

ALLENWOOD (FIODH ALÚINE)

HISTORY AND EVOLUTION

- 1756**
Grand Canal acted as a key east-west trading route for commercial use
- 1837-1842**
Allenwood was a coaching post located between peat area and the Grand Canal
- 1952-1994**
 - ESB construction and the settlement of employed population
 - ESB cooling tower demolished in 1994, along with the decommissioning of bog train.
- TODAY**
An increase in population along with an expansion of residential settlements.

ALLENWOOD TODAY

Allenwood (Fiodh Alúine), a small village situated on the Grand Canal, is a local service centre for its local and wider hinterland area. A defining natural asset of the village is the Grand Canal and tow paths which link and connect with neighbouring settlement areas. The village has a well-established residential areas with potential for future growth. The village core is the primary area for economic, social and commercial activity.



Allenwood junction



Grand Canal Greenway



Skew (Shee) Bridge



Existing public realm in Allenwood village



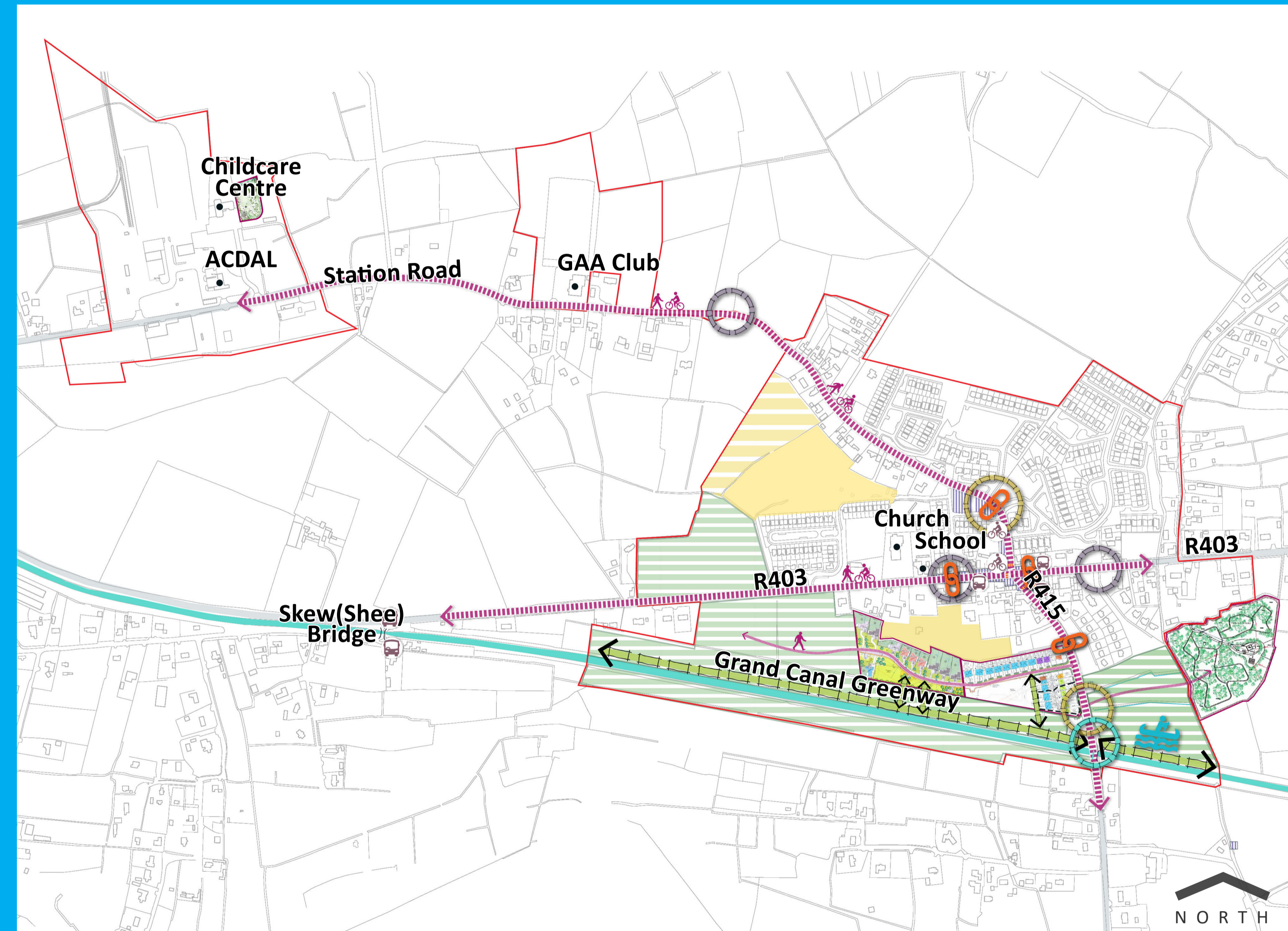
Potential for enhanced pedestrian safety



