



Monaghan Town: Active Travel Town

Walking and Cycling Strategy

November 30th 2012



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Transport Planning Engineering



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1 Vision and Objectives

1.1 VISION

The walking and cycling strategy for Monaghan Town creates a vision to develop the town with a network of safe and convenient walking and cycling routes that will improve the quality of life for everybody in the community by prioritising walking and cycling for travel to work, education, shopping and day to day business in the town whilst also providing high quality routes for leisure and fitness activities.

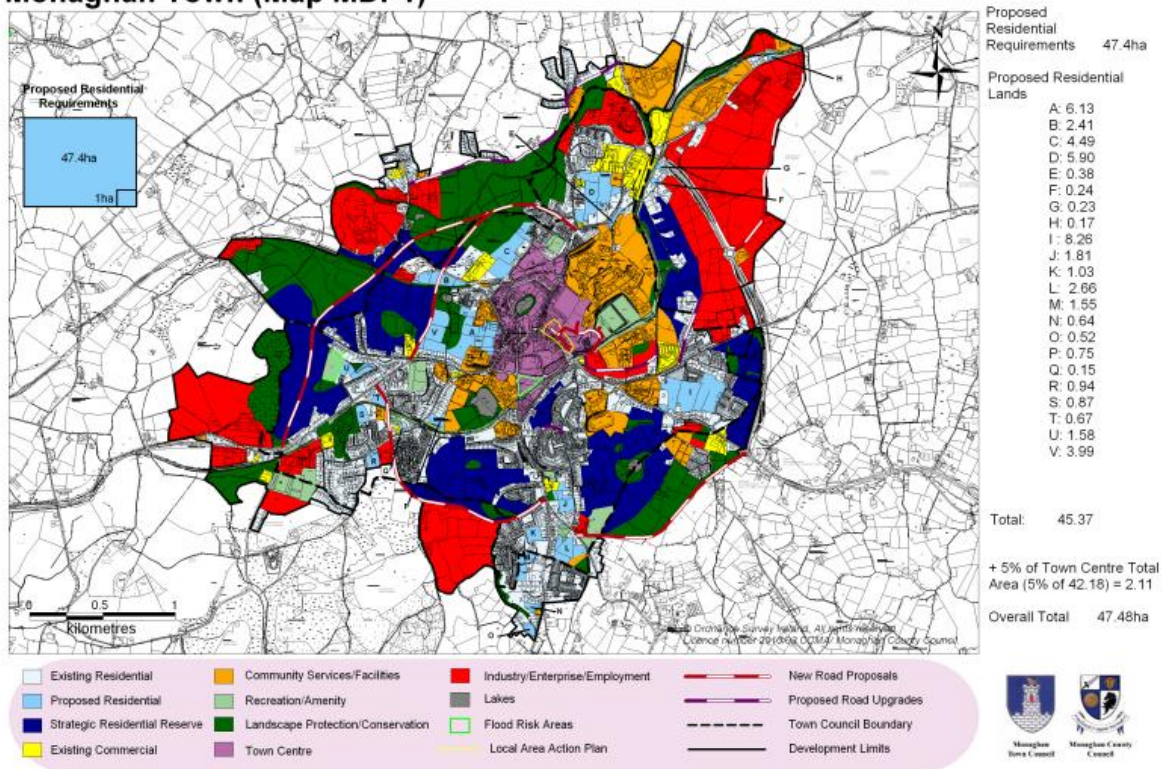
The imminent development of the 4km Greenway along the Ulster Canal will create a flagship project for the town and the walking and cycling strategy identifies a network of routes that will link to the Greenway and that will provide for improved access throughout the town and its environs.

Consultation undertaken as part of this strategy has indicated a strong appetite in Monaghan for walking and cycling for leisure and recreation and the overriding goal of the strategy is to develop walking and cycling to be the preferred mode of travel for shorter distance journeys in and around the town. The strategy has been developed with a program of measures that will change travel behaviour in the town with a particular focus on travel to work and education and identifies means by which the community will play a key role in the development and implementation of the strategy recommendations.

The strategy has been undertaken with a view to the future development of the town as set out in the Monaghan County Development Plan 2013-2019. This will ensure that the strategy and in particular the network of improved walking and cycling links can be developed further to incorporate new developments in the environs of the town.

Monaghan Town (Map MDP1)

Draft Monaghan County Development Plan 2013-2019

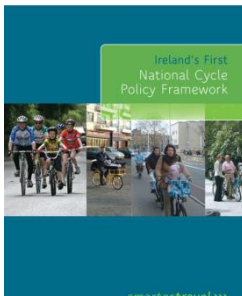




1.2 CONTEXT

National Policy

The SmarterTravel policy was adopted by the Department of Transport in 2009 and forms the primary policy context for the Walking and Cycling Strategy. Smarter Travel has brought sustainable travel to the forefront of public policy and represents a new paradigm in Transport policy for Ireland which, for the first time, places walking and cycling at the centre of transport policy and infrastructure delivery.



As part of the policy, the National Cycle Policy Framework (NCPF) was developed; this sets a national target of 10% of all trips being made by bike in 2020 and a vision to create a strong cycling culture in Ireland. Achieving these targets will require, in particular, road and cycleway improvements within the urban areas, including revisions to speed limits, junction improvements and the reallocation of road space to safely accommodate cyclists. Educational and marketing programmes aimed at promoting the health and economic benefits of walking and cycling will help encourage the mindset shift required to achieve this aim.

Following on from the Smarter Travel policy in early 2012 the Government announced the Active Travel Towns 5 year multi-annual funding support program. The scheme is principally for the strategic development of strategies and infrastructures to support walking and cycling in towns outside the Greater Dublin Area. The Government recognises that to achieve its target of 10% of all trips being made by bike and the overall modal shift noted within Smarter Travel will require a focus on population and employment centres. The principal objective of Active Travel Towns is to achieve modal shift from car to either walking or cycling. This objective will be delivered through the following:

Active Travel Town Objectives

- The provision of safer routes for people to travel by bike or on foot
- A reduction in short-distance car journeys through the availability of good quality travel information and alternative infrastructure
- Community involvement
- Improved walking and cycling access to public transport
- Tie-in with schools/colleges and workplace plans both through existing programmes and new linkages.

The Smarter Travel policy and the Active Travel Town program is about changing unsustainable habits in travel patterns and reducing the health and environmental impacts of current travel patterns. Achieving the vision and goals of the policy and program will lead to improved communities, a more efficient economy, a healthier and more active population and improved quality of life for all. The Walking and Cycling Strategy for Monaghan is a direct response to the Active Travel Town program and the strategy is based on providing both infrastructural improvements and initiatives to change personal travel behaviour to achieve a modal shift away from car usage to the more sustainable modes of walking and cycling.



Infrastructural improvements should be delivered in a focussed way that improve the existing network by removing barriers , improve the connectivity of the network and provided quality links connecting the communities to key destinations. These should be delivered per the 'Hierarchy of Solutions' as noted within the NCPF. Initiatives should not just focus on travel for school, work or shopping purposes, but should also link into and encourage active travel for leisure and recreational purposes. Lapsed cyclists are more likely to begin cycling again for leisure purposes than for commuting, and once they begin cycling for leisure it is more likely people will cycle for everyday usage.

Regional policy

The Border Regional Authority Planning Guidelines 2010 – 2022 has a specific policy, NPF13, to promote and support cycling and walking within the Region, particularly within the urban areas.

