



Carrickmacross: Active Travel Town



Walking and Cycling Strategy

2017

Adopted on the 24th July 2017

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1 INTRODUCTION

1.1 STRATEGY VISION

The walking and cycling strategy for Carrickmacross will help to develop and create a network of safe and convenient walking and cycling routes for the town and also improve the quality of life for those living in the community. This will be achieved by prioritising walking and cycling for those travelling to work, shopping, education, and day to day business in the town.

1.2 STRATEGY OBJECTIVES

During the consultation process there was a desire for improved walking and cycling provision for leisure and recreation and also for improved access to local schools and businesses.

Objectives identified will be delivered through a number of actions that form part of the Department of Transport's 'Active Travel Town' initiative, which are as follows:

- 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.

2 Development of Strategy

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. 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 was 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 to first notify those working and living within the town and the environs of Carrickmacross of the Active Travel Town Strategy and to engage their participation for the development and implementation of the strategy. Secondly, the consultation was carried out to get an understanding of the travel habits of the people in the town and to help identify improvements to the walking and cycling network already in place.

3 Background Study

3.1 POLICY CONTEXT

3.1.1 National Policy

The context for The Walking and Cycling Strategy was formed by the Department of Transport's adoption of the Smarter Travel Policy in 2009. This policy places walking and cycling at the centre of transport policy and infrastructure delivery. The National Policy Framework was developed and sets a national target of 10% of all trips in Ireland to be made by bike in 2020. Achieving this target will require road and cycleway improvements within urban areas. Promotion of economic and health benefits of walking and cycling will be achieved through educational and marketing programmes.

In 2012, the government announced a 5 year multi-annual funding support programme named Active Travel Towns. This was initiated principally for the strategic development of strategies and infrastructures to support walking and cycling in towns outside the Greater Dublin Area. The principal objective of Active Travel Towns is to achieve modal shift from car to either walking or cycling. It is anticipated that this objective will be achieved through the following;

- 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 Walking and Cycling Strategy for Carrickmacross is a direct response to the Active Travel Town program. 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, improving the connectivity of the network and providing quality links connecting the communities to key destinations. These should be delivered per the 'Hierarchy of Solutions' as noted within the National Cycle Policy Framework. 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.

3.1.2 Regional policy

Policy NPF13 as detailed in the Border Regional Authority Planning Guidelines 2010 – 2022, promotes and supports cycling and walking within the Region.

3.1.3 County Policy

Transportation objective, TRO5, of the Monaghan County Development Plan 2013-2019, makes it a clear aim of Monaghan County Council to promote and facilitate the use of cycling and walking as alternative sustainable modes of transport in accordance with the provisions of the National Cycle Policy Framework 2009-2020.

3.2 EXISTING CHARACTERISTICS

3.2.1 Walking and Cycling Route

Carrickmacross is the second largest town in County Monaghan. The town and environs has an existing population of approximately 6,000 people. The town is bypassed by the N2 therefore providing safer movement for cyclists and pedestrians as much of the through traffic has been removed. The N2 links the town to the M1 and the R178 links the town to Dundalk, the gateway for the region. The town benefits from its central location between Monaghan (42kms), Dundalk (23kms), Ardee (19kms) and Cavan (53kms). Carrickmacross functions largely as a market/service centre for its rural surrounding.

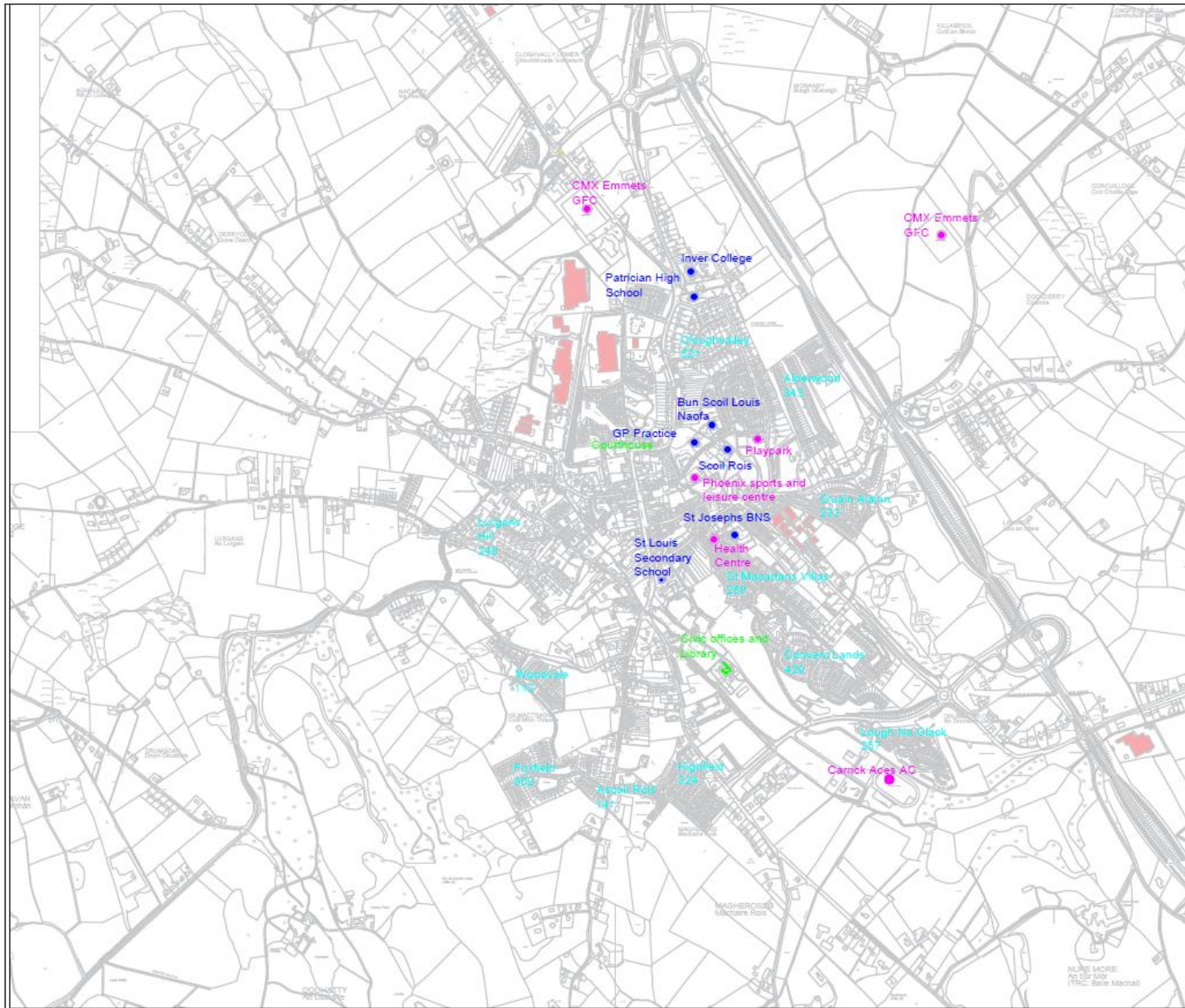
Approximately 2221 children attend six schools in Carrickmacross. There are three national schools and three secondary schools in the town.