Church

VISION

To create a redefined sense of place and an enhanced identity for Allenwood. To provide a people and place oriented public realm, where vehicle dominance is addressed by enabling destination spaces to be more pedestrian and cycle oriented, and safely connected. Linking north and south Allenwood, the Grand Canal becomes fully integrated with the village fabric, creating a stronger sense of identity, and providing future proofing opportunities.

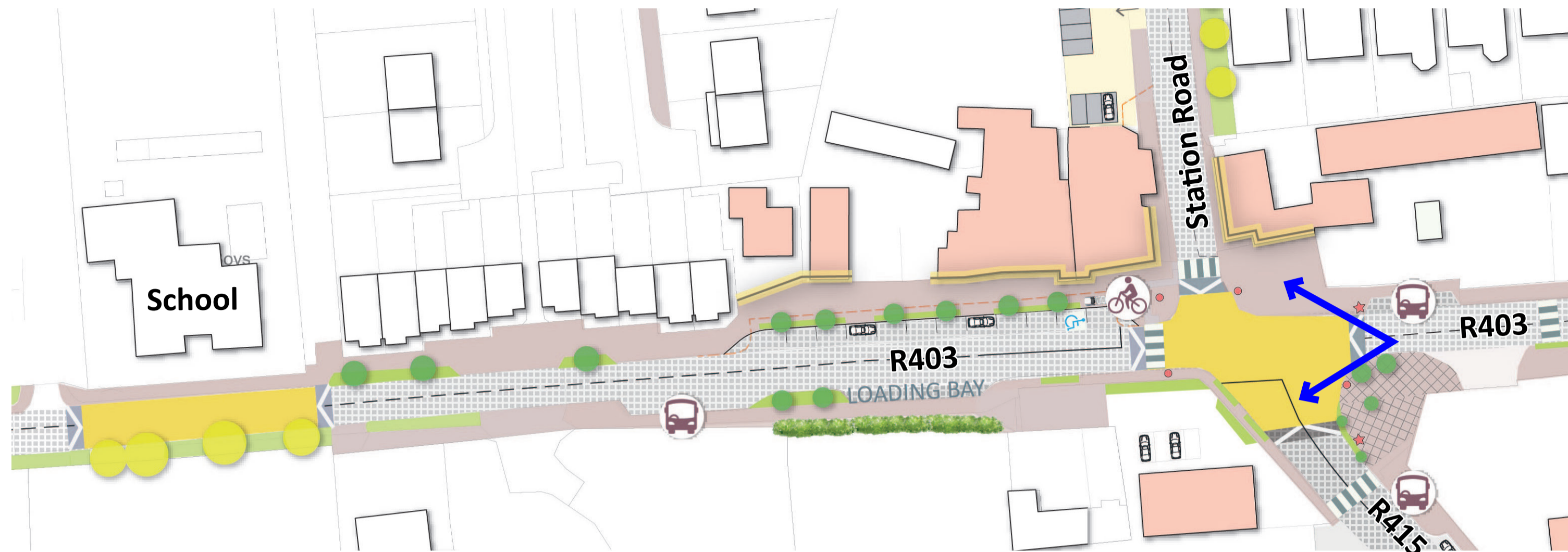


Key

- Study Area
- Grand Canal
- Bus stop location
- Existing pedestrian crossings
- Potential pedestrian crossings
- Potential pedestrian links
- Destinations
- Existing consented planning applications
- Connected pedestrian realm
- Hard surface public realm
- Green space, amenity opportunities
- Zoned residential lands
- Serviced sites
- Primary gateways
- Secondary gateways
- Canal gateway

