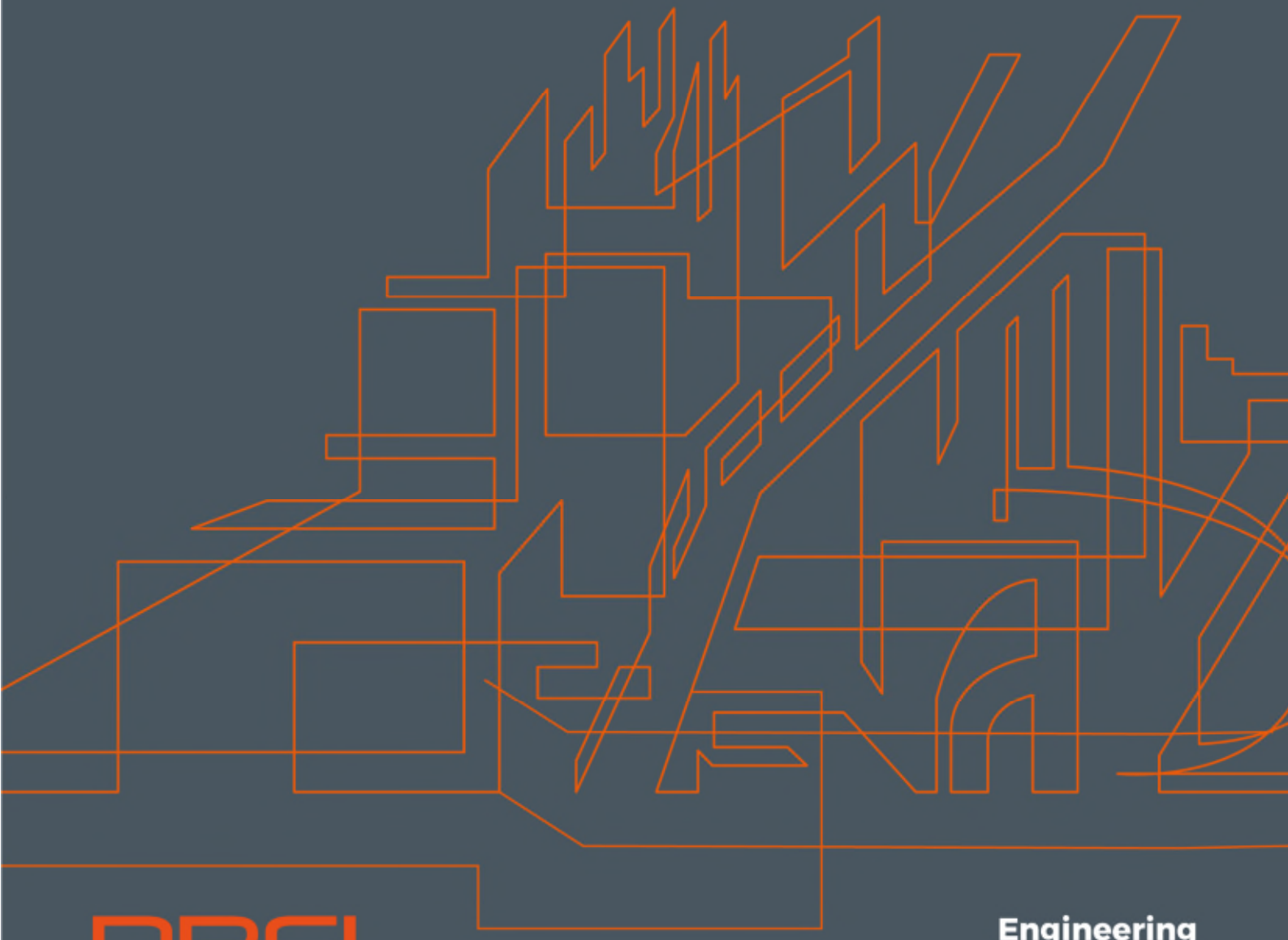
Clones Town Urban Mobility Plan

Urban Mobility Plan Report

220188-X-90-Z00-XXX-RP-DBFL-CE-0002

April 2025



DBFL CONSULTING ENGINEERS

Engineering Sustainable Futures

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Contents

Figures

Tables

1 INTRODUCTION

1.1 OVERVIEW

DBFL Consulting Engineers (DBFL) have been commissioned by Monaghan County Council (MCC) to produce an Urban Mobility Plan for Clones Town. This Plan has been formulated to enhance the movement people in Clones for all journey purposes including education, employment and leisure etc. The Plan seeks to derive an approach for the implementation of specific measures that relate to the sustainable movement of people such as redesign of streets, enhanced public transport, safer and more direct walking and cycling links between key origins and destinations within the study area.

Figure 1-1 The Diamond

Once the subject Plan is adopted, it is envisioned that the proposals can be introduced in a phased approach with those sections identified to be of highest priority being given precedence in the implementation plan.

1.2 STUDY METHODOLOGY

Whilst this Urban Mobility Plan is not and ABTA nor a Local Area Plan / Local Transport Plan (which come into effect for towns with populations of 5000 or more), it has been produced making reference to the NTA Area Based Transportation Assessment (ABTA) Guidelines as a means of guiding the subject Plan in the absence of specific guidance to apply to the development of smaller town area based transport assessments. Accordingly, a simplified process that can be applied to

smaller population Towns such as Clones has been developed. A summary of the 'full' ABTA contents in comparison to the subject mobility plan contents incorporated into the subject Plan are summarised in Table below.

Part	Description			ABTA	Mobility Plan
Baseline Assessment	A - Policy Context (including links to Development Plan)			✓	✓
	B - Plan Area Characteristics	B1 - Trip Generators		✓	✓
		B2 - Trip Attractors		✓	✓
	C - Area of Influence Identification	C1 - Extent of Plan Area (10 minute Town)		✓	✓
		C2 - Map showing trip catchments		✓	✓
	D - Existing Travel Patterns	D1 - Maps of trip origins and destinations		✓	✓
		D2 - Trip Distribution Graphs		✓	✓
	E - Transport Infrastructure & Transport Services and Environnent Conditions	E1 - Transport Infrastructure	E1a - Road Network	✓	✓
			E1b - Public Transport	✓	✓
			E1c - Cycle	✓	✓
			E1d - Pedestrian	✓	✓
			E1f - Parking	✓	✓
			E1e - Accessibility Mapping	✓	✓
		E2 - Transport Services	E2a - Rail	✓	✓
			E2b – Coach	✓	✓
			E2c - Bus (Local)	✓	✓
		E3 - Environmental Conditions	Map of relevant conditions	✓	✓
	F - SWOT Analysis			✓	✓
Establish Context	A - Identify Principles			✓	✓
	B - Objectives			✓	✓
	C - Forecast Demand			✓	✓
Options Development	A - Options Development : Transport Options			✓	✓
	B - Options Development : Land Use Scenarios			✓	x
Options Assessment	A - Screening of Options Long List			✓	x
	B - Packaging of Land Use & Transport Options (Scenarios)			✓	x
	C - Multi-Criteria Analysis			✓	x
Plan Preparation & Finalisation	A - Development of Preferred Scenario for Planning Purposes			✓	✓
	B - Incorporation of Text into the Plan			✓	✓
	C - Setting Plan Objectives to Support Delivery			✓	✓
	D - Establish Mode Share Ambitions			✓	✓
	E - Review of Consultation Feedback			✓	x
	F - Finalised Scenario(s)			✓	✓

Table 1-1 Proposed Urban Mobility Plan Approach

1.3 REPORT STRUCTURE

The structure of this report responds to the various stages of study methodology including the key tasks summarised below.

Chapter 2 of this report provides a review of the key policy documents and design guidance that influence the development of urban mobility strategies and subsequently the design of sustainable mobility measures/infrastructure.

Chapter 3 provides an overview of the study area and description of the local amenities and existing active travel infrastructure across the adopted study area. This section also includes the baseline accessibility characteristics based on walking catchment analysis following the 10-minute town concept.

Chapter 4 introduces the proposed active travel and infrastructure including key schemes either planned or underway within the study area.

Chapter 5 provides an analysis of the current population and travel trends based upon Census 2022 data.

Chapter 6 outlines the Plan vision including a projection of sustainable and active travel mode share targets.

Chapter 7, **8**, **9** and **10**, provide an assessment of the current transport infrastructure and conditions in Clones, structured as a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. The SWOT summary outline can be found in **Chapter 11**.

Chapter 12 discusses the subject Urban Mobility Plan's initiative development whilst **Chapter 13** proposes an implementation Plan of the identified initiatives.

The main conclusions and recommendations are summarised in **Chapter 14.**

1.4 BACKGROUND

1.4.1 Benefits Of Walking And Cycling

Studies have linked the quality of public spaces to people's perceptions of attractiveness of an area, contributing towards their quality of life and influencing where they shop. Well-planned improvements to public spaces can boost footfall and trading by up to 40%, walking and cycling projects can increase retails sales by 30% (The Pedestrian Pound, 2018).

Safe streets, designed for people ensure that those who need to are able to walk, cycle or get the bus, encouraging independent journeys for all, creating a more inclusive town and reducing the need for escort journeys and thereby travel demand.

Active travel typically comprises walking, running, wheeling and cycling although in recent times scooters have become extremely popular particularly amongst school children. Travelling by active travel modes has positive impacts in a number of areas including environment, economy and general improved quality of life.

Environmental benefits include the reduction in greenhouse gas emissions from vehicular traffic should a mode shift from private car travel to active modes be achieved.

The implementation of active travel infrastructure has the potential to make Clones more accessible to modes of travel other that motorised traffic particularly with the emergence of the Ulster Canal Greenway and other strategic active travel routes which will be discussed further in this document. This has the potential to increase the number of visitors to the area and in turn improve footfall in the Town Centre which could yield significant economic benefits. In addition, reducing the number of cars travelling through and around Clones Town Centre would reduce congestion.

Health benefits associated with active travel activities include reducing the risk of chronic diseases, improved fitness, good for mental health by reducing feelings of stress, anxiety and depression, increases energy levels, boosts self-esteem . Accordingly, being active can result is a significantly improved quality of life.

1.4.2 10-Minute Town Concept

The "10 Minute Town" concept is about creating connected communities – understanding how our neighbourhoods work and to map out how a more compact and permeable urban form can provide high quality and safe links to public transport, shops, services, green spaces and to other neighbourhoods. This will in turn reduce the need to travel by car and therefore reduce carbon emissions.

In this report we establish the baseline conditions of the town, analyse the walking and cycling catchment areas and identify constraints and opportunities to make Clones a more walkable and sustainable town.

The overall methodology of the implementation of the 10-minute town concept is outlined in **Figure 1-2** below. The methodology is divided into two main strands:

1. **Establishment of Baseline Conditions**: This initial phase involves diagnosing the network and assessing accessibility to facilities. Through this process, constraints and opportunities are identified, serving as the foundation for identifying potential new links.

2. **Integration of New Links**: The second phase involves incorporating these identified links into the network to evaluate improvements in connectivity. This step enables an evaluation of how the introduction of new links contributes to overall improvements in accessibility throughout the town.

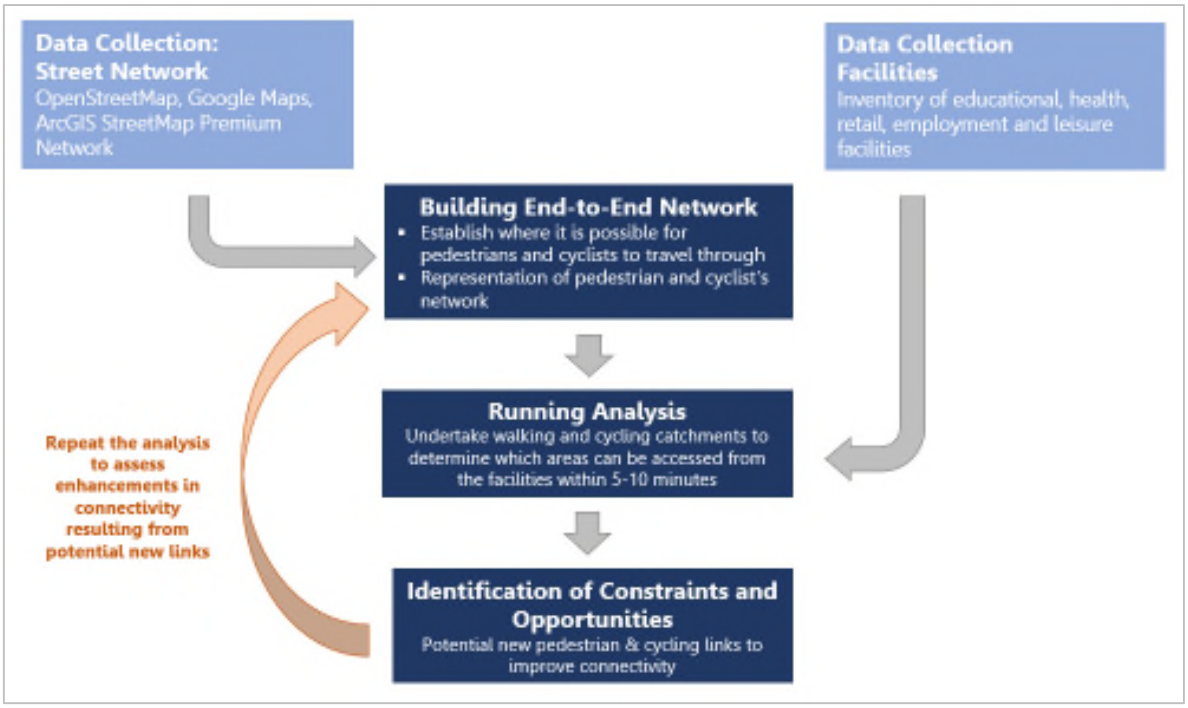


Figure 1-2 10-Minute Town Concept - Methodology

1.4.3 Catchment Analysis

The analysis will utilise the StreetMap Premium dataset provided by ESRI for ArcGIS, serving as the basis for assessing the street network. An examination of the existing walking and cycling network was conducted during site visits to ensure the accuracy of the street network data, which is crucial for the catchment analysis. Any missing walking and cycling links were then integrated into the street network before proceeding with the catchment analysis.

The routable network defines the permissible travel routes (represented by street polylines) and intersections (nodes), as well as the average speeds for walking and cycling. Once these parameters are established, the Service Area tool in ArcGIS can determine the reachable range and travel times within the network's extent. It's important to exclude roads where pedestrians and cyclists are not allowed, before creating the routable network, given the pedestrian and cycle focus of this study.

The proposed network was developed based on the baseline catchment analysis, identifying potential locations for walking and/or cycling connections. These potential links were then added

to the existing street network to represent the proposed network for the subsequent catchment analysis.

To quantify the accessibility enhancements resulting from these proposed connections, Census 2022 data will be utilised to assess the population coverage difference facilitated by the improvement in network permeability.

2 POLICY FRAMEWORK

2.1 OVERVIEW

This high-level Clones Urban Mobility Plan will inform the investment and implementation plan that will guide and underpin the roll out of active travel infrastructure and sustainable mobility proposals within the adopted study area.

In the context of transportation, the subject site is influenced by the following key national and local documents. A common theme through each of these key documents is the emphasis placed upon the importance of travel demand management, with many identifying the need to implement mobility management plans with the objective of promoting sustainable travel patterns.

This section reviews all the policy background and key design practices that inform these efforts.

2.2 POLICY BACKGROUND

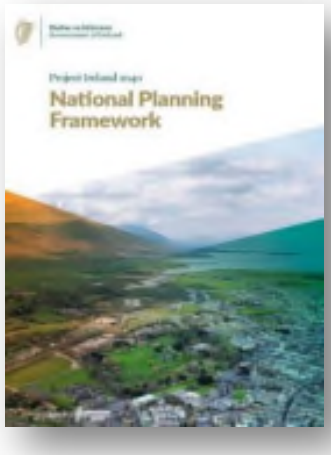
Table 2-1 below provides a comprehensive summary delineating the essential national and local policy documents that serve as crucial guides in shaping the transportation landscape, setting the stage for strategic planning and implementation endeavours.

Level	Policy
National Policy	• National Planning Framework (2040) • National Development Plan (2021 - 2030) • National Investment Framework for Transport in Ireland (2040) • Climate Action Plan (2024) • Spatial Planning and National Roads Guidelines for Planning Authorities (2012) • Other reference; o Healthy Ireland: A framework for improved health and wellbeing o Travelling in Woman's Shoes o Age Friendly Towns: A guide o Transport for London – "Healthy Streets Toolkit"
Local Policy	• Monaghan County Development Plan 2019-2025 • Clones Settlement Plan 2019-2025 • Clones Heritage and Economic Plan 2021 • Monaghan County Walking & Cycling Strategy 2021-2026

Table 2-1: Relevant Policy Background for the Clones Urban Mobility Plan

2.3 NATIONAL LEVEL

2.3.1 NATIONAL PLANNING FRAMEWORK (NPF) 2040



The National Planning Framework 2040 (NPF) was published in February 2018 and now sets the strategic vision for the spatial development of Ireland for the period from 2018-2040. On foot of the completion of the NPF the Northern and Western Regional Assembly has prepared their own strategy in accordance with the Framework set by the NPF. This was adopted in January 2020 and is known as a Regional Spatial and Economic Strategy.

According to the NPF, the National Strategic Outcomes (including Compact Growth and Sustainable Mobility) are supported by Strategic Investment Priorities where Housing and Sustainable Urban Development and National Road Networks are the first and second priorities (see **Figure 2-1**). These concepts are central to the proposed scheme.

Figure 2-1: NPF Strategic Investment Priorities for Ireland (Source: www.NPF.ie)

Section 1.3 of the NPF describes these two **National Strategic Outcomes** as follows:

***Compact Growth**: Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling*

infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.

The NPF further explains **National Strategic Outcome 1** 'Compact Growth' at p. 139 of the document:

From an urban development perspective, we will need to deliver a greater proportion of residential development within existing built-up areas of our cities, towns and villages and ensuring that, when it comes to choosing a home, there are viable attractive alternatives available to people. Combined with a focus on infill development, integrated transport and promoting regeneration and revitalisation of urban areas, pursuing a compact growth policy at national, regional and local level will secure a more sustainable future for our settlements and for our communities.

Sustainable Mobility: *In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.*

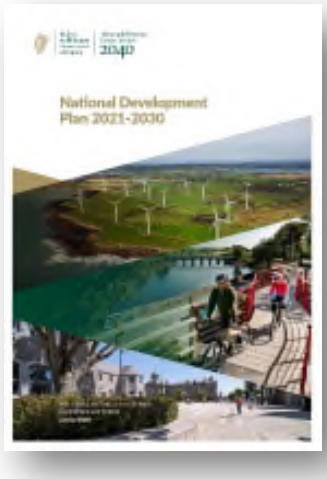
It is also pertinent to note the NSO for **Enhanced Amenities and Heritage** which seeks to "ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure".

Section 9.0 of the NPF highlights the commitment to **Environmental and Sustainability Goals**. **National Policy Objective 52** encapsulates this stating:

"The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital".

National Policy Objective 75 seeks to "Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate".

2.3.2 NATIONAL DEVELOPMENT PLAN (2021-2030)



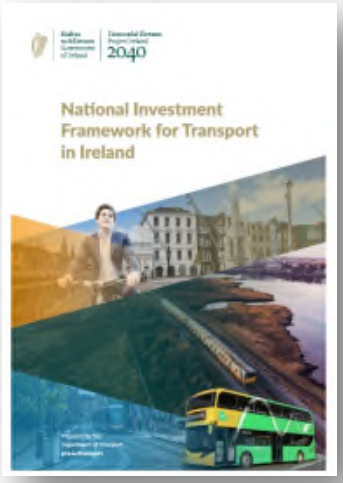
The National Development Plan 2021-2030 (NDP) sets out a significant level of investment, €165 billion, which will underpin the NPF and drive its implementation over the next ten years. From reviewing the document there are a number of key points made about transport which relate to the proposed scheme. In Chapter 7: *'Enhanced Regional Accessibility'*, Transport was identified as a priority area for future public capital investment stating the following:

"'This National Strategic Outcome seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves." (NDP, 2021)

The NDP states that with over 50% of housing to be provided in our cities and 30% elsewhere to be provided within existing built-up areas, this urban compact growth, "*will be supported under this NDP through investment in high quality integrated active travel and public transport systems and supporting amenities." (NDP, 2021).*

The NDP also states that *"This NDP provides for significant investment in active travel, bus and rail infrastructure over the next ten years in terms of expanding sustainable mobility options in our cities, towns and villages, supporting our ambition for compact growth and seeking to develop our regional cities as centres of scale in line with the NPF targets."* and that *"Given the long term planning necessary to give effect to these plans the Government is committed to putting in place the necessary long-term funding to deliver on these requirements."*

2.3.3 NATIONAL INVESTMENT FRAMEWORK FOR TRANSPORT IN IRELAND



The National Investment Framework for Transport in Ireland (NIFTI) is the framework created by the Department of Transport for prioritising future investment in the land transport network. This is done to support the delivery of the National Strategic Outcomes. The Framework aims to contribute to Irelands decarbonisation effort, support vibrant and successful communities, deliver a high performing transport system, and promote a strong and balanced economy.

In an effort to cater for rising travel demand as well as decarbonising the transport sector, there will be a significant investment in sustainable mobility. This includes major public transport schemes, improved access to sustainable mobility in our towns and rural areas, and major investment in cycling and pedestrian infrastructure. There are four Investment Priorities for the NIFTI:

- Mobility of People and Goods in Urban Areas
- Protection and Renewal
- Decarbonisation
- Enhanced Regional and Rural Connectivity

The Framework also includes a Modal Hierarchy and Intervention Hierarchy for the maintenance and implementation of physical infrastructure.

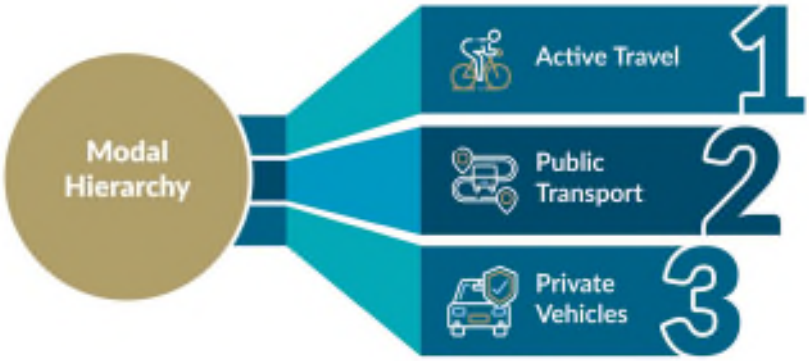
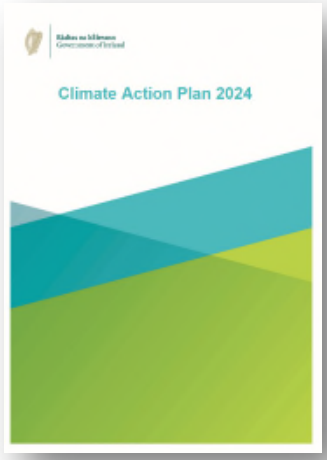


Figure 2-2: NIFTI Modal Hierarchy (Source Department of Transport)

Figure 2-3: NIFTI Intervention Hierarchy (Source: Department of Transport)

2.3.4 CLIMATE ACTION PLAN (2024)



The Climate Action Plan 2024 sets out a major programme for change in response to reducing Ireland's greenhouse gas emissions. The proposals outlined in the Plan are aimed at achieving a net zero carbon energy system within Ireland and it is envisaged that these proposals will also have associated positive economic and societal benefits, including cleaner air, warmer homes, and a more sustainable economy in the longer term.

Irelands transport system plays a critical role in realising the ambitious targets of the Climate Action Plan. Consequently, to make growth less transport intensive a number of key policies are identified, including the expansion of walking, cycling and public transport to promote modal shift.

The Climate Action Plan makes a commitment to reduce by 20% the total vehicle kilometres travelled and deliver an additional 125,000 sustainable journeys daily by 2030. Of relevance to the subject scheme are the identified actions, particularly in relation to building supporting infrastructure, specifically:

"Public authorities should work towards a reduction of on-street car parking spaces where it complements measures to prioritise active travel and public transport and to improve the public realm. Measures addressing car parking provision and management, both on-street and off-street, are also being considered as part of the development of the National Demand Management Strategy";

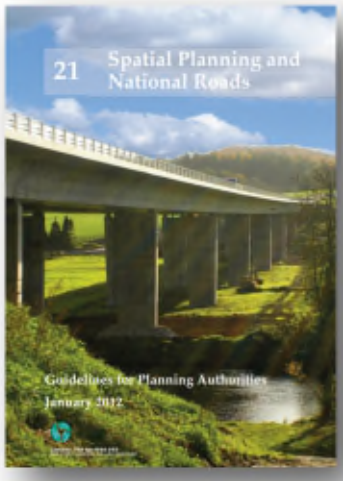
"The provision of safe and accessible walking and cycling infrastructure is key to encouraging modal shift away from private car use and towards walking and cycling. . . . Priority will be given to Safe Routes to School, CycleConnects routes, the National Cycle Network and scenic greenways. Annual budgetary constraints may mean that some projects will need to be prioritised based on determining criteria, including particular local needs and opportunities, especially safety needs. In addition, quality walking and cycling infrastructure will be incorporated in all public infrastructure projects";

"The NTA's Connecting Ireland Rural Mobility Programme is a major national public transport initiative aimed at increasing connectivity, particularly for people living outside major cities and towns. The programme's proposed implementation timeline spans five phases across 2022-2026. . . . Achieving the required level of behavioural shift and reduction in private car usage will require increased and expanded public transport services, supported under current funding through the PSO subsidy. The Department of Transport will continue its close engagement with the Department for Public Expenditure, NDP Delivery and Reform to align current funding requirements for services."

and

"Accelerate the implementation of smart and sustainable mobility projects through the Smart and Sustainable Mobility Accelerator project, launched under the Sustainable Mobility Policy Pathfinder Programme"

2.3.5 SPATIAL PLANNING AND NATIONAL ROADS GUIDELINES FOR PLANNING AUTHORITIES (2012)



Section 1.1 of the Spatial Planning and National Roads Guidelines state that *"These guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmh speed limit zones for cities, towns and villages"*.

The development of the guidelines follow a number of key principles which *"aim to facilitate a well-informed, integrated and consistent approach that affords maximum support for the goal of achieving and maintaining a safe and efficient network of national roads in the broader context of sustainable development strategies, thereby facilitating continued economic growth and development throughout the country*". The key principles include : -

- Land-use and transportation policies are highly interdependent;

- Proper planning is central to ensuring road safety;
- Development should be plan-led;
- Development Management is the key to Plan Implementation; and
- Planning Authorities and the National Roads Authority and other public transport bodies must work closely together.

2.3.6 OTHER REFERENCES

Other references included in this document play key roles in shaping transportation strategies and laying the foundation for strategic planning and implementation efforts. These include:

- Healthy Ireland: A framework for improved health and wellbeing
- Travelling in Woman's Shoes
- Age Friendly Towns: A guide
- Transport for London – "Healthy Streets Toolkit"

2.4 LOCAL LEVEL

2.4.1 MONAGHAN COUNTY DEVELOPMENT PLAN 2019-2025

The Monaghan County Development Plan 2019-2025 acknowledges that the *"provision of quality cycling and walking facilities is key to an integrated transport system in towns and villages where the potential for short trips by foot or on bicycle can provide an economical, non-polluting and flexible form of transport which can deliver improvements to overall health and wellbeing. The provision of cycling infrastructure such as designated cycle paths, greenways, walking paths and trails also supports recreation and tourism".*

In the context of the subject proposal, the following are the relevant transport policies and objectives set out in the plan:

Transport & Infrastructure Objective

- **TISO 1 -** To achieve a sustainable, efficient and integrated transport system and ease of movement throughout County Monaghan by enhancing the existing transport

infrastructure in terms of the road, cycling and pedestrian facilities and by promoting more compact urban forms close to existing facilities to encourage more sustainable movement patterns.

Public Transport

- **PTP 1 -** To support and co-operate, where possible, with the National Transport Authority and Cavan Monaghan Transport Co-ordination Unit to further the continued operation and expansion of the Local Link bus service and facilitate the planning, delivery and implementation of improvements to the transport network of the County.
- **PTP 2 -** To support and co-operate, where possible, with the National Transport Authority and Cavan Monaghan Transport Co-ordination Unit to further the continued operation and expansion of the Local Link bus service and facilitate the planning, delivery and implementation of improvements to the transport network of the County.

Cycling and Walking

CWP 1 - *"To promote and facilitate the development of walkways, cycleways and recreational routes in appropriate locations throughout the County to deliver the objectives of the County Walking and Cycling Strategy and any subsequent strategy document".*

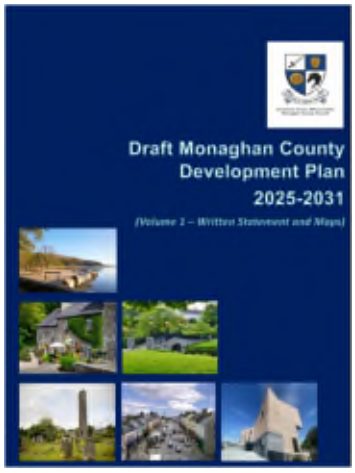
CWP 2 - *"To promote and encourage the development of walks and cycleways in accordance with the Smarter Travel Policy and to protect established routes from development that would adversely impact upon them".*

CWP 3 - *"To develop, in co-operation and consultation with adjoining local authorities and cross border bodies sections of the Ulster Canal Greenway Network to connect the main urban centres throughout central Ulster".*

CWP 4 - *"To encourage the provision of bicycle infrastructure such as shelters and parking facilities in appropriate locations and make provisions for such infrastructure in new developments".*

Objective SHO 3 of the development plan refers directly to Clones & Ballybay and aims *"To promote and develop Tier 3 Service Towns in order to create self-sufficient sustainable and vibrant communities which will act as local development and service centres for the border catchment and the mid Monaghan hinterland whilst protecting the significant built heritage and archaeological heritage aspects of Clones town".*

2.4.2 DRAFT MONAGHAN COUNTY DEVELOPMENT PLAN 2025-2031



The draft Monaghan County Development Plan 2025-2031 is currently at public consultation stage (at the time of writing). One key addition to the draft Plan includes "Sustainable Mobility Plans are to be developed for

- **Clones**
- Ballybay
- Castleblaney"

A number of National Road Policies are referenced which shall be taken cognisance of withing the development of the subject Urban Mobility Plan including : -

- *NRP1: To work in association with TII to ensure the safe and efficient operation of the National Road Network, and to prevent or restrict activities or development that reduces the quality, capacity or durability of the national road network, or to seek financial contribution toward the cost of mitigating the impact of that development.*
- *NRP4: To protect the traffic carrying capacity of National Roads, the level of service they deliver and the period over which they continue to perform efficiently, by avoiding the creation of new access points or the generation of increased traffic from existing accesses onto the N2, N53, N54, and N12 outside the 60 km/h speed limit, in accordance with the DoECLG's publication Spatial Planning and National Roads - Guidelines for Planning Authorities (2012).*
- *NRP7: Access and road design details on National Roads shall comply with TII design standards. Any development with the potential to impact on the carrying capacity and/or safety of any National Primary or National Secondary Road shall include proposals to avoid, remedy or mitigate the impact on the National Road Network. Such proposals may include the payment of a contribution toward the cost of any required mitigation works.*

Table 7.6 of the draft Plan proposes a number of strategic new routes and includes a link from the Monaghan Road (N54) to Roslea Road (LP2110) and the extension of the Monaghan Road (N54) to Roslea Road Link Road (around St. Tiarnach's Park).

A number of Active Travel Policies are proposed. Those most relevant to the subject Plan include : -

- ATP1: Subject to funding, implement a programme of measures to support and promote active travel in the County with the support of funding from the Active Travel Investment Programme of the NTA, TII and the Department of Transport
- ATP2: To promote cycling and walking as an efficient, sustainable, healthy, recreational and viable commuting mode of transport.
- ATP3: With reference to national, regional and local plans and strategies, develop over time an integrated network of high-quality Active Travel and recreational walking, wheeling and cycling routes with ancillary infrastructure that enhances and improves the user experience and comfort to create an environment where people are encouraged and supported to make a modal shift toward sustainable, low-carbon travel options for everyday journeys
- ATP5: With reference to key plans and strategies, to plan for and deliver new and/or improved Active Travel and recreational walking, wheeling and cycling facilities along new Active Travel/Greenway corridors, existing roads, proposed roads, roads being upgraded, where feasible and practical.
- ATP10: To prepare Sustainable Mobility Plans for Ballybay, Castleblayney and Clones, during the lifetime of this plan, subject to available resources.

A number of Public Transport Policies are proposed. Those most relevant to the subject Plan include : -

- PTO3: Provide ancillary public transport infrastructure that enhances and improves user experience and comfort, thereby creating an environment where people are encouraged and supported to make a modal shift toward sustainable, low-carbon travel options for everyday journeys.
- PTO4: Support the creation of safe and appropriately located bus stops and ancillary facilities along the road network and make provision for the safe and effective use of those facilities by passengers and bus service operators.

The draft development plan also includes a draft Clones Settlement Plan 2025-2031. The current Clones Settlement Plan 2019-2025 is discussed below. One of the key updates is the removal a number of indicative new roads objectives (relief roads) and instead seeks to "*undertake feasibility and viability studies regarding the options for potential relief roads around Clones Town during the*

lifetime of this plan, subject to resources." The draft plan also seeks to *"prepare a Sustainable Urban Mobility Plan for Clones Town, during the lifetime of this plan, subject to available resources"*.

2.4.3 CLONES SETTLEMENT PLAN 2019 - 2025

The Clones Settlement Plan is part of the aforementioned Monaghan County Development Plan. The purpose of the Clones settlement plan is to support the regeneration of Clones town centre and support facilitate the development of the town by way of supporting the expansion of services to meet the needs of its locality. Its strategic objective CSSO 1 seeks to "*promote and develop Clones as a service town to create self-sufficient sustainable and vibrant community which will act as a local development and service centre for the border catchment and the west Monaghan hinterland*."

Clones Town Centre Objectives;

- To prioritise development on brownfield lands and derelict sites and incentivise such development.
- To regenerate the town centre as a residential, retail and services centre, with particular emphasis on Fermanagh Street and the Diamond and to encourage the refurbishment, renewal and re-use of existing buildings and derelict sites.

