



comhairle chontae na mí
meath county council

Navan Town Centre

Public Realm Strategy



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For: Meath County Council
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Introduction

01

Introduction

Vision for Navan Town Centre

Navan is an attractive town, with historic streetscapes and a more modern shopping centre at the town centre, and a rich cultural and landscape heritage in its surrounds. Navan has a large population, and substantial growth is forecast in the coming years.

Navan town centre needs to build on its existing appeal to ensure it can accommodate future growth, and must also be able to position itself as an attractive location for retail, commercial, cultural, employment and amenity purposes that can attract additional investment and visitors to the town and its environs.

A high quality and accessible town centre, offering a full range of services, facilities and experiences, will underpin Navan a great place to live, work and to visit, and will drive economic growth in the town.

Navan town is the principal town and administrative centre of County Meath, and plays an important role at a local, county and regional level. It is an attractive and historic town that is set within the rich landscape of the world renowned Boyne Valley, and is easily accessed via the M3 motorway.

A high standard of living, public life, movement and amenity in the town centre will allow Navan to develop a more compelling retail and amenity reputation for its own population, and also to compete as a town centre destination for visitors and tourists.

A high quality town centre requires careful consideration and an integrated approach to the delivery of effective public realm and movement infrastructure. The quality of presentation of the urban centre strengthens the core identity of the town, and effective movement infrastructure ensures ease of movement, accessibility and connectivity throughout the town. These characteristics must be balanced to ensure the vitality of the town, with streets that are attractive and bustling with people, and readily accessible but not congested with traffic.

A Public Realm Strategy considers the mix and relationship of historic and modern streets, spaces and buildings, the different uses of buildings and spaces, the quality and condition of the built environment, and the degree of connectivity throughout the study area. A strong public realm is essential to successful town centres, ensuring an attractive, accessible, inclusive, safe and vibrant environment.

A Traffic Management Plan is also essential so as to ensure reliable access to and from the town centre. The plan must encompass walking, cycling, public transport and private car use, and should recognise and support the relative role of each mode at different locations within the town. The quality of service, and the perception and appeal of public transport, must be developed in order to facilitate the growing population of Navan and to ensure that the town itself enjoys the economic benefit of increased population through increased footfall in its streets, shops and businesses.

Together, these form an **Integrated Public Realm and Movement Plan** presenting a unique opportunity and agreed vision for Navan, that builds on the strengths of both the historic and contemporary townscape, and enhances that environment to facilitate growth of the population and the economy of Navan.



01 Introduction

Purpose of the Plan & Study Area

Meath County Council is developing a strategy to enhance the role and function of Navan both as the County Town, and also as great place to live, work and visit.

The Public Realm Strategy sets out the strengths and opportunities of Navan, and a range of integrated and centralised interventions that will support and enhance the future of Navan as a vibrant and attractive County Town.

Meath County Council has appointed a multi-disciplinary team comprising Brady Shipman Martin and Clifton Scannell Emerson Associates to prepare the **Integrated Public Realm and Movement Plan**. The team brings expertise in the areas of planning, public realm and urban design, transportation and civil engineering, and environmental design, which are required to ensure an integrated long term strategy for Navan.



Navan Town Centre Study Area

Introduction

What is Public Realm?

Public Realm is the 'space between buildings' - the streets, laneways, squares, walkways and open spaces that are available to the public and define our towns and cities. Public Realm also includes the building frontages that contribute to the character of these spaces, and define their use.

High quality public realm improves our experience and interpretation of towns, adding to their attractiveness and enhancing their use by residents and visitors alike. People spend more time in high quality public spaces and streets, stopping to linger rather than using streets and spaces simply as through routes, and in doing so, contributing to the vibrancy and vitality of urban areas.

Public spaces draw people together, creating strong social bonds at the local community, town and regional level. They portray the character of the town and host the day-to-day activities of the town, as well as regular and special events such as markets, parades and festivals.

Streets in towns form a significant part of the overall public open space. They serve pedestrians and vehicles, cater for public utilities and services, and provide access to buildings. They also provide amenity, incorporating landscaping and trees, showcase buildings and vistas, give access to skylight and sunlight, and facilitate meeting and gathering.

Whereas Navan has seen investment in some spaces, such as Market Square, Watergate Street and Kennedy Plaza, there remains considerable scope for further enhancement of the retail, business and tourism function of the town, for reinforcement of the distinctive character of the town, and for ensuring that Navan continues to develop its appeal as an attractive place to live, work and visit.



High quality public realm examples



Trimgate Street 1850

Trimgate Street Currently



Context

02

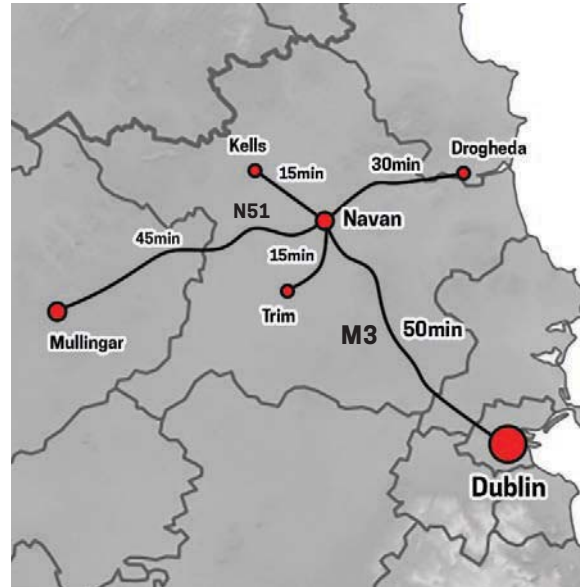
Navan Town

Navan is the county town and administrative centre of County Meath located in the heart of the Boyne Valley and approximately 45km north west of Dublin City Centre. Navan is the largest town in Meath with a population of 31,689 people recorded in the 2016 census, and is one of the largest and fastest growing towns in Ireland.

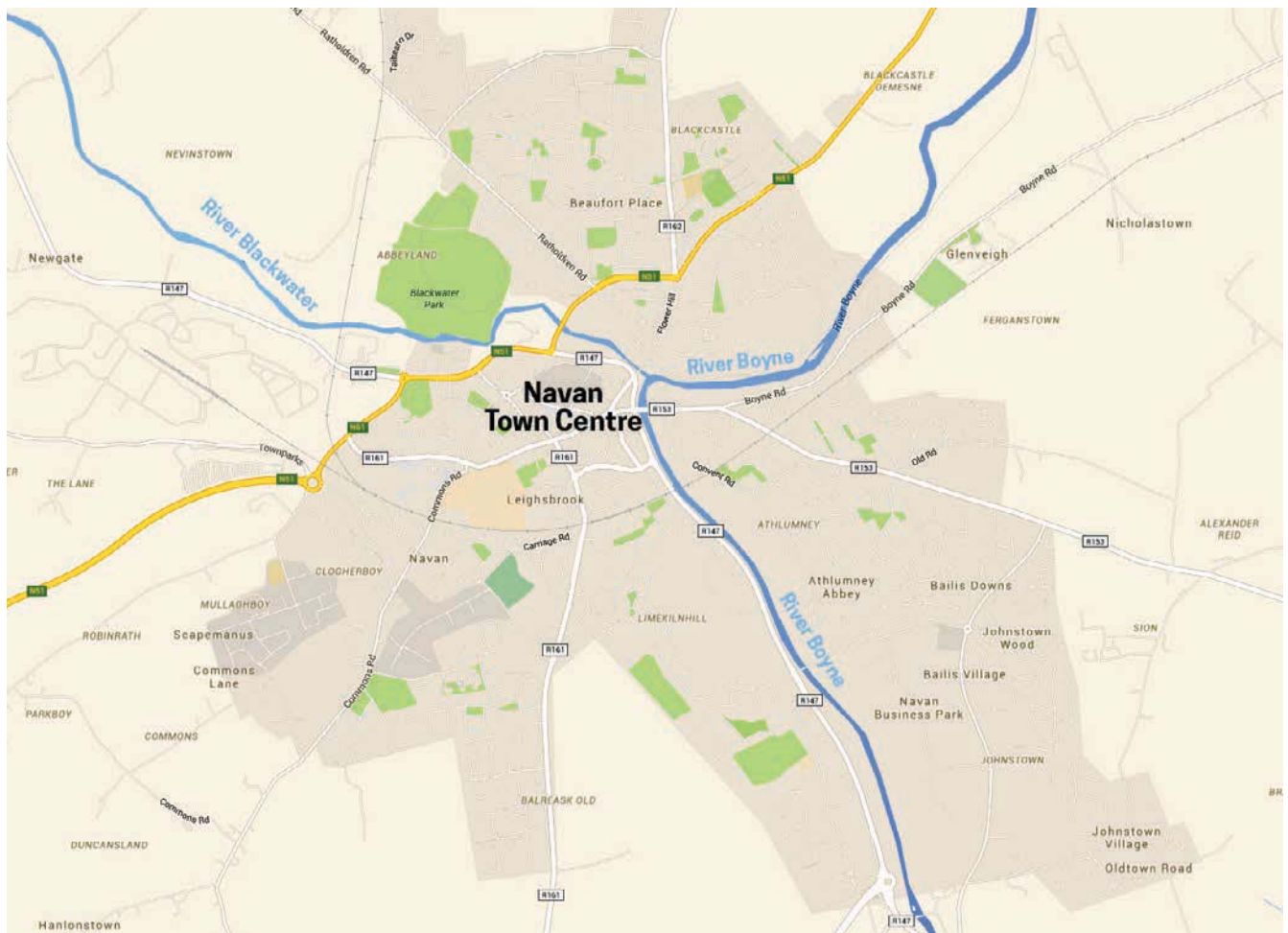
Navan serves as a major transport node in the county. It is convenient to the M3 motorway connecting it to Dublin and Kells, and the N51 connects the town to Drogheda in the east and extends westwards to Trim and beyond to Mullingar.

Navan is also located at the confluence of the River Boyne and River Blackwater. Linked to the rivers, Navan has a unique natural and built heritage including historic bridging points and a number of substantial stone mill buildings that serve as a reminder of Navan's industrial and manufacturing heritage.

The historic and contemporary town core lies immediately west of the rivers, and the residential catchment extends to the north, south and east,



Regional Context



Historic Evolution

Following the Norman conquest in 1170, King Henry II granted Hugh de Lacy the Kingdom of Meath who in turn passed the Barony to Jocelyn de Angelo. De Angelo established Navan in the late 12th century as a new settlement and market town. He also founded the Augustinian Abbey around the same time.

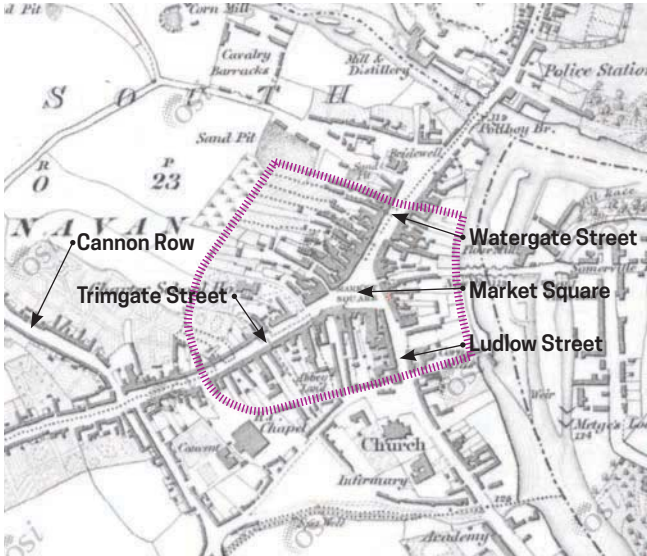
By the late Middle Ages, Navan was a partially walled town but the area enclosed by the wall was relatively small. Only fragments of the original wall remain to this day.

The original medieval town comprised Trimgate Street, Ludlow Street and Watergate Street meeting at Market Square, and a series of laneways connecting to burgage plots. Cannon Row was built in the 16th century, and by the 17th century, Navan had become a thriving market town with markets regularly taking place at Market Square.

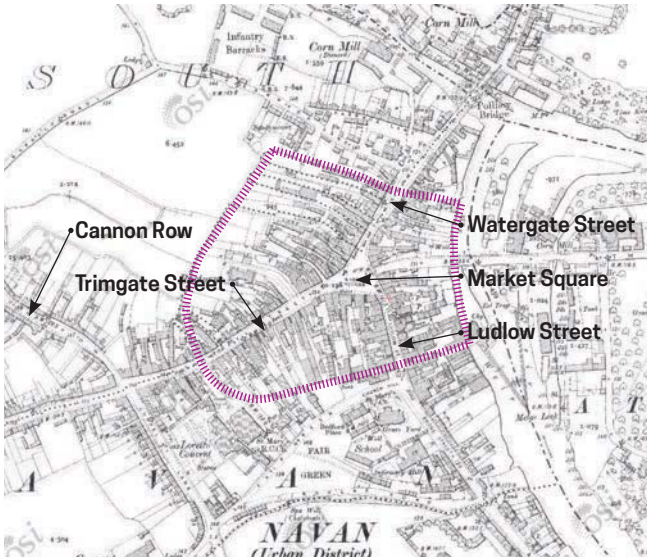
The original Medieval street pattern is still very much present in the town centre, with long burgage plots substantially intact behind the fine grained buildings that form the key streets. Many of the narrow medieval laneways that are characteristic of the original town layout are still present and some serve as informal connections from Trimgate and Watergate streets to Kennedy Plaza and Fair Green.

Modern day Navan also includes the Kells Road, Kennedy Road and Circular Road that allowed the development of the towns first shopping centre in the early 1980s. While these developments have expanded the size and capacity of the town centre, they have also considerably altered the character and urban structure of the town, and displaced the urban focus from Market Square for the first time since the 12th century.

Kennedy Plaza, between Trimagte Street and the shopping centre, was opened in 2008 and is the most recent significant urban redevelopment project within the town centre.



Navan Town Centre - Early 19th century (Medieval Town Walls inset)



Navan Town Centre - Early 20th century



Market Sq.



Watergate St

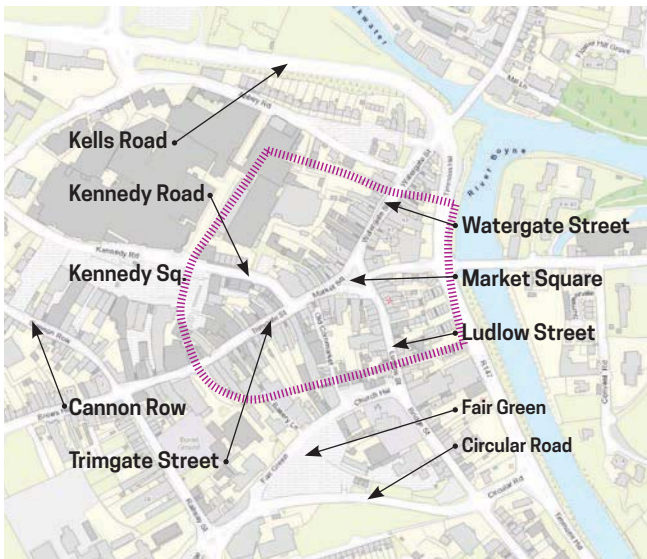


Trimgate St



Fair Green

Navan Town Centre in the late 1800's

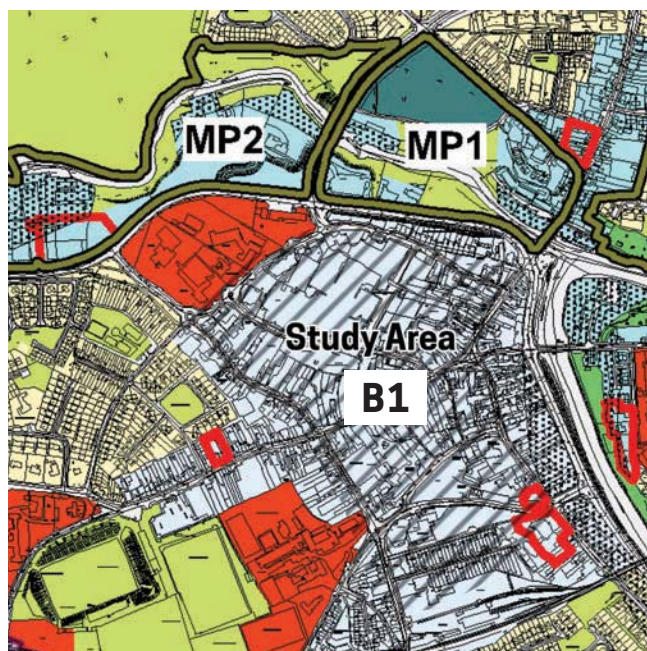


Navan Town Centre - Today

Context

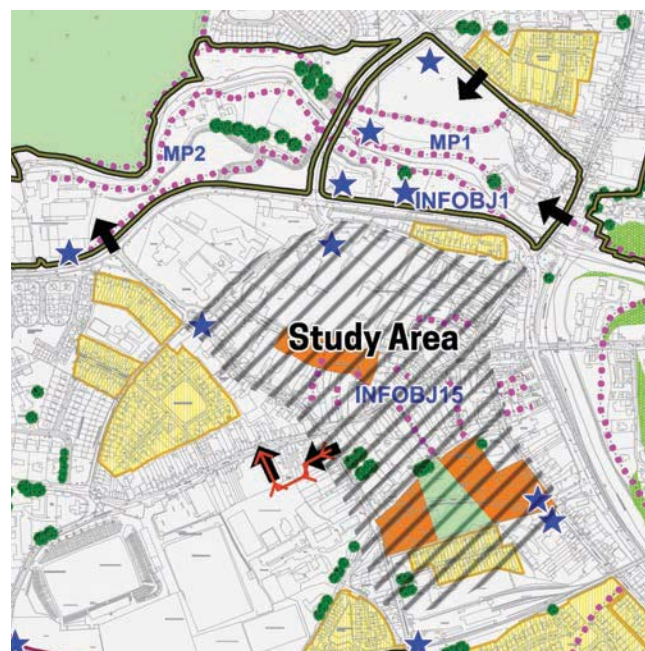
Planning Context

Navan Development Plan 2009-2015



Land Use Zoning Objectives

- B1 Commercial/Town or Village Centre
- To protect, provide for and/or improve town centre facilities and uses.*



Development Objectives

- INFOBJ15** To examine the feasibility of pedestrianising Trimgate Street from Cannon Row to Kennedy Road once the M3 Motorway has been completed and progress has been made in delivering the local distributor road network and if deemed feasible, to carry out the necessary works to facilitate the introduction of pedestrianisation. To similarly examine and implement where appropriate the pedestrianisation of Bakery Lane, Old Cornmarket and Watergate Street as part of subsequent phases.

- Proposed Civic Space / Environmental Improvements
- Proposed Town Park
- Pedestrian Access / Amenity Walkways
- Possible Access Road Linking Railway Street with Brews Hill
- Individual Trees to be Preserved
- Location of Gateway Site
- Proposed Access Points

02 Context

Issues & Weaknesses



Vehicle dominated streetscape



Vehicle priority streetscape, poor road condition



Excessive road width and narrow footpaths



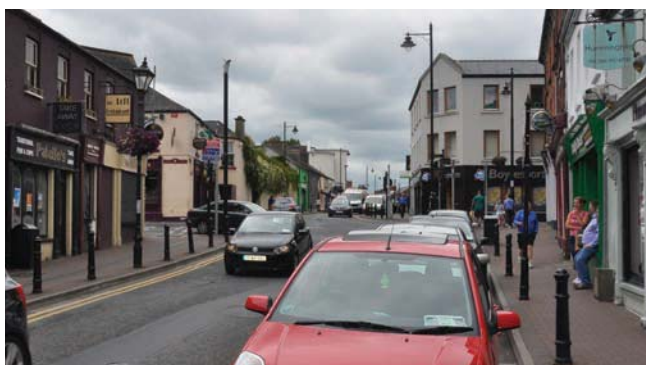
Lack of connectivity and poor pedestrian environment



Poor visual amenity, no pedestrian crossings at route to school



Underutilised historic laneways



Narrow footpaths, outdated paving, and street clutter.



Over-engineered streetscapes and spaces

Opportunities & Potential



Elizabeth Street, London - Pedestrian friendly environment



Lodz, Poland - Well balanced streetscape



Park Lane, Poynton - Animated streetscape



Main Street, Castlebar - Multi-use street



Sint-Niklaas, Belgium - Quality materials and planting



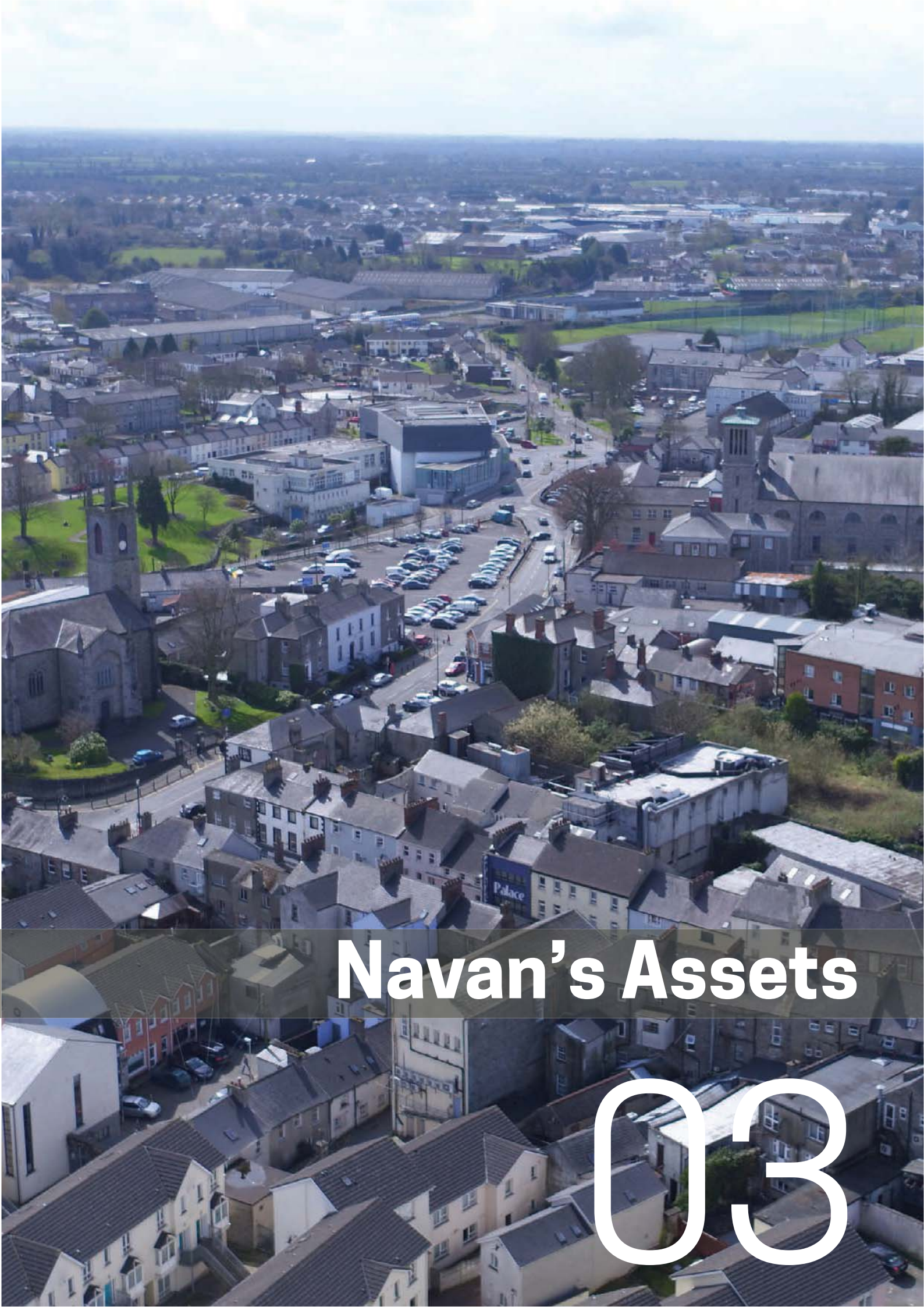
New Road, Brighton - Flexible streetscape/public space



Neal's Yard, London - distinctive informal public space



Fishergate, Preston - Designed for pedestrians



Navan's Assets

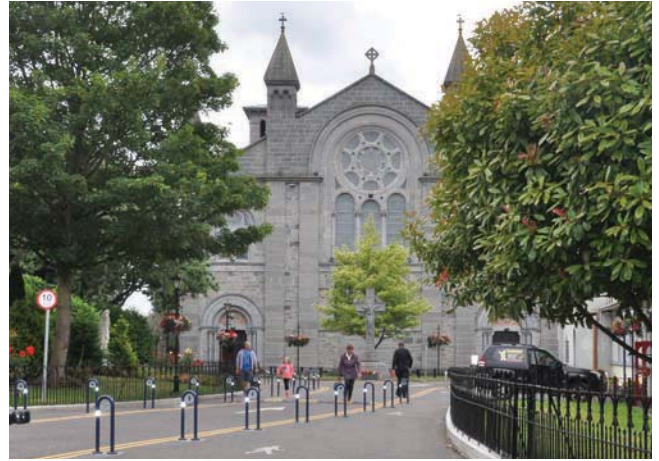
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Navan's Assets

Navan is a great town to live and work in. It has a vibrant local population, quality homes and excellent schools. It is the primary centre of employment in the county with a population of over 30,000. Residents of Navan have easy access to shops, restaurants, leisure activities and a range of community buildings. The town centre has substantial heritage character, a good range of retail and commercial services, and a wealth of established assets. These include:

- Historic buildings and vernacular architecture.
- A strong historic urban grain with interesting and distinctive streets and spaces.
- A historic market square.
- Medieval laneways that are important features of the town centre pedestrian network.
- Successful cultural, retail and leisure assets that are already well established.
- A compact and walkable town centre.
- Access and excellent parking provision.
- Number of recently completed successful regeneration projects.

These existing and distinct assets are the starting point for the **Public Realm Strategy** for the town centre. The strategy will build on and enhance existing assets, and establish greater and more meaningful connections between them, so that the overall town centre, old and new, works together as a more connected urban centre offering greater vitality, economy and town centre experience.



03 Navan's Assets

Distinct Heritage Character

- Navan has a unique historic character. Many attributes contribute to this character including the River Boyne setting, distinctive buildings and protected structures, vernacular stone and iron craftsmanship, and a strong sense of historic streetscapes. The Medieval town core is a designated Architectural Conservation Area and Zone of Archaeological Importance.
- The core of the town centre retains its historic grain and structure, alongside the later addition of large retail and commercial elements at Kennedy Road. The historic core includes a wealth of laneways that are key features of the town centre and provide opportunity and character.
- There are also a number of areas of historic significance where particular events took place and where buildings and the town wall once stood, but which are no longer visible today.
- Navan has a series of historic spaces such as Market Square and Fair Green which have their own stories to tell in the historic development of the town. Market Square has been recently upgraded, but the potential of some other spaces is undermined by vehicular domination and poor building quality. The Public Realm Strategy identifies opportunities for improvement.