County Policy

TRO5 of the draft Monaghan County Development Plan 2013 makes it a clear objective of the County Council to promote and facilitate the use of cycling and walking as alternative sustainable modes of transport

1.3 OBJECTIVES

Based on the overarching objectives of the Active Travel Town Programme more specific objectives have been derived as follows:

Monaghan Walking and Cycling Strategy Specific Objectives

- Enhance local walking and cycling facilities to facilitate more short trips by walking and cycling.
- Promote walking and cycling as the primary means of travel for shorter trips.
- Improve safety on roads for cycling
- Promote walking and cycling access to public transport
- Promote walking and cycling as the main forms of travel for education
- Sustain and enhance local retail vitality
- Sustain and enhance local tourism
- Provide improved facilities for recreational walking and cycling
- Promote behavioural change to more sustainable modes of travel than the private car

1.4 FORMAT OF THE STRATEGY

The strategy has been developed and set out in a logical format as follows that creates a clear plan for implementation

Existing Characteristics

The defining characteristics of Monaghan have been set out in terms of the location of the population and key trip origins such as schools, town centre activities and workplaces. The existing walking and cycling network has been assessed in terms of the current quality of the network. Characteristics assessed include prevailing footpath provision, road space, junction layouts, traffic speed and volumes, overall topography and apparent barriers and opportunities for improved walking and cycling connectivity.

Targets

Specific targets have been set in terms of overall mode split and specific mode split targets for particular trip purposes such as employment and education. The targets will allow for the measurement of progress in achieving the vision and objectives of the strategy and the delivery of individual projects. The targets identify milestones and timeframes for their accomplishment and have been tailored to the scale and specific characteristics of the town.



Infrastructure Projects

Specific infrastructural projects have been identified to improve the walking and cycling infrastructure in the town. The projects have been developed with consideration of the feedback from the consultation process which outlined specific and general improvements for walking and cycling in the environs of the town.

Behavioural Change Interventions

Initiatives have been developed to include for the participation of the entire community in a range of soft measures that will form the basis for long term changes in travel behaviour and the move away from dependency on the car for shorter distance journeys

Implementation Plan

An implementation plan has been developed that outlines the cost and phasing of infrastructure projects together with the role of the community and other stakeholders in the delivery of the strategy. An evaluation framework has been set out that includes a monitoring process whereby the Council can assess the performance of the strategy compared to the targets that have been set.

2 Strategy Development

The development of the strategy was based on the following assessment methodology:

Inception

During the inception period important information such as mapping, contact details and information on complementary strategies and policies was collated and reviewed with the Council. Background information, such as Development Plans and Census data, was reviewed.

Base Network Review

The existing road and street network was assessed, both on the ground and through desktop mapping and photography, in terms of suitability for walking and cycling. This assessment, combined with feedback from the Consultation process, provided a clear overview of the current key issues relating to walking and cycling on the road and street network.

Identification of Trip Attractors and Main Residential Areas

The locations of all key residential areas were mapped utilising census data. All key trip attractors including schools, health facilities, retail centres, public buildings, sporting and recreational amenities were identified and mapped using various databases and map bases and on the ground assessments. Key routes and desire lines between the residential areas and these trip attractors were then confirmed.

Consultation

Consultation was carried out with the general public, businesses and schools. The purpose of the consultation was two-fold. The first purpose was to understand the travel habits on the town and identify specific improvements to the walking and cycling network. The second purpose was to formally notify the various groups of the Active Travel Town Strategy and initiate engagement with the stakeholder groups for the development, implementation and monitoring of the strategy.



3 Existing Characteristics

3.1 WALKING AND CYCLING ROUTES

Monaghan has a population of approximately 7,500 people. It is the county town and the main retail and employment centre in the county. The town services a wide hinterland and has a significant primary and secondary school population together with an established third level education facility. The primary walking and cycling routes within the town are shown on Map 1. These routes are shown in the context of the main residential population areas in the town together with the main trip attractors for walking and cycling. The key trip attractor locations include the town centre, schools, employment, public buildings and sports and recreation facilities.

In general terms the town presents opportunities to develop an improved walking and cycling network. Topography is generally flat to moderate with the exception of the residential area located on the hill between the Dublin Road and Glen Road. In distance terms the maximum travel distance across town is of the order of 4.5km which determines that all key trip attractors in the town, including St McCartan's Colleges and the new MIFET Campus on the north east edge of town, are within comfortable cycling distance and reasonable walking distance of the town's population. The maximum distance to the town centre is of the order of 2km which implies the town centre is highly accessible in terms of walking distance for the whole of the town's population.

The residential population is primarily located to the south of the town from the Dublin Road across to the Clones Road with over 4,000 residents living in this area. A further 2,000 people live in the area of the town that includes the town centre north to Rope Walk and Coolshannagh Road. The Dublin Road, Glen Road, Cootehill Road and Clones Road form key access routes into the town centre from the south while the R135 Derry Road and Coolshannagh Road are the key routes into the town centre from the north.

The town centre street is a relatively high quality urban environment and throughout the town centre there have been recent significant improvements to the footpath and civic spaces most notably on the spine from Market Square through Church Square to the Diamond. In traffic terms the town centre is notable for the one way system on North Road, Glaslough Street and Dublin Street. One way systems can be barriers to cycle access and permeability but, based on both the consultation feedback and the availability of alternative, relatively convenient routes, this system is not viewed as a major barrier for cycling in the town. Moreover the width of both Glaslough Street and Dublin Street would preclude the provision of contra flow cycle facilities without the need to remove substantial areas of on street parking. The development of the canal greenway will provide another major alternative route for cyclists within the town.

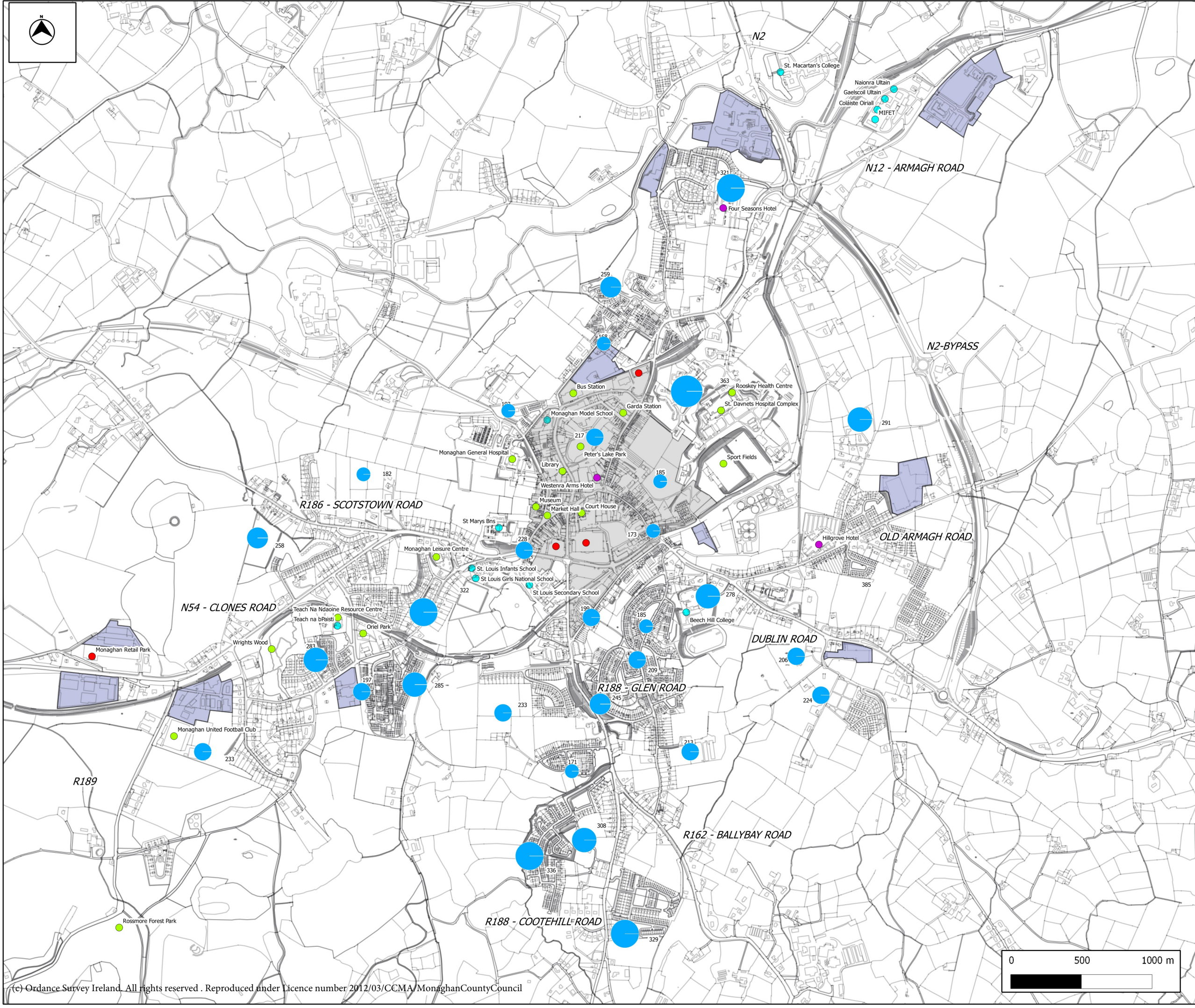
Based on this context recommendations for the town centre have been limited to specific interventions at a number of key locations. Furthermore the development potential to the rear of Dublin Street combined with the redevelopment of the area around Peters Lake create the potential for the development of a central walking and cycling spine within the town centre linking the Greenway at Broad Street north through Church Square and the Diamond to Peter's Lake and Plantation Road and North Road.