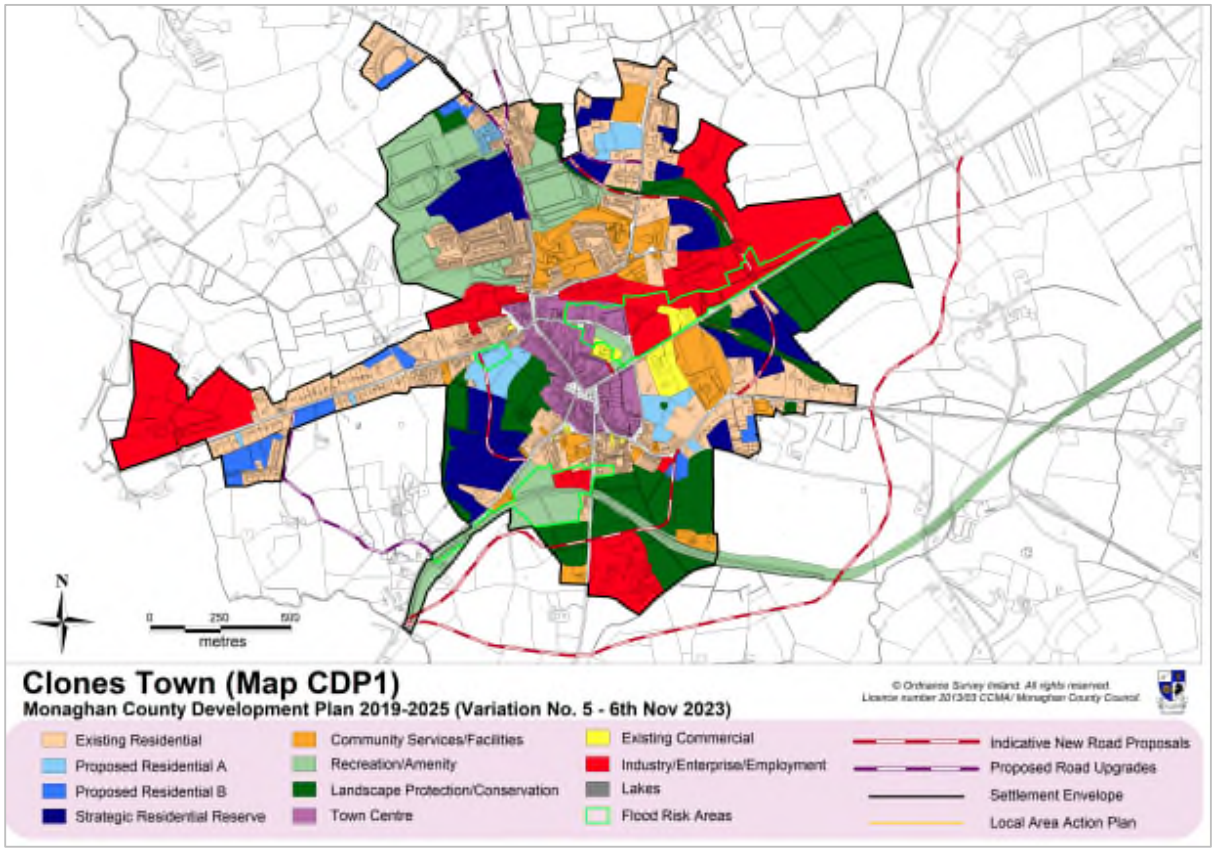


Figure 2-4 Land Use Zoning (Source: Monaghan County Development Plan 2019-2025 - Clones Town Map)

The Clones Settlement Plan recognises the need for a by-pass for N54 traffic due to the presence of a particularly narrow section in the Town Centre at the Diamond / Cara St junction. Four key potential road links have been identified which would, if implemented provide an alternative vehicular route along the N54 which avoids the existing pinch point in the Town Centre. These routes include:-

1. Inner Relief Road from Monaghan Road (N54) to Newbliss Road (R183) to Scotshouse Road (R212) to Cavan Road (N54);
2. Link Road from Cara Street (N54) to Newtownbutler/Enniskillen Road (R183);
3. Link Road from Monaghan Road (N54) to Roslea Road (LP2110)/Extension of Monaghan Road (N54) – Roslea Road Link Road (around St. Tiernach's Park); and
4. Outer Relief Road from Monaghan Road (N54) to Newbliss Road (R183) to Scotshouse Road (R212) to Cavan Road (N54).

Whilst the feasibility and delivery of these objectives is outside the scope of the subject plan, it is acknowledged that the implementation of these routes could significantly reduce the quantum of strategic national road traffic travelling through the Town Centre and subsequently free up space for the improvement of active travel infrastructure in Clones Town Centre.

Figure 2-5 Indicative New Road Proposals (Source: Map CDP1 Monaghan County development Plan 2019-2025)

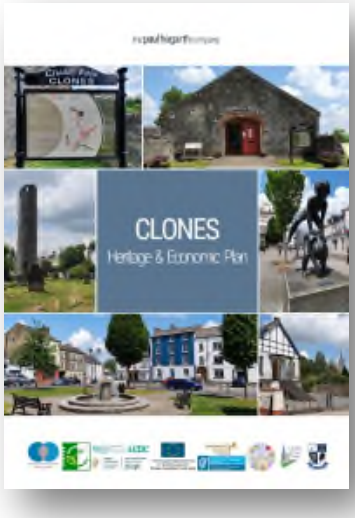
The plan recognises the potential of the Ulster Canal to improve the economic development and tourism of the town and highlights that "*Complementary developments along the Ulster Canal which would benefit Clones include extending the proposed Ulster Canal Greenway network to connect Clones and enhancing the amenity of the Ulster Canal where feasible. Development of the amenity of the Ulster Canal will also promote Clones and its environs and encourage tourism. The local tourism product will also be strengthened by the development of a strategic network of greenways centred on the Ulster Canal and linking to other strategic greenway routes. Furthermore, the proposed Ulster Canal Greenway Network would see the town connected to the main urban centres throughout central Ulster.*"

Objective CPO 7 of the settlement plan seeks to *"encourage and accommodate the reopening of the Ulster Canal and complementary developments along the route of the Ulster Canal including the development of the proposed Ulster Canal Greenway network, and the provision of a marina at an appropriate location within the town as it provides a vehicle for regeneration".*

In terms of open space, the Settlement Plan notes that "*The Diamond area is the most important public space, and it is imperative that this space is preserved in a dignified and appropriate manner." Furthermore, objective CPO 10 seeks "To protect and conserve the streetscape character, architectural quality, and heritage of the Diamond, Mac Curtain Street, Cara Street and Fermanagh Street."*

2.4.4 CLONES HERITAGE AND ECONOMIC PLAN 2021

Clones Heritage and Economic Plan was commissioned by Clones Tidy Towns in conjunction with Clones Town Team to develop a plan for the most effective presentation, management and development of Clones' heritage, economic assets and opportunities and for the protection of the historic sites and artefacts of the town.



The document includes an Action Plan which has been developed to be delivered over a 10-15 year period by a range of local interest groups bringing forward projects as funding opportunities arise. Some of the actions listed include:

- Improved greenway connectivity.
- Investing in peace link and surroundings. Introducing safe pedestrian and cycle linkages to increase connectivity with the wider town and Ulster Canal.
- Public realm enhancement

- Improved street furniture
- Creating high quality public space

The documents outlines the impact of through traffic and the vehicular dominance in the town as one of the weaknesses to address. It also recognises the impact of the N54 and secondary routes on the perceived walkability of the town. Whilst radial roads spur out of the town cater to commuters and car users, interconnectivity of pedestrian routes and street level permeability is poor.

2.4.5 MONAGHAN COUNTY WALKING & CYCLE STRATEGY 2021-2026

The Monaghan Walking and Cycling Strategy 2021-2026 sets out a high-level strategy which considers how Monaghan Council will *"develop walking and cycling infrastructure"* and *"promote walking and cycling as activities which support the economic, cultural and social wellbeing of the people of Co. Monaghan"*. The Strategy comprises 5 broad themes which each comprise a series of objectives. The themes include :-

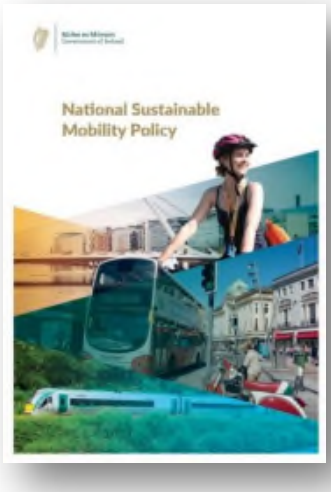
- Theme 1 – Governance & Resources
- Theme 2 – Plan for a Sustainable Future
- Theme 3 – Removing the barriers to walking and cycling
- Theme 4 – Embed walking & cycling into everyday life in Co. Monaghan
- Theme 5 – Continue to innovate and collaborate

In terms of proposals directly relevant to the subject study area, the Strategy states that preliminary route investigation work has commenced on the section of Ulster Canal Greenway between Smithborough and Clones.

The Strategy further states that funding has been announced for the re-watering of the Ulster Canal Section between Lough Erne to Clones. As such, the local authority aim to pursue funding opportunities for the development of improved active travel infrastructure to the local surrounding countryside.

2.5 DESIGN GUIDANCE

2.5.1 NATIONAL SUSTAINABLE MOBILITY POLICY (2022)



This policy sets out a strategic framework to 2030 for active travel and public transport, in order to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030.

The target of the policy is to "*deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030. These are in line with metrics for transport set out in the Climate Action Plan 2021*."

The policy will promote four main areas regarding Sustainable Mobility:

- Supporting Safe and Green Mobility
- Supporting People Focused Mobility
- Supporting Better Integrated Mobility
- Improving the Delivery of Sustainable Mobility

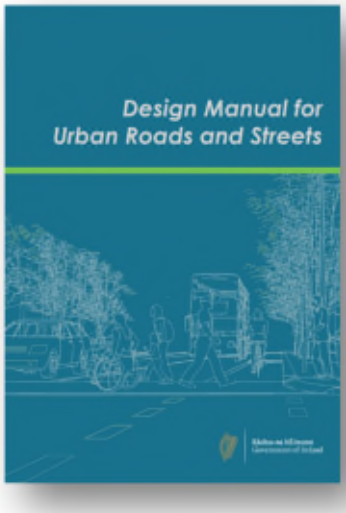
The policy also sets out four key areas where benefits can be seen from Sustainable Mobility:

Figure 2-6: Sustainable Mobility Key Areas (Source: Department of Transport)

Goal 4 of the policy *"aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes."*

Goal 4 also states: "*Pedestrian enhancement plans will also be developed for the regional growth centres and key towns identified in the NPF and the Regional Spatial and Economic Strategies. Improved walking and cycling infrastructure in towns and villages can support the Town Centre First principle through enabling access to local services by active travel."*

2.5.2 DESIGN MANUAL FOR URBAN ROADS AND STREETS (2019)



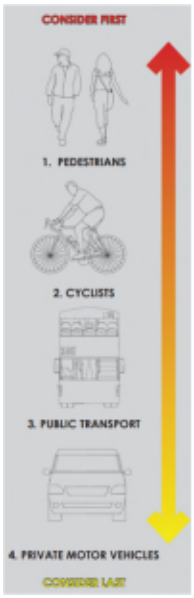
The Design Manual for Urban Roads and Streets (DMURS) (Version1.1,2019) provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment.

The four key design principles of DMURS include:

- ***Design Principle 1:*** *Support the creation of integrated street networks which promote higher levels of permeability and legibility for all road users, and in particular more sustainable forms of transport*
- ***Design Principle 2:*** *The promotion of multi-cultural, place-based streets that balance the needs of all users within a self-regulating environment*
- ***Design Principle 3:*** *The quality of the street is measured by the quality of the pedestrian environment*

- ***Design Principle 4:*** *Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design*



The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians first, the number of short car journeys can be reduced, and public transport made more accessible.

Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

The manual emphasises that narrow carriageways are one of the most effective design measures that calm traffic. Standard traffic lane widths on an arterial and link street is 3.25m, however, this may be reduced to 3.0m where lower design speeds are being applied. Desirable footpath widths are between 2.0m – 4.0m. The 2.0m width should be implemented to allow for low to moderate pedestrian activity. A 3.0m – 4.0m footpath should be implemented to allow for moderate to high pedestrian activity.

On heavily trafficked Arterial and Link streets with multiple lanes in urban areas, the manual states that the street should be considered as a boulevard with a median that is no less than 2.0m wide. The median can then be used as a refuge island for users who cannot cross the street in reasonable time and also allow for the planting of trees. A successful boulevard design with well planted medians and verges can provide a buffer between a heavily trafficked carriageway and the surrounding pedestrian environment and assist in retaining a high place value.

In relation to pedestrian crossing facilities, the manual notes that the alignment of crossing points with desire lines should eliminate the need for guardrails to redirect pedestrians, as is currently the case at the existing junctions. Furthermore, by designing good pedestrian facilities, e.g. wide footpaths and well-designed crossings, will make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.

In accordance with the objectives of Smarter Travel (2009) requiring that pedestrian movement at signalised crossings be given priority, the manual suggests the following:

- Optimise pedestrian movement, with pedestrian cycle times of no more than 90 seconds at traffic signals;
- Allow pedestrians to cross the street in a single, direct movement, with staggered/staged crossings not to be used where pedestrians are active, such as in Centres, Neighbourhoods and Suburbs;
- Where staggered/staged crossings currently exist, they should be removed as part of any major upgrade works and include realignment works to slow vehicle movements (i.e. reduced corner radii, carriageway narrowing).

Where traffic modelling indicates that junctions would become overly saturated if designed with single phase / direct pedestrian crossings, judgement will need to be made to determine where it is acceptable to saturate junctions in order to prioritise/promote more sustainable travel patterns. In these circumstances it may also be worth considering:

- Straight ahead two stage crossings within lower speed environments where the median is sufficiently wide to clearly distinguish each arm of the crossing; and
- Increasing pedestrian cycle times up to 120 seconds for short or intermittent periods (i.e. when saturation is likely to occur).

The focus of the manual is to promote an integrated approach towards creating and designing street networks which are simpler in structure, with higher levels of connectivity to reduce travel distances on foot or by bike, but which also incorporate elements of urban design and landscaping to help manage behaviours and provide high quality street environments.

Road Hierarchy

Best practice guidance relating to the design of urban roads and streets is contained in the Design Manual for Urban Roads and Streets (DMURS). DMURS sets out a road hierarchy of Arterial, Link & Local Streets. This hierarchy is set out relative to other relevant documents in **Figure 2-7.**

DMURS Description	Roads Act/NRA DMRB	Traffic Management Guidelines	National Cycle Manual
Arterial	National	Primary Distributor Roads	Distributor
Link	Regional (see note 1)	District Distributor Local Collector (see Notes 1 and 2)	Local Collector
Local	Local	Access	Access

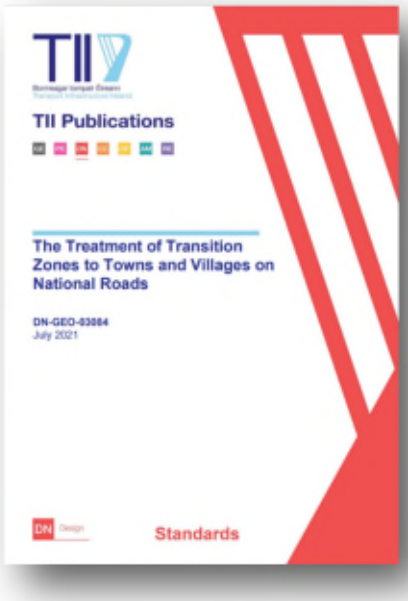
Notes

Note 1: Larger Regional/District Distributors may fall into the category of *Arterial* where they are the main links between major centres (i.e. towns) or have an orbital function.

Note 2: Local Distributors may fall into the category of *Local* street where they are relatively short in length and simply link a neighbourhood to the broader street network.

Figure 2-7: DMURS Street Hierarchy (DMURS)

2.5.3 THE TREATMENT OF TRANSITION ZONES TO TOWNS AND VILLAGES ON NATIONAL ROADS (2021)



Whilst DMURS guidance as referenced above typically applies within the urban environment, at transition zones on National Roads, the TII publication DN-GEO-03084 "The Treatment of Transition Zones to Towns and Villages on National Roads" applies to any designs proposed within these areas. This standard includes requirements for the implementation of traffic calming and pedestrian crossing measures within a transition zone. The scope of the guidance includes measures for : -

- Traffic Calming;
- School Zone / Community Facilities;
- Pedestrian Crossings;
- Pedestrian Comfort Assessment.

The publication provides a list of standard construction details that relate to : -

- Gateway details;
- Typical street layouts incorporating traffic calming measures;
- Pedestrian crossing details;
- Hard landscape details;
- Street furniture details;
- Soft landscape and tree planting details.

2.5.4 CYCLE DESIGN MANUAL (2023)

The Cycle Design Manual (CDM) published in 2023 replaces the 2011 National Cycle Manual. It incorporates best practice cycle infrastructure informed by international best practice an experience gained in delivering cycle infrastructure in Ireland over the last decade. The Manual provides guidance on the delivery of cycle infrastructure both on-road and off-road.

The Manual sets out five key requirements that designs should fulfil including :-

- ***Safety:*** This includes both 'Actual' safety and 'Perceived' safety. Facilities should be designed for all end users regardless of age or ability. End users should feel safe using the facility and therefore factors such as passive surveillance, lighting, evidence of anti-social behaviour amongst others should be considered.
- ***Coherence:*** It is important that continuity of cycle infrastructure along cycle routed should be achieved that that no gaps exist.
- ***Directness:*** Cycle routes between key origin and destination locations should be minimised as best as possible. This could include the introduction of permeable links along routes where active travel modes can benefit from shorter travel distances compared to car travel.
- ***Comfort:*** Cycle facilities should be comfortable to use and therefore a number of factors should be considered which influence the level of comfort of a facility including widths, gradients, stoppages & delays, surfacing, shelter and maintenance.

- ***Attractiveness:*** A cycle route should be as pleasant and interesting as possible to cycle along to help encourage people to choose cycling over other less sustainable modes. The use of horizontal buffers for example in an urban environment allows for the opportunity for landscaping making links more attractive.

The CDM outlines 4 steps in the planning of a cycle network plan: -

- Step 1: Decide and Improve – rather than base the need for facilities around historic trends, instead base around what the goal is and design to deliver that scenario.
- Step 2: Density – cycle networks are best kept dense so that key origins and destinations are within reasonable distance of cycle routes.
- Step 3: Determine origins and destinations – this includes a determination of the key origins where people live and destinations where they may travel to including employment, education, retail, community and leisure facilities.
- Step 4: Route Selection – based on the key origins and destinations, desire lines can be established.

2.5.5 SAFE ROUTES TO SCHOOL DESIGN GUIDE

The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and Green Schools in 2020 as a response to the need to support schools to increase walking and cycling to school. There are three aims of the programme:

- Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access;
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

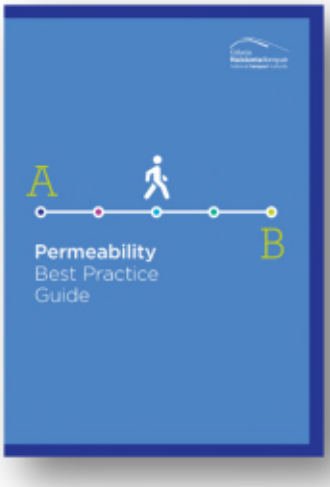
The document outlines the design methods to create safe walking and cycling links to various types of schools around Ireland. Each location presents new challenges, but there are basic fundamentals relevant to almost every location. There is a focus on a modal shift to active travel and public transport, as well as the discouragement of private car travel.

A sample of the design considerations, specifically the front of school/ school zones are:

- Space for pedestrians
- Safe places to cross

- Reduced traffic speeds
- Space for cyclists
- Discourage parking and set down
- Distinctive but consistent visual identity
- Places to sit, play, and learn
- Landscaping and public realm improvements
- Separate access to school

2.5.6 PERMEABILITY BEST PRACTICE GUIDE



The NTA outline one of their main priorities as the encouragement of use of more sustainable modes of transport, as well as to ensure that transport considerations are fully addressed as part of land use planning. To help achieve these priorities, the NTA funds transport infrastructure measures which facilitate and promote walking, cycling and public transport. It aims to assist local authorities through funding and the discovery of gaps in the local authorities' transport networks. One such example is the existence of cul-de-sacs and high walls, whereas a more permeable solution would be an open and accessible network, as well a safe one.

There are a number of Key Points regarding Permeability:

- Transport planning is concerned with conferring a competitive advantage to walking and cycling over the private car;
- There are tangible local economic benefits to be gained from maintaining and creating pedestrian and cycle links in urban and suburban areas;
- A permeable urban or suburban environment which permits people to walk, and cycle can benefit public transport operators;
- Permeable neighbourhoods can have benefits for public health; and
- Promoting social interaction in walkable and cyclable neighbourhoods can increase social capital.

2.5.7 ROTHAR ROADS

The Cyclist.ie *Rural Cycling Collective* has developed a guide for Local Authorities to begin to develop a Vision for Cycling in Rural Ireland. A discussion document has been produced pertaining to the development of local rural roads for walking and cycling known as Rothar Roads in the discussion document. The applicability of a rural road as a Rothar Road can be assessed against a suggested set of guidelines as follows : -

- Single carriageway in width
- Low volumes of motor traffic
- Located in areas of low residential density
- Few junctions with non-Rothar Roads
- Mainly local access roads i.e. absent of major trip generators and through traffic
- Classification as a Local Road or disused road
- Presence of sites of cultural or heritage significance

The above are identified as a guide only and a road is not expected to meet all the criteria to be eligible as a Rothar Road.

This discussion document proposes key design features that could be incorporated (e.g. entry signage to let road users know they are entering a Rothar Road) and provides a set of guidelines or etiquette for the different road users including both active travel users and drivers. These guidelines are deemed relevant due to such roads being narrow in nature with blind bends thereby requiring additional precaution amongst all road users.

3 STUDY AREA AND EXISTING ACTIVE TRAVEL NETWORK

3.1 STUDY AREA

Clones Town is located along the N54, between Monaghan Town (21km to the northeast) and Cavan Town (28km to the southwest) as illustrated in **Figure 3-1**. With a population of 1,885 as per the Census of 2022. The town's layout is intersected by several significant routes, including the N54 itself, as well as the historical paths of the Ulster Canal and the former Belfast to Cavan railway line.

Figure 3-1 Location of Clones in Context of Wider Area (Source: Open Street Maps)

The subject Urban Mobility Plan study area comprises the existing urban area and lands stretching to either the Northern Ireland border or the 50/60kph demarcation as presented in **Figure 3-2** below.

Figure 3-2 Adopted Clones Town Urban Mobility Plan Study Area

3.2 LOCAL AMENITIES

Clones benefits from a favourable availability of local amenities. Indicatively, **Figure 3-3** below illustrates the locations of key facilities such as main employment sites, schools, health centres, as well as retail and leisure centres. These amenities are strategically dispersed throughout the town, with, as to be expected, a notable concentration in the town centre.

Figure 3-3 Local Amenities within Clones

Regarding education facilities, Clones has two national schools, namely St. Tiernach's and Gaescoil Eois, and one secondary school, Largy College. These institutions are conveniently located within a 1.5km radius from the town centre. The location of these schools is depicted in **Figure 3-4** below.

Based on data sourced from the Clones Settlement Plan, the number of students attending each school in 2018 is as follows: St. Tiernach's (239 students), Gaelscoil Eois (48 students), and Largy College (487 students).

In terms of medical centres, Clones is served by the Clones Primary Care Centre and Dr. Larry Moran's practice, both of which are located within a distance of 500m away from the Town Centre, which location is also depicted in **Figure 3-4** below.

Figure 3-4 Schools and Health centres in Clones

In terms of retail, Clones benefits from a Supervalu situated on Fermanagh Street. Convenience stores include Carafinn Farm Foods, Geoghegans Butchers and Matthews of Clones are located on Fermanagh Street / Lower Fermanagh Street. There are two filling stations on the eastern side of the town with ancillary retail and deli facilities, Circle K and Applegreen. In the realm of retail, Lipton's Clones serves as a notable establishment situated in the town centre. The location of these establishments in the context of Clones is depicted in **Figure 3-5**.

Figure 3-5 Key Supermarkets, Convenient Stores and Retail Centres in Clones

Regarding key employment sites, Clones has a number of core industries which have provided constant employment, notably in the food processing and engineering/steel industries. The largest employers are ABP Food Group and Feldhues Fleischarenprofuktion. The John Matthews Enterprise centre in the centre of Clones provides small incubator work units to a number of small family operated businesses in the town. Other industries located in the town are Alpha Tanks Limited, BM Transport Ltd. and LCP Tyres. The locations of these key employment sites are illustrated in **Figure 3-6** below.

Figure 3-6 Key Employment Centres in Clones

Clones benefits from a number of established and relatively new recreational and amenity facilities.

One prominent relatively new facility is the Peace Link, which boasts extensive amenities such as a 400m Tartan running track, soccer pitch, 3G multipurpose playing pitch, indoor sports facilities for badminton and basketball, and a fully equipped gymnasium.

Additionally, Clones is home to St. Tiernach's Park, a popular venue that draws large crowds during G.A.A. matches, including the Ulster Final and other significant events.

The town has also seen enhancements to its leisure offerings, including the redevelopment of the playground at Cara Street to complement the refurbishment of the Canal Stores building. Other notable leisure centres include the Youth Work Ireland Centre, Clones Library, and the Ulster Canal Visitor Centre.

These locations are visually represented in **Figure 3-7** below.

Figure 3-7 Leisure centres in Clones

In terms of open spaces, the Diamond area is the most important public space. There is a public recreation park called the Barry McGuigan Park. The location of these open spaces is depicted in **Figure 3-8** below.

Figure 3-8 Open Spaces in Clones

3.3 KEY ORIGINS AND DESTINATIONS

A number of key origins have been identified within the subject study area that form the basis for the potential active travel target population due to their location relative to key destinations i.e. within 10-minute walk/cycle.

The existing key origins identified within the subject study area are presented in **Figure 3-9**. The origins identified include the following:

- RA1 – Milbrook Upper including Eanaigh Ealta and Cherry Park
- RA2 – O'Neill Park / Carn View / Carron Heights
- RA3 – Largy Court / Ard Chluain
- RA4 - Residential dwellings located to the north of Roslea Road
- RA5 – Residential dwellings to the east of Newbliss Road
- RA6 - Residential dwellings on Newtownbutler Road and Mullanamoy Near
- RA7 - Residential dwellings on N54 Cara Street outside of Town Centre area
- RA8 - Residential dwellings on R212 McCurtain Street outside of Town Centre area

Similarly, key destinations such as local amenities identified in **Section 3.2**, encompassing schools, health centres, retail and convenience stores, key employment sites, leisure centres and bus stops. The location of this key destinations is depicted along with the origins in **Figure 3-9** below.

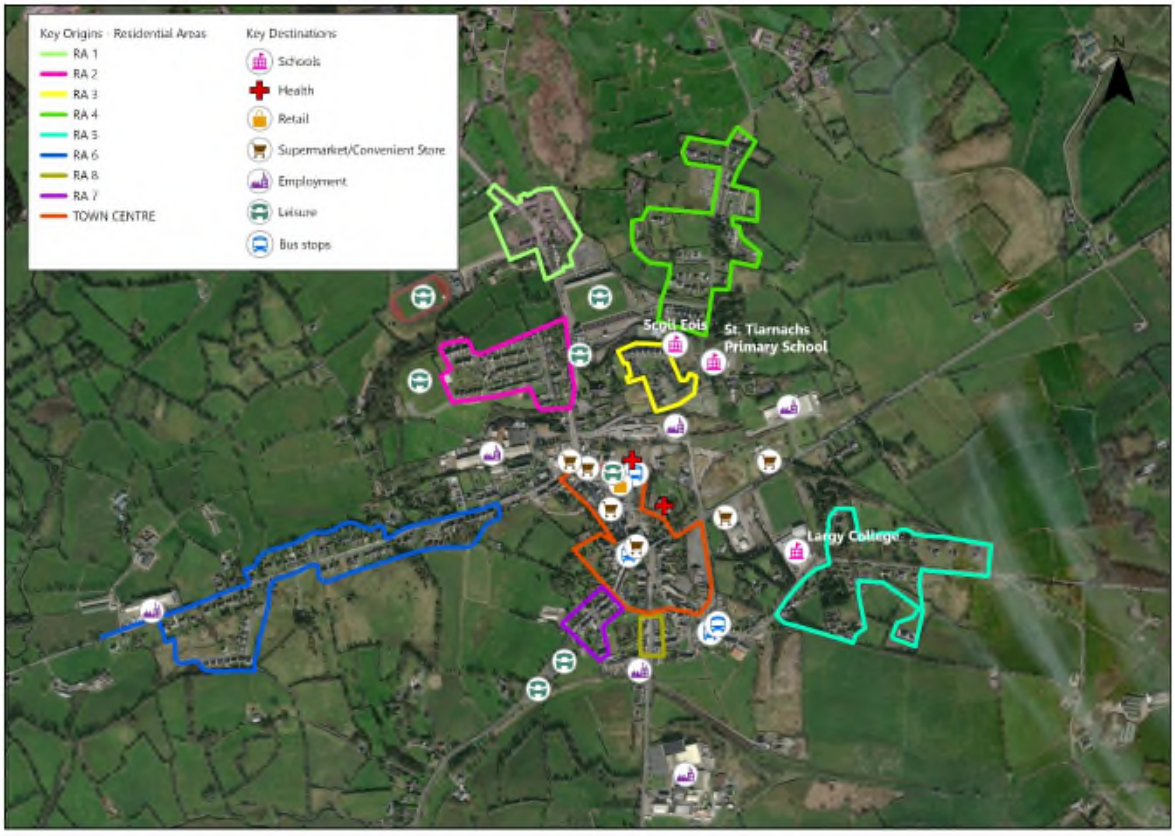


Figure 3-9 Key Origins and Destinations in Clones

3.4 EXISTING TRANSPORT INFRASTRUCTURE

3.4.1 EXISTING ROAD NETWORK

Clones Town is bisected by the N54 National Secondary Road which operates between Monaghan Town and Butlers Bridge, Co. Cavan. It is also linked to its hinterland, both north and south by regional roads to Enniskillen and Newbliss (R183), Roslea (Roslea Rd), Scotshouse (R212) and a local road to Magheraveeley (L21002). The existing road network is illustrated in **Figure 3-10** below. For a closer view of the road network within the town centre, a zoomed-in depiction is shown in **Figure 3-11**.

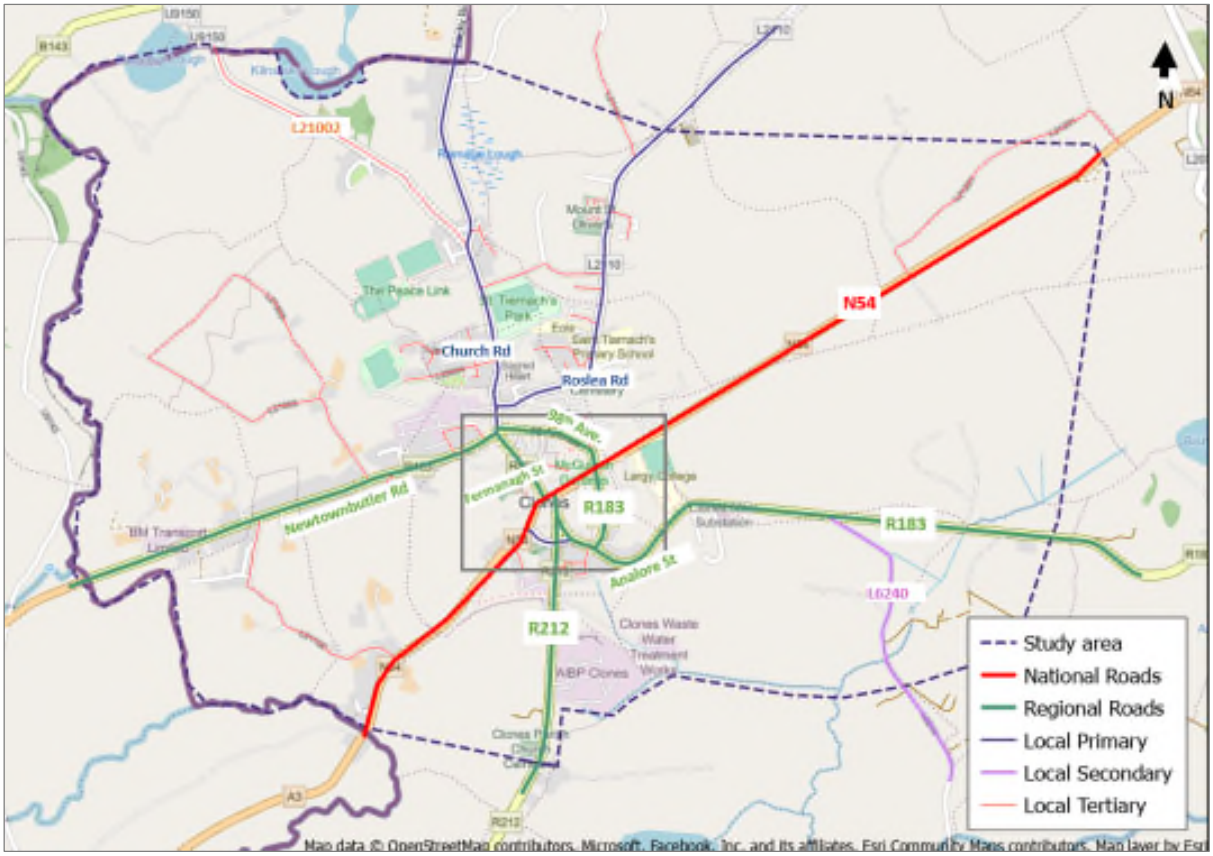


Figure 3-10 Existing Road Network in Clones

Main roads within Clones and their characteristics are listed below;

- The R212 meets the N54 at a priority controlled junction in The Diamond. This road operates north-south and diverges into McCurtain Street (R212) and Analore Street (R183).
- McCurtain Street (R212) operates north-south connecting Clones to Scotshouse. It is a two-way single carriageway road which benefits of footpaths on both sides over the urban extents and on one side of the carriageway to a location south of Tehill cemetary.
- Analore Street is a two-way single lane carriageway which benefits of footpaths on both sides of the road and public lighting on one side. The road continues east becoming the R183 which leads to Newbliss and Castleblayney.
- Roslea Road operates in a northeast-west direction and connects to Church Hill at a priority controlled junction. Roslea Road comprises a two-way single lane carriageway with street lighting provided on one side.
- Church Hill runs north-south comprising a two-way single lane carriage way. It then becomes Fermanagh Street, a one-way single lane southbound street that meets the N54 at the junction in The Diamond.

- Traffic traveling north from the N54 have to do so on 98 Avenue (R183), a two-way single carriageway road with street lighting on one side of the carriageway. This road connects to Lower Fermanagh St, Newtownbutler Rd and Fermanagh St at a signalised junction.
- Newtownbutler Road is a two-way single carriageway that connects Clones with Newtownbutler. The road has footpaths on both sides of the road within the urban area. At locations on approach to the Town Centre, the footpaths on Newtownbutler Road are narrow and often blocked due to on footpath carparking practices.

Figure 3-11 Existing Road Network in Clones Town Centre

3.4.2 EXISTING ACTIVE TRAVEL FACILITIES

Existing Pedestrian Network

The extent of the existing pedestrian network is presented in **Figure 3-12** below. It provides a high level view of where there is currently pedestrian infrastructure on at least one side of the corridor. This figure reveals that, generally, dedicated pedestrian infrastructure is readily available throughout the network on at least one side of the corridor. Nevertheless, a small number of gaps have been identified.

Figure 3-12 Existing Pedestrian Network

Figure 3-12 highlights two main gaps in the pedestrian network, either due to the absence of pedestrian links or inadequate provision of footpaths. The primary gaps include:

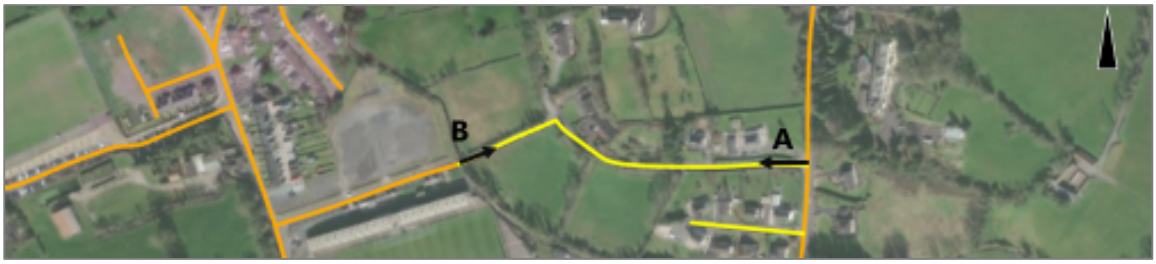
(1) Gap in facilities in the link between 98th Avenue and Roslea Road. There is a public road from 98th Avenue to the Clones Mart access with a through route to Roslea Road. It is unclear as to the ownership of these lands. Should public lands be available within this area or if CPO is possible, a public through route here would yield significant advantages for active travel trips between 98th Avenue and Roslea Road as shorter travel distances could be achieved. This is depicted in **Figure 3-13** below.

