Údarás Náisiúnta Iompair
National Transport Authority

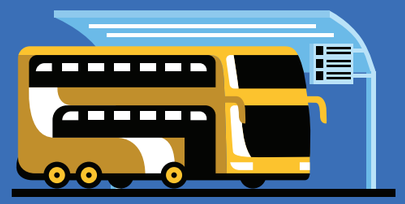
ARUP

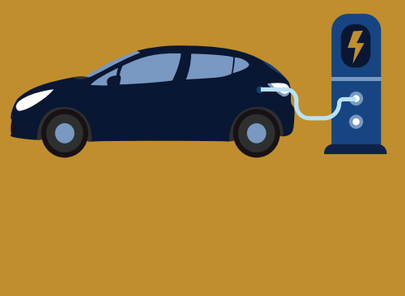
MONAGHAN TOWN

DRAFT LOCAL TRANSPORT PLAN

June 2025

Contents





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Section 1

Introduction

1. Introduction

1.1 Purpose of the Study

Arup has been commissioned by Monaghan County Council, in conjunction with the National Transport Authority (NTA), to prepare a Local Transport Plan (LTP) for Monaghan Town. The aim of the LTP is to establish a strategic framework for the future development of transport infrastructure in the study area.

The Plan presents a comprehensive analysis of the current transport situation in Monaghan Town with the opportunities and constraints associated with the transport network identified and used to inform potential solutions to improve the transport network for all users.

1.2 Background

Monaghan town is the administrative centre of County Monaghan and an important employment, services, and shopping centre for the region. The town is strategically located at the intersection of three national routes:

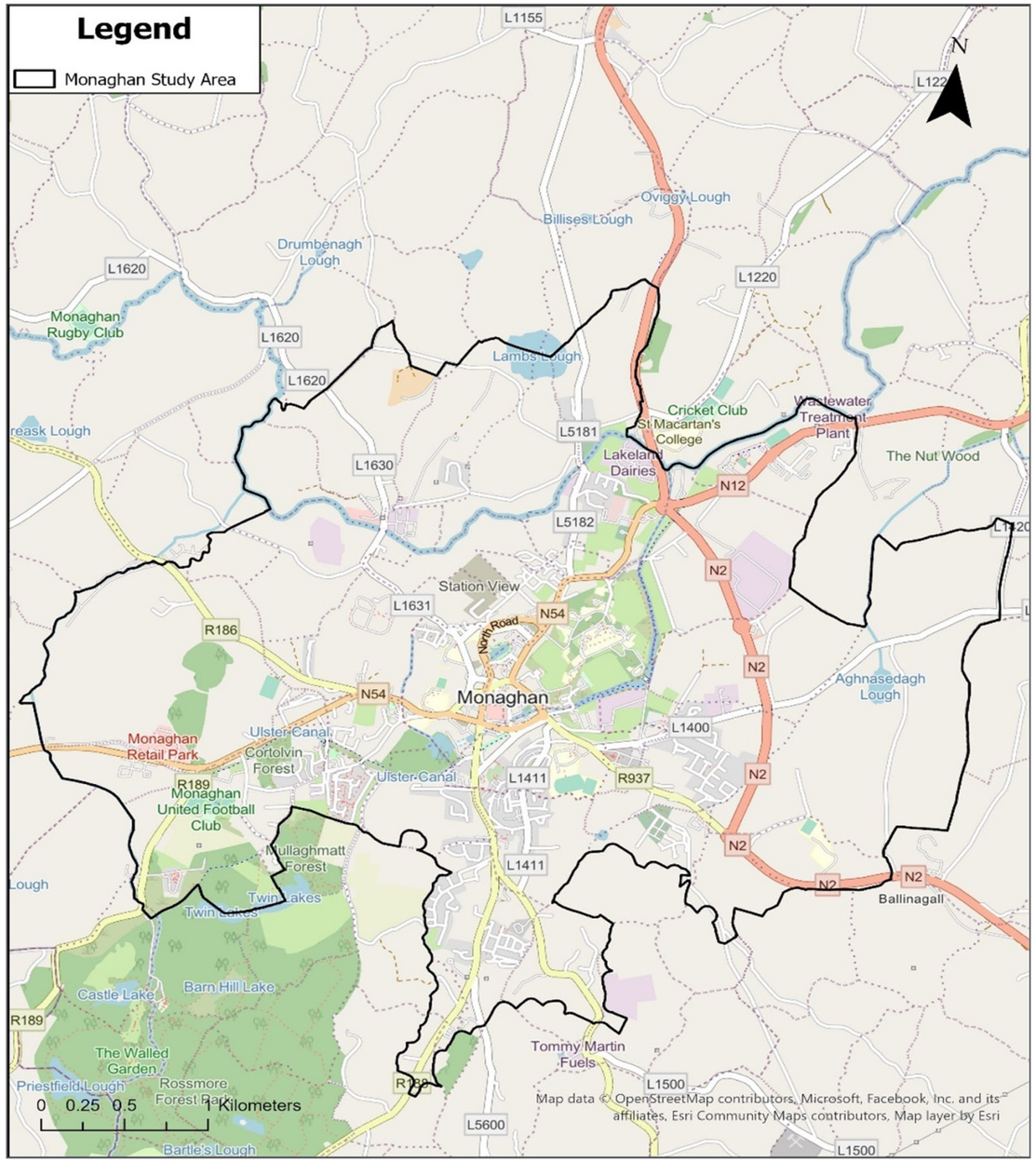
- the N2 National Primary Road from Dublin to Derry;
- the N12 National Primary Road to Armagh/Craigavon/Belfast; and
- the N54 National Secondary Road to Cavan.