3.2 TRIP ATTRACTORS

The main trip attractors are illustrated on Map 2.

The current development of the MIFET campus on the Old Armagh Road will create a major education cluster and the north end of the canal greenway. This site will accommodate the Gaelscoil Ultain primary school with approximately 250 pupils and the secondary Colaiste Oiriall with around 230 pupils. The third level MIFET facility is planned to accommodate up to 500 students. St McCartan's College secondary school is located to the north of this campus on the N2 Derry Road with over 700 male pupils attending this school. Ideally St McCartan's would be linked to the greenway but the R135 Derry Road offers an alternative access route to the school from the town.

There is a significant cluster of schools in the vicinity of the Park Road accommodating over 850 primary school pupils and approximately 650 secondary school pupils. This cluster consists of St Marys Boys Primary School,



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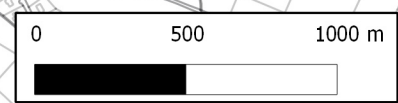
- Town Centre
 - Community, Doctors, Employment, Shopping
- Employment Areas
 - Main Areas of Employment
- Community
 - Sports, Leisure, Health, Parks, and Public Buildings
- Schools and Education
 - Primary and Secondary Schools, Educational Centres
- Retail
 - Shopping Centres and Retail Parks
- Tourism
 - Hotels
- Residential Population



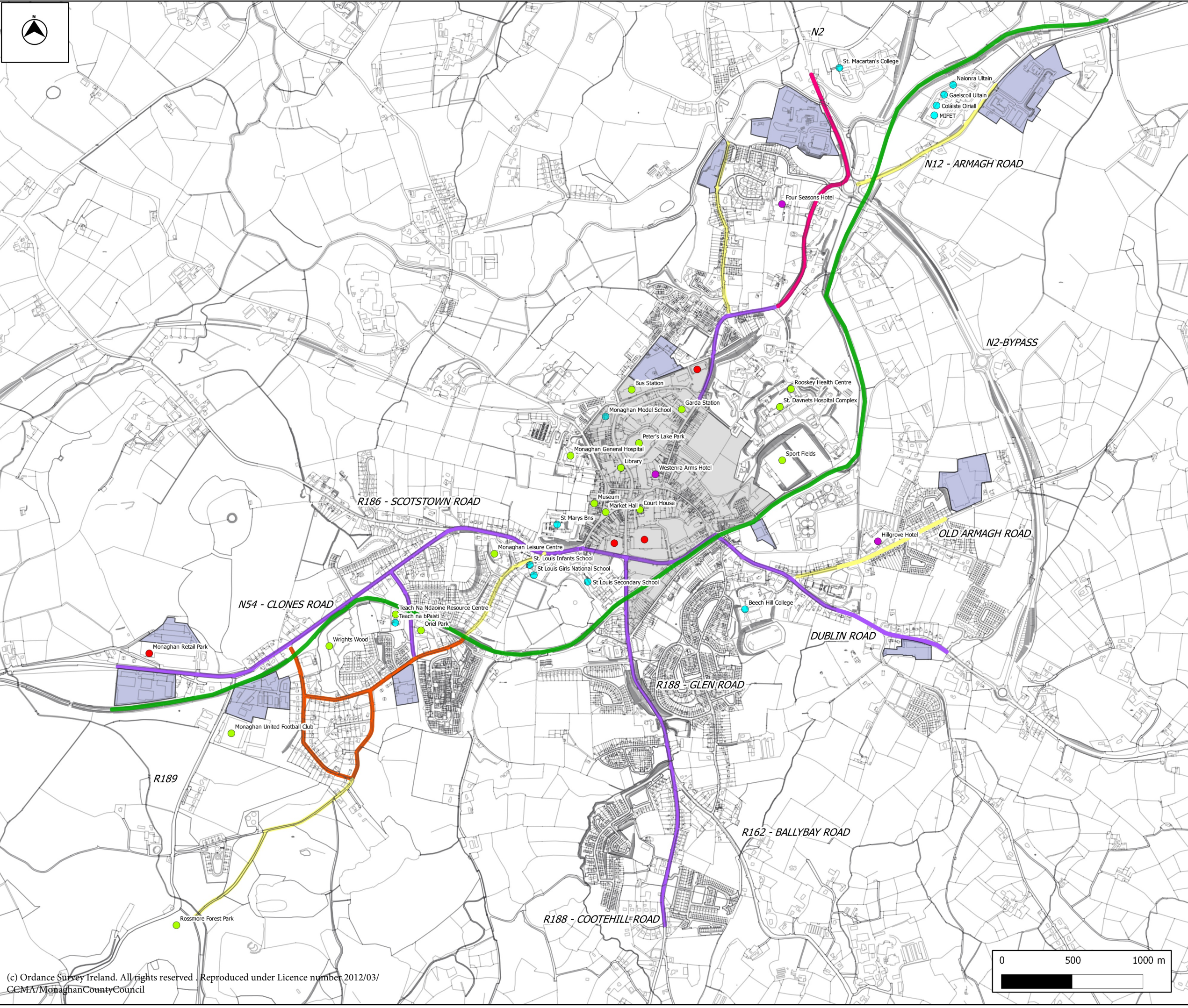
Monaghan Walking and Cycling Strategy

Main Residential Population and Location of Key Trip Attractors

Map 1




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Legend

- Main Walking and Cycling Links**
 - On Street Facilities
- Ulster Canal Greenway**
 - Greenway Route part of the National Cycle Network
- Town Centre**
 - Community, Doctors, Employment, Shopping
- Employment Areas**
 - Main Areas of Employment
- Community**
 - Sports, Leisure, Health, Parks, and Public Buildings
- Schools**
 - Primary and Secondary Schools, Educational Centres
- Retail**
 - Shopping Centres and Retail Parks
- Tourism**
 - Hotels

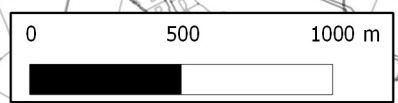


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Monaghan Walking and Cycling Strategy

Existing Main Walking and Cycling Routes and Trip Attractors

Map 2



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St Louis Infants, St Louis Girls Primary and St Louis Girls Secondary Schools. Beech Hill Secondary School is located on the Dublin Road with the main entrance adjacent the Old Armagh Road junction. The school is home to 400 pupils.

