



2.23 Linking School to Church Road

The main entrance to the school is placed on the northern side and accessed by Rowlestown Drive. The convenience of this for vehicle drop off is undeniable, but circuitous when on foot. The designers of the school identified the hedgerow boundary running from Church Road northwards and crossing the site, and retained the line of trees as part of the design of a green space within the school grounds, seen in the image **above**. This has allowed the possibility of accessing Church Road from the southern side and off the new proposed Square, shown with the arrow, **above**. Making the short cut would help enliven the new Square as a waiting space for children, and make for a safer, shorter pedestrian and cycle route to the school. The passage from Church Road to the School boundary, shown **right**, is through the proposed Village Square and between the shops through an area overlooked by houses and across the proposed landscape area, into the green area courtyard of the school and into an appropriate entrance. Of course, the desirability of the route needs to be matched by the willingness of the school authorities to adopt this route.



These images offer an idea of how the walk through this New Village Square would provide a safe and enjoyable way from Church Road to the school boundary. Whether this idea is implemented or not, the value to the village as a whole of being able to move through new housing areas: there is across link for the cycleway shown by the arrow, which will also encourage safe school journeys.

2.24 Reconciling the needs of Pedestrians, Cyclists with Motorists

It is an overall aim to facilitate pedestrians and cyclists as the village grows, by generating a network of cycleways, sometimes sharing surfaces where traffic density is least and separating where possible the key routes in the movement network. Pedestrian and cycle routes connect with the green riverside corridor, maximising the amenity of these walks and routes, not only for ease of movement but also to provide recreational and sporting possibilities for walking, running and cycling.

Motorists are expected to share the routes in residential 'home' zones and to respond to traffic calming on local roads by moderating their speed.

2.25 Keeping the village character, conservation, looking after the trees and views

The happy combinations in the village of woodland, greenery, riverside, country lanes, footpaths, landmark buildings, traditional rural buildings, the churchyard, pleasant open spaces, lovely views, old buildings which deserve to be upgraded and reused, community hall, church, the admirable new school, the special feel of the place and the people who live there... Such attributes amount to the unique identity of the village and are the starting point for guidelines which will assert the existing values of the village whilst framing a programme for development to enhance the accessibility and the enjoyment of its distinctive rural environment. The R 125 is a significant regional road, which runs through Rowlestown. Improvement of this road for traffic and safety reasons should be undertaken with great sensitivity to the natural environment it passes through and in a way that makes pedestrian movement safer and easier. The **Local Area Plan Traffic & Transport Assessment** provides the technical background and design issues in creating networks for cars, cycles and pedestrians, which are also extended to the riverside route.



Illustrations of a cycleway and two images promoting cycling for recreation and health. from Discover Cycling, www.irishtrails.ie, published by the National Trails Office, National Sports Council

