

Carrickmacross Town Public Realm and Economic Plan, 2019



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An Roinn Forbartha
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Contents

1. Foreword	3	4. Carrickmacross Today	12	8. The Interventions	24
The Purpose of the Plan		Engagement Through Consultation		Main Street	
		What Has Been Achieved		Communal Amenity Area	
		Planning for the Future		Market Square	
2. The Shared Vision	6	5. Guiding Principles	16	Heritage Square	
The Greening of Carrickmacross Town Centre		The People's Town		The Bridewell	
The Delivery of a Connected, Walkable Town Centre		Distinct Public Realm		The Workhouse	
Exposure of Carrickmacross' Cultural and Historic Heritage		A Future for Our Heritage			
Exposure and Integration of the Proules River		A Permeable Place			
Access to Open Space Amenity Areas within the Town		A Defined Economy			
Accommodating Residents, Workers and Visitors within the Town Centre					
3. History of Carrickmacross	10	6. The Economic Input	18	9. Thematic Design Manual	48
The Story of Carrickmacross				10. Implementation	54
Early Origins					
Eighteenth Century					
Nineteenth Century					
Twentieth Century					
Nearby Sites of Interest					
		7. The Integrated Plan	22	Appendix A	
				Outline Parking Strategy	

1. Foreword

Carrickmacross Town is the main Town in the south of County Monaghan and has a population of approximately 6,000 person as per the 2016 Census. It is strategically located on the Dublin to Derry (N2) National Route, close to the M1 Motorway link at Ardee and is approximately 80 km north of Dublin, 35 km south of Monaghan Town and 21 km west of Dundalk.

During its almost 500 year history, Carrickmacross has played the important role of a market town for its surrounding rural hinterland, a role which it continues to fulfil today. However, unlike many other similar sized towns, Carrickmacross has managed to maintain its Main Street as its traditional Town Centre, the colloquial ‘High Street’. Connecting the Town Centre with the surrounding streets and newer retail developments through attractive and safe routes will further strengthen the role and function of Carrickmacross as a vibrant Market Town.

The Town has also developed as a strong industrial centre, with the establishment of new industries through the 1970s and 1980s offering stable employment. This industrial base has been retained with Kerry Group and Kingspan located in the Town along with a large number of small enterprises in both the engineering and agri-foods sectors.

Overall, as a place to live and to visit, Carrickmacross has many positive attributes including:-

- A great quality of life
- It is very accessible
- Is a centre for arts and crafts (Patrick Kavanagh, Carrickmacross Lace and Harry Clarke stained-glass)
- It has a rich history, as reflected in its architecture
- Opportunity to live within the Town Centre
- It is located in a county known for its natural produce

The Vision for Carrickmacross seeks to bring these attributes to the fore and use them as a basis from which to develop the Town’s identity and attraction to visitors.

The Purpose of the Plan

The Carrickmacross Town Public Realm and Economic Plan seeks at its core to identify and detail a number of intervention opportunities and associated projects, fundamental to the future development, management and promotion of the Town. Key to this is the formulation of a Shared Vision for the Town that focuses on spaces, buildings and walkways in a way that acknowledges the Town’s unique heritage assets and characteristics.

The overarching purpose of the Plan will be to enhance and improve the way Carrickmacross Town functions on a day-to-day basis, with resulting long-term socio-economic, cultural and economic benefits for residents, businesses and visitors. This will be achieved through a number of interventions including:

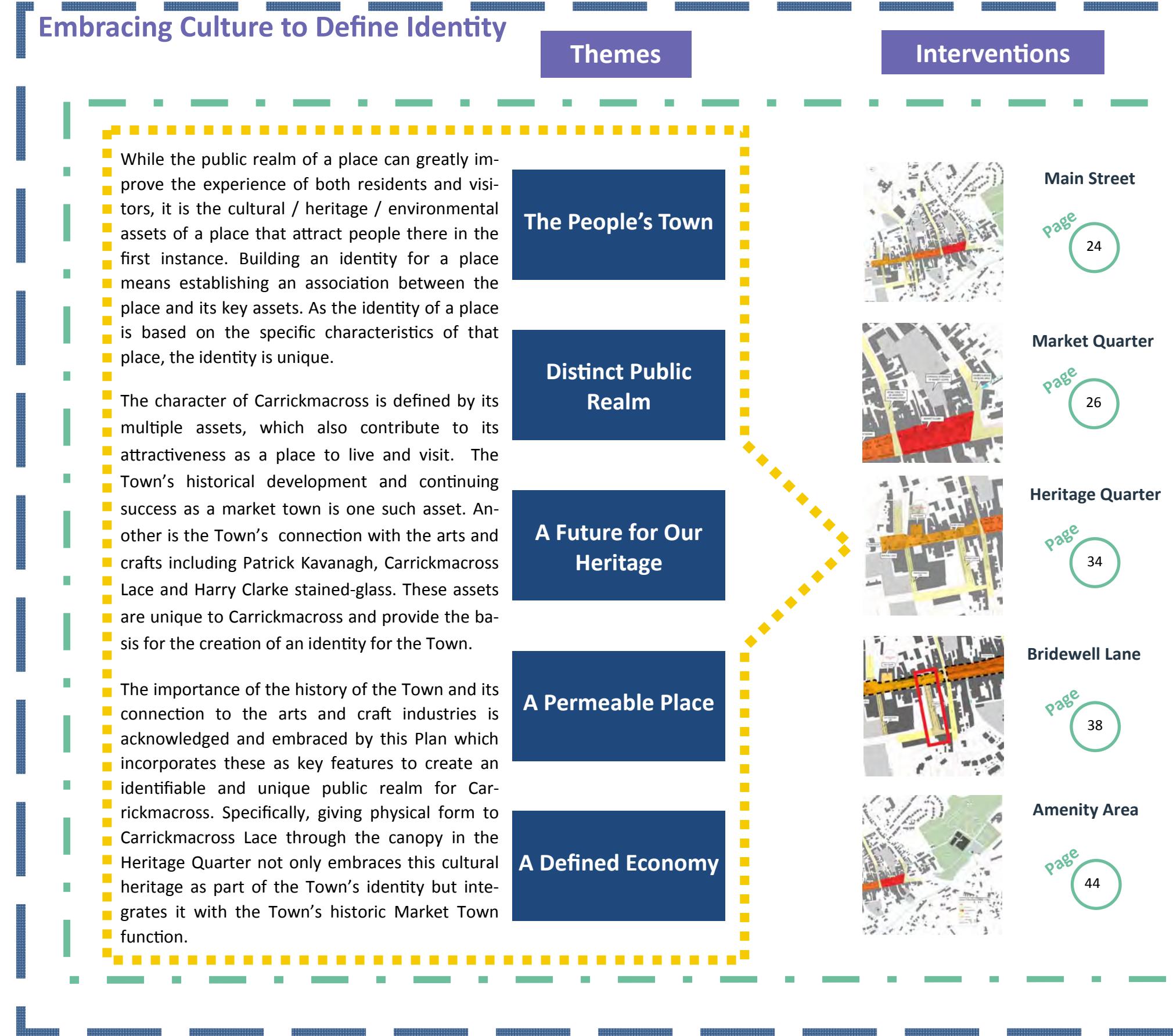
- The ‘greening’ of the Town Centre to improve the environment and aid in promoting health and well-being of residents and visitors.

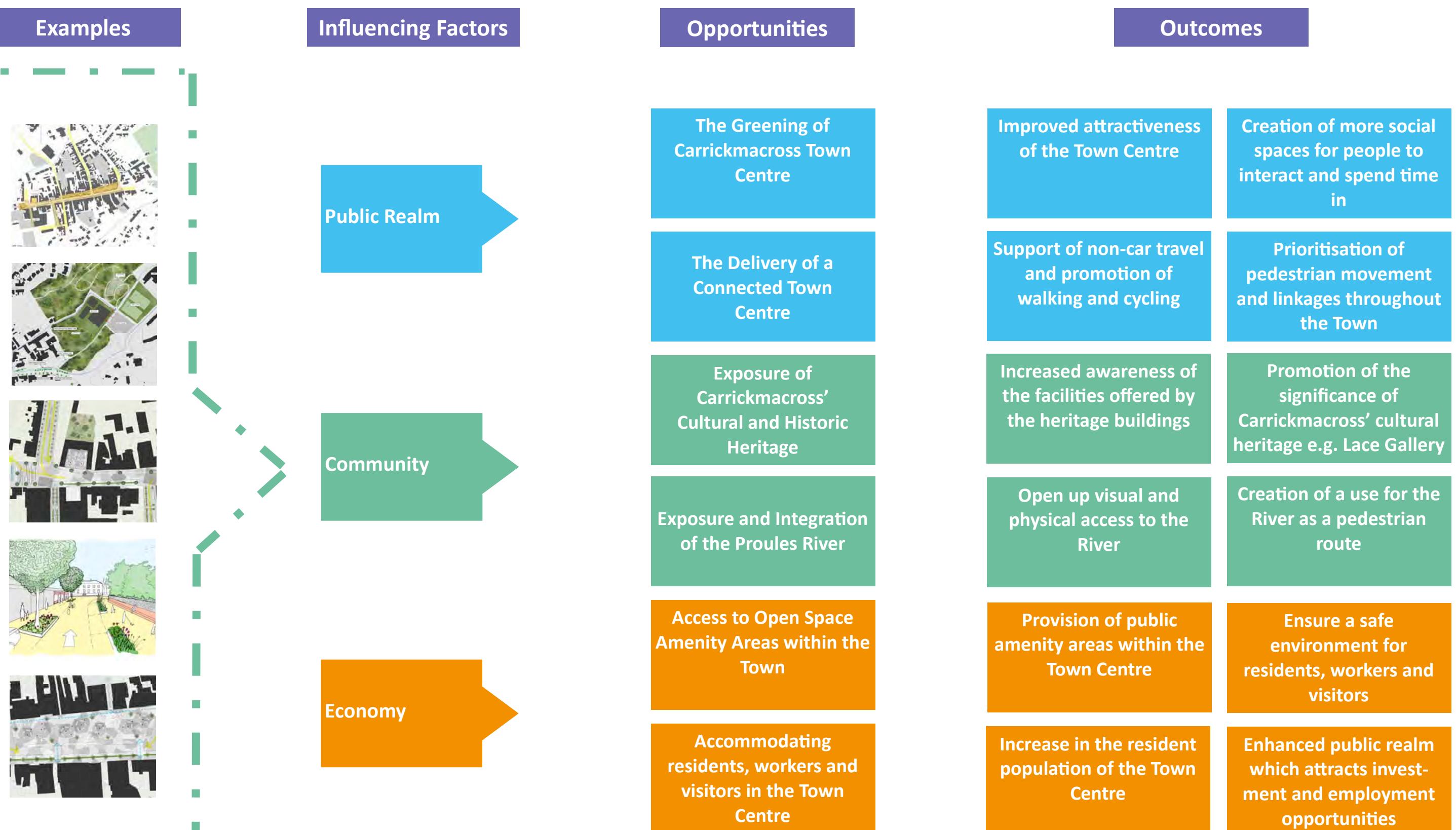
- The reinvention of the Town Centre as a place for people, where residents, visitors and shoppers enjoy visiting and appreciate the Town’s buildings and spaces.
- The designation of key urban spaces for enhancement and specific urban design proposals.
- The delivery of enhanced pedestrian linkages between the Town Centre and the Town Centre zoned lands and civic offices to allow the Town to become a connected place and open up amenity lands for the Town’s residents.
- Realisation of the potential of heritage and cultural assets that will not only showcase the Town’s unique history and identity for its residents, but will also set the foundation from which to grow its tourism offer.
- Incorporation of the Proules River into the environmental and amenity assets of the Town.



The Plan will deliver:

- An economic review of the Town, identifying deficits and potential opportunities for its economic development.
- An audit of the study area including its physical urban form, heritage and infrastructure.
- A determination of the features the local community value in their Town.
- A Vision for where the Town should be in ten years - a Shared Vision.
- A 5 year strategy through a set of detailed plans for each component street or public realm element for the enhanced presentation and development of the Town.





2. The Shared Vision

The Shared Vision for Carrickmacross has been informed through public consultation with the relevant stakeholders of the Town and further shaped through meetings with the Council's Steering Group. The finalised Shared Vision, provided below, has therefore been accredited to the valuable input of the public, community organisations and agencies and the Council.

Carrickmacross Town Centre will become a place for its people, where residents, workers and visitors alike are encouraged, through enhanced connections and improvements in the public realm, to access all the Town has to offer from historical assets, to amenity spaces and to cultural heritage. The showcasing of the unique attributes and attractions of Carrickmacross will enhance pride of place, facilitate tourism, support local businesses and encourage people to live within the Town Centre.

The Shared Vision

In order to deliver on this Shared Vision for Carrickmacross a number of key actions will be required to support the following outcomes;

- The Greening of Carrickmacross Town Centre
- The Delivery of a Connected Town Centre
- Exposure of the Cultural and Historic Heritage of Carrickmacross
- Exposure and Integration of the Proules River
- Access to Open Space Amenity Areas within the Town
- Accommodating residents, visitors and workers within the Town Centre

Outcomes

The Greening of Carrickmacross Town Centre

Ambitions

Make the Town Centre a more attractive place in which to live, work and visit, including visual enhancements.

Increased social spaces and facilities to attract people to and encourage them to spend time in the Town Centre.

Readdress the balance between the delivery of an inviting and safe pedestrian environment and traffic movement and parking demand within the Town Centre.

Main Street is the primary thoroughfare of the Town and is the focus of economic and social activity for those living and working in the area. As with the central area of many Market Towns, the Main Street currently experiences high volumes of vehicular traffic with associated traffic movements onto side streets and a requirement for parking. This has impacted how people perceive the Main Street, its usability for entertainment and recreational purposes and its attractiveness as a place to live, work, visit and spend time in.

The Plan proposes a number of improvements and enhancements to Main Street which together will deliver a pedestrian-friendly spine running north-south through the centre of Carrickmacross. This enhanced public realm will contain green infrastructure along its length with new planting on both the east and west side of the Street. Car parking will be rationalised along the eastern sides of the street to allow for the provision of a new public space and an enhanced market facility. Side streets from the Main Street will be integrated into this enhanced pedestrian environment through the use of shared surfaces and the provision of enhanced pedestrian links.

One of the key aims of the Plan is to create an aesthetic that is distinct to Carrickmacross; that reflects its history as a rural Market Town; acknowledges its vibrancy as a retail and employment centre; visually presents its arts and crafts connections and offers an amenity to its population. The Plan will deliver improved public space to the residents of and visitors to Carrickmacross, which will benefit the Town in terms of visual amenity and an increase in economic activity.

Implementing the Plan will result in the following benefits:

- Visual enhancement of the Town Centre.
- Increased social spaces and facilities along Main Street.
- Making the Town a more attractive place in which to live and visit.



The Delivery of a Connected, Walkable Town Centre

Ambitions

Introduce clear, direct pedestrian routes between the Main Street and the Town Centre zoned lands to the south.

Improve the pedestrian experience by reducing barriers to pedestrian flows on the Main Street and through the side streets.

Encourage pedestrian activity through new pedestrian links from Main Street.

Carrickmacross as a Market Town is a destination in its own right with people traveling here on a daily basis for school and work and regularly for their retail and service needs. Despite its strong attraction as an employment centre and service provider there is the perception that people do not spend time in the Town Centre. This appears to be attributed in part to the current car dominance and the quality of the pedestrian environment in the Town Centre. The Town Centre has also begun to expand southwards in recent years with the relocation of the Civic Offices and library and the arrival of Lidl and Aldi. Poor pedestrian connections between this newly developed Town Centre expansion area and the traditional Town Centre has inhibited the integration of these two important areas of the Town.

International practice and national guidance in relation to traffic management in our towns and cities has brought a shift in thinking away from a car-centred to a pedestrian and cyclist-centred approach. The interventions contained in this Plan will facilitate the implementation of a pedestrian-friendly Town Centre in Carrickmacross. ‘Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland’ (2009) seeks to accommodate more sustainable means of travel, in particular walking and cycling and public transport. This Plan supports such measures and seeks to accommodate a shift toward walking and cycling journeys, specifically within the Town Centre.

Providing a safer and enhanced environment for both pedestrians and cyclists will encourage greater adoption of sustainable means of travel in the future and is key to the creation of a consolidated, fully connected Town Centre for Carrickmacross that is a fundamental aim of this Plan.

The opportunity to make direct links from the Main Street to the Town Centre lands to the south will facilitate more walking and cycling and will open up lands for recreational purposes. These direct pedestrian and cyclist links are required to connect the traditional Town Centre and the Town Centre lands to the south.



Exposure and Integration of the Proules River

Ambitions

Open up visual and physical access to the River.

Integrate the River as part of a network of pedestrian routes through the Town and as a new pedestrian route to the Workhouse and Fever Hospital.

The Proules River runs north west to south east along the western edge of Carrickmacross Town Centre, to the rear of properties along the Main Street and to the new Town Centre zoned lands to the south. It is exposed and above ground in parts and below ground in places. The River is currently largely unidentified and there is no formal pathway along it. It is currently only accessible at limited locations throughout the Town.

The Plan supports opening up the river as a pedestrian route through the Town that would not only connect into the existing and enhanced pedestrian network but would provide a new and direct link from the south of the Town to the Workhouse and Fever Hospital. It also presents an opportunity to provide an amenity corridor for pedestrians within the centre of Carrickmacross. Providing new amenity spaces will enhance the quality of life in the Town, making it more liveable and visually attractive and will bring a sense of the surrounding countryside into the Town.

Exposure of Carrickmacross' Cultural and Historic Heritage

Ambitions

Prioritise exposure of the key heritage assets including the Courthouse, the Market House, the Workhouse, the Fever Hospital, the Bridewell and other heritage assets in Carrickmacross Town Centre.

Improve the exposure and interpretation of Carrickmacross' extensive cultural heritage including the renowned Carrickmacross Lace, the Town's connection to Patrick Kavanagh and its Harry Clarke stained-glass window.

Carrickmacross retains a series of historical buildings including:

- The Courthouse which is set within a collection of historic buildings and is prominently located at the terminus of the northern end of the Main Street.
- The Market House that forms a historic quarter, along with the Courthouse, at the northern end of the Main Street.
- The Shirely Arms Hotel which marks the northern entrance to Carrickmacross and contributes to the character of the historic quarter.
- The Workhouse which given its historic use was located to the west of the Town removed from the Town Centre.
- The Fever Hospital, which was grouped with the Workhouse, to the west of and removed from the Town Centre.
- The Bridewell in the Town Centre, at the visual terminus of Bridewell Lane.
- St. Finbarr's Church and the St. Louis Convent Buildings which address the southern end of the Main Street and St. Joseph's Church on O'Neill Street.

In addition there are multiple other historic buildings within the Town, as well as historic streets and spaces that contribute to its overall character. The varied streetscape, punctuated by imposing buildings creates a distinctive architectural character. The cultural heritage embodied in the Town is also a significant resource including the heritage of Carrickmacross lace, the Town's connection with Patrick Kavanagh and the Harry Clarke window in St. Joseph's Church.

However, the design of the urban landscape has lost sight of the inherent spatial qualities and significance of the streetscape due to the dominance of traffic and associated parking, with qualities of the public realm becoming cluttered. Enhancement of the setting of historical structures and creating spaces and routes that enhance their context can help reconnect with the history of the Town. Linking the Town's

built environment with local historical and cultural figures and presenting and interpreting its social and artistic heritage can further deepen this sense of place. Linking this cultural heritage to present the story of the Town can transform the standing of Carrickmacross as a place of cultural and architectural heritage and has the potential to reveal and evoke the depth of history embedded in the fabric of the Town.



Access to Open Space Amenity Areas within the Town

Ambitions

Provide a high quality, accessible and useable public amenity space for Carrickmacross in the Town Centre.

Create a safe environment for recreational, social and community activities.

Carrickmacross as a thriving Market Town not only attracts people from its wide rural hinterland but it also caters to a resident population living within the Town and its environs. In recent years new residential developments have been concentrated on the outskirts of the Town, with residents not interacting with the Town Centre due to poor or limited pedestrian and cycle links and a lack of attractive and functional amenity open spaces within the Town Centre.

In conjunction with improvements to pedestrian routes throughout the Town, this Plan seeks to deliver a new, usable, high quality and accessible public open space and amenity area to the south of the Town. The space, which is located adjacent to the Civic Offices and library and convent school will not only provide an important public amenity within the Town Centre but will be the main public open space for Carrickmacross, incorporating green space, walkways and an amphitheatre which will act as a focal point for community events. The amenity area will also be highly accessible through new and improved pedestrian and cycle routes which not only link the traditional Town Centre to the Town Centre expansion area to the south but which will place this amenity area at the heart of the newly connected Carrickmacross.

Accommodating Residents, Workers and Visitors within the Town Centre

Ambitions

Promote the reoccupation of vacant residential stock within Carrickmacross Town Centre, including 'Living Above the Shop'.

Encourage further employment in the service and tourism sectors through enhancing the public realm of the Town Centre including the provision of new public spaces.

Encourage those working in the environs to visit the Town Centre.

Promote the efficient use of backland sites for residential and other uses.

According to the 2016 Census the Electoral District (ED) of Carrickmacross Urban had a population of 2,085 persons with a total housing stock of 1,037, including 116 vacant households (excluding holiday homes). As a recent UCD study of land uses within the Town shows, for a Town of its size Carrickmacross has a relatively high quantum of residential use at first floor level along the Main Street, Farney Street, O Neill Street, Parnell Street and Chapel Lane with relatively little first floor residential vacancy. The continued promotion of living in the Town Centre should be supported through a survey of the condition and constraints to reuse all vacant residential units. In many cases properties may require upgrading and renovation works, in particular to comply with building regulations and the Local Authority should provide advice in relation to Planning, Building Control, Fire Safety, Security and other relevant statutory issues to owners, tenants and potential investors. The Plan promotes efficient densities and residential typologies in opportunity sites throughout the Town Centre.

Carrickmacross has a rich history of employment through industry dating back to the 1930s. The existing employment base includes Kingspan, Kerrygroup and C&M Coldstores which are located outside the Town Centre while the predominant employment within the Town Centre is retail, the service sector and hospitality. Public sector employment is provided in the Civic Offices while professional services are attracted by the Court Service.

While the Town Centre is vibrant there still exists potential to attract those working in the environs to visit it through improvements in pedestrian linkages and enhancements to the public realm. In addition there is potential to facilitate small and medium-sized enterprises at street level and above existing ground floor retail uses, specifically along the Main Street. The Plan seeks to deliver enhanced public spaces, new movement networks and modern spaces that develop the perception of Carrickmacross as a progressive Town and starts to build around one of the most powerful influences on an urban area, momentum.

Increasing the service sector offer, specifically retail and hospitality, alongside the promotion of Carrickmacross as a tourist destination needs to take place in tandem with the public realm improvements. Proposed improvements to the Main Street, specifically the creation of a new public space to accommodate outdoor eating and a new public open space to enhance the setting of the Courthouse, will contribute to the attractiveness of the public realm that encourages people to spend more time, and in turn more money, in the Town Centre.



3. History of Carrickmacross

Once ruled by Gaelic lords, Carrickmacross has a rich history from its foundation in the mid sixteenth century, to its division at the end of the seventeenth century. Its history has influenced the layout as it is today and lead to Carrickmacross becoming a thriving Market Town.

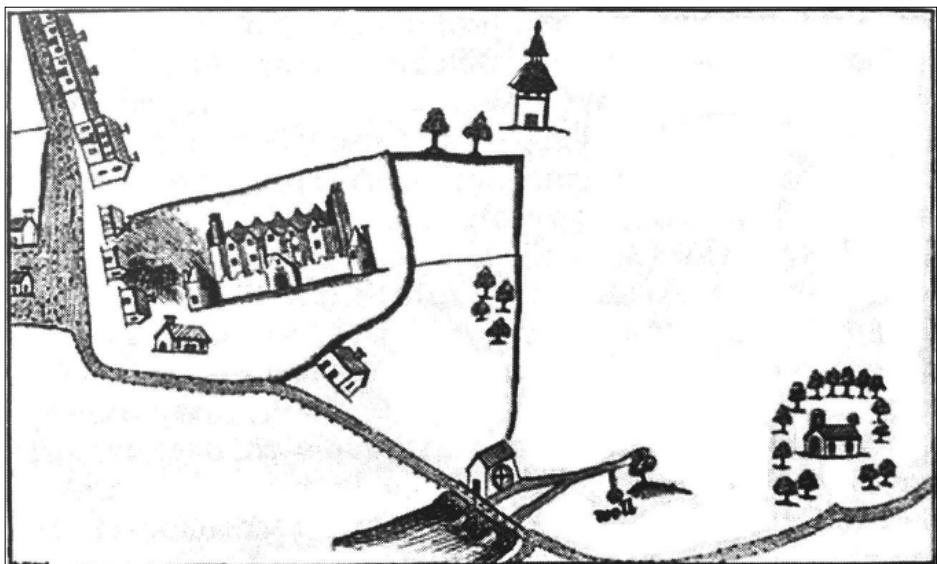
The Story of Carrickmacross

Early Origins

The barony had been granted to the Earl of Essex in 1576, until then the area was ruled by Gaelic lords, who had little tradition of fostering urban settlements. The third Earl of Essex instigated the layout of the Town in the 1620s and though Monaghan itself was not planted, it was influenced by that process from nearby counties. The mill, closely tied to the needs of the estate, was one of the first developments in the Town and the castle followed soon. A limestone outcrop shown in Thomas Raven's map of 1635 may have given the Town its name Carraig Mhacaire Rois and it served as a source of lime. Carrickmacross was a thriving Market Town at the beginning of the seventeenth century but suffered in the rebellion of 1641 when the castle to the south at Drummond Otra and church were destroyed. The Town was eventually divided along the line of the main street at the end of the seventeenth century between the Shirley and Bath estates.