The main employment locations on the periphery of the town are the Kingspan and Retail Park on the Clones Road and MTEK site on the Armagh Road opposite the MIFET campus. The County Council Offices on Glen Road, Monaghan General Hospital on High Street and St Davnet's Hospital located to the east of the town centre are the main public sector employment locations on the town. There are three hotels in the town that form both an important employment role and as accommodation for visitors and tourists to the town and environs.

Retail activity is primarily located in the town centre including Monaghan Shopping Centre and Dunne's Stores located on the north side of Broad Street. There is a Lidl supermarket located adjacent the North Road and Glaslough Street junction and some notable local convenience stores including the Spar on Glen Road.

3.3 CENSUS DATA

Census data for 2011 for Monaghan town indicates that the main mode of travel to work, school and education is by car representing 41% of the modal share. Walking is at a level of 25% with cycling at a very low 1% within Monaghan town. These figures are illustrated below in Figure .

Although the 2011 Census doesn't provide actual journey distance, the journey duration is a good indication of the number of journeys within walking and cycling distance. Journeys of less than 15 minutes are likely to be under 10km and significantly even shorter for walking. These journey times represent the greatest opportunity for achieving a modal shift from car driver/passenger towards walking and cycling. Over 50% of trips are under 15 minutes duration. Based on the very low cycling mode share and the high percentage of shorter distance trips there is an apparent potential to significantly improve the cycling mode share and also to improve the walking mode share.

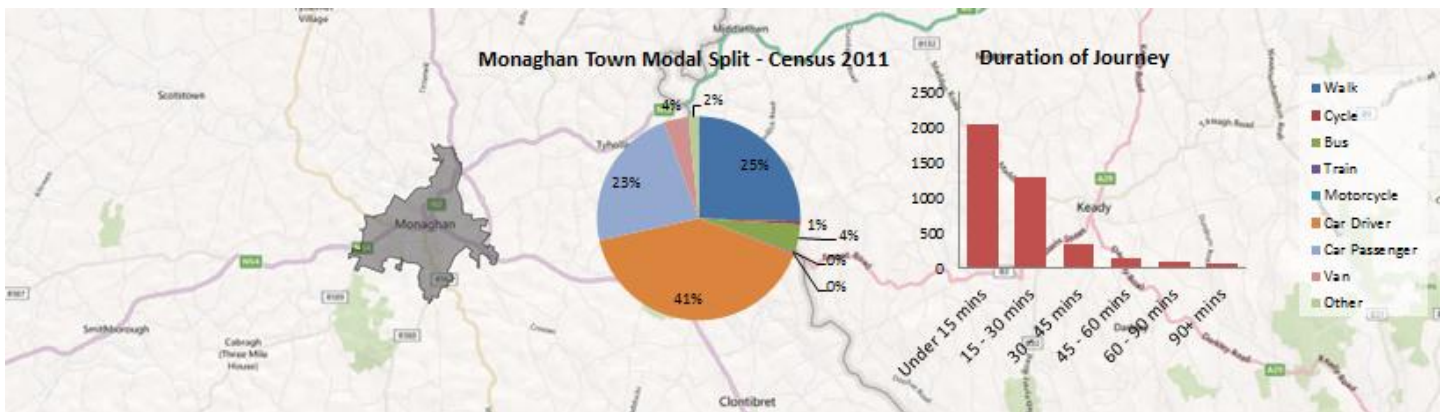


Figure 3.1: 2011 Census Data



4 Consultation

4.1 OVERVIEW

Consultation took place via on-line and direct surveys with the general public, businesses and schools. In addition to the on-line survey a focus group meeting with interested groups and individuals from the town was also hosted. These consultations served two purposes. The first was to gain a deeper understanding of travel habits in the town and to identify specific improvements that would encourage more walking and cycling. The second purpose was to create the first formal notification of the Active Travel Town initiative for the town and to act as the precursor for on-going active community involvement in the Active Travel strategy.

The business surveys focused on the mode of travel chosen by commuters every day, the types of facilities available within the businesses as well as asking for feedback and suggestions for improvement of walking and cycling. The public survey focused on walking and cycling habits, asking how many times a week people walk or cycle, the main reasons why, where they walk and cycle and what improvements are required within the town. The school survey focused on the modal splits for students as well as teachers.

4.2 BUSINESS CONSULTATION

Figure 3.2 indicates the mode share for travel to work from the business surveys. The dominant mode of 90% is travel as a car driver. Walking and cycling are not widely used amongst employees with only 4% and 1% using these forms of travel respectively. However when asked if they would consider walking or cycling to work as an alternative to car use, 65% of people said 'yes'. In addition over 70% of business owners stated that increased walking and cycling would be good for business in the town whilst no respondents considered that increased walking and cycling would have a negative impact on business.

Modal Split for Monaghan Businesses

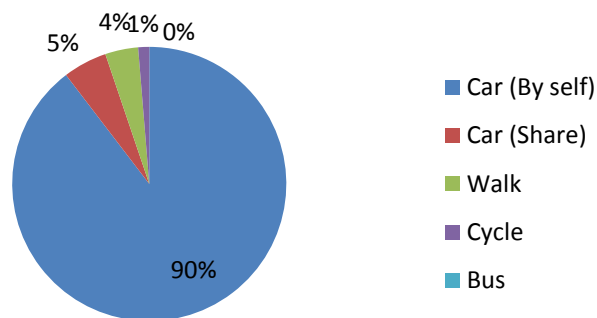


Figure 3.2 Business Survey Modal Split for travel to work

Attitudes towards walking and cycling to work within Monaghan are, however, cautious. When asked what the barriers are to walking and cycling to work, the main worries were the lack of cycle lanes, traffic speeds and lack of facilities in the workplace. These barriers need to be addressed in order to encourage more walking and cycling to work. Between 60% and 70% of business do not have facilities such as showers, secure bicycle parking and lockers that would encourage walking and cycling. Also, among the companies that were surveyed, 73% stated that they did not participate in the Bike to Work Scheme. Considering that 35% of employees live within 5km of their workplace, it is evident that a scheme such as this could be a key incentive for promoting cycling within the town.



4.3 PUBLIC CONSULTATION

There were a total of forty respondents from the public survey with the majority of these were within the 30 – 60 years of age range. Walking within the town is predominantly amenities based. When asked why people generally walk, over 60% the public said that they walk for leisure and fitness whilst less than 20% said they walked for day to business including travel to work. However 47% of respondents are walking between 2km and 5km, 2 to 4 days a week and therefore walking is an important social aspect within the town.

Popular walking routes are around the town centre, along the bypass and Rossmore Park but it is also evident that people are walking along most of the radial routes in the town, in the grounds of St Davnets and around Ballyalbany and Milltown. There were also requests for improvements to facilities for walking on the bypass route and for the development of the canal as an amenity. Numerous respondents called for walking groups to be organised including groups for the elderly.

Considering that 71% of respondents own a bike, cycling is not widely used as a form of travel within the town. When asked how far and how often people cycle, over 40% of people said that they did not cycle anywhere or any days of the week. When people do cycle, the majority only cycle 1 to 3 times monthly. When people do cycle, they tend to cycle for leisure and fitness purposes.

From the survey, the majority of people are cycling to the local park, to the town centre shops and to a sporting facility. When asked what would encourage people to cycle more often, the majority of people said that proper cycle lane facilities and reduced traffic speeds were needed together with the provision of more leisure cycle routes. Rossmore Park and within Monaghan town itself are the main areas where people would like to see improvements made in cycling facilities.

4.4 SCHOOL CONSULTATION

St Louis Girls National School was surveyed as part of this walking and cycling strategy. This is a National primary school with ages ranging from 7 – 11 years old. The school consists of 250 students in total and 15 teachers and is located just outside the main town centre with the main access being the Park Road.