(2) Gap in facilities along Church Hill and River Lane. This link goes between Millbrook Upper and Roslea Road. There is an existing road connection along here but no active travel facilities. This is depicted in **Figure 3-14** below.

(A) Access to Clones Mart 98th Avenue

(B) Access to Clones Mart from Roslea Rd

Figure 3-13 Gap in facilities in the link between 98th Avenue and Roslea Road



(A) River Lane (looking west)

(B) Church Hill

Figure 3-14 Gap in facilities along Church Hill and River Lane

Pedestrian Facilities at Schools

A review of the pedestrian facilities in the vicinity of the schools was undertaken to assess the safety and accessibility of walking routes for school children and identify any deficiencies or areas for improvement.

Both primary schools in Clones, Scoil Eois and St. Tiernachs, are located to the north of the town, with their entrances being very close to each other, approximately 200 meters apart.

St. Tiernachs located in Largy Road, benefits from pedestrian crossings along this street. One pedestrian crossing is situated closer to the school entrance, as shown in (A) in **Figure 3-15**. Additionality, there is a signalised pedestrian crossing at the Sacred Heart Cemetery, located at the Roslea Rd / Largy junction, shown in (B) in **Figure 3-15**.

(A) Pedestrian crossing at the entrance of the St. Tiernachs School

(B) Signalised pedestrian crossing at the Roslea Rd / Largy Junction

Figure 3-15 Largy Road – Access to St. Tiernachs

For school children attending Scoil Eois, there is a lack of pedestrian crossings in the surrounding area. Specifically, there is no crossing at the entrance of the school, as shown in (A) in **Figure 3-16.** Additionally, there is no crossing at the junction with the Ard Chluain residential estate, as depicted in (B) in the same figure.

(A) Roslea Road (looking south)

(B) Roslea Road (looking south) - Junction with the Ard Chluain residential estate

Figure 3-16 Roslea Road – Access to Scoil Eois

Largy College, the sole secondary school in Clones, is situated to the eastern section of the town along the R183. Although footpaths are available on both sides of the street, they are narrow in width. There is a deficiency in pedestrian crossings along this street, particularly at the school entrance. Given that the R183 is heavily trafficked by vehicles traveling between Clones locations including Ballybay and Newbliss. The journey for school children from the town centre along Analore St/R183 involves crossing the road at points where dedicated pedestrian crossings are lacking.

Figure 3-17 Analore St (R183) – Access to Largy College

Pedestrian Facilities in the Town Centre

In terms of pedestrian facilities in the town centre, there is generally footpaths are generally available on both sides of the streets, albeit some of which are substandard particularly along the N54 in the vicinity of the pinch point at the southern extents of Cara Street.

Pedestrians benefit from the availability of a signalised pedestrian crossing on the N54 in The Diamond and an uncontrolled crossing point on McCurtain Street / The Diamond.

Figure 3-18 Pedestrian facilities in The Diamond

On Fermanagh St, there is a raised pedestrian crossing at the bottom of Fermanagh St at The Diamond. Also in this street, bollards are provided on both sides of the streets to enhance pedestrian safety and deter illegal car parking.

Figure 3-19 Pedestrian facilities in Fermanagh St

Sample Pedestrian Crossing Issues

At the northern extents of Fermanagh St, at the Creighton Hotel, there is a signalised junction with pedestrian crossings provided in three of the four arms. The missing arm is located in front of the Creighton hotel, hindering pedestrians from crossing from the west footpath of Fermanagh St to the east footpath. This is depicted in **Figure 3-20** below.

Figure 3-20 Pedestrian facilities at the Fermanagh St / 98th Ave Signalised Junction

To the north of this signalised junction, the priority controlled Church Hill / Roslea Road junction does not currently accommodate pedestrian crossing points. As a result, pedestrian travelling north on Church Hill on the eastern side of the road will likely take the shortest route resulting in vulnerable road users entering the carriageway to join the footpath on the opposite side of Roslea Road rather than walking through the car park to cross at the zebra crossing which is set back approx. 50m off the pedestrian desire line. This is depicted in **Figure 3-21**.

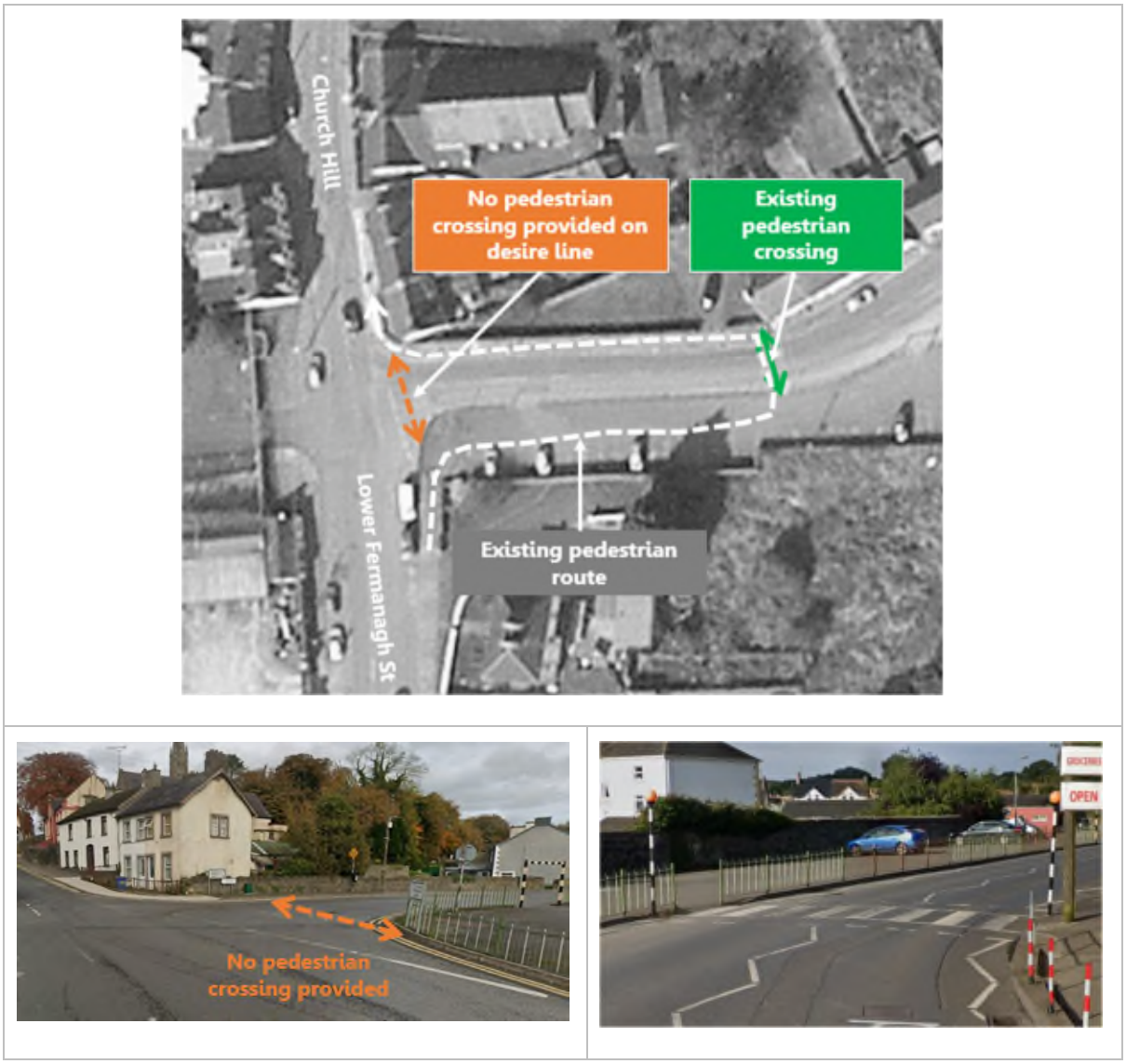


Figure 3-21 Pedestrian facilities at the Fermanagh St / Roslea Rd / Church Hill Junction

Existing Walking Routes

Regarding walking routes in Clones, there is a designated path which is used for recreational activities at Carn Lane, previously illustrated in **blue** in **Figure 3-12**. It comprises a quiet, lightly trafficked lane benefitting from public lighting. This facility is approx. 2km long and is accessed off the R183 Newtownbutler Road. In addition, the lightly trafficked Clonboy which is a narrow laneway between the N54 and the Newtownbutler Road is a recoganised leisure walking route amongst local residents of Clones.

Figure 3-22 Existing Carn Lane and Clonboy Walking Route Infrastructure

Recent Active Travel Enhancements

Recently, pedestrian enhancements along Tirnahinch Road spanning approximately 600 meters have been completed. These enhancements include the provision or upgrade of footpaths and the installation of new street lighting. **Figure 3-23** illustrates the approximate extents of these pedestrian improvements.

Figure 3-23 Tiernahinch Road Pedestrian Facilities Improvement Location

The newly developed Clones Marina features a 1 km stretch of water that offers a variety of leisure and recreational opportunities. It also serves as a safe connection between the waterway and greenway networks, providing easy access to Clones Town Centre. This new local amenity is now open to the public. The location for the project and some sample images of the project are presented in **Figure 3-24** and **Figure 3-25.**

Figure 3-24 Location of Clones Marina with regards to Clones Town Centre

Figure 3-25 Recently Constructed Marina Project

Figure 3-26 Ulster Canal Restoration, Clones

Figure 3-27 Pedestrian / Cycle Facility east of Marina

Figure 3-28 Existing active travel infrastructure south of the Marina parallel to the N54

Cycle Routes

There is a recognised cycle route which passes through the study area forming part of the UK National Cycle Network. The route, depicted in **Figure 3-29**, is identified as part of the Ulster Canal Greenway shown to operate along the R183, O'Duffy Street, 98th Avenue, Church Hill and continuing onto Lacky Road into Northern Ireland.

Figure 3-29 UK National Cycle Network in Clones

Cycle Parking

There are a number of existing public and private cycle parking facilities available within the study area, as depicted in **Figure 3-30**. These include the following;

- 3 no. unsheltered Sheffield Stands (6 no. spaces) in the Diamond in the vicinity of the High Cross
- 4 no. unsheltered Sheffield Stands (8 no. spaces) adjacent to the Cara Street Playground
- 5 no. unsheltered Sheffield Stands (10 no. spaces) within the Peace Link Grounds
- 6 no. unsheltered Sheffield Stands (12 no. spaces) within the Primary Care Centre Grounds
- 10 no. sheltered Sheffield Stands (20 no. spaces) at St. Tiernach's NS.

Figure 3-30 Existing Cycle parking Locations

3.4.3 EXISTING PUBLIC TRANSPORT SERVICES

Table 3-1 below summarises the bus routes serving Clones, including their respective operators and frequencies while **Figure 3-31** below illustrates these bus routes and the location of the local bus stops.

Bus Éireann currently operates bus routes 65 and 175A. Route 65 Galway – Cavan – Monaghan operates one departure daily between Monday and Saturday from Clones to Cavan and one departure daily from Cavan to Monaghan, not serving Clones on Sundays. Route 175A operates one departure daily from Cavan to Monaghan. These routes serve stop 155911 on 98th Avenue.

LocalLink Cavan-Monaghan operates route 176 Cavan – Monaghan Cross County Route with an enhanced timetable that came into operation in October 2023. This route operates 6 departures per direction from Monday – Saturday with two extra evening services on Fridays and Saturdays and 4 departures per direction on Sundays. This routes serves stop 155911 on 98th Avenue as well as stops 11582/11583 in Analore Street.

Bus Service	Route No.	Destination	Mon-Fri	Sat	Sun
Local Link	176	Cavan to Monaghan	6/8	8	4
		Monaghan to Cavan	8	8	4
Bus Éireann	65	Galway - Athlone - Monaghan	1	1	-
		Monaghan - Athlone - Galway	1	1	-
	175A	Monaghan – Clones - Cavan	-	-	-
		Cavan - Clones - Monaghan	1	1	1
Translink	95	Enniskillen – Clones	7	3	-
		Clones - Enniskillen	5	3	-
	270*	Belfast to Armagh	1	1	1
		Armagh to Belfast	1	1	1
	271*	Belfast to Cavan	1	1	-
		Cavan to Belfast	1	1	-
Streamline	GM13	Galway - Cavan- Monaghan	1	-	-
		Monaghan - Cavan - Galway	-	-	1
McConnons Travel	180*	Monaghan - Dublin	2	1	1
		Dublin - Monaghan	2/3	1	-

Routes 270 and 271 only serve Clones on one direction from Monday to Saturday:
Route 270 Armagh - Belfast departs Clones towards Monaghan and Belfast at 13:00.
Route 271 Belfast - Cavan departs Belfast arriving at Clones at 11:15
Route 180 Monaghan - Dublin serves Clones once between Mon-Fri.

Table 3-1 Bus routes servicing Clones and frequency of the services

Translink operates routes 95, 270 and 271. Route 95 Enniskillen– Clones has 7 departures per day from Clones from Monday to Friday and three departures on Saturdays. On the opposite direction the route serves Clones five times per day during the work week and three times on Saturdays. Routes 270 and 271 only serve Clones once per day from Monday to Saturday. Route 271 departs Belfast arriving at Clones at 11:15 and route 270 departs Clones towards Monaghan and Belfast at 13:00. Both of them only stop at stop 155911 on 98th Avenue.

Private operator Streamline offers a weekend service (Route GM13) connecting Monaghan Clones Cavan and Galway with one departure from Galway on Friday at 2pm and one departure from Monaghan on Sundays at 5pm, stopping in both instances at The Diamond.

Private operator McConnons Travel operates route 180 between Clones and Dublin (UCD) stopping at The Diamond on its inbound direction and 98th Avenue on the outbound.

There are four bus stops in the Study Area, as illustrated in **Figure 3-31**.

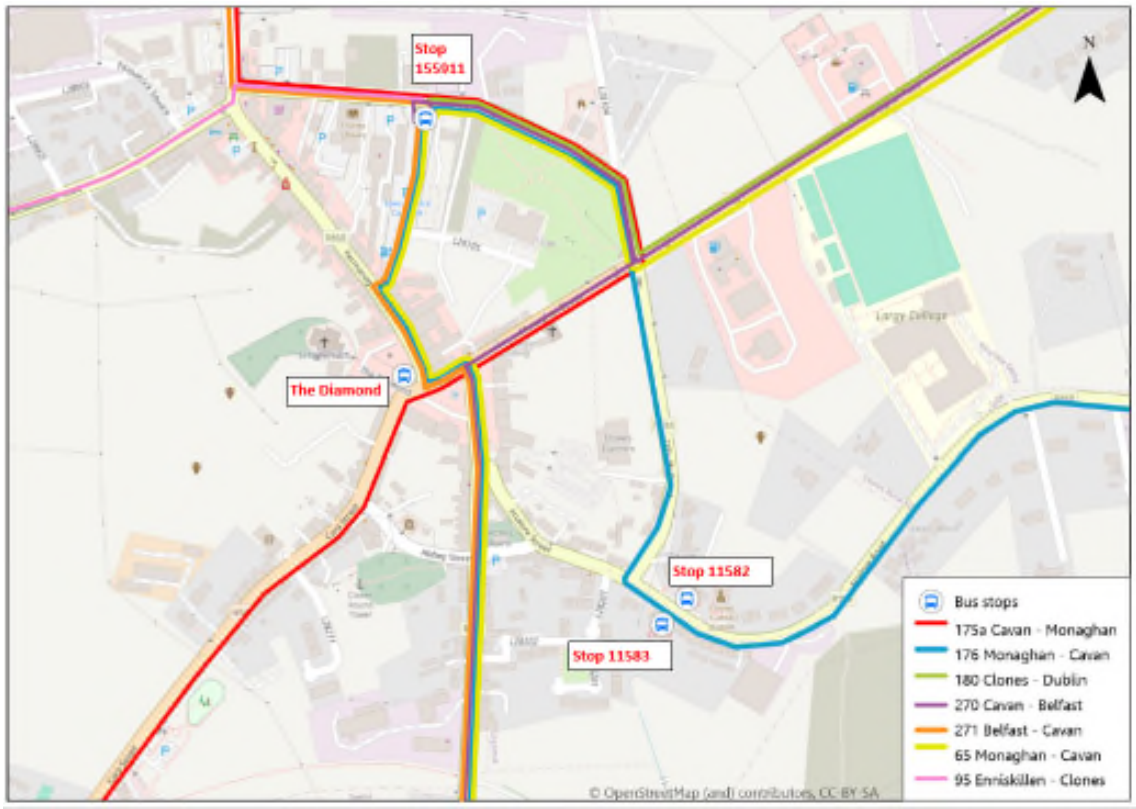


Figure 3-31 Bus routes in Clones Town Centre

Bus stop 155911 on 98th Avenue benefits from a bus stop shelter and dropped kerbs and is the only stop equipped with bus stop infrastructure in the Town. The bus stop at The Diamond has no bus stop infrastructure making it difficult to locate its exact position. Likewise, there is a pair of bus stops at Analore Street (stop 11582 eastbound and stop 11583 westbound) which also lack of bus stop infrastructure. There is a bay on the westbound direction which could potentially indicate the location of the bus stop, as shown in **Figure 3-32** below.

Stop 155911 on 98th Avenue

Stop at the Diamond

Stop 11582 at Analore St (eastbound)

Stop 11583 at Analore St (westbound)

Figure 3-32 Existing Bus stops in Clones

3.4.4 EXISTING CAR PARKING PROVISION

Monaghan County Council currently maintain a number of carparks in addition to on-street parking facilities throughout the town. Parking regulations are implemented by the Council. Another number of private carparks are maintained by business, sporting and church groups. The car parking provision in Clones designated by ownership, is presented in **Figure 3-33** below. This figure also incorporates informal car parking observed during site visits.

Figure 3-33 Car Parking Provision in Clones

A zoomed-in version of this map, centred on the Town Centre, is depicted in **Figure 3-34**.

Public car parks in the town centre include the Town Centre Car Park, the Clones Credit Union Car Park, designated car parking zones at The Diamond, the Roslea Car Park, Fitzpatrick Square and the car park at the Library.

In addition to public car parks, there are several private car parks such as the Church car park, Supervalu, Creighton Hotel and the Clones Primary Care Centre.

On-street parking is available throughout the main streets of Clones such as Fermanagh St, Fitzpatrick Square, 98th Ave, Lower Fermanagh St, McCurtain St and Analore St.

Figure 3-34 Car Parking Provision in Clones Town Centre

There is one existing EV charging point that can accommodate two vehicles in the Town Centre Car Park near the junction with Fermanagh Street.

Figure 3-35 EV charging point at Town Centre Car Park

The informal parking that was observed during the site visits has also been included in **Figure 3-34**. Along Rosslea Rd it was observed that cars were parked in the northern footpath of the road, likely residents parking in front of their homes. It was noted that at the time of the visit, while these cars where parked there, the Rosslea Road Car Park, located within 50m, had low occupancy. Some

of the car parking practices at this location result in vehicles either partially or fully blocking the footpath thereby reducing the available width for pedestrians to utilise this facility potentially resulting in pedestrians walking on the road to continue along their route.

Figure 3-36 Parking Issues observed in Roslea Rd

Inappropriate parking on footpaths was also observed on Newtownbutler Rd. Whilst there are double yellow lines on the closest section to Fermanagh Rd due to its narrowness, the absence of these lines on the rest of the street allows cars park on the footpath on both sides of the road. Where cars mount footpaths, this restrict the space available for pedestrians and may result in full blocking for wheelchair users or parents with buggies. It was also observed that car parking spaces where available in the Fitzpatrick Square Car Park.

Figure 3-37 Inappropriate Parking Practices on Newtownbutler Road

Similar inappropriate car parking practices were observed on Cara Street. Double yellow lines are present in the narrowest sections, specifically from the Diamond to the Ball Alley. However, as the street widens, there are no double yellow lines, and cars are observed parking on the footpaths.

Figure 3-38 Parking issues in Cara St (N54)

The recurring problem of cars parked on the footpath presents a significant safety concern and discourages pedestrian activity. Walking on the road to avoid parked cars is uncomfortable and unsafe due to potential conflicts with vehicular traffic.

3.5 BASELINE ACCESIBILITY CHARACTERISTICS

To prepare the catchment analysis for the town centre, the point of origin was placed at The Diamond. The catchment analysis map is shown in **Figure 3-39** below. The coloured polygons illustrate the 5- and 10-minutes' walking catchment analysis using the road network.

By contrast, the dashed lines represent the 'crow-flies' catchment. Points at which the 'through-the-network' catchment area meet the alternative 'crow-flies' lines means that the accessibility is high whilst the opposite represents low accessibility.

Accessibility in the initial 5-minute walk is quite high, showing mostly all residential areas are covered within the catchment. However, in the 10-minute catchment, more barriers tend to be encountered, especially to the north-east, affecting the accessibility to both primary schools.

Figure 3-39 Pedestrian Network vs. as the crow flies from The Diamond

Following the methodology outlined in **Section 1.4.2**, 10-Minute Town Concept, maps were produced to understand the current accessibility conditions for walking and cycling within Clones from the key facilities in the town – schools, health centres, retail and convenience stores, key employment sites, leisure centres and bus stops.

3.5.1 Cycling Catchment Analysis

Overall, the catchment analysis for cycling showed that all services in Clones are within a 10-minute cycle catchment area and therefore comply with the 10-minute town concept. The cycling catchment graphics can be found in **Appendix A** of this report.

3.5.2 Walking Catchment Analysis

Regarding schools, the walking catchment is illustrated in **Figure 3-40**. There are residential areas in Clones that are not located within a 10-minute walking catchment to a primary school, particularly towards the town centre and the western section of the study area, such as O'Neill Park / Carn View / Carron Heights and residential dwellings on Newtownbutler Rd and Mullanamoy Near. Similarly, due to the location of Largy College on the eastern outskirts of Clones, a significant proportion of the population is not within a 10-minute walking catchment.

The walking catchment from health care services is illustrated in **Figure 3-41**. Key services are located in the town centre, therefore residential areas on the outskirts of the town are generally outside the 10-minute walking catchment.

The walking catchments for convenience stores and retail centres are illustrated in **Figure 3-42**. The majority of the residential population within the study area is within a 10-minute walk of retail services, with the exception of the residential dwellings located to the north of Rosslea Rd, and to the west including the residential areas on Newtownbutler Rd and Mullanamoy Near. Additional retail facilities at these locations may not be feasible (or desirable from a retail planning perspective) as the population densities are low. Residents on the outskirts would typically drive to retail facilities as parking is conveniently available in the town centre where retail opportunities are available.

In terms of accessibility to key local employment opportunities, as depicted in **Figure 3-43**, a few outlying residential areas are outside this walking catchment.

Figure 3-44 illustrates the walking catchment from key leisure facilities. Sports and recreational facilities are scattered throughout Clones. Although the walking catchment maps indicate that majority of residents are within 10 minutes' walk of these facilities, sports fields would generally cater for groups of people with interests in specific sports or clubs. Therefore, people who use these facilities may travel longer distances and across town despite a local facility being available.

In terms of accessibility to public transport, **Figure 3-45** shows the catchment analysis from the bus stops within Clones Town Centre. Existing bus services link Clones with regional destinations as well as smaller towns and villages in its hinterland, as detailed in **Section 3.4.3**. The majority of the residents in Clones reside within a 10-minute walking catchment of a bus stop. The walking catchment could be improved by adding additional pedestrian links or improving existing facilities.

Figure 3-40 Baseline Walking Catchment from schools

Figure 3-41 Baseline Walking Catchment from health centres

Figure 3-42 Baseline Walking Catchment from retail centres and convenience stores

Figure 3-43 Baseline Walking Catchment from key employment centres

Figure 3-44 Baseline Walking Catchment from key leisure centres

Figure 3-45 Baseline Walking Catchment from bus stops

4 EMERGING ACTIVE TRAVEL & INFRASTRUCTURE SCHEMES

4.1 OVERVIEW

This section provides a summary of key known schemes either recently completed, planned or underway within the study area. Several schemes, beyond local transportation objectives, have been identified, including:

1. St. Tiernach's Park, Clones Plaza
2. Clones Car Parking and Traffic Configurations Scheme
3. Ball Alley / Abbey Street Improvements
4. St. Tiernach's Primary School Safe Routes to School
5. 98TH Avenue Bus Stop Enhancements and Pedestrian Crossing
6. Pedestrian enhancements related to the N54 Clones East Drainage System Scheme
7. Ulster Canal Greenway
8. CycleConnects Network
9. CycleConnects
10. Monaghan County Council Roads Proposals (Monaghan County Development Plan)
11. Canon's Lane
12. Tirnahinch crossing and new footpath

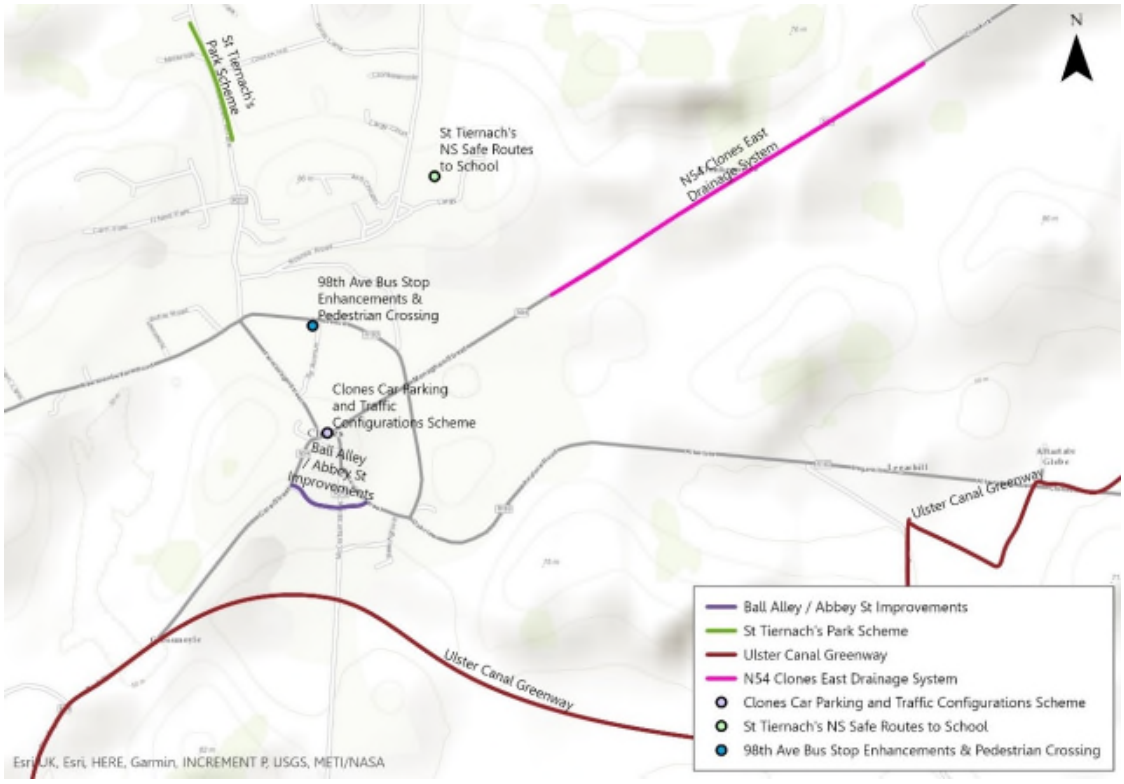


Figure 4-1 Proposed AT & Infrastructure Schemes (excluding CycleConnects and MCC Road proposals)

4.2 ST. TIERNACH'S PARK, CLONES PLAZA

St Tiernach's Park in Clones is the home of Monaghan GAA and principal GAA stadium of Ulster GAA. It hosts Gaelic football matches throughout the year with the penultimate GAA event being the Ulster Senior Football Championship that is held in May. It has a maximum capacity of 36,000 and access is gained from the Local Primary Road LP2100 or known locally as Roslea Terrace road.

The overall scheme (which has recently been constructed) aimed to deliver improved pedestrian facilities to the front of St Tiernach's Park, along Roslea Terrace in Clones, Co. Monaghan. The upgrade comprises a new widened footpath either side of the existing road resulting in the acquisition of lands opposite St Tiernach's Park, with the construction of a new retaining wall and the demolition of an existing residential dwelling. There was also slight modifications to the appearance of the exterior wall of St Tiernach's Park and improved lighting and pedestrian crossing facilities.

Figure 4-2 Location of St Tiernach's Park scheme

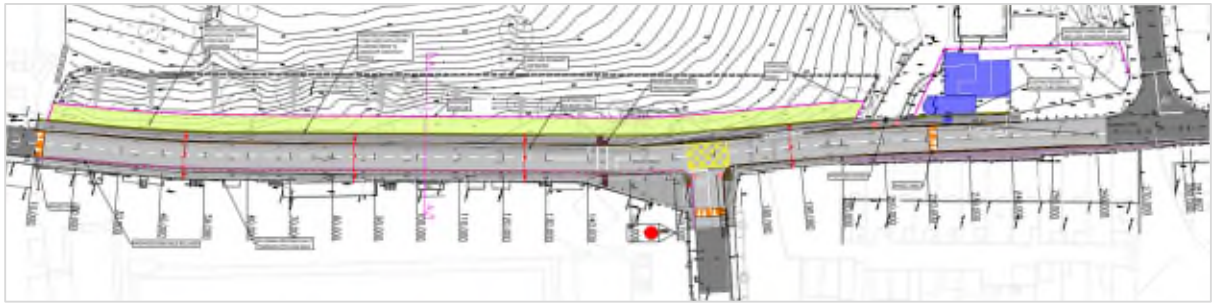


Figure 4-3 Scheme Proposals

4.3 CLONES CAR PARKING AND TRAFFIC CONFIGURATIONS

The scheme includes a review of the existing parking and traffic configurations within the Diamond area and Ball Alley Area of Clones Town. The main objectives of this scheme were to examine the current parking capacity / traffic flows within Clones Town and advise on alternative arrangements that could create a more attractive road configuration and parking arrangement to entice passing traffic to visit Clones.

The scheme culminates in the provision of a number of additional car parking spaces. In addition, minor kerb realignment works are proposed in the interest of reducing pedestrian crossing distances, slowing vehicular speeds through the study area and improving forward visibility along the N54 at the existing Yield arrangement. Improved pedestrian crossing facilities are proposed at numerous locations throughout the study area.

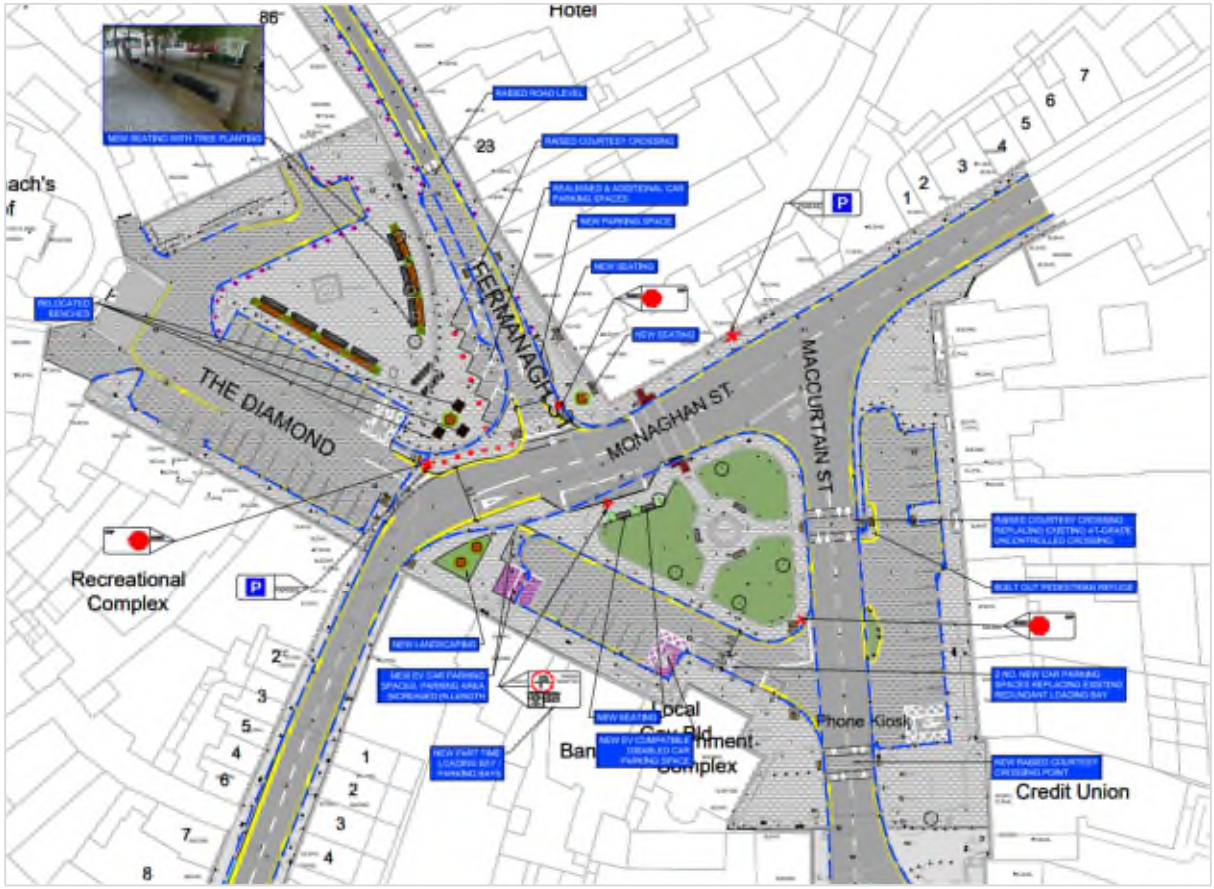


Figure 4-4 Preliminary Design Layout for Clones Car Parking and Traffic Configurations Scheme

4.4 BALL ALLEY / ABBEY STREET IMPROVEMENTS

The current arrangements along the Ball Alley and Abbey Street facilitate two-way traffic on narrow streets. This results in little space remaining for pedestrians and poor visibility for vehicles exiting the Ball Alley onto the Scotshouse Road. Abbey Street links a number of significant local tourist attractions and therefore the scheme aims to improve the pedestrian environment for both local residents and visitors to the area.

The scheme proposes a new one-way westbound traffic arrangement along Abbey Street and along the Ball Alley between Scotshouse Road and Cassandra Hand Heritage, Tourism and Genealogy Centre. This allows for the introduction of new pedestrian footways on the northern side of the corridor along these sections and improved facilities on the southern side of the Ball Alley.