Eighteenth Century

By the late eighteenth century Carrickmacross was a prospering Market Town with development focused around the market house in the south part of the main street. This was a free standing structure located in the centre of the street. It was replaced around this time by another structure that was demolished at the beginning of the twentieth century. In 1789 a new church was constructed in a prominent position to the south end of the street and its present form took hold. The layout is similar to nearby Ardee, both have a Market Street and a Castle Street but don't have a square or Ulster Diamond. The Catholic chapel was also erected around this time to the east and it supported the creation of New Street (now O'Neill Street).



Carrickmacross, drawing from 1736 (Mulligan, 2013)

Nineteenth Century

By 1831 Carrickmacross had 2,900 inhabitants and 560 houses of different quality. The west side of the main street fell behind the east side in terms of development and the Town was reported in the mid-1830s to have had a run-down appearance. The main industries at that time were a distillery to the southeast and a brewery to the west. Other industries included manufacturing of brogues, coarse hats, candles and soap. After the famine a lace school was set up by the managers of the Bath and Shirley estates as a means of helping tenants. At the end of the century the Sisters of St. Louis established their own lace school and the industry survives to this day.

The Ordnance Survey map from 1836 gives a good depiction of the Town layout at that time. This layout has retained its principal characteristics to the present day. It shows:

- The main street is shown running in a north-south direction and is interrupted to the south by the Church of Ireland church and site of the former castle. The street widens gradually from north to south to three times its width. The northern end of the street continues uninterrupted in a straight line into the countryside to join with the extension of Monaghan Street (which branches off the north-east end of the main street). A second road leads from the south end of the Town to the northwest in the direction of Ballatrain and Shercock (now Mullinary Road). It is aligned by many small structures in a non-continuous manner.

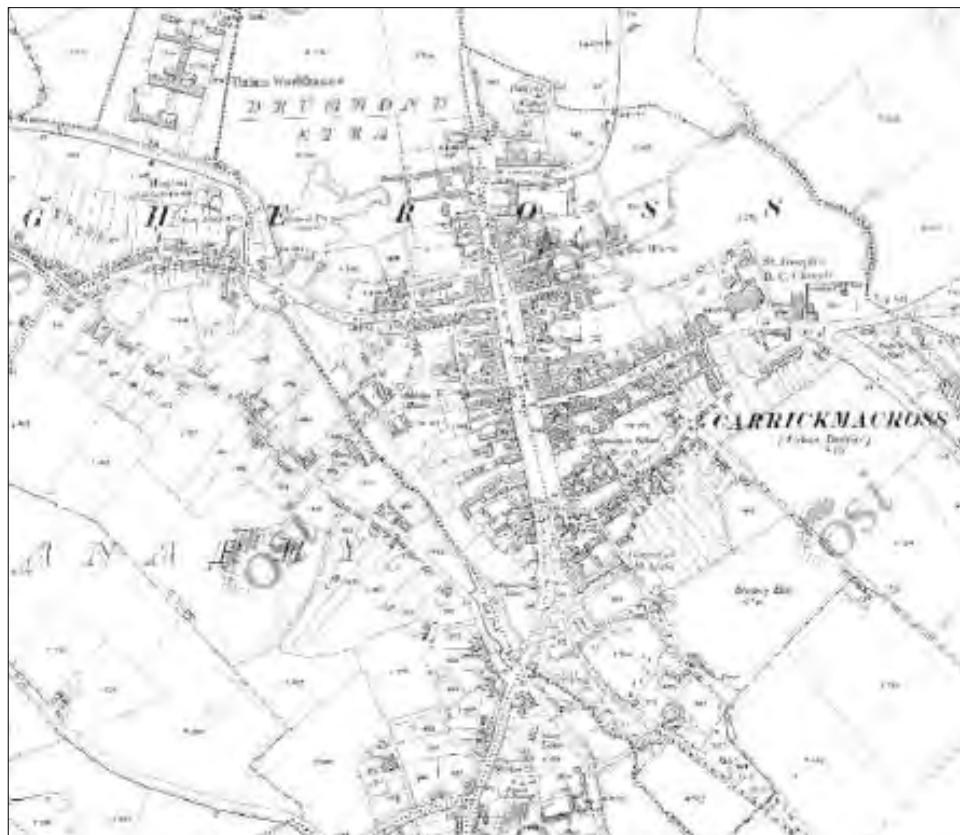
- Routes approach from the south; Maheross Road and Ardee Road, and these meet with Mullinary Road and Castle Street at a single junction south of the historic centre.
- The free-standing market house in the south part of the street stands at the junction with New Street. This was a structure of some size, exceeding the footprint of the Church of Ireland church further to the south.
- New Street connects Castle Street to the location of the Catholic chapel, where a bishop's house with grounds and a school are also located.
- Roads branch off the main street to the west; Evelyn Street (now Parnell Street), this runs in line with Chapel Lane that branches off towards the east; Shirley House Lane branches to the west and connects to Shirley House with its landscaped grounds; Bath Street (now Farney Street) branches to the east at the south-east end of the main street.

A water course (Proules River) runs between Main Street and Mullinary Road and widens to a mill pond beside the road junction to the south of the Town. A brewery is situated to the west side of Castle Street and stretches to the water course. To the south east a large structure marks the location of a distillery and mill. After the famine new structures of quality were erected. These include the courthouse from 1844, which sits impressively to the north end of the main street, and the National Bank from the late 1850s. The Catholic chapel was replaced with a larger and more impressive structure in 1860. In 1861 a new market place was constructed to the north end of the Town. Other impressive structures include the Shirley Arms Hotel from 1831, a police barracks and a convent (St.Louis) from 1890. In addition there were rows of fine estate housing built in Tudor style in the late nineteenth century and a workhouse and hospital were erected in the northwest.

The Griffith Valuation map (1848-1864) repeats much of the detail in the earlier Ordnance Survey map and includes garden and orchard layouts. Gardens of note can be seen at Essex Castle (later St.Louis Convent) and Shirley House. Much of this detail can be seen in the Published Town Plan for Carrickmacross from 1862.

The Ordnance Survey Map of 1900 depicts developments from the later part of the century. The layout remains generally similar to that in the earlier map:

- The introduction of the courthouse to the end of the main street interrupts the straight route from Main Street to the north.
- The free-standing Market House structure in Main Street/Castle Street has been removed.
- The brewery and distillery are no longer extant. The Proules River and the mill pond remain as in the earlier map. The quality of the river space has probably improved with Maheross School facing onto the mill pond and a house close to the river near Shirley House bears the name 'River View'.
- Carrickmacross has been added to the railway network with a terminus station and goods buildings located southeast of the Catholic chapel. This belonged to the Great Northern Railway, a network that opened in 1886 and closed in 1947.



Ordnance Survey Map from 1900

Twentieth Century

Up to the 1960s the Town struggled to maintain its economic life and retain its population. Stedfast Shoes was an important industry, founded in the mid-1930s, it closed in 1988. The railway provided a passenger and goods service until closure in 1947.

There are some structures of interest from the early part of the century. Notably the Catholic Hall from 1905 beside the chapel, built in an eclectic style, and a clinic from the 1930s (Otharcha Sláinte Puiblidhe) on the Emmet Road, built in the well-ordered and functional style used for health and education structures at that time.

The twentieth-century saw the demolition of only a few important structures in the historic centre of the Town. The most significant loss was Shirley House in the Town Centre.

The most significant change to Carrickmacross has been the addition of large areas of suburban housing and one-off houses around the historic centre that significantly increased the footprint of the Town. Nonetheless the Town Centre still retains a strong relationship to its immediate rural setting.

Nearby Sites of Interest

Carrickmacross Town is closely associated with the history of the Shirley family. They were the largest landowners in Monaghan and though their Irish lands were greater in size than holdings in England, they remained absentee landlords. Their residence in Ireland was shared between Shirley House in the Town (now demolished) and a house known as 'The Cottage' in Lough Fea demesne. In 1825 the English architect Thomas Rickman designed a large house in the Gothic Style and it was completed by 1850. The demesne has survived with a fine wooded parkland and impressive arrangements of view in the Picturesque manner. The grounds also include a large lake (Lough Fea), a motte from the twelfth century, a walled garden, a great terraced allée near the house and formal garden, a stone boundary wall and a series of fine Tudor Gothic Style gate lodges.



Market House and Main Street looking south from the Courthouse foreground (Source: Oram.H & MacKenna.M, 'Old County Monaghan')



Main Street looking north towards the Courthouse and Shirley Arms Hotel (Source: Oram.H & MacKenna.M, 'Old County Monaghan')



Lough Fea House and gardens
(Source: Oram.H & MacKenna.M, 'Old County Monaghan')

4. Carrickmacross Today

Carrickmacross continues to fulfil the important role of a Market Town to its large rural hinterland. The Town enjoys a number of key assets that characterise a consolidated Town Centre, with the majority of these located within the traditional core including churches, leisure and educational facilities. The Town Centre also has a consolidated business, retail and services offer focused on the traditional core. While Carrickmacross remains focused on the traditional Main Street, the locating of the Civic Offices, library and Lidl and Aldi retailers on the Town Centre expansion area has created a new, modern focus for the Town to the south.

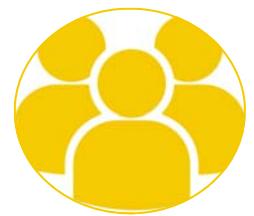
Experiencing Carrickmacross Today

As part of the urban analysis process the project team convened a number of Public Consultation Workshops attended by the public, key community stakeholders, advisory agencies and businesses. The outcomes of this process can be thematically linked and presented in the following sections:

- Perceptions
- Community
- Urban Design
- Heritage
- Infrastructure

It is under these headings that experiences of the Town as it exists today can be defined and used to understand how it may be improved into the future.

Engagement Through Consultation



Perceptions of the Town

The perceptions of Carrickmacross must be addressed. Common perceptions of the Town include its strong links to heritage, Carrickmacross Tidy Towns, its many cultural assets, the strong community spirit of the Town and the Main Street as the hub of the Town. Key points raised during the Consultation include:

- Carrickmacross is an Active and Vibrant Town with a strong sense of pride and place
- It is a heritage Town that needs to showcase its historical assets
- There is a lack of good quality housing in the Town Centre
- Carrickmacross lacks a sense of identity, a brand
- Carrickmacross is a 'Foodie Town' with a good choice of restaurants
- There is a lack of identification of the Town from the N2 and at the entrance points to the Town
- Derelict sites within the Town need to be addressed
- There is a lack of green space in the Town Centre



Community

Carrickmacross has a strong sense of community and a pride of place that was clear at the stakeholder workshops and visible in people's attitudes towards the future of the Town. Community and business organisations such as Carrickmacross Chamber of Commerce and Carrickmacross Tidy Towns have not only been successful in enhancing the Town but they demonstrate a positivity and willingness of residents to take action. The importance of the Workhouse as a community facility and its potential future contribution to the community of Carrickmacross was also highlighted in a very positive manner. Key points raised during the Consultation include:

- Potential to develop sites within the Town for community purposes
- Heritage resources could be combined with community uses
- There is an existing vibrant volunteer culture
- There is a good focus on the youth and youth development
- Spaces for allotments would increase community involvement within the Town
- Certain facilities in the Town are currently underutilised



Urban Design – Public Realm

Carrickmacross Town Centre is focused on Main Street which remains the centre for the retail and service sectors and the heart of day-to-day activities in the Town. The existing public realm of the Town Centre is viewed as being characterised by high levels of vehicular traffic, associated turning movements onto side streets and a demand of parking. Vehicular access and parking for shopping, businesses and visitors must be balanced with traffic dominance and congestion, and the need for attractive and safe pedestrian environments. Changes to reduce the volume and priority given to traffic is central to the delivery of a people-focused Town instead of one dominated by cars.

Newer retail developments along with the civic offices and library have been located on Town Centre zoned lands to the south. Pedestrian linkages between the historic core around Main Street and these newer additions to the Town are considered poor. Improvements in the public realm relate to the increase in facilities in the form of green spaces and parks. Key points raised in relation to the urban design features that Carrickmacross could benefit from include:

- Concerns over the lack of green areas in the Town Centre
- Opportunity for outdoor eating areas should be provided
- Need for residential spaces above shops
- Potential for the development of backland sites
- Public lighting needs to be improved – and turned on.
- Parallel parking is an issue (gaps too big between cars, inefficient use)

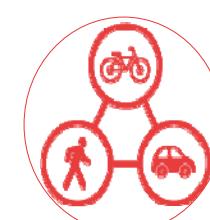


Heritage

The history of Carrickmacross is rich with a diversity of heritage and cultural assets that make it both a distinct settlement and an attractive Town to visit. The identity of the Town is fortified by both its physical assets such as the Court House, Workhouse and Fever Hospital and also its cultural assets including Carrickmacross Lace and its connection to Patrick Kavanagh. Yet many of these assets remain underutilised, and their story largely untold. It is essential that these assets are revealed and utilised in establishing an identity for Carrickmacross.

Key points raised during the Consultation include:

- Need to maintain the heritage as it is a historic Town
- Old Bridewell can be renovated to open up the Town to the west
- Potential for a Nature Walk/Walking Tour/Heritage Hike
- Increase awareness of Calendar of Events taking place in heritage buildings
- Shop frontages can be refurbished in a traditional style
- Need to re-use and renew old areas e.g. old distillery



Infrastructure

Key to discussions around infrastructure within Carrickmacross were the issues of vehicular traffic, car parking and pedestrian permeability. In particular, parking, including unauthorised and long stay parking, on the Main Street were identified as areas of particular concern. Changes to reduce the dominance of traffic, regulate car parking and improve the accessibility and safety of the pedestrian environment are central to the delivery of an enhanced public realm in the Town Centre.

The lack of green space within the Town Centre as well as the requirement for enhanced pedestrian connections with amenity areas including the River and green spaces, are also considered integral to the delivery of an enhanced and connected Town Centre. Key points raised during the Consultation include:

- Pedestrian crossings on the Main Street need to be addressed
- Concerns over traffic issues arising around the Kingscourt Road junction
- Issues with schools at peak times affecting the traffic levels in the Town
- Potential to extend pedestrian connectivity with blueways and greenways
- There is no primary healthcare centre in the Town
- Lack of a Unique Selling Point for the Town

What People Said



Finance - Defined Economy

The Town has a large number of employers located in its environs as well as the Civic Offices and Court Service in the Town Centre. The Town Centre also remains the focus of the retail, service and hospitality sectors with the location of schools within the Town bringing both employment and footfall. While the Town Centre is vibrant there exists potential to attract those working in the environs and to encourage those visiting the Town Centre to spend more time in it through improvements in the public realm including enhanced pedestrian linkages and public spaces. Carrickmacross' connections to the arts, tourism and creative industries should also be targeted for their further employment potential. The service and tourism sectors are directly connected to the public realm. Increasing the service sector offer alongside the promotion of Carrickmacross as a tourist destination needs to take place in tandem with the public realm improvements.

This Plan identifies the economic benefits an enhanced public realm can deliver and sets out a number of interventions required to deliver such improvements. Each intervention contains projects which can be progressed further by the Council and brought forward for funding through the various funding mechanisms and streams available. Key points raised during the Consultation include:

- Get people moving through the Town to increase footfall and add to the local economy
- Need to create a competitive environment for companies to manufacture goods in the Town
- Provide aid to start-up businesses, encourage entrepreneurship
- Improve access to funding sources, e.g. Leader, Lottery
- Develop link to tourist opportunities, e.g. Patrick Kavanagh Centre

What Has Been Achieved

Carrickmacross Active Travel Town—Walking and Cycling Strategy 2017

The Carrickmacross: Active Travel Town – Walking and Cycling Strategy 2017 was adopted on the 24th July 2017 and provides an overview of the current status of walking and cycling routes in Carrickmacross. The Strategy was developed in accordance with the prevailing trip attractors around the Town and identifies the main residential areas and the prominent employment areas along with the schools in the Town. The Strategy examines the attitudes that people have towards travelling to work and school with walking and cycling identified as the least popular forms of transport to and from school and work. This document is also important as it identifies routes within the Town that need improvement to encourage the greater use of alternative modes of transport, specifically walking and cycling. Of note is that the public consultation undertaken as part of the preparation of this Strategy revealed that more people would walk and cycle if there were improvements in the public realm that would facilitate this.

Carrickmacross GOAD Land-use Survey

A GOAD land-use survey was undertaken by UDC examining the type of land-uses currently at ground and first floor within the Town Centre of Carrickmacross, focused on the Main Street and partly radiating onto the side streets of O'Neill Street, Farney Street, Castle Street, Parnell Street and Chapel Lane. The Survey provides important information on the types of uses within the Town Centre, and identifies where there are vacancies. The Survey also highlights that there remains a relatively high level of 'living over the shop' in Carrickmacross.

Carrickmacross i-Board System

The proposal for an i-Board System will give the people of Carrickmacross, both residents and visitors, the opportunity to receive information on the Town and ultimately give them greater access to public events that may be taking place around the Town. It intends to advertise certain elements pertaining to the Town in relation to local community news and events, tourist information, Garda information and local Council information including emergency notices such as severe weather warnings, floods and road closures. The proposal is for 16 non-interactive screens to be placed in various locations around the Town such as schools, banks, doctors' surgeries, shopping centres, Town Council offices, the Credit Union and the Workhouse. In addition, the proposal identifies the positioning of a touchscreen element in the Town Centre, allowing for greater interaction. It is also intended to place 4 larger outdoor screens by the roadside which would display information in a simpler layout to inform frequent road users of any upcoming events or road closures. The costing of this project gives an understanding of the funding required.

Planning for the Future

Consultation and Research

The comprehensive consultation undertaken, including public workshops, and meetings with local business owners, community groups and officials (Focus Group) and the Local Authority (Steering Group), formed the basis for this Plan. A clear progression of the Plan can be traced from the initial tender brief, through to the issues raised by the multiple stakeholders and informed by the information attained as part of the research phase. This progression has culminated in the emergence of specific interventions covering substantial areas of the Town and which include multiple projects which can be brought forward on foot of the Plan.



Participation Booklet from First Stakeholder Consultation

Emerging Strategy and Interventions

Comments and observations made by stakeholders as part of the consultations can be traced through the process of the making of the Plan. These comments and observations formed the basis of and directly informed the specific proposals presented to the public at the second stakeholder workshop.



Feedback from Stakeholder Consultation

Iteration and Design

The below workflow illustration is intended to convey the process of consultation, analysis and design development in arriving at the Plan. It follows the trajectory of the Plan from the initial familiarisation and immersion of the project team in Carrickmacross through the consultation workshops and meetings with the Focus and Steering Groups, to the presentation of initial concepts and finally in the design iteration of particular interventions and the detail of the projects contained therein.



Sketch of Intervention Presented at Second Stakeholder Consultation



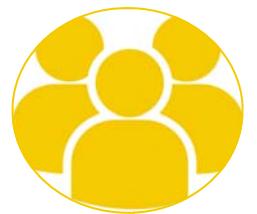
5. Guiding Principles

The Public Realm and Economic Plan is arranged and described under five Guiding Principles, which address the key facets of the urban environment, the public realm i.e. community, urban design, heritage and infrastructure and the economy.

- **The People's Town** - A vibrant Town Centre and public realm that meets the needs and aspirations of those who live in it and those who visit, wherever they come from and however long they stay.
- **Distinct Public Realm** - A public realm based on urban design principles that are distinctive and authentic.
- **A Future for Our Heritage** - A public realm that not only embraces its unique heritage but promotes this heritage as a tourism asset.
- **A Permeable Place** - A Town Centre and public realm that is accessible and pedestrian friendly.
- **A Defined Economy** - A Plan that has economic initiatives at its core can be used to leverage funding and encourage investment.

The People's Town

The concept of 'The People's Town' is a Town Centre and public realm where people choose to live, shop, visit and spend their leisure time. It is a place that residents are proud of and spend time in and that others are interested in and drawn to. It is a Town Centre with a high quality public realm, a range of shopping and service facilities, local amenities, quality housing and a vibrancy and distinctiveness that attracts people to it.



Community

Carrickmacross is a Town with a strong community spirit and pride of place. Community engagement was thus central to the making of the Plan and consequently the community theme has directly informed the Vision Statement.

The intention of this Plan is to create a Town for the community with a high quality and connected public realm and with good local amenities. Streets will be treated less as thoroughfares for vehicular traffic and more as attractive, multi-purpose pedestrian friendly spaces. There will also be an enhanced presentation and interpretation of the Town's heritage and cultural assets.

An Active and Vibrant Town Centre

The Plan seeks to enhance the quality of life of the residents of Carrickmacross and improve the ability of the Town Centre to attract investment. There is a need to create a high quality public realm that provides inviting public spaces and that connects to a network of open spaces and parks making the Town an attractive place to live. The Plan also supports and promotes the efficient use of backland sites for residential and other uses

The Plan, through upgrades in the public realm and new pedestrian and cycle linkages, provides the opportunity to deliver a more connected Town Centre bringing the traditional Core together with the newer retail developments to the south. A connected Town Centre will provide a better experience and diversity of retail and enhance the overall experience of those living and visiting the Town.



Distinct Public Realm

Urban design is key to this Plan as it can deliver sustainable communities and a high quality built environment that attracts people to live, work and visit Carrickmacross. The concept for Carrickmacross is to highlight its existing assets and compliment these through targeted interventions in the public realm in order to deliver a 'Distinct Public Realm'. Identifying and showcasing Carrickmacross' distinct heritage and cultural assets

as a means of defining an identity for the Town was key feedback from the stakeholder consultations. A first step in achieving this is the delivery of a distinct and authentic public realm based on the following urban design principles:

- **Activity** - Create a physical environment that encourages year-round use, day and night activity and that provides for our changing climate.
- **Heritage** - The Town's heritage, both historical and cultural, is a central feature and allows for attractions to be promoted to create identity; for specific events to be organised and for Carrickmacross to be promoted as a cultural destination (e.g. Carrickmacross Lace, Patrick Kavanagh and Harry Clarke).
- **Identity** - The heritage and cultural assets of Carrickmacross present the opportunity to create a distinct identity. The assets that are distinct to Carrickmacross must form an integral part of the public realm and should be showcased.
- **Access** - Reducing the dominance of the car and associated parking on Main Street and enhancing the pedestrian environment will make the public realm feel safer, more inviting, aesthetically pleasing and better connected
- **Buildings and Space** - Surrounding buildings need to engage with public spaces through ground floor uses and design that interacts (physically and/or perceptively) with the public realm.
- **Focal Buildings** - In addition to position and design it should be the public realm's engagement through use, layout and materials that attracts and encourages users to gravitate to particular locations within the Town Centre.
- **Curating the Place** - A Plan should not be made to sit on a shelf, thus it is important that there is a sense of ownership and clear responsibility which ensures the implementation of the interventions which will enhance the public realm and should in turn lead to an increase in revenue. The community and the Council should consider themselves 'keepers' of the Town Centre.
- **Flexibility/Adaptability** – While Carrickmacross remains a vibrant Market Town there is always the need for public spaces and key buildings to be able to refocus their purpose. This ensures their continued use as well as providing for different events and experiences from an operational perspective.

- **Residential Use** - New residential development in the Town Centre must be well-integrated, and must contribute to and enhance the public realm.

A Future for Our Heritage

Heritage and Design

The architectural heritage of Carrickmacross is at the centre of the Public Realm and Economic Plan and will be showcased as a principal identifying characteristic of the public realm. Its conservation is therefore, a key guiding principle of the Plan. The key heritage buildings of the Town, including the Workhouse, the Courthouse and the Fever Hospital, are connected to the story of the settlement and development of the Town. They are the physical representations of the history of Carrickmacross and are a valuable amenity for residents and visitors. This Plan respects the need to protect and conserve the Town's important historical structures while also ensuring their meaningful integration into the enhanced public realm. Focus is also given to the historic development of the Town in terms of market activity and its continued role in the Town.

Design

New additions to the Town Centre should respect the character of the area and take its cues from the historic setting. High quality architectural design can complement the historic setting and add to the overall built heritage of Carrickmacross. Within the public realm the historic architecture can be showcased by rationalising existing street furniture to eliminate visual clutter. Street surfaces, landscape features and traffic management interventions should be designed not in isolation from the surrounding built environment, but respectful of it. Such measures will help in presenting the historic architecture of the Town to best effect.

Improved design in the public realm will also emphasise the historical form of the Town, unveiling historically significant spaces and clarifying a hierarchy of historic routes. Emphasising the historical importance of many of the side streets will directly tie into a new pedestrian emphasis for these routes. Rationalising parking on Main Street will unveil the original grandeur of this significant route through the Town, while focusing a new public space on the Courthouse will reclaim its role as the principal space and public venue in the Town.



A Permeable Place

Managing Vehicles in the Town Centre



At present the Main Street of Carrickmacross and the side streets radiating from it, namely O'Neill Street, Chapel Lane, Parnell Street and Farney Street are dominated by vehicular traffic. This dominance is compounded by the quantum of parking along Main Street, the long term nature of much of this parking and resultant unauthorised short stay parking. The overall priority currently given to vehicular traffic within the Town Centre has been to the detriment of safe pedestrian and cyclist movements and has negatively impacted the vitality and vibrancy of the Town Centre. It has also negatively impacted the quality and type of activities that can be accommodated in the Town Centre with no public spaces along Main Street and limited opportunity for outdoor seating spaces for hospitality providers. Rationalising and/or removing vehicles at certain locations would address such issues, create a better quality environment and make the Town Centre a more attractive place to live, work and visit.

