

7.6 Moone/Timolin Future Development

7.6.1 Footpaths and Cycle Ways

Footpaths should be improved in Timolin and Moone and extended to connect both villages.

Within the villages there should be a minimum 2 m wide footpath on either side of the street. Appropriate streetlighting should also be provided. Now that the main street is no longer a National Primary Route revised standards for street lighting should increase options with regard to pole height and lamp output, thus allowing fittings more appropriate to the village context. In Moone the “High Road” should be integrated in the new footpath, as well as the new stretches provided by the recent developments in Timolin and Moone. Along the Commonstown Road in Timolin a single-sided footpath is sufficient. In order to maintain the existing landscape features along the roads, such as hedges, walls with front gardens behind, the footpath should be implemented and the carriageway narrowed accordingly. This will, as a positive side-effect, help to slow down traffic. The surface of the new footpaths should be treated in a simple and appropriate fashion for rural villages in either tarmac, concrete or gravel/tar, spray and chip. These can be toned down and softened, using added aggregate mixes.

Because of the strong connection between the two villages a secure pedestrian and cycle link is important. Preferably this path should be provided on the east side of the road to prevent unnecessary street crossing, since both churches, schools and the shop in Moone are on the east side. There are different options for the development of the path:

- i) Build the footpath and cycle lane set back from the existing road. This option would require the acquisition of land. However, a wide and secure, well designed and landscaped path margin could be provided.
- ii) Build the footpath and cycle lane along the existing road. No land would need to be acquired. As a side-effect the road would be narrowed. However, the current width might not be required now as the road is no longer national primary road. This would help slow traffic also. However, there would probably be no space for tree-planting along the path as a protective screening.
- iii) Build a footpath beside the existing road and mark the cycle path on the existing road.

The preferred option would be the construction of a combined footpath and cycle way set back from the road to secure safe cycling and walking. Tree-planting could screen the path from the road, but wide gaps between trees and streetlighting will ensure security. The path should be a simple tarmacadamed way with modern type streetlighting.

7.6.2 Community Services

The wish of the local community to achieve the provision of adequate playing fields is noted and the Council will support their provision as far as is possible.

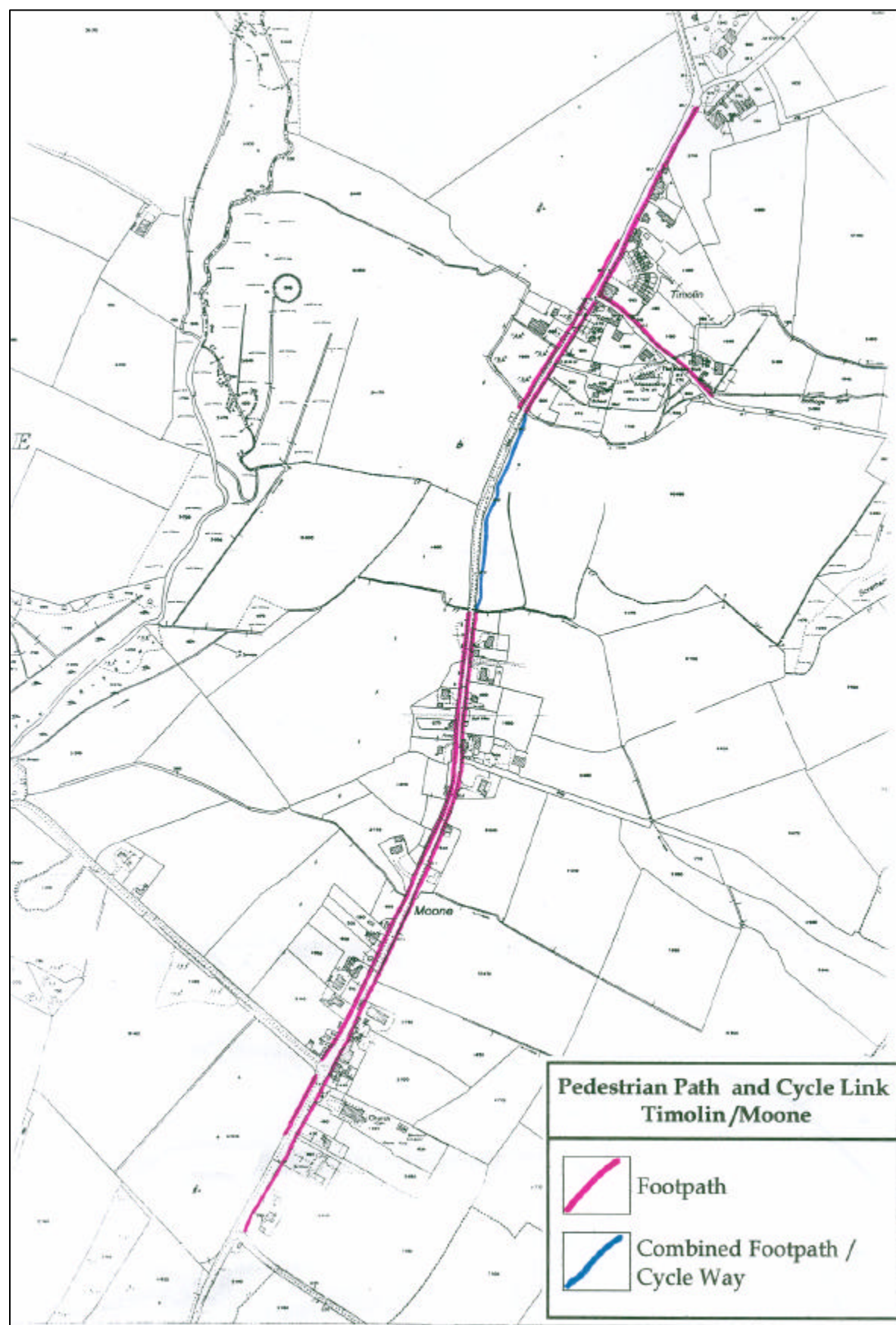
Developers will be encouraged to provide for childcare needs when putting forward development proposals.