These national roads are linked by an extensive network of regional roads to the Northern Ireland border counties and towns such as Clones, Cootehill, Cavan, Kingscourt, Castleblaney, and Emyvale. The R867 in the centre of Monaghan Town connects Market Square with the Diamond (An Diamant).

There is a 4.5km Greenway through the Town, which follows the path of the Ulster Canal. The Ulster Canal Greenway provides a pedestrian and cycle link from Coolshannagh Roundabout on the N2, northwest of town centre to the R189 to the west of the town, adjacent to the N54.

The study area for this project is shown in Figure 1.1.

Figure 1.1: Study Area



1.3 Study Approach

The LTP will be informed through the Area Based Transport Assessment (ABTA) methodology. The principal elements of the ABTA methodology are identified in Figure 1.2.

Figure 1.2: Process for NTA funded ABTAs

Stage	ABTA Task	Select ABTA Task	Area Plan Stage	NTA Approval Point	TII Engagement
0 Advance Stage	Proposal to undertake ABTA Tendering Tender Assessment Appointment			NTA Agreement NTA Agreement	
1 Baseline	Inception Meeting Baseline Baseline Report	GAP/SWOT (C) Analysis	AP Issues Paper	NTA Attendance NTA Approval of Report	TII Initial Meeting
2 Context	Future Context Objectives	Land Use Scenario(s)	AP Sense Check	NTA Agreement	TII Input
3 Measures	Network Development Indentification of Measures Assessment of Measures	Link Key Attractors ATI & PTS Sense Check	AP Sense Check	NTA Agreement	TII Pre-Draft Meeting
4 Preferred Plan	Preferred Package Draft LTP	Appraisal Preferred Package	Draft AP	NTA Approval of Draft Report	TII Input into Draft Report
5 Final Plan	Consultation Potential LTP Changes Consultation LTP v AP Review	AP Finalisation	AP Material Alterations Final AP	NTA Submission NTA Submission NTA/OPR Issues Arising	TII Submission TII Submission

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Section 2

Baseline Assessment

2. Baseline Assessment

A detailed baseline assessment of the study area has been performed as part of an earlier stage of the ABTA process, to identify existing opportunities and constraints informing the development of options at later stages of the process.

The baseline assessment entailed an in-depth analysis of the policy context; plan area characteristics; existing travel patterns; existing transport infrastructure and services; and environmental conditions, all of which contributed towards a clear understanding of the existing spatial characteristics, land uses, transport conditions and constraints in the study area.

The main outcomes of the baseline assessment are summarised in the following sections.

2.1 Policy Context

Table 2.1 summarises the key existing National, Regional and Local policies, plans and guidelines relevant to the future development of the LTP area and which have been reviewed to inform the content of the Monaghan Town LTP.