ALLENWOOD INDICATIVE PROPOSALS

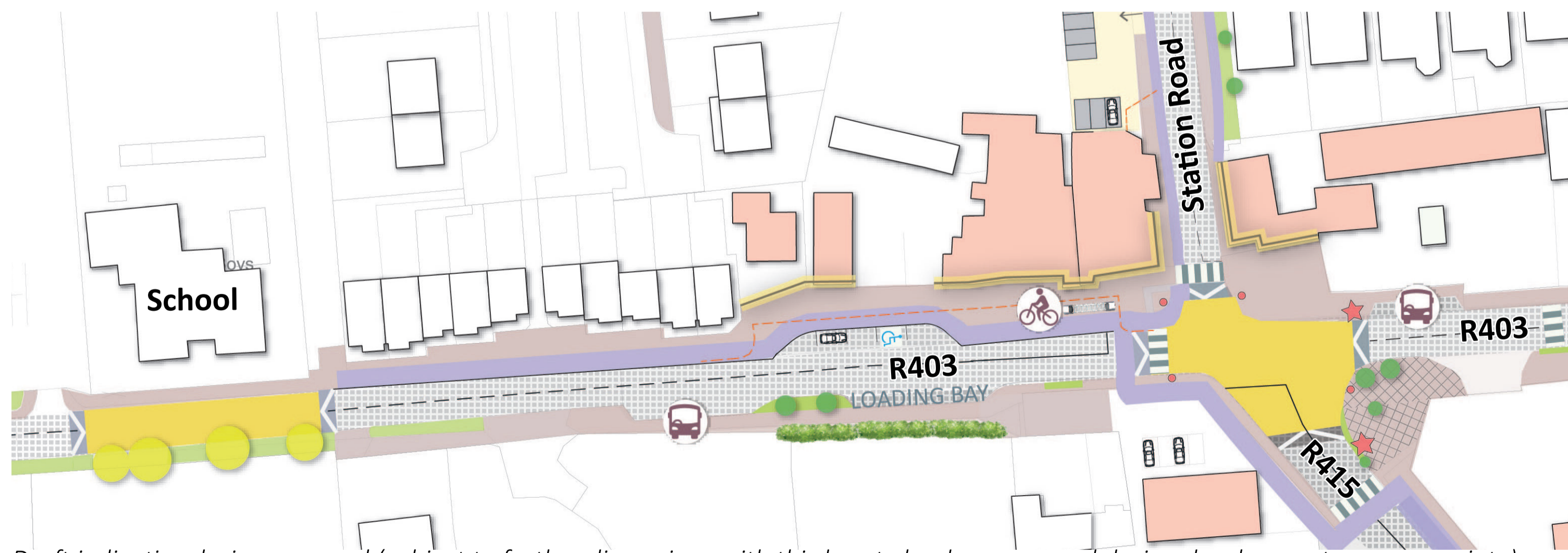
PROJECT AREA 1: ALLENWOOD JUNCTION



Draft indicative design proposal (subject to further discussions with third party land owners, and design development, as appropriate)

OPTION 1 RECOMMENDATIONS

- Enhancement of existing civic space south of the R403, and the forecourt area to the north.
- Introduce pedestrian crossings at Allenwood junction to prioritise safe pedestrian and cycle movement
- Introduce dedicated cycle parking within the village core
- Safer pedestrian and cycle movement between the school and bus stop, via introduction of traffic calming measures on the R403
- Rationalise and reduce car parking, and re-locate existing parking spaces to Station Road, away from the re-envisioned public realm areas
- Rationalise the dominance and speed of vehicular movement through the village core, through new and improved traffic management measures
- Provide high quality paving, lighting, materials and street furniture.