Moone – High Road

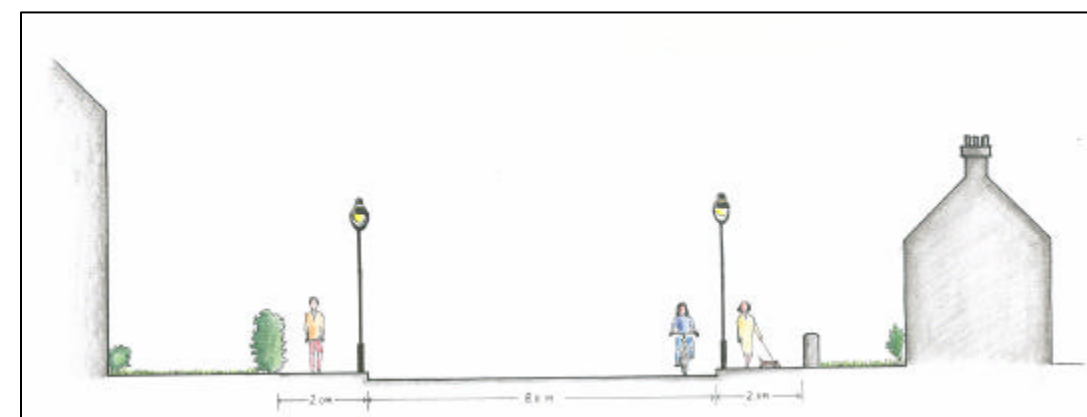


Road between Moone and Timolin

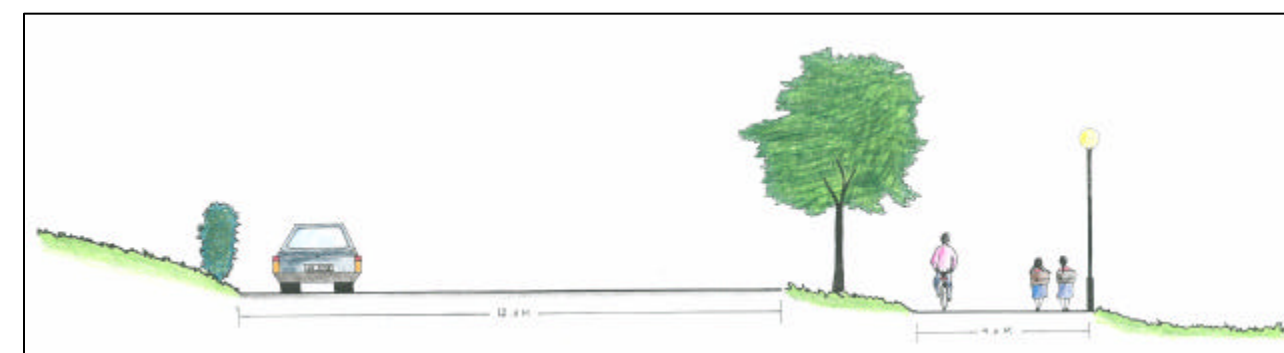


PLAN 13: PEDESTRIAN PATH AND CYCLE WAY BETWEEN MOONE AND TIMOLIN

SECTIONS OF PEDESTRIAN PATH / CYCLE WAY



*Proposed section through Main Street within the villages:
2 metres wide footpath on either side, cycling on the street in a designated zone*



*Proposed section through link road between Timolin and Moone:
combined footpath and cycleway separate to carriageway on east side of road only*