Movement Infrastructure

This Plan sets out improvements to the public realm that will facilitate safe, and encourage additional, pedestrian movements. In addition, an Outline Parking Strategy (see Appendix A) is provided which will act as a guide for the development of a more detailed parking management plan for Carrickmacross. The Outline Parking Strategy sets out a number of objectives for parking in the Town and addresses these through a number of elements, key to which is the utilisation of Smart Parking Management Technologies. Such technologies have a number of benefits including *inter alia* the delivery of a parking management system with lower capital and operational costs, reducing on-street visual clutter and providing stress-free parking for locals and visitors.

A connected Town Centre with a high quality public realm, that is accessible, has good pedestrian and cyclist permeability and a network of open and civic spaces is the core infrastructure that can catalyse urban growth and attract inward investment. It is also crucial to the growth of and in supporting the Town Centre's residential, retail and employment base.

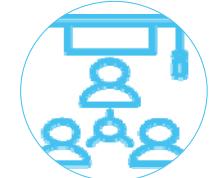
A Defined Economy

Develop an Identity

The Plan seeks to build on the existing economic strengths of Carrickmacross and to encourage, and facilitate through public realm improvements, diversification into new and emerging sectors. Considered key in this regard is the Town's heritage and cultural assets, specifically its connections to the arts including Carrickmacross Lace, Patrick Kavanagh and Harry Clark. Such heritage should be promoted in the development of a unique identity for Carrickmacross, one which conveys a sense of place and the attractions of the Town to a wide tourism market. The Plan promotes the development of the public realm in a manner that would make these assets more accessible and allow them to shine brighter.

Secure Funding

Central to this Plan is the identification of a number of projects that will deliver the enhancements to the public realm identified through stakeholder consultation and the research undertaken by the project team. These projects do not stand in isolation, with many integral to each other, and therefore, must be viewed collectively in their contribution to the public realm of Carrickmacross. The interventions detailed in this document group these projects based on a number of factors, e.g. movement, connectivity, land use, proximity and historical context, while ensuring that each project can be progressed individually. This approach also provides maximum flexibility and adaptability when seeking funding, allowing these interventions to be brought forward either individually or as a whole.



6. The Economic Input

The benefits of creating a quality public realm can be represented in the level of business activity and opportunities which arise from changes in the urban environment. Improvements in the public realm have positive knock-on effects which can rejuvenate an area financially and commercially. A positive business environment combined with a good quality urban realm can have an effect on the quality of life of an area's residents and ultimately attract more visitors and workers.

It is important for businesses and communities to interact and engage in order to form a lasting relationship with the aim of creating a strong local economy. Attracting investment and funding is another element which a strong relationship like this will encourage.

Introduction

Key to the formulation of the Shared Vision and the identification of intervention areas is the economic review of the Town which examines its current economic position, including its deficits and the potential opportunities for its economic development.

The Public Realm and Economic Strategy has been formed surrounding the key deliverables—the proposed interventions. These have been chosen based on current economic need and in consultation with relevant stakeholders to identify specific areas of opportunity to meet the needs of Carrickmacross moving into the future. The Town has a strong connection to local businesses, its residents, its heritage and its culture which have been utilised and considered as part of their impact on the proposals.

Project Ireland 2040

The National Planning Framework (NPF) is the long-term strategic planning framework that will guide National, regional and local planning and investment over a 25 year period. In contrast to its predecessor, the National Spatial Strategy 2002 (NSS), the NPF will have a statutory basis and is accompanied by a sister document, the National Development

Plan 2018 (NDP). The NDP is a 10 year strategy for the capital investment of almost €116 billion, known as Project Ireland 2040.

Development Funds

As part of Project Ireland 2040, the Government has announced the creation of the following funds:

- €2 billion Urban Regeneration and Development Fund, intended to secure more compact, sustainable growth in Ireland's five cities and other large urban centres.
- €1 billion Rural Regeneration and Development Fund to support job creation in rural areas, address de-population of rural communities and support improvements in our towns, villages and their hinterlands.
- €500 million Climate Action Fund to support initiatives that contribute to the achievement of Ireland's climate and energy targets.
- €500 million Disruptive Technologies Fund to provide investment in the development and deployment of disruptive innovative technologies and applications, on a commercial basis, targeted at tackling national and global challenges.

The four funds are available to Local Authorities, but are to be allocated competitively to the best projects, which also leverage investment from other sources. The four new funds are intended to ensure balanced regional development and stimulate renewal and investment in rural and urban areas, the environment and innovation.

Three quarters of new growth identified in the NPF will be outside Dublin, with 50% of the projected population growth planned for our towns, villages and rural areas and 50% for our cities.

The above funds could potentially be leveraged to help fund the interventions identified in this document.

Monaghan County Development Plan 2013-2019

The current County Development Plan includes a separate Development Plan Chapter for Carrickmacross which highlights some of the economic aspirations for the Town such as improvements in retailing, housing, employment, infrastructure, recreation and tourism. The details of the Interventions of this Plan have incorporated these objectives.

Draft Monaghan County Development Plan 2019-2025

The Strategic Objectives of the Draft County Development Plan relate to the sustainable and balanced distribution of development throughout the County. Carrickmacross plays a large role in supporting the objectives of the Draft Plan such as the need “*To support balanced economic development throughout the county by delivering improved infrastructure and services.*” This Plan also aims to support the Draft Development Plan by sustaining the traditional settlement pattern of Carrickmacross by developing its role and function for the future.

Strategic Objective CMS01 of the Carrickmacross Settlement Plan 2019-2025 aims “*To promote Carrickmacross Town as a prosperous and thriving local development and service town where the principles of environmental, economic and social sustainability including protection of the town’s heritage, natural and built environment are enshrined.*”

Monaghan Local Economic and Community Plan 2015-2021

The Monaghan Local Economic and Community Plan (LECP) sets out the economic strategy for the County in the period up to 2021. It includes a range of goals that can be summarised as follows:

- To develop and promote a positive image of the County as a place to live, visit and invest.
- To support the development of a highly skilled workforce.
- To support and strengthen the community and voluntary sector.
- To promote the health and wellbeing of people in Monaghan.
- To protect, enhance and maximise the potential of the County’s natural, cultural and heritage resources.

The objectives and proposed interventions contained in this document are designed to support and further the above goals.

Brexit

At the time of writing, negotiations between the UK and the EU are ongoing and the situation regarding Brexit remains unclear. However, what is clear, is that Brexit will have an influence on the border region and that the National economy, and particularly the border economy, may be more turbulent in certain sectors (e.g. retail, agriculture).

It is expected that Brexit may have regionally differentiated effects and a hard Brexit could hit counties such as Monaghan harder due to the importance of the agri-food sector. Furthermore, Carrickmacross' location in relation to the Border will make it susceptible to change which further emphasises the need for a diverse economy that targets sectors such as tourism.

Economic Development

In line with the LECP, Carrickmacross should look to develop upon its existing assets which are likely to produce positive impacts on the economic development of the Town. The objectives of the LECP indicate that there are supports in place to increase the level of enterprise in the main towns of Monaghan.

Carrickmacross, as the second largest Town in the county, continues to grow and it is imperative that there are supports available from national, regional and local sources. The goals of the LECP are aimed at identifying investment opportunities such as Goal 1.5 'To attract and retain inward investment' through the provision of suitable office and industrial workspaces in Carrickmacross and other towns.

The Local Economy and the Public Realm

The public realm, being the spaces in between buildings, has a variety of uses. Its first use is to facilitate the movement of people from one building to another, whether within the Town or to a place outside the Town.

Activities in the public realm consist of two types, 'necessary' and 'optional'. The 'necessary' activities are the journeys that people have to make. Schoolchildren passing through the public realm to get from home to school is a 'necessary' activity. So too are people travelling to work, or to a shop to purchase groceries.

'Optional' activities involve people utilising the public realm for recreational activities, such as simply to go for a walk, perhaps without a specific destination in mind, sitting on a bench talking to a friend or acquaintance, window shopping, sunbathing in a park, or drinking coffee outside a restaurant.

'Necessary' activities will always occur regardless of the quality of the public realm, as people will always need to get to the shops, school, or to work. However, 'optional' activities will increase commensurate

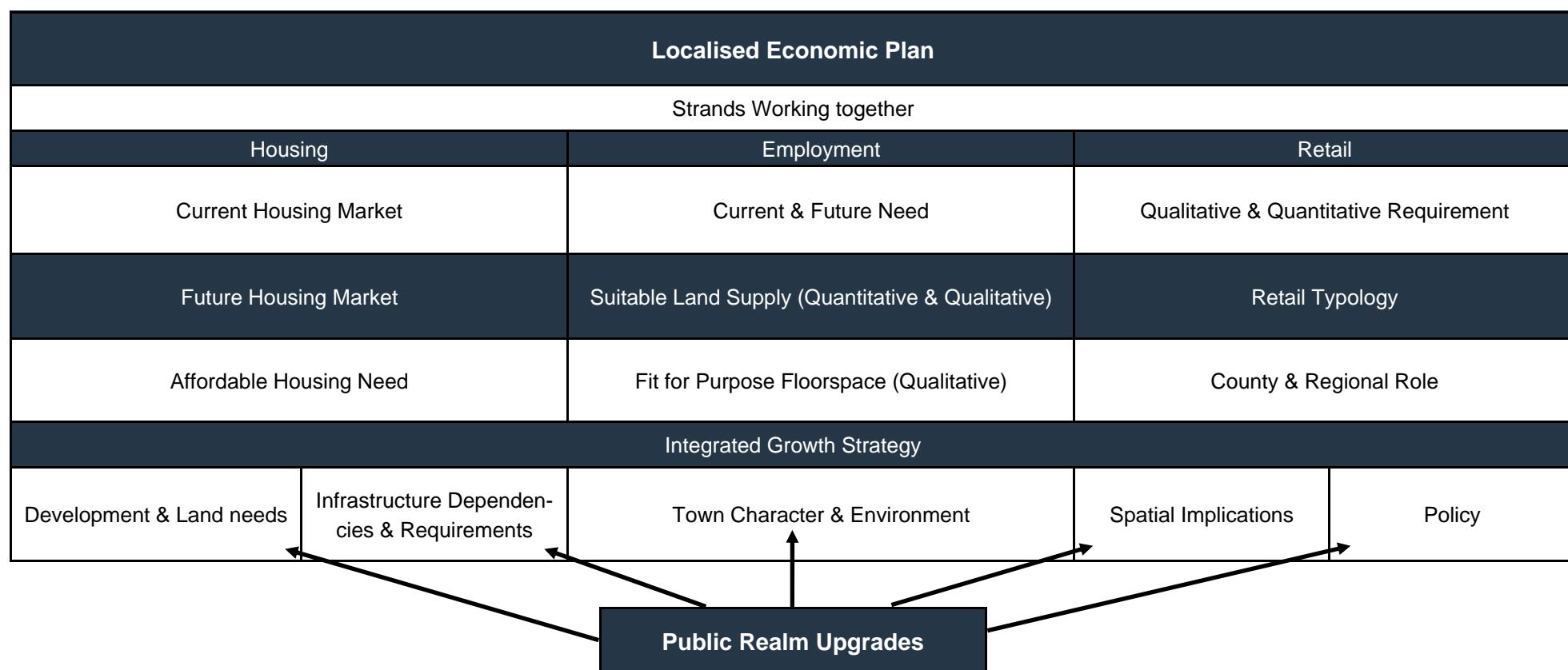
with the quality of the public space. The more 'optional' activities that take place on a street, the greater the footfalls and the more opportunities that business owners have to entice potential customers into their premises. The more people who visit an area and the more time that they spend there, the greater the potential that they will engage in 'casual' shopping and will increase their spend.

The public realm on and around Carrickmacross' Main Street, while functional for 'necessary' activities, should also be viewed as an amenity for people to enjoy in its own right and should be invested in and promoted as such.

Quality of life and the Local Economy

A lively, vibrant public realm coupled with a strong business environment helps to improve the attractiveness and quality of life in a place, offering people more amenities and ways to spend their leisure time. Quality of life is becoming increasingly important in attracting entrepreneurs and skilled workers to a given location.

Remote working opportunities have made the geographic location of a variety of workers, including the self-employed, sub-contractors and consultants, less important. Instead, quality of life, coupled with the cost of living and the cost of renting business/commercial floorspace (often with smaller footprints) is creating opportunities for more rural locations to attract investment and a skilled workforce.



Public Realm Improvements and Interventions

The existing assets in Carrickmacross will be leveraged to support economic growth for the period of the Plan and beyond. The proposed improvements in the public realm have benefits for the Town as a whole and provide the opportunity to impact positively on the economy, tourism and improve the quality of life for residents in the Town and surrounding areas.

Greening of the Town Centre

The public realm intervention proposals include the addition of green landscaping to improve the overall green infrastructure in the Town. This includes a series of tree planting and flower beds to add to the vitality and vibrancy of the Town Centre. It is important to create an attractive Town in a physical sense which will support the economic goals of the Town. The Main Street in Carrickmacross has developable public space which can be transformed to impact on the investment opportunities present in Ireland today.

The economic objectives for the Town which these interventions will support are:

- Increase the overall time spent in the Town Centre by visitors and potential customers.
- The creation of a Town which is an attractive place to live, thereby increasing the urban population and consumer base.
- Provide the opportunity for the creation of additional jobs by allowing for businesses to expand into the fabric of the Main Street.
- To provide the opportunity for markets traders to be located on Main Street which will attract a consistent level of customers on a weekly basis.

Food, Markets and Heritage

Highlighting the aspects of Carrickmacross which make it unique from other towns and cities in the region and country is an extremely important element of this strategy. There is a growing food culture in the Town and it is vital to support this and provide a base for its expansion. This ties in with the historic Market Town nature of Carrickmacross. It is important to build on the Town's history and embrace the economic opportunities which it presents. Main Street is an invaluable asset with potential to accommodate market and food stalls.

The intervention proposals reflect these values and aim to support economic growth in the Town by contributing to its economic vibrancy by supporting the objectives such as:

- Increasing the footfall of the Town through the growth in the urban economy.
- To support the creation of full-time and part-time jobs as a result of the market and food stalls.
- The creation of a long-term initiative that attracts visitors from all over the county and region.
- Provides the opportunity for business expansion due to the public spaces created along Main Street.

Exposure of Carrickmacross' Cultural and Heritage Assets

Carrickmacross has a wealth of opportunities in terms of its connection to its historic and cultural heritage. Tourism is an industry with the potential for growth in the Town and one which Carrickmacross can expand upon. There is already a certain level of a tourism economy in the Town and the intervention proposals contained in the Plan aim to expose them and release their potential. Tourism can have positive knock-on effects for the local economy, including the hotel and hospitality industry, food and drink industry and retail and commercial trade.

The Carrickmacross Workhouse and Carrickmacross Lace are central to this expansion and are included as major assets in the public realm proposals for the Town. The Town's cultural assets provide an additional level of opportunities for expansion and exposure such as Patrick Kavanagh, who is proposed to be celebrated at the Courthouse public square on Main Street. The proposals support the economic objectives for the Town, such as:

- The continued use of the heritage assets in conjunction with the improvement of the tourist offer for the Town.
- Supporting local businesses and the creation of jobs both directly and indirectly as a result of tourism trade.
- The integration of historic buildings into the urban landscape to promote the conservation of old buildings and add to the economic expansion of the Town.

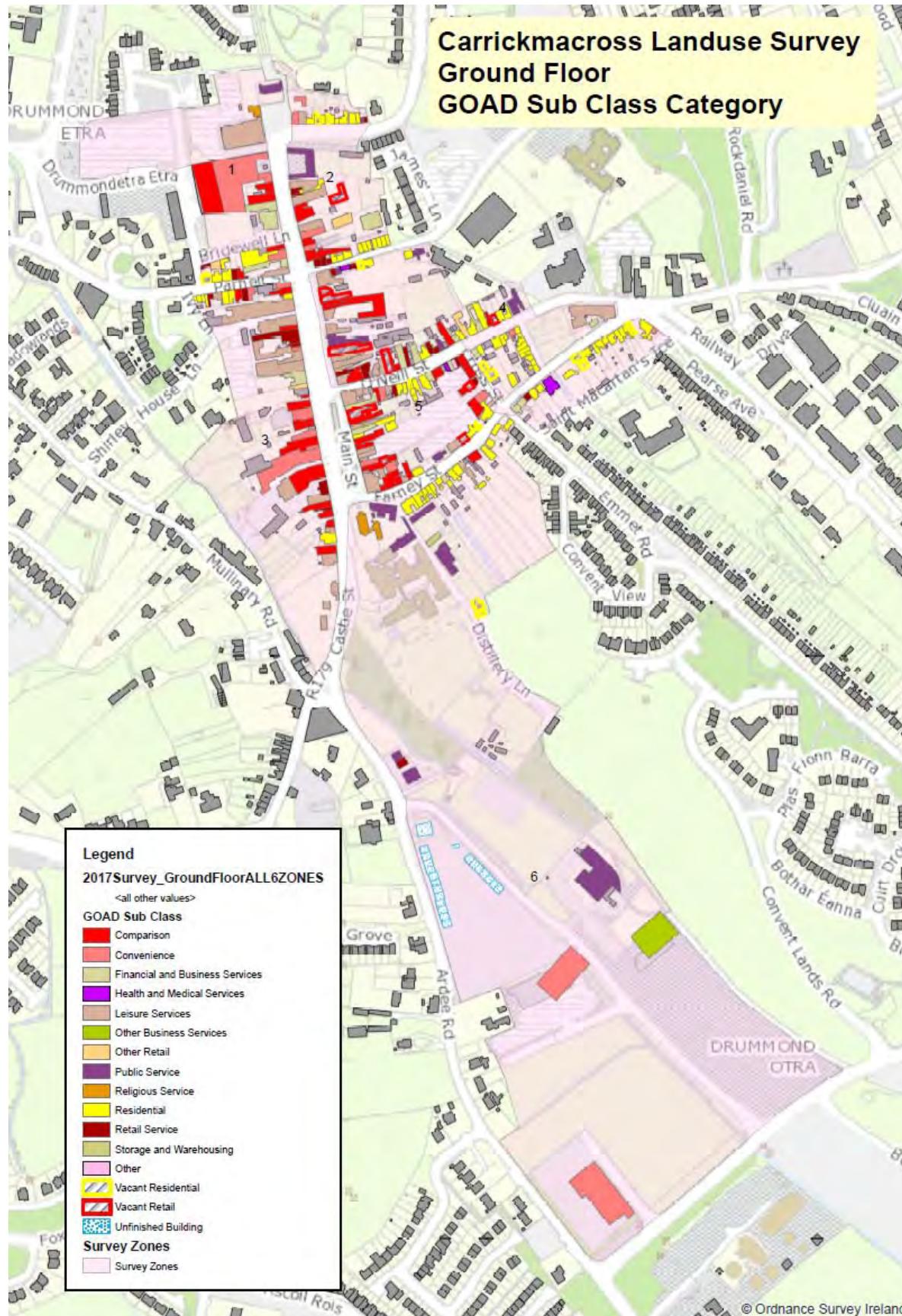
Population and Employment Expansion

A key aim of this Plan is to create an urban environment that is conducive to growth and attractive to potential residents and employers. Key to securing investment in these opportunities is the creation of an attractive urban realm that provides a quality balance of social and community perspectives with business and commercial activities. The public realm improvement proposals consolidate these goals into the urban fabric and utilises the physical form of the Town Centre to fulfil the desired outcomes, e.g. a walkable Town Centre, exposure of the Proules River and the creation of a communal amenity area.

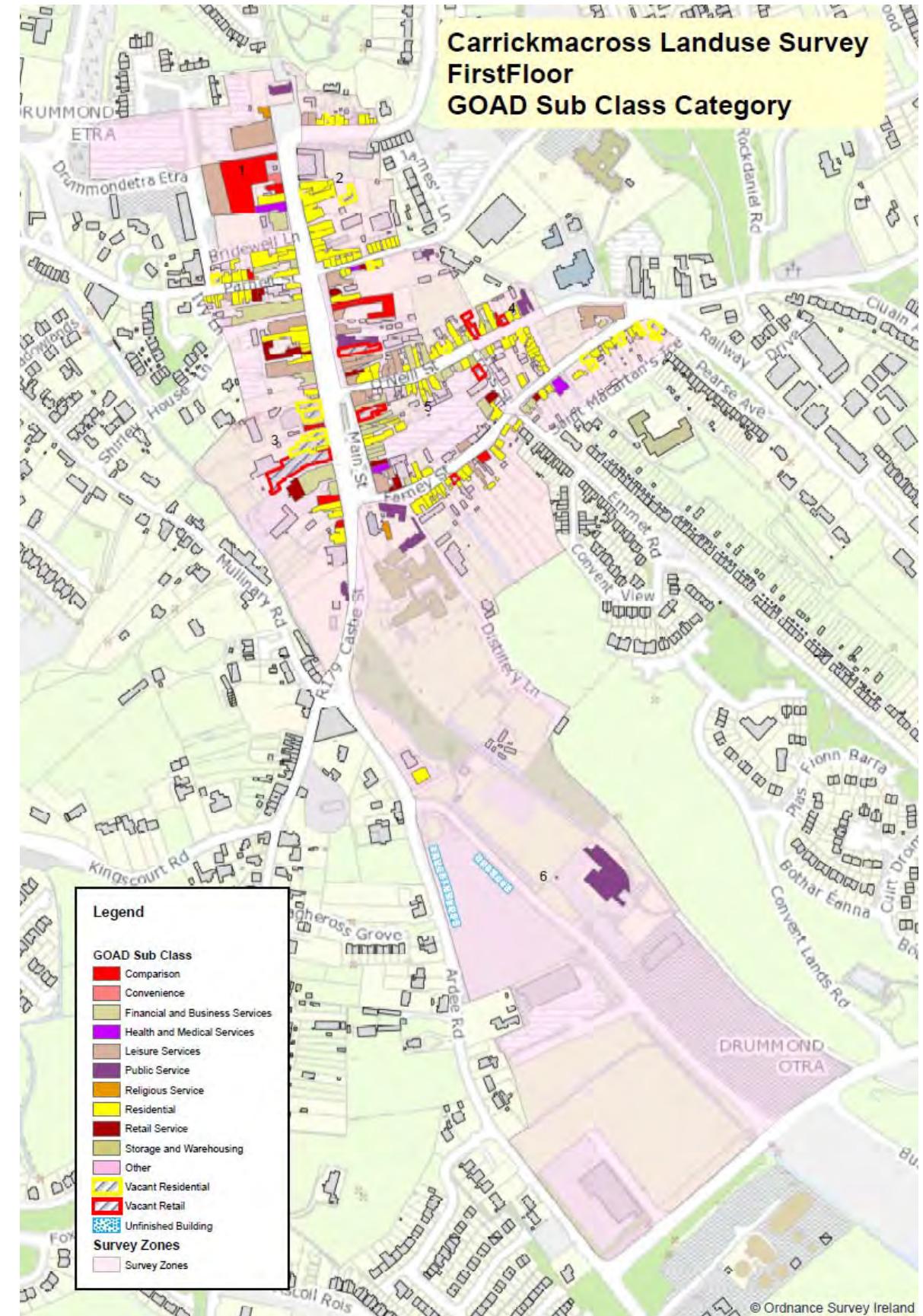
It is important to develop an urban population through initiatives such as the 'living-over-the-shop' scheme and provide incentives to living in the Town Centre. The intervention proposals contribute to the economic objectives for the Town which include:

- The support of a thriving local economy with the ability to expand and continue to create additional local employment.
- The creation of a high quality public realm attracting an increased Town Centre population with a connection to an improved local community spirit.





Town Centre - Ground Floor Land Uses



Town Centre - First Floor Land Uses

7. The Integrated Plan

The Integrated Plan visually presents the public realm improvements and positive economic impacts and captures all of the proposed interventions in the context of the development of the Town Centre.

The following sheets describe the individual interventions that have emerged from the public consultation and the Design Team's proposals, to address the place and its analysis through application of the guiding principles to frame economic development and deliver the Shared Vision.

Urban Analysis

An urban analysis of Carrickmacross was undertaken as part of the background research for this Plan that identified the key features of Carrickmacross. These features form the basis of the interventions that have emerged.

The following issues were observed in relation to Carrickmacross Town Centre:

- The need for connectivity between the east and west of the Town Centre through a better connected Main Street.
- The lack of availability of green spaces within the Town Centre and the need for a multi-purpose community space.
- Poor pedestrian circulation and permeability throughout the Town Centre.
- The need for consistency within the elements of the public realm on Main Street and surrounding areas.
- The level of car dominance and associated traffic levels.
- Poor junctions and lack of pedestrian crossings.
- The need to create an environment suitable for residential uses.

Addressing these issues as part of the individual interventions were in the first instance guided by the key themes of the Plan.

Overview of Interventions

The Main Street is not only the heart of the Town but is a defining feature of Carrickmacross in terms of its length and width. The Plan seeks to enhance the Main Street through a combination of public realm improvements that will make it a safer and more attractive place for pedestrians and cyclists and by providing distinct quarters that each have their own character and function. These quarters, 'Market Square', 'Food Square' and 'Heritage Square', reflect both the historical development of the Town as well as the unique assets that contribute to its identity.