St Mary's Parish



Ludlow Street



Town Hall on Watergate Street



Boyne House and Old Cornmarket Lane

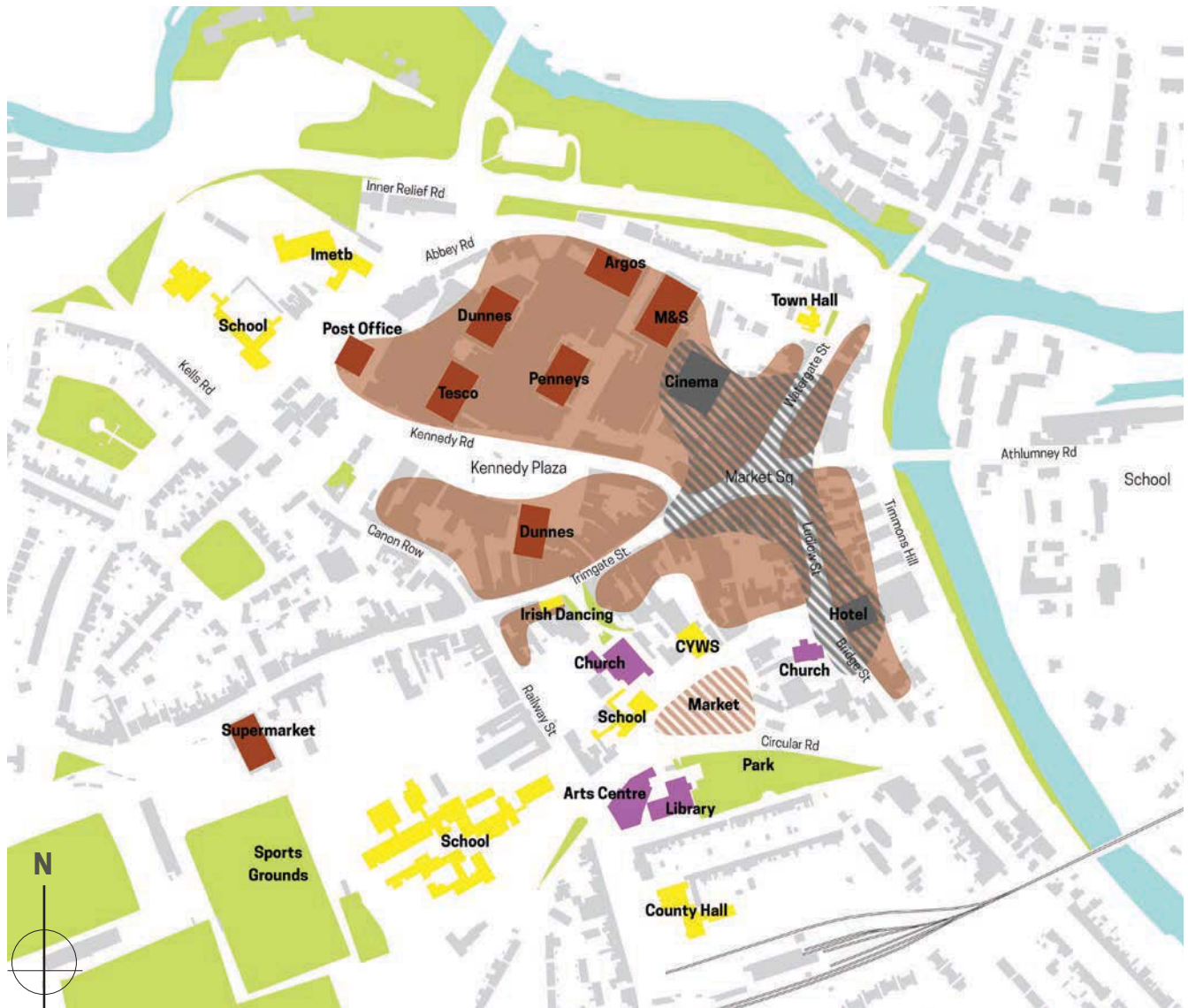


Market Square



River Boyne, New Bridge, and former Corn Mill buildings

Established Retail, Culture & Community Destinations



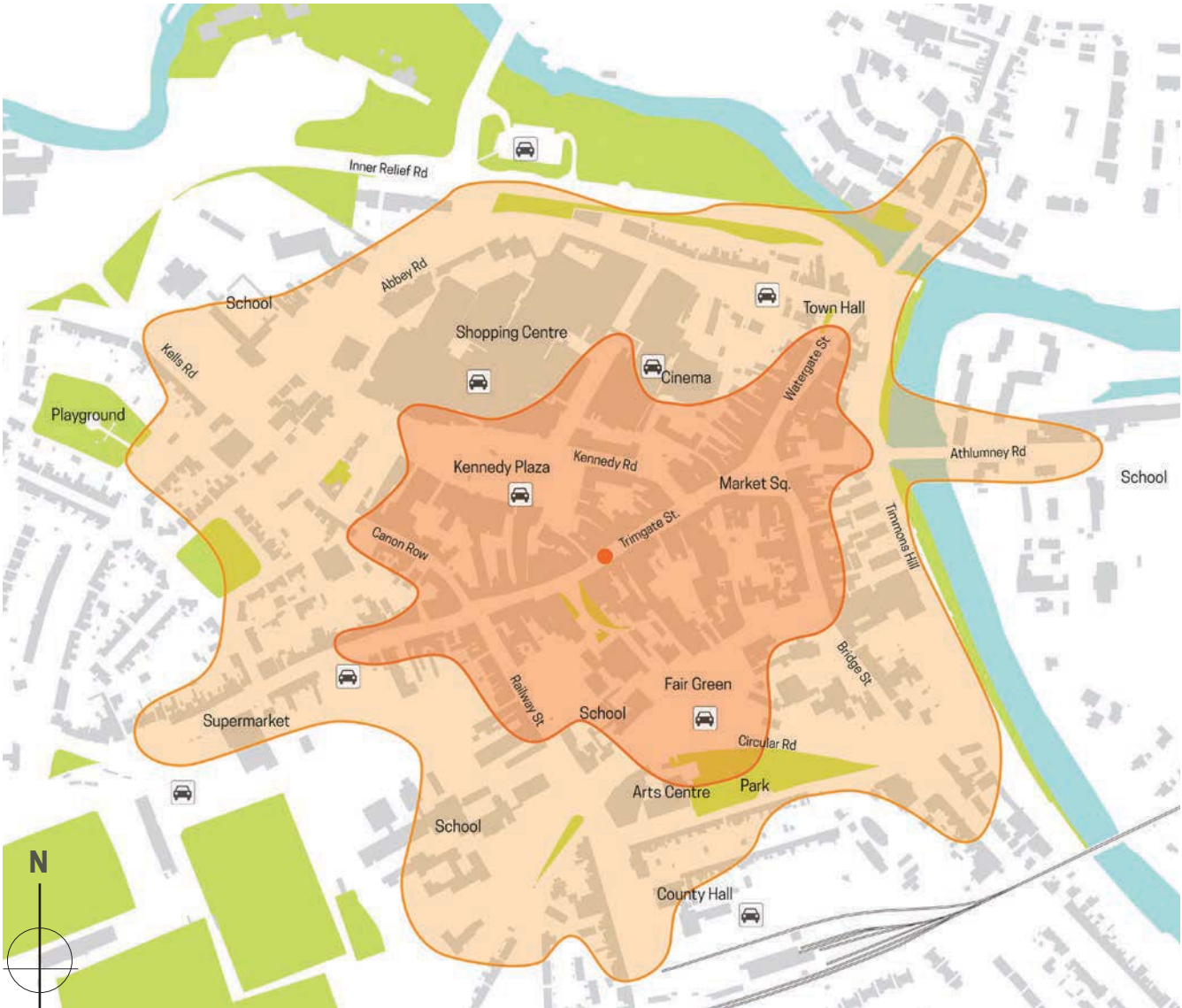
- Prime Retail Zone
- Retail Destination
- Evening Zone
- Leisure Destination
- Cultural Destination
- Community Destination
- Parks/Sport Grounds/Green Areas

- Navan has a defined land use pattern which groups particular land uses, attractions, services and destinations and sets up character areas.
- There are a number of anchor uses established in the town centre which draw people in from the local area.
- Retail use areas extend primarily to the Trimgate/ Watergate/Ludlow streets network and to the Navan Shopping Centre at Kennedy Road.
- Clusters of popular bars and night clubs in the town centre are located at Market Sq/Ludlow Street
- Community and cultural uses are mostly concentrated in the Fair Green Quarter.
- Commercial offices and leisure facilities are located throughout the town centre.

Notwithstanding the many positive attributes, the town centre is perceived as fragmented and disconnected. Fragmentation contributes to a perception that different parts of the town are further away from each other than in reality, and reinforces a sense of car dependence.

03 Navan's Assets

Walkable Compact Town Centre



● Walking Centre - Trimgate Street

2.5 minute walking zone

5 minute walking zone

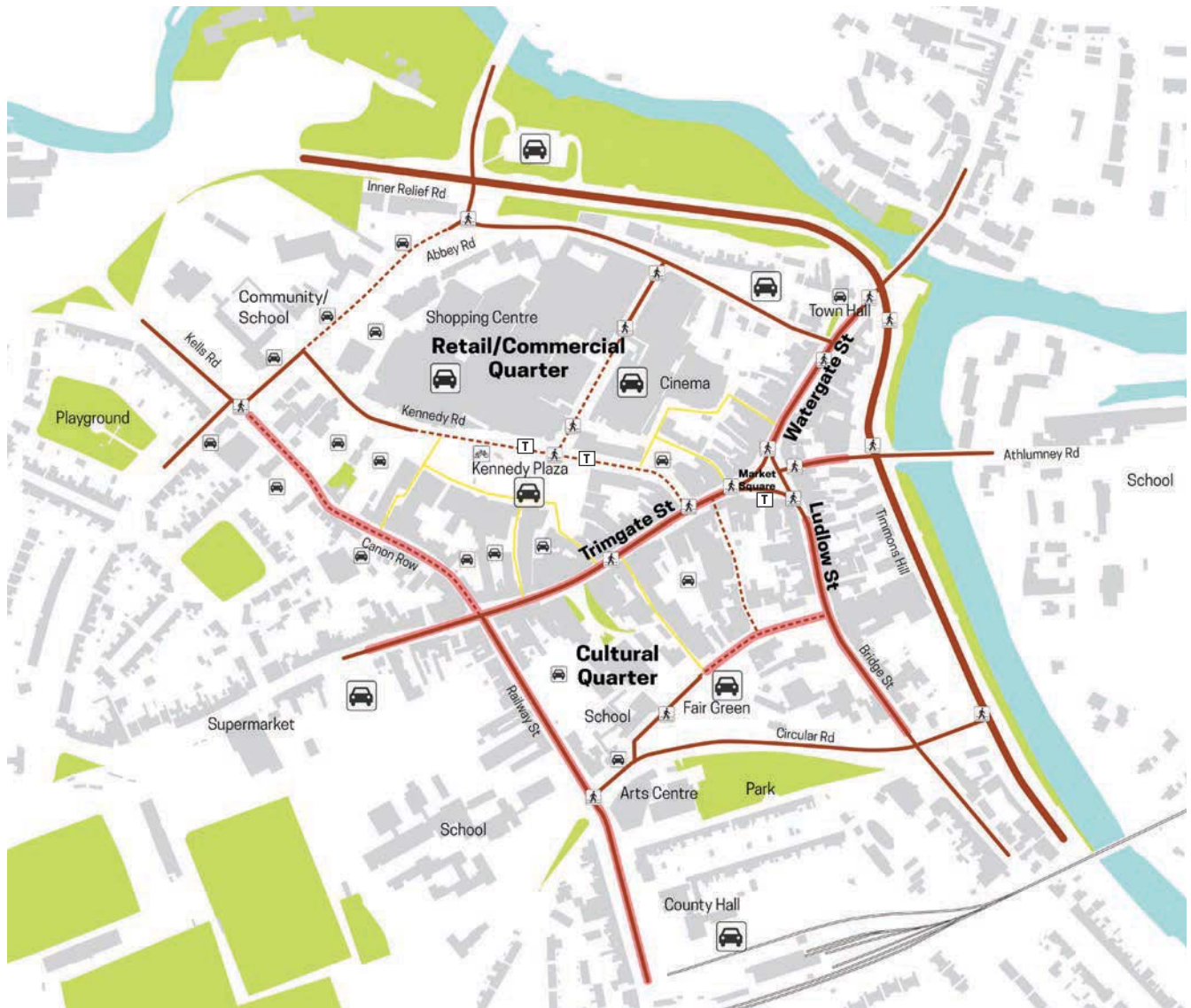
Major Car Park

- Navan has a compact and walkable town centre surrounded by residential areas.
- Many cultural, retail, leisure destinations, schools and public facilities including Navan Shopping Centre, Fair Green and most of the major car parks are within a short 2.5 minute walk of the heart of the town.
- The town centre has a wealth of laneways that are key features of the pedestrian network, greatly improving connectivity between the areas, and presenting significant opportunity for improvement.

Many footways are narrow and along busy roads, and together with street clutter, undermines pedestrian experience and safety. Insufficient crossing points force pedestrians to cross heavily trafficked streets.

Lack of signage, crossing points, and visual interest at street level all contribute to the perception that walking distances are longer than they actually are.

Access and Car Parking Profile



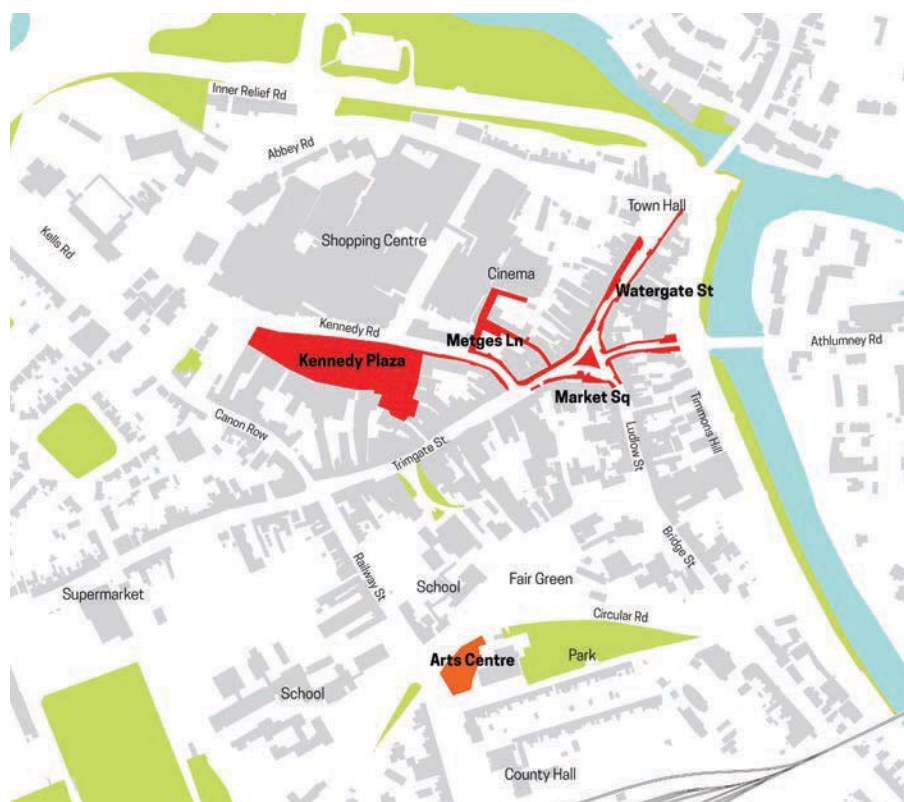
- Primary Strategic Vehicular Link
- Secondary Strategic Vehicular Link
- - - Town Centre Route
- Pedestrian Laneway
- On Street Parking
- Major Car Parks
- Minor/Private Car Parks
- Pedestrian Crossing
- Cyclist Facilities
- Taxi

- Vehicular access to the town centre is primarily via the Kells Road, and also from Railway Street and Brews Hill onto Trimgate Street.
- A significant amount of through traffic in the town centre increases congestion within the town.
- Public transport in the town comprises 11 regional and 3 local bus services running through and around the town at various frequencies.
- Taxis play an important role in local public transport.
- 20% of people in Navan people walk to work.
- 30% of school trips for 5-12 year olds are by foot.
- There are 3,600 car parking spaces in Navan between public and private provision, including 937 public spaces and 1,500 private spaces in Navan Shopping Centre.

Like many Irish towns, Navan has a high dependence on private cars for local transport. Many road junctions have capacity or safety issues, and the road network experiences congestion associated with trips to or from work and school, and on Saturdays.

03 Navan's Assets

Completed Regeneration Projects



■ Projects recently completed

- Watergate Street, Market Square and Kennedy Plaza regeneration projects incorporate the most extensive public realm interventions at Navan.
- A palette of high quality indigenous materials - local limestone and granite - as well as carefully considered light fittings, furniture, seating and landscape elements aim to enhance the appeal, usability and success of these public spaces.
- Future public realm projects should build on both the historic core and the successful aspects of contemporary regeneration projects.



Kennedy Plaza



Market Square



Watergate Street



Public Realm Strategy

04

Key Objectives

High Quality Public Realm should be:

Characterful:

- Responding to local context.
- Enhancing the visual amenity of the town.
- Protecting existing historic and high quality assets.
- Creating a strong first impression, helping to reinforce the image and identity of Navan.
- Utilising a co-ordinated palette of high quality materials and street furniture that are appropriate, easy to source and maintain.
- Incorporating public art and lighting to highlight key buildings, spaces and routes.

Animated:

- Active frontages, providing interest and overlooking.
- Street frontages that encourage activity and diversity from day through to evening.
- Provides the canvas for public art and the creative, sociable and playful opportunities of urban life.
- Supports public events and festivals of different scales.

Interactive:

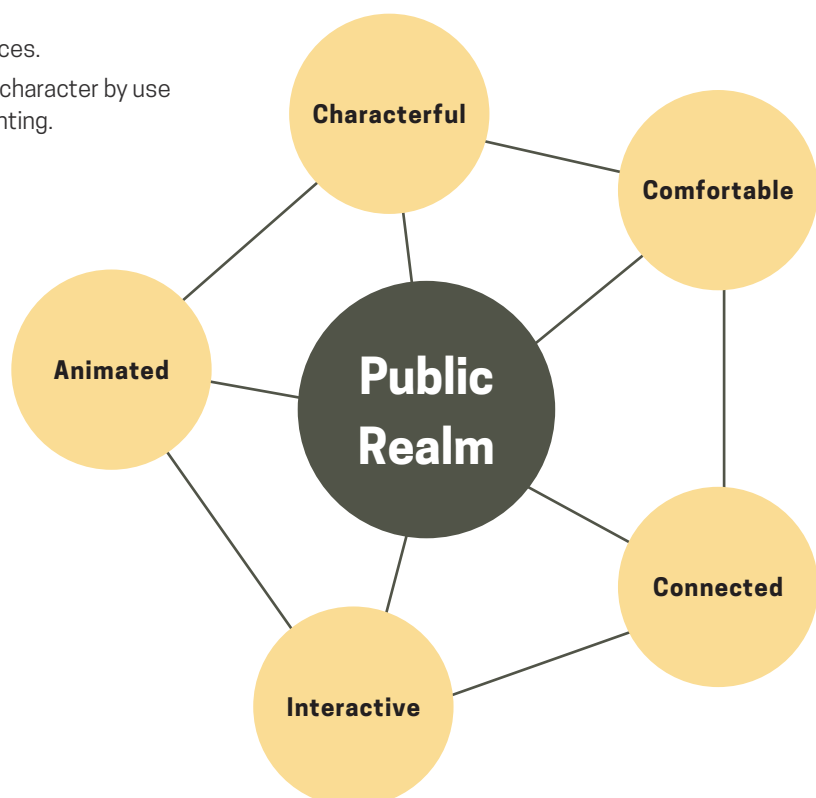
- Encouraging positive social interaction for all members of the community.
- Providing seating, shelter and space for informal relaxation.
- Facilitating a variety of uses and experiences.
- Establishing a welcoming and stimulating character by use of creative lighting, public art and tree planting.

Comfortable:

- Designed as an attractive network of streets and spaces that are comfortable to meet, gather, work, relax and move through.
- Designed to be safe, and to feel safe.
- Accommodating traffic but providing generous footways.
- Without clutter - signs, advertisements, and street markings are minimised.
- Incorporating good general and feature lighting.
- Providing passive seating/gathering places to rest away from the main activity of the street or space.

Connected:

- Providing good direct routes between key destinations, positively encouraging walking.
- Encouraging cycling and use of public transport.
- Legible way-finding in streetscapes and spaces.
- Using materials and design to provide visual keys to assist way-finding.



Building on Navan's Assets

The **Integrated Public Realm and Movement Plan** builds on the strengths and unique characteristics of Navan, including its County Town status, its identity and heritage, its location on the Boyne Valley, and its ease of access from Dublin and the North East.

The **Integrated Public Realm and Movement Plan** considers the two key and related elements that are critical to supporting and promoting the development of a vibrant retail, commercial and employment County Town.

1. Enhancing the **physical attractiveness** of the town; and,
2. Improving **movement and access** in and out of the town centre.

Key Themes

Street Character

Creating a timeless and cohesive public realm supported by high quality materials that showcases the identity of the town and local distinctiveness.

Animated Town Centre

Creating flexible and dynamic streets and spaces that encourage activity and interaction and support the narrative of Navan.

Strong Connections

Reinforcing traditional streetscapes of Trimgate, Watergate and Ludlow Streets, and enhancing connectivity to Kennedy Plaza and Fair Green through the laneways.

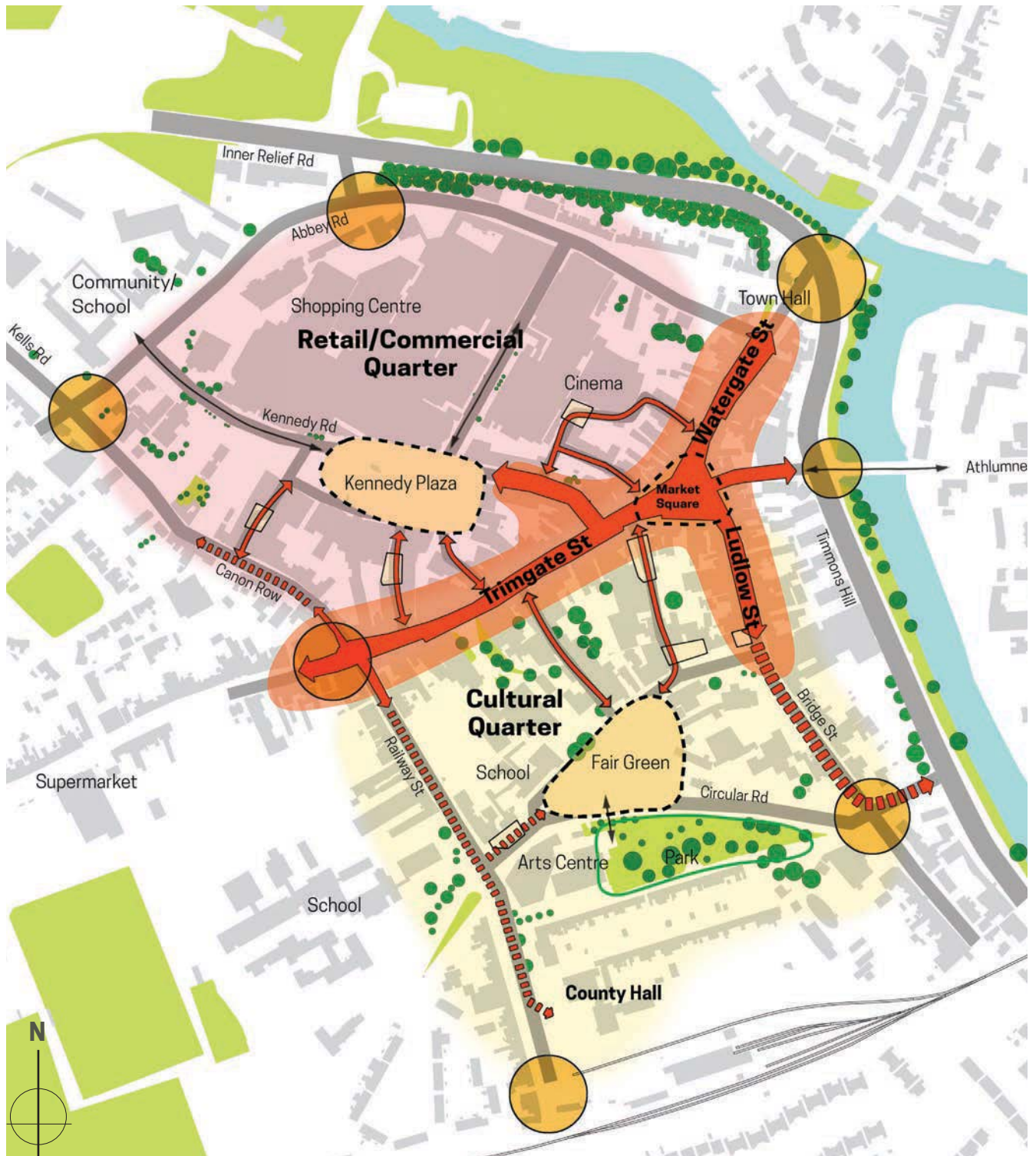
Improved Movement

Strengthening walking and cycling, and optimising traffic access to reduce through traffic and to facilitate high quality public transport services.

Welcoming Gateways and Approaches

Creating attractive entry points to the town centre that are welcoming and provide a strong first impression for visitors.

Overall Strategy



- Retail/Commercial Quarter, including Kennedy Plaza
- Historic Town Centre, including Market Square
- Cultural Quarter, including Fair Green
- Strong Connections
- Key Focal Areas
- Public Spaces
- Welcoming Gateways

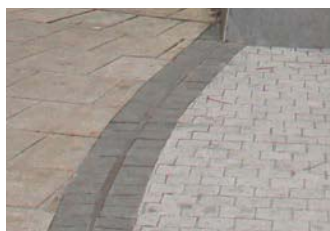
04 Public Realm Strategy

Street Character

Creating a timeless and cohesive public realm supported by high quality materials that showcases the identity of the town and local distinctiveness.