Table 2.1 Relevant National, Regional and Local policy documents

National Policy
• Framework (NPF) and National Development Plan (NDP) • National Investment Framework for Transport in Ireland (NIFTI) • Climate Action Plan 2024
Regional Policy
• Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region 2020-2032
Local Policy
• Monaghan County Development Plan 2019-2025 • Draft Monaghan County Development Plan 2025-2031 • Roosky Masterplan (2022) • Dublin Street North Regeneration Plan (2022) • South Dublin Street and Backlands Regeneration Project • Monaghan County Council Climate Change Adaption Strategy 2019-2024 • Monaghan Land Use and Transportation Study • County Walking and Cycling Strategy 2021-2026
Other Key Documents
• Connecting Ireland Rural Mobility Plan • CycleConnects – Monaghan Cycle Network • National Cycle Network (NCN)
Key Design Guidance
• Spatial Planning and National Roads Guidelines • Design Manual for Urban Roads and Streets (DMURS) • Cycle Design Manual (CDM) • TII Publications

Establishing the relevant policy context ensures the ABTA process and the subsequently developed LTP are consistent with this national and local backdrop.

In brief, the National policy documents set out a development framework for achieving Ireland's aims to cut greenhouse gas emissions, moving towards net-zero by 2050. These policies support a variety of transport strategies aimed towards achieving sustainable modal shift while prioritising transport infrastructure to enhance connectivity between strengthened, distinctive urban and rural settlements.

Regional policy sets a high-level framework for implementation of national policy in the northern and western regions.

The numerous Local policies identify a variety of transportation measures relevant to the county of Monaghan and the immediate environs of Monaghan town.

A selection of key themes within these various policy documents include:

- The development of the relief and link roads network around Monaghan town, diverting traffic from the town centre and opening up lands for development to achieve the optimum conditions for future economic and social development of the town.
- The redevelopment and regeneration of Monaghan Town Centre, together with the provision of quality community spaces and new routes to improve permeability and movement throughout the urban centre.
- The provision of infrastructure around Monaghan town and its surrounds to promote walking and cycling, encouraging a shift towards active travel modes in accordance with National strategy.

2.2 Plan Area Characteristics

2.2.1 Land use context

Monaghan Town is the largest of five main towns in County Monaghan, with a population of 7,894 reported in the 2022 Census representing approximately 12% of the county's total. In the period from April 2016 to April 2022, Monaghan town's population rose by just over 2.7%, compared to the county and National averages of 6% and 8%, respectively.

Monaghan town has a diverse range of land uses, including residential, educational, health, industry/employment, and retail. The majority of residential developments in the study area are located on the peripheral of the town centre and are largely comprised of medium-density developments with a cul-de-sac type road network.

Monaghan town has developed around the intersection of the N2, N54 and N12 National Primary Route roads. The N2 runs along the east of the town, with connections at two points: the Coolshannagh roundabout in the northeast; and the Corlat roundabout in the southeast. The N54 extends from its intersection with the R162 in a south westerly direction before terminating at Bulter's Bridge in County Cavan. The N12 extends from the Coolshannagh roundabout to the boarder with Co. Armagh.

Monaghan Bus Station is located to the north of the town centre off North Road and provides many local and intercity public transport connections. Situated 3.5km to the southwest of the town lies Rossmore Forest Park, managed by Coillte. Whilst this location falls just outside of the study area, it serves as an import leisure resource for those living within the study area boundary and is considered an important destination of trips, attracting over 357,000 visitors in 2023.

2.2.2 Key trip attractors

Key trip attractors within the study area are summarised below:

Education

- Monaghan Institute
- St. Macartan's College
- St. Louis Secondary School
- Monaghan Collegiate School
- Beech Hill Secondary School
- Monaghan Model School
- St. Louis Girls School
- St Louis Infants School
- St. Mary's Primary School

Shopping

- Monaghan Shopping Centre
- Glaslough Street
- Fleming's Department Store

Healthcare

- Monaghan General Hospital
- St. Davnet's Hospital

Leisure

- Beech Hill Running Track
- Ulster Canal Greenway
- St. Macartan's Cathedral
- Monaghan Harps GAA
- Monaghan Library
- The Garage Theatre
- Rossmore Forest Park
- Coral Leisure