The main elements of the landscape strategy are:

- A public space at the Court House, delineated by planting and paving inscribed with lines from a Patrick Kavanagh poem.
- The covering of Market Square to make it a multifunctional, year round space. The canopy taking its inspiration and form from the intricate detailing of Carrickmacross lace.
- The rationalisation of parking to deliver a hard and soft landscaped seating area that can be used for outdoor eating on the east side of the centre of Main Street
- The redefining of the existing market at the southern end of Main Street, through hard and soft landscaping and the provision of permanent market structures.
- Connecting the traditional Town Centre and the new retail area to the south through defined pedestrian and cyclist routes and landscaping.
- Improved pedestrian environment at Bridewell Lane and enhancement of connections with the Workhouse and Fever Hospital.
- The provision of a set-down/pick-up short term coach parking area at the northern end of the Town.

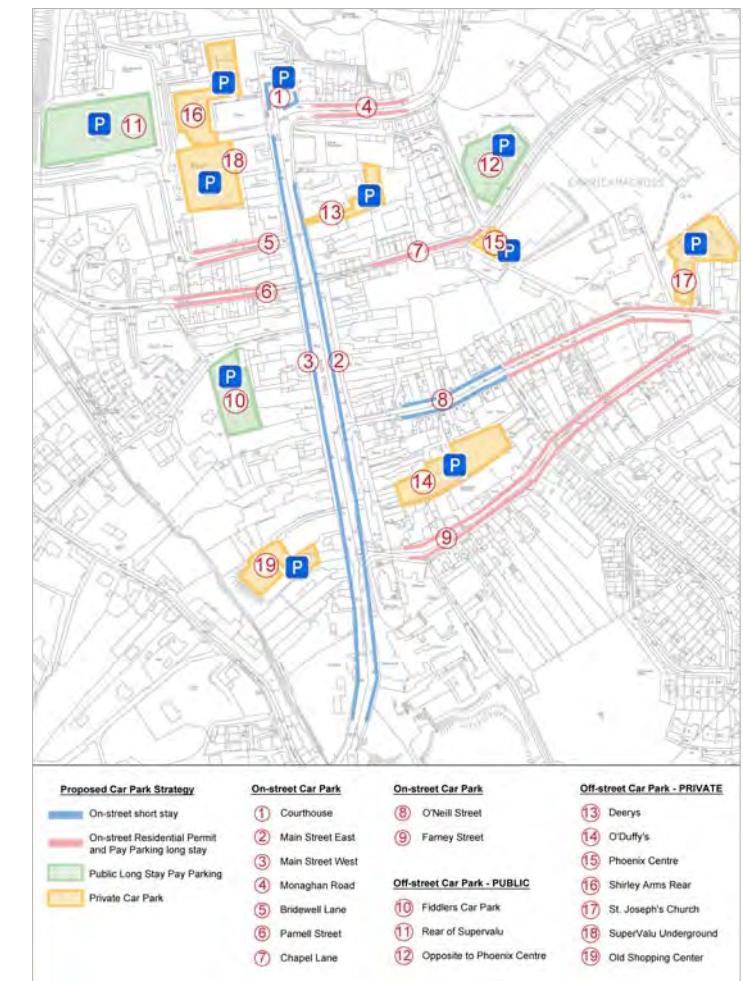
These projects, in conjunction with overall enhancements in the pedestrian environment, car park management and wider landscaping proposals, will create an interconnected network of high quality urban spaces in the Town Core and will form the basis of an integrated, high quality public realm for the entire length of the Main Street. The facil-

ties and amenity areas provided will also improve the quality of life for residents of Carrickmacross.

Retaining the Main Street as the heart of the Town and showcasing it to its best advantage is a key aim of the Plan. The visual interpretation of the cultural heritage of Carrickmacross through the Patrick Kavanagh paving and the Carrickmacross Lace canopy will ensure that the public realm of the Main Street is distinctive and will form the basis for the development of a unique identity for the Town.

Traffic and Movement

In addition to public realm improvements, the Plan addresses the issue of parking in the Town, providing an Outline Parking Strategy (see Appendix A). This Outline Strategy works in conjunction with the interventions to rationalise on-street parking, utilise existing car parks and create an accessible, pedestrian friendly Town Centre where residents and visitors alike want to spend time.



Extract from the Outline Parking Strategy for Carrickmacross

Overview

- The Integrated Plan

Placemaking / Greening / Mobility Interventions

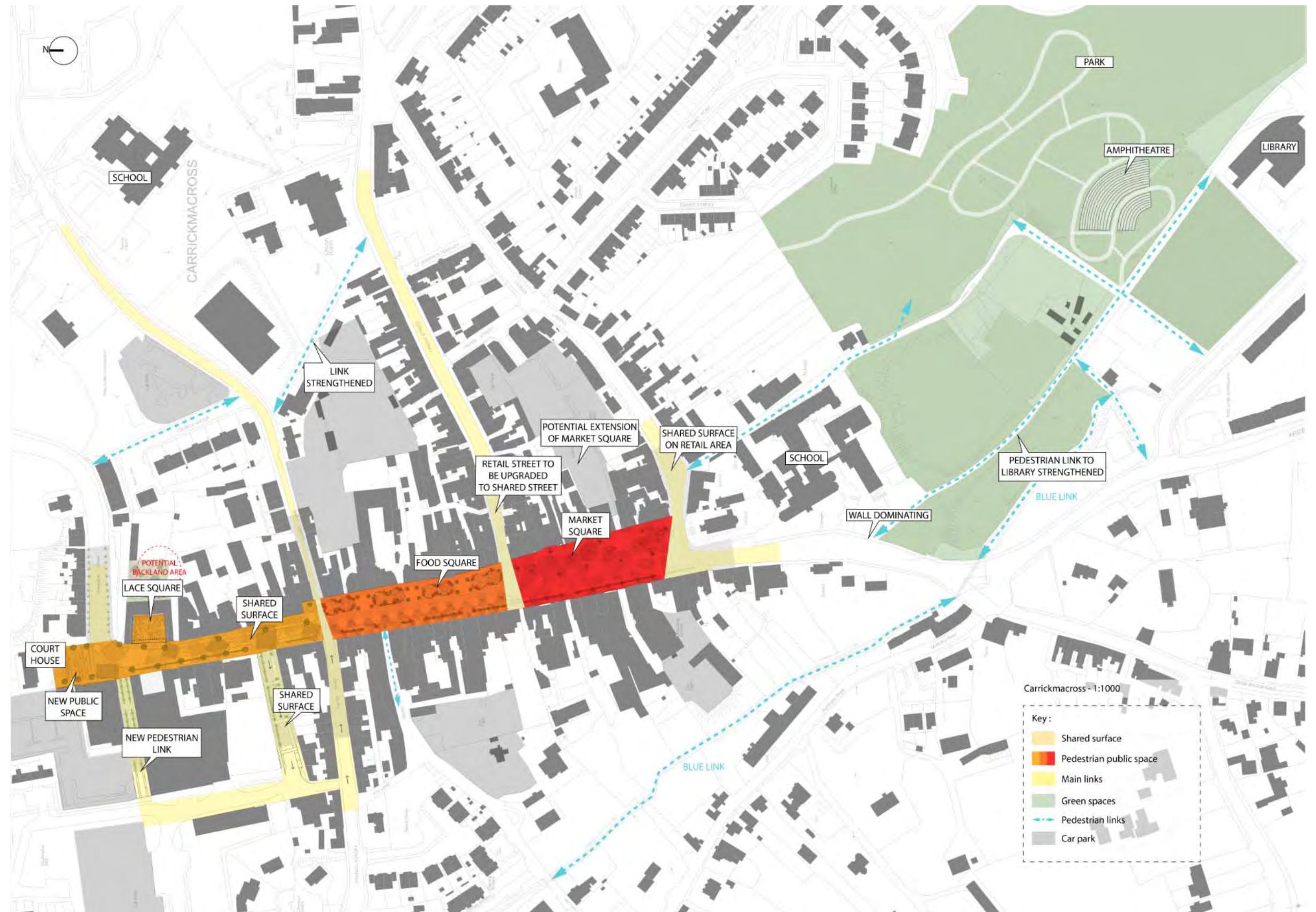
- Main Street
- The Market / Food / Heritage Quarters
- Improvements to side streets and laneways

Heritage Interventions

- The Courthouse / Heritage Quarter
- Connections to the Workhouse and Fever Hospital

Environmental Interventions

- Creation of a recreational and amenity area to the south of the Town
- Exposure and re-integration of the Proules River



The Integrated Plan

8. The Interventions

Main Street - Three Distinct Quarters

The Main Street of Carrickmacross is a dynamic area, acting as the main core for commercial, retail and entertainment activities. Running in a north-south direction from the Courthouse to St. Finbarr's Church, it is c. 420 metres long and is relatively narrow at the northern end, widening as the gradient increases to the south.

The width of Main Street and the existing provision of on-street parking presents the opportunity to re-balance the relationship between vehicular traffic and pedestrian and cyclist movements. The proposed improvements will deliver a more usable, accessible and attractive public realm that encourages people to visit and spend time in the Town Centre. In conjunction with the delivery of distinct Quarters along the Main Street, the proposals will also help establish a legible and unique identity for the Town.

The Purpose of the Main Street Intervention

The purpose of the proposed intervention to Main Street is to address the current imbalance between vehicular traffic, pedestrians and cyclists as well as to define distinct Quarters that relate to the Town's unique assets. This would make Main Street more people friendly and an attractive place and would deliver an enhanced public realm. This intervention provides a real opportunity to redefine how people experience Main Street and how they interact with it and the distinct spaces and activities it has to offer. This intervention also has a fundamental role in defining a unique identity for the Town by making its heritage and cultural assets an integral and legible part of the public realm of Main Street.

Key Features of the Intervention

- Readdress the dominance of vehicular traffic on Main Street.
- Promote greater pedestrian activity in the Town Centre.
- Incorporate the 'identity' of Carrickmacross as an integral part of the public realm through the lace canopy, Patrick Kavanagh paving and a permanent market structure.
- Link key activity spaces in the Town through a high quality public realm ('Market Square', 'Food Square', 'Heritage Square').
- Introduce new outdoor spaces that promote vibrancy and vitality in the traditional Town core.
- Enhance the vibrancy and vitality of the Main Street.
- Provide an enhanced public realm for the length of the Main Street through hard and soft landscaping.
- Enhanced pedestrian crossing facilities.
- Facilitate the creation of a sense of place.

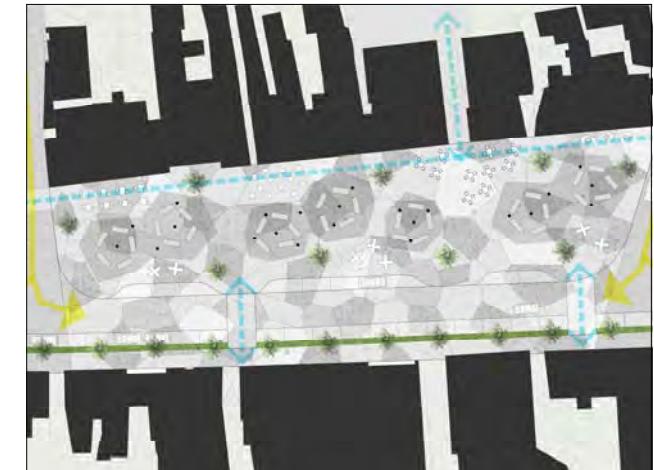
Main Street

The proposed intervention extends the length of the Main Street from the Courthouse at its northern end to St. Finbarr's Church at its southern end. It is made up of landscaping improvements, public realm interventions and parking rationalisation, with the creation of three distinct Quarters at its core. Pedestrian crossings are facilitated at multiple locations to improve the pedestrian experience. Parallel parking will be maintained to facilitate day-to-day commercial and social activity.

Market Quarter

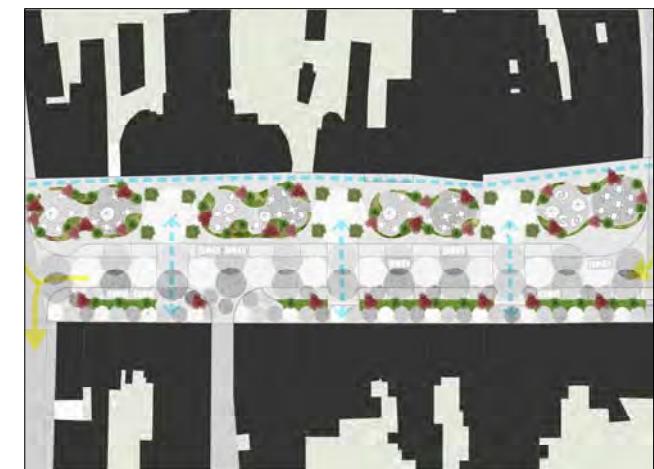
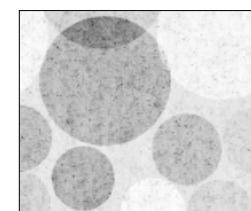
As the name suggests the Market Quarter retains the market function at the southern end of Main Street, formalising this and defining the space through the use of landscaping. A continuous paving pattern not only defines this space but gives it a sense of scale and dynamism. Parasols will add a sense of identity to the space and will provide shelter for the market stalls and create a pleasant year round trading environment. Permanent urban furniture will be located within the Quarter to create intimate spaces which can be utilised by eateries. Provision is made for the potential expansion of the market into the back-

land car park. The western side of the Market Quarter will be landscaped, with a continuous tree strip planted to create a screening effect for pedestrians from the road. Existing parking will be rationalised to accommodate the public realm upgrades and permanent marketplace.



Food Quarter

The Food Quarter occupies the central part of the Main Street between Chapel Lane and O'Neill Street. The area will again be defined through the use of paving with a continuous circular pattern used to make the space dynamic and add a sense of scale. The pattern also creates intimately scaled circular spaces that can be utilised for terraces and outdoor eating areas and as an asset to attract such commercial activity to this area. The footpath in this area will be reinvented as a sidewalk, protected from on-street activity by vegetation incorporating green strips in the form of planting that all help define the space. Parking will be rationalised to accommodate the public realm upgrades at this location.



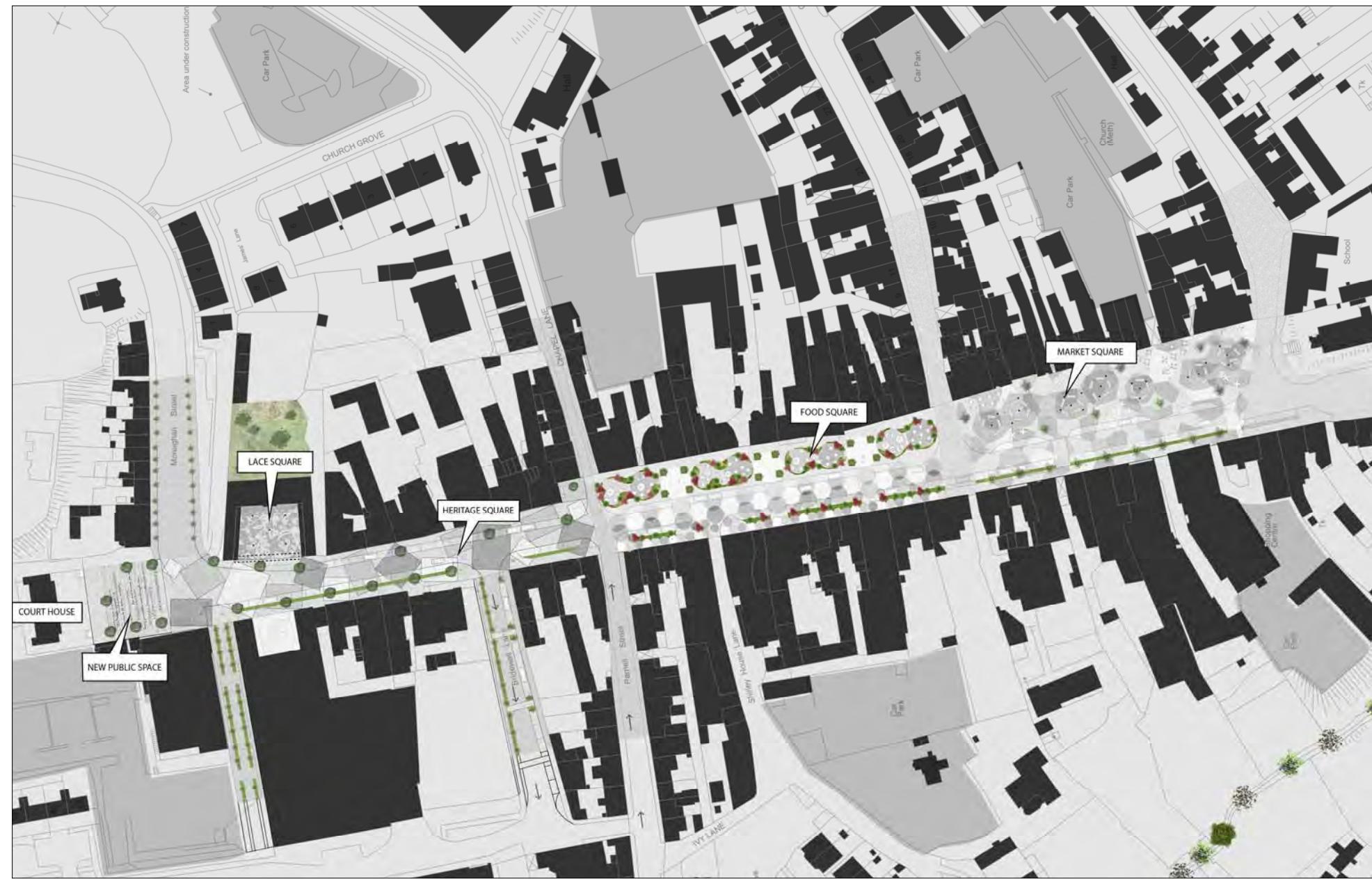
Heritage Quarter

Starting at the northern end of Main Street the Heritage Quarter will be landscaped, including planting to soften the public realm and paving to define the Quarter. A continuous pattern of squares and rectangles creates one large surface that links the different historical and heritage assets. A new public space will be created to the front of the Courthouse, landscaped with trees to frame the space and hard landscaped with paving that pays tribute to the poet Patrick Kavanagh. The existing Lace Square will be transformed into a multi-functional, year-round space through the erection of a canopy designed in sunlight to cast the intricate detail of Carrickmacross Lace into the Square.

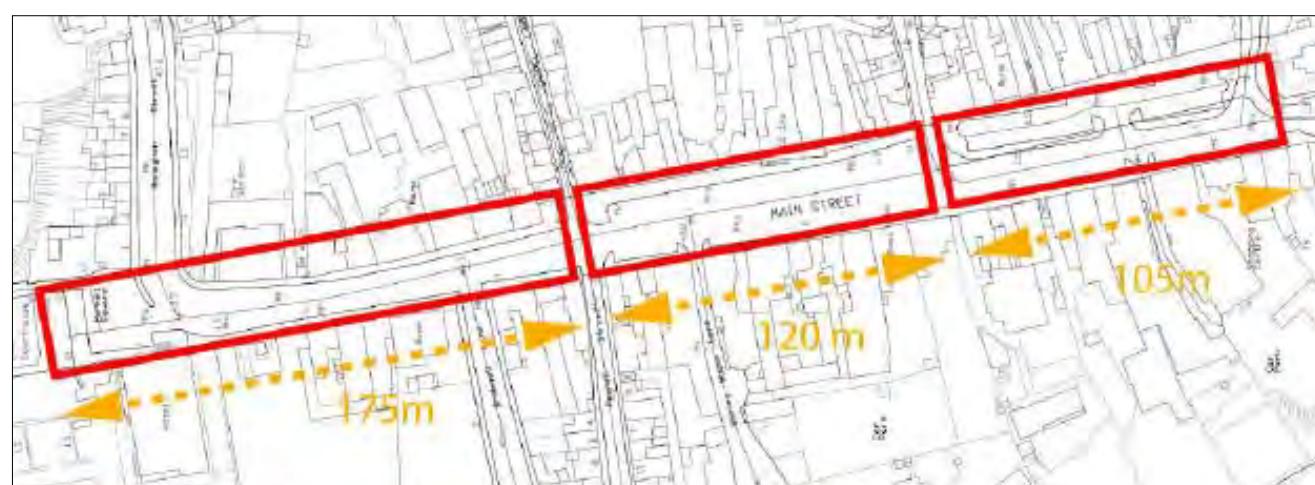
The enhancement and improvement of side streets also forms part of the Heritage Quarter. Specifically Bridewell Lane will be landscaped, including urban furniture and green strips to improve its visual appearance and encourage pedestrian activity. Pedestrian accessibility in this part of the Town will also be improved through the provision of a new pedestrian access point via the car park at the Shirley Arms Hotel. These enhancements to the pedestrian network will encourage increased pedestrian movement from Main Street to areas to the west including the Workhouse and Fever Hospital.



A coach drop-off and pick up space will be provided on Monaghan Street, adjacent to Lace Square and the Lace Museum. Longer term parking spaces (2-3) will be provided at the car park situated on the Workhouse premises.



Reference of elements for Market Square



Main Street is c. 420m in length

8. The Interventions

The Market Quarter

The Market Quarter is located at the eastern side of the southern end of Main Street across from St. Finbarr's Church. The space is currently utilised primarily for car parking with vehicular access through the space to a backland car park.

Establishing this area as a permanent market space is not only in keeping with the important historic role of Carrickmacross as a Market Town but it will also help define an identity for the Town and contribute to its future economic development.



The Purpose of the Market Quarter

The purpose of the Market Quarter is to represent the Town's market heritage and draw on it as a means of redefining and reinvigorating the southern end of the Main Street. The introduction of a dedicated market space will not only bring increased economic activity but sheltered stalls and permanent urban furniture will make it a place people want to spend time in.

Key Features of the Intervention

- Establish a new Market Quarter that facilitates trading
- Readdresses the dominance of parking
- Promotes greater pedestrian activity in the Town Centre
- Promotes vibrancy and vitality at the southern end of Main Street
- Provision of an enhanced public realm
- Increased connectivity with backland areas
- Provision of pedestrian crossings
- Incorporation of a new identity for Carrickmacross

Key Physical Changes

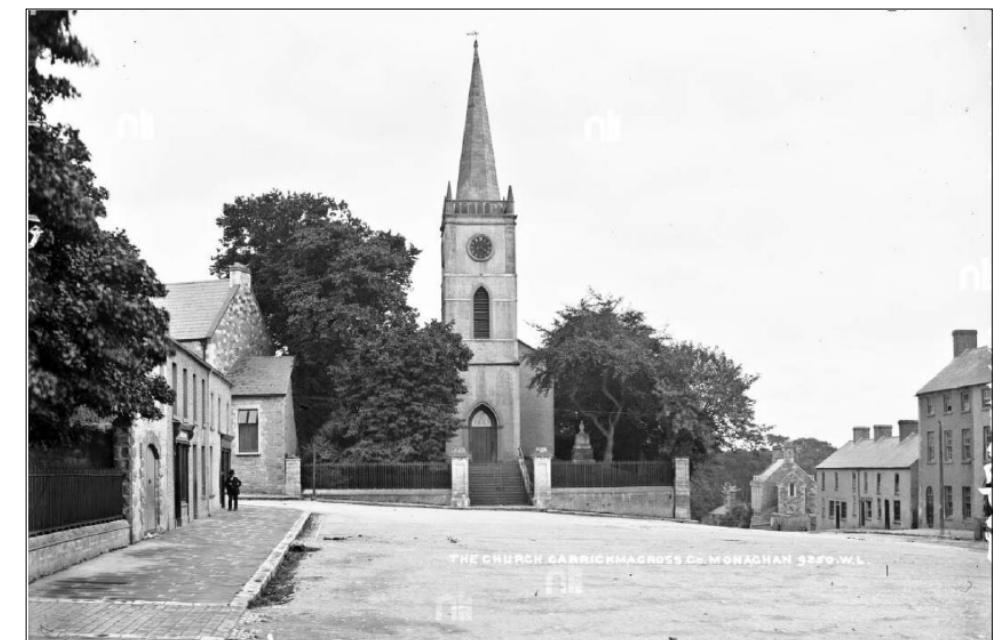
- The provision of sheltered and serviced market spaces, that can be utilised all year round
- The creation of a pedestrian friendly space through the use of hard and soft landscaping and the provision of permanent urban furniture
- Utilisation of hard and soft landscaping to reduce the visual dominance of vehicular traffic
- Enhancement of the pedestrian environment including the use of shared surfaces
- Rationalisation of the existing car parking

- Utilisation of the backland area for car park and potential future expansion of the market

Contribution to the Guiding Principles

The new Market Quarter relates back to the Guiding Principles of the Plan in the following ways:

- Delivers a physical and visual connection to the heritage of Carrickmacross as a Market Town
- Provides for the creation of a multi-functional public space that can be used year round for markets, fairs and events
- Provides for a high quality urban designed environment
- Forms part of a structured approach for the management of vehicles in the Town Centre
- Landscaping provides for greening of the Town Centre
- Facilitates tourism in the Town



Main Street, St. Finbarr's Church of Ireland Church (Lawrence Collection, National Library of Ireland)



Visual Representation of the Market Quarter

Outcomes

The outcomes associated with the Market Quarter benefit the Town both in terms of vitality and economic activity and are as follows:

- Creation of a sense of place for Carrickmacross
- Better social opportunities within the Town Centre
- Levels of activity are increased and encouraged
- High quality, durable, and well-maintained materials
- Increased visual interest
- Provision of a quality public urban realm
- Managed level of vehicular activity and parking
- Adequate screening provided
- Improved pedestrian connectivity on Main Street
- Provision of a safe environment for all road users



Projects

The Market Quarter is one of three such Quarters which form part of the overall Main Street Intervention. As each Quarter has its own unique function and identity they are addressed separately within the overall Main Street Intervention. This also enables each Quarter to be brought forward as an individual project which can be progressed independently. In such an instance how each project integrates with other aspects of the Intervention must be considered.