Bath Avenue also known as the Convent Walk and the walk at Lisanisk Lake provide important walking routes close to the town centre. Lough Naglack is located on Bath/Convent Avenue.

The main residential population areas in the town together with the main trip attractors for walking and cycling are shown in Map 1. The key trip attractor locations include the town centre, schools, employment, public buildings and sports and recreation facilities. The primary walking and cycling routes within the town are shown on Map 2.

In general terms the town presents opportunities to develop an improved walking and cycling network. Although the topography off the town is characterised by the typical south Ulster drumlins, the main routes are generally flat to moderate with the exception of the route to the new Emmets GFC pitches.

In distance terms the maximum travel distance across town is of the order of 2.5km which determines that all key trip attractors in the 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 1.5km which implies the town centre is highly accessible in terms of walking distance for the whole of the town's population.



Legend

- Community**
- Sports, Community centres, Playgrounds, Leisure, Health
- Public Offices
- Schools**
- Primary and Secondary
- Employment Areas**
- Main Employment Areas
- Housing Estates**
- Population with Area

Project
Carrickmacross Walking and Cycling Strategy

Title
Main Residential population and location of key trip generators



Comhairle Chontae Mhuineacháin,
Oifigí Contae,
An Gleann,
Muineachán.
Guthán: 047 30500
Monaghan County Council,
County Offices,
The Glen, Monaghan.

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3.2.2 Carrickmacross Trip Attractors

Map 1 illustrates the main trip attractors in Carrickmacross. The main employment locations are the Steadfast Industrial Estate, the IDA Industrial Estate, the town centre and the retail units located on the Ardee Road. Kerry Foods located in the IDA Industrial Estate is the largest employer with 450 members of staff. There are a number of medium size employers, such as Kingspan, Shirely Arms Hotel and the Nuremore Hotel.

Schools are located at 3 locations in the town, north, east and to the south of the town centre.

The majority of retail activity is located in the town centre. There are also two discount retailers on the south side of town, just off the Ardee Road. There is a large petrol filling station/retail unit on the Castleblayney Road.

Other main trip attractors in the town are associated with active and passive recreation. Bath/Convent Avenue and Lisanisk Walk are key destinations for passive recreation and the GAA club and local Soccer Club are a key destination for active recreation. The town also has an Athletics Club and boxing Club located on the south side of the town.

3.2.3 2011 Census Data for Carrickmacross

The 2011 Census data on Travel to Work/School/College for Carrickmacross was reviewed to determine the current modal split for such travel. The data shows that the majority mode of travel is by car, with car driver at 42% and car passenger at 18%. 26% of trips are made by walking.

Levels of cycling within the town are low, with a modal share of 1%.

The data also shows that 49% of trips from Carrickmacross are in 'under 15 minutes' duration. This data indicates the potential to improve the cycling mode share and also to improve the walking mode share for short distance trips.