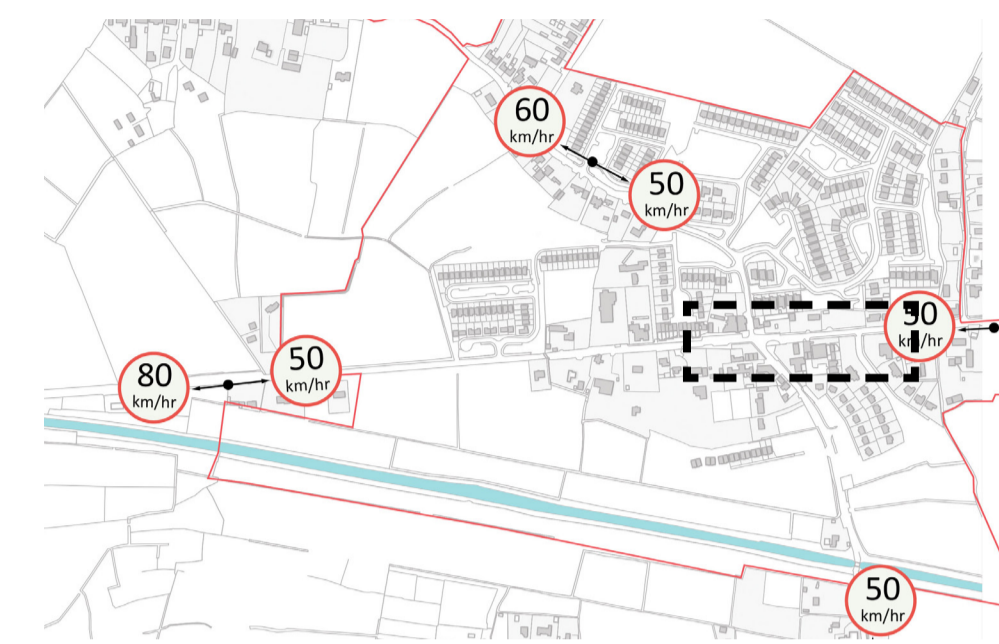
Draft indicative design proposal (subject to further discussions with third party land owners, and design development, as appropriate)

OPTION 2 RECOMMENDATIONS

- Create a potential dedicated cycle path from the Grand Canal to the village core, providing fully connected, safe infrastructure for all users.
- Provide for continuous pedestrian and cycle infrastructure, linking the Grand Canal and the GAA club.

Key

- | | |
|---------------------------------------|-------------------------------------|
| Pedestrian realm | Proposed transition area |
| Existing roads | Proposed gateway |
| Proposed raised table | Dedicated cycle parking |
| Existing layout | Proposed view point |
| Existing retail/commercial buildings | Dedicated cycle track |
| Activated frontages | Existing bus stops |
| Existing trees | Proposed new surface car park |
| Proposed trees | Traffic signals |
| Proposed signage/way-finding location | Proposed enhanced public realm area |
| Pedestrian crossings | |



Location of Project area 1



Draft indicative design proposal (subject to further discussions with third party land owners, and design development, as appropriate)



ALLENWOOD INDICATIVE PROPOSALS

PROJECT AREA 2: STATION ROAD



Draft indicative design proposal (subject to further discussions with third party land owners, and design development, as appropriate)

Key

- | | |
|---|--------------------------------------|
| Pedestrian realm | Proposed signage/wayfinding location |
| Existing roads | Pedestrian crossings |
| Proposed raised table | Proposed transition area |
| Existing layout | Proposed gateway |
| Existing retail/commercial buildings | Dedicated cycle lane |
| Activated frontages | Dedicated cycle parking |
| Existing trees | Proposed view point |
| Proposed trees | Traffic signals |
| Proposed enhanced public realm opportunity area | Existing bus stop |