A total of 168 students were surveyed and the modal split show, shown in Figure 3.3, indicates that 56% of students are travelling to school by car. Walking provides a noticeable 33% of the modal share whilst 8% of students are travelling by bus and only 1% are cycling. Of the 168 surveyed, 121 students said that they own a bicycle with 86 saying that they would like to walk or cycle to school as an alternative means of travel. This means there is ample opportunity for a greater number of pupils to walk and cycle to school.

When asked what would help them to walk or cycle to school, responses included introducing walking groups, walking with friends, introducing incentives, providing facilities within the school such as bike racks and providing safe cycle lanes.

Modal Split for St Louis NS

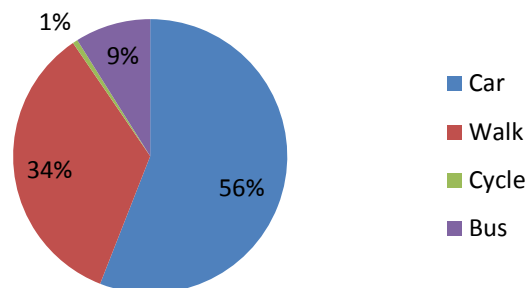


Figure 3.3: Modal Split for St Louis National School Pupils



A teacher survey was also carried out for this school with all fifteen teachers being surveyed. The modal split was 100% single car use. Up to 26% of teachers live within 1 – 5km of the school with the remaining 74% living between 5 and 10 km of the school. These teachers may not have any other option than to drive to work every day, however the 26% that live close to the school could potentially walk or cycle.



5 Targets, Monitoring and Evaluation

A number of specific targets have been developed in line with the objectives of the national policy and the strategy as follows:

Monaghan Walking and Cycling Strategy Targets

- To increase the cycle mode share for journeys to work, school and education from 1% to 6% by 2016 and to 10% by 2020
- To increase the overall mode share for walking and cycling from 26% to 35% by 2016 and to 42% by 2020
- All schools within the town to have a school travel plan in place by September 2014
- Workplace travel plans to be implemented by four major employment sites by the end of 2013

The mode share targets will be evaluated through census data from the 2016 and 2021 censuses and will determine the overall evaluation of the Active Travel Town strategy. In addition counts and surveys will be carried out to monitor the strategy on an on-going and annual basis as follows:

- **Electronic Counters:** Electronic cycle counters will be installed at three locations on the main radial routes to the town centre. In addition traffic speed counters will be installed that will both advise drivers of their traffic speed and will log traffic speed and flow data. These data sources will provide on-going data in relation to cycling and vehicular traffic.
- **Manual Counts:** Manual counts will be carried out for a period of one week each year at three key junctions in the town in order to quantify pedestrian, cycling and vehicular traffic movements at these junctions
- **Education Travel Surveys:** Surveys will be carried out on an annual basis in all schools and the MIFET Campus to record, inter alia, the mode of travel for students and staff.
- **Workplace Travel Surveys:** These will be carried out on an annual basis with the main objective of recording and monitoring the mode of travel to work.



6 Infrastructure Projects

Maps 3 and 4 outline the main walking and cycling infrastructure recommendations which are summarised in Table 6.1 and Table 6.2 below. Map 3 shows the recommendations at a town wide scale whilst Map 4 illustrates the recommendations in greater detail in the vicinity of the town centre. Table 6.1 outlines the recommendations for interventions for each of the main walking and cycling links identified on Map 1. Table 6.2 outlines interventions at key junctions and other specific locations in the town.

These recommendations are designed to provide a primary walking and cycling network for Monaghan that will provide significantly improved walking and cycling links between the residential areas of the town and the key trip attractors. The recommendations are based on the locations of the key trip attractors in the town together with the feedback from the consultation process.

The network will have the Canal Greenway as a key new walking and cycling link running from Rossmore Park to the new MIFET campus. This will be a flagship project for the town and will be used as a cornerstone of behavioural change in terms of travel habits in the town. The implementation of interventions on the main walking and cycling desire routes throughout the town and through the town centre, coupled with the development of the Greenway and the recommendation to develop a walking and cycling route parallel to the bypass will result in a major improvement to walking and cycling infrastructure in Monaghan.

Whilst not included with the table of recommendations it is further recommended that the feasibility of developing formal cycling routes within Rossmore Park is to be investigated. There is a strong desire for amenity cycling within the park which should be developed on trails that are accessible to all and that would be linked to the Greenway and bypass route forming an extensive network of off road facilities in the town and environs.

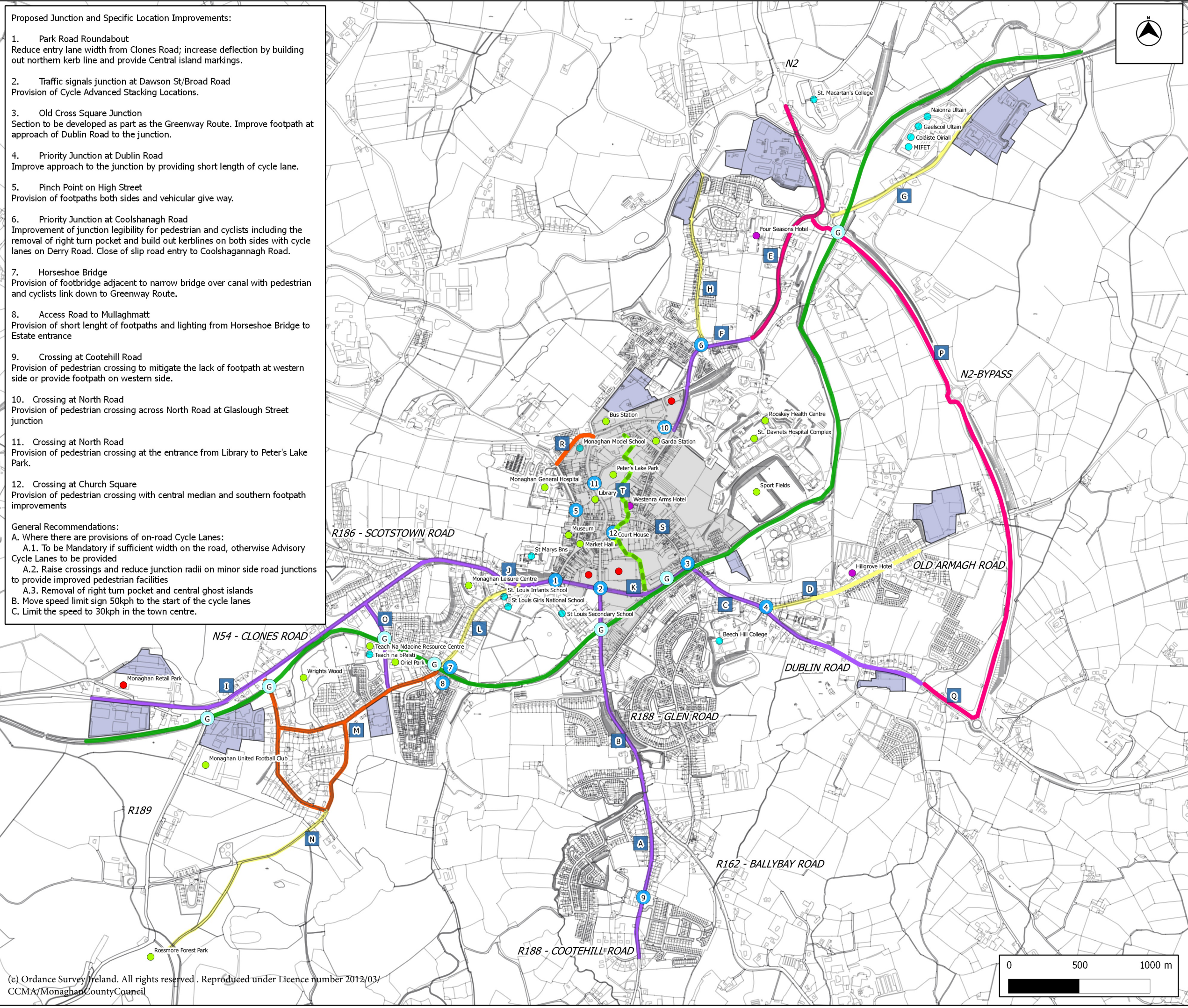
The implementation of these improvements should be designed so that they are accessible and usable for people of all ages and abilities. As an Age Friendly County the Council should support Monaghan Age Friendly Alliance in the undertaking of a Walkability Audit for the town. In principle designs in the urban area should be developed so that they :

- i. Provide benches and resting places that provide appropriate shelter and shade
- ii. Are visually appealing incorporating landscaping
- iii. Have simple and easy to understand signage
- iv. Provides good lighting
- v. Use of non-slip pavements and junction crossings that are in accordance with disability requirements.