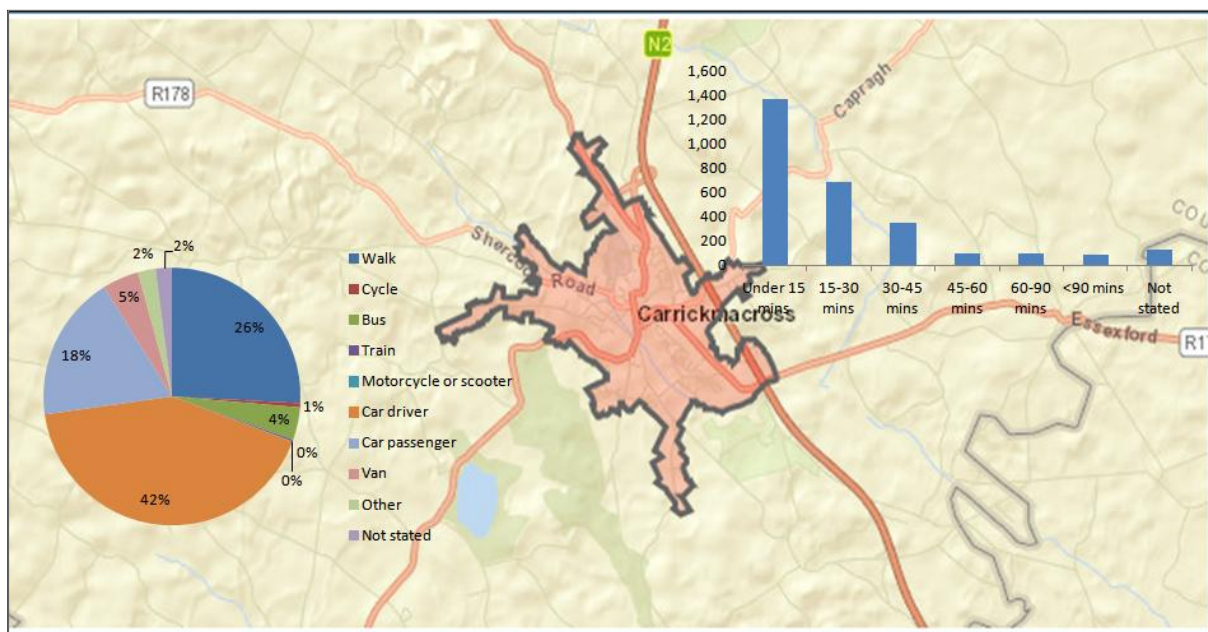
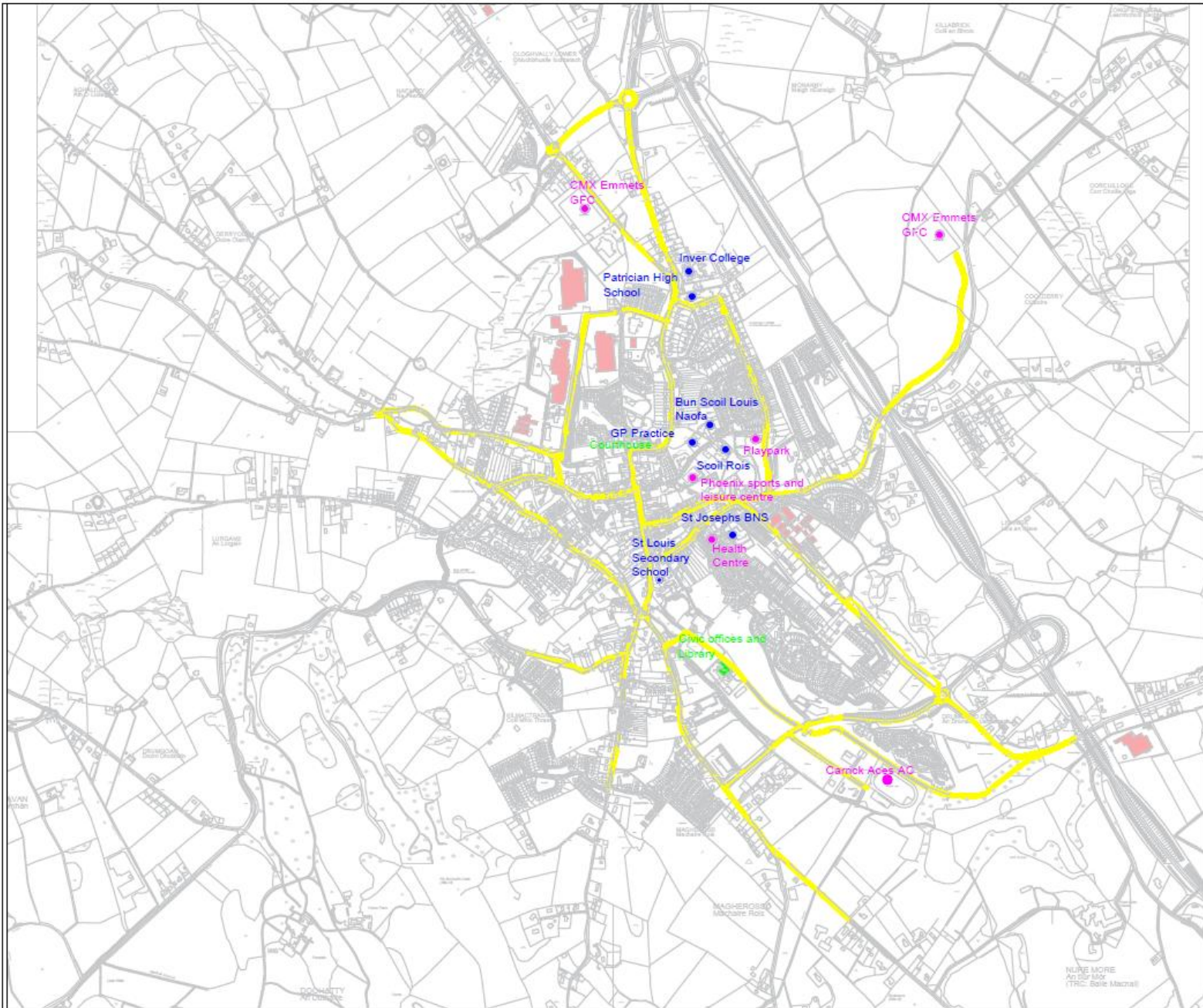


Figure 3.1: 2011 Census Data – Travel to School/Work or College for trips from Carrickmacross



Legend

Community

- Sports, Community centres, Playgrounds, Leisure, Health ●
- Public Offices

Schools

- Primary and Secondary ●

Employment Areas

- Main Employment Areas

Main Routes

- Formal Route

Project
Carrickmacross Walking and Cycling Strategy

Title
Existing Main Walking and Cycling routes and trip generators



Comhairle Chontae Mhuineacháin, Oifigí Contae, An Glenn, Muineachán.
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Monaghan County Council, County Offices, The Glen, Monaghan.

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3.3 CONSULTATION

3.3.1 Summary

Consultation was carried out with the general public, schools and businesses in Carrickmacross via online and direct surveys. Participation in the consultation was promoted online, on social media and through direct contact with people. The aim of the consultation was to get an understanding of peoples current travel habits in the town and also to get feedback on what improvement people would like to see happening in order to get them to walk and cycle more.

The online surveys were promoted through the Community Forum, Carrickmacross and environs website, Carrickmacross Chamber of Commerce website, Monaghan Tourism Facebook page, Monaghan County Councils website and social media. Surveys were also left in Carrickmacross Library for completion.

The business survey identified the daily mode of travel taken, distance to work, facilities currently available in the workplace, main barriers to walking and cycling to work at present and suggestions on what would encourage employees to walk and cycle more.

The public survey identified why people generally walk and cycle, distance undertaken, main destinations and suggestions to encourage people to walk or cycle more.