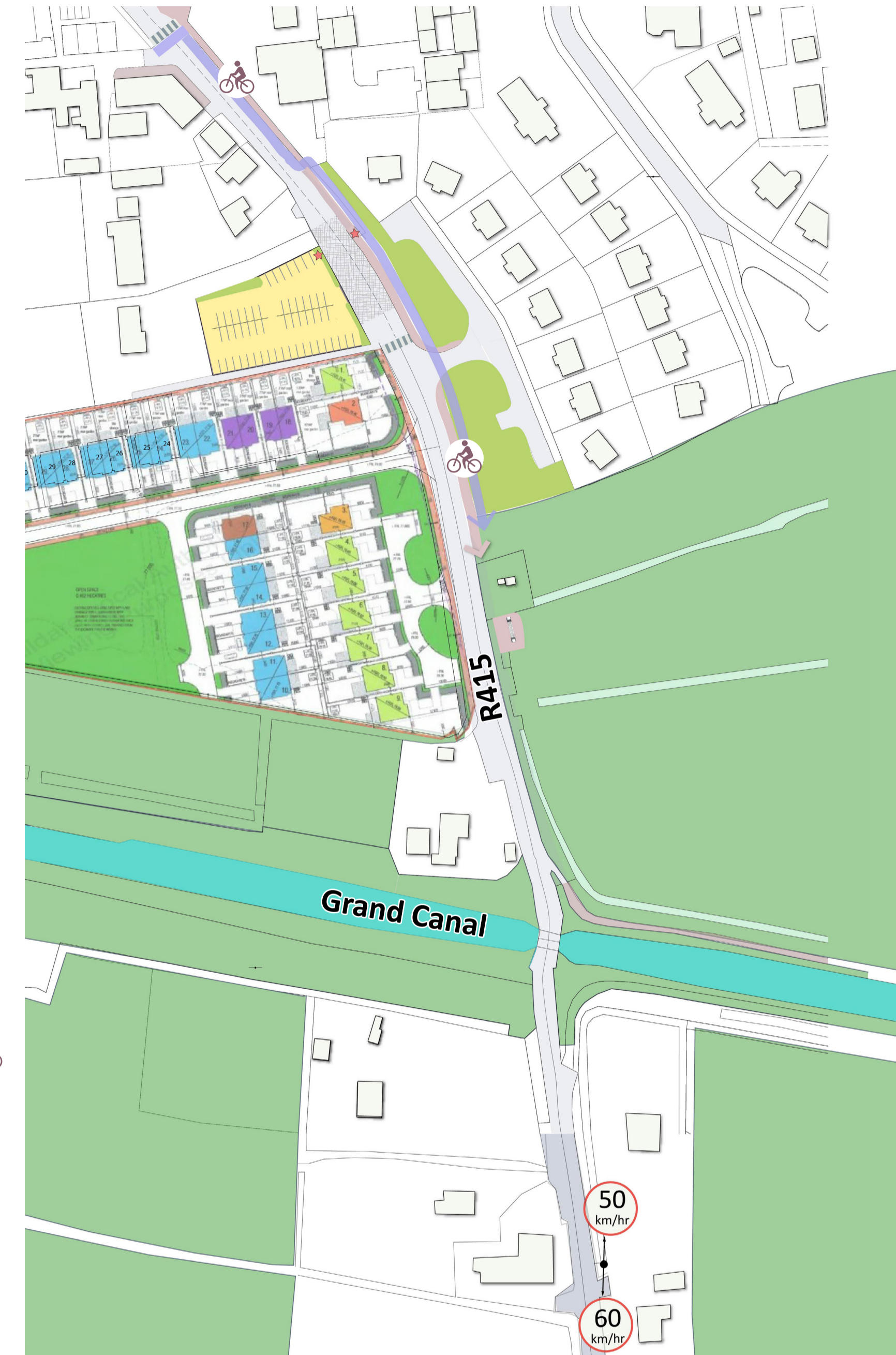
RECOMMENDATIONS

- Utilise underused sites and introduce new public spaces and a destination play area for existing and future residents
- Future proof underutilised, zoned town centres lands
- Prioritise and provide for safe pedestrian and cycle oriented infrastructure, linking the GAA club and village core
- Introduce dedicated cycle parking to encourage sustainable means of movement beyond the car
- Better define and enhance village entry and exit points
- Introduce a dedicated surface parking area on Station Road, encouraging a less car-oriented streetscape on the R403, whilst maintaining close walking proximity to the village core.