Key Priorities

- Establish a cohesive suite of materials, furniture and features which will unify Navan town centre, building on the existing heritage and recently completed public realm projects at Watergate Street, Market Square and Kennedy Plaza.
- Set out a flexible public realm palette that is guided by a clear streetscape and spatial hierarchy and reinforcing character areas.
- Street furniture and detailing will differentiate the three zones of public realm: Retail/Commercial Quarter, Historic Streetscapes; and, the Cultural Quarter.
- Primary pedestrian routes will be defined by high quality materials, creating a visual and material continuity with the high quality spaces in the town centre, especially The Town Centre Streetscape Quarter.
- Realise the potential of the historic laneways both as connections and destinations by enhancing their built and visual quality and facilitating broader uses.
- Opportunities for new tree planting will be explored through whole town centre area.
- A carefully selected palette of new paving materials will be used that is durable and cost effective.
- Navan's medieval Town Walls to be delineated in refurbished and new paving.



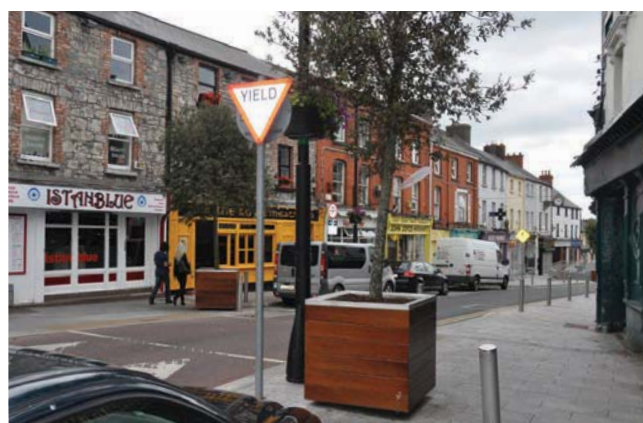
Quality paving materials



Market Square



Watergate St

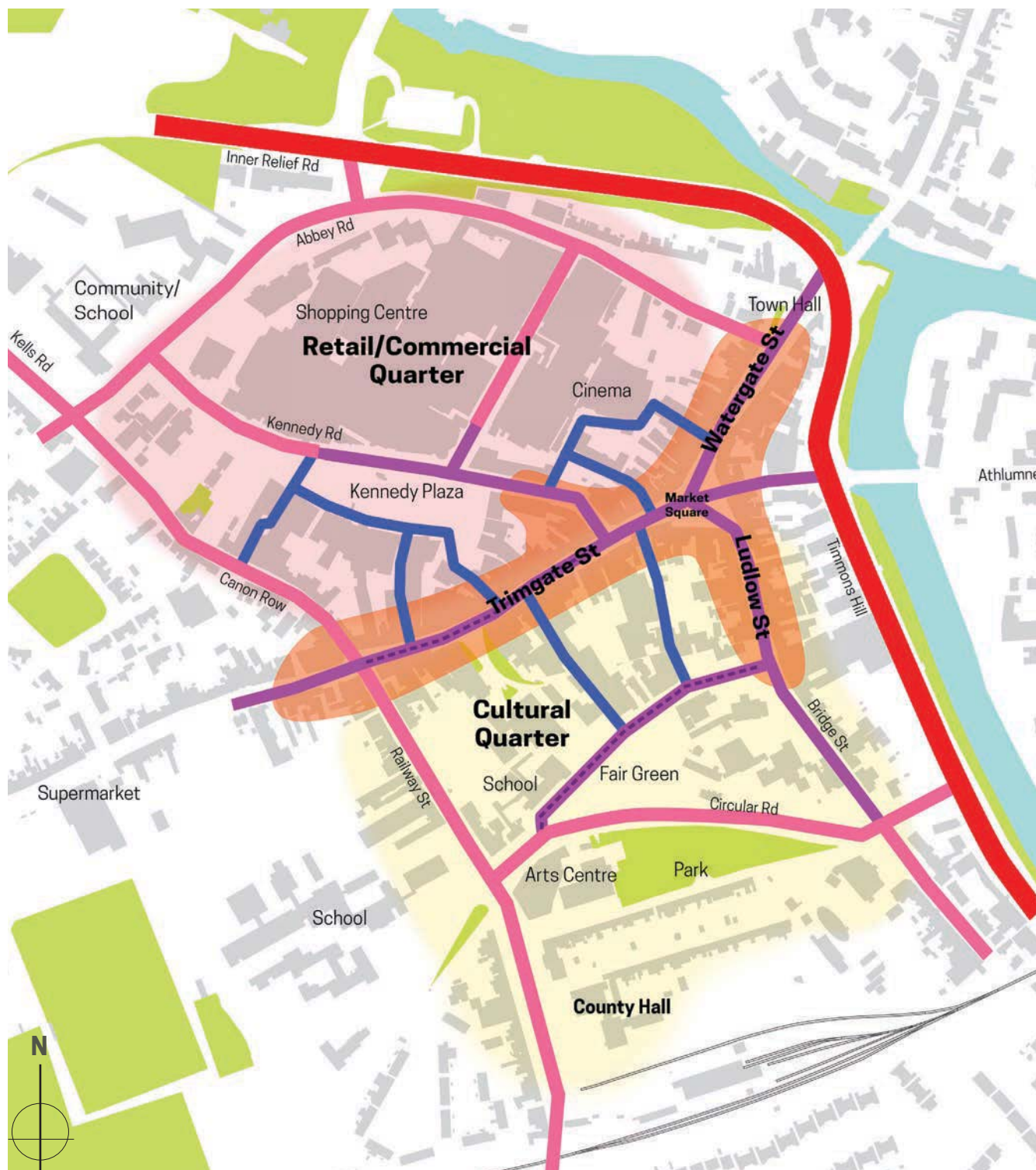


Watergate St



Metges Lane

Street Character



Street Hierarchy

- Bypass Road
- Urban Street
- Town Centre Street
- Pedestrian Laneway
- Paved (Shared) Carriageway

Character

- Kennedy Plaza Quarter
- Town Centre Streetscapes
- Fair Green Quarter

04 Public Realm Strategy

Animated Town Centre

Creating flexible and dynamic streets and spaces that encourage activity and interaction and support the narrative of Navan.

Key Priorities

- Improve and create flexible spaces that can accommodate a changing programme of events and become a focus for town life.
- Encourage/accommodate active street frontages to increase activity and diversity from day through to evening.
- Improve and widen street footpaths that can provide the canvas for public art and the creative, sociable and playful opportunities of town life.
- Create a new range of more intimate spaces and enhance the historic laneways to provide diverse experiences.
- Celebrate Navan's unique history, heritage and identity through public art and bespoke design.
- Attract uses at ground floor level that directly relate to and animate the adjoining street.
- Provide public seating within focal areas and along retail street frontages that are inviting and encourage longer dwell time, passive amenity and social interaction.
- Comprehensive lighting that creates an attractive and safe night time environment.



Flexible events areas

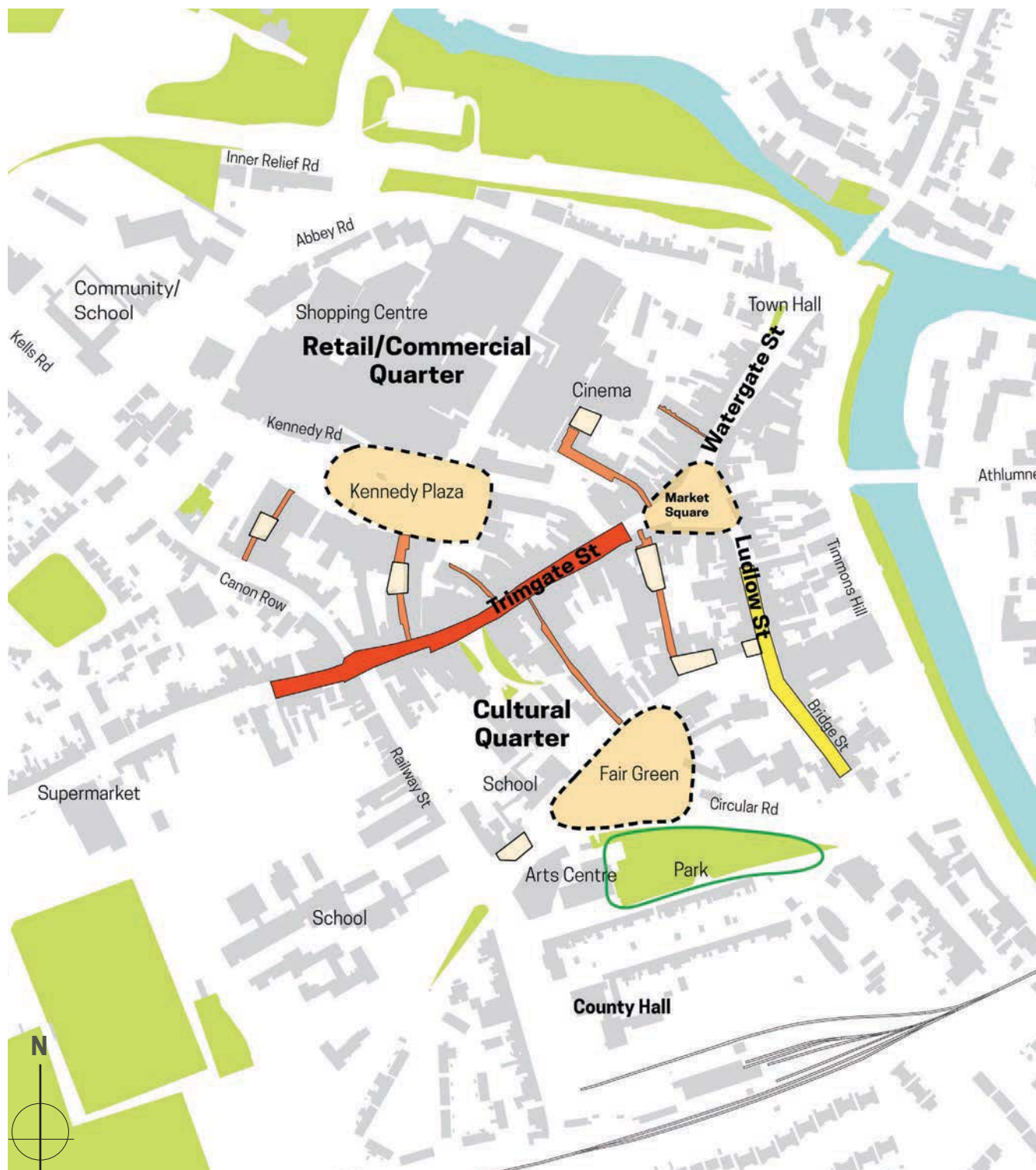


Animated streetscapes



Distinctive historic laneways

Animated Town Centre



- Key Events Areas
- Intimate Public Spaces
- Unique Laneways
- Animated Trimgate Street
- Enhanced Ludlow/Bridge St.

04 Public Realm Strategy

Strong Connections

Reinforcing traditional streetscapes of Trimgate, Watergate and Ludlow Streets, and enhancing connectivity to Kennedy Plaza and Fair Green through the laneways.

Key Priorities

- Trimgate Street will be reinforced as the main street of Navan, and enhanced to become an attractive, pedestrian friendly and accessible thoroughfare between Kennedy Plaza and Fair Green.
- Removal of through traffic from Trimgate Street, creating a higher quality and more pleasant streetscape with increased footfall supporting retail and commercial premises.
- Ludlow St/Bridge St and Fair Green and other streets in the town centre will also be upgraded to improve pedestrian movement and experience.
- Laneways will be enhanced through art work, lighting and landscape measures, so as to encourage people to use them more and create opportunity for new businesses.
- Streets will be de-cluttered, rationalising signage and co-locating utilities on single columns where possible.
- Pedestrian crossings will be provided to ensure safer routes along pedestrian desire lines.

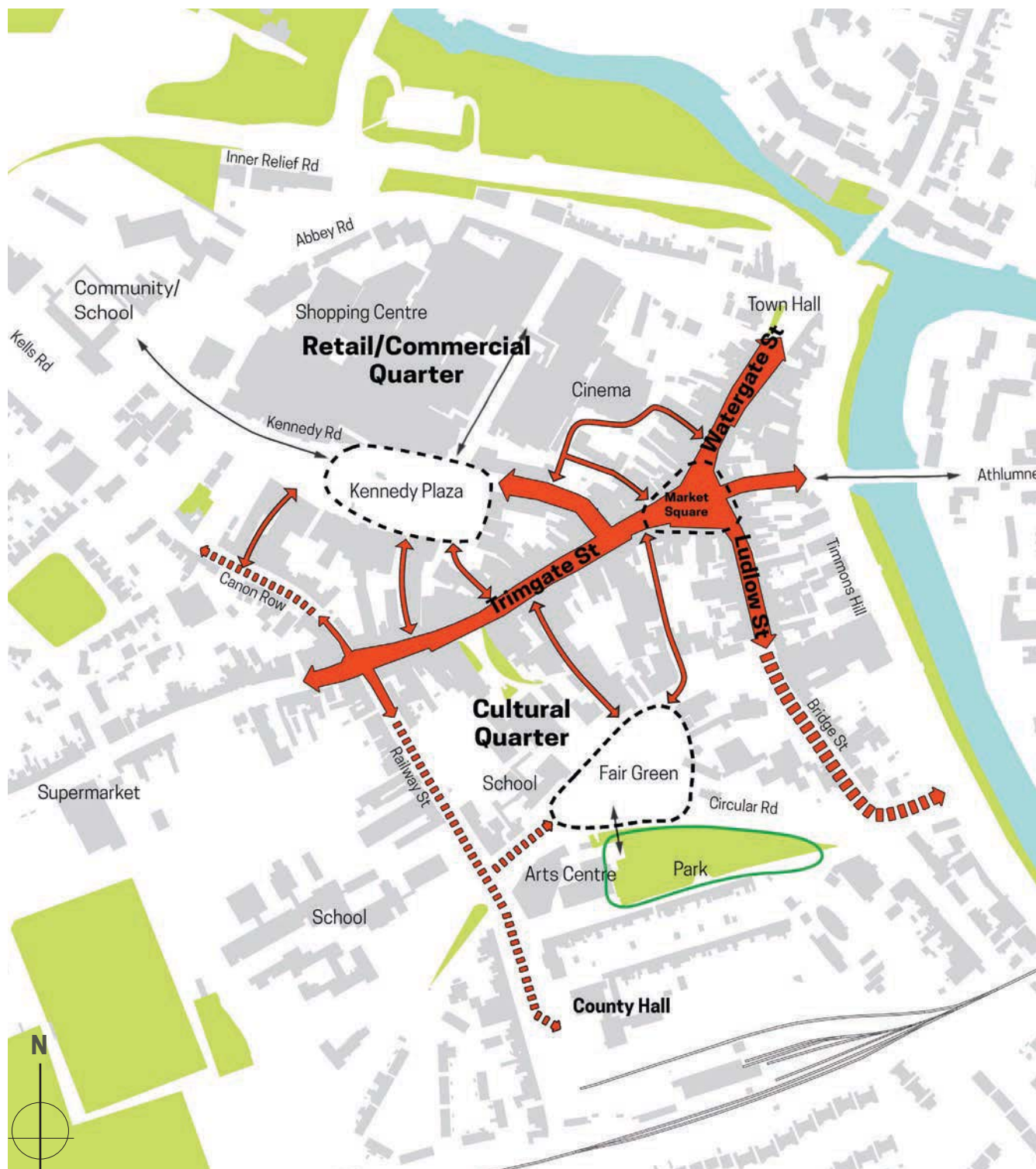


Opportunities for distinctive laneways



Pedestrian friendly streets

Strong Connections



- Key Focal Areas
- Main Pedestrian Route
- Enhanced Laneways
- Improved Linkages

04 Public Realm Strategy

Improved Movement Network

Strengthening walking and cycling, and optimising traffic access to reduce through traffic and to facilitate high quality public transport services.

Key Priorities

- Strengthening walking and cycling facilities.
- Optimise traffic access, and reduce through traffic.
- Raised tables will be used to reinforce key nodes, reduce traffic speed and flow of vehicles, and provide safer and accessible crossings for pedestrians.
- Re-allocate road space to create more pedestrian and cycle friendly uses.
- Rationalise on-street parking to balance the needs of safe pedestrian access and car parking and to create higher quality environment streetscapes.
- Incorporate on-street parking for disabled drivers and commercial loading bays that are convenient to the shops.
- Central bus stop at Kennedy Plaza for all bus routes with pedestrian waiting and real time passenger information.
- Remove buses from Trimgate Street to support the retail vitality of the street and a more attractive pedestrian offer.
- Introduce paved carriageway treatment at Trimgate Street and Fair Green to signify enhance the quality of the street and to clearly signal the shared nature of the street.
- Optimise directional signage to car parking facilities.
- Provide cyclist facilities at Kennedy Plaza, Fair Green and Trimgate Street.
- Remove through traffic from Old Cornmarket to create a strong pedestrian link with local vehicular access only.



Continuous footpaths



At grade pedestrian crossing

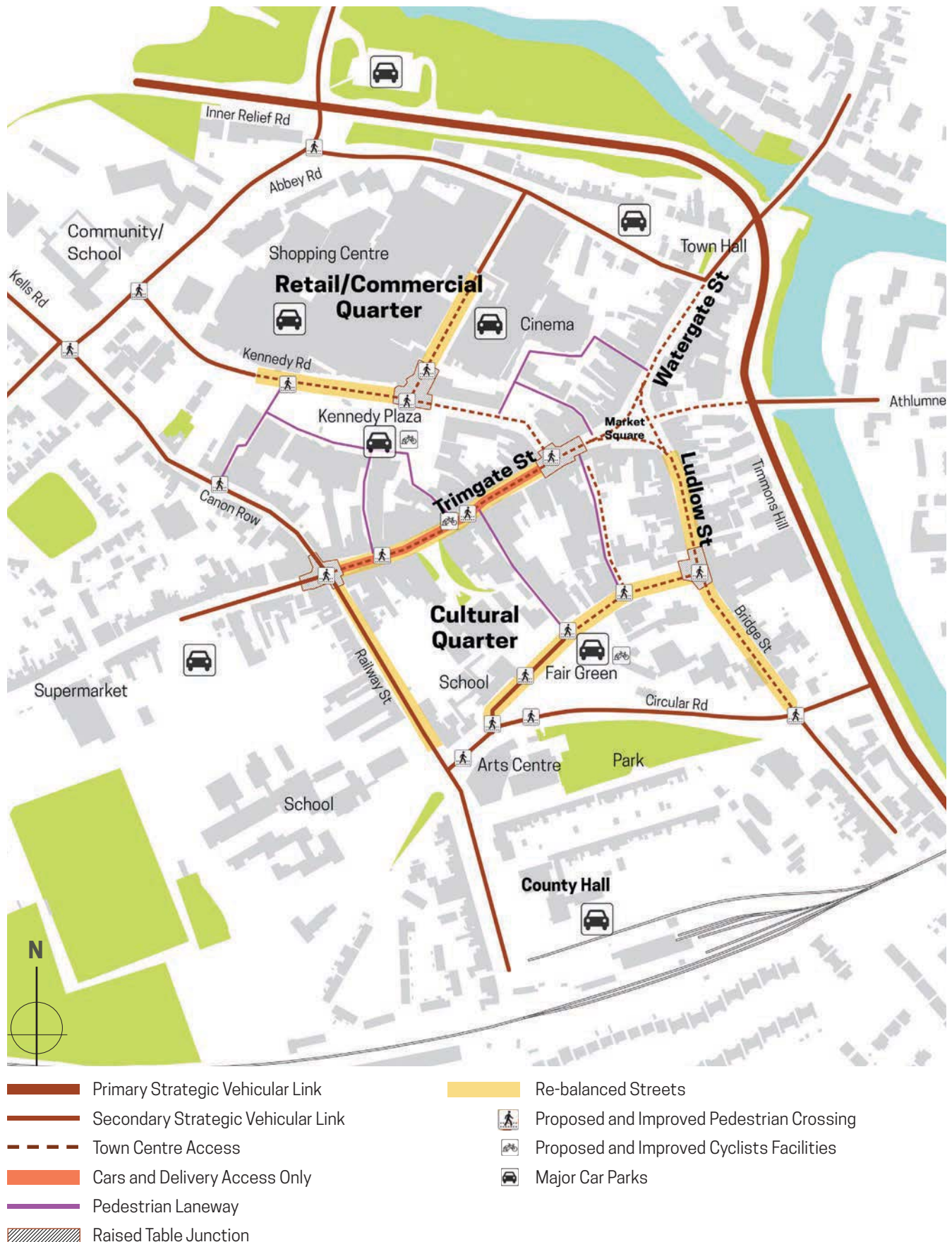


Raised table junction



Paved carriageway

Improved Movement Network



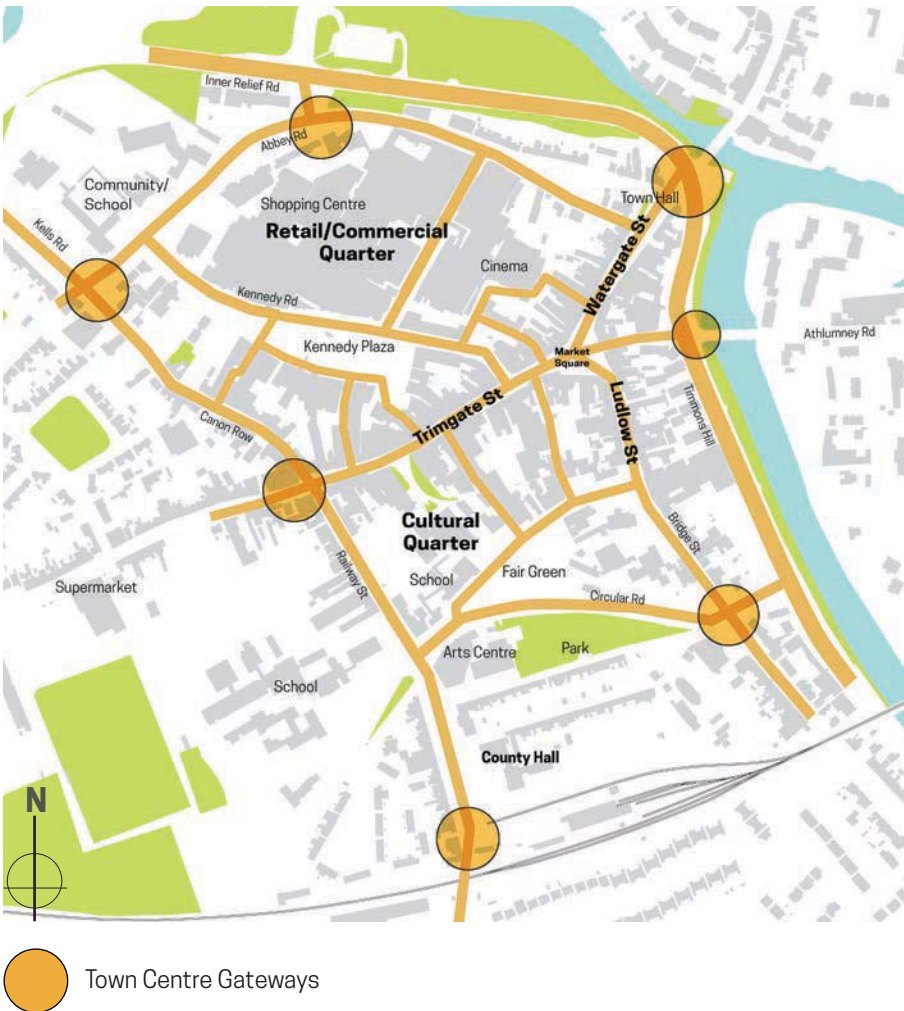
04 Public Realm Strategy

Welcoming Gateways and Approaches

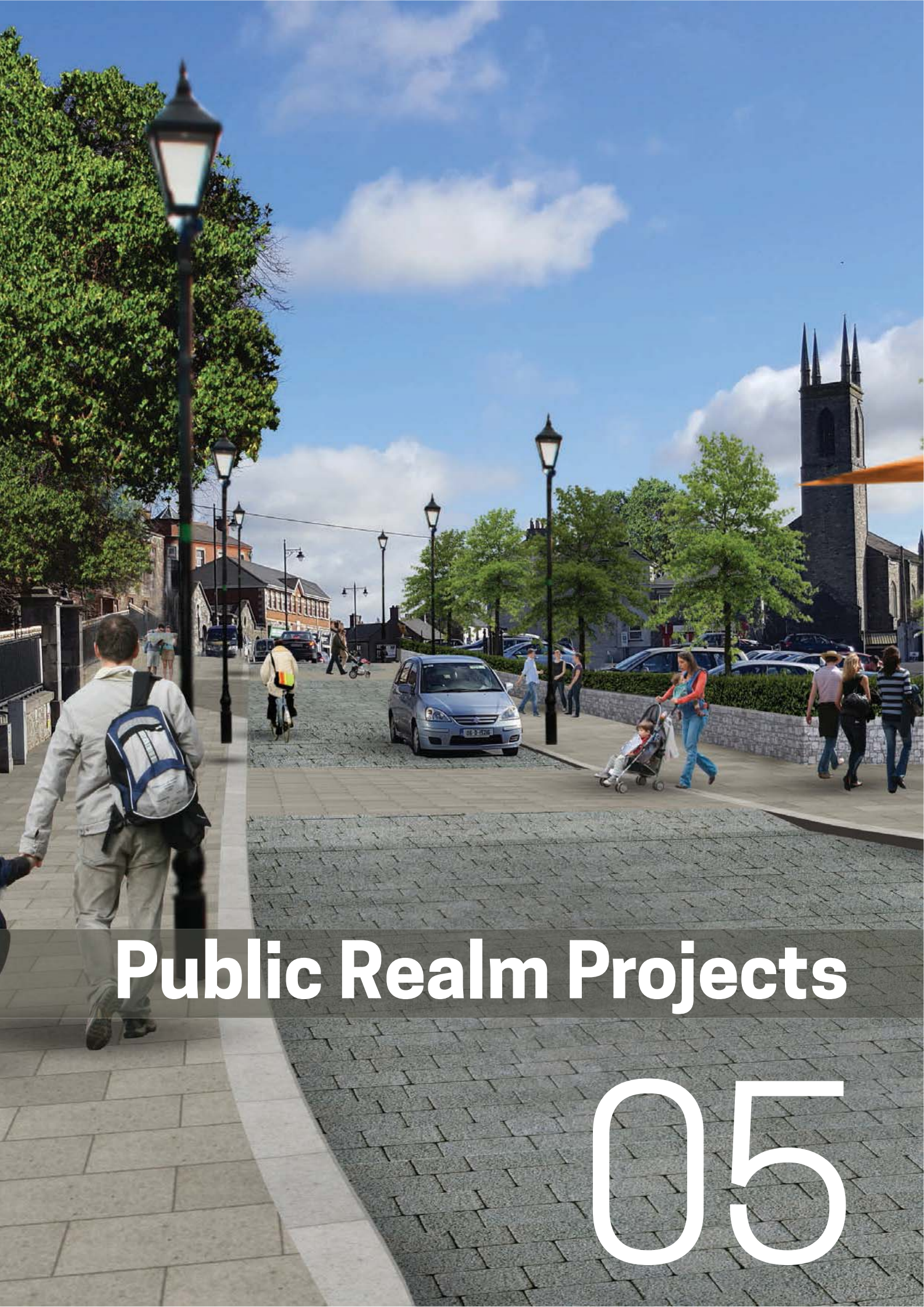
Creating attractive entry points to the town centre that are welcoming and provide a strong first impression for visitors.