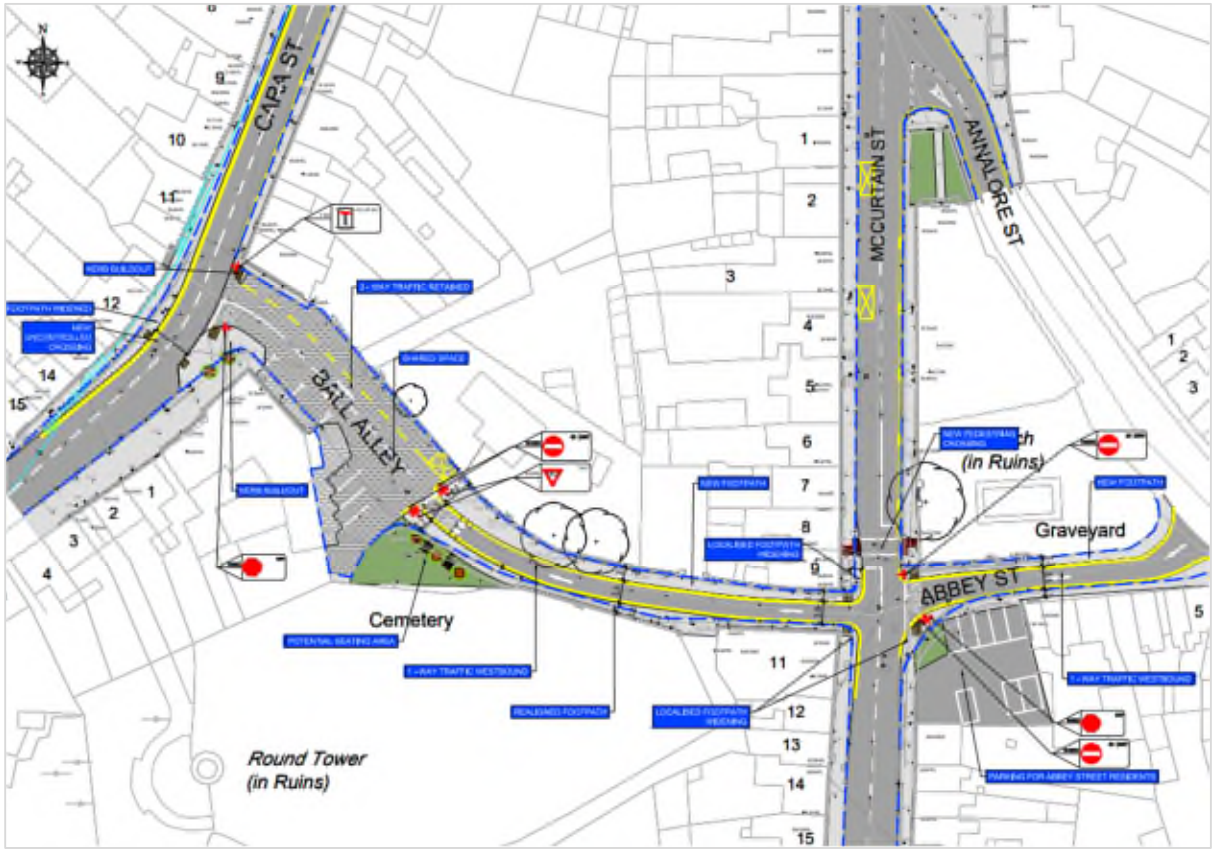


Figure 4-5 Preliminary Design Layout for Ball Alley and Abbey Street Scheme

4.5 ST. TIERNACH'S PRIMARY SCHOOL SAFE ROUTES TO SCHOOL

St. Tiernach's Primary School are registered with Safe Routes to School. Whilst a scheme has yet to be progressed, it is likely that a scheme would consider improved active travel infrastructure

along Roslea Road towards the Town Centre. It may also consider a Park & Stride facility along Roslea Road to the southwest of the school grounds.

St. Tiernach's is also a member of the Active School Network reinforcing the school's commitment to promoting active travel to and from school.

Figure 4-6 St. Tiernach's School

4.6 98th AVENUE BUS STOP ENHANCEMENTS AND PEDESTRIAN CROSSING

Monaghan County Council propose to upgrade the existing 98th Avenue bus stop in the interest of limiting the occurrence of inappropriate parking practices which in turn restrict access to the bus stop location for busses. In addition, the upgrade will include the implementation of addition accessibility features to improve this facility for mobility impaired persons. The scheme also requires the provision of a new pedestrian crossing linking the car park at this location with the recently established pharmacy and primary care centre located on the northern side of 98th Avenue.

Figure 4-7 Existing Bus Stop Arrangement

Figure 4-8 Recently Established Trip Generators on the Northern Side of 98th Avenue

4.7 N54 CLONES EAST DRAINAGE SYSTEM

As part of the N54 Clones East Drainage Scheme, pedestrians enhancement are being included. This involves the installation of a 2m width footpath on the western side of the road for approx. 550m on the N54 from the Fleischarenprofuktion site access northwards. The typical cross section can be seen in **Figure 4-9** below.

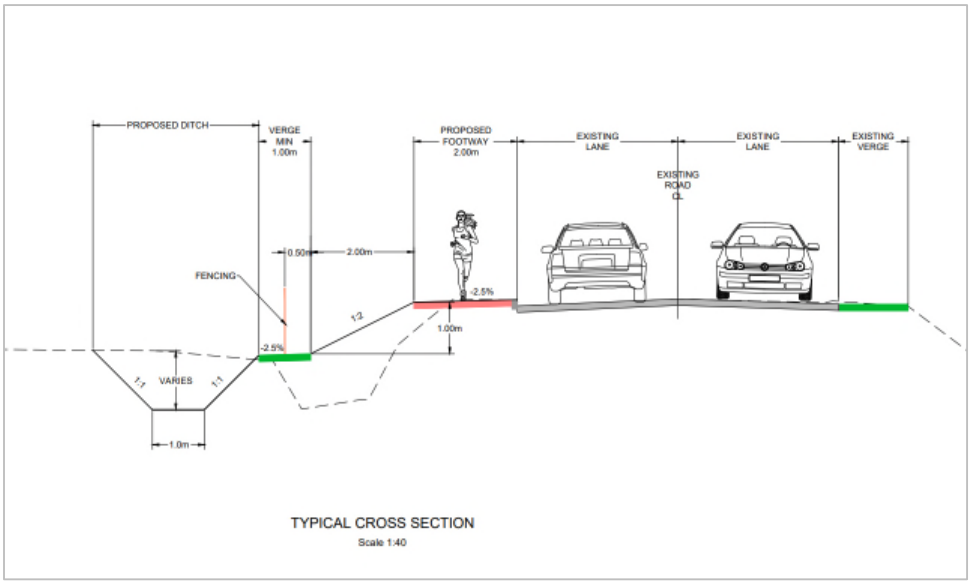


Figure 4-9 Typical Cross-Section N54 Clones East Drainage Scheme

4.8 ULSTER CANAL GREENWAY

The Ulster Canal Greenway, once complete, would comprise a Greenway network of approx. 190km. The route is proposed to generally follow the line of the Ulster Canal. The project comprises 3 key Phases as presented in **Figure 4-10** below.

At the date of writing, a section of the phase operating through Monaghan Town is operational. Planning permission has been granted for a section of Phase 2 between the border and Middletown whilst a preferred route for the section of Phase 2 between Monaghan and Smithborough has been identified.

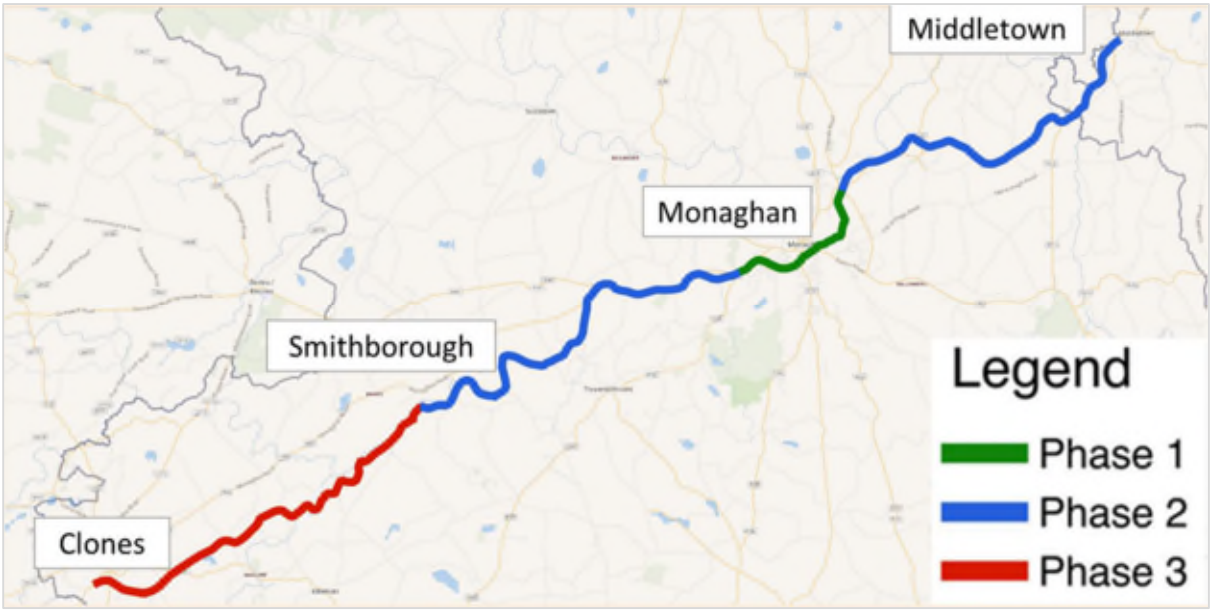


Figure 4-10 Ulster Canal Phases

Phase 3 of the Ulster Canal Greenway comprises the section between Smithborough and Clones. At the time of writing, this section of the Greenway is at route selection stage. As described in the public consultation documentation, the implementation of this facility seeks to:-

- Provide a new amenity for the local community;
- Attract tourists to the area; and
- Provide a safe alternative to travelling by car.

Figure 4-11 below illustrates the route options for the section of Phase 3 in the vicinity of Clones. The proposed termination of the route options vary in terms of exactly where they link to the N54 with the Purple Route Option connecting to the car park at the Ulster Canal Stores Visitor Centre whilst the Orange and Green Routes connect to Cara Street via the rear of the Visitor Centre.

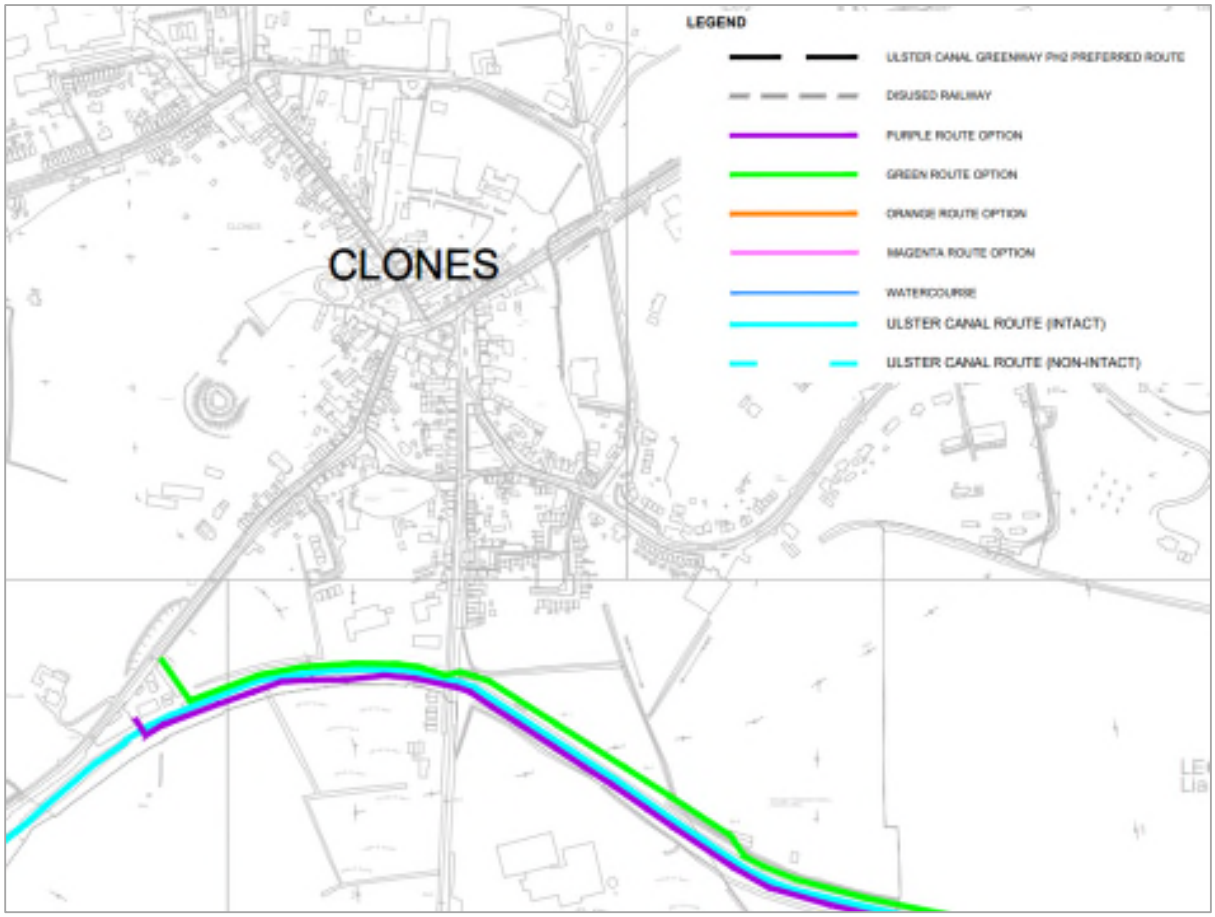
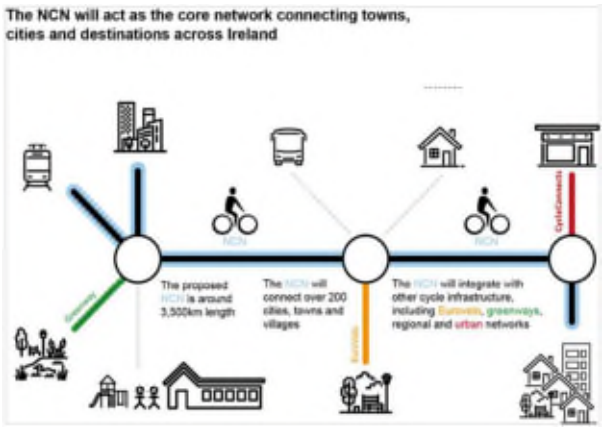


Figure 4-11 Identified Ulster Canal Route Options in the Vicinity of Clones Town

4.9 NATIONAL CYCLE NETWORK PLAN REPORT 2023



The National Cycle Network (NCN) comprises approx. 3500km of inter-urban cycle routes and will connect more than 200 settlements. The NCN will provide many benefits for cyclists and communities including : -

- Ensuring delivery of a high-quality cycle network which will promote safety, comfort and increased participation in cycling;
- Improving sustainable connectivity nationally and providing links with other networks such as CycleConnects, EuroVelo and Northern Ireland networks;
- Supporting both urban and rural economies through increased leisure and tourism cycling

- Improving public health through well documented benefits of active travel;
- Guiding how local authorities prioritise exchequer-funded investments in cycle infrastructure;
- Making use of existing infrastructure wherever possible including greenways, road infrastructure, and declassified roads where safe and inviting cycle experiences can be provided.

Key NCN routes which pass through the study area include Route 86 (Armagh to Cavan) and Route 87 (Dundalk to Monaghan).

Figure 4-12 NCN Proposals through Clones

4.10 CYCLE CONNECTS

The CycleConnects Network proposes a number of Greenway and Inter-Urban routes which pass through the subject study area in addition to local routes including local greenways and urban secondary routes. These routes are presented in

Figure 4-13 below. The Network includes for an urban secondary route within the Town Centre area, a local greenway and connections to the National Cycle Network and Northern Ireland greenway. In addition, an inter-urban route towards Cavan is proposed.

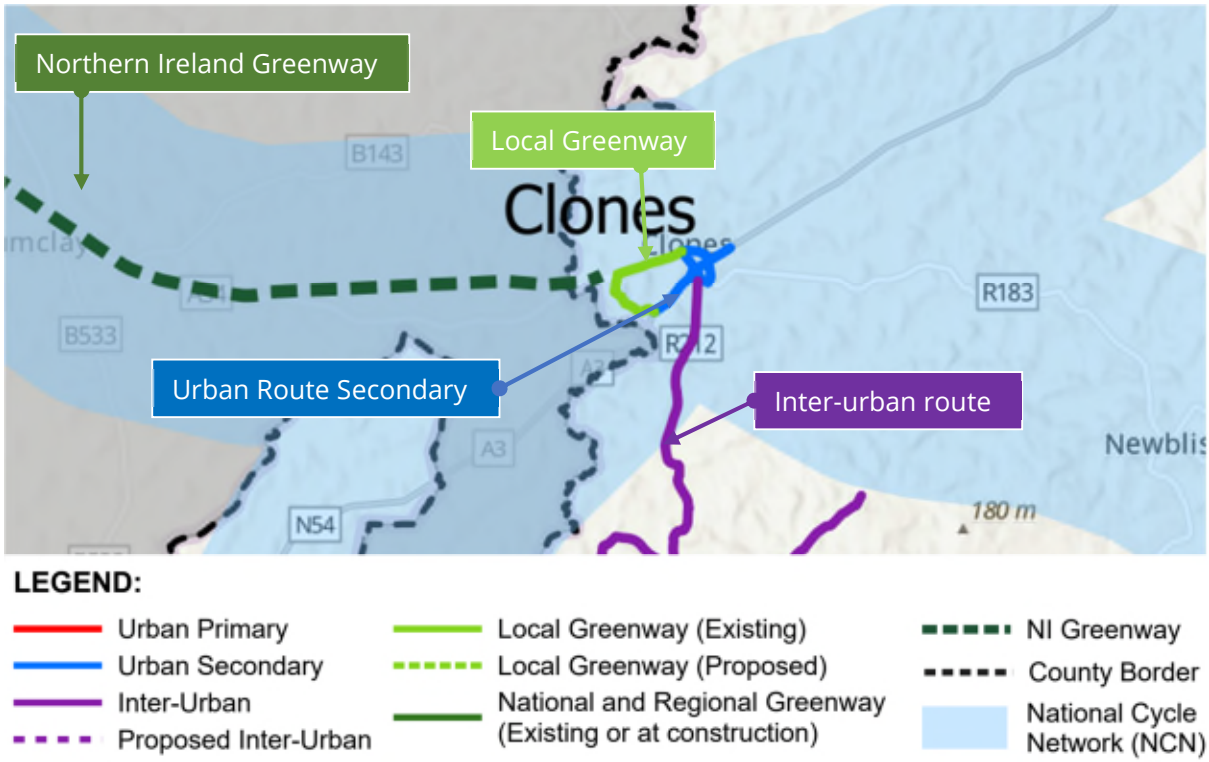


Figure 4-13 Draft CycleConnects Network

4.11 MONAGHAN COUNTY DEVELOPMENT PLAN 2019-2025 ROAD PROPOSALS

Clones Town (Map CSP1) as included in the Monaghan County Development Plan 2019-2025 indicates a number of Indicative New Road Proposals and Proposed Road Upgrades within the subject study area as presented in **Figure 4-14** below.

Of concern is the N54 route services a large number of heavy goods vehicles. The junction of Cara Street and The Diamond is particularly narrow and the impact of these vehicles on residents in Cara St is particularly acute. The Council, in recognising the need for a by-pass for traffic along the N54 and in seeking to open up development land for housing and industry and improve traffic linkages, aims to develop a series of new roads around the town in the future.

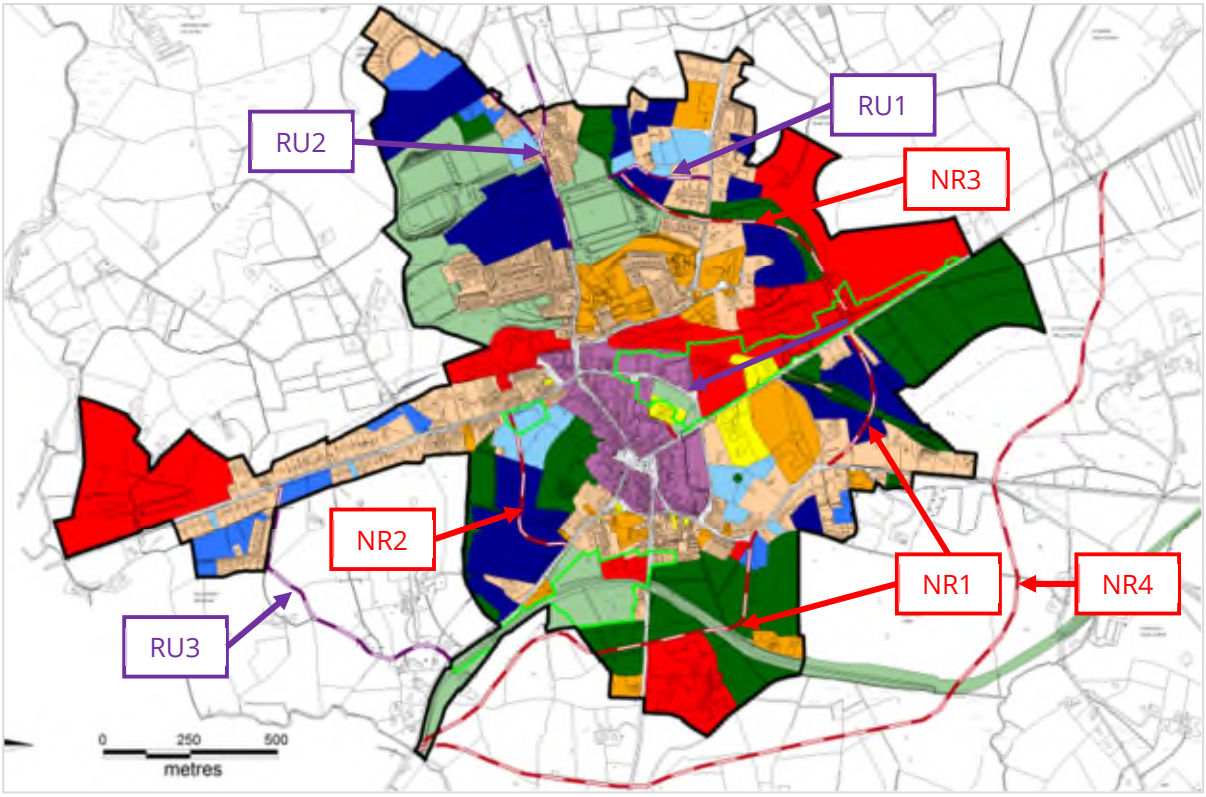


Figure 4-14 Clones Town (MapCDP1) Monaghan County development Plan 2019-2025

The roads proposals in the Clones Town area include the following:

Proposed Road Upgrades (RU)

- **RU1** River Lane (Canon's Lane) / Church Hill upgrade. Upgrade to two way carriageway and footpaths for a distance of 250 metres to facilitate further residential development
- **RU2** Millbrook Upper upgrade. Widen carriageway north towards Magheraveely Road to facilitate new development
- **RU3** Clonboy Road upgrade / Lackey Bridge Road. Upgrade road to include footway out to Town Council boundary.

Indicative New Road Proposals (NR)

- **NR1** Inner Relief Road from Monaghan Road (N54) to Newbliss Road (R183) to Scotshouse Road (R212) to Cavan Road (N54). The provision of an inner relief road would provide alternative access to the existing N54 route through the Diamond and Cara Street in the absence of the Southern N54 Bypass. Consequently, it would

be prudent to identify a potential link and have regard to it when assessing new development proposals.

- **NR2** Link Road from Cara Street (N54) to Newtownbutler/Enniskillen Road (R183). This potential link would open up extensive lands for future residential and commercial development and improve traffic movement in and around the town.
- **NR3** Link Road from Monaghan Road (N54) to Roslea Road (LP2110)/Extension of Monaghan Road (N54) – Roslea Road Link Road (around St. Tiernach's Park). This potential link to the north of the N54 Clones-Monaghan road, east of the existing Feldhues plant, would open up a substantial parcel of land for industrial and residential use and has the potential in future to link directly with the Roslea Road, with a possible further link to Millbrook and the Magheraveeley Road. Such a route would also ease access to St. Tiernach's Park GAA ground
- **NR4** Outer Relief Road from Monaghan Road (N54) to Newbliss Road (R183) to Scotshouse Road (R212) to Cavan Road (N54). The provision of an outer by- pass will provide an alternative to the existing N54 route through the Diamond and Cara Street. Consequently, a potential route linking these roads has been identified and regard will be had to it when assessing new development proposals.

4.12 CANON'S LANE

Recent works have been completed in Canon's Lane, comprising local widening works including widening the lane to a standard 6m wide facility to improve forward visibility and new street lighting, as shown in **Figure 4-15** below.

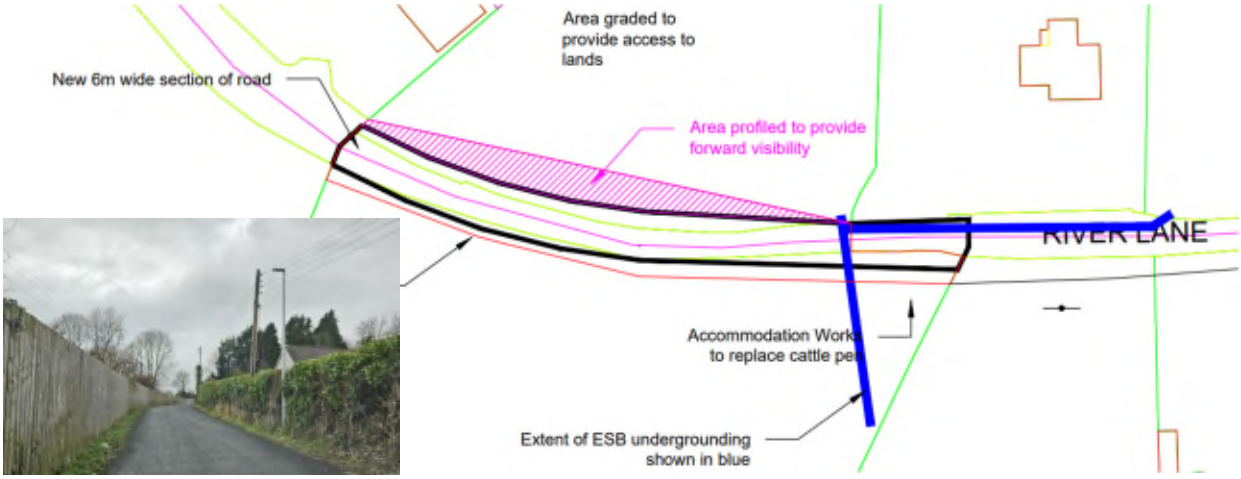


Figure 4-15 Canon's Lane Improvements

Whilst not proposing active travel infrastructure, this scheme may result in traffic diverting away from higher demand pedestrian / cycle routes leading to the Town Centre area. This presents an opportunity to enhance active travel facilities in the vicinity, especially considering the existing gap in the walking network along Church Hill and River Lane, as shown previously in **Figure 3-14**.

4.13 TIRNAHINCH PEDESTRIAN CROSSING AND NEW FOOTPATH

A new zebra controlled pedestrian crossing has been implemented at Cherry Park and a formal footpath with street lighting extended to serve the residential dwellings located to the north along Lacky Road.

Figure 4-16 St. Tirnahinch's Active Travel Improvements

5 CLONES POPULATION AND CURRENT TRAVEL TRENDS

5.1 POPULATION

According to the 2022 Census, the population of Clones is 1,885. The population has increased by 12% since the last Census in April 2016. The population trend from 2006 to 2022 is presented **Table 5-1** and illustrated in **Figure 5-1**.

The Clones Settlement Plan 2019-2025 has a key objective *"To promote and develop Clones as a service town to create self-sufficient sustainable and vibrant community which will act as a local development and service centre for the border catchment and the west Monaghan hinterland"*.

The settlement plan projects a population increase from 1,885 (as of the 2022 Census) to 2,087 by 2025. With an approximate annual growth rate of 2% between 2016 and 2022, achieving the projected population of 2025 would require Clones' population to increase at a rate of approximately 3.6% per year from 2022 to 2025.

Year	Population
2006	1,767
2011	1,761
2016	1,680
2022	1,885
2025	2,087 (projected in settlement plan)

Table 5-1: Clones Town & Environs Population Trends (Source: Central Statistics Office)

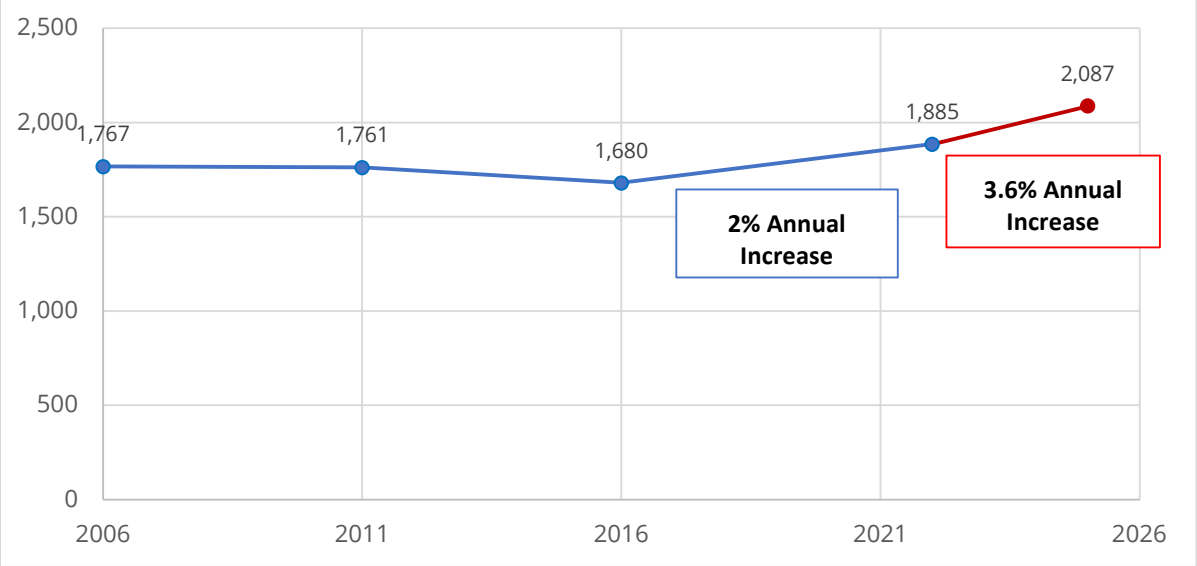


Figure 5-1 Clones Population Trend (Source: Central Statistics Office)

5.2 MOBILITY PATTERNS

A review of the available census data from 2002 to 2022, depicted in **Figure 5-2** below, reveals that travel to work / education on foot in the Clones Area is quite high albeit there appears to be a reduction in walking proportions between 2002 and 2022. However there is an observed increase in walking proportions between the 2016 and 2022 census. Travel by bicycle is observed to be consistently low with a small increase in cycle proportions in the 2011 Census results. As with most rural towns, travel by car is relatively high and the trend shows increasing proportions travelling by car up to 2016 with a reduction of car drivers in 2022 compared to the 2006, 2011 and 2016 Census data. Conversely, the trends reveal that travel by public transport was decreasing over the 2002-2016 time period but almost doubled in 2022 compared to 2016.

As referenced in the Cycle Design Manual as part of the steps recommended for planning a network, it is important to determine the network based on the desired outcome as opposed to historic trends.

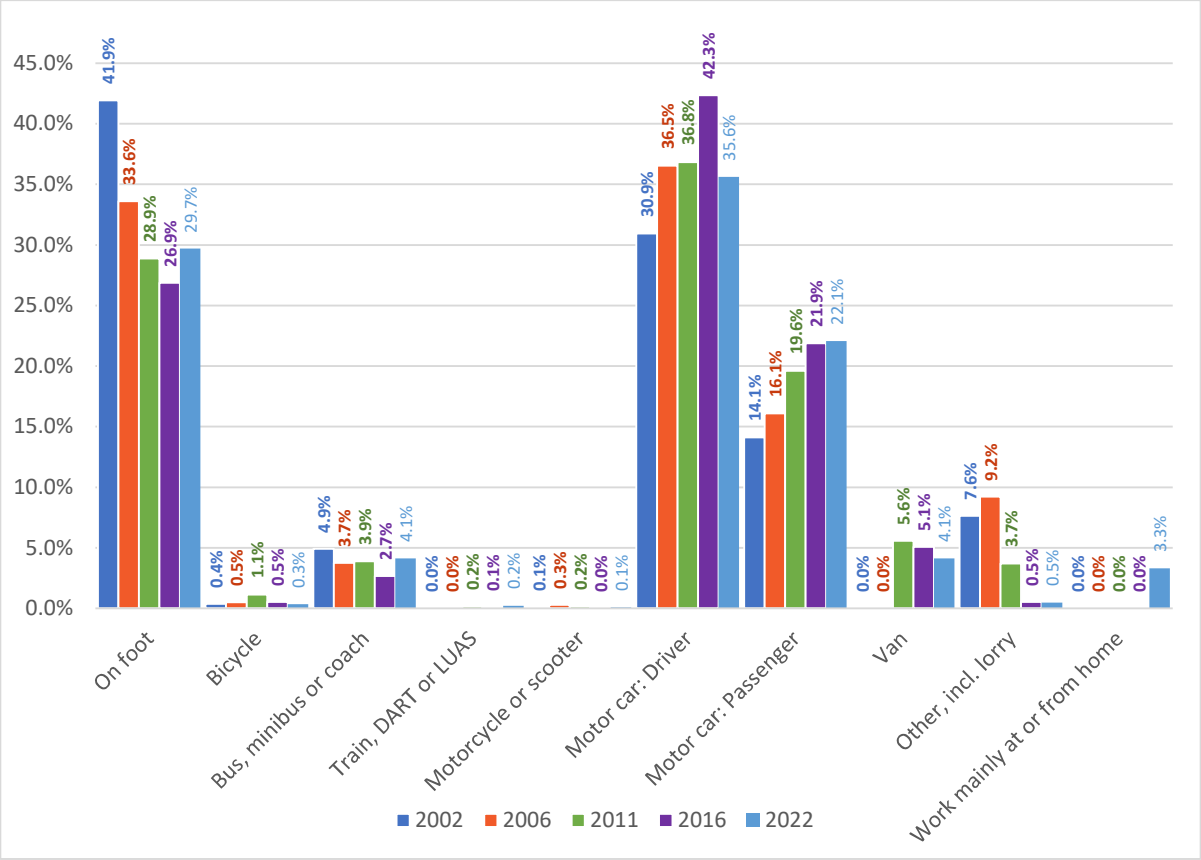


Figure 5-2 Census Mode Share Data for Clones Settlement Area

Figure 5-3 below presents the 2022 modal split for both travel to work and travel to school. This figure reveals that, in terms of more sustainable modes of travel, a higher proportion of school trips are undertaken on foot (45%) compared to the proportion who travel to work on foot (32%).

51% of the people travel to work as car drivers whilst 43% of school children travel to school as car passengers.