The school surveys were completed by teachers and students to get feedback on modes of travel taken to and from school, distance travelled to school, facilities currently available in the schools and suggestions that would encourage more students and teachers to walk or cycle to school.

3.3.2 Public Consultation

General public consultation was conducted via online and direct surveys. Secondary school students from Carrickmacross also conducted a survey with the general public on a busy market day in the town.

When asked why people generally walk, the majority of people said that they walk for leisure or fitness (65%). When asked how far they usually walk, 52% of people said that they walk between 2km and 5km. The main destinations for walkers in the town were town centre shops, local shops and Bath/Convent Avenue. People were asked what would encourage them to walk more often. Figure 1 indicates that 51% of people said they would want better footpath provision. More pedestrian crossing points and someone to walk with were other key items. Other suggestions included better lighting, less dog faeces on the footpaths, designated walking paths and less HGV's in the town environs. Bath/Convent Avenue and Lisanisk Lake were the most popular walking routes in the town.

What would encourage you to walk more often? You can select more than one..

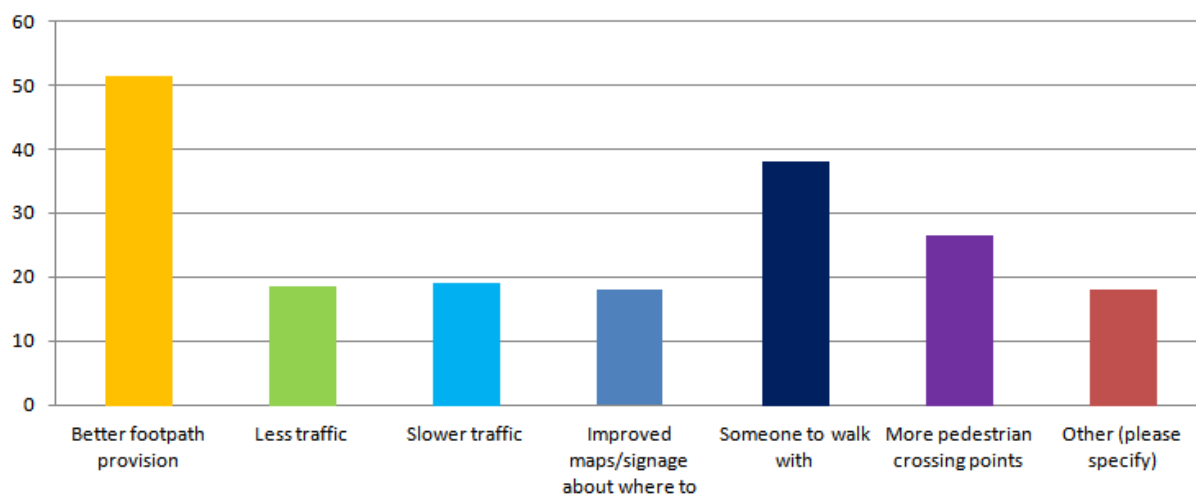


Figure 1: Results from Public Consultation

Cycling in the town is not a common mode of transportation. The survey indicated that people generally cycle for leisure and fitness purposes with most respondents cycling distances of between 2km and 5km. The lack of cycle lanes in the town was a major issue for many of those surveyed. Safer routes were also suggested.

3.3.3 Business Consultation

Local employers and also employees were canvassed both directly and online. Responses to the employer survey were received from eight businesses in the town representing 66 employees. Most respondents stated that funding for bike shelters and also cycle lanes may encourage people to cycle more. The employee survey results as illustrated in Figure 2 indicate that 94% of people travel to work by car. Walking and cycle is not a common form of travel with 4% of those surveyed walking and 2% cycling to work.

Modal Split for Carrickmacross Businesses

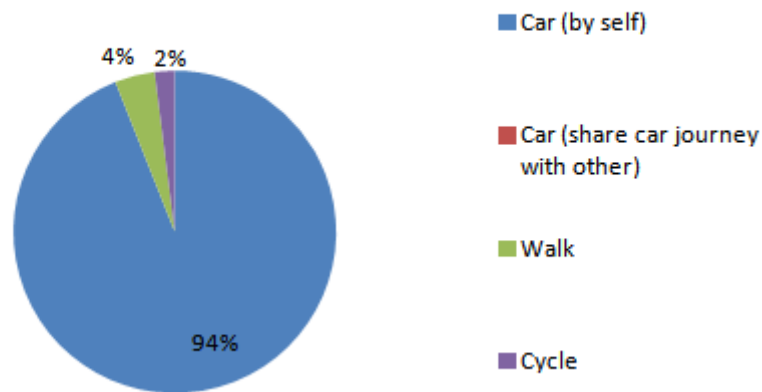


Figure 2: Modal Split for Carrickmacross Business

As part of the business survey, businesses were asked what type of facilities their premises have. Figure 3 indicates that the businesses surveyed do not have the necessary facilities to encourage employees to walk and cycle to work. When asked to identify any measures the Municipal District could put in place to assist with encouraging walking and cycling suggestions included; provide funding to build bike shelters and also cycle lanes to be put in place. 75% of companies surveyed said that they do not participate in the bike to work scheme.