Key Priorities

- Strengthen town gateways through new landscaping, lighting, signage and public art.
- Improve and optimise approaches into the town centre for vehicle users, pedestrians and cyclists.
- Create positive arrival experiences and improve connections between car parks, public transport and the town centre through excellent signage strategy.
- Showcase the town's river crossings through public art and creative lighting.



Positive Gateways



Public Realm Projects

05

Public Realm Projects

Navan Town Centre Potential



As existing



Potential (illustrative)

Trimgate Street

Existing Characteristics



Qualities:

- High activity street both by day and some parts by night.
- High quality architectural frontages with a number of protected buildings.
- Primary retail spine of historic town centre.
- Visually attractive stonework, building façades, shop-fronts and business uses.

Issues:

- Over-dominance of parked cars and traffic.
- Existing footpaths very narrow.
- Existing footpaths and roadway in poor repair.
- Cluttered appearance of street furniture and street signage.
- Busy traffic street, including buses.

Opportunities:

- To re-route through traffic that does not need to use Trimgate Street, and to re-balance the provision for pedestrian and vehicular uses so as to create a stronger pedestrian environment.
- To improve the legibility and connectivity of the street by an integrated design for high quality paving, lighting, street furniture and tree planting.
- To encourage/accommodate street frontages to increase activity and diversity from day through to evening.
- To improve and widen street footpaths that can facilitate stronger retail, social and creative uses of the street and enhance urban life of the town.
- Potential to develop daytime street performance programmes with the School of Music and local schools.

Recommendations:

- Re-route through traffic away from Trimgate Street to free up the potential of the street as the main pedestrian and retail street of the town.
- Improve streetscape by using high quality paving, lighting, and street furniture coherent with Watergate Street and Market Square.
- Re-balance carriageway to widen footpaths and to reduce carriageway width.
- Provide paved carriageway and parking bays so as to reinforce the visual appeal of the street and to clearly signal the pedestrian nature of the street.
- Introduce a series of at grade pedestrian crossings in conjunction with laneways and other desire lines.
- Re-configure selected on street parking spaces to optimise footpath widths and pedestrian space as key locations where appropriate.
- Facilitate on street loading and disabled parking bays.
- Introduce raised table junctions at Kennedy Road and Railway Street.
- Introduce street trees and other planting where appropriate.
- Minimise street signage and footpath clutter.

05 Public Realm Projects

Trimgate Street

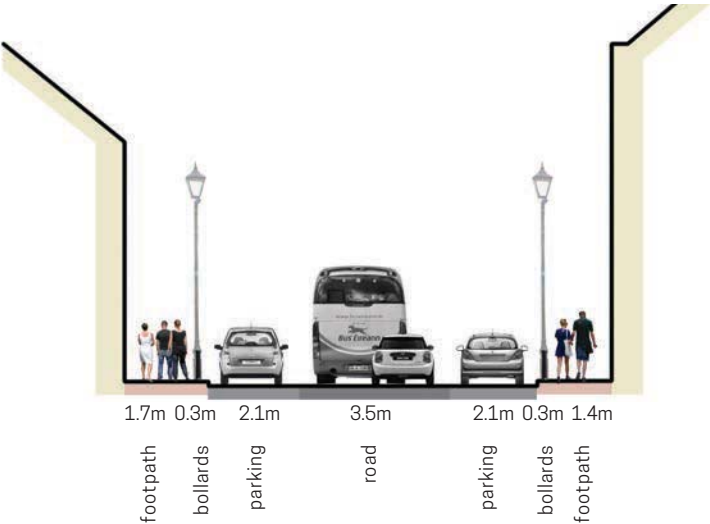
Existing Public Realm



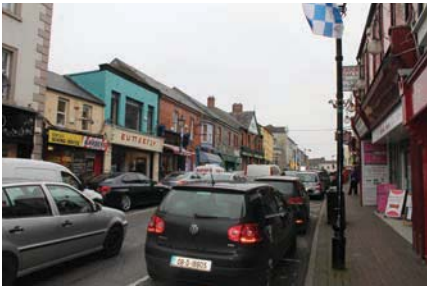
Legend

- Existing paving
- Existing quality paving
- Tarmac
- Pedestrian/vehicular conflict area
- P Parking
- L Loading
- PC Pedestrian crossing

Section A-A (existing)

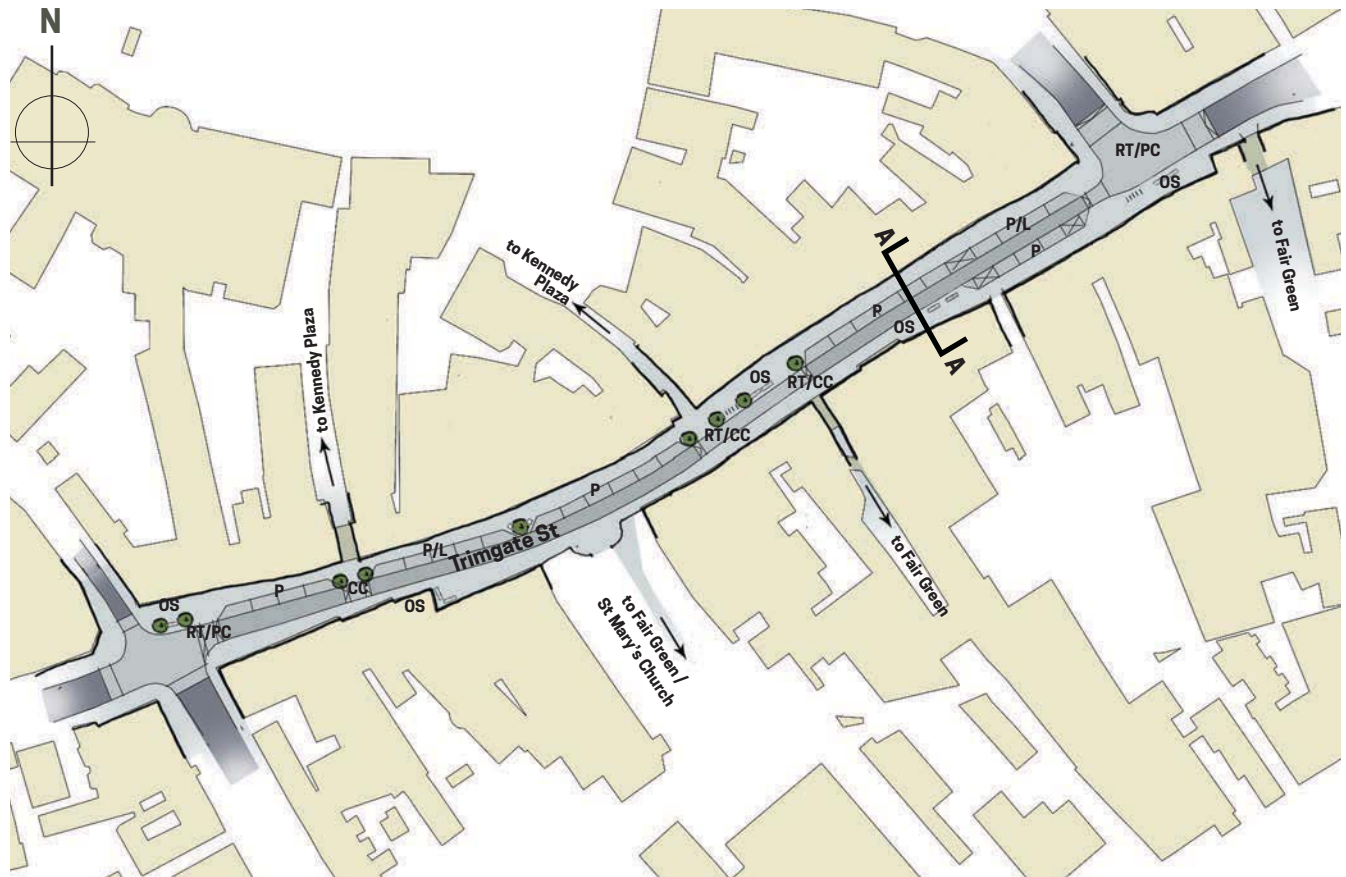


Existing



Trimgate Street

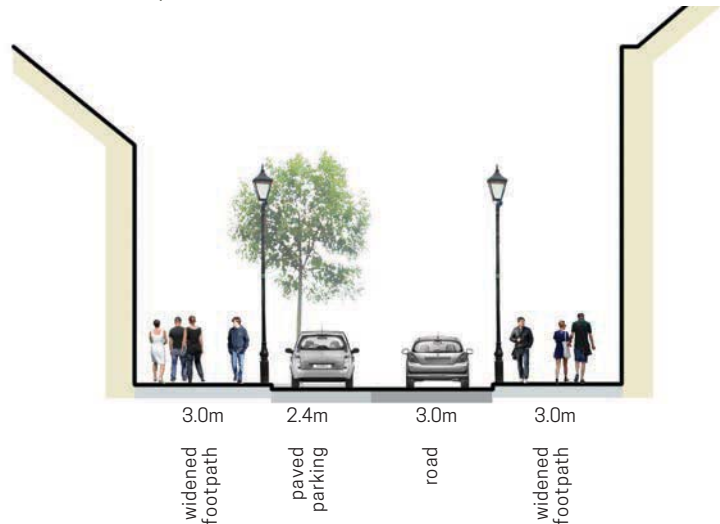
Public Realm Potential



Legend

- New quality paving
- Paved parking bays/raised tables
- Paved carriageway
- Tarmac carriageway
- Street trees
- P** Parking
- L** Loading
- RT** Raised table
- PC** Pedestrian crossing
- CC** Courtesy crossing
- OS** Outdoor seating

Section A-A (potential)



Precedent Images

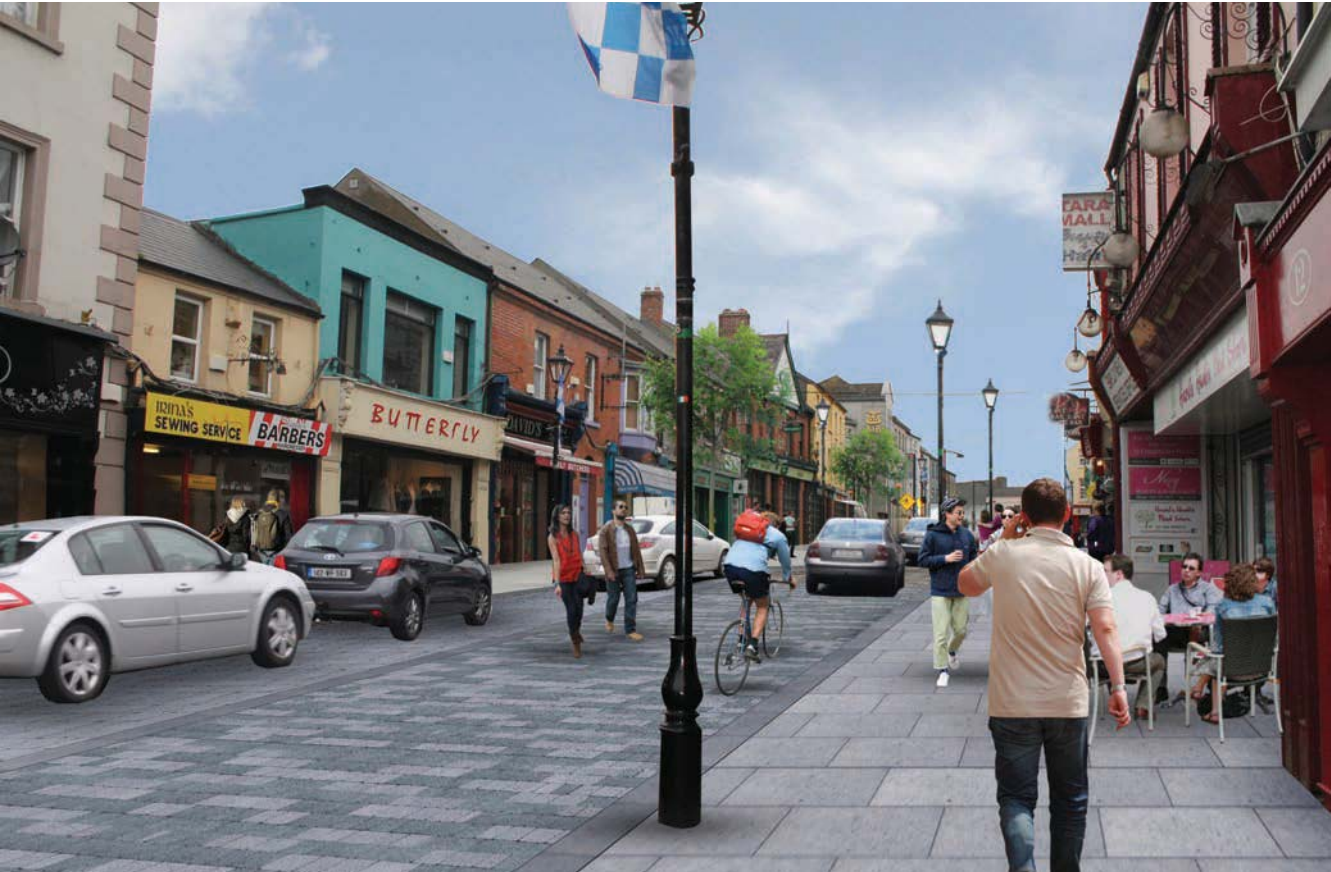


Public Realm Projects

Trimgate Street Potential



As existing



Potential (illustrative)

Trimgate Street/ Kennedy Road Junction Potential



As existing



Potential (illustrative)

Kennedy Road and Plaza

Existing Characteristics



Qualities:

- Large and busy space particularly during the day.
- Split level spaces serves as buffer between historic retail core and modern shopping centre.
- High quality materials used throughout.
- Primary function as a carpark.
- Occasional use for events.

Issues:

- Upper space functions primarily as roadway and taxi bays.
- Lower space functions principally as car parking and is not conducive to passive pedestrian activity.
- Split level presents as a barrier between the two retail centres across the space.
- Pedestrian space on the upper level is limited for existing pedestrian numbers accessing the shopping centre.
- Natural pedestrian links between the old and the new are obstructed by changes in level and retaining walls.
- The lower space is over-sized as a carpark, and yet the surplus space is challenging to use for pedestrian activity by virtue of the presence of parked and moving cars.
- Kennedy Plaza, notwithstanding the quality of materials used in delivering it, generally under performs as a public space by virtue of it being perceived and operated primarily as a carpark.

Opportunities:

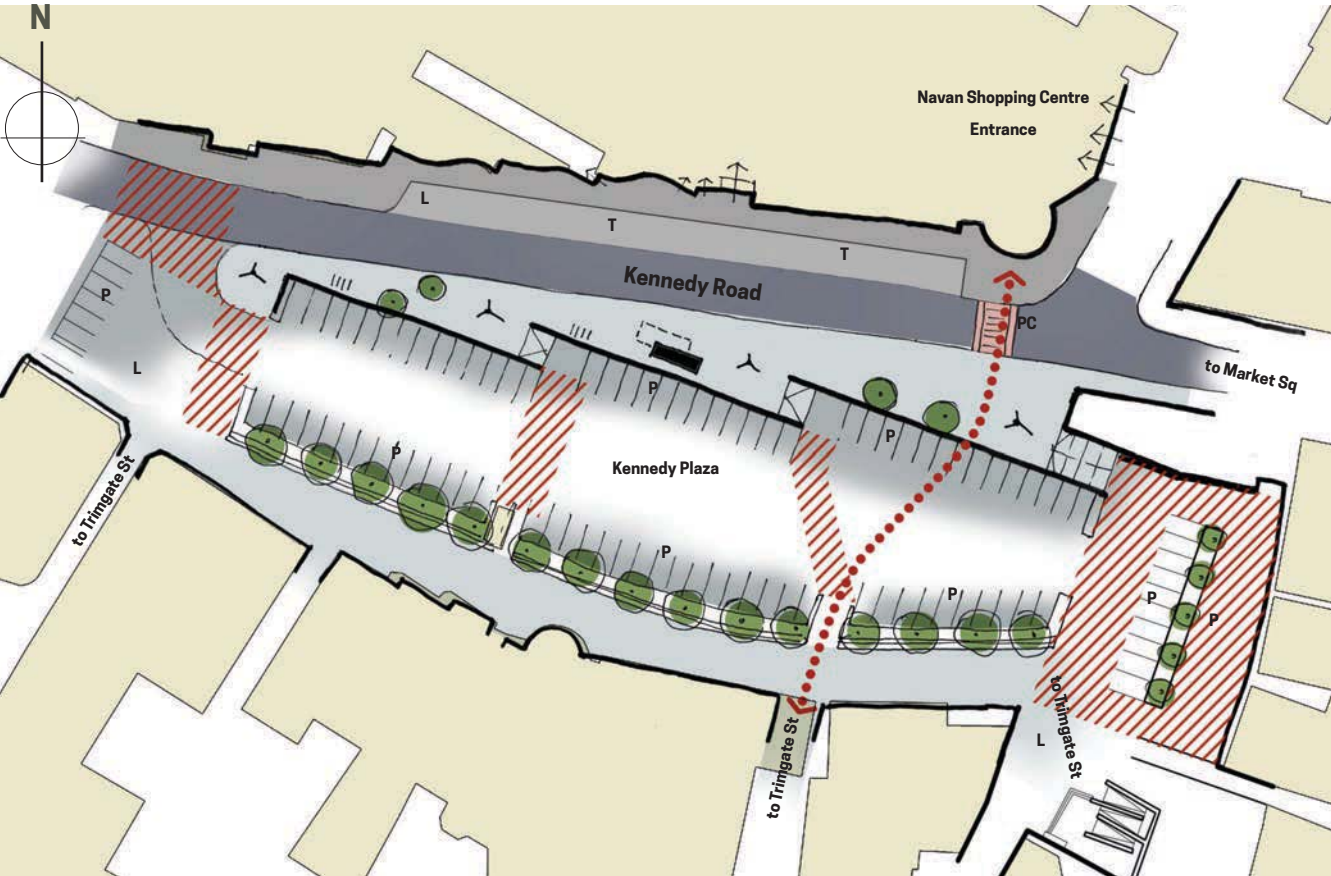
- Adapt Kennedy Plaza to reduce the surplus space at the car parking level and to extend the pedestrian and street space at Kennedy Road level to permit a more generous and more active social space.
- Open up desire lines with convenient access so as to facilitate more footfall between the two retail centres.
- Provide recessed bus bays on Kennedy Road for bus stops in both directions allowing interchange between local and regional routes and bringing more footfall into the space.

Recommendations:

- Reduce the currently excessive running aisle at the lower car parking area and rationalise car parking.
- Utilise the surplus space at the upper level to provide more generous pedestrian space, create direct pedestrian movement between the two levels, and facilitate the establishment of the new bus stops.
- Locally modify sections of the retaining walls to facilitate natural pedestrian desire lines and re-configure steps and ramps accordingly.
- Enhance visual connectivity into the space from the perimeters.
- Through re-configuration interventions, establish smaller spaces that are part of the overall, but provide more human scale and intimate spaces that facilitate passive amenity and social interaction.
- Maximise the benefits of a bus stop in terms of generating footfall, and explore retail and commercial opportunities arising to cater for travelling public and further contribute to the vibrancy of the public space.
- Implement interventions carefully so as to ensure that the space develops a sense of pedestrian priority over vehicular dominance where appropriate.
- Review street furniture and landscaping to de-clutter and to enhance the attractiveness and amenity of the space.
- Retain the option to implement temporary vehicular restrictions so as to facilitate larger public events in Kennedy Plaza.

Kennedy Road and Plaza

Existing Public Realm



Legend

- Concrete cobble
- Stone paving
- Stone paved parking area
- Concrete taxi bay
- Tarmac carriageway
- Pedestrian/vehicular conflict area
- Missing pedestrian link
- P Parking
- L Loading
- PC Pedestrian crossing
- T Taxi rank

Existing



Kennedy Road and Plaza

Public Realm Potential



Legend

	Stone quality paving	P	Parking
	Paved bus/taxi bays	L	Loading
	Paved road surface/banding	T	Taxi rank
	Tarmac	BUS	Bus bay
	Street trees	RT	Raised table
	Improved link	PC	Pedestrian crossing
		CC	Courtesy crossing
		OS	Outdoor seating
		BLD	Proposed structure
		SCP	Relocated sculpture

Precedent Images



Public Realm Projects

Kennedy Road and Plaza Potential



As existing



Potential (illustrative)

Kennedy Road and Plaza Potential



As existing



Potential (illustrative)

Public Realm Projects

Kennedy Road and Plaza Potential



As existing



Potential (illustrative)

Fair Green

Existing Characteristics



Qualities:

- Large open space between Fair Green and the Circular Road, with extensive frontage onto Circular Road.
- Functions as carpark, with weekly use as market space.
- Located behind St. Mary's Church and the laneways that lead to Trimgate Street at the town core.
- Proximate to the Solstice Arts Centre, County Library and adjoining public park.

Issues:

- Lacks a sense of proximity or obvious connection to the town core, and has poor presentation to Circular Road which is an arrival point for many visiting Navan.
- Has obvious proximity to the Solstice Centre, Library and public park but is physically severed from them by the Circular Road which incorporates significant retaining walls and high volumes of vehicular traffic.
- As it is primarily a carpark and sits alongside a distributor road, it offers no quality sense of urban space. It is utilitarian and unattractive.

Opportunities:

- Develop the dual usage aspect of the space, as carpark but also as a market and for other events.
- Identify additional uses, regular or occasional, that can generate pedestrian footfall and contribute to the appeal of Navan town as a destination.
- Develop the presentation of the area as higher quality frontage to the town centre and St. Mary's Church.
- Explore potential synergies and connections between the hard landscaped carpark and the public park on the southern side of the Circular Road, so as to connect the retail/commercial core to the cultural core.
- Re-introduce a sense of streetscape along the original alignment of Fair Green and soften the highly engineered road edges that form the perimeters of the spaces.

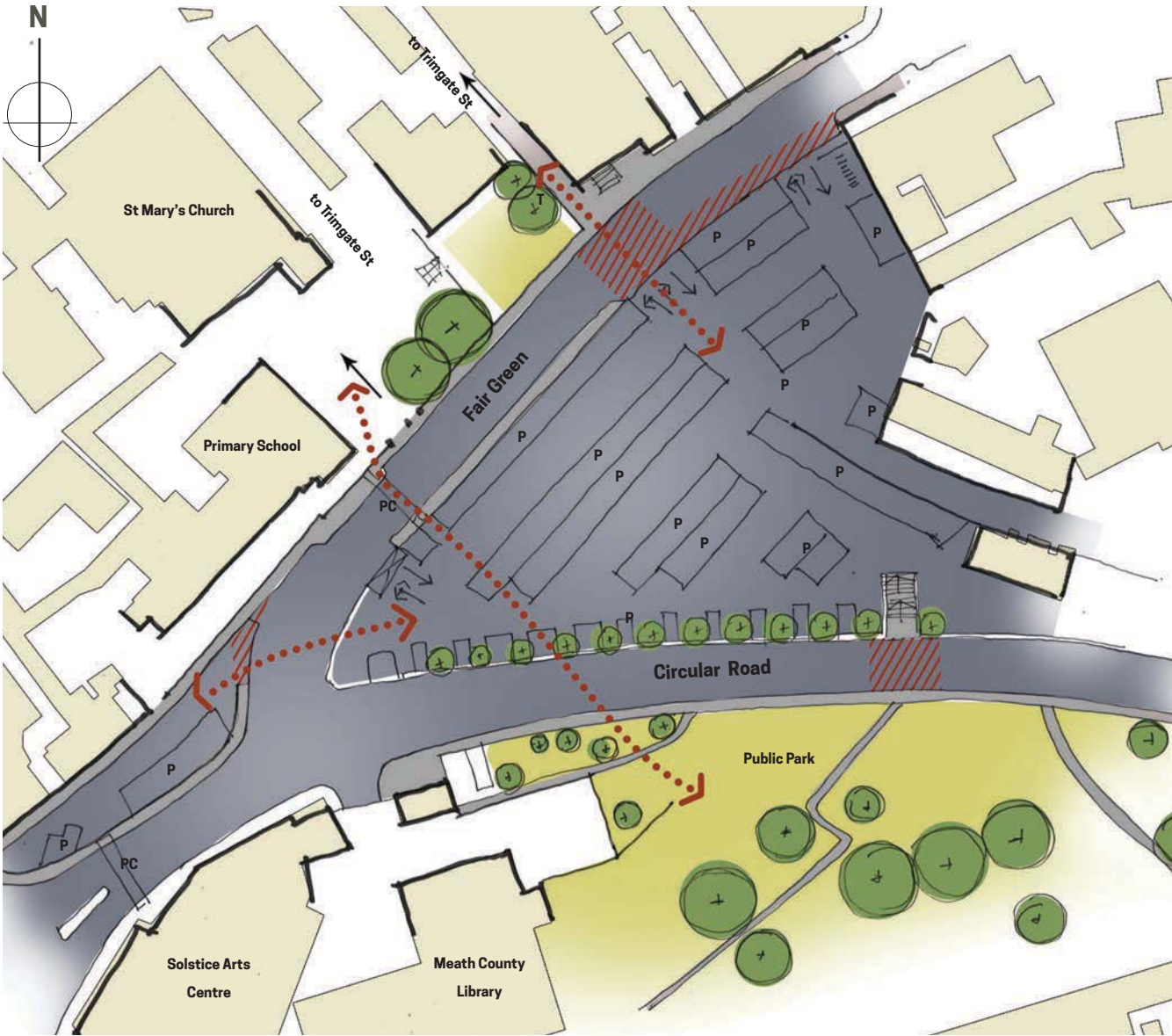
Recommendations:

- Remove the pedestrian steps and railings leading onto Circular Road as the level changes and associated lack of visibility makes them unsafe for many pedestrians.
- Establish a new pedestrian crossing across Circular Road further to the west, and directly opposite the library, where the absence of retaining walls and level changes allow for a safer and more convenient crossing.
- Consider the boundary treatments, particularly at the junction between Fair Green and Circular Road, and along Circular Road, so as to enhance the presentation of Fair Green as an important space within the town.
- Review the layout of parking spaces to optimise efficiency and cater for other events.
- Consider pedestrian desire lines through the space and structure the space to improve legibility and safety.
- Establish a new focal point at the junction of Fair Green and Circular Road to reinforce the presence and identity of Fair Green when viewed by people approaching the town centre. A structure with a tensile canopy could be signify and be part of the fair and market, and provide a permanent covered communal gathering space.
- Provide stronger pedestrian crossings on Fair Green at key crossing points that link to the laneways leading to Trimgate Street, and incorporate additional traffic calming measures along Fair Green.
- In the longer term, explore the potential to raise the vertical alignment of Circular Road so as to reduce or eliminate the need for retaining walls, and to further develop the presentation of Circular Road as one of the primary arrival routes to the town.