Proposed Junction and Specific Location Improvements:

1. **Park Road Roundabout**
Reduce entry lane width from Clones Road; increase deflection by building out northern kerb line and provide Central island markings.
2. **Traffic signals junction at Dawson St/Broad Road**
Provision of Cycle Advanced Stacking Locations.
3. **Old Cross Square Junction**
Section to be developed as part as the Greenway Route. Improve footpath at approach of Dublin Road to the junction.
4. **Priority Junction at Dublin Road**
Improve approach to the junction by providing short length of cycle lane.
5. **Pinch Point on High Street**
Provision of footpaths both sides and vehicular give way.
6. **Priority Junction at Coolshanagh Road**
Improvement of junction legibility for pedestrian and cyclists including the removal of right turn pocket and build out kerblines on both sides with cycle lanes on Derry Road. Close of slip road entry to Coolshagannagh Road.
7. **Horseshoe Bridge**
Provision of footbridge adjacent to narrow bridge over canal with pedestrian and cyclists link down to Greenway Route.
8. **Access Road to Mullaghmat**
Provision of short length of footpaths and lighting from Horseshoe Bridge to Estate entrance
9. **Crossing at Cootehill Road**
Provision of pedestrian crossing to mitigate the lack of footpath at western side or provide footpath on western side.
10. **Crossing at North Road**
Provision of pedestrian crossing across North Road at Glaslough Street junction
11. **Crossing at North Road**
Provision of pedestrian crossing at the entrance from Library to Peter's Lake Park.
12. **Crossing at Church Square**
Provision of pedestrian crossing with central median and southern footpath improvements

- General Recommendations:**
- A. Where there are provisions of on-road Cycle Lanes:
- A.1. To be Mandatory if sufficient width on the road, otherwise Advisory Cycle Lanes to be provided
 - A.2. Raise crossings and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
 - A.3. Removal of right turn pocket and central ghost islands
- B. Move speed limit sign 50kph to the start of the cycle lanes
- C. Limit the speed to 30kph in the town centre.



Legend

Town Centre

- Community, Doctors, Employment, Shopping

Employment Areas

- Main Areas of Employment

Community

- Sports, Leisure, Health, Parks, and Public Buildings

Schools and Education

- Primary and Secondary Schools, Educational Centres

Retail

- Shopping Centres and Retail Parks

Tourism

- Hotels

Ulster Canal Greenway

- Greenway Route part of the National Cycle Network

Proposed Walking and Cycling Links Improvements

- Provision of on-road Cycle lanes
- Provision of off-road shared Cycleway and Footway
- Provision of Traffic Speed Control
- Future Pedestrian/Cycling link
- No Intervention

Walking and Cycling Links id


- A

Greenway access points

- G

Proposed Junction and Specific Location Improvements

- 1


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Proposed Improvements

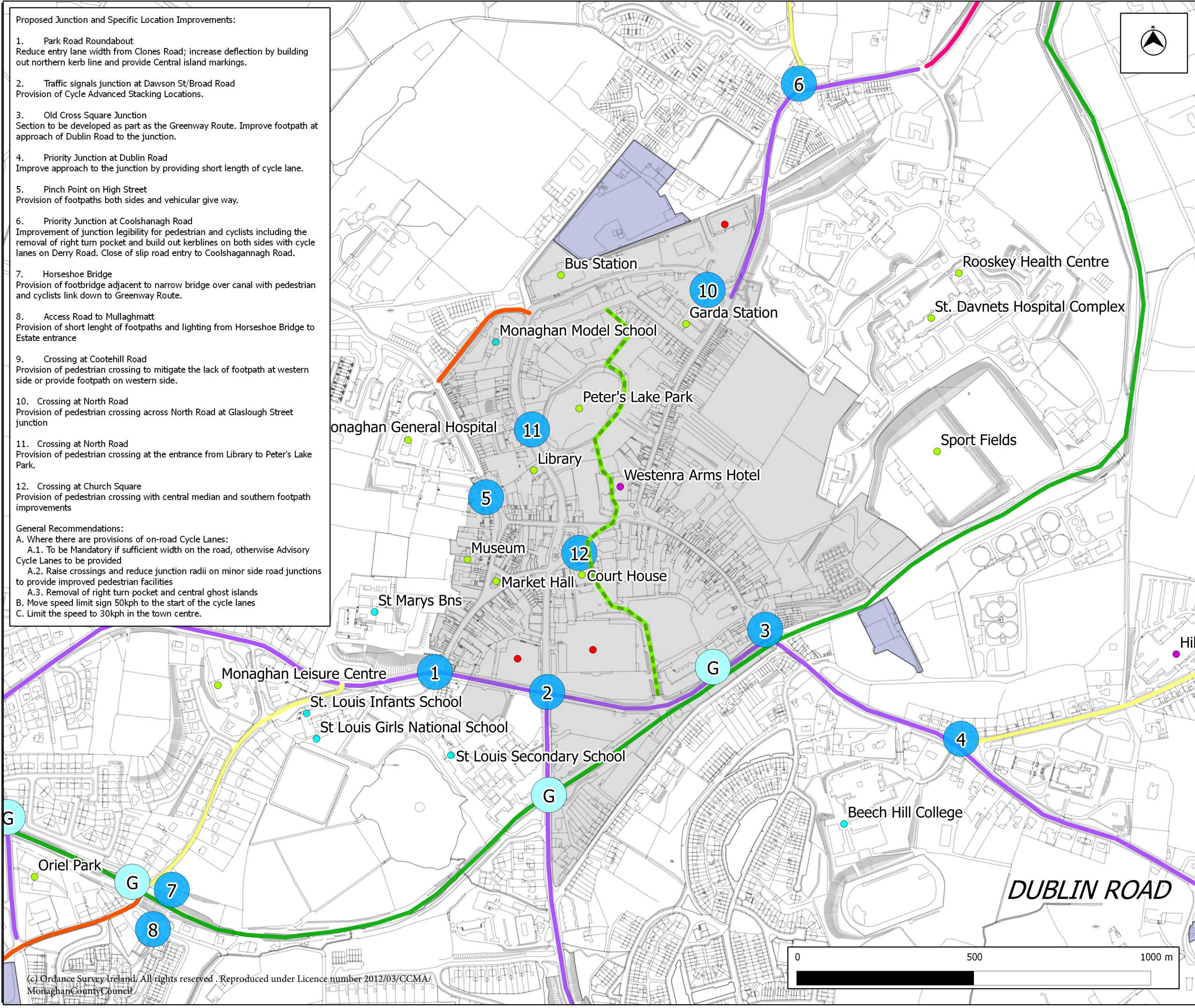
Map 3

Proposed Junction and Specific Location Improvements:

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Provision of pedestrian crossing to mitigate the lack of footpath at western side or provide footpath on western side.
10. Crossing at North Road
Provision of pedestrian crossing across North Road at Glaslough Street junction
11. Crossing at North Road
Provision of pedestrian crossing at the entrance from Library to Peter's Lake Park.
12. Crossing at Church Square
Provision of pedestrian crossing with central median and southern footpath improvements

General Recommendations:

- A. Where there are provisions of on-road Cycle Lanes:
- A.1. To be Mandatory if sufficient width on the road, otherwise Advisory Cycle Lanes to be provided
 - A.2. Raise crossings and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
 - A.3. Removal of right turn pocket and central ghost islands
- B. Move speed limit sign 50kph to the start of the cycle lanes
- C. Limit the speed to 30kph in the town centre.