The Market Quarter is also multifaceted addressing the streetscape, street surfaces, urban furniture, pedestrian crossings, hard and soft landscaping and connections with the backland areas. The progression of the Market Quarter itself can be approached as a number of individual projects as follows:

- Landscaping in the form of planting to the Main Street
- Landscaping in the form of paving to define the Quarter
- Removal of existing car parking within the space and rationalisation of car parking to provide parallel parking along the street
- Works and hard and soft landscaping to the public realm to define the area and provide a market space consisting of parasols, services, permanent urban furniture, market stalls and picnic benches
- Landscaping to provide pedestrian crossings on Main Street and shared surfaces at the junctions of Main Street with Farney Street and O'Neill Street

Phasing

In order to ensure the delivery of a coherent and high quality public realm not only in the Market Quarter but for the length of Main Street, if projects are brought forward separately, how each project integrates with other aspects of the Intervention must be considered.

The first step in creating a definable character for the Market Quarter is the hard landscaping of the entire space in a continuous pavement pattern. As such, works would require the temporary removal of parking spaces and the permanent removal and rationalisation of on-street parking is a logical and interrelated project. The hard landscaping and removal of parking spaces in the market space would also

have the immediate effect of defining this area and making space for the establishment of the permanent market space. Landscaping in the form of planting to the western side of Main Street is a standalone improvement which could be quickly delivered.

The provision of the other elements of the Market Quarter including parasols, services, permanent urban furniture, market stalls and picnic benches could be progressed either in groups or individually. Of these features, the parasols, services and market stall will have the most immediate impact in the creation and definition of a permanent market space.

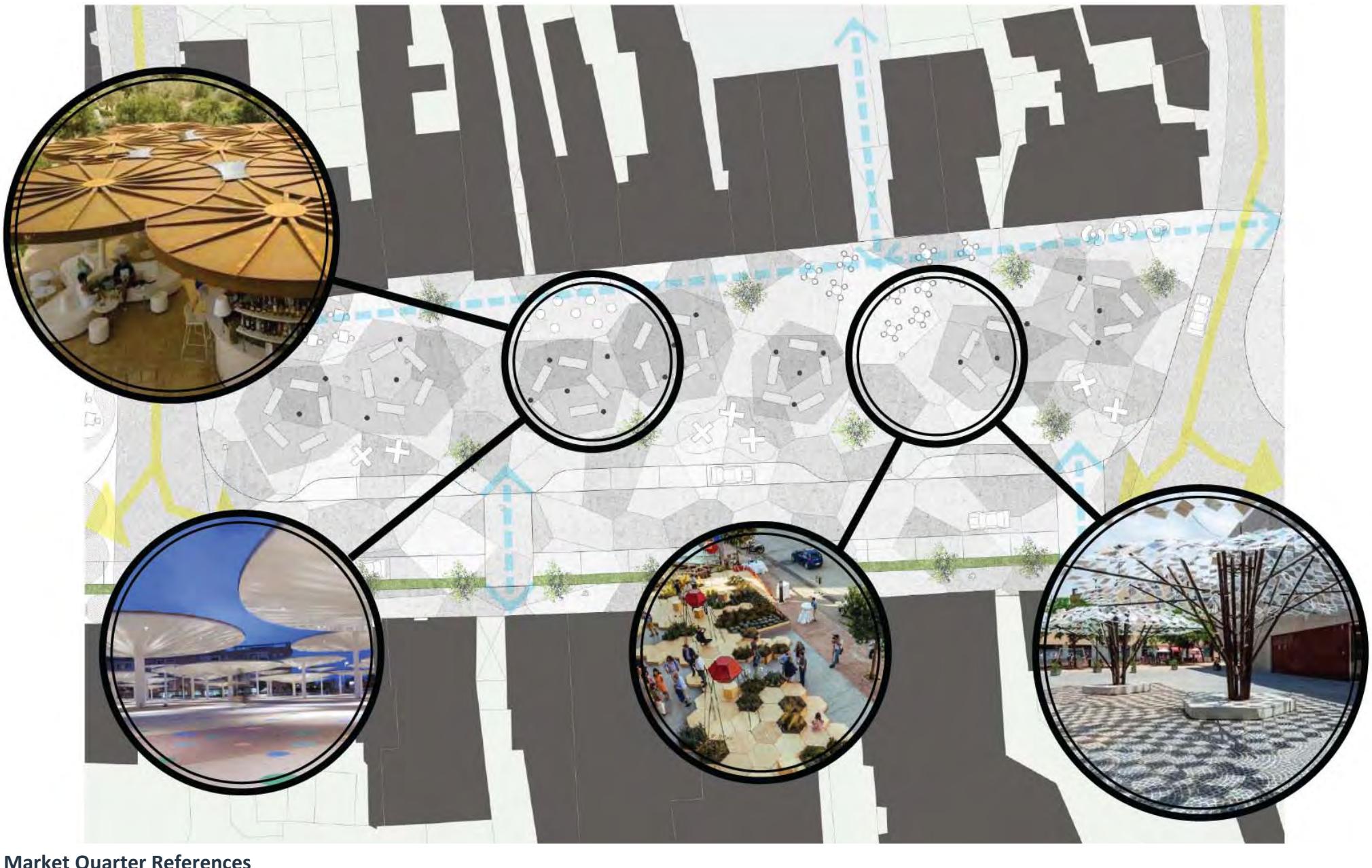
Costing Exemplar

The costing for the projects contained in the Main Street Intervention will be dependant on the detailed designs brought forward in terms of materials, fixtures, ground works etc. and will also be influenced by the cost of labour relating to the setting of the paving in each unique design. Notwithstanding this, in order to assist with achieving a high level understanding of such costs, the Thematic Design Manual, provided in Section 9 includes examples of fixtures and finishes and provides a cost range in this regard, as well as a range of high level costs for general public realm works.

In addition exemplars have been assessed to determine a high level cost associated with similar street upgrade works. The proposed upgrade works to O'Connell Street in Limerick were reviewed as an exemplar in this regard as it is a live example with a budget based on current market costs for such street improvement works. The works to O'Connell Street which cover from the junctions of Denmark Street and Barrington Street, a distance of approximately 786 metres in length, have been costed at approximately €9.1 million. For this investment Limerick City & County Council has secured €4.1 million in European Regional Development Funding via the Designated Urban Centre Grants Scheme.

The Market Quarter Intervention covers a substantially shorter distance of c. 105m and based on the above costing for O'Connell Street could at today's rates cost somewhere in the region of €1 - 1.5million.

In relation to a cost exemplar for the covered market area, the Milk Market has been referred to not only as a comparable and relatively recent example but as a highly success market place development. The redevelopment of the Limerick Milk Market cost just under €2 million and was delivered within 12 months. As with the Market Quarter Intervention a key feature of the Milk Market and a substantial part of the cost was its unique cover, in that case a cone-like cover, measuring about a half acre, which is supported by a 24m high central mast. While the progression of the detailed design of the canopy structure will ultimately determine the cost associated with same, the Milk Market demonstrates how investment at a level can provide a notable uplift to a traditional market area.



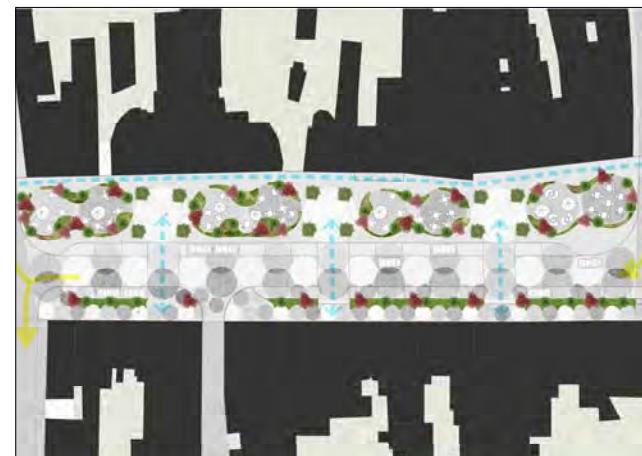
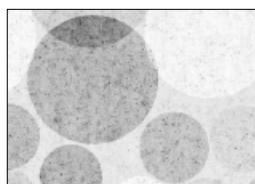
Market Quarter References

8. The Interventions

The Food Quarter

The Food Quarter addresses the central section of the Main Street, located between Chapel Lane and O'Neill Street. The Quarter is focused on the eastern side of Main Street being the area where eateries and restaurants are concentrated. The space is currently utilised for car parking with limited vehicular access through the space to the backland area.

Defining this area as an extension to some of Carrickmacross' renowned restaurants and eateries and integrating this food offer as an integral part of the public realm of the Town is central to the promotion of Carrickmacross as a 'Foodie' Town and destination.



The Purpose of the Food Quarter

The purpose of the Food Quarter is to represent the Town's association with quality produce and food production as a part of the identity and attraction of Carrickmacross. Enhancement of the public realm that takes priority back from vehicular traffic and promotes pedestrian movement and social spaces will not only improve the vitality of the Main Street, but in turn will increase economic activity. The public realm proposals in the Food Quarter will transform this part of Main Street from an area people walk through to one where they will want to visit and spend time in.

Key Features of the Intervention

- Establish a new Food Quarter that facilitates outdoor eating and provides spaces where people can spend time in
- Readdresses the dominance of parking
- Promotes greater pedestrian activity in the Town Centre
- Promotes vibrancy and vitality on Main Street
- Provision of an enhanced public realm
- Provision of pedestrian crossings
- Acknowledges the important of and provides an enhanced public realm to facilitate the renowned food offer of Carrickmacross
- Incorporates food offer as a key part of the identity of Carrickmacross

Key Physical Changes

- The provision of screened, intimate terraces for use by restaurants and other eateries as outdoor spaces.
- The creation of a pedestrian friendly space through the use of hard and soft landscaping and the provision of street furniture
- Utilisation of hard and soft landscaping to reduce the visual dominance of vehicular traffic and screen the new terraces created

- Enhancement of the pedestrian environment including the use of shared surfaces and provision of pedestrian crossings
- Rationalisation of the existing car parking

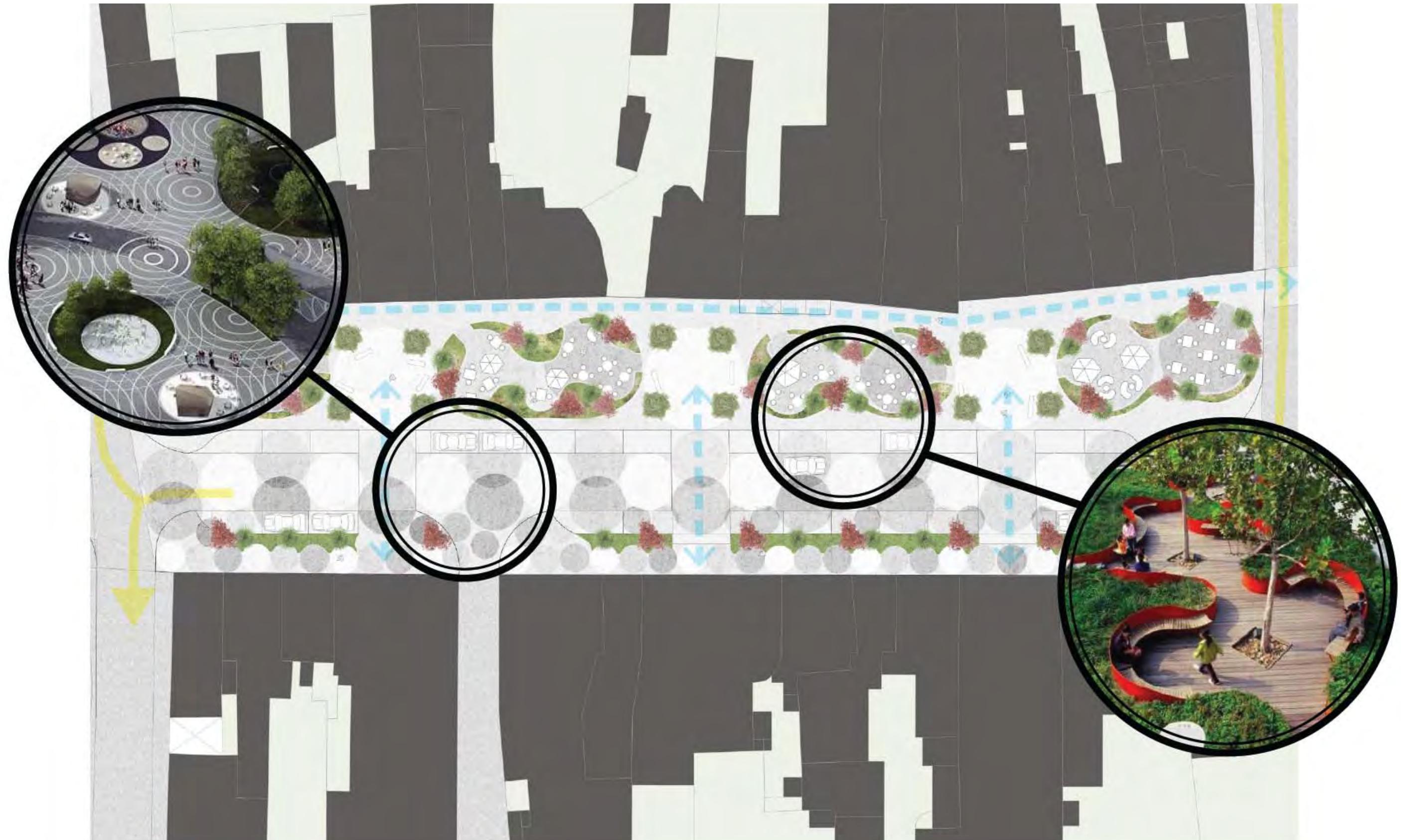
Contribution to the Guiding Principles

The new Food Quarter relates back to the Guiding Principles of the Plan in the following ways:

- Delivers a strong pedestrian connection between the north and south ends of the Town Centre
- Contributes to the establishment of the identity of Carrickmacross as a 'Foodie' Town
- Provides for the creation of terrace areas that can be used by eateries in the promotion of their food offer as well as spaces for visitors to spend time in and enjoy the Town
- Provides for a high quality urban designed environment
- Forms part of a structured approach for the management of vehicles in the Town Centre
- Extensive landscaping provides for greening of the Town Centre
- Facilitates tourism in the Town



Main Street looking north towards the Courthouse (Lawrence Collection, National Library of Ireland)

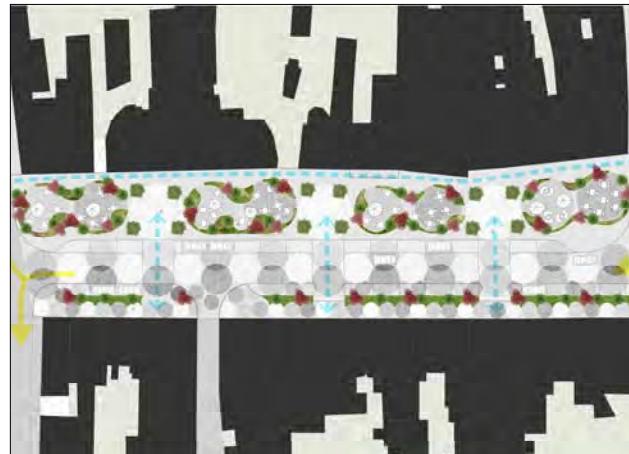
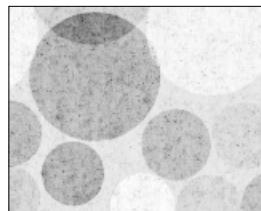


Food Quarter References

Outcomes

The outcomes associated with the Food Quarter benefit the Town both in terms of vitality and economic activity and are as follows:

- Provision of a space that facilitates existing food businesses and will encourage the enhancement of the Town's food offer
- Creation of a sense of place for Carrickmacross
- Levels of activity are increased and visitors are encouraged to spend time in the Town Centre
- High quality, durable, and well-maintained materials
- Better social opportunities within the Town Centre
- Managed level of vehicular activity and parking
- Increased visual interest
- Provision of a quality public urban realm
- Adequate screening provided
- Improved pedestrian connectivity for the length of Main Street and with surrounding streets
- Provision of a safe environment for all road users



Projects

Like the other Quarters, as the Food Quarter has its own unique function and identity it is addressed separately within the overall Main Street Intervention. This also enables each Quarter to be brought forward as an individual project which can be progressed independently. In such an instance, how each project integrates with other aspects of the Intervention must be considered.

The Food Quarter is also multifaceted addressing the streetscape, street surfaces, urban furniture, pedestrian crossings and hard and soft landscaping. The progression of the Food Quarter could be progressed as one large project or may be approached as a number of individual projects as follows:

- Landscaping in the form of paving to define the Quarter
- Landscaping in the form of planting to the Main Street and within the new space
- Removal of existing car parking within the space and rationalisation of car parking to provide parallel parking along the street
- Works and hard and soft landscaping to the public realm to define the area and provide intimate terraces shielded from traffic
- Landscaping to provide pedestrian crossings on Main Street and shared surfaces at the junctions of Main Street with Chapel Lane / Parnell Street and O'Neill Street

Phasing

In order to ensure the delivery of a coherent and high quality public realm for the length of Main Street, including the Food Quarter, where projects are brought forward separately, how each project integrates with other aspects of the overall Intervention must be considered.

The first step in creating a definable character for the Food Quarter is the continuous circular pattern hard landscaping of the entire space which also creates the circular terrace spaces. As such, works would require the temporary removal of parking spaces and the permanent removal and rationalisation of on-street parking is a logical interrelated project. The hard landscaping and removal of parking spaces in the Food Quarter would also have the immediate effect of defining this area and would make space for temporary outdoor eating areas in the

interim. Landscaping in the form of planting to the western side of Main Street is a standalone improvement which could be quickly delivered.

The provision of the screened terrace areas that provide more formal outdoor eating spaces and intimate spaces to spend time could be progressed as one project or individually as stand alone projects. If progressed individually, of the four proposed, either of the central two terraces should be progressed first as they are removed from traffic onto side streets and will be most accessible to premises the length of this section of the Main Street.



Reference Image for the Food Quarter

Costing Exemplar

The costing for the projects contained in the Food Quarter Intervention will be dependant on the detailed designs brought forward in terms of materials, fixtures, ground works etc. and will also be influenced by the cost of labour relating to the setting of the paving. Notwithstanding this, in order to assist with achieving a high level understanding of such costs, the Thematic Design Manual, provided in Section 9 includes examples of fixtures and finishes and provides a cost range in this regard as well as a range of high level costs for general public realm works.

In addition, exemplars have been assessed to determine a high level cost associated with street upgrade works, the aim of which is to deliver an enhanced physical environment, improved the public realm, regenerate the urban fabric and promote walking and cycling. The proposed up-grade works to O'Connell Street in Limerick were reviewed as an exemplar in this regard as it is a live example with a budget based on current market costs for such street improvement works.

The works to O'Connell Street which cover from the junctions of Denmark Street and Barrington Street, a distance of approximately 786 metres in length, have been costed at approximately €9.1 million. For this investment Limerick City & County Council has secured €4.1 million in European Regional Development Funding via the Designated Urban Centre Grants Scheme.

The Food Quarter Intervention covers a distance of c. 150m and based on the above costing for O'Connell Street could at todays rates cost somewhere in the region of €1 .5- 1.75million.



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The Nuremore Restaurant
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The Shirley Arms Restaurant
AA Rosette Award
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Carrickmacross - A Foodie Town

8. The Interventions

The Heritage Quarter

The Heritage Quarter represents the collection of impressive and prominent heritage buildings located at the northern end of Main Street. The Courthouse is a landmark in Carrickmacross and is a key vista from the Main Street, framed by a public space. The Shirley Arms Hotel also terminates an important vista of the Town, being one of the first buildings visitors to the Town see when approaching from Monaghan Street. Its situation on the same public space as the Courthouse forms a natural heritage square at the northern end of Main Street. This collection of heritage buildings is completed by Market Square and the former market house, that now houses the Carrickmacross Lace Museum on the eastern side of Main Street and the former toll house building on the western side. These buildings and their architectural interest are protected under the current Development Plan and are included on the National Inventory of Architectural Heritage by virtue of their regional importance.



The Purpose of the Intervention

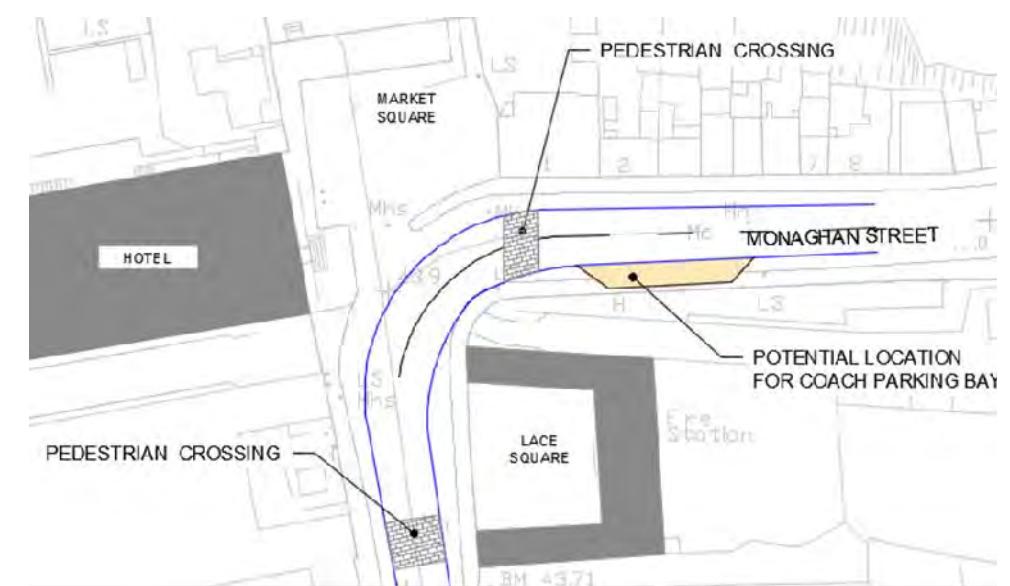
The purpose of the intervention proposals in the Heritage Quarter are to create a high quality, pedestrian friendly public realm that showcases existing heritage buildings and incorporates the cultural heritage of Carrickmacross. The Heritage Quarter provides a real opportunity to redefine the northern end of the Main Street and enhance its current attraction to tourists and is a central location from which other historic buildings, such as the Bridewell, the Workhouse and the Fever Hospital, can be accessed. Both Carrickmacross' heritage and cultural assets, as contained and showcased in the Heritage Quarter, also have a fundamental role in defining a unique identity for the Town.

- Enhancement of the pedestrian environment including the use of shared surfaces and the provision of pedestrian crossings
- Incorporation of a potential pedestrian link beside the Shirley Arms Hotel
- Utilisation of hard and soft landscaping to reduce the visual dominance of vehicular traffic and frame the view of the Courthouse
- Rationalisation of the existing on-street car parking
- Provision of a coach parking facility on Monaghan Street
- Removal of all unnecessary signs and visual clutter

Contribution to the Guiding Principles

The Heritage Square reflects the ideals set out in the Guiding Principles as follows:

- Showcases some of the key heritage assets of Carrickmacross
- Provides for the creation of a multi-functional public space centred on the Courthouse and a year round space at Lace Square
- Provides for stronger pedestrian linkages with other heritage assets
- Delivers a physical and visual connection to the Town's cultural heritage (the lace canopy and Kavanagh square) that is key to the creation of a unique identity for Carrickmacross



Potential Coach Parking Location on Monaghan Street

Key Physical Changes

- Creation of a pedestrian friendly environment through the use of hard and soft landscaping
- Rationalisation of car parking at the Courthouse to enable the provision of 'Kavanagh' square
- The provision of a lace canopy at Lace Square to provide a year round space



Visual Representation of the lace canopy within the Heritage Quarter



Market Square

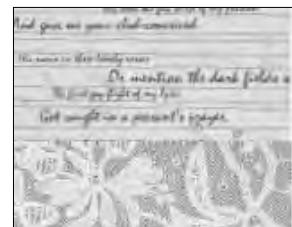


Main Street looking north (Source: Oram.H & MacKenna.M, 'Old County Monaghan')

- Extensive landscape provides for greening of the Town Centre
- Provides for a high quality urban designed environment
- Facilitates tourism in the Town

Outcomes

- Considered setting within which heritage buildings can be showcased
- Creation of a sense of place unique to Carrickmacross
- Increased visual interest
- Improved vibrancy and tourism activity at the northern end of Main Street
- Better social opportunities
- High quality, durable, and well-maintained materials
- New and improved pedestrian routes
- Improvement in the physical connect of the Heritage Quarter to other heritage assets (the Workhouse, the Fever Hospital and the Bridewell)



Projects

The Heritage Quarter is one of three such Quarters which form part of the overall Main Street Intervention. As each Quarter has its own unique function and identity they are addressed separately within the overall Main Street Intervention. This also enables each Quarter to be brought forward as an individual project which can be progressed independently. In such an instance how each project integrates with other aspects of the Intervention must be considered.

The Heritage Quarter is also multifaceted addressing the streetscape, street surfaces, urban furniture, pedestrian crossings, hard and soft landscaping and wider connections with other heritage assets. The progression of the Heritage Quarter itself can be approached as a number of individual projects as follows:

- Landscaping in the form of planting to the Main Street and Monaghan Street
- Landscaping in the form of paving to define the Quarter
- Rationalisation of car parking at the Courthouse to provide a public square
- Works and hard and soft landscaping to the public realm, including the lace inspired canopy and the Patrick Kavanagh inscribed paving, to define the area and showcase the cultural and heritage assets of Carrickmacross
- Landscaping to provide pedestrian crossings on Main Street and Monaghan Street and a shared surface on Monaghan Street

Phasing

As with all Quarters, if projects are brought forward separately, how each project integrates with other aspects of the overall Main Street Intervention must be considered.