05 Public Realm Projects

Fair Green

Existing Public Realm



Legend

- | | |
|---|--|
|  Existing paving |  Pedestrian/vehicular conflict area |
|  Tarmac |  Missing pedestrian links |
|  Green Area |  Parking |
|  Trees |  Pedestrian crossing |

Existing



Fair Green

Public Realm Potential



Legend

	Quality paving		Trees	PC	Pedestrian crossing
	Paved carriageway	P	Parking	CC	Courtesy crossing
	Tarmac	SH	Shared area	OS	Outdoor seating
		SD	Set down	BLD	Proposed tensile structure (potential use as market, seating, performance area etc.)
		RT	Raised table		

Precedent Images



Public Realm Projects

Fair Green Potential

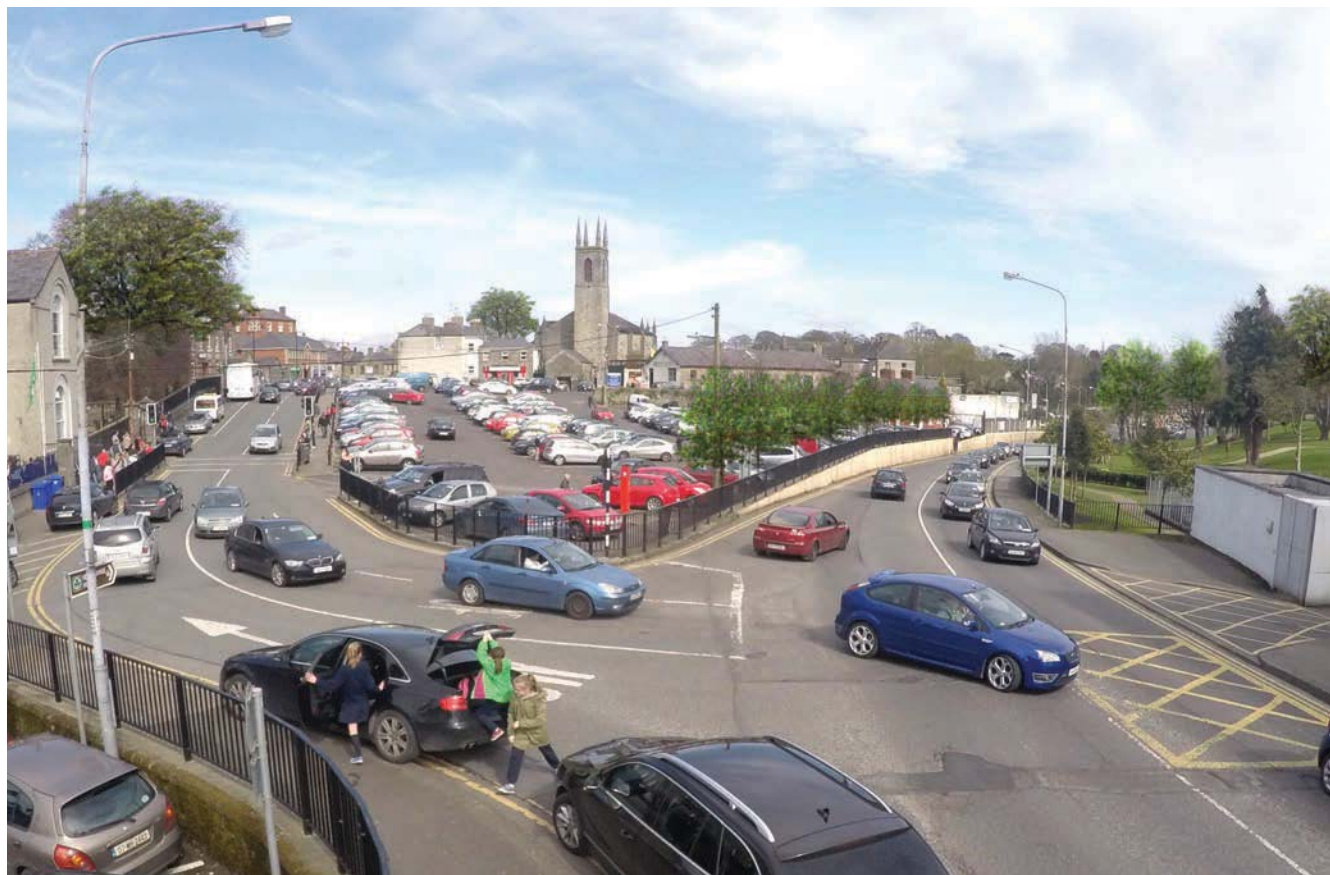


As existing



Potential (illustrative)

Fair Green Potential



As existing



Potential (illustrative)

Market Square

Existing Characteristics



Qualities:

- Historic focal point of the original town structure, and the junction of Trimgate, Watergate and Ludlow Streets.
- Recent investments in public realm have enhanced the appearance and appeal of the space.
- Home to the Bull of Navan, as a symbol of the historic market function of the square.
- Legible urban space, mostly defined by three storey traditional buildings on all sides.
- Assists in connecting the retail streetscape of Trimgate Street and Watergate Street, but with less sense of connection to Ludlow Street.

Issues:

- Substantial level changes across the square presents accessibility challenges at a number of locations, including railings and barriers.
- Under-performing as a public space by virtue of traffic routes on all three sides.
- The bus stop on the northern side at the junction of Trimgate Street and Kennedy Road is a constant cause of congestion, particularly when one bus is waiting and another is trying to set down.

Opportunities:

- Re-locate the bus stop to Kennedy Road so as to free Market Square of bus congestion.
- As part of the overall traffic re-routing and management at the town centre, remove through traffic from Market Square and Trimgate Street so as to reduce the overall traffic volume.
- Widen pedestrian pinch points so as to make Market Square look and feel more pedestrian friendly, with a greater sense of connection between the perimeter pavements and the central space.
- Reduce the amount of traffic management signage within the space.

Recommendations:

- Move the bus stop facility from Market Square to Kennedy Road where there is sufficient space, in conjunction with improvements to Kennedy Road and Plaza, to cater for proper bus set down facilities, and where north bound and south bound buses are co-located.
- Widen pavement space at pinch points and elsewhere to facilitate higher volumes of pedestrian traffic, and to enhance to sense of Market Square as a stronger pedestrian space.
- Incorporate additional tree planting within the square to balance the built environment and to enhance visual amenity and biodiversity.
- In conjunction with wider traffic re-routing and management proposals, reverse the flow of the southern side of Market Square and reserve it for bus, taxi, pedestrian and cyclist use only.
- Rationalise the pavement space on the southern side to design out level changes and barriers.

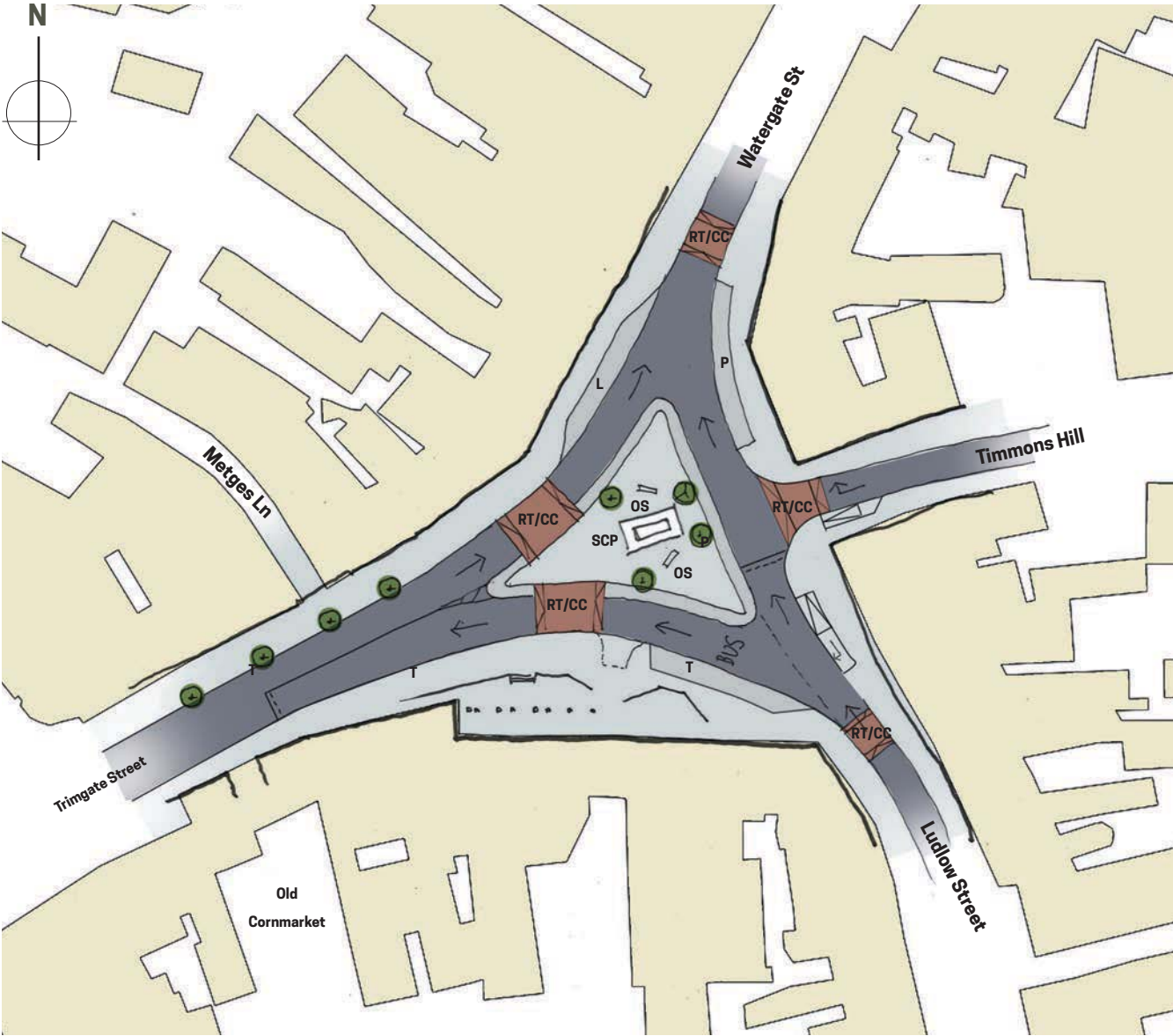
Longer term Recommendations

- Consider extending the pavement on the northern side to meet the central island by re-aligning the northern carriageway to run alongside the southern carriageway towards the southern side of the space.
- Re-locate The Bull of Navan within the larger public space so as to align on the axis of Trimgate Street and visible to people using Trimgate Street.
- Optimise the extended public space, on the sunny side of the square, for passive use, amenity and gathering, including the provision of appropriate seating and other street furniture.

05 Public Realm Projects

Market Square

Public Realm Potential (Short Term)



Legend

- | | | |
|-----------------|----------------------|--------------------|
| Quality paving | Trees | L Loading |
| Tarmac | P Parking | OS Outdoor seating |
| Raised crossing | CC Courtesy crossing | SCP Sculpture |
| | RT Raised table | |
| | T Taxi rank | |

Existing



Market Square Short Term Potential



As existing



Potential (illustrative)

Public Realm Projects

Market Square Short Term Potential



As existing

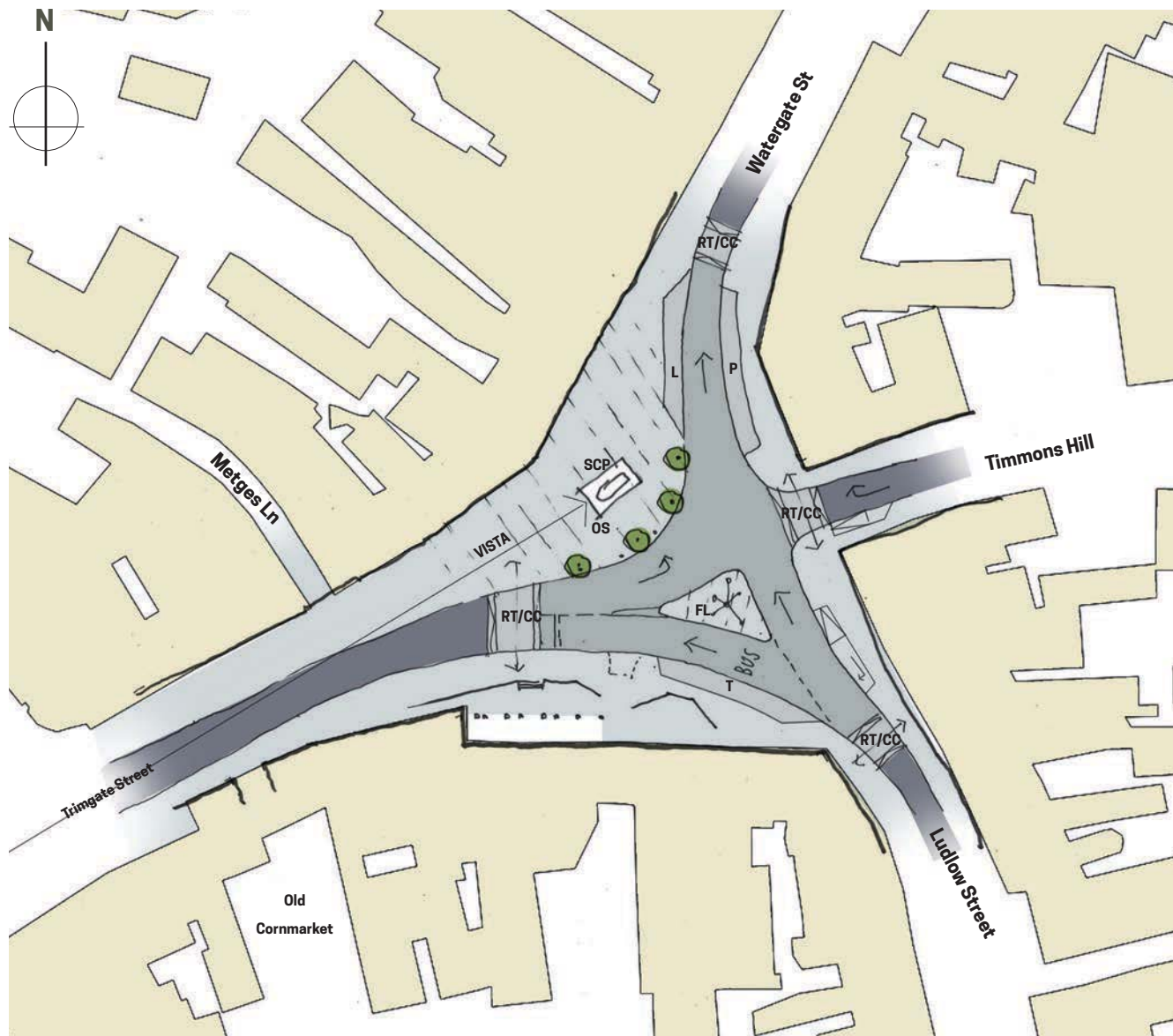


Potential (illustrative)





Public Realm Projects

Market Square

Public Realm Potential (Long Term)



Legend

	Quality paving		Trees	L	Loading
	Exposed aggregate tarmac	P	Parking	FL	Feature lighting
	Tarmac	RT	Raised table	OS	Outdoor seating
		CC	Courtesy crossing	SCP	Relocated sculpture
		T	Taxi rank		

Precedent Images



Market Square Long Term Potential



Potential (illustrative)



Longer Term Potential (illustrative)

Laneways

Existing Characteristics



General Qualities:

- Historic features that are authentic to the original Medieval townscape
- Provide a finer grain of pedestrian movement and assist in increasing cross movement through the town centre.
- Intimate in scale and character.

General Issues:

- Under-utilised and generally poorly presented.
- Frequently used for parking of delivery vehicles.
- Mostly comprising basic and low quality finishes that are unattractive and undermine the potential appeal of the laneways.
- Lack of directional signage.
- Poorly lit and lacking a sense of personal security.

General Opportunities:

- Potential to reinforce the pedestrian linkage and historic value of the laneways, and to actively develop the laneways as part of the authentic town centre experience.
- Opportunity to enhance laneways by creating unique visual experience through appropriate quality of materials, furniture and lighting.
- Opportunity to incorporate public art and community engagement in laneway enhancements.
- Potential to increase and diversify the use of lanes during day and night for safety, vitality and retail opportunity.
- Promote new commercial activities in the laneways that will lead to increased use.
- Wherever possible, adjoining retail and refreshment uses should be encouraged to extend out into the laneways with tables/chairs or display of goods.

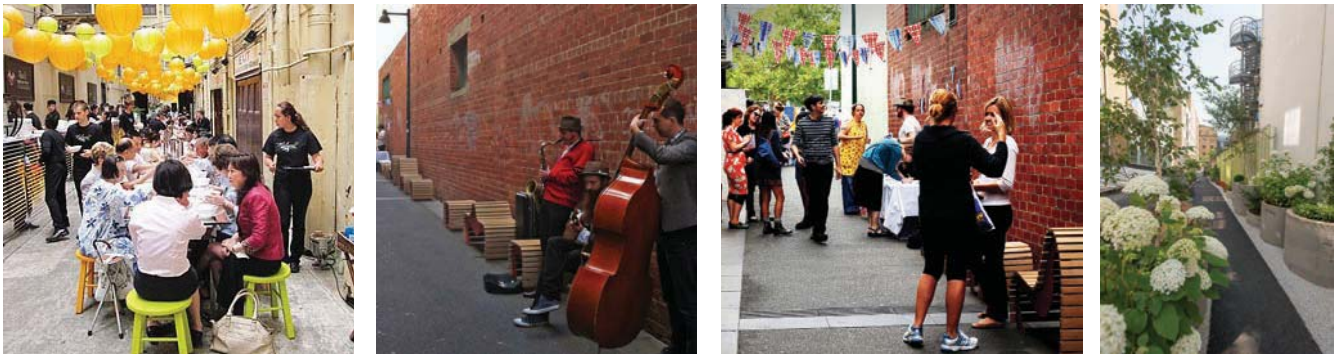
General Recommendations:

- Re-surfacing using a variety of quality materials to create a distinctive character for each laneway.
- Accentuating laneway entrances as appropriate, by decorative archways, inserts into the pavement, and feature lighting.
- Removal of graffiti, rubbish and eye-sores.
- Enlivening with colour washing of buildings and structures, bunting and hanging baskets etc. as appropriate.
- Improved directional signage. Signage should be designed to incorporate with other street furniture elements or hung from buildings where possible.
- Street furniture should be located on the edges of spaces to provide clear pedestrian access ways and maximise the potential use of the spaces and outdoor activities.
- Incorporate art in the design of buildings, public spaces, street furniture and paving in a way that is reflective of lane characteristics or the theme of the lane.
- Provide robust and durable street furniture that copes with intensive use.
- Provide opportunities for passive amenity in public places throughout the network of laneways.
- Ensure lighting infrastructure is discrete so as to maintain the flexibility of the lane spaces, and that lighting levels are sufficient for personal safety.

Public Realm Projects

Laneways Potential

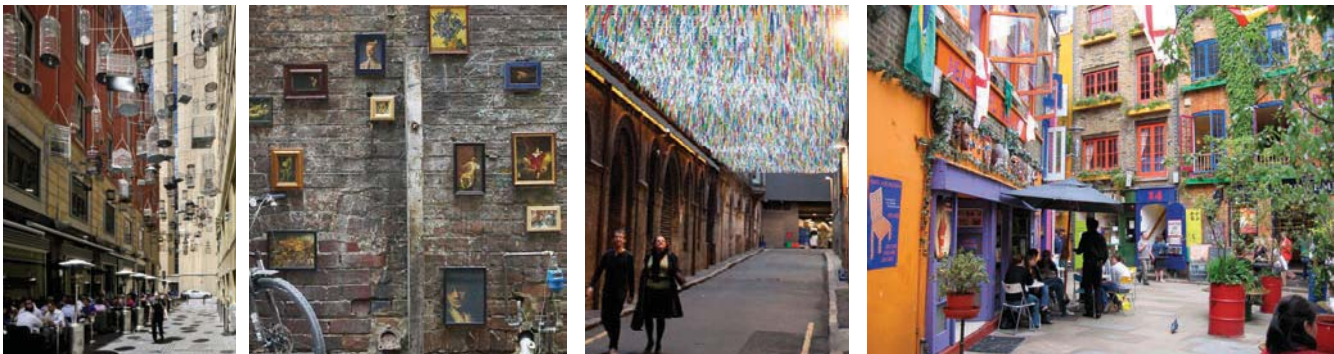
Animated Spaces



Quality & Unique Materials



Canvas for Public Art



Feature Lighting



Laneways - Old Cornmarket Potential



As existing



Potential (illustrative)

05 Public Realm Projects

Laneways - Bakery Lane Potential



As existing

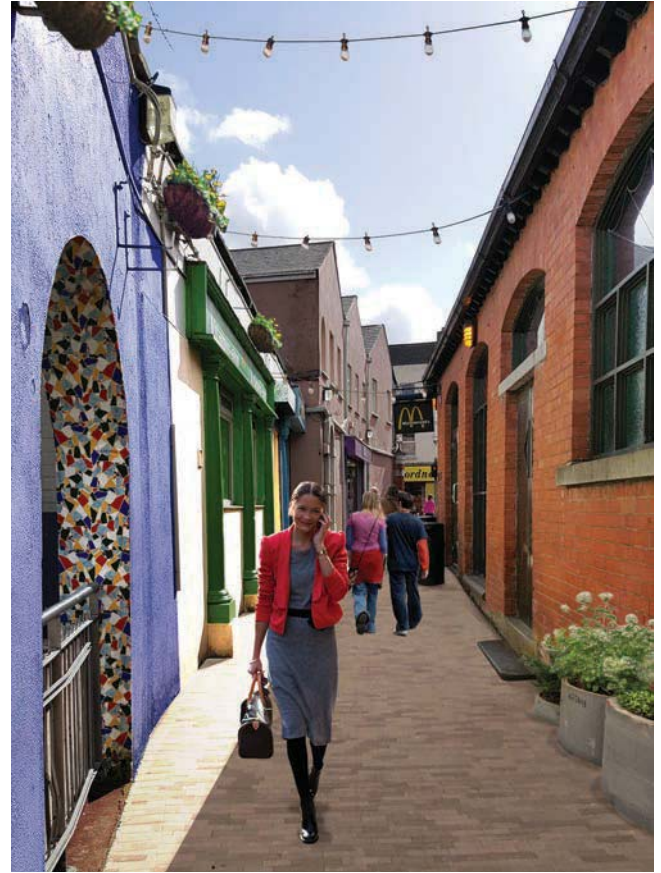


Potential (illustrative)

Laneways - Preston Place Potential



As existing

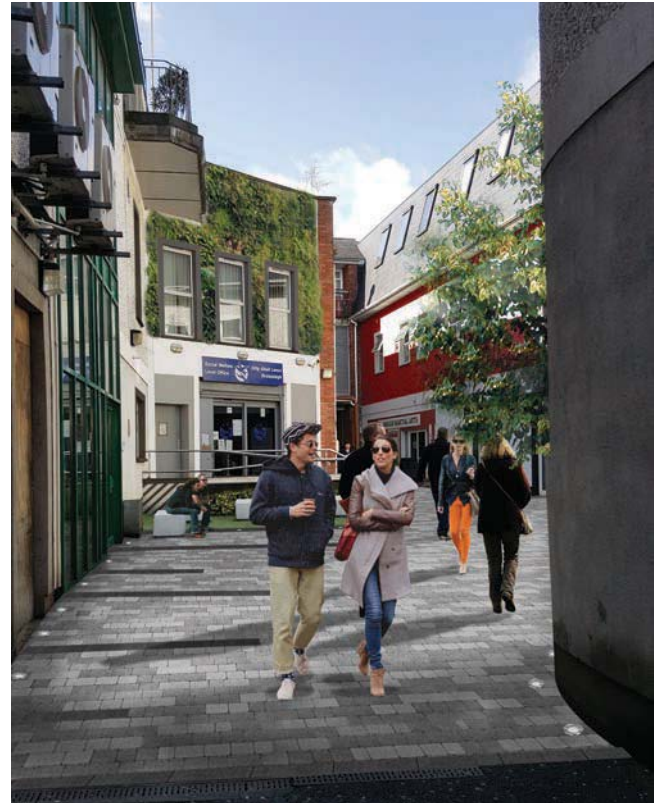


Potential (illustrative)

Laneways - Kennedy Plaza to Canon Row Potential



As existing



Potential (illustrative)

Public Realm Projects

Laneways - Trimgate Street to Kennedy Plaza Potential



As existing



Potential (illustrative)

Ludlow Street/Bridge Street

Existing Characteristics



Qualities:

- Ludlow Street and Bridge Street are part of the historic streetscape of the town centre.
- Both streets are narrow, steep, and for the most part, bounded by two and three storey residential and commercial buildings displaying a wealth of architectural heritage. St. Mary's Anglican Church grounds form the western side of much of Bridge Street.
- Ludlow Street leads directly into Market Square.
- Both streets meet at the junction with Church Hill where St. Mary's Augustinian Church is an impressive and dominant architectural feature, and the spire of St. Mary's Roman Catholic Church can also be seen along Church Hill.
- Both are compact and single one-way streets with parking on one or both sides, and footpaths along both sides.
- Ludlow Street, being closer to the town core, has paved footpaths and heritage street furniture, whereas Bridge Street has a more basic materials.

Issues:

- There are relatively few issues along these streets, and any changes proposed are presented as opportunities to improve and to reinforce the original streetscape that comprised Ludlow Street, Market Square, Trimgate Street and Watergate Street.

Opportunities:

- Under the traffic management aspects of this project, the one-way traffic will be reversed towards Market Square, and uphill.
- Widening of localised pinch points and removal of changes in level along footpaths.
- Extension of the higher quality public realm treatment of Ludlow Street along Bridge Street.
- Enhanced pedestrian crossing and pedestrian priority at key points along the streets and at junctions.