Does your premises currently have:

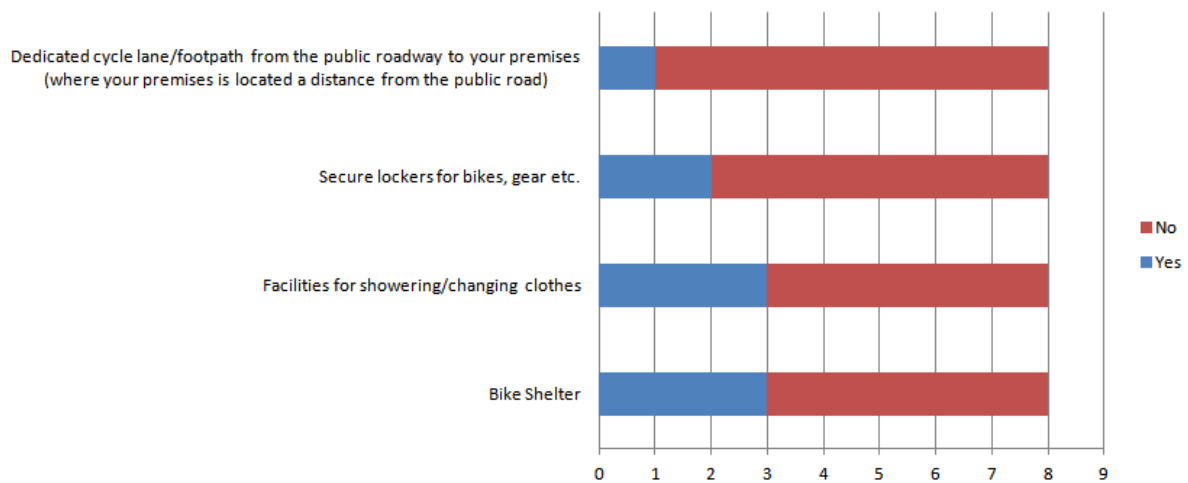


Figure 3: Facilities available for Employees

3.3.4 Schools Consultation

All six schools, both primary and secondary, in Carrickmacross were canvassed directly. Feedback was obtained from students and teachers in all six schools. The student's age group ranged from 5 years to 19 years old. All schools are heavily reliant on car use apart from St. Louis Secondary School and Inver College where the majority of students travel by bus to school.

As part of the school surveys the students and teachers were asked to provide suggestions on what would encourage them to walk and cycle. Responses included cycle lanes, providing facilities at school such as secure bicycle shelters/racks and bigger lockers, zebra crossings, walking and cycling with friends, cycle skills training, safer roads with less traffic and better lighting on roads.

3.3.4.1 Patrician High School

Patrician High School has a population of 561 students. The school is not currently taking part in the Green Schools Programme. 251 students took part in the survey. Figure 4 indicates that 50 % of these students said they travel to school by car in the morning, 40% travel by bus, 8% walk and 2% cycle to school.

Modal Split for Patrician High School

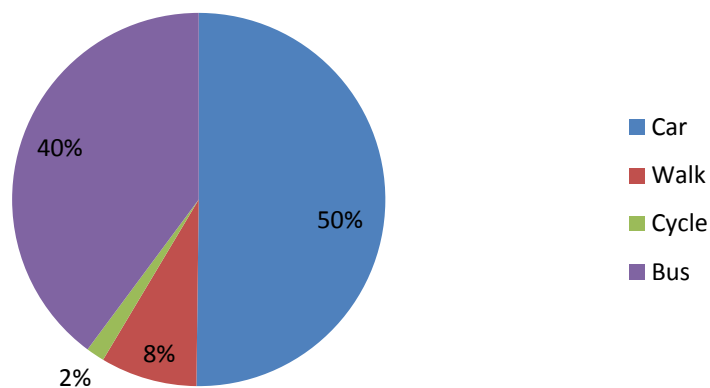


Figure 4: Modal Split for Patrician High School Students

24 teachers in Patrician High School took part in the teacher survey. 95% of these teachers travel to school by car and 5% share their journey by car. None of the teachers live less than 2km from the school, therefore it is understandable that no one walks or cycles.

3.3.4.2 St. Louis Secondary School

St. Louis Secondary School has a population of 583 students. The school is not currently taking part in the Green Schools Programme. 424 students took part in the survey. Figure 5 indicates that 37% of them said they travel to school by car in the morning, 54% travel by bus and 8% walk to school. No students cycle to school.

Modal Split for St. Louis Secondary School

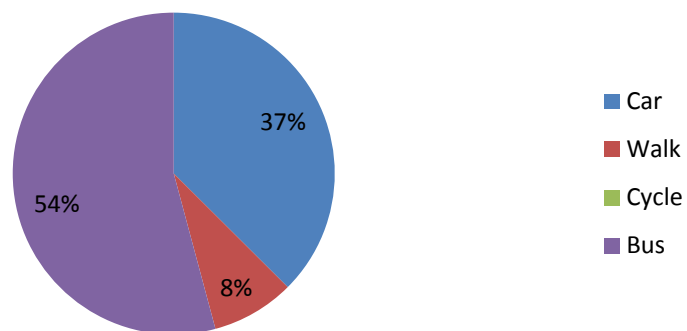


Figure 5: Modal Split for St. Louis Secondary School Students

All 39 teachers from St. Louis School took part in the teacher survey. 97% of these teachers travel to school by car while 3% walk to school. 13% of the teachers live less than 2km from the school, therefore, there is potential for these teachers to either walk or cycle.

3.3.4.3 Inver College

Inver College has a population of 304 students. The school is not currently taking part in the Green Schools Programme. 187 students took part in the survey. Figure 6 indicates that 38% of them said they travel to school by car in the morning, 44% travel by bus, 17% walk and 1% cycle to school.

Modal Split for Inver College

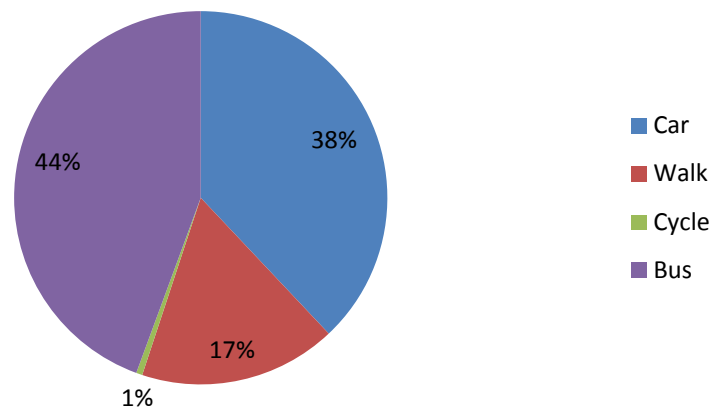


Figure 6: Modal Split for Inver College Students

24 teachers took part in the teacher survey. 75% of these teachers travel to school by car, 21% share their journey by car and 4% walk. 13% of the teachers live less than 2km from the school, therefore, there is potential for these teachers to either walk or cycle.