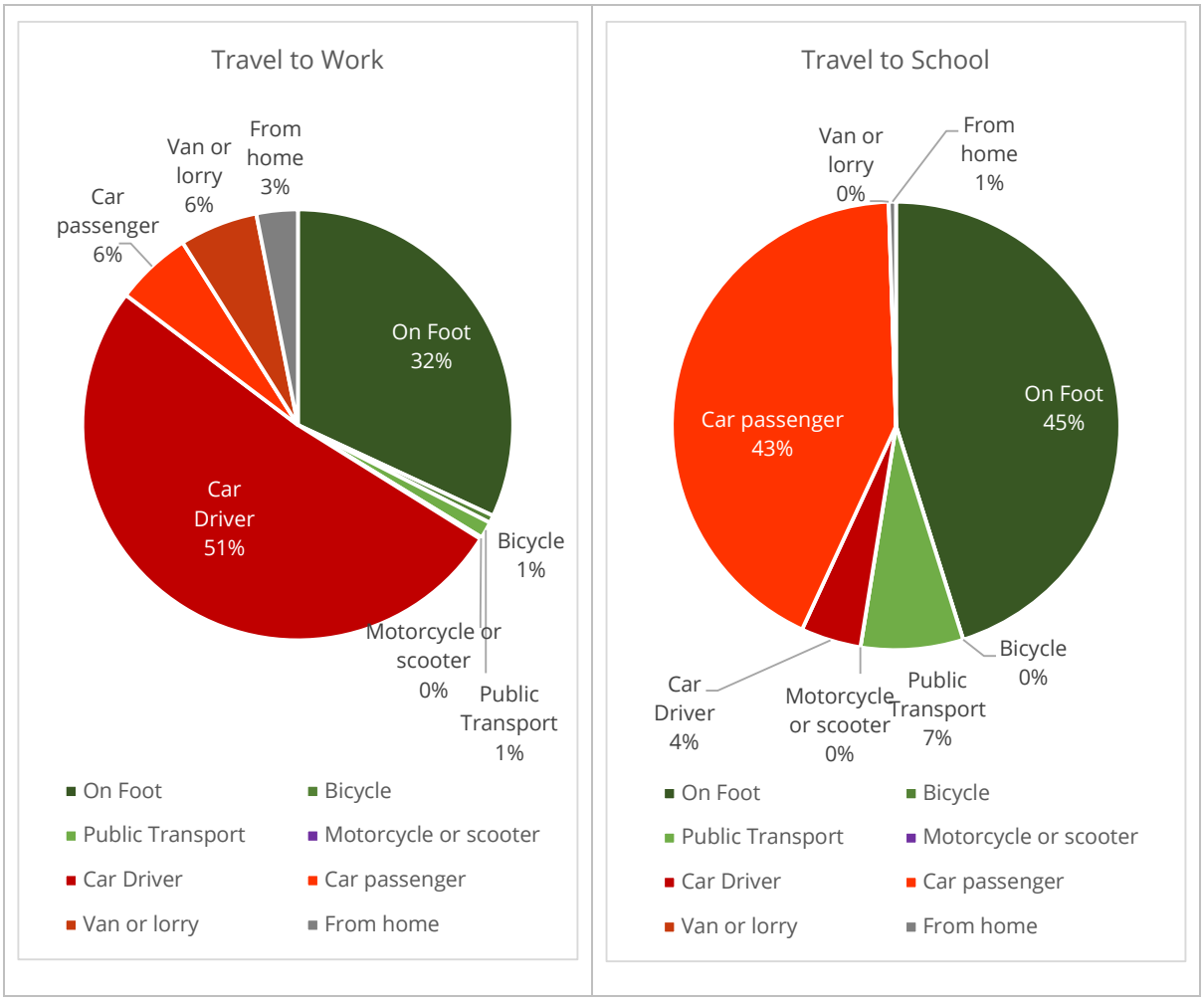


Figure 5-3 Census 2022 Modal Split for Clones

Figure 5-4 and **Figure 5-5** illustrates the modal split of the Census Small Areas comprising the Study Area for work and school trips respectively. The figures reveal that in the Census Small Areas closer to the town centre there is a higher usage of active travel modes for both travel to school and work. Public transport usage is very low on trips to work, whilst a higher utilisation of public transport is evident amongst school travel.

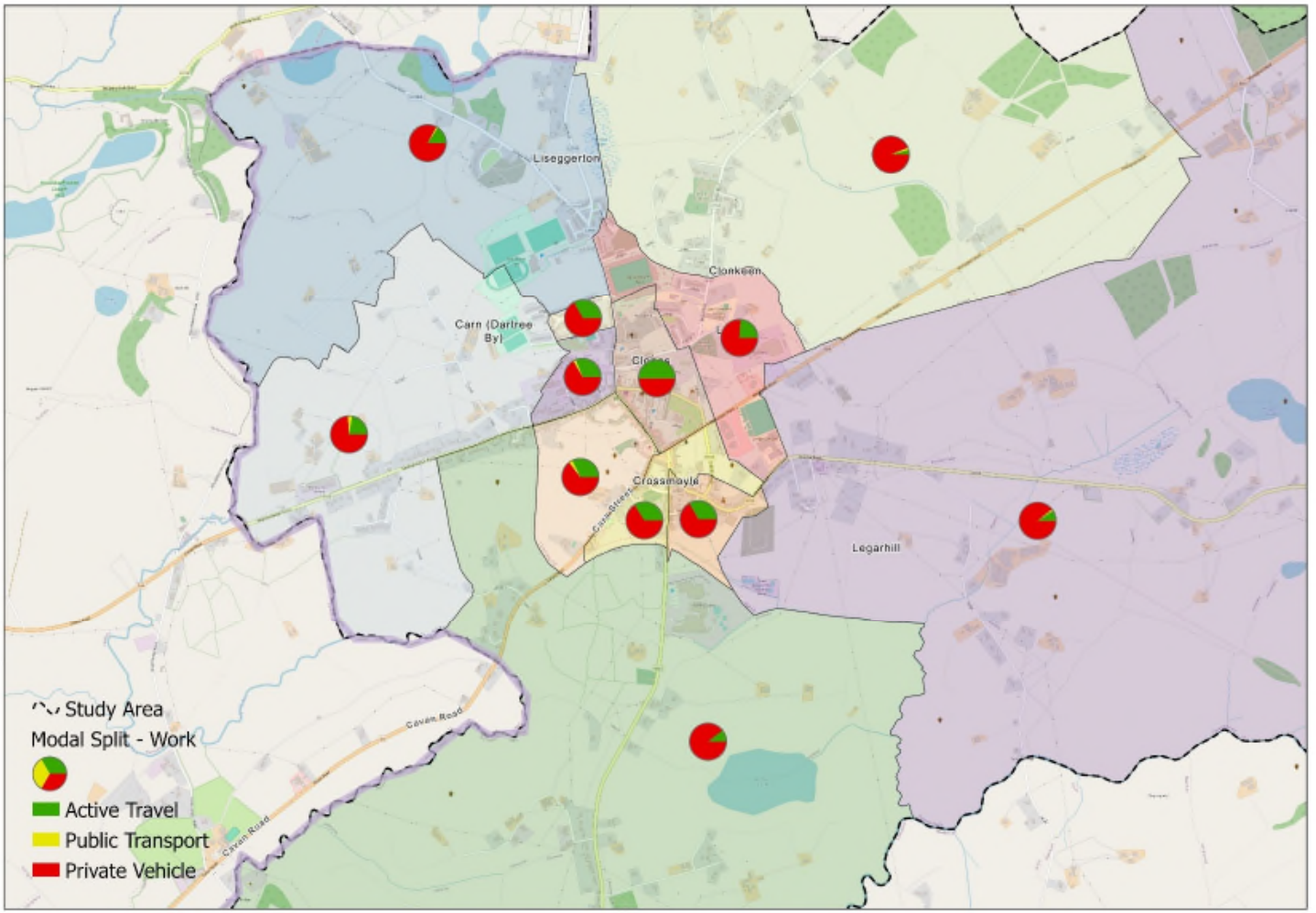


Figure 5-4 Modal Split by 2022 Small Census Areas – Work trips;

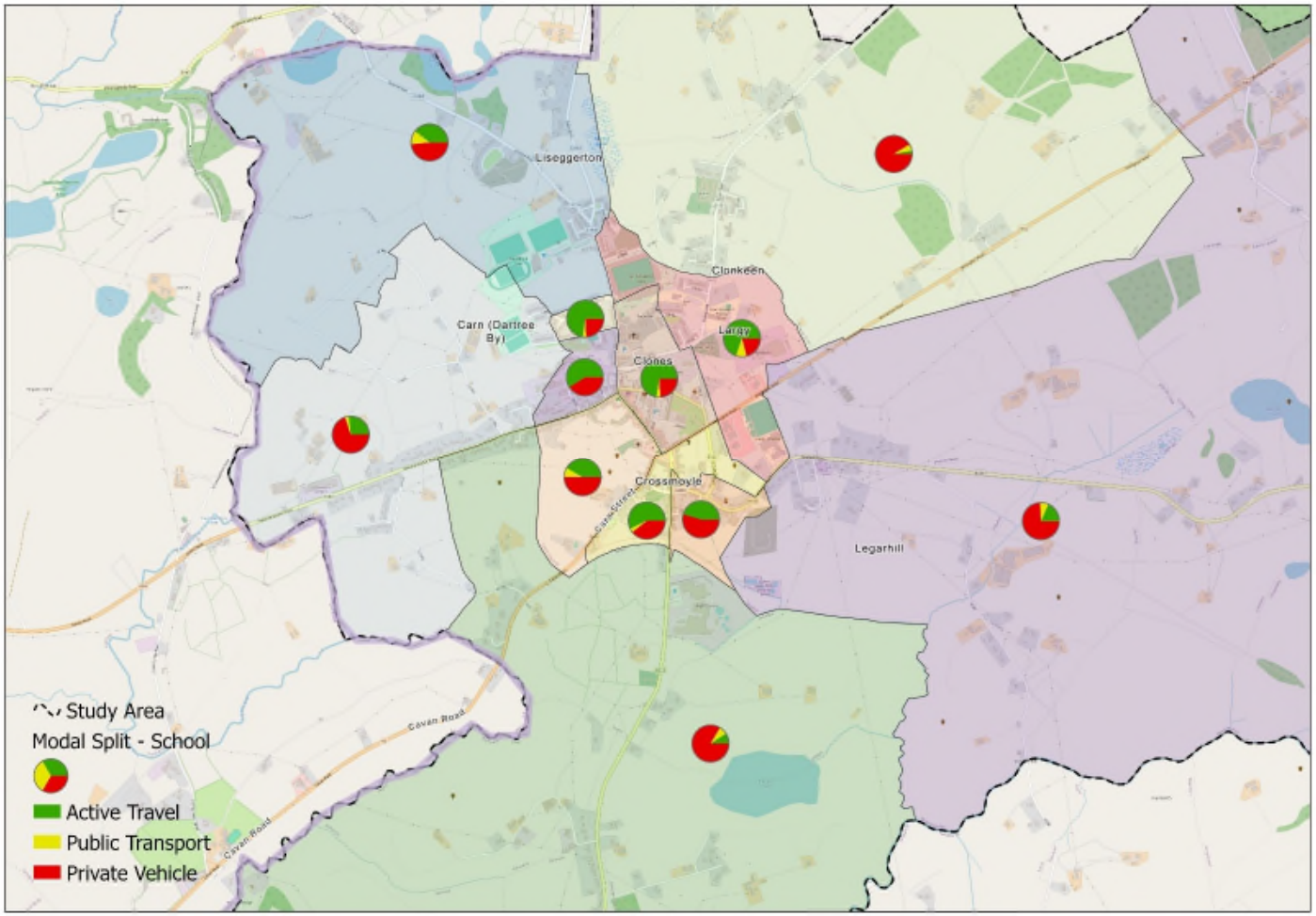


Figure 5-5 Modal Split by 2022 Small Census Areas – School trips;

A comparison of the percentage of the population that travel by active travel modes has been undertaken for the key urban settlements within County Monaghan including;

- Monaghan Town (7,894 (CSO 2022))
- Carrickmacross (5,745 (CSO 2022))
- Castleblaney (3,926 (CSO 2022))
- Clones (1,885 (CSO 2022)
- Ballybay (1,329 (CSO 2022))

Figure 5-6 below summarises the proportions of the population travelling for work or education purposes on foot as recorded in the 2022 Census in the aforementioned urban areas. This figure reveals that Clones has a relatively high walking proportion compared to other urban areas in the county.

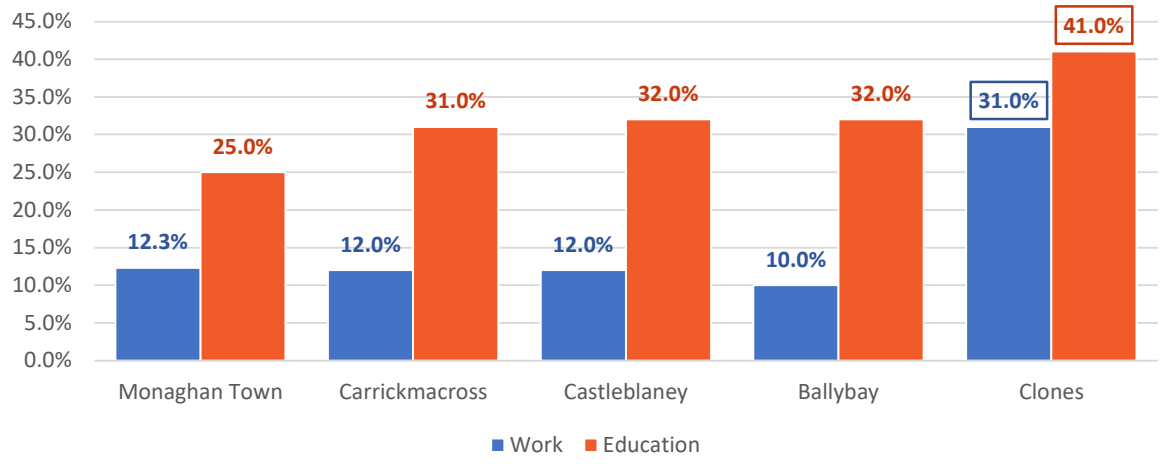


Figure 5-6 Comparison of Travel on Foot in Key Towns within Co. Monaghan

Figure 5-7 below summarises the proportions of the population of Clones travelling for work or education purposes by bicycle as recorded in the 2022 Census for the above urban areas. This figure reveals that, in general, there was a low proportion of the population in all urban areas considered in the county choosing to cycle to work or education at the time of the 2022 Census. In terms of travel to work, the proportion of the workforce in Clones who cycle is lower compared to the proportion in Monaghan Town and comparable to Ballybay. However, similar to Castleblaney, 0% of those traveling for educational purposes in Clones did so by bicycle at the time of the 2022 Census.

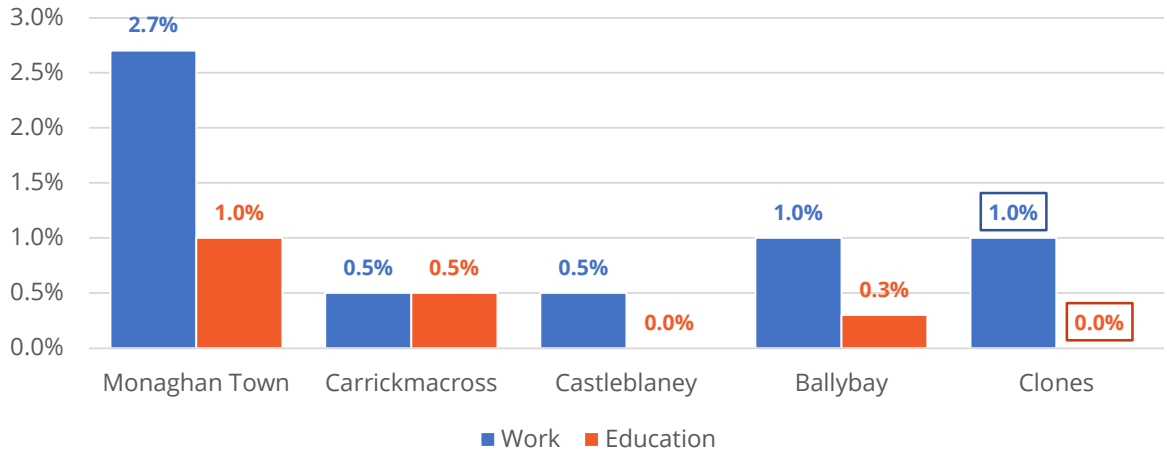


Figure 5-7 Comparison of Travel by Bicycle between Key Towns in Co. Monaghan

Regarding the no. of households in Clones with access to a motorcar, the data from the 2011 to 2022 census is illustrated in **Figure 5-8** showing that the percentage of people who don't own a motor car has increased throughout the years, from 28% in 2016 to 31% in 2022. Those who own one motor car have decreased from 50% in 2011 and 52% in 2016 to 47% in 2022, and those who own two motor cars have increased from 17% in 2016 to 19% in 2022.

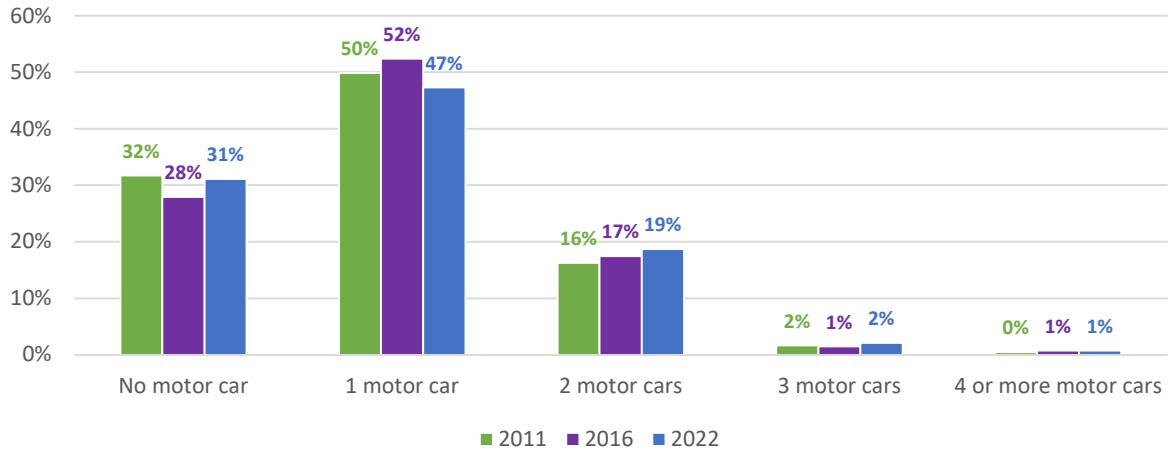


Figure 5-8 Car ownership in Clones

Also in comparison with other towns within Monaghan County, **Figure 5-9** reveals that the number of people who don't own a car in Clones is higher than the rest of the towns. The number of people who own between 1-3 cars in Clones is also lower than any of the other towns considered.

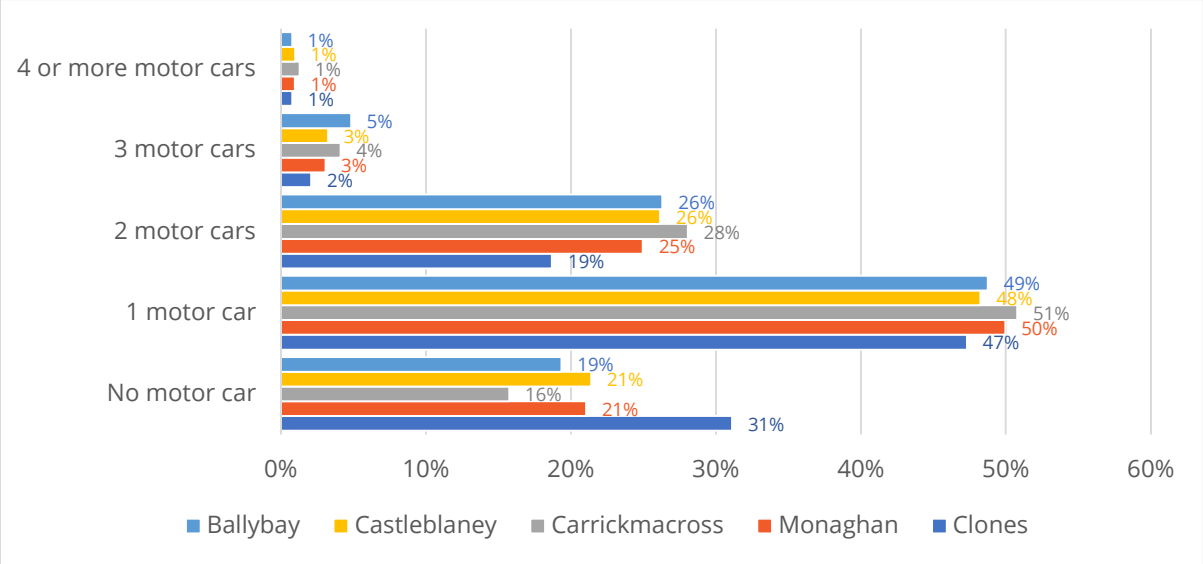


Figure 5-9 Comparison of Car Ownership in Key Towns within Co. Monaghan

6 PLAN VISION

6.1 PLAN OBJECTIVES

The key objective of this study is to formulate a high level Urban Mobility Plan within Clones Town which will the sustainable movement of within the study area. The Plan aims to:

- **Objective no. 1:** Reallocate urban space towards the sustainable movement of people i.e. upgraded pedestrian infrastructure, parking relocation, bus stop accessibility.
- **Objective no. 2:** Identify key active travel desire lines which subsequently facilitate the development of an active travel network.
- **Objective no. 3:** Enhance permeability
- **Objective no. 4:** Create safe routes to schools
- **Objective no. 5:** Improve connectivity to Public Transport services
- **Objective no. 6:** Improve safety levels across the study area and in particular along school travel desire lines. This includes improved safety where vulnerable road users cross the national road which is subject to high traffic volumes.
- **Objective no. 7**: Provide, protect and maintain the strategic function of the national road network whilst providing for the safe and efficient movement of people and goods.

6.2 PRELIMINARY MODE SHARE TARGETS

The subject mode share targets comprise both short term (<5 years) and medium term (5-10 years) objectives. These two time scales aim to be reflective of the proposed phased implementation plan which will be discussed in more detail later in this report. In summary, it is envisioned that the implementation of infrastructure will prioritise the most vulnerable demographic and therefore active travel infrastructure which will benefit primary school children and secondary school pupils is proposed to be highest in the implementation hierarchy and are recommended to be implemented within 5 years of the adoption of this document.

Based on the 2022 Census Commuting data summarised in the previous section, residents of Clones who currently walk for work or education purposes represent quite a high proportion of all trips when compared to other urban locations in Co. Monaghan. This could be due to the geographical catchment of the Clones urban area being smaller than the comparison towns and therefore key destinations are located within a more walkable distance. The relatively high walking proportion may also have something to do with the existing extensive network of footpath

facilities which, at present, have little in the way of gaps as discussed in more detail previously in **Chapter 3.4.2** of this report. Nevertheless, this document aims to build on the existing high walking proportions within the study area.

The current proportion of the population within the subject study area that cycle to work or school, is minimal which is consistent with other urban areas in the county based on the 2022 Census Commuting data summarised in the previous section. Accordingly, this document aims to significantly increase the proportions of residents of Clones travelling for work or educational purposes to do so by active travel modes.

Preliminary mode share targets for work and school trips are set out in **Table 6-1** and **Table 6-2** below respectively. The intention is to provide 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound) targets in order that the outcome of the subject plan can be quantified and an assessment of what the plan has or will achieve can be made. Since the overall aim of the plan is to reduce reliance upon the private car and in turn increase local trips by active travel and public transport modes, it is appropriate to set a target which relates to this objective.

The proposed modal split targets are aimed at being realistic and achievable whilst being aspirational. The existing low cycling mode share is expected to change most dramatically with the introduction of dedicated cycle infrastructure across the local transport network.

Travel Mode	2022 Census	Short Term (<5 years)	Medium Term (>5 years)
On foot	33%	42%	43%
Bicycle	1%	5%	5%
Bus, minibus or coach	1%	2%	2%
Motor car: Driver	58%	42%	40%
Motor car: Passenger	7%	9%	10%

Table 6-1 Preliminary Mode Share Targets – Travel to Work

Travel Mode	2022 Census	Short Term (<5 years)	Medium Term (>5 years)
On foot	46%	55%	60%
Bicycle	0%	6%	9%
Bus, minibus or coach	7%	10%	10%
Motor car: Driver	4%	3%	1%
Motor car: Passenger	43%	26%	20%

Table 6-2 Preliminary Mode Share Targets – Travel to School

7 STRENGTHS

The upcoming chapters provide an assessment of the current transport infrastructure and conditions in Clones, structured as a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. The SWOT summary outline is provided in **Chapter 11**. This particular chapter focuses on outlining the Strengths, which have been identified as follows;

- **Regional Location.** Positioned strategically near the border with Northern Ireland and boasting strong connections to both Dublin and Belfast, Clones fulfils a significant regional role. The town benefits from the advantage of being in close proximity to numerous visitor and tourism attractions throughout the broader region.
- **Clones' compact town form.** The town's population is primarily concentrated within its central area, distinguishing it from numerous Irish towns affected by extensive urban sprawl. Clones maintains a clearly defined physical layout, which bodes well for future development opportunities.
- **Clones local assets.** Clones is home to numerous local assets, including a variety of leisure and sporting facilities. These amenities contribute to the town's vibrant community life and provide opportunities for residents and visitors alike to engage in recreational activities.
- **Strong supportive local and regional planning policy**. Clones benefits from robust local and regional planning policies that aim to foster its growth as a self-sustaining community. These policies provide a framework for sustainable development, infrastructure improvement, and economic vitality, ensuring Clones' resilience and viability for the future.
- **Clones' built heritage**. The town of Clones is enriched by its rich built heritage, contributing to the unique character and sense of place within the town centre. This is especially notable in The Diamond area, where historic buildings and landmarks create a distinctive atmosphere, attracting visitors and fostering community identity.
- **Current Modal Split**: Sustainable modes of travel dominate the current Clones modal split, with walking accounting for a notably higher proportion compared to other urban areas in the county.

8 WEAKNESSES

This chapter outlines the Weaknesses in the current transport infrastructure and conditions in Clones, which have been identified as follows;

- **High concentration of surface car-parking areas and on-street parking** within the town core, attracting vehicular traffic into core and undermining compact development principles. The majority of streets within the study area comprise on-street parking practices. Additionally, it was observed cars parked on the footpath, compromising pedestrian safety and forcing pedestrians to walk on the road. As with most rural towns, there tends to be a high car dependency for longer journeys beyond convenient active travel distances compared to larger towns and cities where such distances may lie within the urban environment and in turn frequent town bus services catchment. Accordingly, in the absence of identifying other car parking opportunities, there is little opportunity for the reallocation of road space (currently assigned either formally or informally to on-street parking) for dedicated active travel infrastructure.

Figure 8-1 Examples of On-Street Parking Practices

- **Impact of through traffic.** Despite the town's population majority being within a short 5-10 minute walk, the presence of the national road bisecting the town and regional roads affects the perceived walkability of the area. Whilst radial roads branching out of the town cater to commuters and car users, there is poor interconnectivity of pedestrian routes and street-level permeability. Additionally, the presence of the N54 and regional roads introduces high speeds, rendering it to be potentially perceived as unsafe for pedestrians thereby discouraging walking and cycling.
- **Undeveloped zone lands:** Clones Town is primarily served by arterial links with little in the way of orbital routes. As such, there is little opportunity at present for orbital active travel movements due to lands between arterial routes being undeveloped. Should future development be progressed on these lands, care should be taken to ensure permeability and connectivity for active travel modes is incorporated into any future scheme layouts.

Figure 8-2 Existing Zoned Lands providing barriers to Orbital Potential Active Travel Routes

- **Along the N54, in the Town Centre, there is little opportunity for reallocation of road space** for formal cycle infrastructure nor, at some locations, pedestrian infrastructure compliant with DMURS, due to the space required for the high quantum of national road

traffic including high proportions of HGV's travelling through Clones on a daily basis. A particular pinch point exists along the N54 where southbound vehicular traffic is controlled by a Yield arrangement as sufficient space is unavailable for two vehicles to pass at this location.

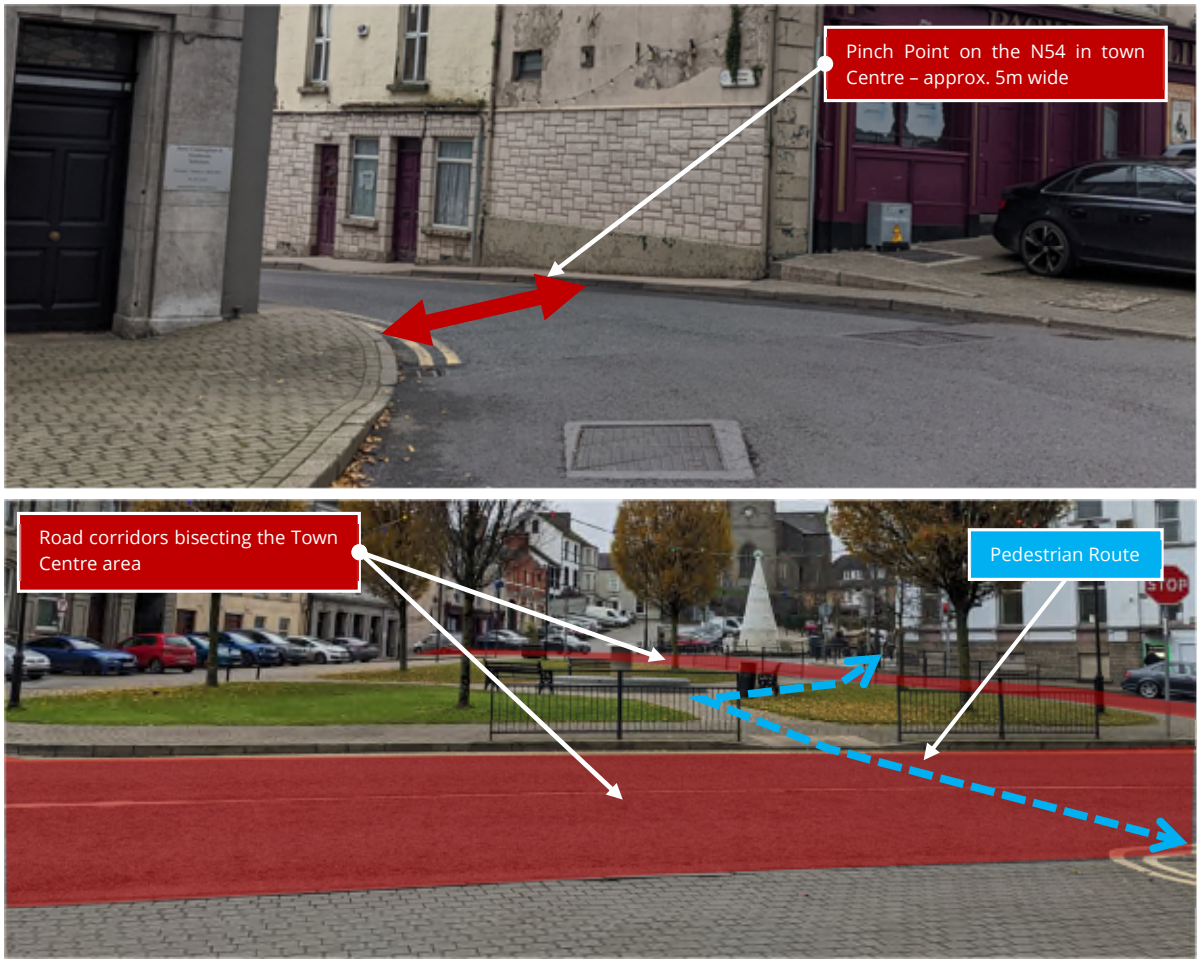


Figure 8-3 Town Centre Constraints

- **Lack of frequent sustainable transport options and bus stop infrastructure**. The absence of high frequency sustainable transport options exacerbates the transportation challenges in Clones. Moreover, deficiencies in bus stop infrastructure further compound these issues. For instance, bus stops such as those at the Diamond and Analore Street does not have any infrastructure, lacking from basic amenities like bus poles or shelters.
- **Lack of Infrastructure and Support**. Insufficient provision of a perceived safe place to walk or cycle and maintenance of footpaths, provision of cycle lanes / tracks, cycle parking and inter changes with other modes of travel.

- **Inadequate Urban Design**. Lack of penetrability and connectivity for walking and cycling between urban areas due to the absence of permeable links in past development designs.
- **The topography of the town**. The town's hilly terrain presents a challenge for promoting cycling as a mode of transportation. The undulating landscape can be a deterrent for cyclists, especially those less experienced or physically fit. Consequently, the topographical features of the town pose a constraint to the widespread adoption of cycling as a viable means of travel.
- **Protected structures, architectural conservation areas and archaeological heritage:** Clones is rich in architectural and archaeological heritage and as such any proposed amendments in such areas result in a significant constraint as to what can be achieved. There are 3 key Architectural Conservation Areas in Clones Town including:-
    - McCurtain Street (between the Diamond and Ball Alley) – fine 19th century streetscapes ;
    - The Diamond – Important urban space; and
    - Ball Alley – location of a number of archaeological monuments

    And a number of national monuments are located within the study area including:-

    - MM0011-001 Drumard, Church / Graveyard – Diamond ACA
    - MM0011-002 Tirnahinch, Crannog – Ball Alley ACA
    - MM0011-003 Lisnaroe Near, Earthwork – Ball Alley ACA
    - MM0011-001 Liseggerton, Crannog – Ball Alley ACA
    - MM0011-001 Carn, Earthwork Site – Diamond ACA

Figure 8-4 Location of National Monuments

9 OPPORTUNITIES

This chapter outlines the Opportunities in the current transport infrastructure and conditions in Clones, which have been organised in different sections.

The first section, *Identified Active Travel Links*, highlights new link opportunities to improve pedestrian and cycling connectivity. In this section, the accessibility enhancements are shown presenting the catchment analysis undertaken using the revised network, following the 10-minute town concept methodology, and quantifies the population coverage benefiting from these enhancements. The second section presents the new road proposals that are included in Monaghan County Development Plan 2019-2025. It also addresses the allocation of space for active travel infrastructure once strategic traffic is redirected onto this potential future new road links. The Third section is focused on car parking proposals, identifying opportunities for introducing off-street car parking facilities that could free up space on-road to accommodate new or enhanced active travel infrastructure. It also identifies provisions for park and stride facilities for school children. Lastly, the fourth section incorporates a range of other opportunities for Clones, including enhancements to public transport accessibility, junctions, crossings and footpaths.

9.1 IDENTIFIED ACTIVE TRAVEL LINKS

A total of 10 no. links have been identified as part of the subject study which could improve the movement of pedestrians and cyclists around Clones Town as presented in **Figure 9-1** below.

- Identified Link no. 1 → Link between Carn Lane Walk and The Peace link
- Identified Link no. 2 → Link between N54 and Newtownbutler Rd connecting to Carn Walk
- Identified Link no. 3 → Direct active travel access to Largy College from the N54
- Identified Link no. 4 → Alternative route to Roslea Road avoiding 98th Avenue via a route adjacent to Clones Mart access
- Identified Link no. 5 → Link between Newtownbutler Road and The Diamond avoiding the traffic signals at Creighton Hotel
- Identified Link no. 6 → Link between Roslea Road and Milbrook upper
- Identified Link no. 7 → Link between 98th Avenue and Roslea Rd through the Clones Market
- Identified Link no. 8 → Link between Roslea Rd and the Ard Chluain residential estate.
- Identified Link no. 9 → Link between Roslea Road and the N54
- Identified Link no. 10 → Ulster Canal Greenway Link between Newbliss Road and the N54

- Identified Link no. 11 → Link between the Peace Link and John Delaney Park

Figure 9-1 Identified Opportunities

Identified Link no. 1 considers the potential for an active travel link between the Carn Lane walking facility and the Peace Link which could further facilitate access to Millbrook Upper. This link would provide a non-vehicular (and low traffic section along Carn Lane) connection between the Newtownbutler Road and the Peace Link / Millbrook Upper which avoids the busy signal-controlled junction at Creighton Hotel and steep, narrow road corridor along Church Hill.