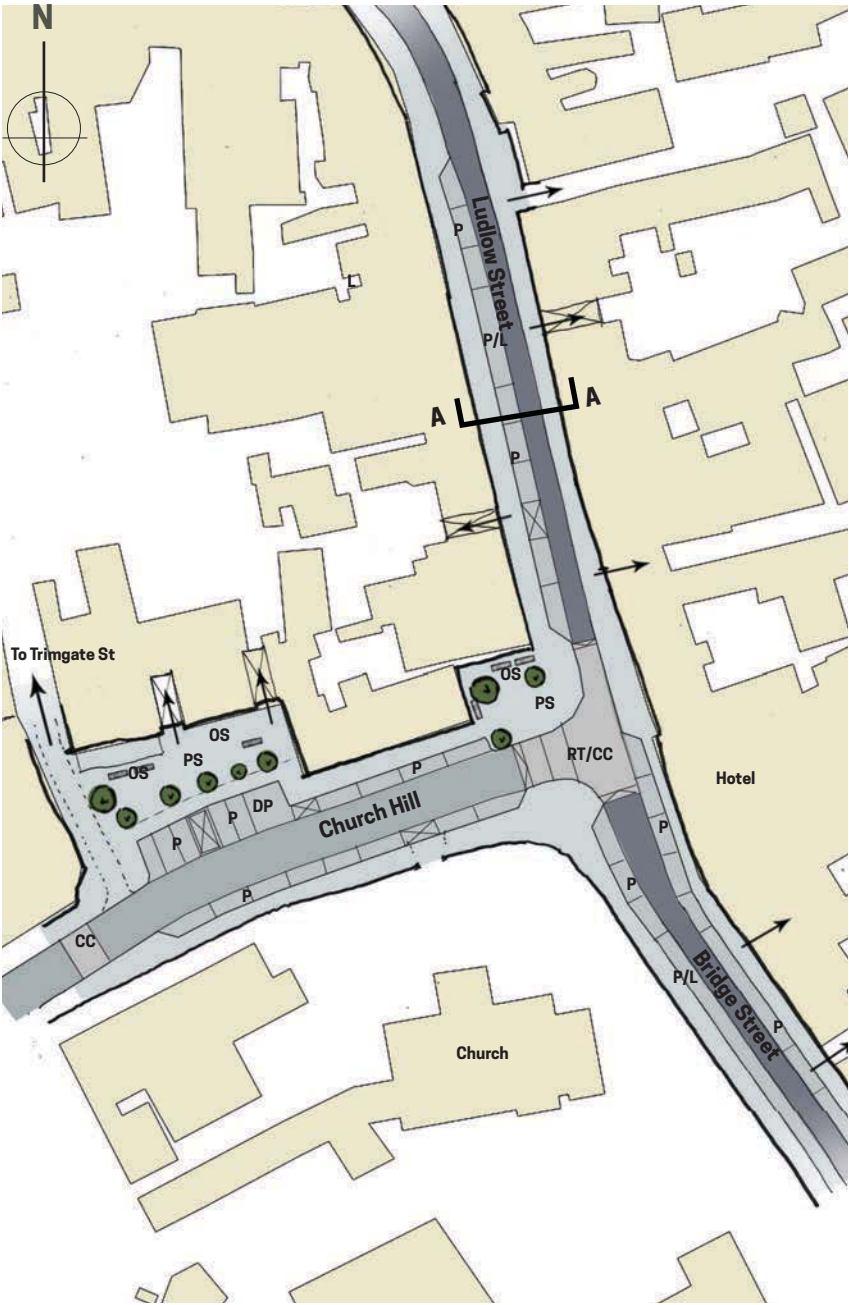
Recommendations:

- Rationalisation of parking and loading bays to reduce vehicular dominance and improve pedestrian offer.
- Reduce carriageway widths where possible to ensure comfortable footpath space.
- Local adaptations where necessary to accommodate the reversal of vehicular traffic.
- Upgrading paving and kerbs where appropriate.
- Removal of excessive bollards and other street clutter.
- Enhancement of street lighting infrastructure.
- Modify parking spaces at the corner Church Hill to allow expansion of the small public space as a south facing urban pocket park.
- Create a raised table crossing at the junction with Church Hill, and integrate shared surface with adjacent pedestrian pocket park.
- Rationalisation of car parking in the space at the junction of Church Hill and Old Cornmarket to provide a high quality public space that will attract high value retail uses in the existing building stock and encourage footfall to and from Trimgate Street.
- Provide selected specimen trees and seating in public spaces created to enhance amenity and encourage dwell time.

05 Public Realm Projects

Ludlow Street/Bridge Street

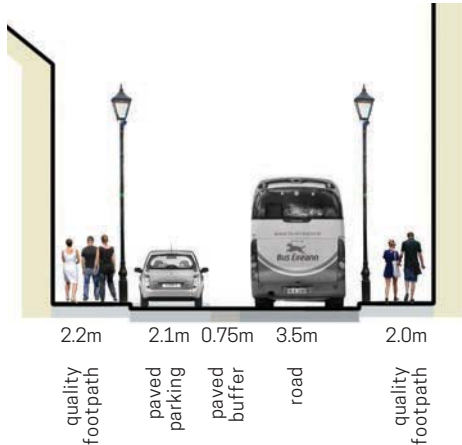
Public Realm Potential



Legend

- New quality paving
- Paved parking bays
- Paved carriageway
- Exposed aggregate tarmac
- Tarmac carriageway
- Street trees
- P Parking
- L Loading
- RT Raised table
- PC Pedestrian crossing
- CC Courtesy crossing
- OS Outdoor seating
- PS Public space
- DP Disabled parking

Section A-A (potential)



Precedent Images



Ludlow Street/Bridge Street Potential



As existing



Potential (illustrative)

Paddy O'Brien Street

Existing Characteristics



Note:

Paddy O'Brien Street is in private ownership. The Public Realm Strategy identifies potential improvements that could be delivered and that are compatible with the wider Public Realm Strategy. Implementation of such works would require support and investment from the owners.

Qualities:

- Modern streetscape developed in conjunction with major retail centre.
- Relatively narrow towards Abbey Street and defined by existing retail displays.
- Wider towards Kennedy Road, and defined by a mixture of retail displays and blank walls.

Issues:

- Minimal footpaths and wide carriageways create an unpleasant pedestrian environment.
- Landscaping is of a low standard and is mostly inappropriate for an urban location.
- Streetscape designed primarily for vehicular traffic, including carpark access.
- Pedestrians are corralled behind railings, planters and bollards, and cannot follow natural desire lines.

Opportunities:

- Develop a more human scale streetscape and re-balance the pedestrian and vehicular provision.
- Increase the width of footpaths and revise landscaping to provide amenity, enhance the presentation of the street, and to introduce an appropriate hierarchy and segregation while facilitating pedestrian desire lines.

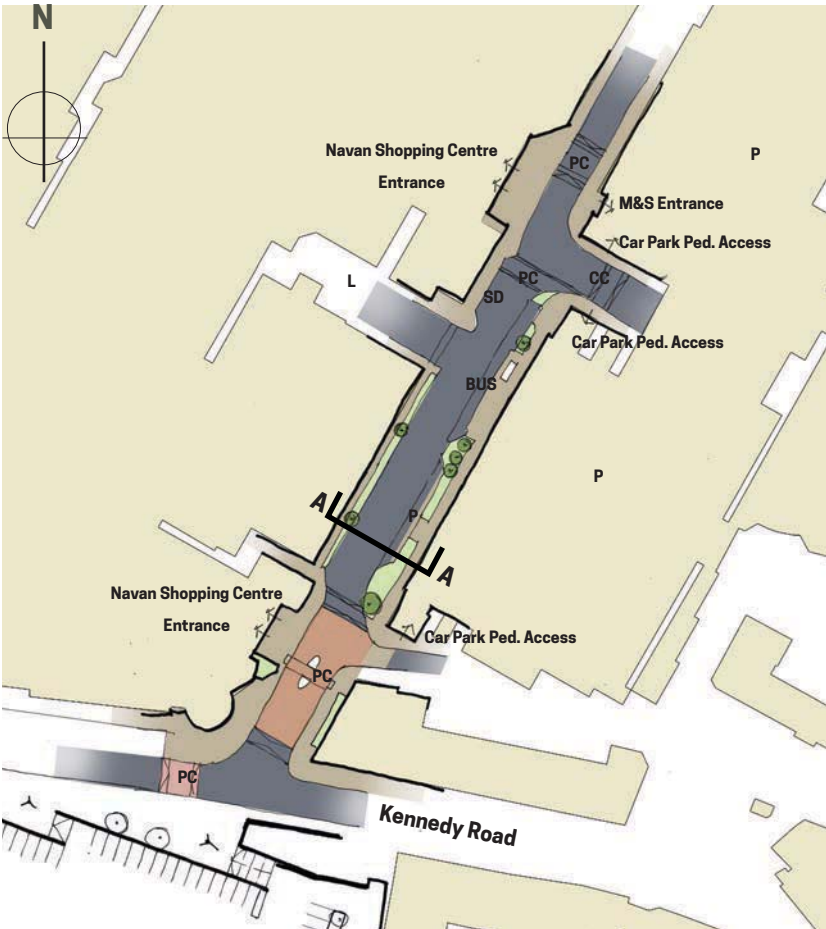
Recommendations:

- Increase the width of footpaths to a comfortable 2.8m.
- Upgrade the paving material and kerbs to a higher quality and appearance - coordinated as appropriate with Kennedy Road and Plaza.
- Revise landscaping to create a combined landscape and on-road parking zone that separates the footpaths from the carriageway.
- Create raised tables junctions at carpark entrances and at Kennedy Road, incorporating convenient pedestrian crossings on all arms.
- Revise street furniture, including seating and lighting, to enhance the presentation and attractiveness of the street.
- Promote more vibrant retail displays that contribute positively to the streetscape.

05 Public Realm Projects

Paddy O'Brien Street

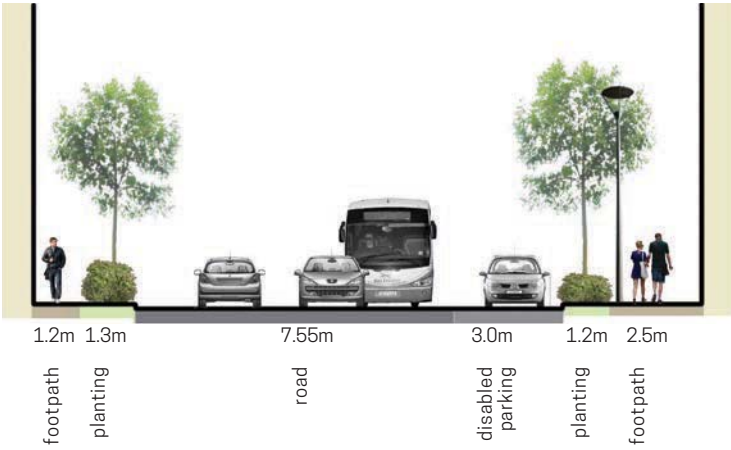
Existing Public Realm



Legend

- Existing paving
- Raised crossing
- Buffed tarmac
- Tarmac
- Low planting
- Trees
- P Parking
- L Loading
- PC Pedestrian crossing
- CC Courtesy crossing
- BUS Bus stop
- SD Set-down area

Section A-A (existing)



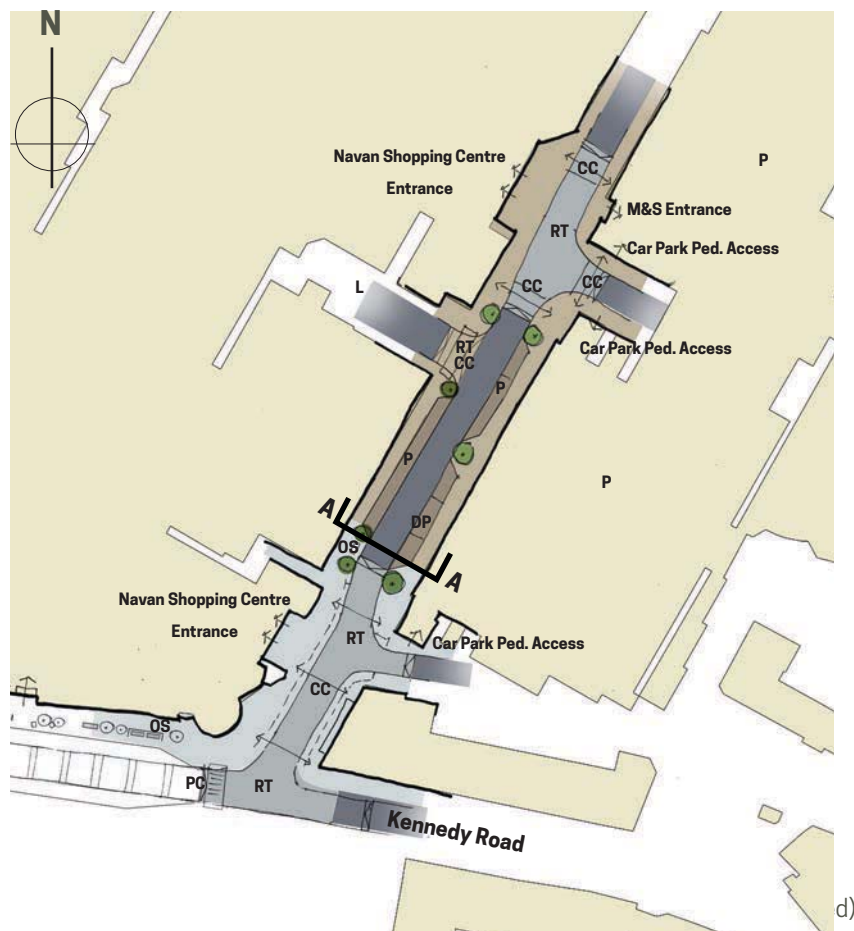
Existing



Public Realm Projects

Paddy O'Brien Street

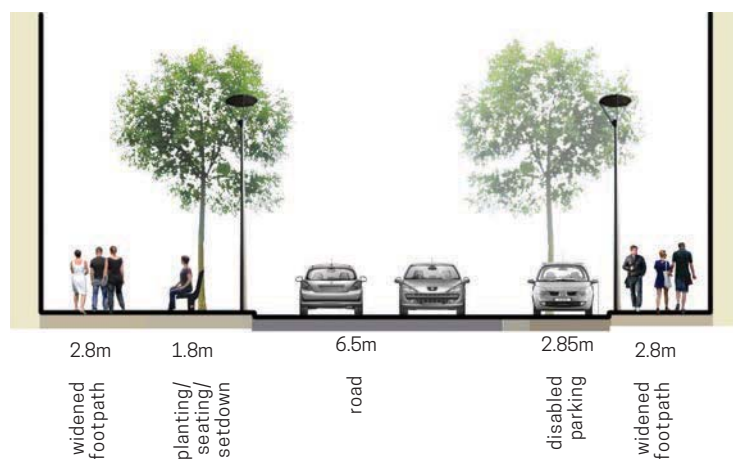
Public Realm Potential



Legend

- Existing paving to be upgraded
- New quality paving
- Paved carriageway
- Tarmac
- Paved parking bays
- Trees
- P** Parking
- L** Loading
- RT** Raised table
- PC** Pedestrian crossing
- CC** Courtesy crossing
- OS** Outdoor seating
- T** Taxi
- DP** Disabled parking

Section A-A (potential)



Precedent Images



05 Public Realm Projects

Paddy O'Brien Street Potential



As existing



Potential (illustrative)

Railway Street/Canon Row

Existing Characteristics



Qualities:

- Wide street lined by mostly two-storey commercial, retail and institutional uses, and some residential buildings.
- Wide single carriageway one-way traffic regime, with on-street parking along one side.
- Buildings simple in form, with more evidence of architectural heritage and higher quality towards Trimgate Street.

Issues:

- Variable width, and narrow footpaths along eastern side of street.
- Wide footpaths on western side, occasionally interrupted by front garden/boundary walls and railings.
- Generally basic use of materials in public realm with limited evidence of enhancement.

Opportunities:

- Rationalise the cross section of the street to make a consistent and appropriate provision for pedestrians, parking and vehicular movement.
- Optimise use of the carriageway to facilitate introduction of two-way traffic movement and on-street parking, in conjunction with enhanced pedestrian provision.
- Enhancement of the public realm and presentation of the streetscape.

Recommendations:

- Take advantage of the changes required for transitioning from one-way to two-way traffic so as to re-define the look, feel and function of the street.
- Provide parking bays on the western side of the street where there are no localised obstructions from boundary walls and railings.
- In the short to medium term, where such boundaries exist, create enhanced footpaths incorporating landscaping and seating as an amenity.
- Seek to take advantage of changes in ownership, or negotiation with building owners, to remove the front boundary walls and railings for the benefit of individual buildings and the overall street.
- Establish a public realm material palette, including street furniture and lighting, that will provide a consistent quality of streetscape presentation that is appropriate to and compliments the diversity of buildings and boundary treatments.

Railway Street/Canon Row

Public Realm Potential



Precedent Images



Railway Street/Canon Row Potential



As existing



Potential (illustrative)

Town Centre Entry Points

Existing Characteristics



Existing Characteristics:

- In general, the entry points or gateways to Navan identified overleaf, are by-products of substantial road infrastructure development over the last number of decades.
- With the exception of the Watergate Street junction with the N3, they present as substantially engineered roadway junctions, comprising wide carriageways, basic materials for kerbs and footpaths, standard roadway lighting and signage infrastructure, low grade railings and bollards, and poor landscaping.
- The entry points are of low visual quality and fail to present something of the quality of the town to passers by and to promote the town.
- The Watergate Street entrance, although it joins the N3, enjoys proximity to the Boyne and Blackwater rivers, and incorporates an attractive pocket park that overlooks the rivers. This enhances the visual appearance of the junction, and mitigates the proliferation of roadway infrastructure to some extent. The town side of the N3 has further potential for improvement.

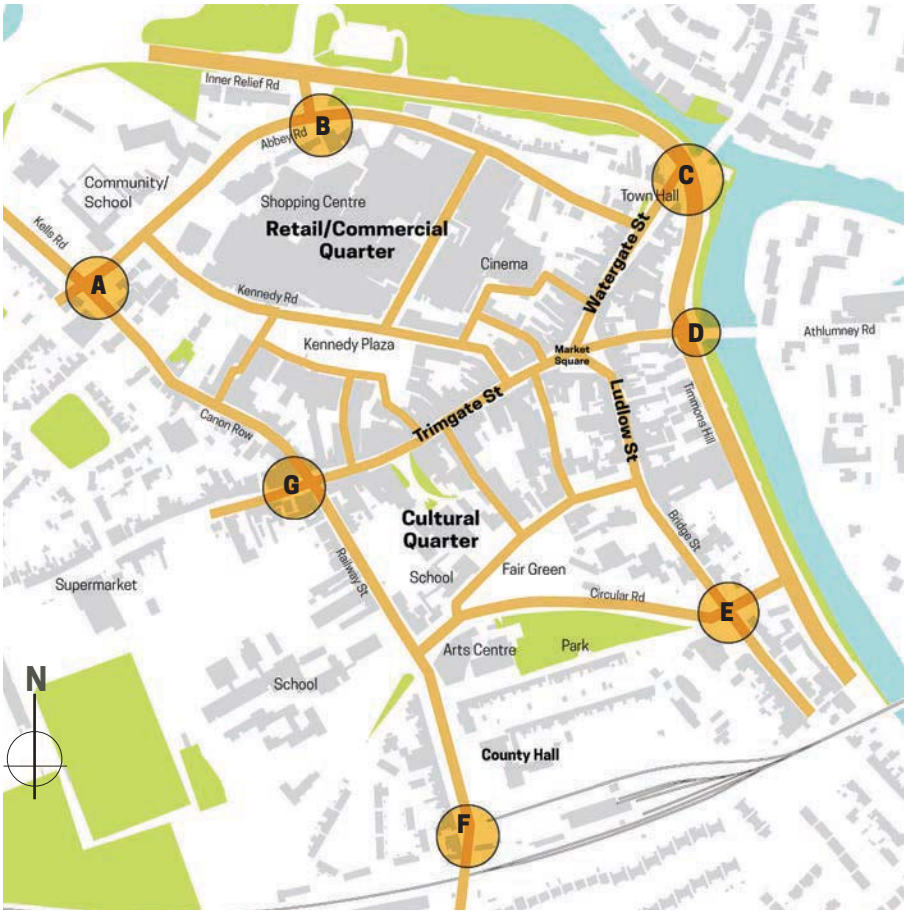
Recommendations:

- The arrival experience into any town is of great importance, especially for a tourism destination wishing to provide a welcome and a favourable first impression. 'Gateways' can contribute significantly to the arrival experience, and can also determine whether someone decides to visit the town or just drive past it.
- Entry points should mark the arrival into the town centre. They should look and feel welcoming, and should reflect something of the towns heritage, traditions and offer.
- The objectives of the Public Realm strategy are to enhance the arrival presentation and experience at the main approaches to the town, and to assist in marketing the town and reinforcing local pride in the town.
- Equally, entry points should signal a change in environment in terms of the public realm. They encourage a change in driver behaviour. Beyond these points, street design should be informed by the activity of the streets and spaces rather than by vehicular movement.
- Each of the entry points needs to be considered in detail, individually and collectively, to identify the appropriate theme or themes that might be adopted in developing individual designs. Consideration should be given to branding of the town and incorporation of this into each entry point so as to establish as consistent and coordinated welcome to all visitors.
- Consider site specific artworks at main Gateways.



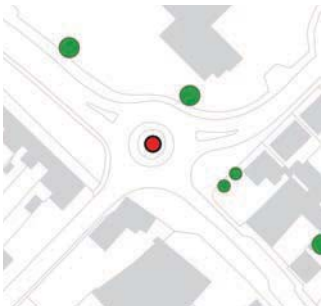
Town Centre Entry Points

Gateways Location

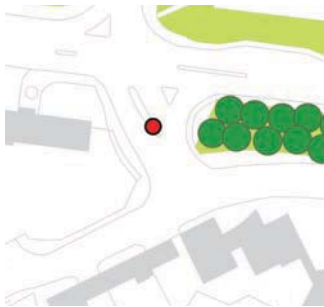


 Town Centre Gateways

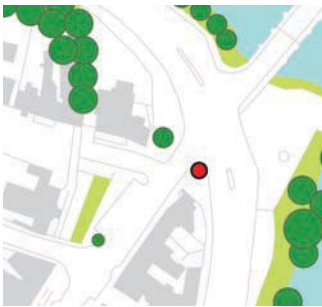
Potential locations for ‘welcome’ sculpture/totem



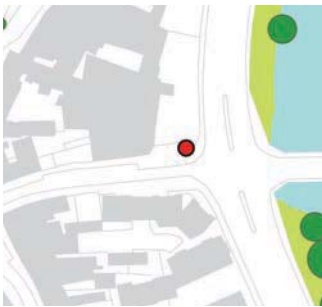
A. Canon Row approach



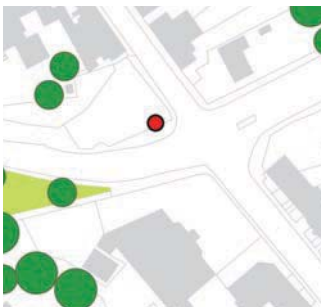
B. Abbey Road approach



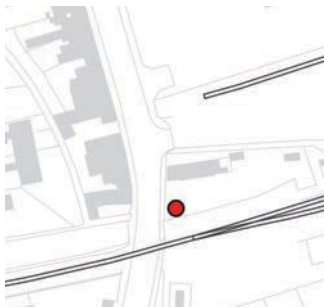
C. Watergate St approach



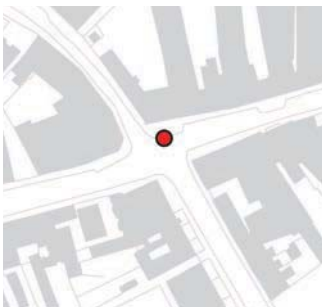
D. Timmons Hill approach



E. Circular Road approach



F. Railway St approach



G. Trimgate St approach



Implementation

06

Implementation

Public Realm Action Plan

Prioritisation & Phasing

In delivering the enhancements to Navan town, it is essential to phase and manage construction work so as to minimise any adverse impact on the functioning town centre.

Phase ONE Essential Works

There are a number of elements that must be delivered together to facilitate the revised traffic flow at the town centre, including:

- Introduce two-way traffic flow on Railway Street.
- Provide new taxi rank on Abbey Road.
- Works at Kennedy Plaza to establish a more direct pedestrian link between the laneways, Trimgate Street and Navan Shopping Centre, and to increase the width of the public space along Kennedy Road and provide new bus stops and taxi ranks.
- Modifications to Market Square (south) and new signals at Trimgate Street/Kennedy Road.
- Reversal of traffic flow on Ludlow and Bridge Streets, and signalisation of Academy Street/Circular Road junction.
- Modifications to Bridge Street/Circular Road junction.
- Provision of Park and Ride /Bus Terminus facility to the North of Navan (Kells Road).

Although extensive within the town, actual works will be localised to distinct areas during construction so as to minimise disruption. Where works include traffic management, infrastructure changes and associated public realm works, all works including the public realm works will be undertaken at the same time so as to avoid potential secondary disruption.

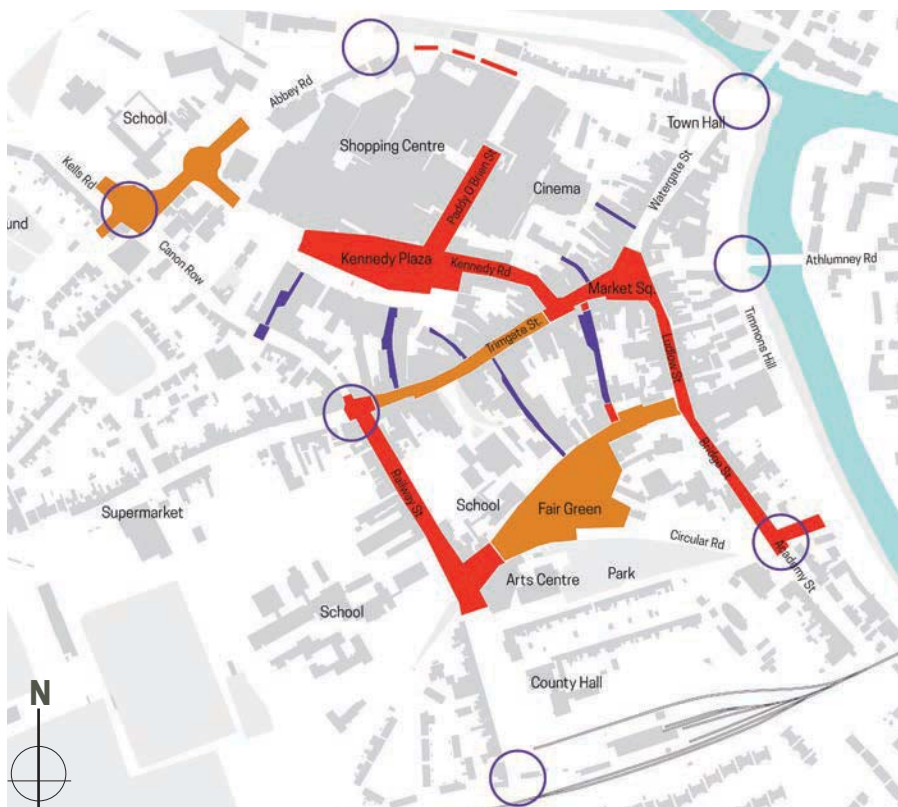
Phase TWO Localised Works

Many aspects of the works are localised such as new paving, street furniture, pedestrian crossings, planting, lighting and other junction and street upgrades. These can take place once the new traffic system is in operation. Construction works will be planned and managed in consultation with any directly affected stakeholders so as to minimise potential inconvenience to businesses and customers. Works include:

- Public realm upgrades to pavements, spaces and streets throughout the project area that are not implemented in conjunction with the revised traffic flow elements.
- Enhancement of the laneways.
- Pavement, crossing and junction upgrades at Railway Street and Circular Road.
- Pavement, crossing and junction upgrades at Abbey Road and Canon Row Roundabouts.
- Public realm upgrade at Fair Green.
- Pedestrianise Old Cornmarket, retaining local access from Fair Green.
- Improvement of town gateways through new landscaping, lighting, signage and public art.