Landscaping in the form of planting to Monaghan Street is a standalone improvement which could be quickly delivered. As an integral part of Monaghan Street such landscaping must provide for the future coach parking facility, which ideally would be progressed in conjunction with the landscaping proposals to Monaghan Street.

Equally the removal and rationalisation of parking at the Courthouse and the landscaping of the space including paving inscribed with a Patrick Kavanagh Poem and tree planting, is a stand alone project which could be progressed in the short term. Given the situation of the space at the northern vista of Main Street this project would have a notable positive impact on the public realm of the entire Main Street.

The main project in creating a definable character for the Heritage Quarter is the hard landscaping of the entire space in a continuous pavement pattern. This landscaping also includes planting on Main Street which can be progressed separately or in conjunction with the paving project.

The provision of a pedestrian access through the Shirley Arms Hotel lands and the landscaping of same is envisaged as a longer term project.

Costing Exemplar

As with the Market and Food Quarters the costing for the projects in the Heritage Quarter will be dependant on the detailed designs brought forward in terms of materials, fixtures, ground works etc. and will also be influenced by the cost of labour relating to the setting of the paving in each unique design. The Thematic Design Manual, provided in Section 9 includes examples of fixtures and finishes and provides a cost range in this regard, as well as a range of high level costs for general public realm works.

In relation to the upgrade works to the Main Street as part of this Intervention, again utilising the proposed upgrade works to O'Connell Street in Limerick as an exemplar, the Heritage Quarter Intervention which covers c. 175m could at todays rates cost somewhere in the region of €2 million.

In relation to the upgrade works to provide a public square at the Courthouse, Market Square in Dundalk was reviewed as an exemplar as it is a relatively recent example of upgrade works to an urban square in a historic setting. While the receiving physical environment and detailed design are unique to that project, it does contain a similar range of works to those required to deliver the Market Square Intervention including paving, a water feature, traffic and pedestrian management, road surfacing for new road layout, street furniture and soft landscaping.

The overall cost of the upgrade works to the Market Square in Dundalk, which was a larger area than the subject public space, was in the region of €3 million, of which Dundalk Town Council had won c. €1.9m in funding from the European Regional Development Fund (ERDF).

In relation to a cost exemplar for the canopy to cover Market Square, as this is a bespoke structure with the Carrickmacross Lace design integrated into it, in order to provide a cost for same the progression of the project will require detailed design and technical specifications. In terms of a costing exemplar a metal and glass canopy was designed and built to cover the Apple Market area in Waterford. The structure, which is situated between Waterford's Viking and Norman Walls, covers an area of 1,400sq.m. and consists of a triangular steel and glazed canopy held up by nine steel columns. While this structure is specific in design and scale to its setting, and included specially developed reflective material, it is a good price exemplar of a similar type of project and cost c. €1.2 million.



Heritage Quarter References

8. The Interventions

Bridewell Lane

Bridewell Lane is located to the west side of the northern end of Main Street and is bookended by the Bridewell building at its western end. Bridewell Lane connects into the Heritage Quarter to the east and is considered an integral part of the overall heritage offer of Carrickmacross.

Bridewell Lane is a one-way street onto Main Street with limited active frontage and on-street parking on both sides. The Bridewell building, while impressive, is currently vacant and in need of conservation. It is a Protected Structure and also features as being of Regional Importance on the National Inventory of Architectural Heritage.

There is now the opportunity to promote the conservation of the building and its reuse as part of the overall redevelopment of Bridewell Lane. The Plan seeks to enhance this area, making it an attractive and usable space through the introduction of a shared surface for pedestrians, cars and bicycles and through planting to soften the public realm. The space will also help link the Main Street, and specifically the Heritage Quarter, to other heritage assets to the west, through a high quality, safe pedestrian environment.

The Purpose of the Intervention

The purpose of the proposed Intervention is to address the current car dominance and lack of activity and improve the pedestrian environment through the delivery of an enhanced public realm. This intervention provides a real opportunity to redefine Bridewell Lane as an inviting space for people to use and a place where they can come to spend time in. This Intervention also has an important role to play in showcasing the heritage assets of Carrickmacross and is an important route connecting the Heritage Quarter and the Bridewell to other heritage assets to the west, specifically the Workhouse and Fever Hospital.



Location of Bridewell Lane in the Context of the Main Street

Key Features of the Intervention

- Readdress the dominance of vehicular traffic on the Lane
- Provide an enhanced public realm through hard and soft landscaping
- Introduce new outdoor spaces that promote vibrancy and vitality on the Lane
- Increased connectivity through the Laneway to other heritage assets
- Facilitate the creation of a sense of place
- Enhanced pedestrian access through landscaping, including shared surfaces
- Visually improve the vista towards the Bridewell building

Bridewell Lane

The opportunity exists on Bridewell Lane to reinvent the space as a safe, pedestrian friendly area which is attractive to pass through and where people will want to spend time. The plan to add vitality to the space is informed by the historical importance of the Bridewell building and the role of the Lane in connecting the Heritage Quarter with other heritage assets to the west. The enhancement of the existing public realm through both hard and soft landscaping is fundamental in this regard.

The Bridewell

The Bridewell, a protected structure, is a six-bay two-storey building built in 1831 and as the name suggests was originally used as a prison / jail. The building stands at and bookends the western end of Bridewell Lane, with its eastern elevation fronting directly onto the street. It is currently unoccupied and in a state of disrepair, however, the key features which contribute to the character of the building remain intact.

Key Physical Changes

The key components of the Intervention include the following:

- Creation of a pedestrian friendly environment including the use of shared surfaces
- Integrated hard and soft landscaping proposals including outdoor seating



Existing View of Bridewell Lane looking west



Sketch Proposal of Public Realm Enhancements to Bridewell Lane

- Improvement of the setting of the Bridewell building
- Rationalisation of car parking

Contribution to the Guiding Principles

The Bridewell Lane Intervention contributions to the guiding principles as follows:

- Enhances the setting of an important heritage building
- Turns Bridewell Lane into a strong pedestrian connected thoroughfare, that connects the Heritage Quarter with other significant heritage buildings to the west namely the Bridewell, the Workhouse and the Fever Hospital
- Promotes the conservation and reuse of a key heritage asset, the Bridewell
- Provides for a high quality urban designed environment
- Extensive landscape improves the aesthetic of the Lane and encourages pedestrians to traverse it
- Provides for the creation of public seating that encourages people to spend time in the area
- Facilitates tourism in the Town
- Contributes to the heritage identity of Carrickmacross

Outcomes

The outcomes of the Intervention are as follows:

- Increased pedestrian movement
- Increased visual interest
- Better social opportunities
- Creation of a high quality public realm through the use of durable and well-maintained materials
- Improvement in the setting of an important heritage building
- Improved linkages to the Workhouse and Fever Hospital from the

Heritage Quarter

- Aesthetic improvement
- Greater activity promoted

Projects

The Bridewell Lane Intervention is multifaceted addressing the streetscape, street surfaces and hard and soft landscaping. The progression of this Intervention can be approached as a number of individual projects as follows:

- Works and hard landscaping to the public realm to provide a shared surface for pedestrians, cyclists and vehicles on the Lane
- Landscaping, in the form of planting to define pedestrian only areas
- Works to provide seating along the northern side of the Lane
- Rationalisation of car parking to provide parallel parking along the southern side of the Lane

Phasing

Bridewell Lane is a relatively short street and with the exception of its interface with the Main Street Intervention and the Heritage Square, is a self contained intervention. This makes it even more important that the overall space and how each project integrates with other aspects of the Intervention is considered where projects are being brought forward separately.

The first step in creating an enhanced public realm on Bridewell Lane is the hard landscaping of the entire space to provide a shared surface for pedestrians, cyclists and vehicles. As such, works would require the temporary removal of parking spaces and the resurfacing of the Lane is also the appropriate time at which to rationalise the on-street parking.

The landscaping of the Lane in terms of the provision of planters and the planting of trees and shrubs is the next logical phase of development. These will not only visually enhance the Lane and frame the Bridewell building but also act to delineate and provide designated areas for pedestrian only movement.

Ideally, both the hard and soft landscaping proposals would take place as a single project. However, where they are being progressed separately and the hard landscaping addressed first, provision would have to be made in the interim to clearly designate pedestrian only areas along both sides of the Lane.

The provision of the bench seating area running the length of the northern side of Bridewell Lane can be progressed as part of either of the above phases or could be progressed as a separate project.

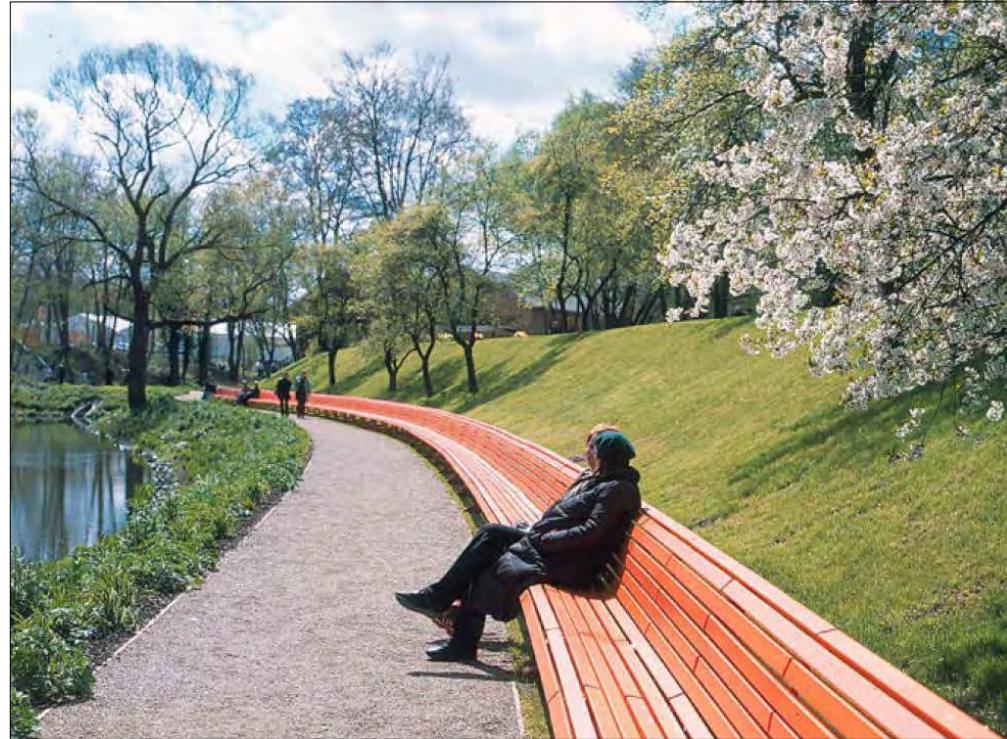
Costing Exemplar

The costing for the projects contained in the Bridewell Lane Intervention will be dependant on the detailed designs brought forward in terms of materials, fixtures, ground works etc. Notwithstanding this, in order to assist with achieving a high level understanding of such costs, the Thematic Design Manual, provided in Section 9 includes examples of fixtures and finishes and provides a cost range in this regard as well as a range of high level costs for general public realm works.

In addition, exemplars have been assessed to determine a high level cost associated with street upgrade works, the aim of which is to deliver an enhanced physical environment, improved the public realm and, regenerate the urban fabric. The proposed upgrade works to O'Connell Street in Limerick were reviewed as an exemplar in this regard as it is a live example with a budget based on current market costs for such street improvement works.

The works to O'Connell Street which cover from the junctions of Denmark Street and Barrington Street, a distance of approximately 786 metres in length, have been costed at approximately €9.1 million. For this investment Limerick City & County Council has secured €4.1 million in European Regional Development Funding via the Designated Urban Centre Grants Scheme.

The Bridewell Lane Intervention covers a substantially shorter distance of c. 100m and based on the above costing for O'Connell Street could at todays rates cost somewhere in the region of €1 - €1.2 million.



Seating Reference



Tree Planting Reference



Planting Reference



Road Surface and Seating Reference



Bridewell Lane Intervention

8. The Interventions

The Workhouse

The Workhouse is a key heritage building within Carrickmacross due to its historic interest, specifically its connection to and function during the Irish Famine in the 19th Century. Given its historic use, the building is removed from the Town Centre, located to the west on the Shercock Road, proximate to the Fever Hospital. Both the Workhouse and the Fever Hospital and their architectural interest are protected under the current Development Plan and are included on the National Inventory of Architectural Heritage by virtue of their regional importance.

The enhancements to the Town Centre, while removed from the Workhouse, can facilitate its integration. Showcasing the heritage assets at the northern end of Main Street, i.e. The Heritage Quarter, will bring the history of the Town to the fore, of which the Workhouse is an integral part. Enhancing Bridewell Lane and the promotion of a new pedestrian access directly from the Heritage Quarter, both facilitate and encourage linked trips between the Town's heritage assets.

The Purpose of the Intervention

The purpose of the Workhouse Intervention is to ensure that the opportunities presented by the Interventions in the Town Centre in terms of enhancing linkages to the Workhouse are fully capitalised on. As the building itself is an important tourism attraction for the Town such linkages are also important in terms of promoting the heritage attraction of the Town and establishing the Heritage Quarter as part of this.

Key Features of the Intervention

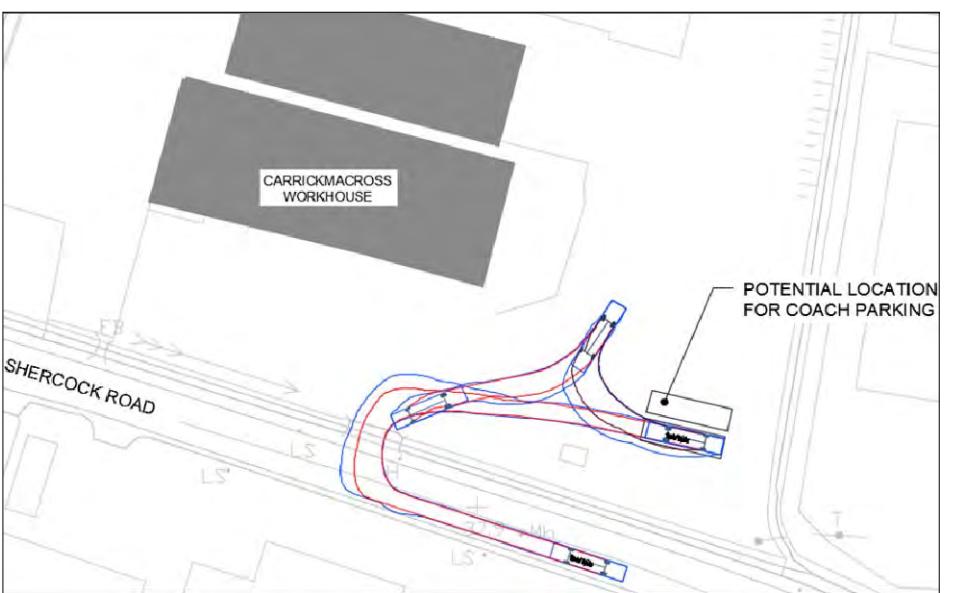
- Encourage the use of heritage buildings
- Incorporate public sculpture
- Incorporate coach parking facilities

- Provision of enhanced pedestrian linkages with other heritage assets in the Town Centre
- Encourage tourism activities in the area

The Workhouse

The Workhouse Complex is one of the most historically significant group of buildings in Carrickmacross. Dating from 1841, the complex comprises The Workhouse, Workhouse Master's House, attached orphanage and ancillary buildings. The Main Workhouse has been restored and is currently occupied by the Farney Community Development Group and is both an important community asset and tourist attraction. Carrickmacross Community Childcare also operates from The Workhouse site. The ancillary buildings also have potential to accommodate additional community and cultural or tourism related uses if restored.

As a key tourist attraction for Carrickmacross, coach parking is provided for within the grounds of The Workhouse. While the coach parking to be located in the Town Centre, on Monaghan Street, will provide short stay, pick up and set down only parking, the spaces at The Workhouse are envisaged as longer stay parking. Given the extent of the curtilage of The Workhouse at least two such spaces could be provided. Provision of coach parking at The Workhouse will also encourage movement of tourists between it and the other heritage assets within the Town, with the potential for bus tours to drop off on Monaghan Road and pick up at The Workhouse.



Potential Coach Parking at the Workhouse

Key Physical Changes

- Designation of coach parking spaces within the grounds of The Workhouse
- Provision of wayfinding signage to direct visitors between The Workhouse and the Town Centre
- Creation of a pedestrian friendly environment leading from the Town Centre to The Workhouse
- Provision of public sculpture, symbolic of The Workhouse's history, as a wayfinding tool to and from the Town Centre

Contribution to the Guiding Principles

- Encourages the continued use and re-use of key heritage buildings
- Facilitates tourism in the Town
- Encourages integration of and access to key heritage assets within Carrickmacross
- Contributes to a sense of identity for Carrickmacross
- Creates a distinct public realm grounded in the history of Carrickmacross

Outcomes

- Increased visual interest
- Enhances pedestrian access
- Increase in vitality and vibrancy on the route between The Workhouse and the Town Centre
- Visual representation of the history of Carrickmacross through public sculpture

Projects

As The Workhouse has been restored and is in active use, The Workhouse Intervention primarily relates to accessibility to The Workhouse,

its integration with the Town Centre and the recognition of this key heritage asset in the overall tourist attraction of Carrickmacross. The Workhouse Intervention focuses on accessibility, including wayfinding through public sculpture and can be approached as a number of individual projects as follows:

- Provision of wayfinding signage along the route between The Workhouse and the Town Centre
- The provision of public sculpture that represents The Workhouse's historic function as a unique wayfinding tool
- The provision of coach parking within the curtilage of The Workhouse

Phasing

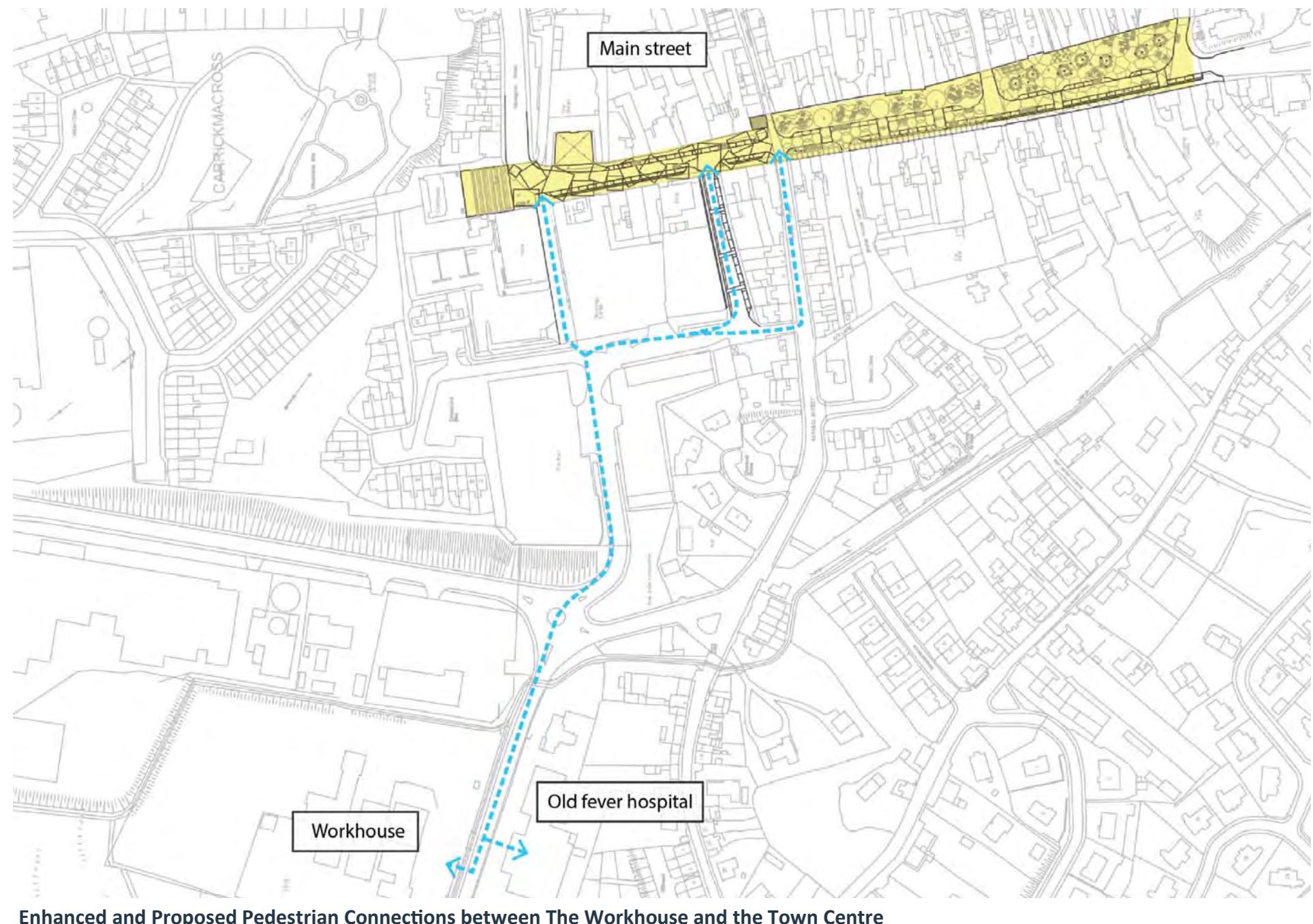
Some of the improvements to pedestrian accessibility to and from The Workhouse will be undertaken as part of the Bridewell Lane Intervention. The provision of wayfinding signage along the route from the Town Centre is a standalone project that can be delivered quickly. The provision of the public sculptures representing The Workhouse's historic role in Famine times will supplement this wayfinding signage and can be delivered as a standalone project.

The provision of coach parking within the curtilage of The Workhouse can be delivered as a stand alone project in the short term.

Costing Exemplar

A key feature of this Intervention is the integration of and access to heritage assets within Carrickmacross, specifically connecting The Workhouse with the heritage assets and the new Heritage Quarter in the Town Centre. One of the ways to achieve this is through public sculpture which visually represents the history of The Workhouse and acts as a wayfinding tool between the Town Centre and Workhouse.

An example of such a sculpture is the Famine memorial located on Custom House Quay in Dublin's Docklands. These bronze figures were designed and crafted by Dublin sculptor Rowan Gillespie and were commissioned by Norma Smurfit and presented to the City of Dublin in 1997. Given the historic representation provided by such figures, their commissioning and gifting to the public realm by a generous donor is common.



8. The Interventions

Communal Amenity Area

The Town Centre has expanded southwards in recent years with the relocation of the Civic Offices and library and the arrival of Lidl and Aldi. Poor pedestrian connections between this newly developed Town Centre expansion area and the traditional Town Centre has inhibited the integration of these two important areas of the Town. The most direct route between the traditional Town Centre and the Town Centre expansion lands is via the open space area to the rear of St. Louis Convent.

Given the extent of the space between the Civic Offices and St. Louis Convent, the opportunity exists not only to provide direct pedestrian and cyclist routes, but to deliver a multi-functional amenity area for the entire Town. Such a space is lacking within the Town, which currently has no park and limited play and outdoor community facilities. The development of formal pedestrian and cyclist routes through this area also presents the opportunity to connect with the adjoining residential areas to the east and to connect them with and continue them along the Proules River to the west of the Town Centre.

The Purpose of the Intervention

The purpose of this Intervention is to integrate the traditional and new Town Centres through the provision of direct, formal and safe pedestrian and cycle routes between the two and with surrounding areas. The routes have been set out along existing lanes and desire lines and with the aim of connecting into the Proules River to the west of Castle Street. The Intervention will also repurpose the existing greenfield area to provide an amenity space for the entire Town, including formal leisure walking routes, a park and an amphitheatre for community events and gatherings.

Key Features of the Intervention

- Deliver direct, formal and safe pedestrian and cycle routes between the traditional and new Town Centres and surrounding areas
- Provide a public open space, recreational areas and community facility
- Improve pedestrian and cyclist permeability into and within these lands
- Integrate with and expose the Proules River
- Incorporate existing educational facilities

Key Physical Changes

- Formal and direct pedestrian and cycle linkages
- Provision of an amphitheatre
- Provision of formal walking routes
- Provision of a park
- Improvements to the footpath on Castle Street
- Provision of tree planting on Castle Street
- Integration of hard and soft landscaping proposals

The Area

The Intervention covers a large area of green space which is bounded by residential development to the east, the Civic Offices and Castle Street to the west, the Town Centre and St. Louis Convent to the north and by the Oriel Road to the south. The lands are currently greenfield for the most part with some dense tree coverage to the north and informal walking routes to the residential areas to the east. Formal entrances to the area are limited, with those from Castle Street and Ardee Road lacking a sense of safety due to their enclosed nature.

There is an opportunity to deliver more direct, formal and safe pedestrian and cycle routes to and within these lands that will open them up and encourage people to traverse them and access them for amenity purposes. The new community facilities will be designed optimally for both environmental and amenity benefits. Spaces will be landscaped according to use and civil engineering concerns, such as SuDS, and should also be considered integral with the design of these spaces.

