansion, necessitating investment in services, infrastructure, transport, amenities, and local employment to become more self-sustaining.
Killenard	Village	Play a crucial role in providing local services and amenities, featuring attractive streetscapes and heritage buildings, and offer opportunities for future expansion to attract residents seeking a rural lifestyle.



HAVE YOUR SAY

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Comhairle Contae Chill Dara
Kildare County Council



IAC Archaeology



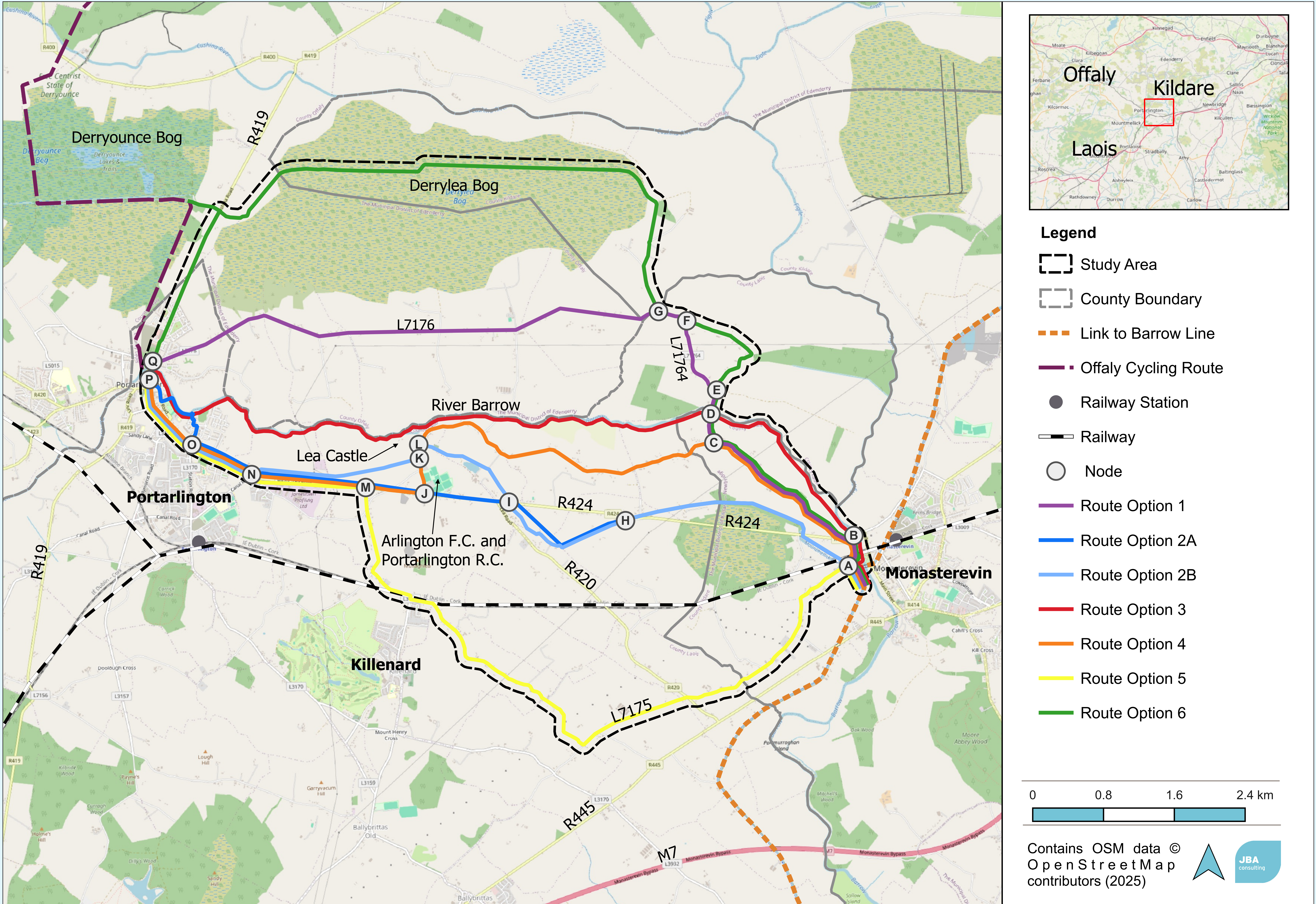
momentum
transport consultancy



Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040

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OPTION COMPARISON

Most options are expected to be deliverable with low to moderate biodiversity interaction once standard mitigation is applied. The road based options are having the potential to impact less habitats while Option 6 Green has the highest potential to improve the existing. Option 3 Red is almost in its entirety in the River Barrow SAC with sensitive or protected river habitats being directly impacted potentially significantly.