Figure 9-2 Indicative Connection between Carn Lane and the Peace Link / Millbrook Upper (IL no.1)

Identified Link no. 2 considers an active travel connection between the N54 and the Newtownbutler Road through lands zoned for "*Strategic Residential Reserve*" and "*Proposed Residential A*".

This potential connection could follow the indicative new road proposal route through these lands as indicated in Clones Town (Map CDP1) in the Monaghan County Development Plan 2019-2025. This active travel connection could run parallel to the potential future vehicular connection.

This active travel connection would reduce travel distances between the N54 and Newtownbutler Road and negate the need to travel through the Town Centre where there is limited space for the implementation of dedicated cycle infrastructure.

The implementation of the identified links no. 1 and no. 2 coupled with the construction of the Ulster Canal Greenway between the N54 and Newbliss Road, would create a continuous southern orbital active travel facility between Newbliss Road and the Peace Link/Millbrook Upper.

Figure 9-3 Indicative Connection between the N54 and Newtownbutler Road (IL no.2)

Identified Link no. 3 considers a direct link from the N54 to Largy College for active travel modes. The Largy College lands extend from the Newbliss Road back to the N54 and therefore a direct access from the N54 would significantly reduce the travel distances between the main residential areas to the west and Largy College making travel by active travel modes more achievable for pupils (and staff) travelling to / from Largy College.

A direct access to the rear of Largy College would reduce travel distance along the external network by approx. 500m (approx. 6 minute walk). Improved cycle and pedestrian infrastructure would be required along the N54 to improve safety for pupils travelling along this route. This potential connection would reduce the distance travelled between the College and the bus stops at 98th Avenue. Proposals here could be coupled with a new 'Gateway' to the town in the interest of reducing vehicular speeds at a new crossing point.

Figure 9-4 Potential Active Travel Entrance to Largy College (IL no.3)

Identified Link no. 4 considers an alternative route between 98th Avenue and the Roslea Road via a route adjacent to Clones Mart access. There is a public road from 98th Avenue to the Clones Mart access with a through route to a gated access on Roslea Road. It is unclear as to the ownership of these lands as the land direct website have no information on these. Should public lands be available within this area or if CPO is possible, this connection would allow active travel users travel between Roslea Road and 98th Avenue without having to travel through the traffic signal junction at Creighton's Hotel or the narrow road section on the approach to this junction along 98th Avenue. This connection could tie into any future "Safe Routes to School" proposals associated with St. Tiernach's Primary School which will likely extend along the section of the Roslea Road corridor between the school grounds and Church Hill. This potential connection may require the CPO of third party lands and alterations to the access on Roslea Road to allow for a dedicated active travel access with 24 hour access adjacent to the existing gated access.

Figure 9-5 Potential Active Travel Connection between 98th Avenue and Roslea Road (IL no.4)

Identified Link no. 5 considers an alternative route between Newtownbutler Road and The Diamond which avoids the traffic signal junction at Creighton's Hotel and the busy, narrow Fermanagh Street. This connection would travel through lands zoned for "*Proposed Residential A*" and "*Landscape protection/Conservation*".

Figure 9-6 Potential Active Travel Connection between Newtownbutler Road and The Diamond (IL no.5)

Identified Link no. 6 considers an active travel connection between St. Tiernach's Primary School on Roslea Road and Millbrook Upper via St. Tiernach's Park and Church Hill. This connection could significantly reduce travel distances for active travel users travelling between residential areas to the west and St. Tiernach's Primary School and Gaelscoil Eois.

Figure 9-7 Potential Active Travel Connection between St. Tiernach's Primary School on Roslea Road and Millbrook Upper (IL no. 6)

Identified Link no. 7 considers an active travel connection between 98th Avenue and Roslea Rd through the Clones Market. This connection could reduce travel distance between the facilities and residential houses located in the 98th Avenue towards the Roslea Rd and vice versa. As mentioned above for the Identified Link no. 4, it is unclear as to the ownership of these lands. Should public lands be available within this area or if CPO is possible, this connection could tie into any future "Safe Routes to School" proposals associated with St. Tiernach's Primary School. This potential connection may require the CPO of third party lands and alterations to the access on Roslea Road to allow for a dedicated active travel access with 24 hour access.

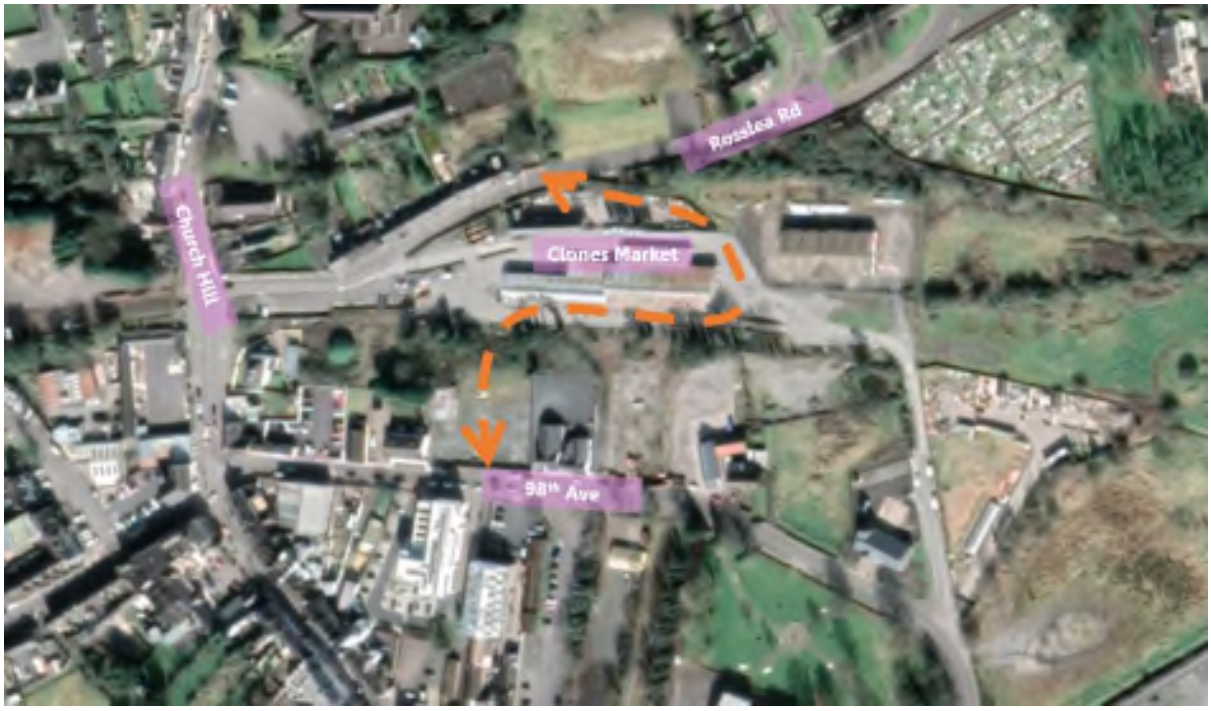


Figure 9-8 Potential Active Travel Connection between Roslea Rd and 98th Ave through the Clones Market (IL no.7)

Identified Link no. 8. proposes an alternate route for residents of the Ard Chluain residential estate, offering a more direct connection to Roslea Road and reducing travel time to the town centre. It is understood that there is a social housing scheme proposed on these lands which is at very early stages and therefore there could be potential for a permeable link to be considered as part of the scheme. It is acknowledged that there is a significant level distance between the established Ard Chluain residential estate and the lands to the south which may result in only a stepped pedestrian connection with the potential provision of a cycle wheeling ramps.

Figure 9-9 Potential Active Travel Connection between Roslea Rd and Ard An Chluain residential estate (IL no.8)

Identified Link no. 9 proposes a connection between the N54 and Roslea Rd. These lands are zoned as Industry/Employment in the Development Plan, suggesting that any future proposals could explore the possibility of creating a link to enhance connectivity to the prospective sites on both the north and south sides of the town. The provision of an active travel link through these lands coupled with the implementation of Identified Link No. 3 (direct active travel link to Largy College from the N54), could result in a convenient, more direct route between residents residing along Roslea Road and Largy College.

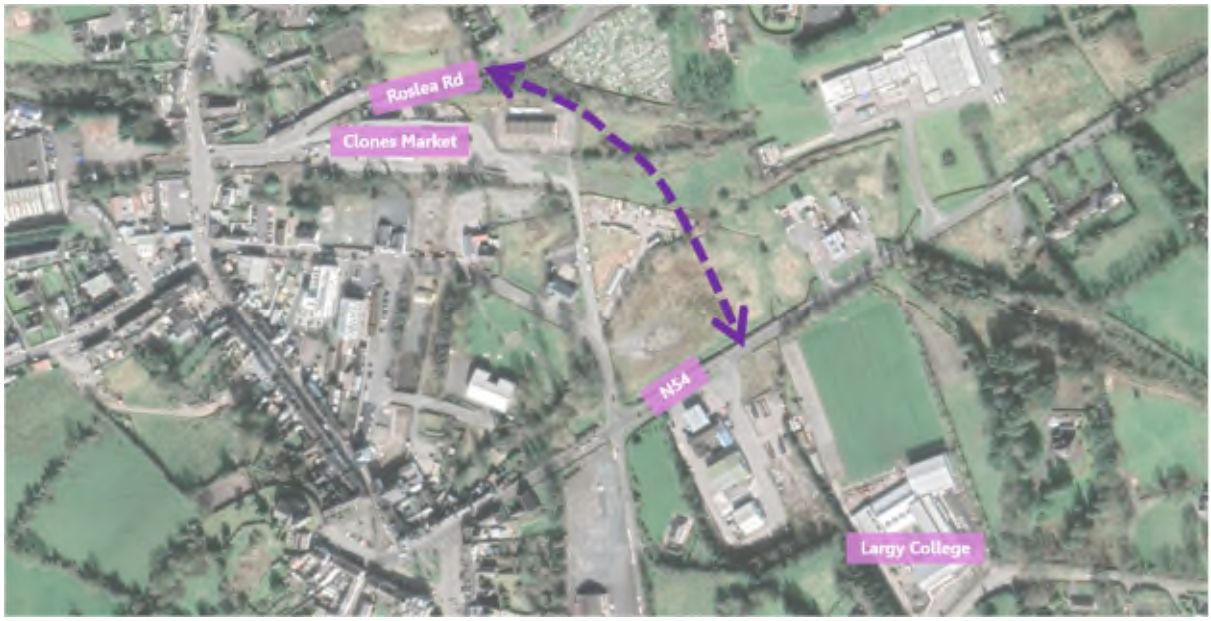


Figure 9-10 Potential Active Travel Connection between N54 and Roslea Rd (IL no.9)

Identified Link no. 10 proposes the delivery of the section of the Ulster Canal Greenway between Newbliss Road and the N54 and emerging Marina local amenity works. This link would perform a predominantly tourist / leisure function allow for off-road travel which terminates at a new tourist centre (Marina).

Figure 9-11 Indicative Ulster Canal Greenway Section between N54 and Newbliss Rd (IL no.10)

Identified Link no. 11 considers the potential for an active travel link between the the Peace Link and John Delaney Park. This link would provide a non-vehicular between these two key sporting facilities making it more convenient for people attending training / events that might require access to both facilities and avoid the steep approach to John Delaney Park via O'Neill Park.

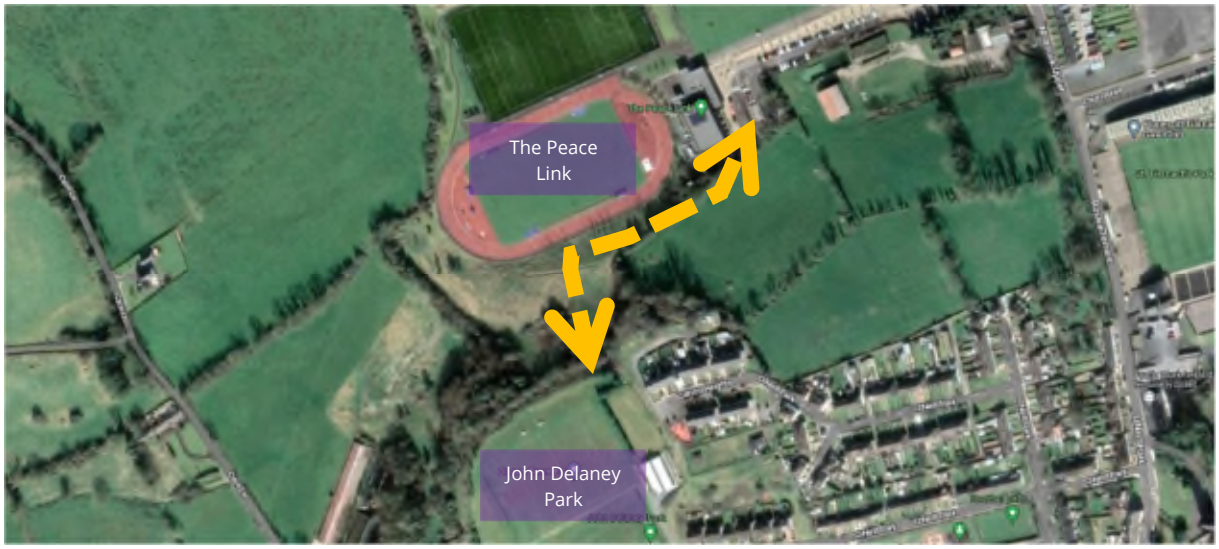


Figure 9-12 Indicative Connection between Carn Lane and the Peace Link / Millbrook Upper (IL no.11)

9.1.1 ACCESSBILITY ENHANCEMENTS

Following the methodology outlined in **Section 1.4.2**, 10-Minute Town Concept, the links identified above, illustrated in **Figure 9-1**, have been incorporated to the network to evaluate the improvements in pedestrian and cyclists connectivity.

Maps were produced to understand the improvements in accessibility conditions for walking and cycling within Clones from the key facilities in the town – schools, health centres, retail and convenience stores, key employment sites, leisure centres and bus stops.

Regarding the schools, the walking catchments (current network and the revised network incorporating the identified links) are depicted in **Figure 9-13**. Given that the schools are situated on the outskirts of the town, it is anticipated that certain residential areas will remain beyond the 10-minute walking catchment even with the inclusion of the identified links. However, the 10-minute catchment area is spread towards the town centre and to the north, primarily due to the new links serving Largy College and the connection between 98th Avenue and Roslea Road.

In terms of health centres, whose catchments are depicted in **Figure 9-14**, the revised network shows a bigger extent of the town covered, especially towards the east and west of the town centre.

Regarding the catchments for retail and convenience stores, and for key employment centres, illustrated in **Figure 9-15** and **Figure 9-16** respectively, the revised network shows a bigger extent of the town covered towards the east of the town centre.

In terms of leisure centres, the catchments, illustrated in **Figure 9-17**, shows that the revised network improves their connectivity, specially towards the west of the town centre.

Regarding the catchment from the bus stops, **Figure 9-18** shows the walking catchment is enhanced with the incorporation of new links. The majority of Clones residents would be within a 10-minute catchment area to a bus stop.

Current Pedestrian Network

Revised Pedestrian Network

Figure 9-13 Walking Catchments from Schools

Current Pedestrian Network

Revised Pedestrian Network

Figure 9-14 Walking Catchments from health centres

Current Pedestrian Network

Revised Pedestrian Network

Figure 9-15 Walking Catchments from retail/convenience stores

Current Pedestrian Network

Revised Pedestrian Network

Figure 9-16 Walking Catchments from key employment centres

Current Pedestrian Network

Revised Pedestrian Network

Figure 9-17 Walking Catchments from leisure centres

Current Pedestrian Network

Revised Pedestrian Network

Figure 9-18 Walking Catchments from bus stops

To quantify the accessibility enhancements resulting from these proposed connections, Census 2022 data have been utilised to assess the population coverage difference facilitated by the improvement in network permeability. **Figure 9-19** below illustrates the percentage of Clones population covered by a 10-minute walking catchment area under baseline network conditions (depicted in blue) and with the additional identified links incorporated into the network (shown in orange).

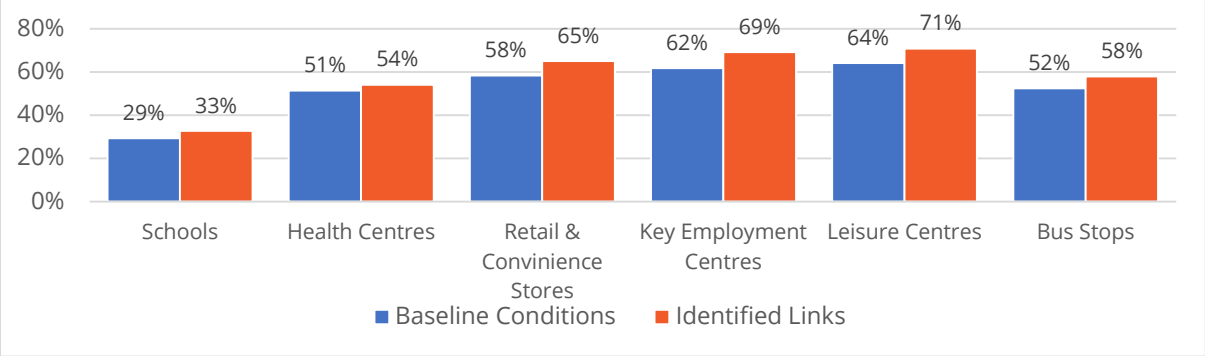


Figure 9-19 Population covered by the current network vs. with the identified links incorporated

As seen in **Figure 9-19** above, incorporating the identified links would result in increased accessibility to all key amenities in Clones. The catchments from the key employment centres, retail and convenience stores, and leisure facilities would expand the population covered by a 10-minute catchment by 7%. Accessibility to bus stops would increase for 5% of the population, while schools and health centres would see a 3% improvement in accessibility.

9.2 NEW ROADS PROPOSALS FROM MONAGHAN DEVELOPMENT PLAN 2019-2025 – ASSOCIATED OPPORTUNITIES FOR SPACE REALLOCATION

This section provides an overview the new road proposals that are included in Monaghan County Development Plan 2019-2025, as summarised in **Section 4.11** of this report. Whilst these objectives do not form part of the subject Urban Mobility Plan and only New Road No. 3 has been identified in the Draft 2025-2031 Plan, their future implementation, should that occur, would offer an alternative strategic traffic route to alleviate through traffic within the town centre. Additionally, they present a scenario where space could potentially be reallocated for active travel infrastructure once strategic traffic is redirected onto potential future new road links. It is noted that the Draft Monaghan County Development Plan has retained only a road proposal between the N54 and Roslea Road continuing around St. Tiernach's Park however it does retain the objective to *"To undertake feasibility and viability studies regarding the options for potential relief roads around Clones Town during the lifetime of this plan, subject to resources"* and therefore the potential

exists for these relief roads to be considered within the lifetime of the Plan.

New Road no. 1 (NR1) includes the scenario where the new road proposal NR1 (as per **Figure 4-14** of this report) which comprises an Inner Relief Road from Monaghan Road (N54) to Newbliss Road (R183) to Scotshouse Road (R212) to Cavan Road (N54) to Millbrook Upper upgrade. This new road would provide a new alternative route between the N54 south of Clones Town to the N54 north of Clones Town resulting in this strategic traffic no longer having to travel through the Town Centre.

The main active travel benefit of the implementation of this new road proposal is that it could allow the opportunity to create a one-way vehicular traffic arrangement along the Newbliss Road which would free up road space to be reallocated to active travel infrastructure. This is of particular benefit to pupils at Largy College as it would allow for dedicated active travel infrastructure between the school and Town Centre where at present little opportunity exists due to residential dwellings fronting onto this section of road and associated on-street resident carparking. It would also align with the CycleConnects objective which proposes an Inter-Urban route between Clones town and Newbliss travelling along this corridor.

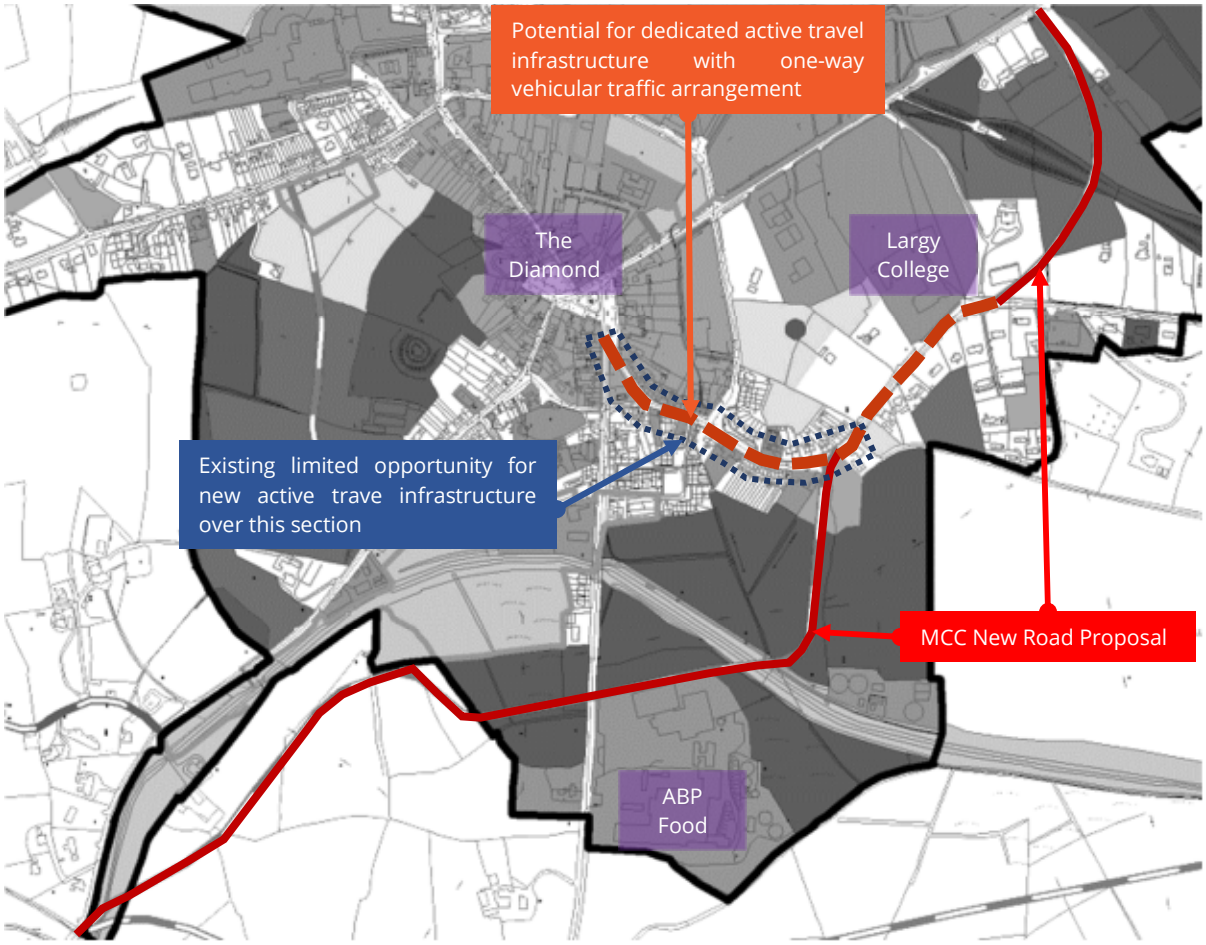


Figure 9-20 NR1 – Opportunity 1

New Road no. 2 (NR2) includes the scenario where the new road proposal NR2 (as per **Figure 4-14** of this report) which comprises a new Link Road from Cara Street (N54) to Newtownbutler/Enniskillen Road. This new road would provide a new alternative route between the N54 south of Clones Town to the Newtownbutler/Enniskillen Road resulting in this strategic traffic no longer travelling through the Town Centre.

The aforementioned Identified Link no. 2 considers following this indicative alignment and, if not progressed in the short/medium term, could be implemented as part of the MCC new road proposals in the future. An active travel connection through here is considered important for future accessibility to the Ulster Canal Greenway proposals.

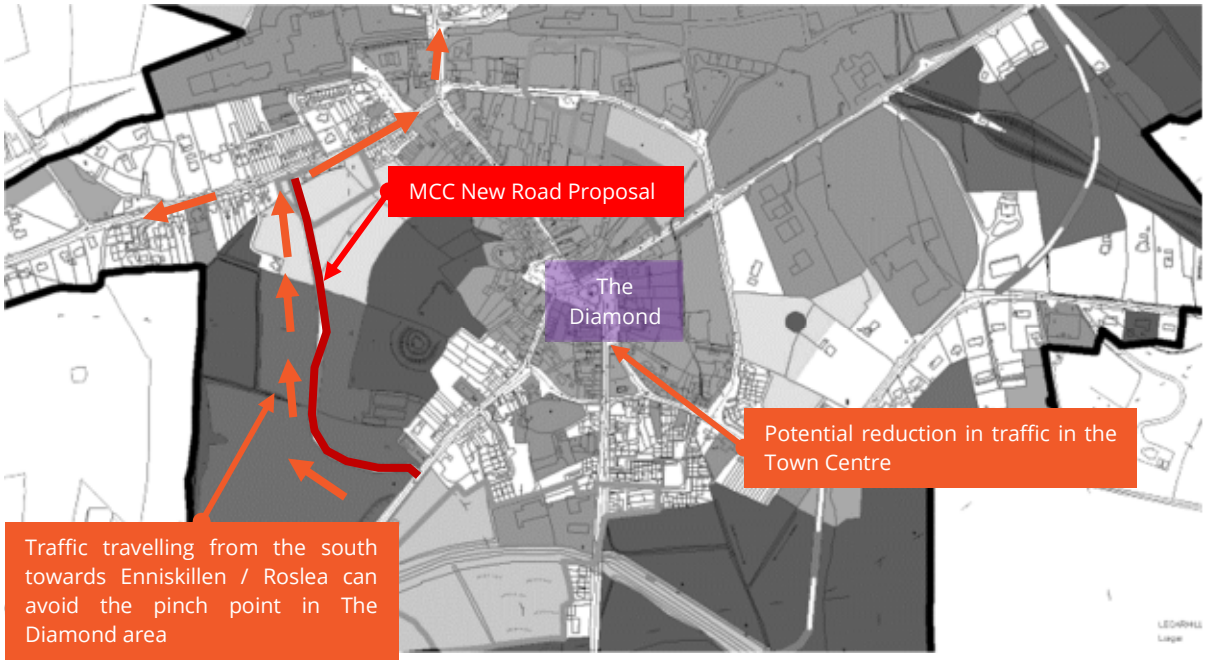


Figure 9-21 NR2 - Opportunity 2

New Road no. 3 (NR3) includes the scenario where the new road proposal NR3 (as per **Figure 4-14** of this report) which comprises a new Link Road from Monaghan Road (N54) to Roslea Road The aforementioned Identified Link no. 6 considers following this indicative alignment and if not progressed in the short/medium term, could be implemented as part of the MCC new road proposals. Dedicated active travel infrastructure could be considered from this proposed link to St. Tiernach's and Gaelscoil Eois.

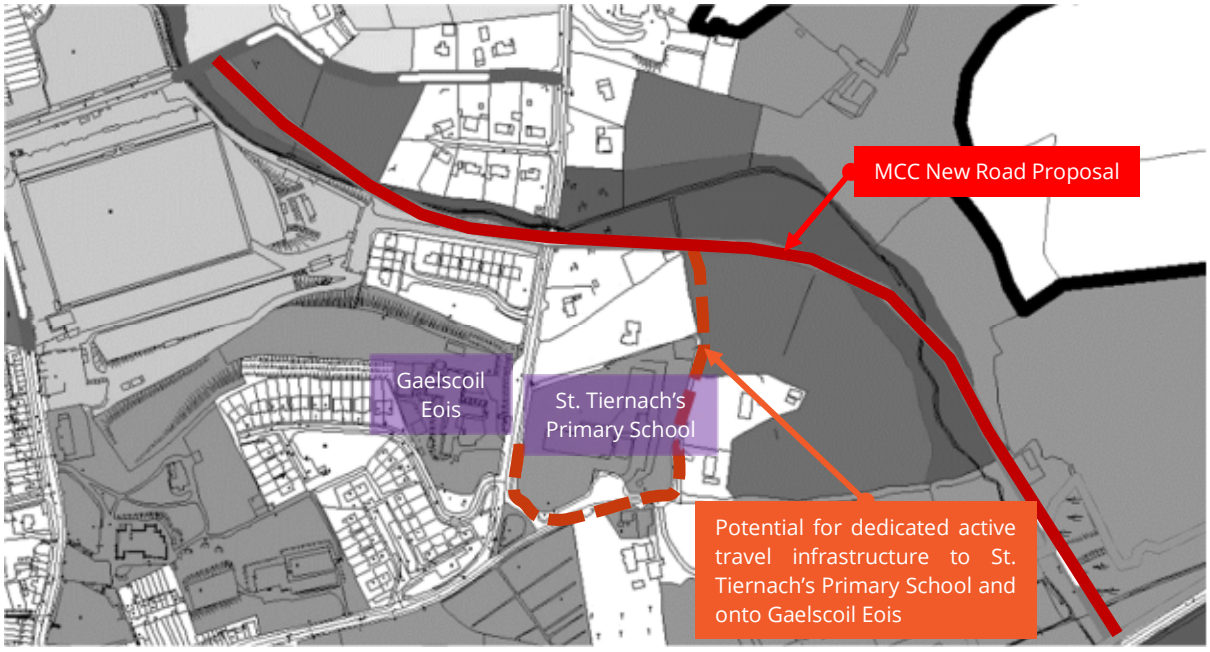


Figure 9-22 NR3 - Opportunity 3

New Road no. 4 (NR4) includes the scenario where the new road proposal NR4 (as per **Figure 4-14** of this report) which comprises a new Outer Relief Road from Monaghan Road (N54) to Newbliss Road (R183) to Scotshouse Road (R212) and to the Cavan Road (N54). This future roads proposal would significantly reduce the quantum of traffic travelling through Clones Town Centre and in particular the volume of HGV traffic would be reduced. This would result in Clones Town Centre becoming less car centric and accordingly active travel infrastructure enhancements could be more readily achievable within the currently restrictive Town Centre area.

Figure 9-23 NRD - Opportunity 4

9.3 PROPOSALS FOR CAR PARKING SPACE RELOCATION

9.3.1 POTENTIAL OFF-STREET CAR PARKING LOCATIONS

A number of potential locations have been identified where off-street car parking facilities could be introduced thereby freeing up space on-road allowing for the introduction of new / enhanced active travel infrastructure. The following potential car parking locations have been identified:

1. Church Hill – Potential for a portion of lands within an unoccupied site (currently advertised "To Let") which could be acquired to accommodate off-street parking which could facilitate parking restrictions along Church Hill / Lower Fermanagh Street thereby freeing up road space for improved active travel infrastructure.

2. Analore Street - Potential for a portion of lands within an off-road site which could be acquired to accommodate off-street parking allowing for parking restrictions to be applied along a section of Analore Street enabling the reallocation of road space for active travel infrastructure.

3. 98th Avenue – This section of the network is a key route between the main residential areas of Clones and Largy College secondary school. There is currently a unoccupied site to let opposite the Library building part of which could be acquired to accommodate off-street

parking thereby removing on-street parking along 98th Avenue freeing up road space for the implementation of active travel infrastructure.

4. Newtownbutler Road – Vehicles have been observed to park on the footpath along this section signifying a demand for car parking. There is potential for off-street parking to be accommodated within lands on the southern side of Newtownbutler Road to the west of house no. 15 Newtownbutler Road. Provision of an off-street parking facility could be used to relocate on-street parking for local residents thereby maximising space for active travel users and the potential for the implementation of future active travel infrastructure.

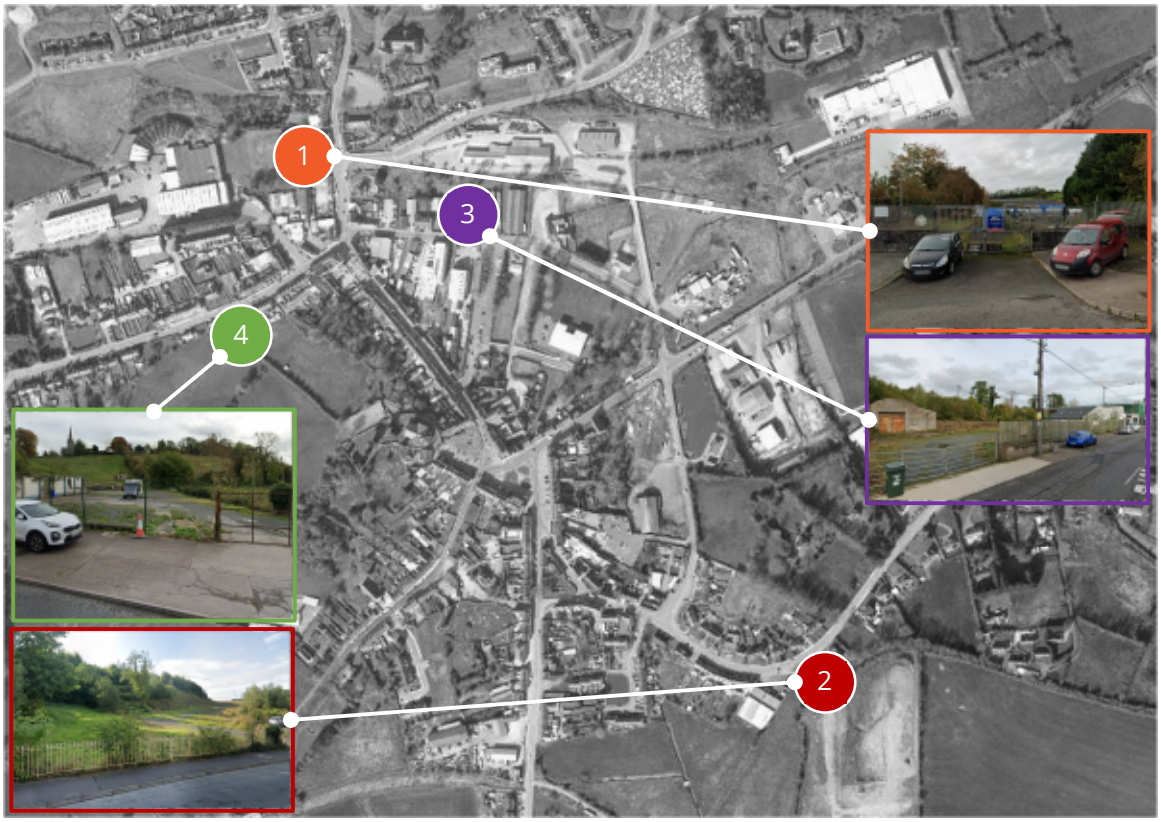


Figure 9-24 Potential Off-Street Car Parking Locations

9.3.2 OPPORTUNITIES FOR PARK AND STRIDE FOR THE SCHOOLS

A dedicated facility at the existing car park located at the south western extents of Roslea Road would allow parents drop of / collect children at a location away from the school grounds thereby minimising vehicular traffic in the vicinity of the school entry points.

Figure 9-25 Potential Park & Stride Facilities for St. Tiernach's Primary School and Gaelscoil Eois

Similarly, the portion of lands on Analore Street could serve as the Park & Stride for the Largy College as depicted in **Figure 9-26** below.