Legend

- Town Centre**
- Community, Doctors, Employment, Shopping
- Employment Areas**
- Main Areas of Employment
- Community**
- Sports, Leisure, Health, Parks, and Public Buildings
- Schools and Education**
- Primary and Secondary Schools, Educational Centres
- Retail**
- Shopping Centres and Retail Parks
- Tourism**
- Hotels
- Ulster Canal Greenway**
- Greenway Route part of the National Cycle Network
- Proposed Walking and Cycling Links Improvements**
- Provision of on-road Cycle lanes
 - Provision of off-road shared Cycleway and Footway
 - Provision of Traffic Speed Control
 - Future Pedestrian/Cycling link
 - No Intervention
- Walking and Cycling Links id**
- A
- Greenway access points**
- G
- Proposed Junction and Specific Location Improvements**
- 1



Kieran Boyle Consulting
Transport Planning Engineering

Monaghan Walking and Cycling Strategy
Proposed Improvements at Town Centre

Map 4



Table 6.1: MONAGHAN WALKING AND CYCLING LINK RECOMMENDATIONS

Road id	Road No.	Road Name	Section	Proposed Cycling Improvements	Proposed Pedestrian Improvements
A	R188	COOTEHILL ROAD	Corran Estate entrance to R162-Ballybay Road Junction	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of right turn lanes and central ghost islands.	Raise crossing and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
B	R188	GLEN ROAD	Junction R162-Ballybay Road up to Broad Road Junction	Provision of On Road Cycle lanes. Mandatory Cycle lanes when sufficient width permits. Removal of right turn lanes and central ghost islands. Cycle Linkage to be provided from Greenway Route adjacent to St. Louis Convent Greenway	Raise crossing and reduce junction radii on minor side road junctions to provide improved pedestrian facilities. Pedestrian Linkage to be provided from Greenway Route adjacent to St. Louis Convent.
C	N2	DUBLIN ROAD	Latorcan Glen estate to Old Cross Square	Provision of On Road Cycle lanes. Mandatory Cycle where sufficient width is available. Removal of right turn lanes and central ghost islands. Cycle Linkage to be provided from Greenway Route adjacent to Old Cross Junction.	Footpath improvements at the approach of Old Cross Junction. Pedestrian Linkage to be provided from Greenway Route adjacent to Old Cross Junction.
D		OLD ARMAGH ROAD	Industrial Estate to Dublin Road Junction	See junction no. 4	No intervention required.
E	N2	N2 / Derry Road	St. Macartan's College to Rooskey Vale	Provision of a shared cycleway and footway along the western side of N2 with Toucan Crossing to School Grounds	Provision of a shared cycleway and footway along the western side of N2 with Toucan Crossing to School Grounds
F	R135	DERRY ROAD	Rooskey Vale Junction to North Road	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of right turn lanes at Coolshannagh Road Junction. See junction no.6	Footpath improved at Coolshannagh Road Junction. See junction no. 6.
G	N12	ARMAGH ROAD	Education Campus to Coolshannagh Roundabout	Cycle Linkage to be provided from Greenway Route.	Pedestrian Linkage to be provided from Greenway Route.
H		Coolshannagh Road	Old Tannery to N2 junction	No on road intervention, See junction no. 6 for specific improvements	No on road intervention, See junction no. 6 for specific improvements
I	N54	CLONES ROAD	Monaghan Retail Park to Monaghan Leisure Centre	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of right turn lanes and central ghost islands.	Raise crossing and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
J	N55	CLONES ROAD	Monaghan Leisure Centre to Park Road Junction	Provision of outbound On Road Cycle lane	No intervention required.



K		MARKET ROAD / BROAD ROAD	Park Road Junction to Old Cross Square	Intervention in accordance with Ulster Canal Greenway project from Old Cross Square to car park entrance. Cycle lanes from car park entrance to Park Road Roundabout. See junctions no. 1, 2 and 3.	Intervention in accordance with Ulster Canal Greenway project
L		PARK ROAD	Clones Road Junction to Horseshoe Bridge	No intervention required.	No intervention required.
M		CORTOLVIN ROAD AND KILLYCONNIGAN RESIDENTIAL ROADS	Cortolvin Road, Killyconnigan, Avondale, An Corrán	Provision of appropriate Traffic Speed Calming on these roads that provide access to the Greenway and Rossmore Park .	Provide access to Greenway
N			Access Road to Rossmore Forest Park	Provide formal cycle route leading to formal cycling routes within the Park	No intervention required.
O		ORIEL ROAD	Clones Road Junction to Cortolvin Road	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of central ghost islands.	No intervention required.
P	N2	N2-BYPASS	Coolshannagh Roundabout to Dublin Road Roundabout	Provision of a shared cycleway and footway along the western side of N2 bypass	Provision of a shared cycleway and footway along the western side of N2 bypass
Q	N2	DUBLIN ROAD	N2 Dublin Road Roundabout to Latorcan Glen Estate	Provision of a shared cycleway and footway along the northern side of Dublin Road	Provision of a shared cycleway and footway along the northern side of Dublin Road
R		LIMEGROVE	North road to High road junction	Provision of appropriate Traffic Speed Calming.	Continue footpath on northern side to North Road junction
S		All Town Centre Streets	Town Centre Streets and approach routes	Town Centre Street to be 30 kph zone. Mixed-street cycling regime with appropriate road markings. Provide cycle parking at Market Square, Church Square, The Diamond, Library, Peter's Lake Park and Bus Station.	Pedestrian crossing improvements at Church Square
T			Pedestrian and Cycle link from Greenway at Broad Street	Longer term Pedestrian/Cycle link from Greenway at Broad Street northwards through Church Square, The Diamond and Peter's Lake to Plantation Road and North Road	Longer term Pedestrian/Cycle link from Greenway at Broad Street northwards through Church Square, The Diamond and Peter's Lake to Plantation Road and North Road



Table 6.2: MONAGHAN WALKING AND CYCLING; JUNCTION AND LOCAION SPECIFIC RECOMMENDATIONS

id	Location	Road Name	Proposed Improvements
1	Park Road Roundabout	Clones Road / Market Road / Park Street	Reduce entry lane width from Clones Road; increase deflection by building out northern kerb line and provide Central island markings.
2	Traffic signals junction at Dawson St/Broad Road	Market Road / Broad Junction / Glen Road / Dawson Street	Provision of Cycle Advanced Stacking Locations
3	Old Cross Junction	Old Cross Square / Dublin Road	Section to be developed as part as the Greenway Route. Improve footpath at approach of Dublin Road to the junction.
4	Priority Junction at Dublin Road	Dublin Road - Old Armagh Road	Improve approach to the junction by providing short length of cycle lane.
5	Pinch Point on Hill Street / High Street	Hill Street / High Street	Provision of footpaths both sides and vehicular give way at pinch point due north of Hill Street. Currently limited footpath on west side and no footpath on east side.
6	Priority Junction at Coolshannagh Road	Coolshannagh Road / Derry Road	Improvement of junction legibility for pedestrian and cyclists including the removal of right turn pocket and build out kerblines on both sides with cycle lanes on Derry Road. Close of slip road entry to Coolshannagh Road.
7	Horseshoe Bridge	Park Road	Provision of footbridge adjacent to narrow bridge over canal with pedestrian and cyclists link down to Greenway Route.
8	Access Road to Mullaghmat	Park Road / Cortolvin Road	Provision of short length of footpaths and lighting from Horseshoe Bridge to Estate entrance
9	Crossing at Cootehill Road	Cootehill Road	Provision of pedestrian crossing to mitigate the lack of footpath at western side or provide footpath at western side. Land acquisition may be required for the latter option.
10	Crossing at North Road	North Road	Provision of pedestrian crossing across North Road at Glaslough Street junction.
11	Crossing at North Road	North Road	Provision of pedestrian crossing from Library to the Peter's Lake Park.
12	Crossing at Church Square	Church Square	Provision of pedestrian crossing with central median and southern footpath improvements



7 Behavioural Change Initiatives

7.1 SCHOOL TRAVEL PLANS

School travel plans are seen as a key initiative to encourage behavioural change among schoolchildren. Effecting behavioural change at an early age will have a major impact on long term travel behaviour. It is a key objective of the strategy to develop a culture of travel to school by walking and cycling amongst all schoolchildren that live within walking and cycling distance of their local school. In addition the school travel plans will aim to incorporate various initiatives that will engender parental involvement in terms of education and encouragement of sustainable travel to school.