Independent Projects

Some of the localised projects could be implemented independently of other Phase ONE or Phase TWO works, including works to the laneways and gateways. It is the intention to bring forward suitable projects to achieve early benefits where possible.



Proposed Phasing of Works:

Independent Projects

- Laneways
- Gateways

Phase ONE:

- Kennedy Plaza/Road
- Abbey Road Taxi Rank
- Railway Street
- Market Square,
- Circular Road/Academy St junction
- Trimgate Street/Kennedy Road junction
- Ludlow Street and Bridge Street
- Old Cornmarket access

Phase B:

- Trimgate Street
- Fair Green
- Abbey Road and Canon Row roundabouts

06 Implementation

Design Guidelines

Material Palettes

The appropriate selection and quality of materials, together with development of well informed and considered design solutions, is essential to the success of the public realm strategy and its implementation.

The Public Realm Strategy proposes at the outset to build on the existing elements that are successful. In this regard, the materials of both the architectural heritage and of the more recent public realm interventions are the starting point and will inform the palette of materials.

In addition, it is also important to identify a limited palette of materials for use in most instances, as opposed to broad ranges of colours, textures and patterns that can appear excessively fussy and over-designed. The latter approach can be fashionable but tends to date very quickly.

The Public Realm Strategy subdivides Navan town centre into six distinct but connected street types with related public spaces where interventions and improvements are proposed.

These include:

- A Kennedy Plaza
- B Trimgate Street
- C Ludlow Street / Kennedy Road
- D Fair Green
- E Medieval Laneways
- F Perimeter Streets

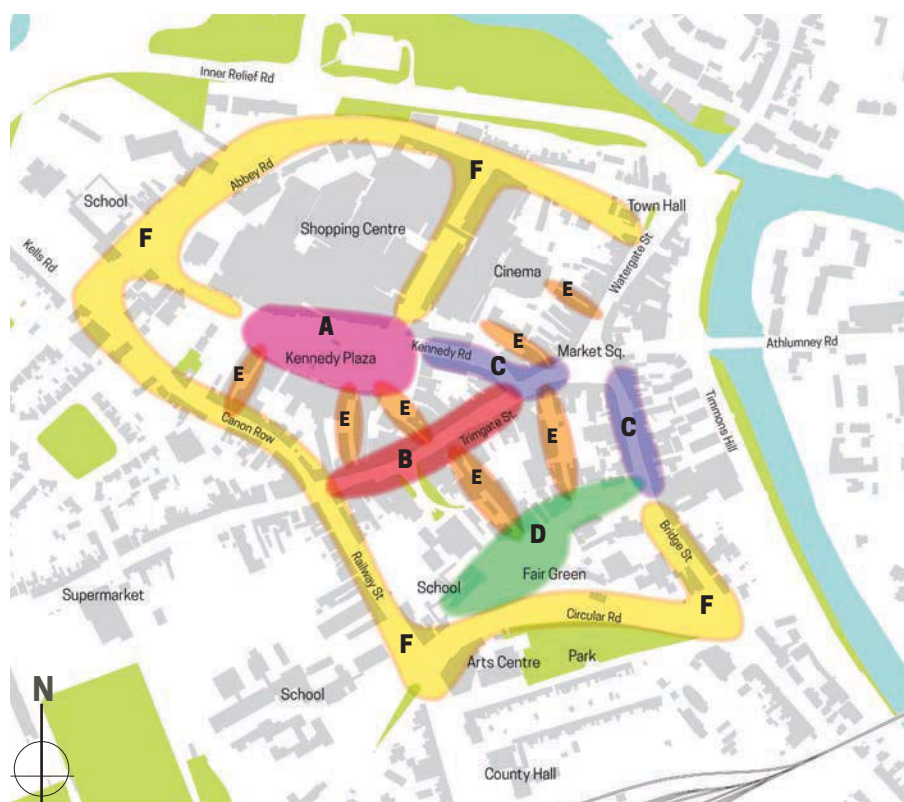
High quality materials, such as natural stone paving and kerbs, and higher quality street furniture, are proposed close to the historic core at Trimgate Street and Ludlow Street. At these streets, high quality materials will reinforce the historic character and relative importance of these streets, and draw them together with Market Square and Watergate Street that have already been upgraded.

Interventions to Kennedy Plaza will use natural stone in a more contemporary form, to match the existing stonework and reinforce the importance of this space in the modern town.

At Fair Green, the Medieval Laneways and the perimeter streets, the use of natural stone can be reduced, either in part or throughout. At these locations, it is proposed to use pre-cast concrete paving products for paving and kerbs, with natural stone reserved for key areas and delineation.

Throughout the town centre, the carriageways will generally be tarmac where higher volumes of traffic are planned and heavier vehicles require access. At Trimgate Street and Fair Green, there is an opportunity to use setts on the carriageway so as to contribute to the pedestrian amenity and sense of pedestrian priority.

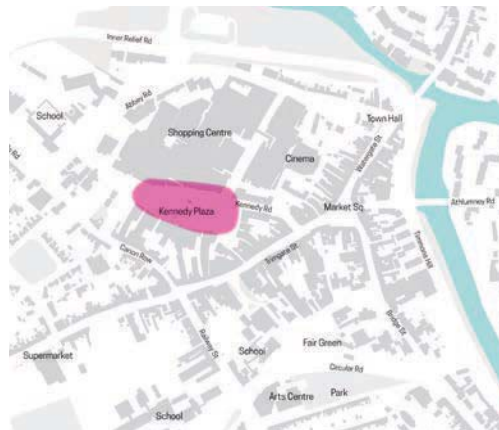
The laneways connecting Trimgate Street to Fair Green and to Kennedy Plaza are presently dull and unattractive. They provide an opportunity to introduce bespoke interventions - some of which may be short term intervention - that introduce colour, light, planting etc that can quickly and economically enhance the ambiance of the lanes. It is anticipated that the laneways will evolve and respond over time to retail and commercial activity, but will always be attractive for pedestrian meandering through arts, crafts and other retail, food and drink experiences.



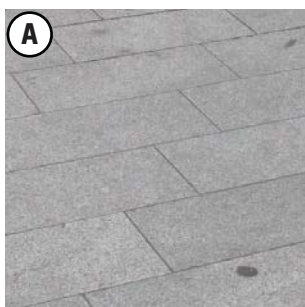
Implementation

Material Palettes

A: Kennedy Plaza



Area specific materials and finishes



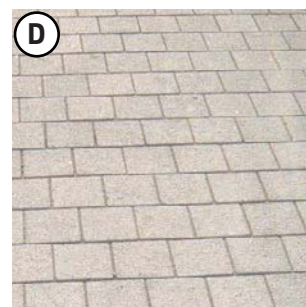
Light grey granite flag paving to the south side of Kennedy Rd



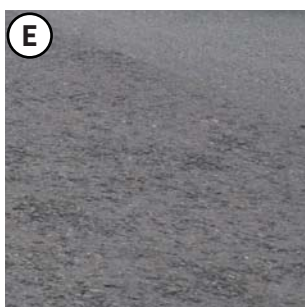
Light grey concrete flag paving the north side of Kennedy Rd



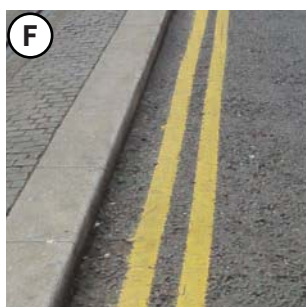
Exposed aggregate tarmac to bus/taxi bays and raised tables



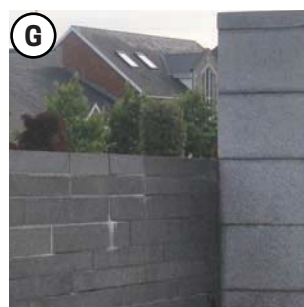
Light grey concrete setts to pedestrian crossings



Quality asphalt to carriageway



Light grey granite kerb

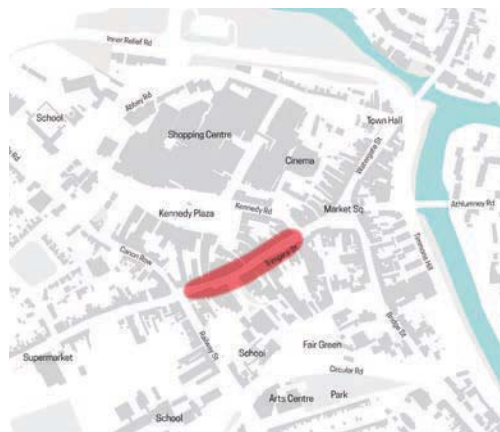


Light and dark grey granite walls

06 Implementation

Material Palettes

B: Trimgate Street



Area specific materials and finishes



Light grey granite flag paving similar to Watergate St



Dark/light grey concrete setts to carriageway



Light grey concrete setts to pedestrian crossing and parking bays

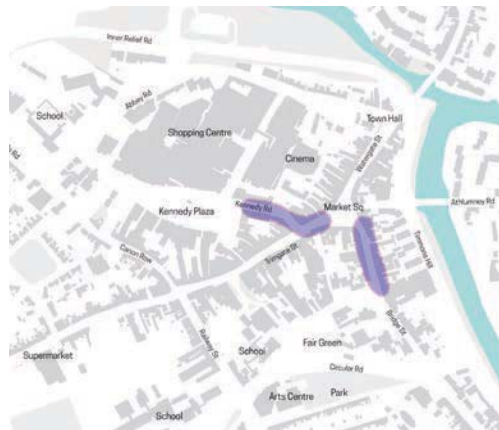


Granite kerb

Implementation

Material Palettes

C: Ludlow St, Kennedy Rd



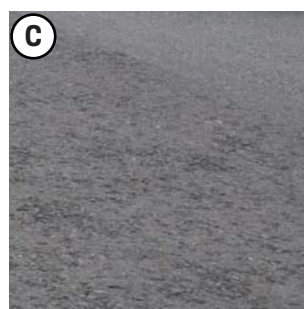
Area specific materials and finishes



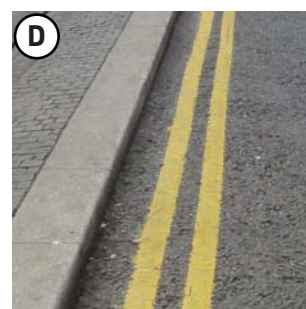
Light grey granite flag paving similar to Watergate St



Exposed aggregate tarmac to raised tables



Quality asphalt to carriageway



Granite kerb

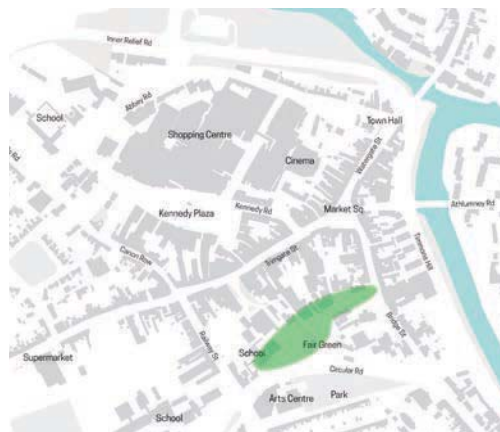


Light grey concrete setts to parking and loading bays

06 Implementation

Material Palettes

D: Fair Green



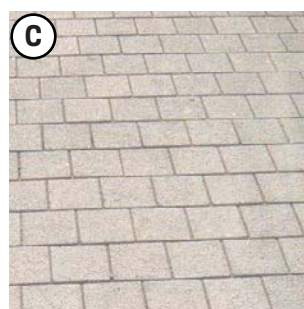
Area specific materials and finishes



Light grey concrete flag paving



Dark grey concrete setts to carriageway



Light grey concrete setts to pedestrian crossing and parking bays



Light grey concrete kerb



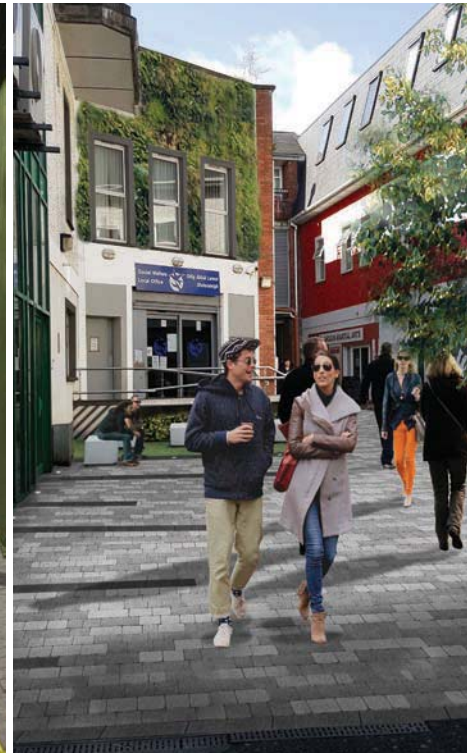
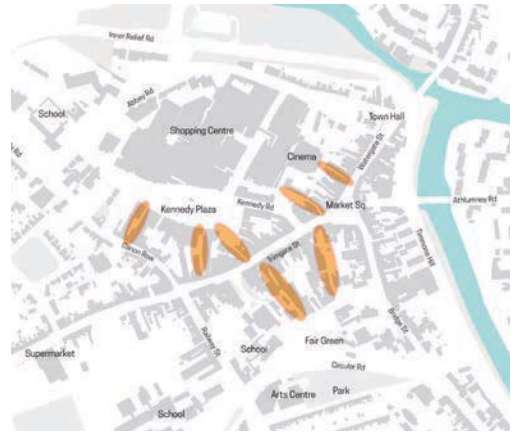
Stone/concrete wall to car park boundary

Implementation

Material Palettes

E: Medieval Laneways

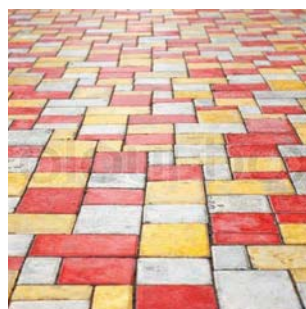
06



Area specific mix of materials and finishes



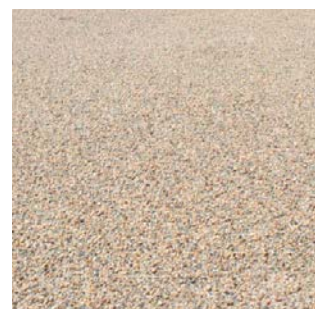
Concrete paving setts



Colourful concrete paving setts



Painted asphalt



Buff tarmac



Granite cobble stone



Colourful natural stone setts



Natural stone

06 Implementation

Material Palettes

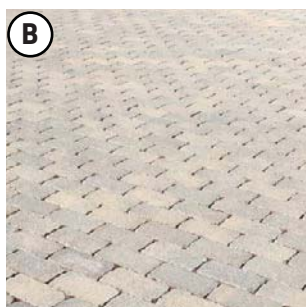
F: Perimeter Streets



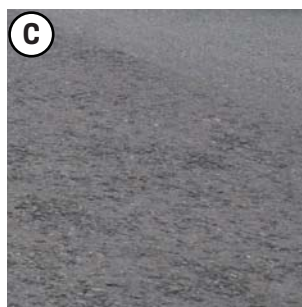
Area specific materials and finishes



Light grey concrete flag paving



Light grey concrete setts to parking and loading bays



Quality asphalt to carriageway



Concrete kerb

Material Palettes

General materials and street furniture



Buff tactile paving



Steel drainage channel



Delineated historic Town Walls in pavement (granite)



Heritage style black bicycle rack



Black litter bin



Heritage style black bollards



Heritage style fingerposts



Granite bespoke seating



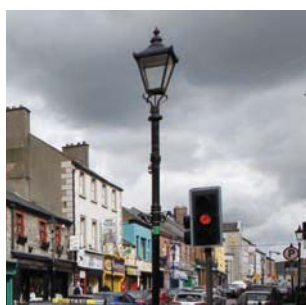
Timber and black painted steel benches



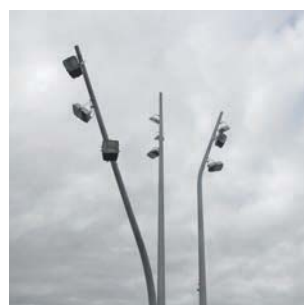
Black way-finding and interpretation signage



Heritage style street lamp



Heritage lamp (Trimgate St & Fair Green)



Bespoke accent lamps



Catenary lighting



Low planting in planters



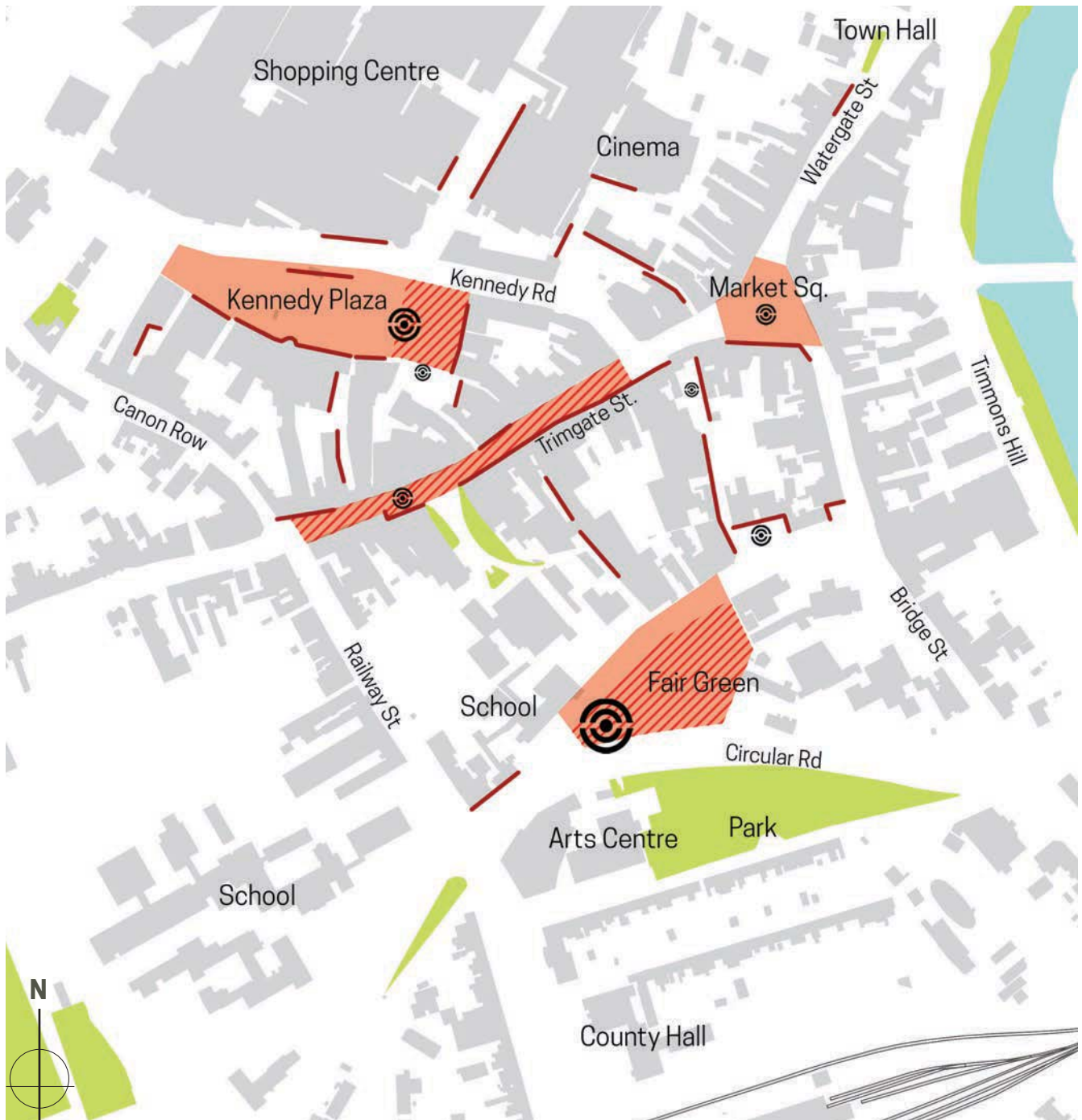
Semi-mature trees in tree grille



Trees in timber planters

06 Implementation

Activity Manual



Legend

- Large events and festivals
- Special and general markets, trading pitches
- Street cafés, outdoor seating etc.
- Street performances etc.

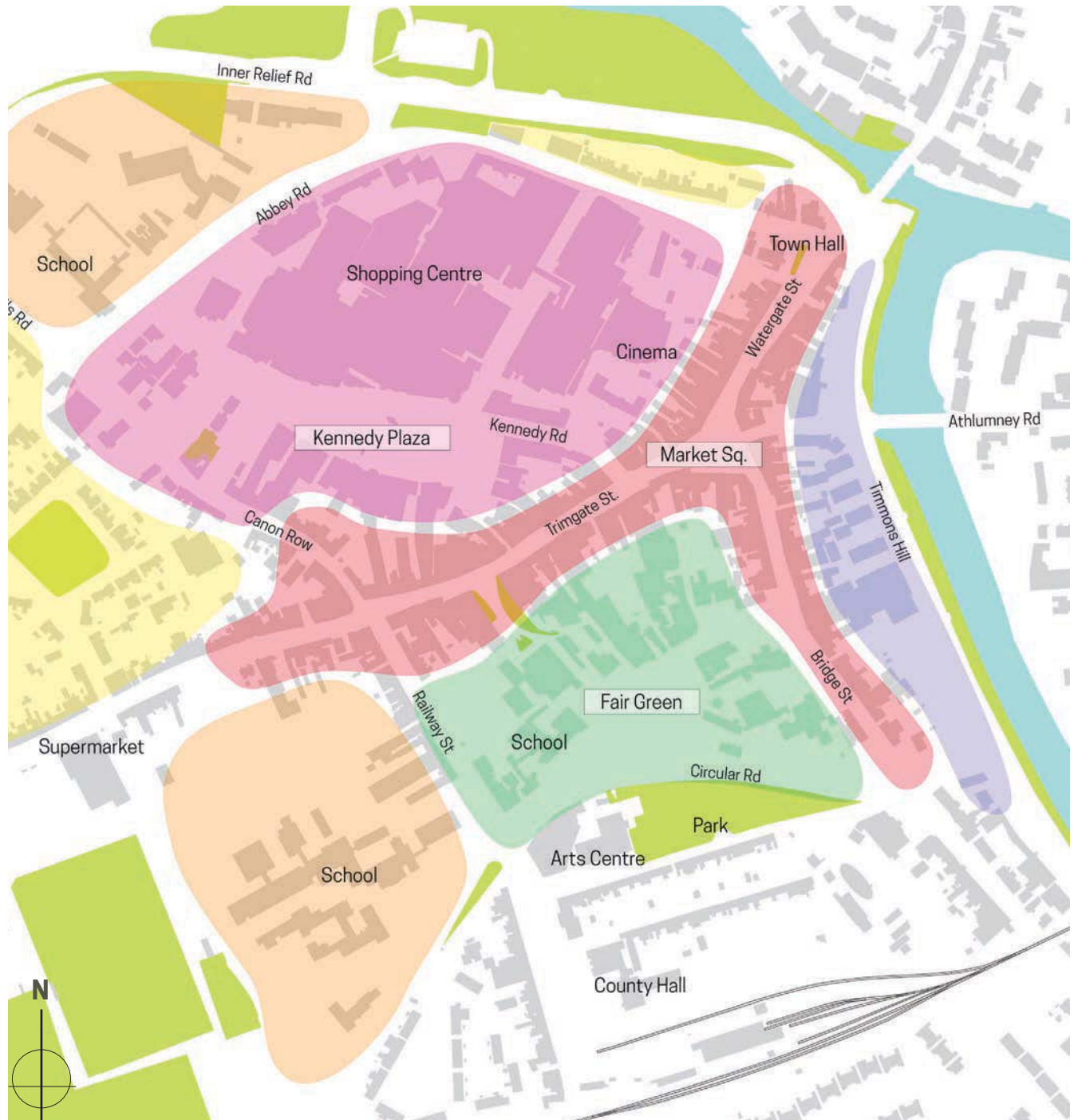
Town Centre Analysis

Appendix

A

A Town Centre Analysis

Town Centre Character Areas



Legend

- Town Centre Streetscape
- Navan Shopping Centre Area
- Fair Green
- Riverfront
- Community
- Residential