In tourism terms, the all options are offering similar benefits. Options 2A Blue, 2B Blue, 3 Red, 4 Orange, 5 Yellow and 6 Green all have clear potential to attract visitors and support local spend through riverside/canal experiences and heritage story-telling. Option 1 Purple still offers credible visitor appeal, just a little more locally focused. Option 6 Green is more in line with the Fáilte Ireland and TII guidelines for a longer, off-line route.

When it comes to property interaction most road based routes (1 Purple, 4 Orange, 5 Yellow) are expected to minimise effects on private properties by favouring public or managed corridors. So is Option 3 Red. Options 2A Blue and 2B Blue would touch more private frontages and ownerships, creating a higher risk of agreements, access and boundary issues. 6 Green has some interaction but is less exposed than the Blue variants.

On infrastructure, the majority can reuse existing widths and structures without extraordinary works. Options 2A Blue, 2B Blue and 6 Green make particularly strong re-use of existing corridors, whereas 3 Red would require more new path sections and structural solutions near the river.

For commuting and directness, most options provide a workable everyday link between the towns. 2A Blue, 2B Blue, 3 Red and 4 Orange are more direct and time-efficient for regular trips, while 1 Purple, 5 Yellow and 6 Green are adequate but a little less direct.

Connections to amenities are strong across almost all options, giving good access to town centres, services and schools; 3 Red is comparatively weaker here, reflecting its more set-back alignment in places while the 2A Blue, 2B Blue and 4 Orange offer better links to existing sports grounds.

Finally, in terms of showcasing existing features, every option can present heritage well, and 2A Blue, 2B Blue, 3 Red and 4 Orange have particularly strong potential to showcase landmark views and historic settings. The others still offer good opportunities, just with slightly fewer "iconic" moments.

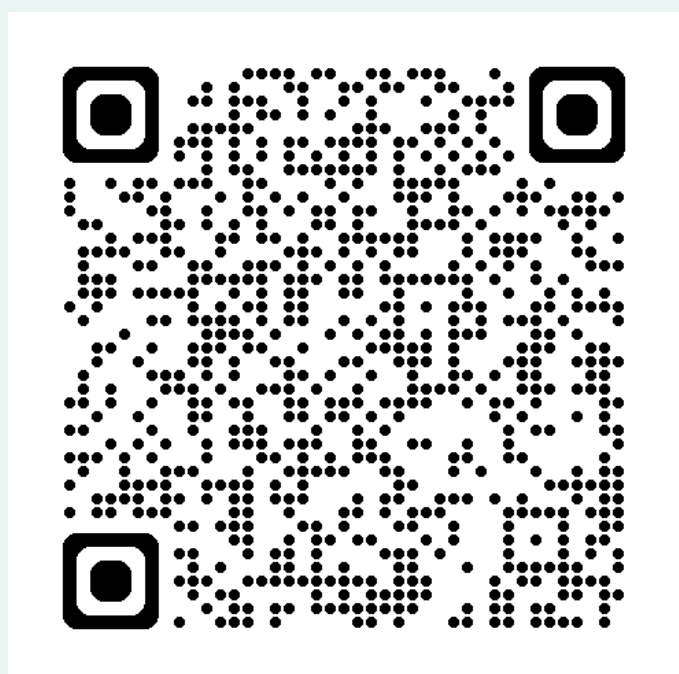
FUTURE STEPS

Public input and targeted surveys will refine alignments before any decision. The process then moves from consultation to final feasibility.

Future Steps — key steps

- Refine corridors using feedback.
- Prepare Options Report, then Feasibility Report (expected in February 2026)

HAVE YOUR SAY



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