It is anticipated that the development of the travel plans will also determine specific infrastructure improvements that can be implemented in the vicinity of schools to improve access and provide for safer routes to schools. These specific measures will complement the improvements to the primary walking and cycling network set out in this strategy. In particular it is envisaged that the development of the Ulster Canal Greenway will provide a first class safe and convenient off road walking and cycling facility which will create a major opportunity to encourage a significant shift to walking and cycling to school for both primary and secondary school children.

The school travel plans will be developed in the context of the Green Schools Travel Programme. All schools in the town will develop a school travel plan regardless of whether or not they are involved in the Green Schools Programme. Schools can avail of the significant database of information on the Programme to develop their bespoke travel plans that will incorporate walking and cycling initiatives together with initiatives to develop more sustainable travel for those who need to travel by car. The latter would include car-pooling, car sharing and park and stride opportunities. The plans should be coordinated between schools to ensure, in particular, that any infrastructural improvements derive the maximum benefit for all schools.

7.2 WORKPLACE TRAVEL PLANS

The business surveys undertaken for the strategy indicate an appetite for increased walking and cycling to work in Monaghan. Workplace travel plans will be a cornerstone of behavioural change in the town and will be developed on two levels. Larger employers will be encouraged to develop stand-alone travel plans and all employers with a workforce of fifty or more employees would be included in this category. The County Council will be one of the initial organisations to put in place a workplace travel plan whilst the MIFET campus would also be an initial location which would implement a joint workplace and education travel plan for its staff and students encompassing the primary, secondary and third level education facilities on site. Monaghan Hospital and St Davnet's Hospital, Monaghan Shopping Centre and the three main hotels in the town also represent potential candidate employers that would be incorporated in the first wave of plans in 2013.

The second level of workplace travel planning would be among smaller employers below fifty staff. In order to encourage participation in the programme a workplace travel network would be established that would include both larger and smaller employers with the main objective of informing and encouraging the smaller employers to become part of an overall workplace travel plan for the town and the network would facilitate employers to identify the opportunities and measures that would be applicable to their size and type of business.

The development of the workplace travel plans would be informed by the smarter travel workplaces initiative and this will be the main source of information that would initiate workplace travel planning in the town. Similar to the school travel plans the workplace plans will be complemented by the infrastructural improvements that will provide safer and more convenient routes for travel to work.



8

Implementation

8.1 MANAGEMENT

An Active Travel Town Committee will be set up to oversee and monitor the implementation of the Active Travel Town Strategy. This committee will be made up of key stakeholders including representatives drawn from the community forum, schools, employers, sporting organisations, the tourism sector and the health sector. Whilst the initial role of the committee will be to provide fully community engagement in the implementation of the strategy the role of the committee will also be to develop the strategy further and to devise and implement further initiatives and recommendations.

The Committee will be coordinated and managed by the County Council who will coordinate all activities including implementing the school travel plans and workplace travel planes. The Council will also coordinate all infrastructure projects in terms of procurement of funding, design, construction and maintenance.

8.2 IMPLEMENTATION COST AND PHASING

The infrastructure projects set out in Tables 6.1 and 6.2 have been prioritised in terms of delivery and cost estimates have been applied to each project. Each project has been assigned a priority 1 or 2 classification. Priority projects would be delivered in the short to medium term with construction or implementation to commence next year. Priority 2 projects would be completed in the medium to longer term with projects to be delivered from three years hence and onwards.

The development of the canal greenway will be the flagship project and projects that will link to the greenway and provide a town wide network have been given priority. Priority has also been given to projects that will be relatively lower cost



Table 8.1: MONAGHAN WALKING AND CYCLING LINK RECOMMENDATIONS

Road id	Road No.	Road Name	Section	Priority	Cost (ex VAT)
A	R188	COOTEHILL ROAD	Corran Estate entrance to R162-Ballybay Road Junction	1	270,000
B	R188	GLEN ROAD	Junction R162-Ballybay Road up to Broad Road Junction	1	
C	N2	DUBLIN ROAD	Latorcan Glen estate to Old Cross Square	1	170,000
E	N2	N2	St. Macartan's College to Rooskey Vale	1	150,000
F	R135	DERRY ROAD	Rooskey Vale Junction to North Road	1	75,000
G	N12	ARMAGH ROAD	Educational Centre to Coolshannagh Roundabout	1	Being delivered as part of Education Campus development.
I	N54	CLONES ROAD	Monaghan Retail Park to Monaghan Leisure Centre	2	300,000
J	N55	CLONES ROAD	Monaghan Leisure Centre to Park Road Junction	2	
K		MARKET ROAD / BROAD ROAD	Park Road Junction to Old Cross Square	1	Will be delivered as part of Canal Greenway
M		CORTOLVIN ROAD AND KILLYCONNIGAN	Cortolvin Road, Killyconnigan, Avondale, An Corrán	1	60,000
N			Access Road to Rossmore Forest Park	2	To delivered in consultation with Coillte and NPWS.
O		ORIEL ROAD	Clones Road Junction to Cortolvin Road	2	45,000
P	N2	N2-BYPASS	Coolshannagh Roundabout to Dublin Road Roundabout	2	Subject to feasibility study.
Q	N2	DUBLIN ROAD	N2 Dublin Road Roundabout to Latorcan Glen Estate	2	Subject to feasibility study as part of N2 bypass route.
R		LIMEGROVE	North road to High road junction	1	24,000
S		All Town Centre Streets	Town Centre Streets and approach routes	1	20,000
T			Pedestrian and Cycle link from Greenway at Broad Street	2	To be developed as longer term route with development of adjacent sites.



Table 8.2: MONAGHAN WALKING AND CYCLING; JUNCTION AND LOCATION SPECIFIC RECOMMENDATIONS

id	Location	Road Name	Priority	Cost
1	Park Road Roundabout	Clones Road / Market Road / Park Street	1	20,000
2	Traffic signals junction at Dawson St/Broad Road	Market Road / Broad Junction / Glen Road / Dawson Street	1	3,000
3	Old Cross Junction	Old Cross Square / Dublin Road	1	To be implemented as part of Canal Greenway
4	Priority Junction at Dublin Road	Dublin Road - Old Armagh Road	1	3,000
5	Pinch Point on Hill Street / High Street	Hill Street / High Street	1	10,000
6	Priority Junction at Coolshannagh Road	Coolshannagh Road / Derry Road	1	20,000
7	Horseshoe Bridge	Park Road	1	To be developed as part of Canal Greenway
8	Access Road to Mullaghmat	Park Road / Cortolvin Road	1	10,000
9	Crossing at Cootehill Road	Cootehill Road	1	20,000
10	Crossing at North Road	North Road	1	20,000
11	Crossing at North Road	North Road	1	20,000
12	Crossing at Church Square	Church Square	1	30,000