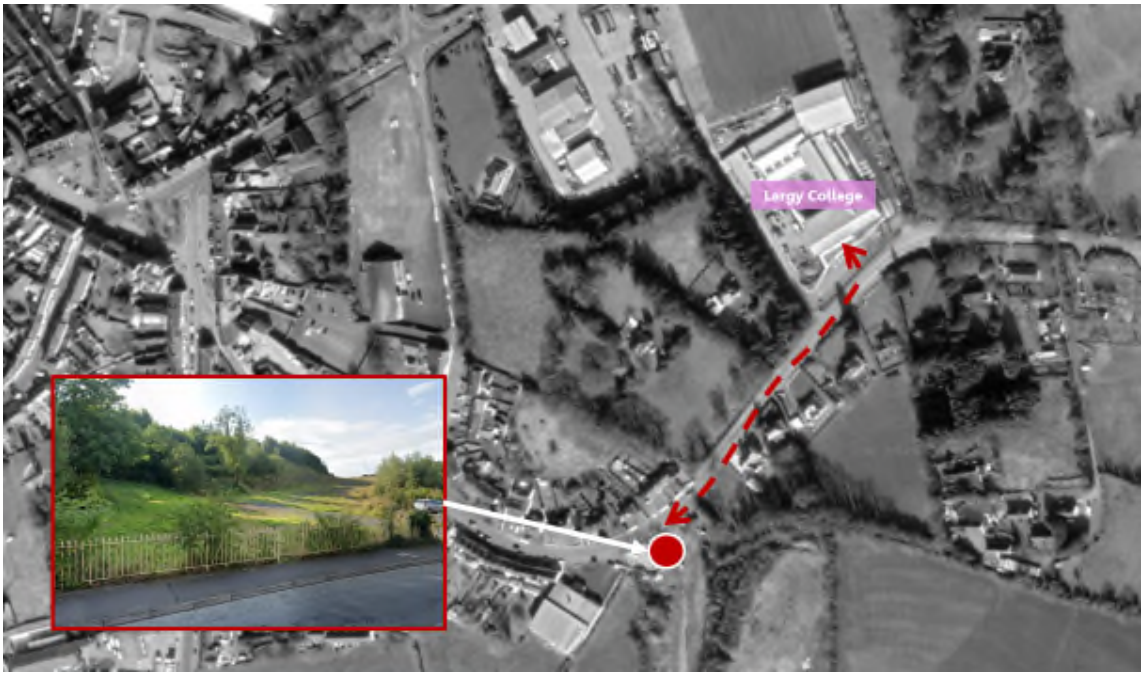


Figure 9-26 Potential Park & Stride Facilities for Largy College

9.4 OTHER SAMPLE OPPORTUNITIES

This section outlines additional opportunities for improving sustainable travel infrastructure and promoting active travel. These include:

9.4.1 BUS STOP INFRASTRUCTURE

Installing bus stop infrastructure such as bus stop poles with flags and carrousels at the bus stops in the Town Centre that lack of any infrastructure, located at The Diamond and Analore Street. There is potential for existing urban space reallocation within The Diamond to incorporate a central bus interchange which in turn could improve the vibrancy of the Town Centre through increased footfall and in turn create demand for services in this part of Clones where a significant number of properties are currently unoccupied.

9.4.2 PEDESTRIAN INFRASTUCTURE IMPROVEMENTS

Analore Street / R183 Junction

Junction tightening at the Analore St/R183 junction, which is currently around 23m wide, could be implemented to reduce vehicle speeds, shorten pedestrian crossing distances allowing for safer, more comfortable and accessible crossing to from the bus stops/ Garda Station area.

Figure 9-27 Existing wide junction at Analore St/R183

Roslea Road / Church Hill Junction

As introduced previously introduced in Section 3.4.2 the Church Hill / Roslea Road junction does not currently accommodate pedestrian crossing points. As a result, pedestrian travelling north on Church Hill on the eastern side of the road will likely take the shortest route resulting in vulnerable road users entering the carriageway to join the footpath on the opposite side of Roslea Road

rather than walking through the car park to cross at the zebra crossing which is set back approx. 50m off the pedestrian desire line. The opportunity exists to build out pedestrian facilities at this location and provide an uncontrolled crossing point along the pedestrian desire line.

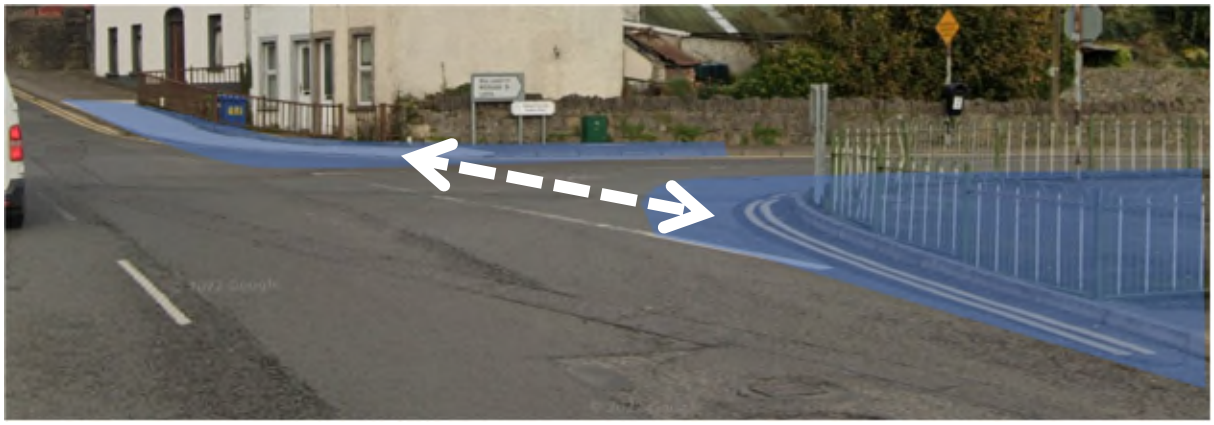


Figure 9-28 Absence of crossing facilities at Roslea Road / Church Hill Junction

Other Junction Tightening Opportunities in the Town Centre

There is the potential to implement a series of these types of junction enhancements to improve the local pedestrian environment including, but not limited to : -

1. The Diamond / McCurtain Street junction
2. Cara Street / The Ball Alley Junction
3. McCurtain Street / Abbey Street Junction
4. Cara Street / Tower View junction
5. McCurtain Street / Analore Street junction

Figure 9-29 Potential Additional Junction tightening Locations in the Town Centre

Footpath Enhancements

Analore Street, where the existing infrastructure is narrow or blocked by parked cars potentially discouraging people to walk to the bus stops.

Figure 9-30 Narrow and blocked footpaths at Analore Street

Footpath Continuity between Fermanagh Street and 98th Avenue Bus Stop

At present there is a fragmented pedestrian facility and long crossings along the route between the Town Centre and the 98th Avenue Bus Stop. Pedestrian facilities could be improved along the section through the car park providing continuity and incorporating build outs to reduce excessive crossing distances.

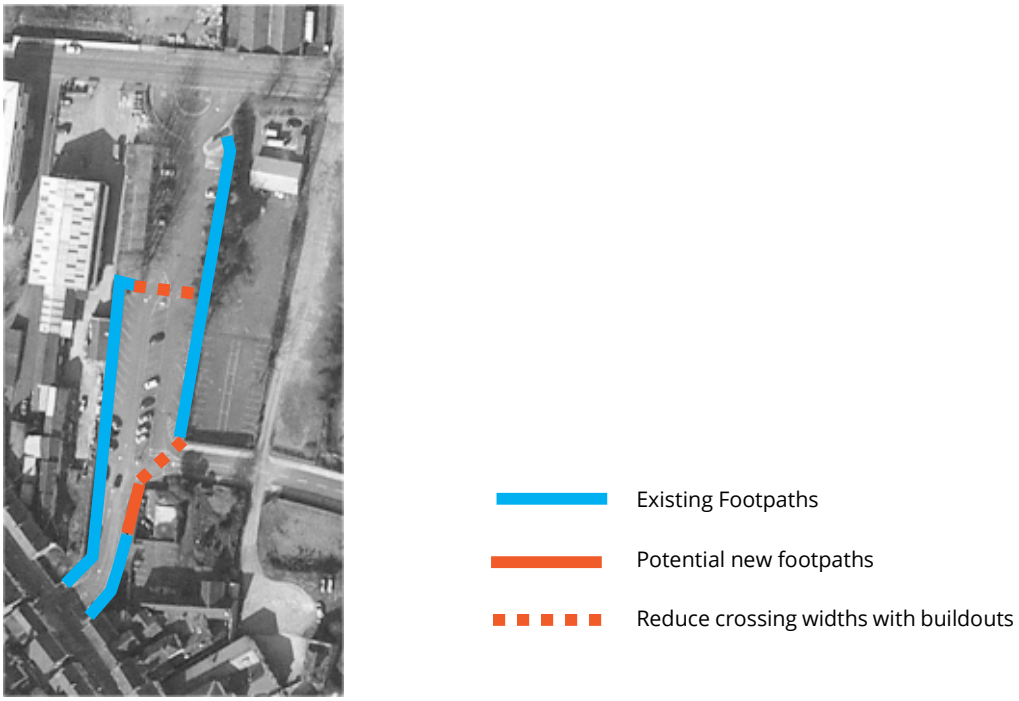


Figure 9-31 Pedestrian Connection between Fermanagh Street & 98th Avenue

N54 Gateway Treatment

A traffic calming feature could be considered at the identified new link into Largy College on the N54. A pedestrian crossing could be incorporated into this feature to provide safe passege across the busy N54 corridor. The gateway treatment is aimed at reducing vehicular speed of vehicles as they enter the urban area along this long straight alignment.

Figure 9-32 Sample Traffic Calming Feature (N25 Carroll's Cross, Co. Waterford)

Cara St Playground Pedestrian Crossing

There is no dedicated pedestrian crossing on the N54 for the Cara St Playground, as depicted in **Figure 9-33**, making it difficult for pedestrians to cross safely.

Figure 9-33 Desire for a crossing point at the Cara St Playground

Pedestrian Crossing at Supervalu pedestrian access on 98th Avenue

The existing pedestrian crossing at the Supervalu access has been raised as a safety concern due to i) visibility concerns when a large vehicle is stationary between the crossing point and the Creighton hotel junction, and ii) the orientation of the crossing is in a direct line between the access and the car park which can result if pedestrian to enter the crossing in the path of oncoming vehicles. as depicted in **Figure 9-34**, making it difficult for pedestrians to cross safely. This existing crossing point has been identified in the Plan so that enhancements could be made to improve the performance of this facility in terms of safety.

Figure 9-34 Safety concerns at existing Supervalu Crossing

N54 Pedestrian Crossing and Traffic Calming (South of Marina)

The recently constructed Marina project includes for cycle and pedestrian infrastructure parallel to the N54 with a verge segregating the active travel users from vehicular traffic. Following the implementation of these new active travel facilities, a new crossing demand across the N54 has been generated between the recently constructed active travel facilities and the popular walking route along Clonboy. Accordingly, traffic calming features are recommended at and on approach to this location which could take the form of a Gateway type treatment / traffic calming feature similar to that previously illustrated in **Figure 9-32**. Traffic calming should commence in advance of this location to ensure speeds are reduced significantly below the posted 80kph speed limit at this location.

Whilst speed regulations are outside the scope of this Plan, due to the recent changes at this area of Clones, a speed limit review should be undertaken with the view of extending the 50kph south westwards beyond this newly identified conflict location in the interest of road safety. This could be undertaken as part of the recently announced TII national speed limit review.

Figure 9-35 Traffic Calming requirement due to new crossing demand

10 THREATS

This chapter outlines the Threats in the current transport infrastructure and conditions in Clones.

- **Flooding.** Some areas of Clones suffer from extensive flooding during prolonged wet periods, which can be taken as a threat for future developments. As mentioned in the Strategic Flood Risk Assessment for County Monaghan undertaken in 2017, " *The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines"*

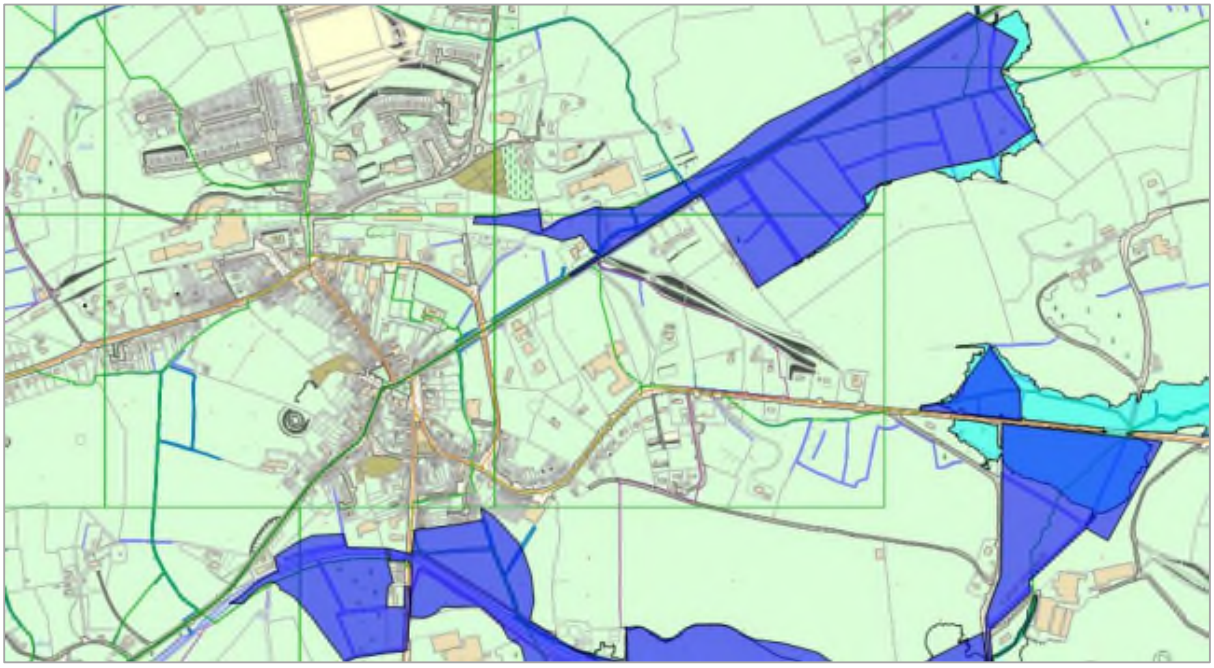


Figure 10-1 Flood Map for Clones (Source: Strategic Flood Risk Assessment for County Monaghan)

- **Economic Activity.** Due to a contrast between the traditional local job market and the national economy's emphasis on digital and service sectors, Clones has experienced a downturn in economic activity. This decline has been paralleled by a decrease in the town's population. Consequently, certain services such as banking facilities have been discontinued and the Town Centre includes a number of vacant properties. Despite successfully hosting large-scale events that draw significant attendance, these occasions have yet to result in extended visitor stays conducive to sustained economic growth and development. Further retail development in Clones Town's outskirts could weaken the town centre's economy.

- **Employment Ratio.** According to the National Planning Framework, Clones has a resident workers ratio of 0.67 based on Census 2022 data, highlighting an imbalance between employment opportunities in Clones and employment elsewhere.
- **Changes to political and financial climate.** The political priorities can alter which could threaten investment in public realm and active travel projects.

11 SWOT OUTLINE

This section aims to encapsulate the key points discussed in this report through a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, drawing from **Sections 7, 8, 9** and **0**. Please note that this is not an exhaustive list. The summarised analysis is outlined in **Table 11-1** below.

Strengths	Weaknesses
Regional Location. The town benefits from the advantage of being in close proximity to numerous visitor and tourism attractions throughout the broader region. **Clones' compact town form.** The town's population is primarily concentrated within its central area and maintains a clearly defined physical layout. **Clones local assets.** Clones is home to numerous local assets, including a variety of leisure and sporting facilities. **Strong supportive local and regional planning policy**. Clones benefits from robust local and regional planning policies that aim to foster its growth as a self-sustaining community. **Clones' built heritage**. The town of Clones is enriched by its rich built heritage, contributing to the unique character and sense of place within the town centre. **Current Modal Split**: Sustainable modes of travel dominate the current Clones modal split, with walking accounting for a notably higher proportion compared to other urban areas in the county.	**Impact of through traffic.** The presence of the N54 and regional roads affects the perceived walkability of the area. **High concentration of surface car-parking areas** and on-street parking within the town core. **Undeveloped zone lands:** Clones Town is primarily served by arterial links with little in the way of orbital routes. Little opportunity for **reallocation of road space**. **Lack of frequent sustainable transport options** and bus stop infrastructure **Lack of Infrastructure and Support**. Insufficient provision of a perceived safe place to walk or cycle and maintenance of footpaths. **Inadequate Urban Design**. Lack of penetrability and connectivity for walking and cycling between urban areas. **The topography of the town**. The town's hilly terrain presents a challenge for promoting cycling as a mode of transportation. **Protected structures, architectural conservation areas and archaeological heritage.**
Opportunities	**Threats**
Identified Active Travel Links, that present opportunities to improve pedestrian and cycling connectivity. **New Road Proposals from Monaghan County Development Plan.** Whilst not part of the subject Plan, these would offer an alternative route to alleviate traffic through the town centre and opens up space that can be allocated for active travel infrastructure once strategic traffic is redirected onto these future new roads. **Car Parking Space Relocation.** Potential off-street car parking facilities could be introduced thereby freeing up space on-road allowing for the introduction of new / enhanced active travel infrastructure. **Other Opportunities** • Installing bus stop infrastructure • Pedestrian Infrastructure improvements	Certain parts of Clones suffer from **extensive flooding** during prolonged wet periods. **Low levels of economic activity.** Clones has experienced a downturn in economic activity. This decline has been paralleled by a decrease in the town's population. **Low residents per work ratio,** highlighting an imbalance between employment opportunities in Clones and employment elsewhere. Further retail development in Clones Town's outskirts could weaken the town centre's economy. **Changes to political and financial** climate that threatens investment in public realm and active travel projects

Table 11-1 Summary of SWOT Analysis

12 ACTIVE TRAVEL & TRANSPORT OPTIONS DEVELOPMENT

12.1 OVERVIEW

As outlined in this report, the existing active travel network within the study area has been assessed, revealing that pedestrians are adequately served with footpaths along the majority of streets in urban areas. However, there is currently no designated cycling infrastructure in the area under examination and therefore a key objective of this Plan is to identify key cycle links throughout the study area.

The formulation of the Clones Active Travel & Transport Measures Development incorporates the consideration of a number of key components some of which have already been outlined within the earlier chapters of this document. These include:

- Key origins and destinations (as outlined in **Chapter 3.3**)
- Existing transport infrastructure (as outlined in **Chapter 3.4**);
- Proposed active travel and infrastructure schemes (as outlined in **Chapter 4**);
- SWOT Analysis (as outlined in **Chapter 11**).

In addition to the above, the formulation of measures has taken cognisance has been taken of the strategic importance of the N54 corridor which bisects Clones Town Centre. The measures considered in this Plan that may interact in any way with the N54 corridor are put forward sensitively so as not to restrict the operation of the existing N54 nor hinder any future roads proposals which would interact with this corridor. The measures identified in this Plan aim to compliment and improve on the existing infrastructure in the study particularly in terms of encouraging the uptake of more sustainable modes of travel and improved safety particularly amongst the most vulnerable road users including school children. The capacity of the N54 is in no way affected by the proposals albeit, should some measures be implemented which interact with the N54, they will likely impact the speed with which N54 traffic travel on approach to and within the urban area in the interest of road safety. Accordingly, the design guidance documents set out in Chapter 2 of this Plan will be adhered to including the appropriate application of DMURS in the urban area and TII's publication DN-GEO-03084 "The Treatment of Transition Zones to Towns and Villages on National Roads" within transition zones. The subject Plan considers measures that could be implemented in addition to a potential timeline for their implementation, but it does not propose a specific design. Accordingly, when a particular measure which in any way interacts with the N54 is being developed in the future, a specific Preliminary Design Report will be produced in the interest of obtaining TII approval.

This chapter is organised into three different sections:

- The Active Travel Network: It focuses on identifying key areas and routes where establishing a high-quality active travel network is deemed essential.
- Potential Off-Street Car Parking Locations: This part presents a range of potential locations identified for off-street car parking facilities. These facilities aim to alleviate on-road space and facilitate the implementation of new or improved active travel infrastructure.
- Proposed Bus Stop Enhancements: This section proposes enhancements to the bus stop infrastructure that is currently lacking, aiming to improve public transport accessibility.

12.2 ACTIVE TRAVEL NETWORK

Based on the information discussed in this report, a high level Active Travel Network has been identified. It comprises a network hierarchy based upon estimated demand and end user demographic.

It considers the implementation of improved active travel infrastructure across the existing transport network but also considers the utilisation of zoned lands to achieve a comprehensive active travel network introducing improved linkages. The proposed high level active travel network is presented in **Figure 12-1** below. This proposed network aims to prioritise dedicated infrastructure at those locations where there are expected to be more vulnerable road users (i.e. school children) via the primary routes.

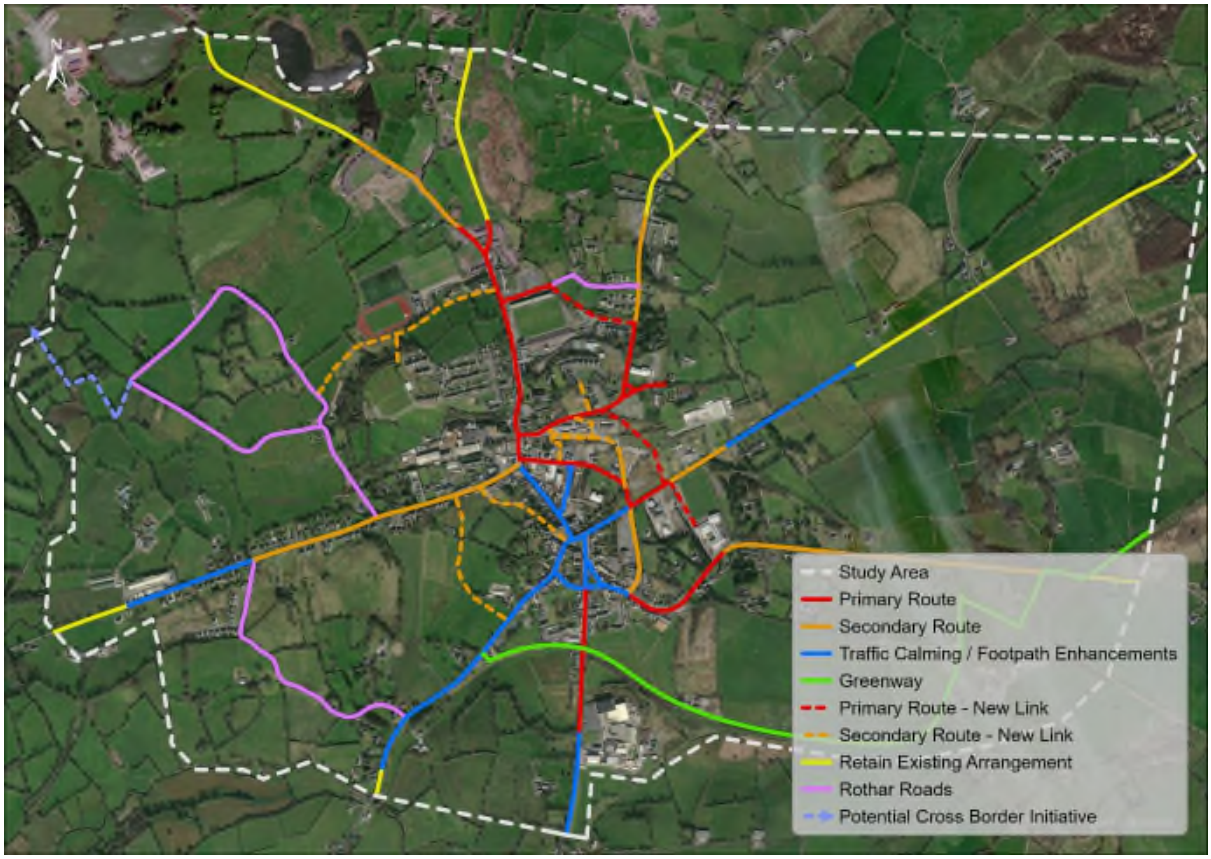


Figure 12-1 High Level Active Travel Network

Whilst this study is at a high level, it provides a preferred infrastructure arrangement to guide future active travel schemes where more detailed design can be undertaken. The high level infrastructure arrangement comprises the following:

- **Primary Route:** Dedicated pedestrian and cycle infrastructure segregated from vehicular traffic – these are generally proposed along key school routes
- **Secondary Route:** Lower grade infrastructure (e.g. Shared / lower width) pedestrian and cycle facilities segregated from vehicular traffic. These routes are proposed along routes where it is envisioned to be less demand and fewer vulnerable users.
- **Traffic Calming Routes:** Dedicated pedestrian facilities with cyclists sharing the carriageway with vehicular traffic with the introduction of traffic calming measures. These routes are proposed where there is predicted to be little demand and / or no physical potential for the incorporation of improved active travel infrastructure.
- **Retain existing arrangement:** This is for locations where negligible demand is envisioned or where infrastructure cannot be implemented.

- **Rothar Roads:** Rural roads designated for walking and cycling, characterised by road environment factors such as low traffic volumes, local access, and cultural or heritage significance.

The active travel network is very much aimed at serving the existing population and key origins & destinations within Clones Town. Significant lands within the study area boundary are zoned for development, encompassing residential, industry/enterprise/employment, community services and recreation, as illustrated in **Figure 12-2**.

In addition, future road proposals are identified which, if constructed, would significantly increase the potential for active travel enhancements across the network. As these lands are developed, and roads proposals implemented, the subject Urban Mobility Plan must evolve in order to cater for the potential future additional demand for active travel infrastructure at new locations across the network and additional opportunities for reallocation of road space for active travel infrastructure afforded by the future roads proposals.

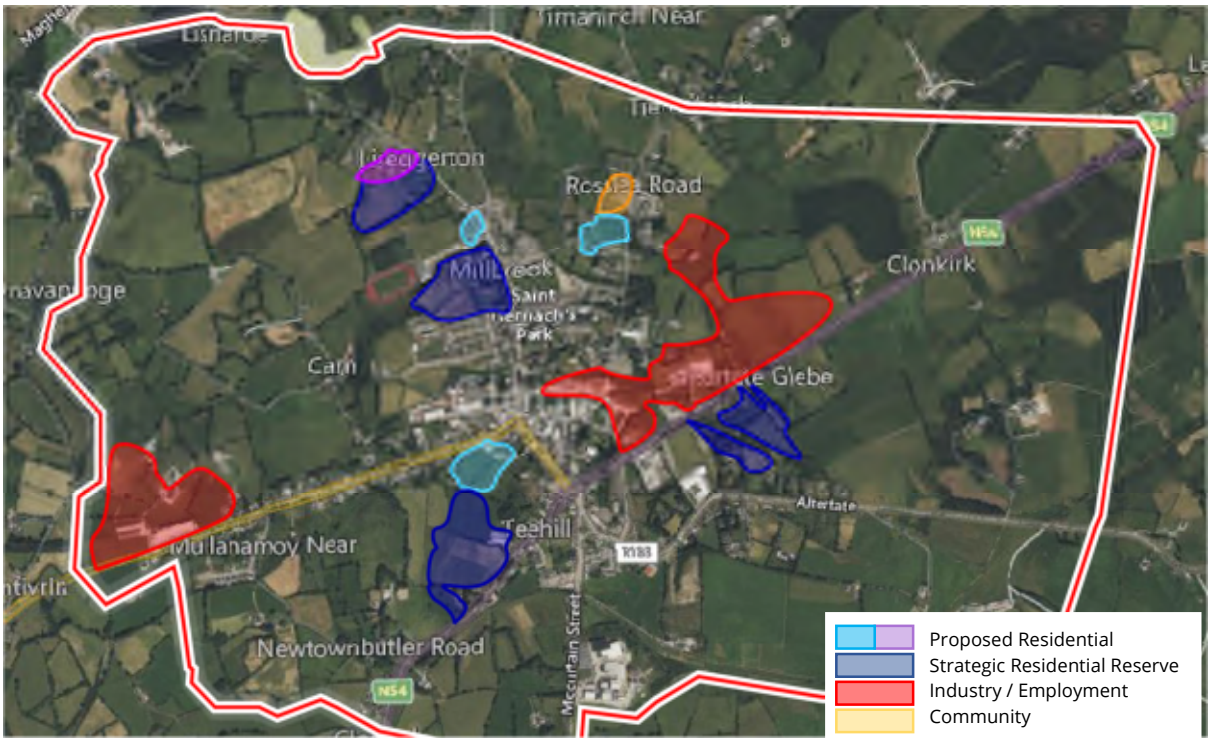


Figure 12-2 Key Land Use Zoning

12.3 POTENTIAL OFF-STREET CAR PARKING LOCATIONS AND BICYCLE PARKING LOCATIONS

In **Section 3.4.4**, several locations were identified where informal parking is present, with cars often obstructing footpaths. As described in **Section 9.3**, where opportunities were outlined, potential locations have been identified for the introduction of off-street car parking facilities to alleviate inappropriate parking practices and create space for the implementation of new or improved active travel infrastructure. The proposed streets where on-street parking could be banned, and the locations of these off-street parking facilities is depicted in **Figure 12-3**.

This figure also distinguishes those locations that could serve as Park & Stride for the schools. These areas would allow parents to drop of / collect children at a location away from the school grounds thereby minimising vehicular traffic in the vicinity of the school entry points.

The existing Roslea Road Car Park could serve St. Tiernach's Primary School and Gaelscoil Eois, while a portion of lands within a site on Analore St could serve Largy College and act as a parking facility for residential properties along here.

Figure 12-3 Proposed off-street car parking and Park & Stride Locations

Regarding cycle parking, **Section 3.4.2** identified the current cycle parking locations within Clones. The following locations are proposed to incorporate cycle parking facilities, as outlined in **Figure 12-4**.

1. O'Neill Park / Carn View / Carron Heights residential estate
2. St. Tiernach's Park
3. Scoil Eois
4. Fitzpatrick Square, as a cycle facility for the north side of the Fermanagh St.
5. Diamond south, near the Clones Credit Union Car Park
6. Largy College
7. Ulster Canal Visitor Centre

Figure 12-4 Proposed Cycle Parking Locations

12.4 PROPOSED BUS STOP ENHANCEMENTS

There are four bus stops in Clones Town Centre of which only one, located on 98th Avenue, has adequate bus stop infrastructure, as detailed in **Section 3.4.3.** It is proposed to improve the infrastructure of the other three bus stops around the town. This is depicted in **Figure 12-5**.

The NTA have just completed Phase 1 of the Connecting Ireland stop audit for Co. Monaghan, that mandates that all census settlements with 3 services/day 7 days/week to have a pole installed.

Clones was considered as part of this audit. While the existing stop off 98 Ave is convenient for the services that travel this street in Clones, it is the opinion of the Service Planning team in the NTA that this stop is isolated from the town centre, and offers poor passive surveillance and poor pedestrian access through the car park. They suggest considering a new bus stop pair in the centre of Clones, possibly in the Diamond. While this would require some infrastructure works, a central location would be much better for current and prospective passengers. This is expected to be a long term aspiration but is being included in the short / medium term proposals should a funding stream become available in this timeline as there could be significant benefits to the Town Centre regeneration.

The remaining two bus stops at Analore St could be enhanced with the installation of bus stop poles with flags as well as a designated hardstanding area for passengers to wait safely.

Such improvements would bring several benefits to the community including:

- Improved visibility: Bus stop poles act as visual markers, making it easier for both bus drivers and passengers to identify designated stops.
- Enhanced safety: Clearly marked bus stops with poles can help improve safety for passengers waiting for buses, as it reduces the likelihood of confusion or accidents while waiting in unsafe locations.
- Increased accessibility: Bus stop poles can include signage indicating the bus route numbers and destinations, making it easier for passengers to navigate the public transport system, particularly for newcomers or visitors to the area.
- Promotion of public transport usage: Clearly marked bus stops can serve as a visual reminder of the availability of public transportation, potentially encouraging more people to use buses instead of personal vehicles, thus reducing traffic congestion and environmental impact.
- Tourism and visitor experience: For towns with tourist attractions or visitors, clearly marked bus stops can enhance the overall experience for tourists, making it easier for them to navigate the area and access popular destinations.

Figure 12-5 Proposed Bus Stop Infrastructure Enhancement

13 PROPOSED URBAN MOBILITY PLAN IMPLEMENTATION

13.1 INDICATIVE IMPLEMETATION STRATEGY

A phased implementation of the subject Urban Mobility Plan is proposed. For the purposes of this high level strategy, the identified proposals has categorised into short, medium and long term delivery. For the purposes of this Plan, short term delivery equates to <5 years, medium term delivery equates to 5-10 years whilst long term delivery equates to >10 years.

For the active travel network, it is recommended that the identified primary routes and traffic calming routes are progressed in the early phases and the secondary routes later. With the aim of identifying sections of the network to be implemented within each phase, the network has been broken up into sections with each section given a unique ID as presented in **Figure 13-1** below. All other proposals have been illustrated in **Figure 13-2** below.

Whilst this study is at a high level and therefore does not comprise detailed design of active travel infrastructure, a description of the nature of infrastructure that is recommended on each section of the network has been summarised in **Table 13-1** and **Table 13-2** for the short, medium and long term proposals respectively and are depicted in **Figure 13-3** and **Figure 13-4** below.

All figures can also be found in **Appendix B**.

Any initiatives that may impact on the national road network, TII will be communicated with and a TII Design Report compiled and issued prior to the commencement of planning processes for that initiative.