3.3.4.4 St. Josephs Boys National School

St. Josephs Boys National School has 273 children attending this school. The school is currently participating in the Green Schools Programme. 126 students were surveyed. Figure 7 shows that 50% of these pupils said they travel to school by car in the morning, 3% travel by bus, 46% walk and 1% cycle to school. Of the 126 surveyed, 100 said that they own a bicycle with 42 saying that they would like to walk or cycle to school as an alternative means of travel.

Modal Split for St. Josephs Boys NS

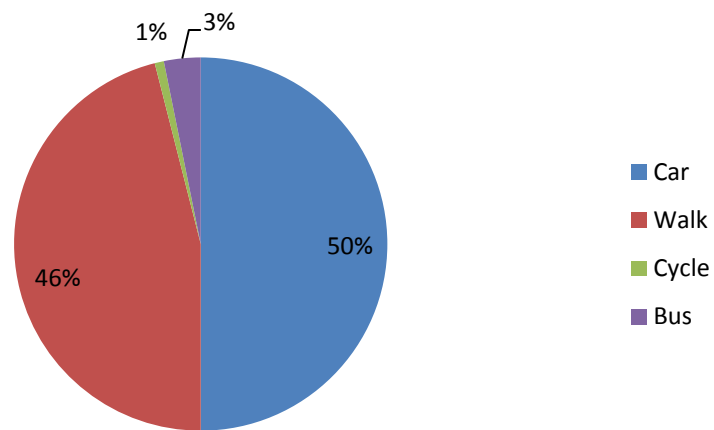


Figure 7: Modal Split for St. Josephs Boys NS Pupils

5 teachers took part in the teacher survey. 60% of these teachers travel to school by car and 40% share their journey by car. 40% of the teachers live less than 2km from the school. There is potential for these teachers to either walk or cycle.

3.3.4.5 Scoil Rois

Scoil Rois has 221 pupils in attendance, 214 took part in the survey. The school is currently involved in the Green Schools Programme. Figure 8 shows that 81% of the students said they travel to school by car in the morning, 12% walk and 7% take the bus. None of the students cycle to school. Of the 214 surveyed, 195 said that they own a bicycle with 132 saying that they would like to walk or cycle to school as an alternative means of travel.

Modal Split for Scoil Rois

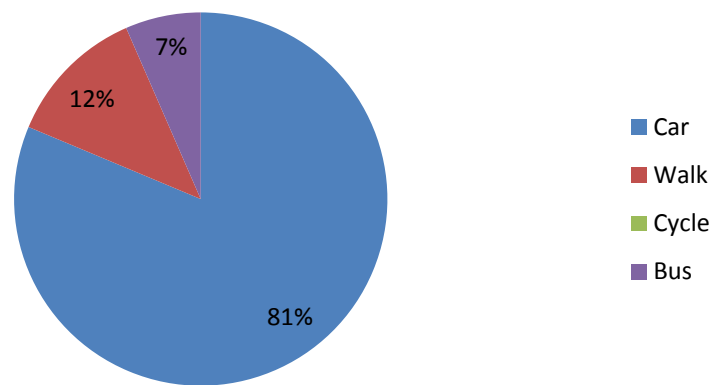


Figure 8: Modal Split for Scoil Rois Pupils

All 11 teachers in the school took part in the teacher survey. 91% of teachers travel to school by car. The majority of teachers live more than 10km from the school.

3.3.4.6 Bunscoil Lughaidh Naofa

Bunscoil Lughaidh Naofa has 279 pupils in attendance, 234 took part in the survey. The school is currently participating in the Green Schools Programme. Figure 9 shows that 59% of the students said they travel to school by car in the morning, 38% walk and 3% take the bus. None of the students cycle to school. Of the 234 surveyed, 204 said that they own a bicycle with 114 saying that they would like to walk or cycle to school as an alternative means of travel.

Modal Split for Bunscoil Lughaidh Naofa

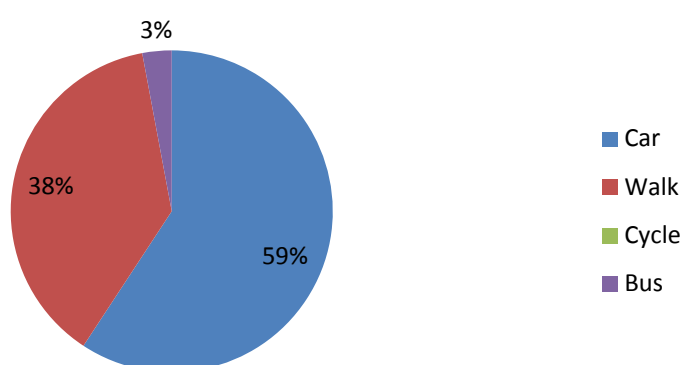


Figure 9: Modal Split for Bunscoil Lughaidh Naofa Pupils

11 teachers took part in the teacher survey. The modal split was 100% car use. 25% of the teachers live less than 2km from the school, therefore there is potential for these teachers to walk or cycle to the school.

3.3.5 Consultation Summary

It was concluded from the surveys that a range of facilities and upgrades need to take place in order to encourage more people to walk and cycle. Suggestions made include;

- Better footpath provision
- More pedestrian/zebra crossing points
- Someone to walk and cycle with
- Better lighting
- Less dog faeces on the footpaths
- Designated walking paths
- Less HGV's in the town environs
- Cycle lanes in the town
- Safer routes with less traffic
- Provide businesses with funding to build bicycle shelters
- Provide facilities at schools such as secure bicycle shelters/racks and bigger lockers

- Cycle skills training

4 Proposed Actions

The proposed actions for the Walking and Cycling Strategy are divided into two different groups:

A. Infrastructure Improvements: Actions that provide for safer routes for people to travel by bike or foot or provide improved infrastructure.