Draft indicative design proposal (subject to further discussions with third party land owners, and design development)

PROJECT AREA 3: R415 TO GRAND CANAL



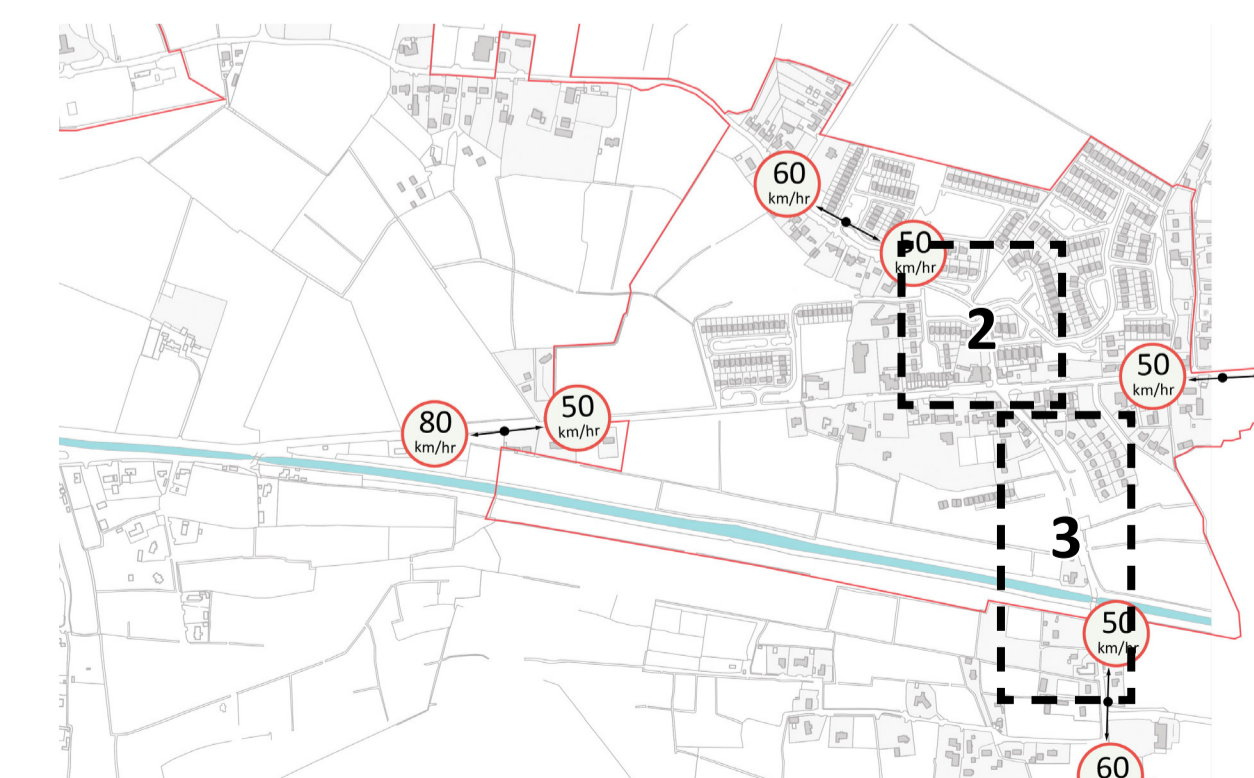
Draft indicative design proposal (subject to further discussions with third party land owners, and design development, as appropriate)

Key

- | | |
|--------------------------------------|--------------------------------------|
| Pedestrian realm | Proposed signage/wayfinding location |
| Existing roads | Pedestrian crossings |
| Proposed signage/wayfinding location | Dedicated cycle parking |
| Pedestrian crossings | Dedicated cycle lane |
| Dedicated cycle parking | Speed transition signage |
| Dedicated cycle lane | Proposed new surface car park area |
| Speed transition signage | Amenity zoned lands |
| Proposed new surface car park area | |
| Amenity zoned lands | |

RECOMMENDATIONS

- Provide a potential continuous pedestrian and cycle infrastructure from the Grand Canal tow path to the village core.
- Provide dedicated cycle parking spaces, providing for close walking opportunities to the village core
- Better define and enhance village entry and exit points
- Prioritise safer movement for all via enhanced traffic calming measures, including the reduction of vehicle speed zones at entry points to the village
- Provide a new dedicated surface parking area, providing increased parking within close walking proximity of the village core, and the Grand Canal tow path.



Location of Project area 2 and 3