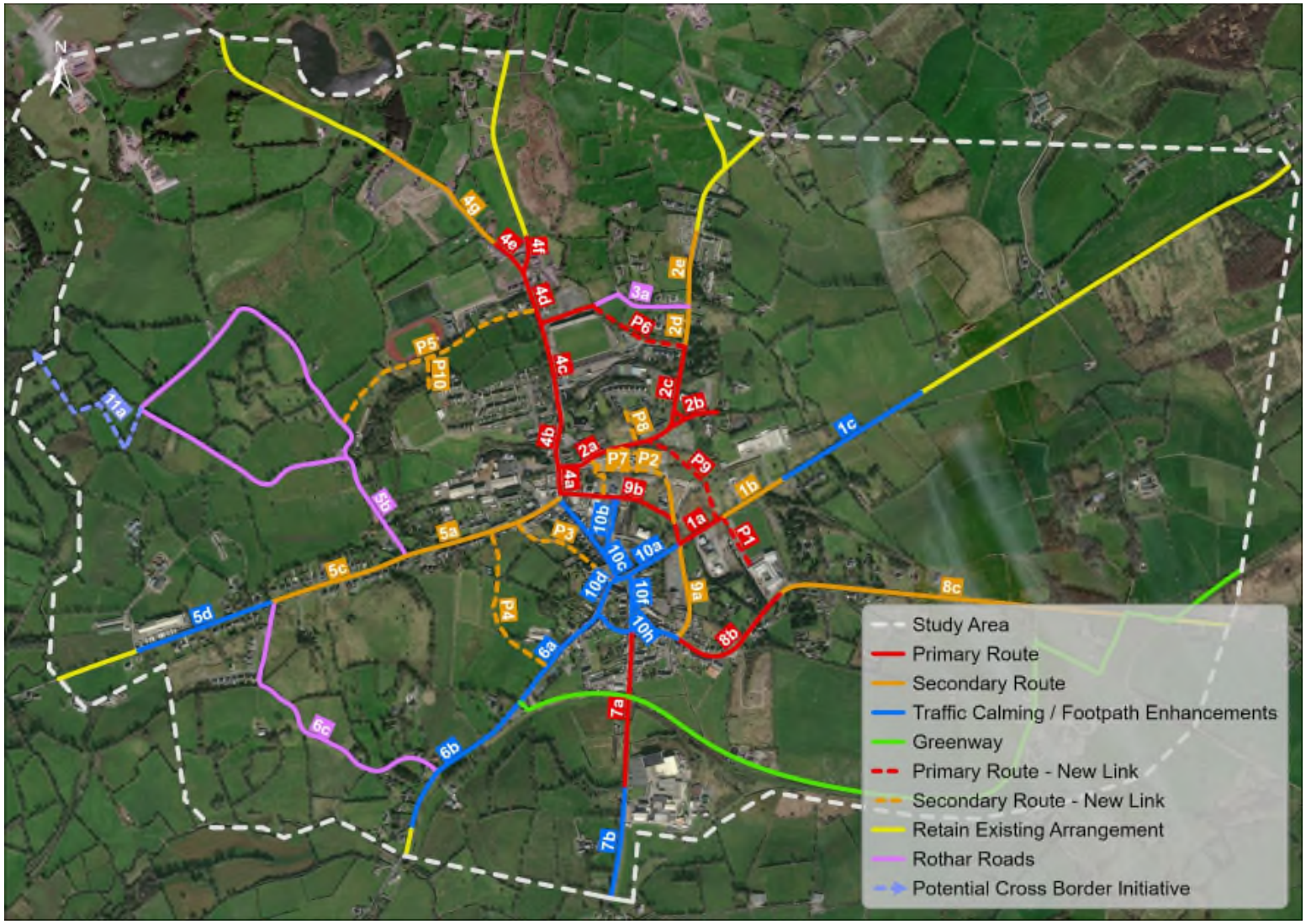


Figure 13-1 Active Travel Network Proposals (Link ID's)

Figure 13-2 Other proposals

Link ID / Location	Description
1a	Dedicated pedestrian and cycle infrastructure between the N54 / 98th Ave junction and a proposed new non-vehicular access to Largy College (in conjunction P1)
P1	New non-vehicular access to Largy College from the N54 (in conjunction with P9 and / or 1a)
9b	Dedicated pedestrian and cycle infrastructure along 98th Avenue
4a	Dedicated pedestrian and cycle infrastructure between Creighton's Hotel junction and Roslea Road junction
3a	Traffic calming measures along River Lane.
2a, 2b	Dedicated pedestrian and cycle infrastructure along Roslea Road between Church Hill junction and St. Tiernach's Primary School and Gaelscoil Eois.
4b	Dedicated pedestrian and cycle infrastructure along Church Hill between the Roslea Road junction and O'Neill Park.
4c	Dedicated pedestrian and cycle infrastructure along Church Hill between O'Neill Park and St. Tiernach's Park. This includes the section in the vicinity of St. Tiernach's Park that is included in a Part VIII planning application for improved pedestrian facilities. The proposals could be built upon to incorporate dedicated cycle infrastructure.
7a	Pedestrian / cycle facilities along the Scotshouse Road between the Ball Alley junction and ABP Foods.
10c,10d,10e,10f	Improvements in the Town Centre area comprising proposals included in two Part VIII schemes in the Diamond and Ball Alley/Abbey Street. These include improved pedestrian infrastructure including crossings, new/improved footpaths and traffic calming measures.
8a	Traffic calming along Analore Street and footpaths enhancement
8b	Dedicated pedestrian and cycle infrastructure along Newbliss Road between the O'Duffy Street junction and Largy College
P6	Dedicated pedestrian and cycle infrastructure along the northern boundary of St. Tiernach's Park and a new non-vehicular link to Roslea Road at a location immediately to the north of Largy Court
2c	Dedicated pedestrian and cycle infrastructure along Roslea Road between the new P6 link and St. Tiernach's Primary School and Gaelscoil Eois

Link ID / Location	Description
4d, 4e, 4f	Dedicated pedestrian and cycle infrastructure to the Peace Link and residential settlements Eanaigh Ealta, Cherry Park and An Tuachtariann.
9a	Shared ped / cycle facilities along O'Duffy Street.
P9	Segregated pedestrian / cycle facilities between Roslea Road and the N54. Includes a traffic calming feature on the N54 (in conjunction with P1)
P7,P8	Pedestrian / cycle facilities providing permeable links.
10b	Footpath Continuity between Fermanagh Street and 98th Avenue Bus Stop
10a	Traffic calming along N54 between 98th Avenue junction and The Diamond
1b, 1c	Pedestrian / cycle facilities along the N54 between the proposed new non-vehicular link to Largy College and Feldhues and then traffic calming measures as far as the 50kph demarcation.
P5	A new non-vehicular link between the Carn Lane walk to Millbrook Upper via (adjacent to) The Peace Link
P10	A new non-vehicular link between John Delaney Park and the Peace Link
5c	Improved pedestrian / cycle facilities along the Newtownbutler Road
6a	Pedestrian / cycle facilities and traffic calming measures along the N54 between the Ball Alley junction and the Ulster Canal Greenway tie-in on the N54. Traffic calming features are recommended at and on approach to this location which could take the form of a Gateway type treatment / traffic calming feature. Provision of a dedicated pedestrian crossing at the Cara St Playground and connecting the new recently constructed active travel facilities at the Ulster Canal to the route along Clonboy.
6b	Traffic calming / active travel crossing / Gateway treatment.
6c	Improve walking facilities along this identified leisure walking route
Bus Stop Infrastructure	Bus stop enhancements for the two stops on Analore Street

Link ID / Location	Description
Off street parking locations and Park & Stride	Off-street car parking facilities to alleviate inappropriate parking practices. Park & Stride for the schools that will allow parents to drop of / collect children minimising vehicular traffic in the vicinity of the school entry points.
Existing Parking Enhancements	Enhancements to the existing Fermanagh Street car park and Town Centre Car Park.
Cycle parking	Provision of cycle parking facilities to complement the existing locations
Junction tightening	Junction enhancements to improve the local pedestrian environment
Crossings	Provision/Upgrade of dedicated pedestrian crossings
Bus Stop Infrastructure	Bus stop interchange at The Diamond

Table 13-1 Proposed Active Travel Network Implementation - Short/Medium Term Proposals

Link ID / Location	Description
2d, 2e	Pedestrian / cycle facilities along Roslea Road as far north as Clonkeencole.
4g	Pedestrian / cycle facilities along Roslea Road as far as the Lios A Ghoirtin residential settlement.
P2	New non vehicular connectivity between 98th Avenue and the Roslea Road
11a	New Potential Cross Border Initiative
Ulster Canal Greenway	Section between Newbliss Road and the N54
8c	Pedestrian / cycle facilities along the Newbliss Road between Largy College and the proposed Ulster Canal Greenway.
7b	Traffic calming measures along Scotshouse Road south of ABP.
P4	A new non-vehicular link between the N54 and Newtownbutler Road via zoned residential lands
5a	Improved pedestrian / cycle facilities along the Newtownbutler Road
5d	Traffic calming measures along Newtownbutler Road.
5b	Upgrade section of Carn Lane between Newtownbutler Road the proposed new non-vehicular link to Millbrook Upper (P5).
P3	A new non-vehicular link between The Diamond and Newtownbutler Road via lands zoned part residential / part Landscape Protection/Conservation.

Table 13-2 Proposed Active Travel Network Implementation – Long Term Proposals

Figure 13-3 Proposed Active Travel Network Implementation – Short/Medium and Long Term Proposals

Figure 13-4 Proposed 'Other' Measures Implementation – All Proposed within Short/Medium Term

14 SUMMARY AND RECOMMENDATIONS

14.1 SUMMARY

DBFL Consulting Engineers (DBFL) have been commissioned by Monaghan County Council (MCC) to produce an Urban Mobility Plan for Clones Town. The Plan seeks to formulate an approach for the implementation of local transport improvement initiatives in Clones Town with the aim of improving pedestrian, cycling and public transport infrastructure between key origins and destinations within the study area.

Following the 10-minute town methodology, the current accessibility conditions for walking and cycling within Clones were thoroughly examined, focusing on key facilities such as schools, health centres, retail and convenience stores, key employment sites, leisure centres, and bus stops. This analysis along with a review of the existing walking and cycling infrastructure revealed that while Clones Town boasts good pedestrian facilities, it lacks dedicated cycling infrastructure.

A review of the available census data from 2002 to 2022 reveals that travel to work / education on foot in the Clones Area is quite high. Travel by bicycle is observed to be consistently low. As with most rural towns, travel by car is relatively high. As referenced in the Cycle Design Manual as part of the steps recommended for planning a network, it is important to determine the network based on the desired outcome as opposed to historic trends.

The key objective of this study is to formulate a high level Urban Mobility Plan within Clones Town which will promote walking, cycling, scooting, wheeling and all forms of active travel and sustainable modes of transport within the study area.

It is envisioned that the implementation of infrastructure will prioritise the most vulnerable demographic and therefore active travel infrastructure which will benefit primary school children and secondary school pupils is proposed to be highest in the implementation hierarchy and are recommended to be implemented first.

There are a number of schemes either planned or underway within the subject study area. This strategy document has taken cognisance of these key schemes. In addition, cycle network enhancements as proposed within CycleConnects have been considered as have opportunities associated with the delivery of future roads proposals as identified within Monaghan County Development Plan 2019-2025 and the Draft Monaghan County Development Plan 2025-2031.

Existing Strengths, Weaknesses, Opportunities, and Threats (SWOT) of Clones Transport Infrastructure were identified. The key opportunities set to improve active travel infrastructure within the subject study area. These include new active travel links, proposals to allocate space for active travel infrastructure, provisions for park and stride facilities for school children and enhancements to public transport accessibility, junctions and footpaths.

A high level Active Travel Network has been identified. It comprises a network hierarchy based upon estimated demand and end user demographic. It considers the implementation of improved active travel infrastructure across the existing transport network but also considers the utilisation of zoned lands to achieve a comprehensive active travel network introducing improved linkages. In addition, future road proposals are identified which, if constructed, would significantly enhance the potential for active travel enhancements across the network. As these lands are developed, and roads proposals implemented, the subject Urban Mobility Plan must evolve in order to cater for the potential future additional demand for active travel infrastructure at new locations across the network and additional opportunities for reallocation of road space to active travel infrastructure afforded by the future roads proposals.

A phased implementation of the subject Urban Mobility Plan is proposed. It is recommended that the measures that will benefit the most vulnerable road users would be considered first as well as the identified bus stop, and pedestrian infrastructure enhancements at junctions. The secondary routes are recommended to be progressed in the long term.

14.2 RECOMMENDATIONS

A number of recommendations are proposed for the successful delivery of the subject Urban Mobility Plan as follows.

- In advance of implementation of the subject active travel measures, baseline surveys are recommended to be undertaken so that the impact of the identified enhancements can be measured. These could comprise inter alia ;
    - Traffic surveys capturing both vehicular and active travel movements;
    - Cycle parking demand surveys;
    - Public transport occupancy surveys;
    - School Travel Surveys; and
    - Workplace Travel Surveys.

These surveys should be repeated as the plan is rolled out in the interest of monitoring the impact of the implementation of the identified initiatives.

- As zoned lands are developed, future opportunities for filtered permeability should be enforced in all planning approvals to safeguard the movement of active travel users. In addition, and proposed developments along key active travel corridors should be set back to allow for the implementation of improved active travel infrastructure in particular along routes to schools where high proportions of the most vulnerable road users are present.
- Implementation of future road proposals should be undertaken in tandem with a review of traffic movements within Clones Town Centre in the interest of investigating the potential for reassigning road space to active travel users.
- The implementation phasing of the initiatives should prioritise the areas where improved safety & higher proportion of vulnerable road users are present.

Appendix A : Baseline Cycling Catchments

Legend

- Study Area
- Schools
- Current Network

Cycling Time

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes

0 160 320 480 640 Meters

rev	date	description	by	chkd.
2	31-03-25	rev 2	OD	EC
1	09-08-24	update template	OD	EC
0	25-04-24	rev 0	OD	EC

STATUS CODES

purpose: P1 - INFORMATION

acceptance: S - ISSUED

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DUBLIN | CORK | GALWAY | WATERFORD

project ref.: Clones Urban Mobility Plan

client: Monaghan County Council

drawing title: Baseline Cycling Catchment - Schools

author	checked by	scale	sheet size
OD	EC	1:20,000	A3

drawing no.: 220188-X-90-X-XXX-DR-DBFL-CE-0001

revision: 2

Legend

- Study Area
- Health
- Current Network

Cycling Time

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes

0 160 320 480 640 Meters

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1	09-08-24	update template	OD	EC
0	25-04-24	rev 0	OD	EC

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project ref.: Clones Urban Mobility Plan

client: Monaghan County Council

drawing title: Baseline Cycling Catchment - Health

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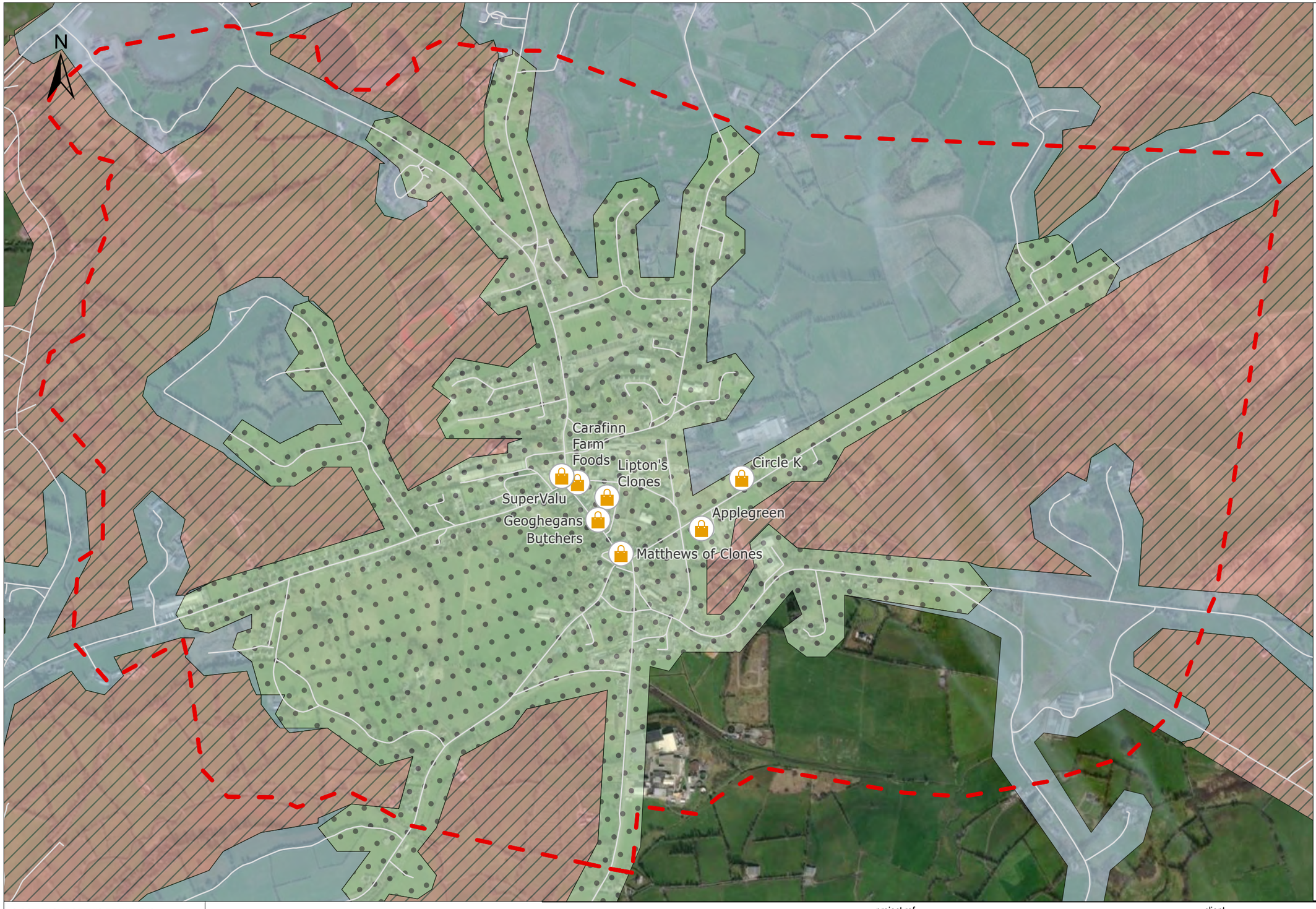
drawing no.: 220188-X-90-X-XXX-DR-DBFL-CE-0002

revision: 2



Legend

- Study Area
- Retail
- Current Network

Cycling Time

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes

Meters
0 160 320 480 640

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1	09-08-24	update template	OD	EC
0	25-04-24	rev 0	OD	EC

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drawing title

Baseline Cycling Catchment - Retail

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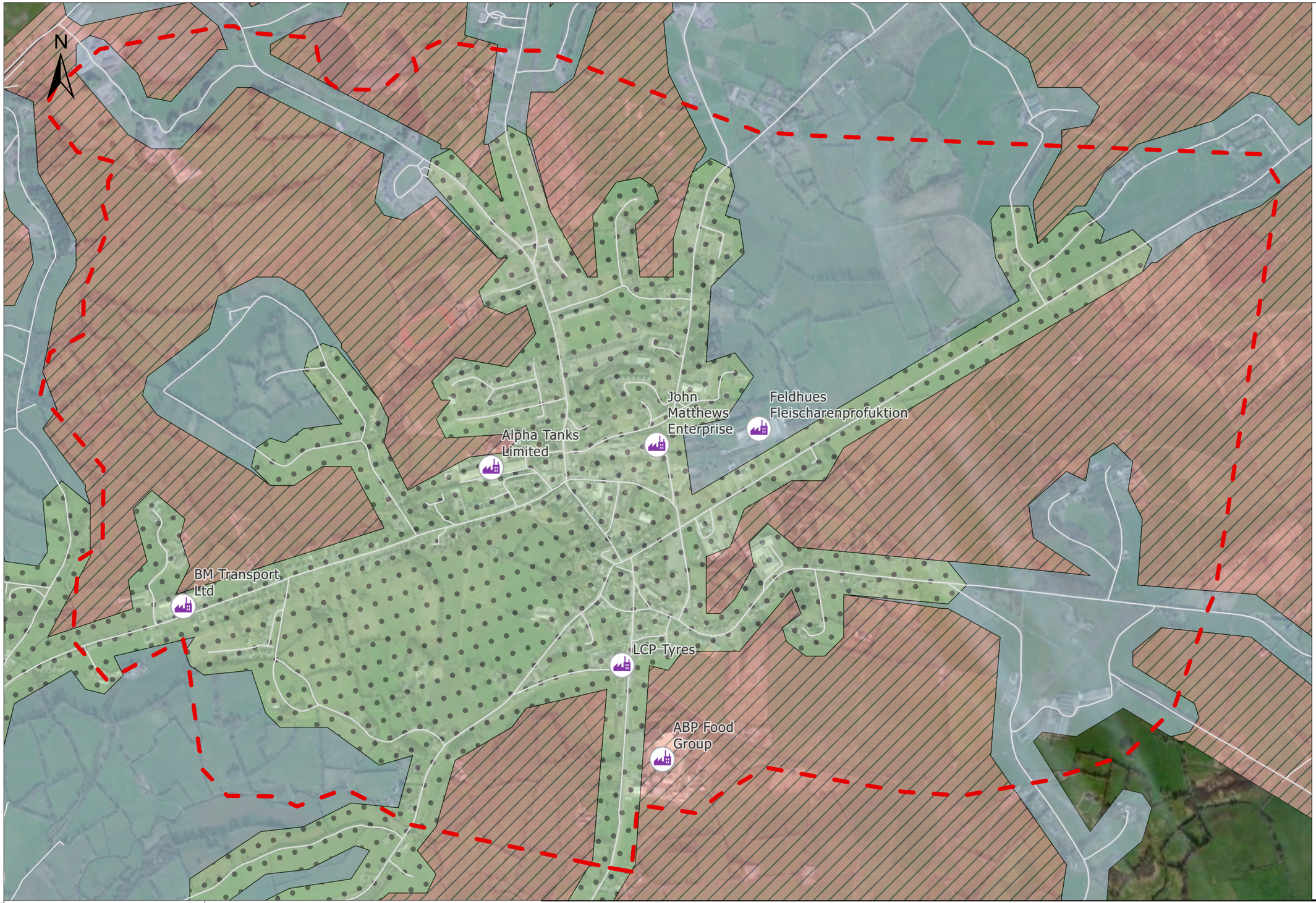
drawing no. 220188-X-90-X-XXX-DR-DBFL-CE-0003

revision 2



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Baseline Cycling Catchment - Employment

author	checked by	scale	sheet size
OD	EC	1:20,000	A3

drawing no. 220188-X-90-X-XXX-DR-DBFL-CE-0004

revision 2

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1	09-08-24	update template	OD	EC
0	25-04-24	rev 0	OD	EC

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project ref.: Clones Urban Mobility Plan

client: Monaghan County Council

drawing title: Baseline Cycling Catchment - Leisure

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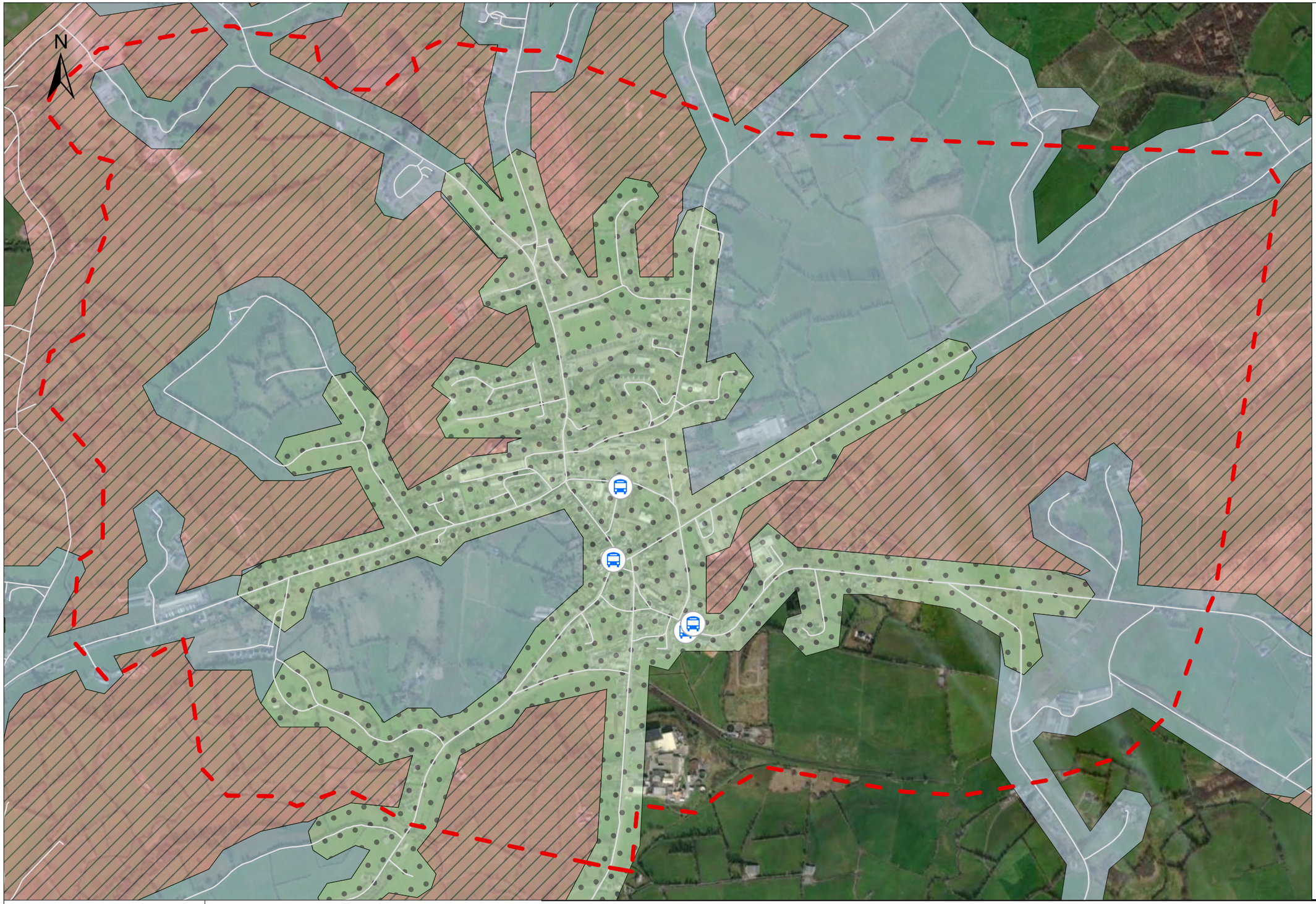

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1	09-08-24	update template	OD	EC
0	25-04-24	rev 0	OD	EC

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client

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drawing title

Baseline Cycling Catchment - Bus Stops

author	checked by	scale	sheet size
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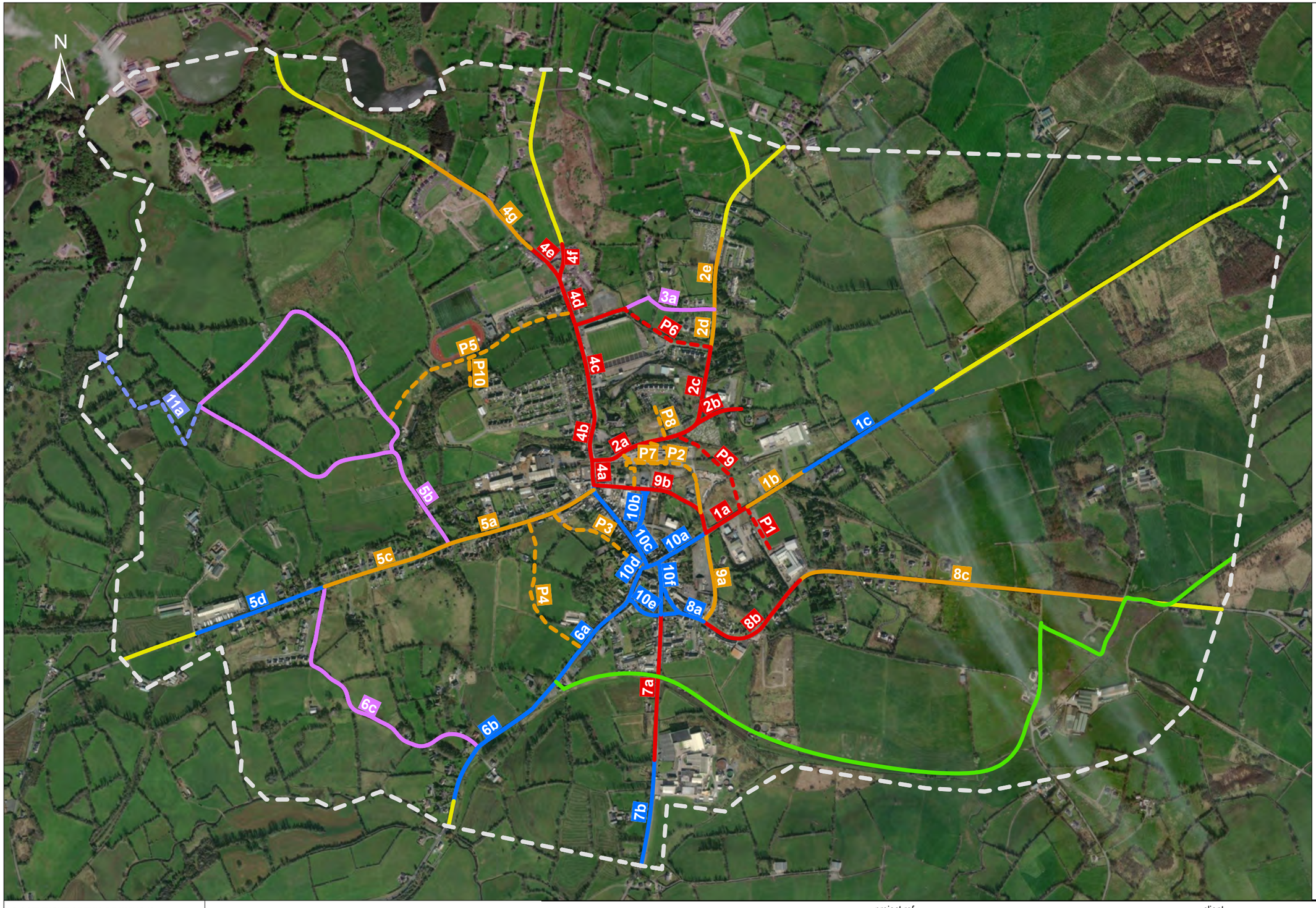
drawing no. 220188-X-90-X-XXX-DR-DBFL-CE-0006

revision 2

Appendix B : Implementation Plan



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4	18-02-25	updates after public consultation	OD	EC
3	21-10-24	update link and crossing	OD	EC
2	08-08-24	update logo	OD	EC
1	10-07-24	rev 1	OD	EC

STATUS CODES

purpose	acceptance
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drawing title

Proposed Active Travel Network

author	checked by	scale	sheet size
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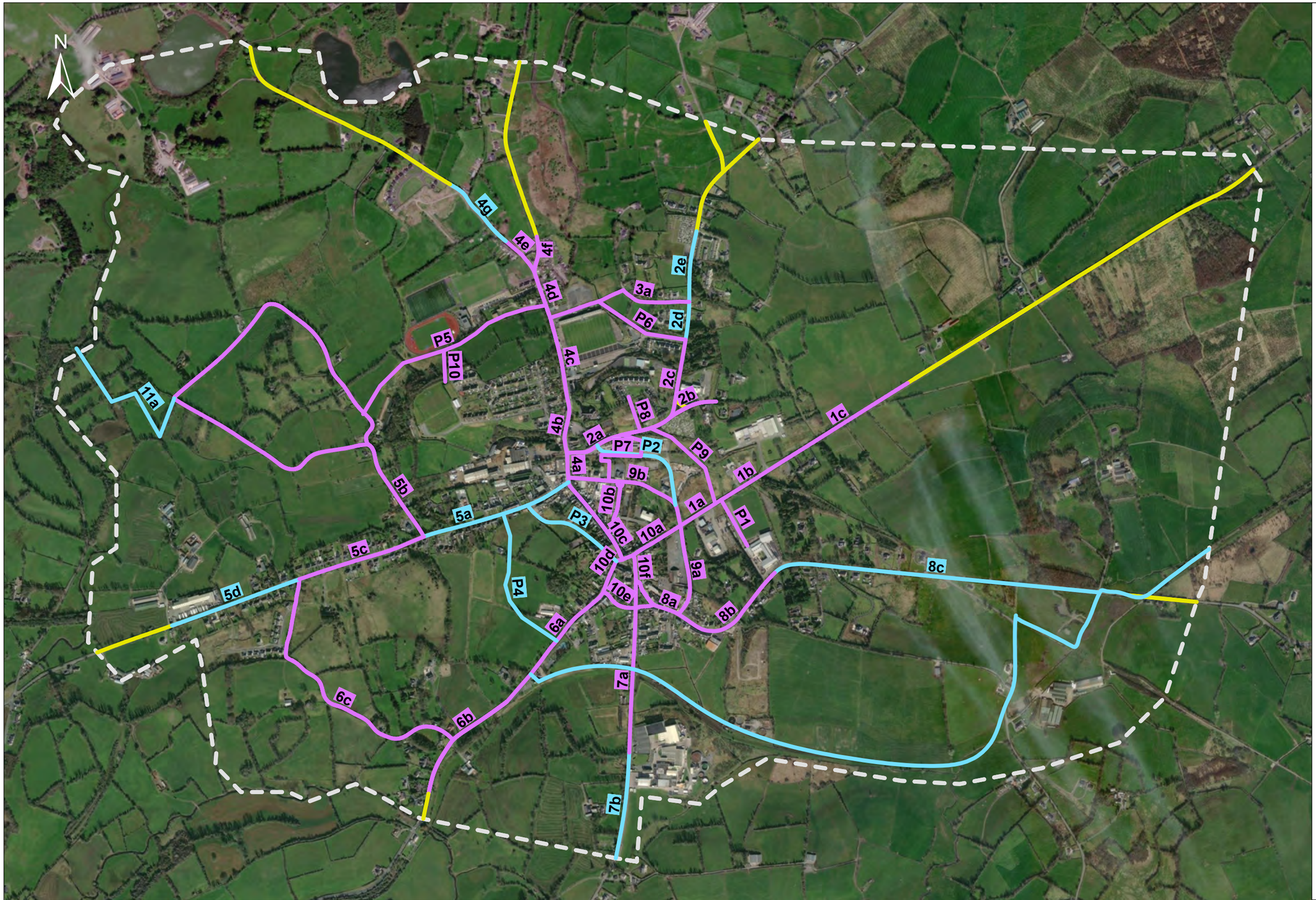
drawing no.

220188-X-90-X-XXX-DR-DBFL-CE-0007

revision

5



Legend

Active Travel Network Implementation

- Short/Medium Term
- Long Term
- Retaining Existing Arrangement
- Study Area

0 200 400 Meters

rev	date	description	by	chkd.
5	31-03-25	update cross border initiative	OD	EC
4	18-02-25	updates after public consultation	OD	EC
3	21-10-24	update link and crossing	OD	EC
2	08-08-24	update logo	OD	EC
1	10-07-24	rev 1	OD	EC

STATUS CODES

purpose	acceptance
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drawing title

Active Travel Network Implementation Plan

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OD	EC	1:12,000	A3

drawing no. 220188-X-90-X-XXX-DR-DBFL-CE-0008

revision 5

Legend

Crossings

- New
- Upgrade
- Junction Tightening
- Cycle Parking
- Bus Stops

Car Parking

- Off-Street Car Parking
- Park & Stride
- Existing Parking Enhancements
- New Car Park Oppertunity

0 50 100 150 200 Meters

rev	date	description	by	chkd.
3	15-04-25	update parking proposal	OD	EC
2	21-10-24	update link and crossing	OD	EC
1	08-08-24	add junction tightening and crossings	OD	EC
0	16-07-24	rev 0	OD	EC

STATUS CODES

purpose: P1 - INFORMATION

acceptance: S - ISSUED

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09. Other Proposals - Type

author	checked by	scale	sheet size
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drawing no.: 220188-X-90-X-XXX-DR-DBFL-CE-0009

revision: 3

Legend

Crossings

- Short/ Medium Term

Junction Tightening

- Short/ Medium Term

Cycle Parking

- Short/ Medium Term

Car Parking

- Short/ Medium Term - Off-Street Car Parking
- Short/ Medium Term - Park & Stride
- Short/ Medium Term - Existing Parking Enhancements
- Short/ Medium Term - New Car Park Oppertunity

Bus Stops

- Short/ Medium Term

Meters
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rev	date	description	by	chkd.
3	15-04-25	update parking proposal	OD	EC
2	21-10-24	update link and crossing	OD	EC
1	08-08-24	add junction tightening and crossings	OD	EC
0	16-07-24	rev 0	OD	EC

STATUS CODES

purpose	acceptance
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10. Other Proposals - Term

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drawing no. 220188-X-90-X-XXX-DR-DBFL-CE-0010

revision 3

ENVIRONMENT
ISO 14001:2015
NSAI Certified

HEALTH
& SAFETY
ISO 45001:2018
NSAI Certified

QUALITY
I.S. EN ISO 9001:2015
NSAI Certified

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