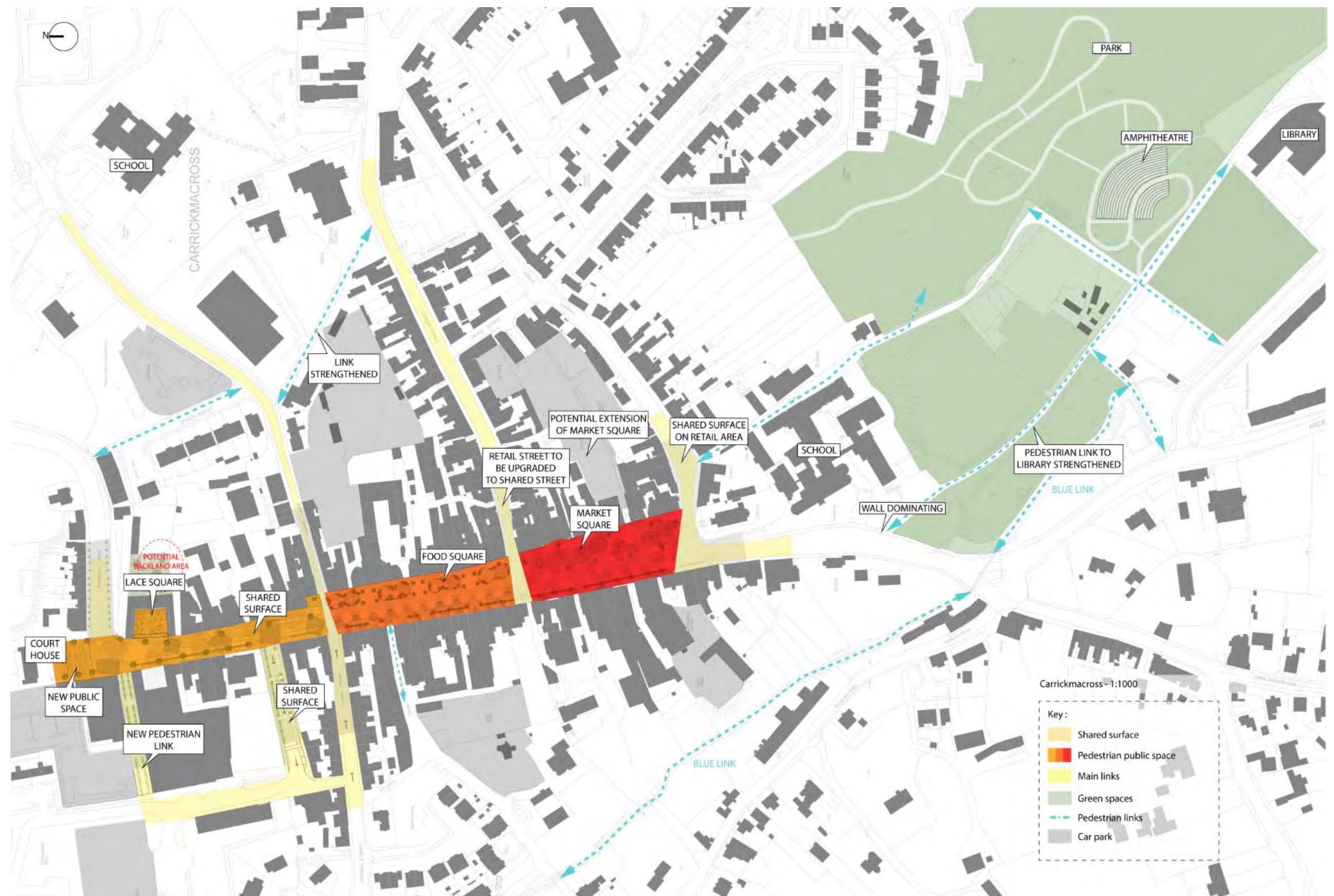
The new amenity spaces, including a park, formal leisure walks and an amphitheatre will make the space more attractive to and practical for the community on a daily basis and will provide a valuable amenity for those currently resident in the Town Centre. In addition, such facilities will contribute to the attraction of the Town Centre for new residents.

This Intervention also presents the opportunity to deliver a direct route from these lands to and along the Proules River creating a habitat corridor adjacent to the Town Centre.

Contribution to the Guiding Principles

This Amenity Area Intervention has been developed having regard to the Guiding Principles of the Plan, specifically the 'People's Town' and 'A Permeable Place'. The Intervention will contribute to the Guiding Principles in many ways, including:

- Delivering a permeable and connected Town Centre
- Providing a multi-functional space for the community
- The addition of distinctive urban design features
- Retaining adaptability in the use of space
- The development of a distinctive identity for Carrickmacross
- Adds activity and vibrancy to an under-used area



Linkages to, from and within the Intervention Area and indicative community amenity area including a park, formal walks and an amphitheatre

Outcomes

The principal outcomes will be as follows:

- Increased and formalised entrance points to and from the amenity area
- Enhanced linkages between the amenity lands and the surrounding areas resulting in improved connectivity between the traditional and new Town Centre areas
- Provision of facilities and amenity areas specifically for the community will improve the quality of life of those living in the Town, provide social opportunities and make it an attractive place for new residents.
- Provision of connections with the Proules River and the continuation of pedestrian and cycle routes along the Proules River will expose the River as an amenity and environmental asset for the Town

ing access to and from and movement within the subject lands in the first instance. This can be delivered either through minimal works to upgrade existing pathways and access points or as a more substantial project that delivers new formal access points and pathways from the Town Centre and the residential areas to the east.

The second group relates to the range of amenity facilities provided in this area. While these can be progressed as one project, their nature also provides for individual delivery. Some can be delivered in the very short term, requiring limited works or investment, such as the park or the formal leisure walking routes, while others will require both, such as the amphitheatre.

As each amenity area has a stand alone use, their progression individually will still deliver important enhancements to the overall recreational provision and community infrastructure in Carrickmacross. The addition of each further amenity area will integrate seamlessly and further improve the range and nature of community facilities.

Costing Exemplar

The costing for the projects contained in the Community Amenity Area Intervention will be dependant on the detailed designs brought forward in terms of materials, fixtures, ground works etc. and will also be influenced by the physical features of the area, specifically issues relating to levels and SuDS.

The site topography and characteristics as well as the fact that the Intervention relates to the provision of informal facilities such as pathways in an existing open space makes even the provision of high level costing for this project or the identification of an exemplar difficult. In order to assist with achieving a high level understanding of such costs, the Thematic Design Manual, provided in Section 9 includes examples of fixtures and finishes.

Where a relevant costing exemplar is available is in relation to the provision of an amphitheatre, with the Ballykeeffe Amphitheatre being an example of where the existing landscape character was utilised and incorporated into the provision of the theatre. Now a highly successful entertainment venue in the Kilkenny countryside, the theatre was built in the late 1990s at a cost of c. €250,000 of which €200,000 was grant aided by various bodies such as the Department of the Arts, Culture & Heritage, B.N.S Leader and Kilkenny County Council.

Projects

The Amenity Area Intervention can be divided into two separate project groups as follows:

Group 1 - Accessibility

- Provision of direct, formal and safe pedestrian and cycle routes between the amenity lands and the surrounding area, including the traditional Town Centre, the new Town Centre, the residential areas to the east and to Castle Street and the Proules River

Group 2 - Amenity

- Provision of multiple, distinct, amenity areas and facilities to include formal leisure walking routes, a park and an amphitheatre for community events and gatherings. Each individual amenity area will have its own works and landscaping requirements based on the end use

Phasing

These groups are considered individually as group one relates to attain-



Open Space Reference



Amphitheatre Reference



Visual representation of landscaping within the Amenity Area land

9. Thematic Design Manual

Main Street Material Palette

The following images represent real and conceptual references for the types of materials which can be used to fulfil the proposals set out in the interventions relating to the palettes for 'Market Quarter', 'Food Quarter' and 'Heritage Quarter' located along Main Street in Carrickmacross.

The selection and use of suitable, serviceable, robust and appropriate materials is essential to the delivery of high quality public realm works. The need to apply compatible materials needs to be balanced with the geometry of the design to facilitate variety within the palette that is feasible to accommodate different contexts and applications. The importance of high quality and robust materials and finishes is essential in those areas where concentrated pedestrian footfall, shared surfaces and vehicular access is necessary, i.e. throughout Main Street.



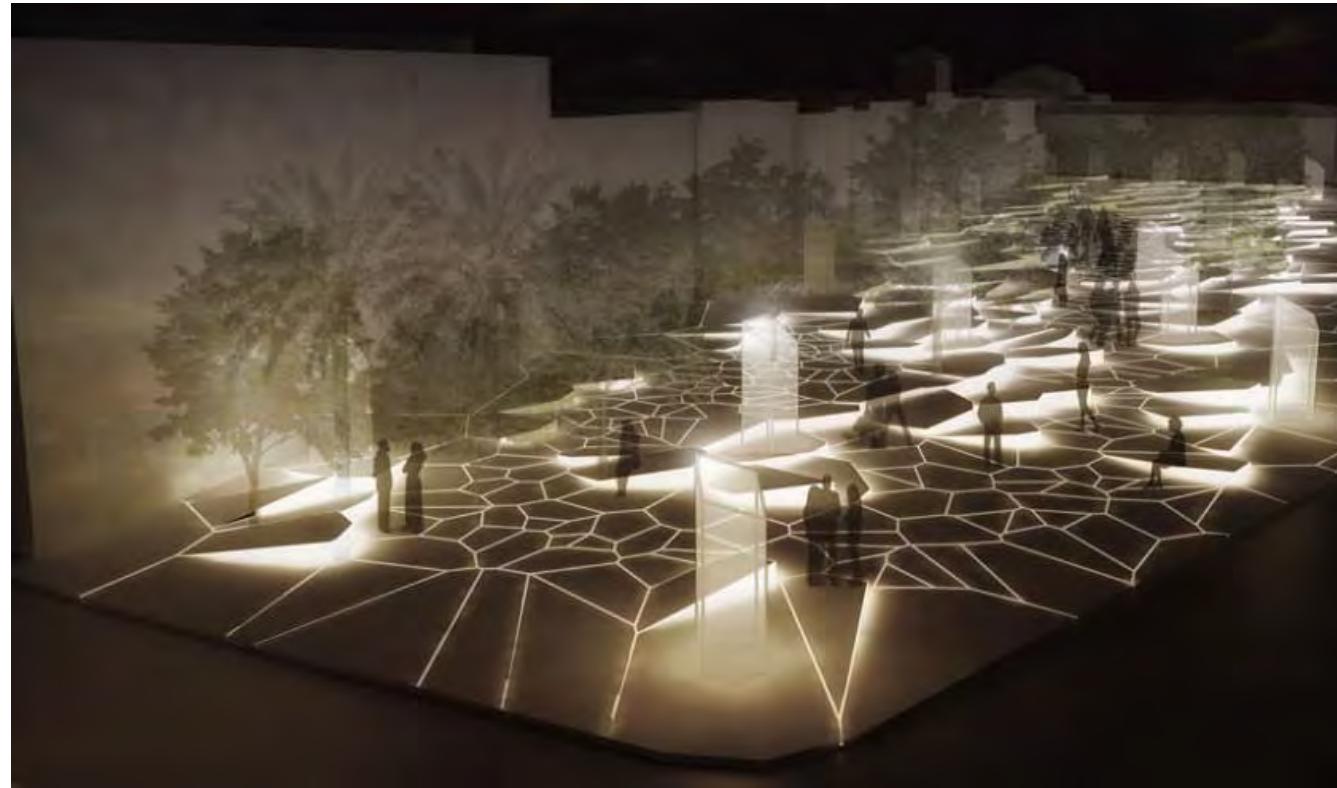
Market Quarter



Food Quarter



Heritage Quarter



Reference Image for Market Quarter



Reference Image for Food Quarter



Reference Image for Heritage Quarter

Public Realm Works

The works required to deliver public realm enhancements extend beyond the physical items such as paving, seating, light standards etc. to ground works including, *inter alia*, drainage, undergrounding of cables, etc. Such groundworks are determined by the specific site and servicing context of an area and the cost associated with same can vary widely from project to project.

Public realm works will generally include the following:

- Granite and Limestone surface paving, bollards and steps with balustrading and edge protection in brushed stainless steel;
- Area lighting standards of a high quality design and finish as well as accent lighting below steps, planters and seats and frosted glazed low energy strip light luminaires in some paved areas;
- Seats purpose built with terrazzo on concrete and/or reconstituted stone with hardwood inlaid seats;
- Lined and drained granite edged planters filled with growing medium on a draining bed;
- All selected soft landscaping block planting and semi-mature native broadleaf trees;
- Undergrounding of all services and utilities with draw-through service conduits to accessible covered chambers for future data/communications cable provision;
- SUDS measures and rainwater drainage outlets and pipework as required;
- Hydraulically operated stainless steel bollards to provide for controlled vehicular access and deliveries to pedestrian areas;

Detailed surveys will be required both above and below ground for each area, as well as detailed designs of all elements and spaces in order to ascertain the extent of works required to existing services, utilities and infrastructure. Such works will be necessary to accommodate the finished design and the detailed works and to provide for safe traffic management under DMURS.

An indicative cost for such public realm works in 2019 is in the range of €280 – €620 per sq.m

Ground Materials

Ground materials should be selected from a natural stone, or reconstituted stone material, that is anti-slip and frost resistant and robust in particular where there is a shared surface between cars and pedestrians. The images below represent a palette of such materials and based on this a budget price is proposed as follows;

While the detailed design for the projects will specify the exact material to be utilised, budget prices for natural stone are as follows;

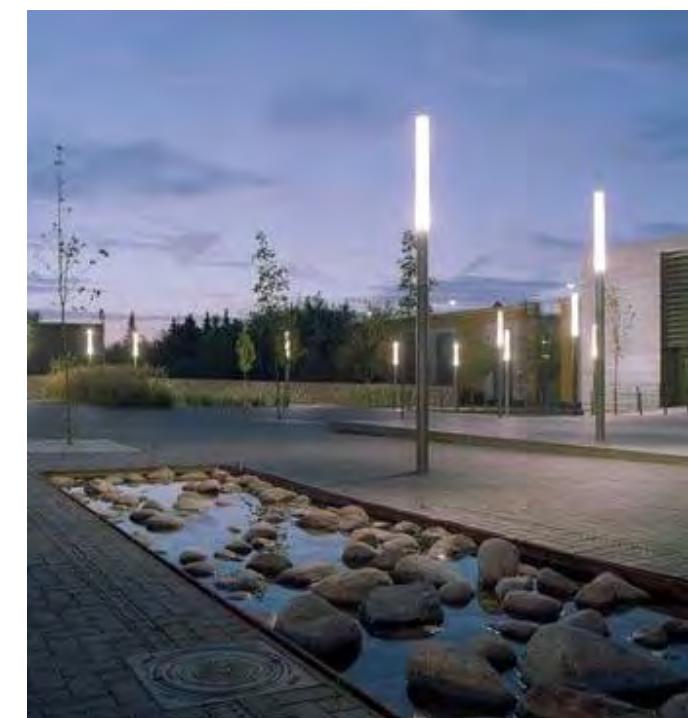
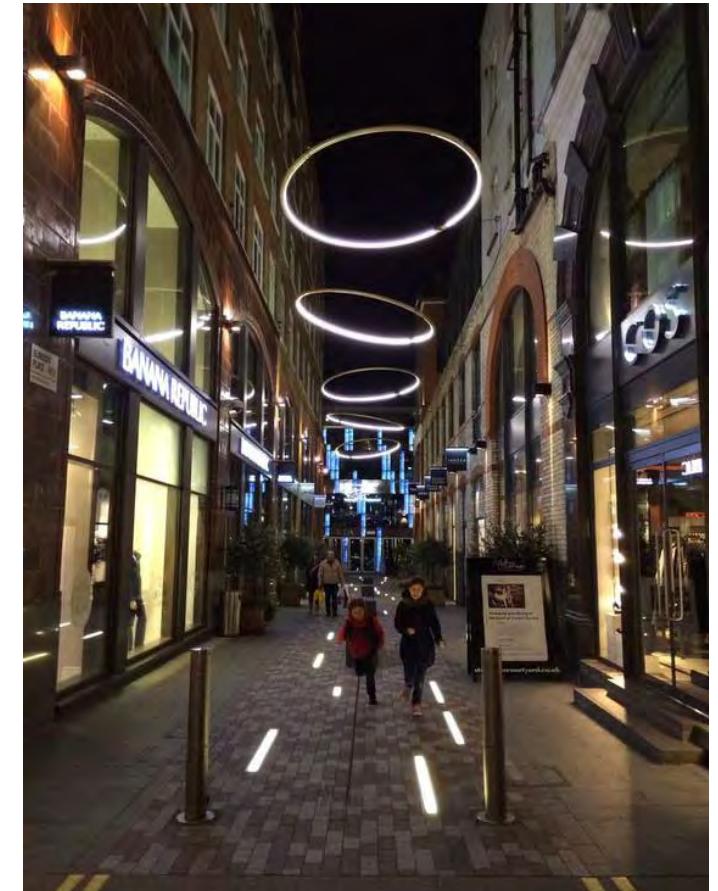
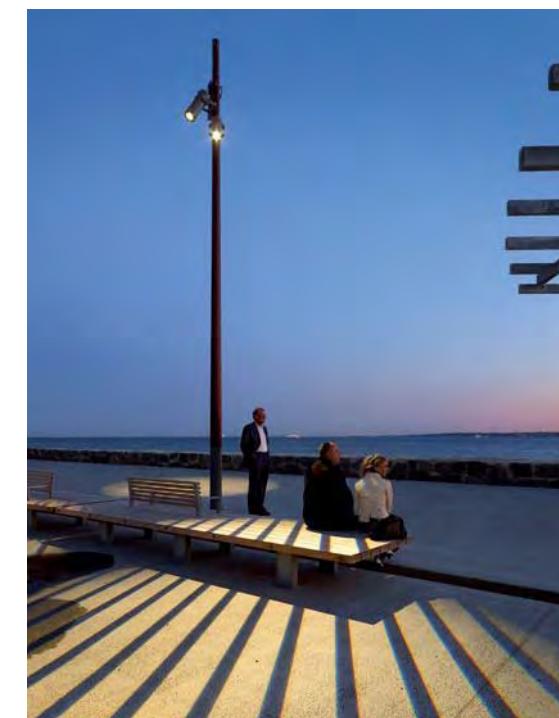
- Granite slabs—c. €45 per sq.m
- Granite setts—c. €40 per sq.m



Lighting

Lighting should be discrete in design so as not to be obtrusive in the day-time. Accent lighting can be recessed low energy fittings which are easily accessible for maintenance.

Given the multitude of lighting types, design, manufacturers and suppliers there is a substantial variation in price. The lighting designer will be required to determine the number, location and required lux and lumen output levels based on particular selected lamp/luminaire types.



Street Furniture

Street furniture should be simple, modern and contemporary and be constructed from natural materials where possible. Serviceability and durability should be key to material selection and design. Also, a common palette and design should be applied generally with stone bollards where fixed and stainless steel where access may be required later for servicing and maintenance of areas.

The images as shown represent a palette of street furniture types and include a wide range of different materials including natural stone, reconstituted stone, metal, timber and GRP. In order to prepare budget costings, a detailed design exercise would be required in order to ascertain individual seating unit costs.





10. Implementation

The implementation of this Public Realm and Economic Strategy will occur progressively, but ideally will not exceed a 5-10 year period in order to maximise the benefits of the interventions contained herein to Carrickmacross. Each step of the process will require careful on-going management and engagement with stakeholders. The coordination of the proposals across a range of stakeholders and funding partners will be necessary to achieve the full implementation of the vision articulated in this document.

The tables in this section set out the main elements of the proposed interventions. Works that could represent ‘quick wins’ are prioritised for Short Term development.

Funding is primarily the responsibility of Monaghan County Council, however, as stated in Section 6 *Economic Strategy*, four new funds have been established by Government, to which Monaghan County Council could apply, particularly where partner organisations have been identified.

No.	Market Quarter	Project	Delivery Partners	Council Roles and Delivery Requirements	Priority
1	Public Realm	Hard and soft landscaping works to market quarter end to include planting and paving and removal of existing parking area	Monaghan County Council Local Businesses	Planning, Urban Design, Funding	Short Term
2	Parking	Provision of new car parking spaces adjacent to Main Street	Monaghan County Council Local Businesses	Planning, Roads, Design, Funding	Short Term
3	Public Realm	Provision and installation of materials relevant to the area, i.e. furniture, stalls, benches, etc.	Monaghan County Council	Planning, Design, Funding	Short to Medium Term
4	Public Realm	Landscaping works to provide pedestrian crossings and shared surfaces	Monaghan County Council Local Businesses	Planning, Roads, Traffic, Design, Funding	Short to Medium Term

No.	Food Quarter	Project	Delivery Partners	Council Roles and Delivery Requirements	Priority
1	Public Realm	Hard and soft landscaping works to food quarter to include planting and paving and removal of existing parking area	Monaghan County Council Local Businesses	Planning, Urban Design, Funding	Short Term
2	Parking	Provision of new car parking spaces adjacent to Main Street	Monaghan County Council Local Businesses	Planning, Roads, Design, Funding	Short Term
3	Public Realm	Provision and installation of materials relevant to the area, i.e. shielded terraces, urban furniture, etc.	Monaghan County Council	Planning, Design, Funding	Short to Medium Term
4	Public Realm	Landscaping works to provide pedestrian crossings and shared surfaces	Monaghan County Council Local Businesses	Planning, Roads, Traffic, Design, Funding	Short to Medium Term

No.	Heritage Quarter	Project	Delivery Partners	Council Roles and Delivery Requirements	Priority
1	Public Realm	Hard and soft landscaping works to heritage quarter end of Main Street and Monaghan Street to include planting and paving	Monaghan County Council Local Businesses	Planning, Urban Design, Funding	Short Term
2	Parking / Public Realm	Removal of existing parking spaces at Courthouse and works to provide public square	Monaghan County Council	Planning, Roads, Heritage, Design, Funding	Short Term
3	Public Realm	Hard and soft landscaping works to Lace Gallery square including the provision of a canopy and intricate paving	Monaghan County Council	Planning, Design, Funding	Medium Term
4	Public Realm	Landscaping works to provide pedestrian crossings and shared surfaces	Monaghan County Council Local Businesses	Planning, Roads, Traffic, Design, Funding	Short to Medium Term
5	Transport	Introduction of Coach Parking spaces on Monaghan Street	Monaghan County Council Carrickmacross Chamber of Commerce Local Businesses	Planning, Transport, Roads, Engineering	Short Term

No.	Bridewell Lane	Project	Delivery Partners	Council Roles and Delivery Requirements	Priority
1	Public Realm	Works and hard landscaping to provide a shared surface on the Lane	Monaghan County Council Local Businesses	Planning, Design, Funding	Short Term
2	Public Realm	Soft landscaping works to include a series of tree planting, defining the pedestrianised area	Monaghan County Council	Planning, Design, Funding	Short Term
3	Public Realm	Provision of materials relevant to the nature and design of the Lane, e.g. seating and other types of urban furniture	Monaghan County Council	Planning, Design, Funding	Short to Medium Term
4	Parking	Redesign of car parking provision to south side of Lane	Monaghan County Council	Planning, Roads, Traffic, Design	Short to Medium Term

No.	The Workhouse	Project	Delivery Partners	Council Roles and Delivery Requirements	Priority
1	Public Realm / Signage	Provision of wayfinding signage on route from Workhouse to Town Centre	Monaghan County Council	Planning, Roads, Design, Funding	Short Term
2	Public Realm / Art	Provision of public sculptures along route	Monaghan County Council Carrickmacross Workhouse	Planning, Heritage, Design, Funding	Medium Term
3	Transport	Introduction of Coach Parking spaces within grounds of the Workhouse	Monaghan County Council Carrickmacross Workhouse Chamber of Commerce	Planning, Transport, Roads, Engineering	Short Term

No.	Communal Amenity Area	Project	Delivery Partners	Council Roles and Delivery Requirements	Priority
1	Public Realm / Accessibility	Works to provide pedestrian and cycling access to the designated lands and surrounding areas	Monaghan County Council	Planning, Environment, Parks, Design, Funding	Short to Medium Term
2	Public Realm / Amenity	Landscaping works to the wider area to facilitate the introduction of communal amenities	Monaghan County Council	Planning, Environment, Parks, Design, Funding	Short to Medium Term
3	Public Realm Development	Development works to include an amphitheatre and provision of park facilities	Monaghan County Council	Planning, Environment, Parks, Engineering, Architecture, Design, Funding	Medium Term

Project Costs Guide

Below is a table which demonstrates a range of costings for the proposed Interventions described within this Plan. These costings are based on the outline materials costs within the Thematic Design Manual of this Plan which have been calculated against an approximate site area to give a lower, middle and upper range for overall costs. The approximate areas for the below projects have been based on the drawings contained within this Plan.

Project Name	Approximate Area (subject to variation)	Lower Range			Middle Range			Upper Range		
		Cost per sqm	Material and Labour Cost	Adjusted + 35% VAT, Fees, Etc.	Cost per sqm	Material and Labour Cost	Adjusted + 35% VAT, Fees, Etc.	Cost per sqm	Material and Labour Cost	Adjusted + 35% VAT, Fees, Etc.
Heritage Quarter	4,021 sqm	€280.00	€1,125,880	€1,519,938	€450.00	€1,809,450	€2,442,757	€620.00	€2,493,020	€3,365,577
Food Quarter	3,528 sqm	€280.00	€987,840	€1,333,584	€450.00	€1,587,600	€2,143,260	€620.00	€2,187,360	€2,952,936
Market Quarter	3,859 sqm	€280.00	€1,080,520	€1,458,702	€450.00	€1,736,550	€2,344,342	€620.00	€2,392,580	€3,229,983
Bridewell Lane	1,311 sqm	€280.00	€367,080	€495,558	€450.00	€589,950	€796,432	€620.00	€812,820	€1,097,307
Amphitheatre (part of Communal Amenity Area)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	c. €250,000

Outline of Project Costings

These costings have been developed to give an understanding of the overall scale of the proposed Interventions and the cost implications that may follow. To progress these projects further, detailed design briefs must be drawn up including detailed Part 8 drawings and other supporting material. A more specific cost range can then be compiled by a designated professional based on the nature and scale of the proposed project.