B. Softer Measures: Actions that increase awareness and provide better information, actions that promote community involvement and actions that tie-in with existing school/college and workplace plans.

In addition to these measures there are a number of potential leisure/recreational routes along with connections to the National Cycle Network that were identified during the development of this Strategy. These are outlined in more detail below.

The creation of an Active Travel Town Committee Group will be considered to help implement this strategy and would provide a forum for people from different interest bodies and groups to share ideas and distribute information. Further details of this group are given within the implementation section of this Strategy.

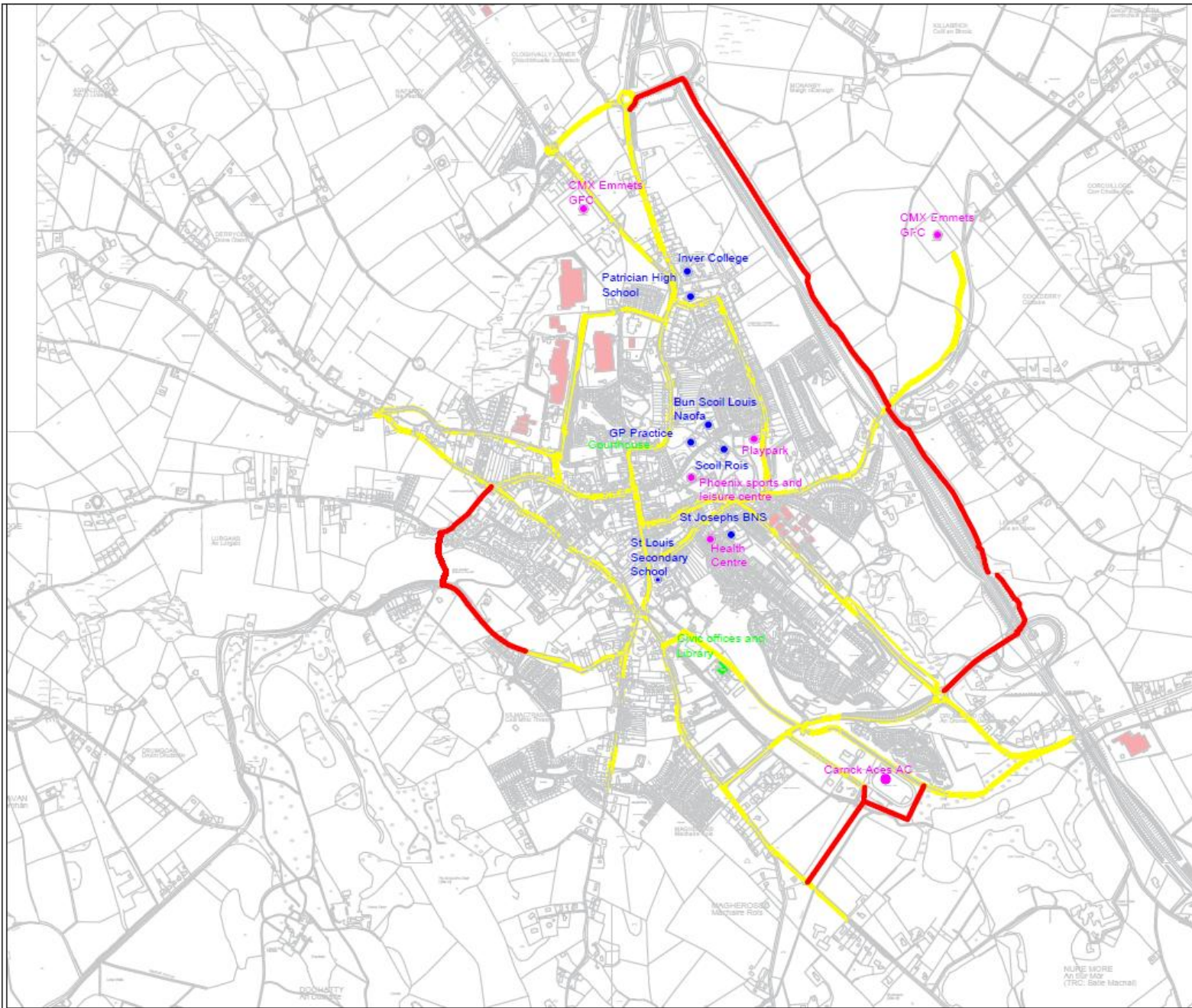
4.1 PROPOSED INFRASTRUCTURE IMPROVEMENTS

Map 3 outlines the main walking and cycling infrastructure recommendations which are summarised in Table 4.1 and 4.2 below. Table 4.1 outlines the recommendations for interventions for each of the main walking and cycling links identified on Map 3.

These recommendations are designed to provide a primary walking and cycling network for Carrickmacross 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 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 there are a number of specific initiatives that should be progressed as part of strategy. In principle designs in the urban area should be developed so that they:

- I. Provide adequate street and park furniture: benches, resting places that provide appropriate shelter and shade
- II. Are visually appealing – have good landscaping incorporated within them
- III. Have simple and easy to understand signage for streets and businesses
- IV. Provides good lighting
- V. Use non-slip pavements and have junction crossings that are in accordance with disability requirements with adequate timed green men



Legend

- Community**
- Sports, Community centres, Playgrounds, Leisure, Health ●
- Public Offices
- Schools**
- Primary and Secondary ●
- Employment Areas**
- Main Employment Areas
- Main Routes**
- Formal Route
- Proposed new route

Project
Carrickmacross Walking and Cycling Strategy

Title
Walking and Cycling Network Route Improvement


Comhairle Chontae Mhuineacháin,
Oifigí Contae,
An Glenn,
Muineachán.
 Guthán: 047 30500
Monaghan County Council,
County Offices,
The Glen, Monaghan.