Town Centre Analysis

A

Town Centre Character Areas

Town Centre Streetscape



Navan Shopping Centre Area

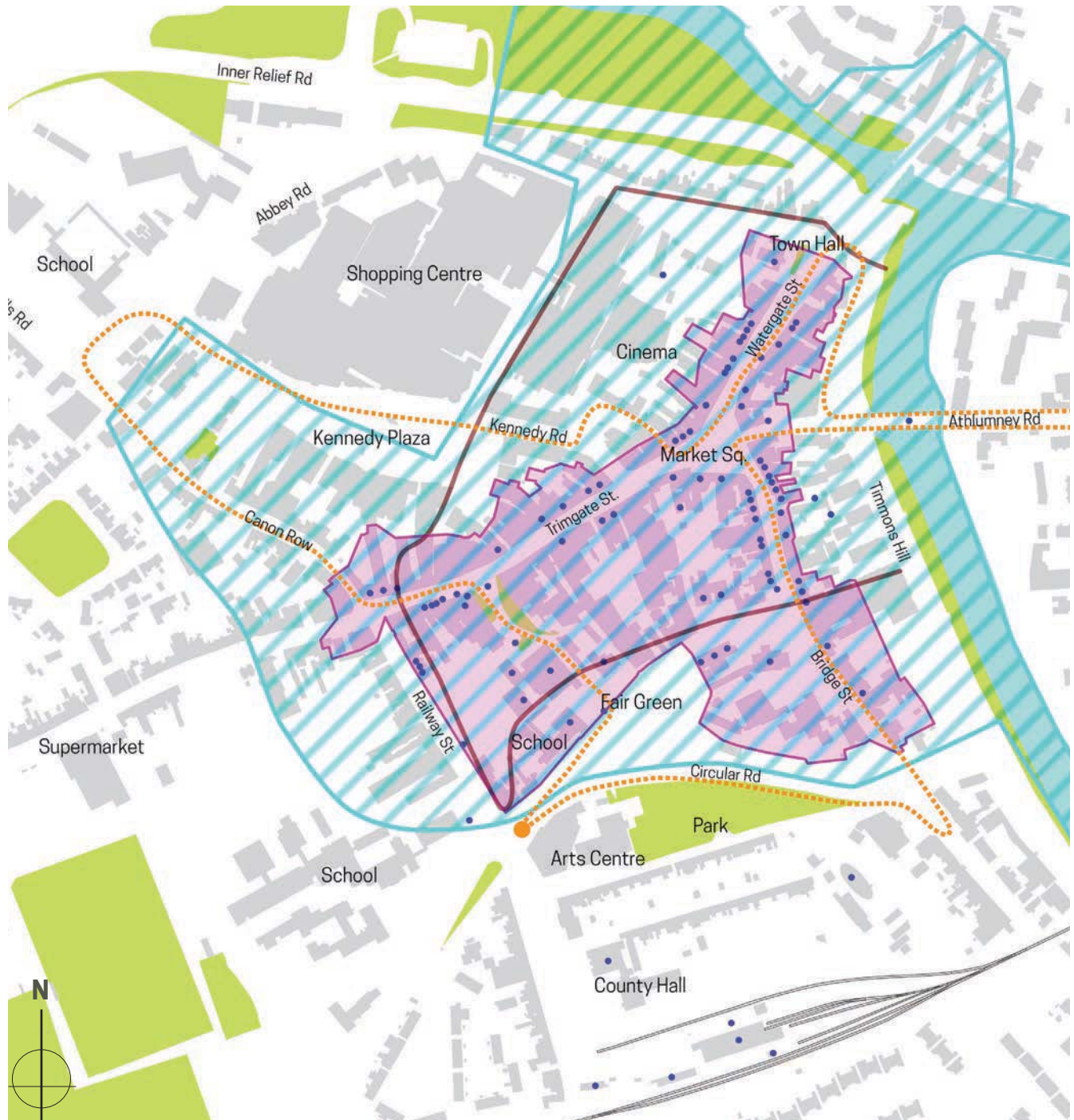


Fair Green



A Town Centre Analysis

Historic Assets



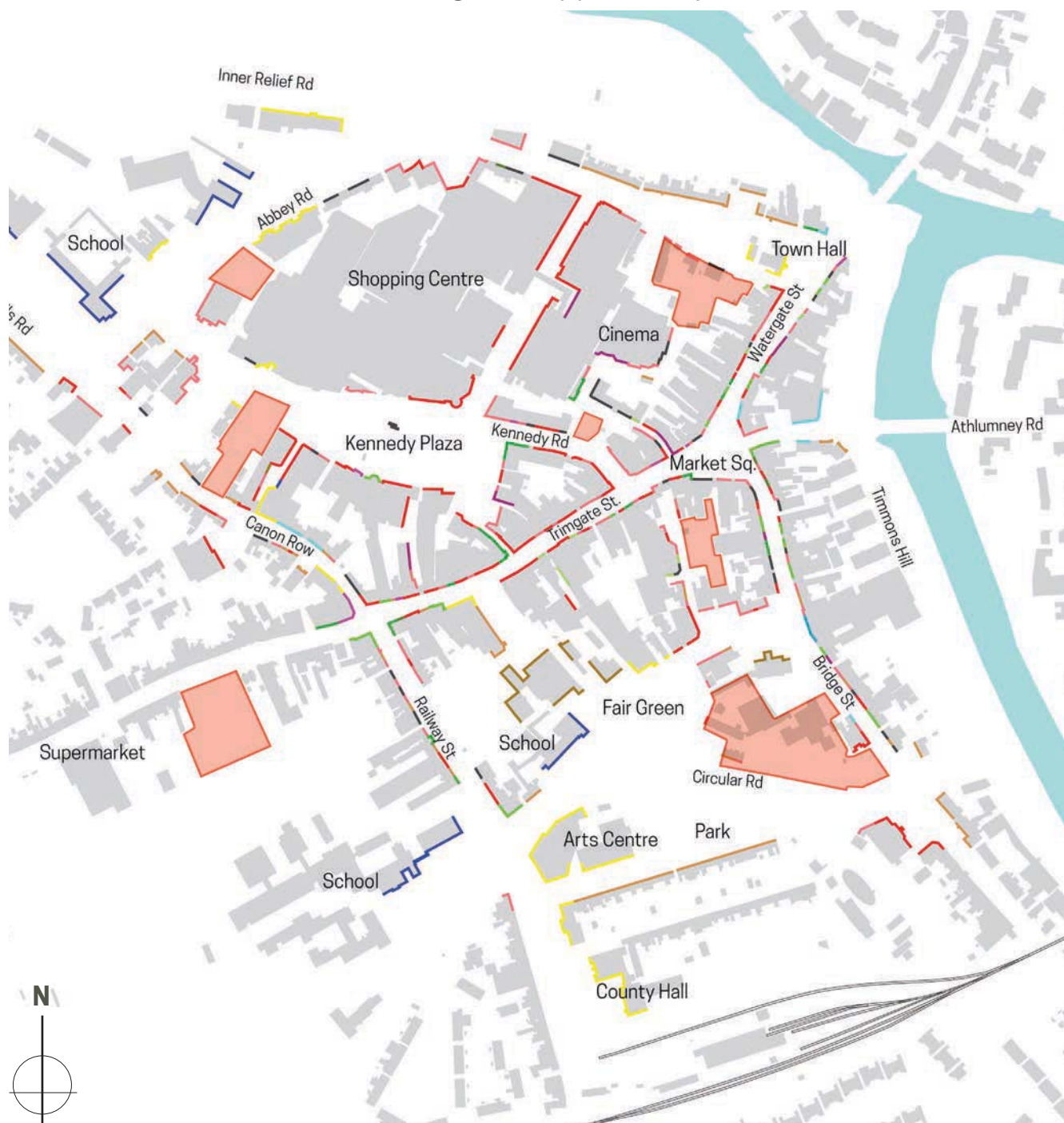
Legend

- Architectural Conservation Area
- Zone of Archaeological Importance
- Line of Navan Town Wall
- Protected Structures
- Navan Points of Pride Route

Town Centre Analysis

A

Land Use - Public Realm Frontages & Opportunity Sites

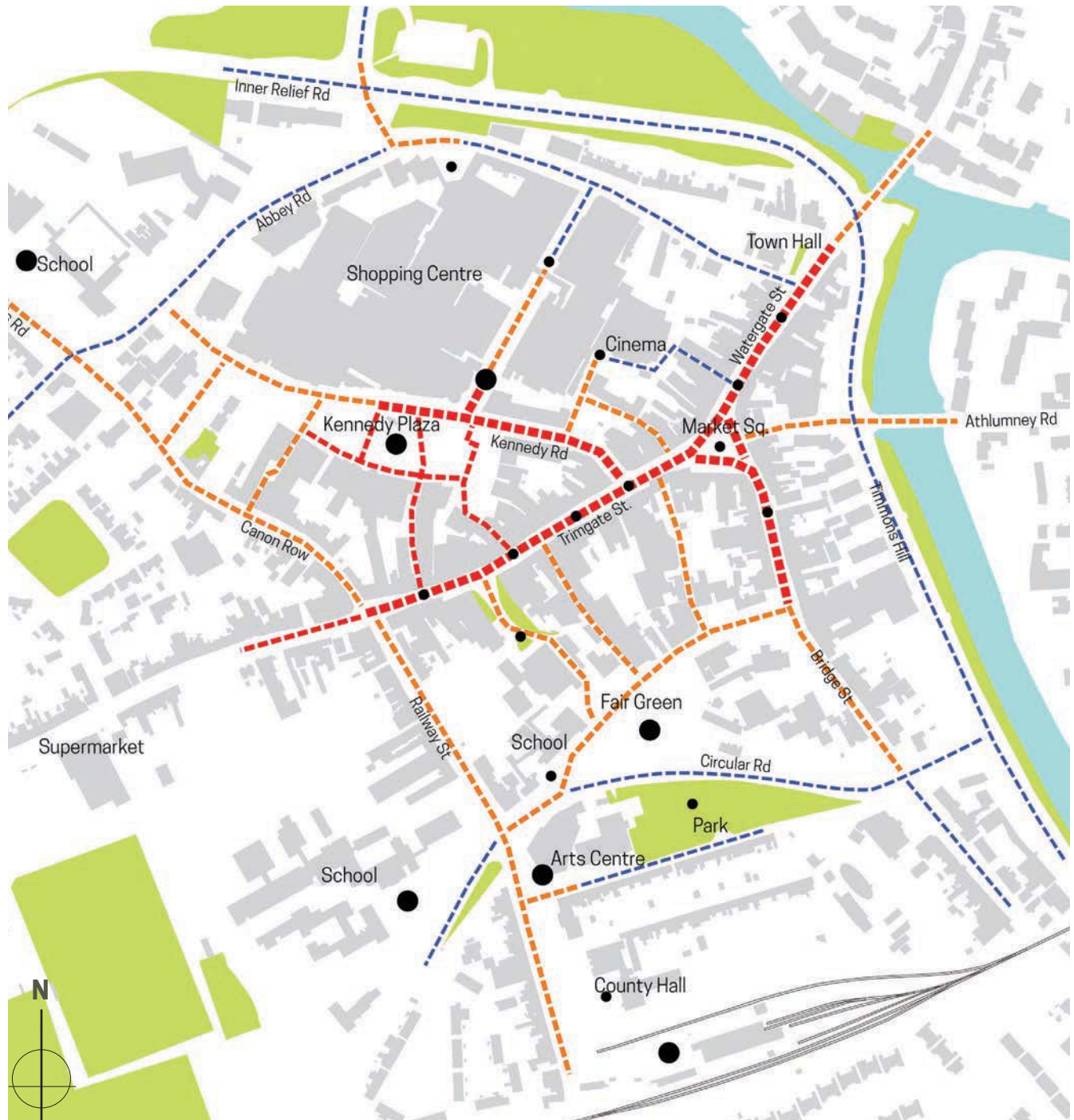


Legend

— Residential	— Civic/Community
— Commercial	— Educational
— Retail (Shopping)	— Betting
— Retail (Services)	— Leisure
— Bar	— Hotel
— Cafe	— Religious
— Restaurant	— Vacant
— Take Away	— Opportunity Sites

A Town Centre Analysis

Pedestrian Activity



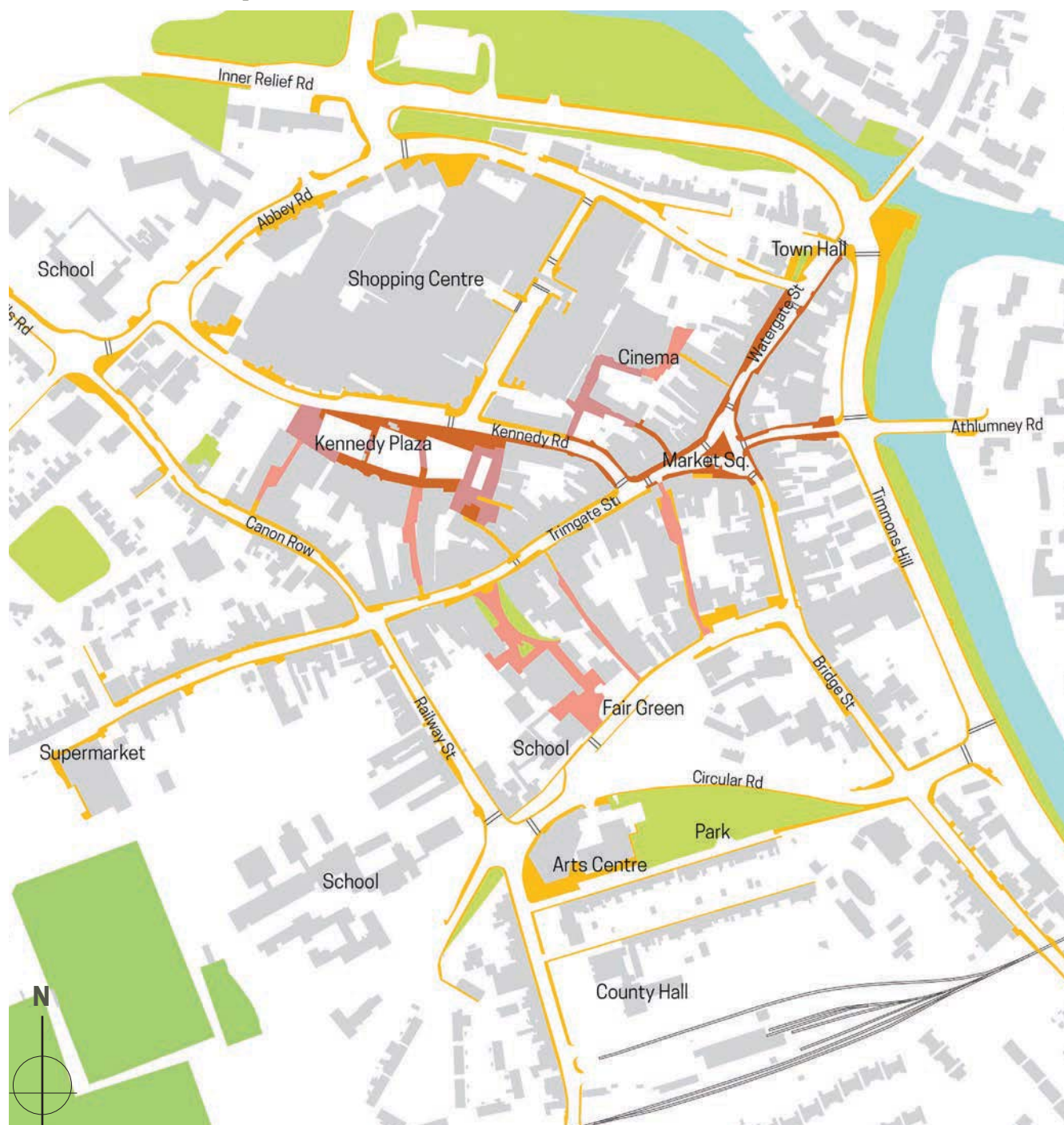
Legend

- Low Level of Pedestrian Activity/Offer
- Moderate Level of Pedestrian Activity/Offer
- High Level of Pedestrian Activity/Offer
- Trip Generator / Destination

Town Centre Analysis

A

Extent & Quality of Public Realm

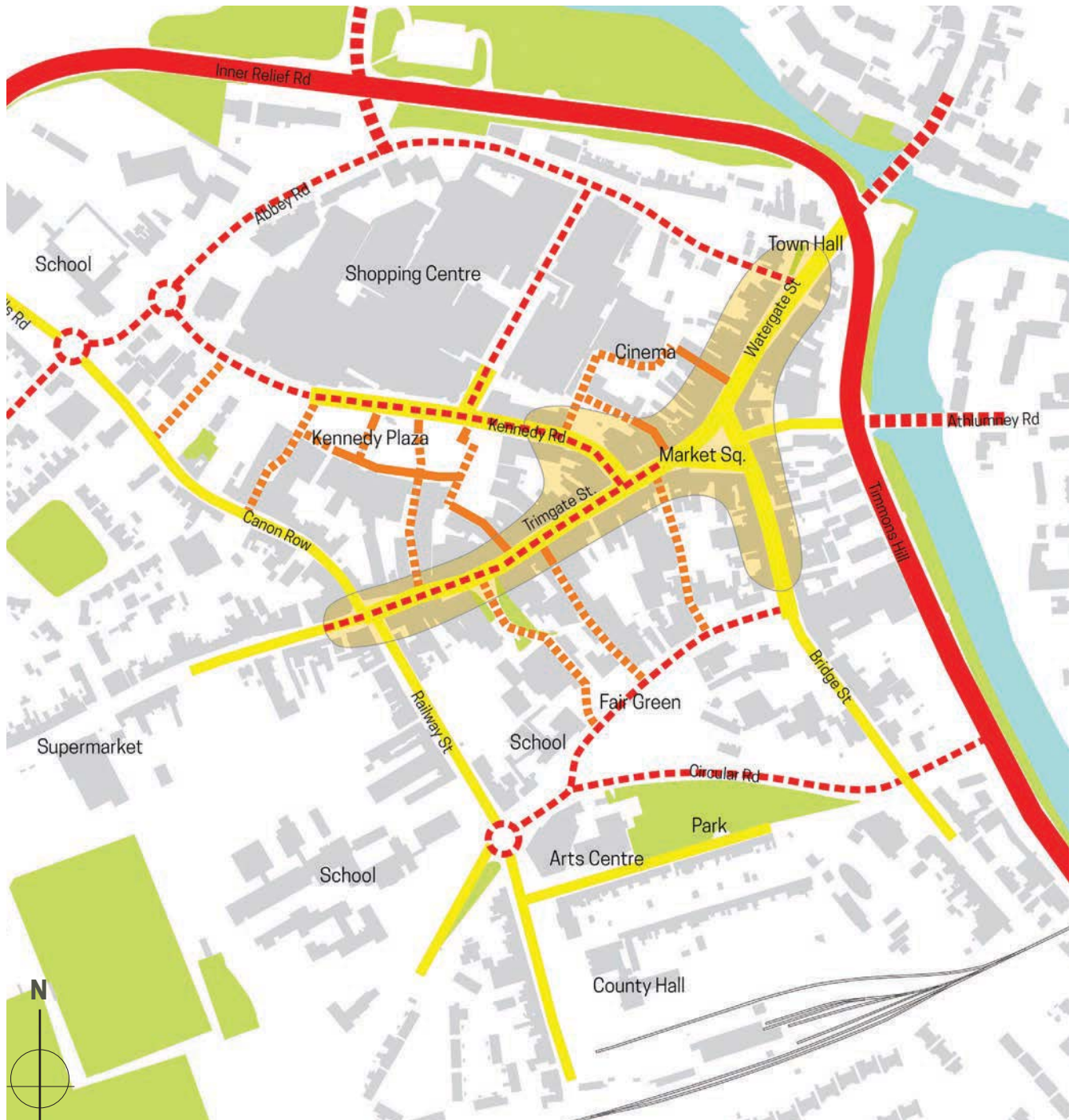


Legend

- Public Footpaths
- High Quality Footpaths
- Pedestrian Crossing
- Shared Surface
- High Quality Shared Surface

A Town Centre Analysis

Streets Character



Legend

- Pedestrian street/laneway
- Primarily pedestrian street
- Dual provision
- Vehicular dominance
- Bypass
- Town Centre Streetscape

Town Centre Analysis

A

Streets Character

Pedestrian street/laneway



Primarily pedestrian street



Dual provision



Vehicular dominance

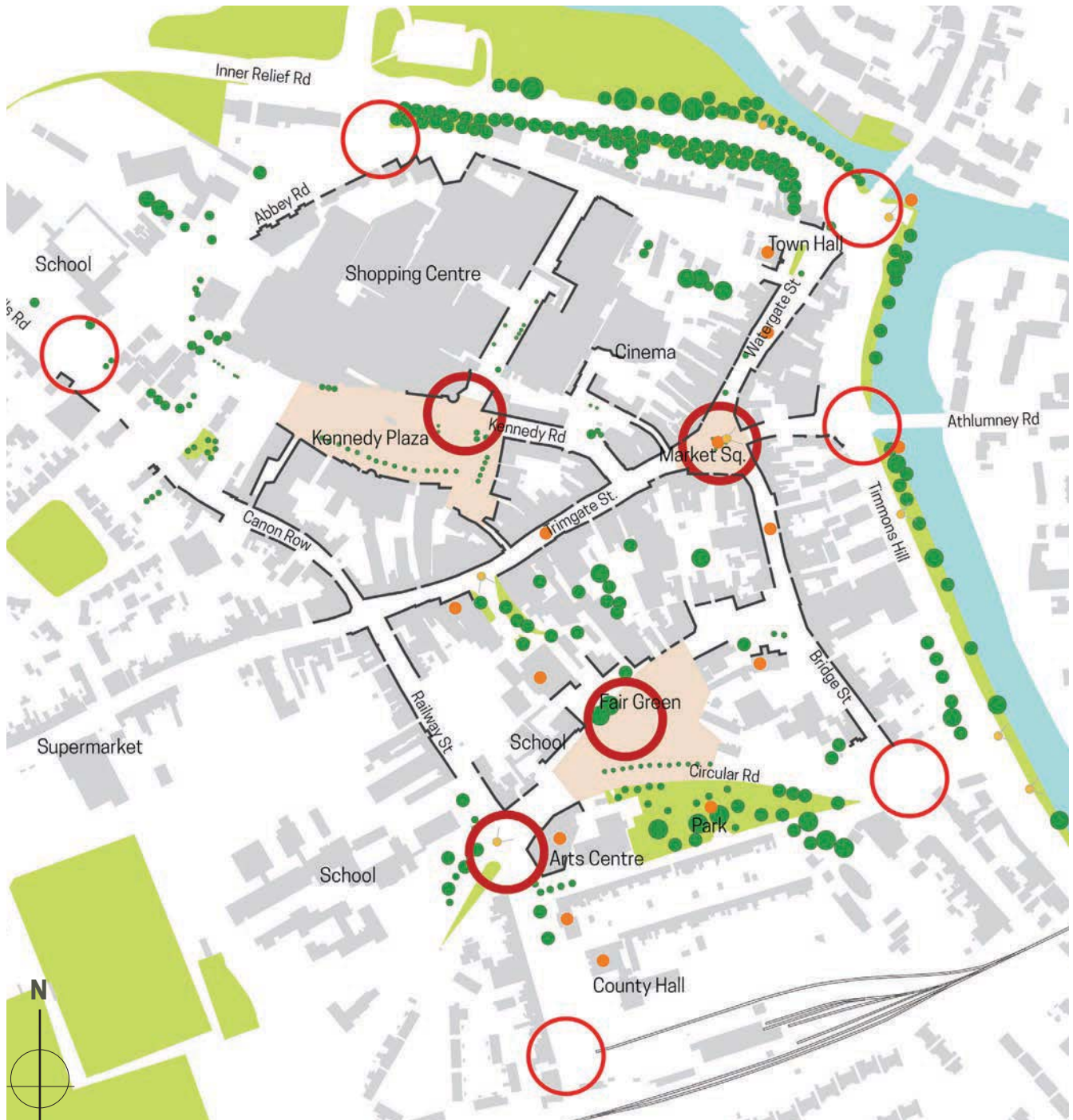


Bypass












A Town Centre Analysis

Urban Structure



Legend

-  Gateway
-  Focal point
-  Building/Space with high visual value
-  Significant view & prospect
-  Well defined frontage
-  Green area
-  Tree
-  Water bodies
-  Open Area

Town Centre Analysis

A

Urban Structure

Gateways



Focal Points / Open Areas



Well Defined Frontages

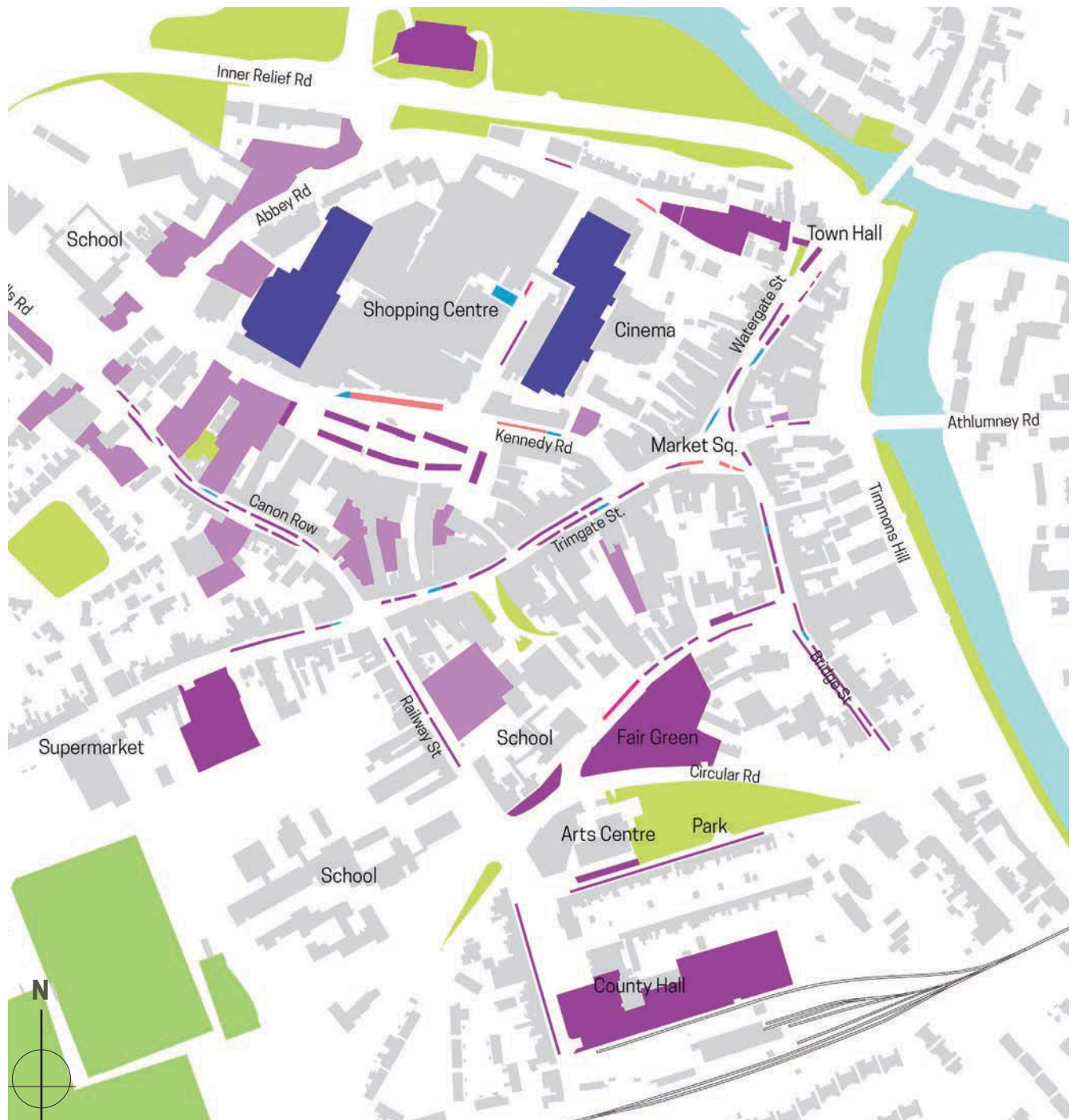


Significant Views



A Town Centre Analysis

Car Parking, Loading & Taxi



Legend

- Large Multi-storey Car Park
- Public Parking
- Private Parking
- Taxi
- Loading
- Set-down