It is also important to note that the figures shown in the Cost Table are based on figures which generally reflect current market rates.

Delivery

It may be favourable to deliver these projects on a phased basis as construction works may cause disruption in the day-to-day running of the Town. Should these projects be delivered separately, there may be a cost implication tied to this in terms of preliminaries in relation to the setting up and taking down of all construction material to allow for the normal function of the Town to take place. In this case, the cost of a project may be looking towards the upper range of cost estimate provided here.

Before commencing any project, it is important to ascertain key information regarding the potential risks set out here.

Appropriate surveys and studies should be carried out on a potential site area to determine the quality of the ground conditions and, if required, to determine what underground services may be located on site. In this case, it may be advisable to consult service providers to make the appropriate allowance.

Engaging in a stakeholder consultation process prior to the commencement of any development is vital to ensure that the end users and facilitators of the project are suitably consulted to attain a general agreement to the scope of works at hand.

The timing in respect to the commencement of development should be carefully thought out from a cost perspective to ensure that the project timeline is not halted at any stage due to unforeseen or overlooked circumstances regarding the use of the site area, e.g. Christmas public holiday period.

The potential need for the phasing of developments has been discussed in the 'Delivery' section of this chapter.

In terms of the scale of a project, the value for money factor will be affected. Essentially, a larger project will be able to spread costs over a larger area and may gain a lower cost per sqm as a result.

Risk

A number of risks may also be associated to each project which would affect the overall cost. Some examples of these risks have been set out below;

- Underground Services/Structures
- Above Ground Conditions
- Stakeholder Agreement
- Timing
- Phasing
- Scale of Project



Appendices

Appendix A - Outline Parking Strategy

Outline Parking Strategy

Introduction

Background

Avison Young in association with Urban Agency, SYSTRA and Lotts; have been appointed by Monaghan County Council to prepare a Public Realm and Economic Plan for the Town of Carrickmacross in County Monaghan.

The central ambition of the Plan is to maintain and enhance the vibrancy of the Town Centre through the creation of a liveable and socially cohesive Public Realm that is an attractive meeting place for the community and visitors alike.

A key component of the Plan is the management of both on-street and off-street parking. Active parking management is essential as each parking event in the Town Centre contributes to the local economy. The delivery of an effective parking management plan for Carrickmacross will:

- Help improve the public realm within the Town Centre;
- Support the economic growth of Carrickmacross; and
- Improve accessibility for all transport modes.

The Purpose of the Note

This technical note provides an Outline Strategy for the effective management of parking in Carrickmacross. The note sets out the current parking issues which need to be addressed to enable the enhancement of the Town Centre public realm and identifies the objectives and guiding principles which underpin the development of the Outline Parking Strategy.

The components of the Parking Strategy are then established with respect to facilitating the various user needs (e.g. shopping, working and residential parking), technologies available for the efficient and effective management of parking, accommodating the needs of cycle and bus parking, and potential benefits (and dis-benefits) of the proposed Parking Strategy.

Finally, the note identifies the requirements for the implementation, management and monitoring of the proposed Outline Parking Strategy.

It is important to note that this Outline Strategy is intended to guide the development of a more detailed Parking Management Plan for Carrickmacross. It is recommended that a more detailed survey of parking use and needs is performed, as well as engaging with Town Centre businesses and the wider community, prior to implementation of the recommended measures. The delivery of a comprehensive set of baseline surveys will ensure that the developed Strategy meets the stated objectives of the Plan and will help to communicate to local businesses and the wider community the tangible benefits that can be achieved from its implementation.

Existing Situation

On-Street Parking

Given the wide aspect of Main Street, parking has been arranged in a mix of parallel on-street spaces and perpendicular spaces in segregated pockets between Chapel Lane and Farney Street.

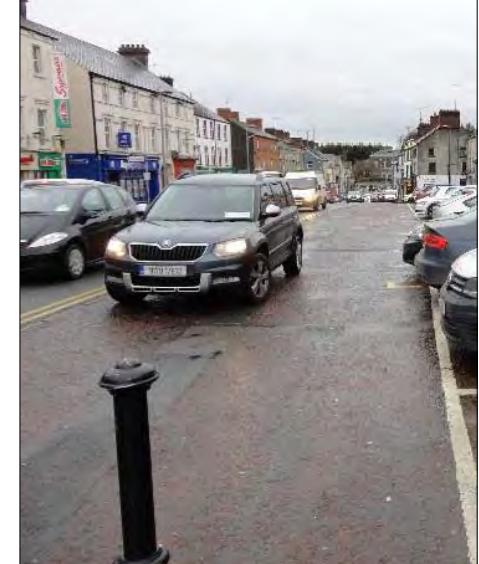
There are approximately 130 on-street parking spaces on the Main Street and additional on-street parking spaces available on the adjoining streets of Farney Street, O'Neill Street, Chapel Lane, Bridewell Lane and Parnell Street.

There is a high demand for parking on the Main Street and adjoining side streets, resulting in some illegal parking, and in particular, blocking of the bus stop. Parking is currently free on Main Street but with a maximum duration of 2 hours, however, this is difficult to enforce and vehicles have been observed parking longer than the permitted 2 hours.

The provision of continuous parking on both sides of the Main Street, reduces the available space for public realm, inhibits pedestrians crossing and impacts on the visual quality of the street.



Parking Restriction Sign



Illegal Parking in Bus Stop on Main Street

Off-Street Parking

There are multiple public and private free short term and long term car parks at the back of Main Street/Castle Street on both the east and west side of the Street. Good pedestrian linkages are provided from the car parks to the Main Street. Whilst these are well utilised, most off-street parking areas have spare capacity throughout the day. Figure 1 shows the location of the car parks.

There is an electric car park space and charger at the Court House Parking area.

Bus Parking

Bus parking is provided on Main Street, however, this is frequently blocked by parked vehicles. Bus stops are also provided on the southern junction with the N2, however, no intermediate stops are provided in outlying residential areas.

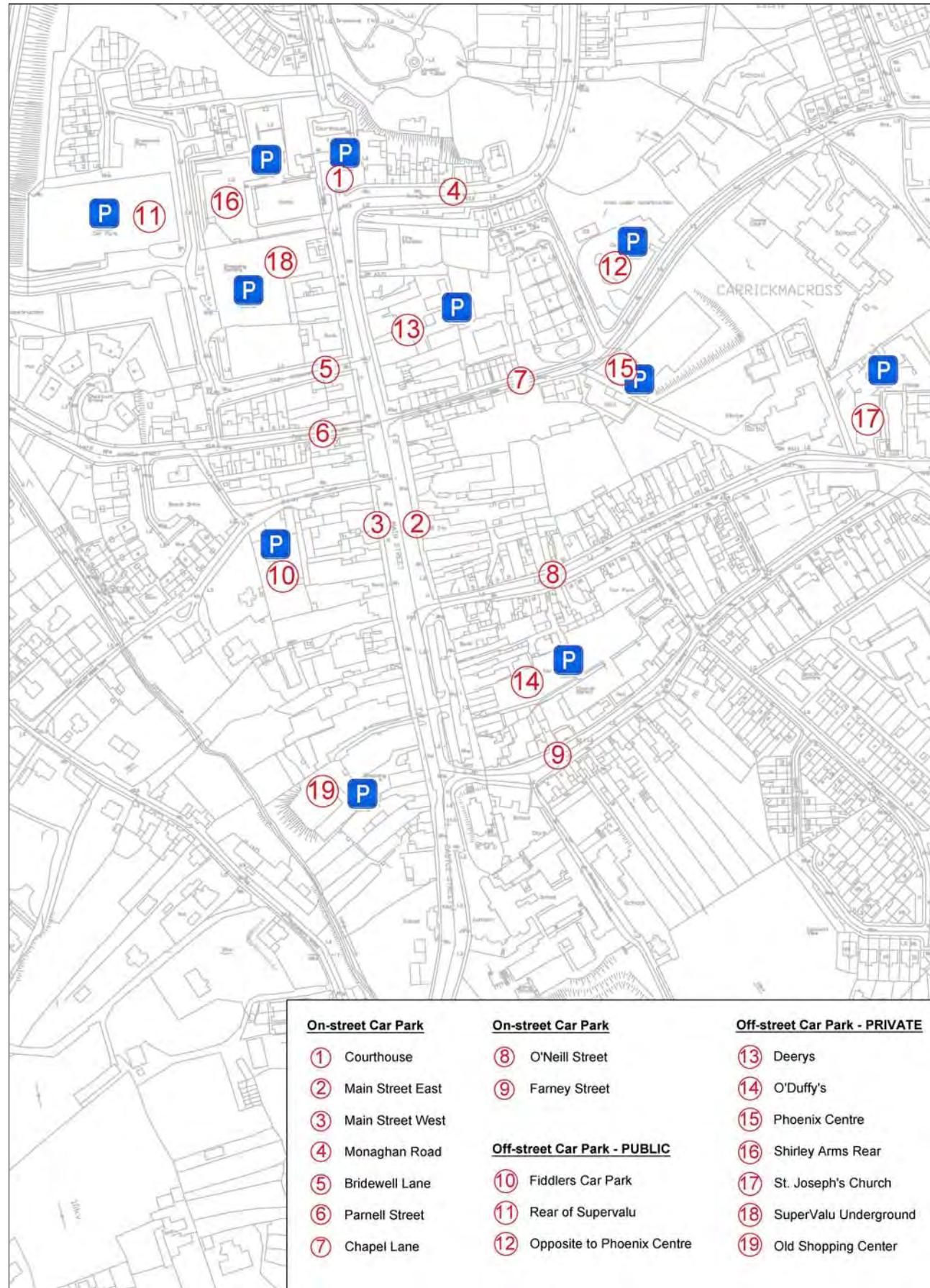


Figure 1. Existing Off-street Parking Areas in Carrickmacross

Cycle Parking

There is currently no dedicated cycle infrastructure (lanes or cycle parking) in the urban area of Carrickmacross and this is reflected in the local cycle numbers. However, a leisure cycling/walking route exists along the banks of Lisanisk Lake which is frequently used.

Monaghan County Council have developed a Walking and Cycling Strategy for Carrickmacross with the central aim to provide a network of safe and convenient walking and cycling routes for the Town which will improve the quality of life for residents and visitors. The Strategy includes a comprehensive network of new cycle lanes/tracks, improvements on footpaths and junctions, etc. as well as softer measures to promote walking and cycling.

Outline Parking Strategy Objectives

Overview

The Parking Strategy Objectives outlined below comply with the overarching strategies and policies contained within Monaghan County Development Plan, best practice guidance on developing parking strategies, as well as an understanding of the local parking issues gained from the public consultation process and on-site assessments.

The objectives and supporting principles have been used to guide the development of the outline parking strategy and should be used to steer the development of the detailed Parking Management Plan.

Outline Parking Strategy

Parking Strategy Objectives

Objective 1 - Economic Vitality

A key aim of the strategy is to support and assist in the balanced growth of Carrickmacross Town Centre. In order to achieve this goal, it is an objective of the Outline Parking Strategy to:

- Manage parking to encourage short stay visits in the Town Centre and to support the economic life/vitality of Carrickmacross.
- Ensure a sufficient supply of publicly owned short stay spaces are provided within acceptable walking distance of all Town Centre developments.
- Implement parking control measures which balance parking supply and demand within the public areas.
- Develop measures to satisfy long-term parking requirements to support the economic life of the Town Centre.
- Ensure the proposed Outline Strategy is affordable to implement and due cognisance is taken of impact upon public funds, and that the Outline Strategy is viable.

Objective 2 - Efficiency

It is essential that any Parking Strategy makes efficient use of public resources. To this end, it is an objective of the Outline Parking Strategy to:

- Optimise the use of the existing public parking stock within Carrickmacross.
- Remove parking from places where traffic is restricted.
- Maximise land use efficiency through implementation of appropriate parking controls to appropriate land cost areas.
- Encourage shared use of spaces for existing and new developments.
- Ensure sufficient proportion of parking is available for public use.
- Encourage modes of travel other than car.
- Encourage use of new technologies to help efficiently reduce operational costs of the system and improve ease of payment for locals and visitors.

Objective 3 – Accessibility

It is essential that the Outline Parking Strategy provides an appropriate level of accessibility to the Town Centre for all road users and for all trip purposes. In order to achieve this goal, it is an objective of the Outline Parking Strategy to:

- Retain a reasonable level of access by private car, whilst encouraging a growth in travel by alternative modes.
- Enhance accessibility to the Town Centre by sustainable modes of travel through supporting the delivery of the planned cycle routes.
- Allocate parking spaces with appropriate parking regulations in locations appropriate to the journey purpose.
- Provide a sufficient provision of disabled parking spaces in appropriate locations.

Objective 4 - Environmental Quality

Parking can be used as an effective tool to control traffic levels and is therefore, a valuable tool for achieving the national goal of reducing traffic emissions. Parking control can also be implemented to reduce the noise and visual impacts of transport systems. It is an objective of the Parking Strategy to:

- Minimise visual and noise intrusions within residential areas
- Encourage modes of travel other than car to help reduce carbon emissions

Objective 5 - Safety and Security

Parking Strategies must pay due regard to the personal safety of users of the parking facility and users of the area in general. To this end, it is an objective of the Outline Parking Strategy to:

- Improve quality and standard of both on-street and off-street parking areas.
- To ensure that all car parks and links to Town Centre destinations have appropriate lighting and can be accessed by all users.

Objective 6 - Social Inclusion

It is important that the Outline Parking Strategy provides equal opportunities for both car users and non-car users and facilitates the needs of all user groups. It is an objective of the Outline Parking Strategy to:

- Provide greater priority to vulnerable road users within the Town Centre.
- Allocate street and road spaces to other users of the road e.g. bus lanes, taxi bays.

Outline Parking Strategy

The Outline Parking Strategy has been developed in line with the parking objectives and guiding principles set out and includes the following elements.

Extension of Parking Controls Area and Pay Parking

As previously noted, a number of long stay visitors to the Town Centre park on Main Street. To encourage a higher turnover of spaces in the Town Centre and support the economic vitality of Carrickmacross, it is recommended that a pay parking scheme be implemented.

Short Stay Parking

It is recommended that two zones be created within the pay parking area; the first zone would be a 2hr maximum zone within the centre of the Town - designed to encourage commercial, shopping or leisure activity. Ensuring that the most conveniently located parking spaces are reserved for short stay users (who have a greater potential spend) stimulates commercial activity and increases the vitality of the Town Centre.

As illustrated in Figure 2, it is recommended that the short stay area includes the extent of Main Street and a portion of O'Neill Street where commercial activity is present.

It is recommended that the tariff structure for this parking be comparable with the cost in other towns within the region, however, to continue to encourage short stay/low spend trips (E.g. grocery or bank trips) it is recommended that the first 20 minutes be free. The mechanism by which this discretionary period can be effectively managed is detailed in the Section 'Smart Parking Management Technologies'.

Long Stay Parking

The second zone would be long stay (including all day) parking, facilitating the needs of employees or visitors staying for a longer period.

As illustrated in Figure 2, it is recommended that the long stay parking area encompass the streets adjoining Main Street, namely; Farney Street, O'Neill Street, Chapel Lane, Monaghan Road, Parnell Street and Bridewell Lane. It is also recommended that the off-street car parks managed by the Local Authority become long stay. As part of the redesignation of these parking areas as long stay, it is recommended that the pedestrian routes from the parking areas be enhanced through the provision of improved street lighting and wayfinding.

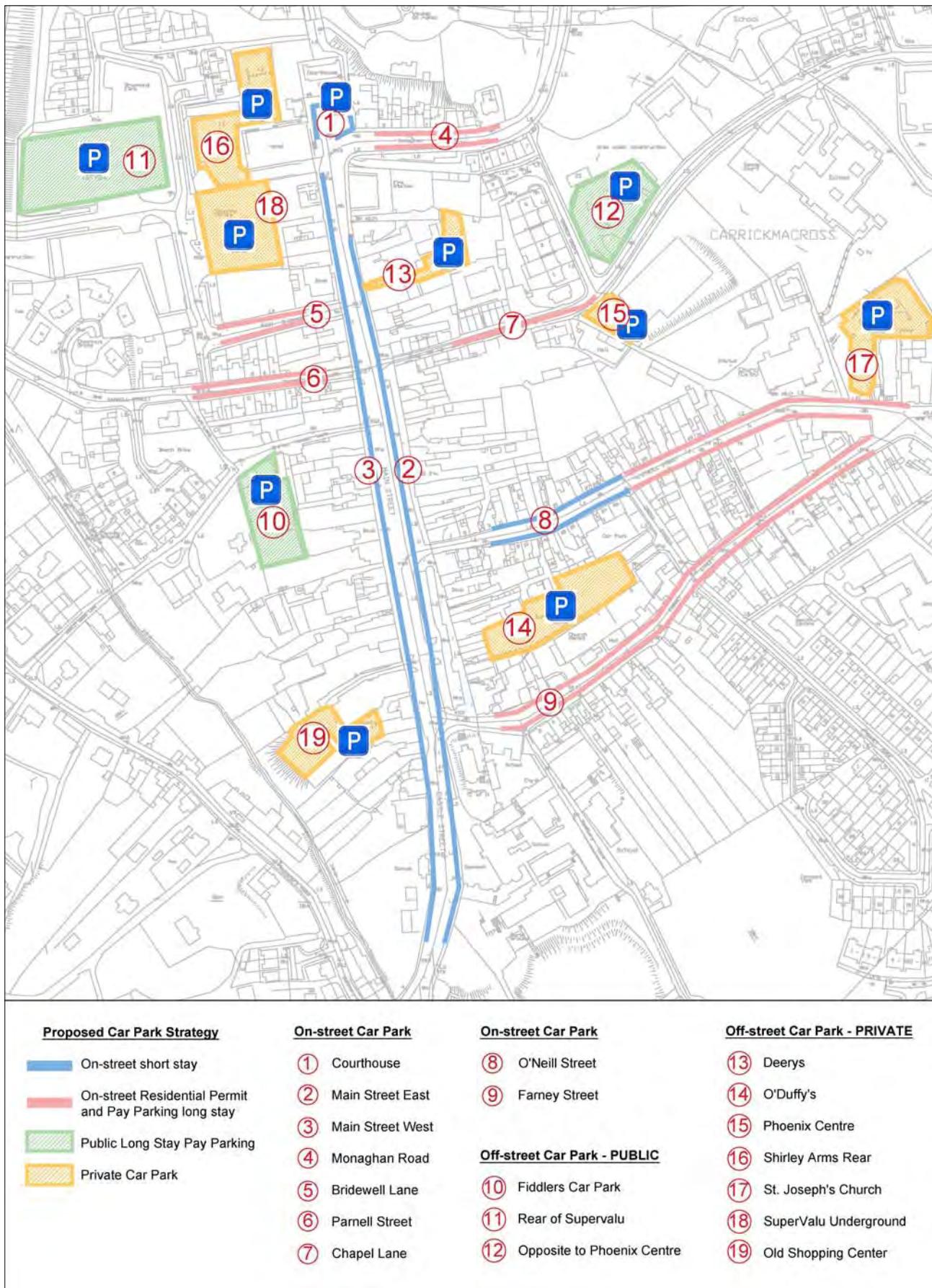
It is recommended that the long stay parking areas have a lower hourly charge than the short stay parking areas as well as an all-day flat rate.

Smart Parking Management Technologies

The rise of smart technologies has transformed the ease in which parking is accessed for users and revenue generated for operators. A number of Cities and Towns across Ireland and the world have adopted mobile phone applications which enables digital payments for both on-street and off-street parking. The numerous benefits of digital payments are listed below:

- Lower capital and operational costs:** The implementation of a cashless and paperless system, removes the need for costly pay parking machines and an administrative burden of collecting money.
- Reduced Street Clutter:** If a fully paperless scheme is adopted, there will be no need for unsightly pay parking machines which can clutter the streetscape.

Figure 2. Potential Short Stay and Long Stay Parking Zones



Outline Parking Strategy

- Stress-free parking for locals and visitors:** Once registered, drivers can activate their parking transaction with a simple tap on a mobile app, via a website or by calling an automated phone line. No need to search for the nearest pay parking machine.
- Pay as You Go:** Motorists can select the amount of time they would like to stay, extend their parking time remotely via the app or receive a credit if leaving early.
- Reminders:** The app can remind visitors when their paid parking time is about to expire, thereby avoiding the likelihood of receiving a parking fine.
- Review Parking History:** The amount of money spent on parking in a particular location can be recorded and sent electronically, enabling parking receipts to be printed.
- Secure Method of Payment:** Is a safe and secure form of payment as all data is encrypted.
- Implement discretionary free parking period:** In the case of Carrickmacross, it would enable a period of free parking to be given to Town Centre visitors who are only staying for a short duration, whilst still enabling the enforcement of the parking system. On selecting the duration of stay on the mobile app, the cost of parking for the discretionary period can be removed from the charge.

As part of the implementation of a pay parking scheme in Carrickmacross, it is recommended that a paperless system be adopted in order to improve ease of parking for visitors and reduce capital and administrative costs for the Local Authority.



Smart Parking Reference

Protect Parking in Residential Areas

In order to prevent the misuse of residential areas by all-day employee related parking it may be necessary to introduce a Residential Permit and Pay System within the extents of the scheme and in the residential estates upon the periphery of the Town Centre. This will allow residents of the area to park on-street without being subject to time limits or an hourly fee. This system can be tailored to permit controlled levels of visitor parking.

Provide for Cycle Parking

In order to promote a modal shift in favour of cycling, it is recommended that cycle parking facilities be provided throughout Carrickmacross Town Centre to coincide with public transport provisions and public facilities. The usage of these spaces should be monitored and if necessary additional spaces should be provided.

Provide for Coach /Bus Parking

It is recommended that the existing bus stops on Main Street be retained, but with improved waiting facilities and passenger information provided at each location as part of the public realm enhancement scheme.

It is also recommended that coach parking be provided to the north of the Main Street adjacent to the Lace Gallery.

It is also recommended that a Park and Ride be provided near the southern interchange on the N2 to facilitate motorists wishing to avail of the Bus Éireann express service to Dublin. The exact location of the Park and Ride would need to be determined in consultation with Transport Infrastructure Ireland and the National Transport Authority.

Benefits to the Local Economy

Retail/Commercial

One of the key objectives of the Outline Parking Strategy is to support the economic vitality of the Town Centre. In order to achieve this, it is important to ensure that the requirements of short stay parkers, such as shoppers, are met.

A common concern in the implementation of a paid parking scheme is its potential impact on the Town Centre's competitiveness and the perceived loss in trade to other centres. The retail trip types that predominately prevail within a Town Centre environment differ from the retail trip type to a regional retail centre, and the key influencing factor for shoppers and other short stay Town Centre parkers is the availability of parking spaces in close proximity to their destination or local service. These types of users are less sensitive to price than to the availability of parking spaces, and improving the availability of spaces for such short stay users outweighs the parking fee that would be paid.

The introduction of pay parking will remove long-term parking from the Town Centre core and increase the turnover in these areas. This will result in greater capacity for the Town Centre parking stock and allow for greater number of parking events within these areas and far greater potential spend within the local economy.

Employee

Conversely, employees and long stay parkers are price sensitive but are less sensitive to walking distances between their car and place of work. The price structure must be low enough to ensure appropriate use of the long term car park, and the location of the car park must be within appropriate walking distance of the Town Centre. The provision of dedicated long-stay parking areas is a benefit for employees within the Town, providing them with a secure location to park their car for the day.

Residents

The provision of greater controls and the designated area for the long-term parking within Carrickmacross will remove the majority of non-residential parking events from the estates around the Town Centre. This should reduce traffic within these estates and improve the availability of parking for residents and visitors alike.

- Award Contract for Provision of and Installation of Parking Control Services.
- Install Infrastructure works, i.e. signing and lining.
- Pay and Display machines installed / Smart Parking Management System set up by Contractor.
- Parking Control system put in operation.

Private Car Park Operators

Following the implementation of the paid parking element of the Outline Parking Strategy, the current demand for long stay parking may be displaced to the privately owned off-street car parks. As has been the case in many towns, it is most likely that the operators of these privately owned car parks will need to review and amend their parking controls to align with the overall parking controls of the Town Centre, in order to prevent misuse of their parking stock.

Implementation

There are three options for the management of the Outline Parking Strategy scheme. One would be for Monaghan County Council to run and operate the scheme, the second option is for Monaghan County Council to appoint a third party to implement the scheme, whilst the third option would be a combination of the first two.

Monitoring of the Outline Parking Strategy will be a key element for the successful implementation of the scheme. It is recommended that an initial review of the operation of the Outline Parking Strategy be undertaken 6 months after its implementation. The Outline Parking Strategy should then be monitored on a regular basis every year to assess the fee structure and the area of control.

The defined steps in ultimately adopting and implementing the preferred Outline Parking Strategy option are:

- Adoption of new Parking Control Bye-Laws in accordance with the requirements of Section 36 of the Road Traffic Act, 1994 – which includes for Public Consultation.
- Tender for Provision of and Installation of Parking Control Services.