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Table 4.1: Carrickmacross Walking And Cycling Link Recommendations

Specific Route Improvements

Route ID	Road No	Road Name (s)		Proposed Improvements
1	LP-4921-0	Ardee Road	From Ardee Road to Carrick Aces Athletic Club	1. Provision of an off-road walking/cycling track to link the Ardee road to Carrick Aces AC. The track should be a minimum width of 3m.
2	LP-4800-0	Drumconrath Road	From Ardee Road to Tullynaskeagh West (80km/hr boundary)	1. Provision of new footpath/cycle track to allow the residents safe access to town centre. 2. Where width permits, the cycle track should be a minimum width of 2.0m, with a desirable width of 3m. 3. The provision of a speed radar sign along road to raise awareness of vehicle speed. 4. Speed ramps to be installed if speeding violations are high. 5. Provision of street lighting the entire length of footpath.
3	R-179 LS-8904-0	Kingscourt Road - Lurgans Hill	Link from Kingscourt road to Lurgans hill through path	1. Provision of an off-road walking/cycling track to link the Kingscourt road to Lurgans Hill. The track should be a minimum width of 3m. Third party agreements will be required to facilitate this provision.
4	R-179 N2 link road North		Link from CMX North link road to R179 along boundary fence of N2	1. Provision of an off-road walking/cycling track to link the CMX North link road to the R179. The track should be a minimum width of 3m. Third party agreements may be required to facilitate this provision.
5	R-179 N2 link road South		Link from CMX South link road to R179 along boundary fence of N2	1. Provision of an off-road walking/cycling track to link the CMX South link road to the R179. The track should be a minimum width of 3m. Third party agreements may be required to facilitate this provision.
6	LP-4921-0	Ardee Road		1. The provision of a speed radar sign along road to raise awareness of vehicle speed.

Table 4.2: Other Initiatives

Reference	Proposed Recommendation
Improved Signage	Provision of improved walking and cycling signage provision
Improved Cycle Parking	Provision of improved cycle parking facilities at key destinations and within the town centre
Age Friendly Initiatives	Support Monaghan Age Friendly Alliance in undertaking of a Walkability Audit for the town

4.2 POTENTIAL RECREATIONAL ROUTE IMPROVEMENTS

As part of the strategy a number of potential walking and cycling recreational routes were identified. Specific recommendations with regard to some of these routes are contained within this report. Other routes will require future study and review, however as part of this strategy it is recommended that the development of these routes should be supported and encouraged.

The specific recommendations that were identified as part of this Strategy are as follows:

- Develop a walk to connect the Ardee Road to Carrick Aces Athletics Club
- Develop a new footpath along the Drumcondrath Road to allow resident safe access to town centre
- Create a looped walk along the N2 which ties the North link Road to the South link Road crossing over the R179
- Develop a loop at Lurgans Hill down to the R179 to connect another walking trail
- Undertake a further study into the opportunity of a greenway project linking Carrickmacross to Kingcourt by using the rural roads around Shirley’s Estate

All of the above trails and routes should be developed in accordance with the latest design guidance from the National Trails Office and where possible should be accessible and usable by people of all ages and abilities.

4.3 NATIONAL AND REGIONAL CYCLE ROUTES

At present there is no strategy available for the development of a regional cycle routes in the area or for connecting to regional cycle routes in Northern Ireland.

The linkage from Carrickmacross to Monaghan, will also require further study and route selection, however it would appear the opportunity provided by the old N2 could provide a suitable corridor to take the route from Castleblayney as far as Clontibret.

4.4 SOFTER MEASURES

These measures will focus on providing better information, increasing awareness of the benefits of walking and cycling and promoting community involvement.

4.4.1 Promotion of Walking and Cycling Within the Community

This strategy recommends that the ongoing promotion of walking and cycling within the town and the linking up with existing initiatives and events. This promotion should focus issues such as the health benefits and social benefits of walking and cycling rather than mentioning modal shifts and government targets for modal shares etc. The formation of an Active Travel Town Committee could assist in identifying opportunities for the promotion of Active Travel within the town and allow the group to identify synergies with other initiatives.

4.4.2 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.

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.

4.4.3 Workplace Travel Plans

The business surveys undertaken for the strategy indicate an appetite for increased walking and cycling to work in Carrickmacross. 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 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. This would be developed in conjunction with the Chamber of Commerce.

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.

5 Implementation

5.1 MANAGEMENT

The establishment of an Active Travel Town Committee to oversee and monitor the implementation of the Active Travel Town Strategy will be considered. This committee could 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 role of the committee will be to guide the implementation of the strategy and to devise and implement further initiatives and recommendations, the key function of the committee will be in developing relationships between interested bodies and assist with engagement with the wider public. The multi-sectoral approach will assist in helping to identify opportunities and draw down of funding.

5.2 IMPLEMENTATION COST AND PHASING

The infrastructure projects set out in Tables 5.1 and 5.2 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. All costs are preliminary and are subject to review. More detailed costing will be developed as the scheme designs are advanced.

Table 5.1: Carrickmacross Walking And Cycling Link Strategy
Implementation Plan
Specific Route Improvements

Route ID	Road No	Road Name (s)		Priority	Preliminary Cost Estimate (EX VAT)
1	LP-4921-0	Ardee road	From Ardee Road to Carrick Aces Athletic Club	1	120,000
2	LP-4800-0	Drumconrath Road	From Ardee Road to Tullynaskeagh West (80km/hr boundary)	1	150,000
3	R-179 LS-8904-0	Kingscourt Road - Lurgans Hill	Link from Kingscourt Road to Lurgans hill through path	2	90,000
4	R-179 N2 link road North		Link from CMX North link Road to R179 along boundary fence of N2	2	70,000
5	R-179 N2 link road South		Link from CMX South Link Road to R179 along boundary fence of N2	2	70,000
6	LP-4921-0	Ardee Road	Speed radar signs	1	3,000

Table 5.2: Other Initiatives

Reference	Proposed Recommendation	Priority	Preliminary Cost Estimate (EX VAT)
Improved Signage	Provision of improved walking and cycling signage provision	1	20,000
Improved Cycle Parking	Provision of improved cycle parking facilities at key destinations and within the town centre	1	10,000