Transport

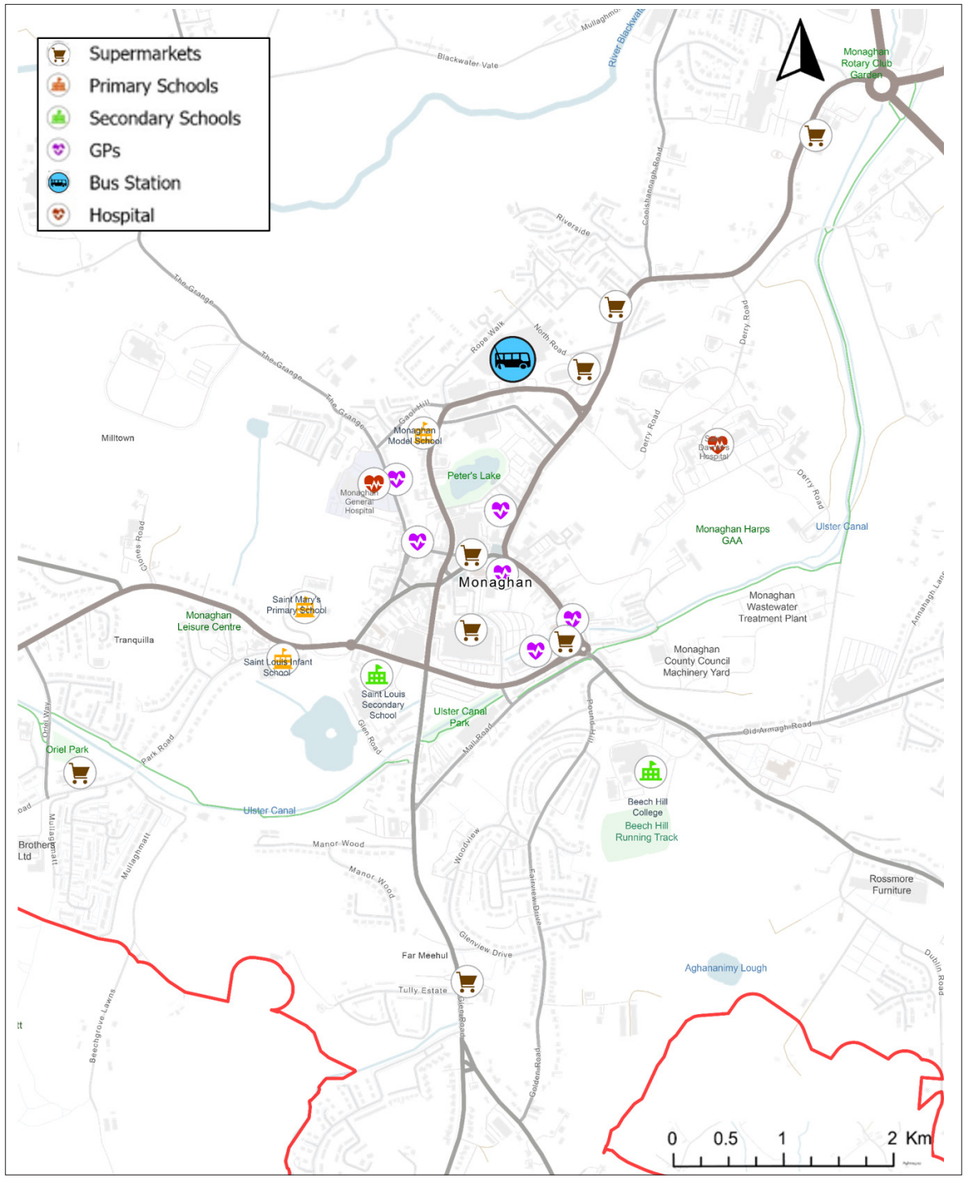
- Monaghan Bus Station

Industry

- Rossmore Factory
- IJM Timber
- Combilift
- Kingspan Century
- Lakeland Dairies

The majority of education sites within the study area are located to the north and south of the town centre. Shopping facilities are generally more scattered within the study area, with a small cluster within the town centre. GP surgeries are clustered within the town centre, and hospitals are sited to the east and west of the town centre. Figure 2.1 provides an overview of the key trip attractors in Monaghan Town.

Figure 2.1: Key Trip Attractors



2.2.3 Population Density

The population density in Monaghan and the wider area, extracted from the 2022 Census Small Area Population Statistics dataset, is shown in Figure 2.2. The data shows the most densely populated areas in the study area are located to the south of the town centre around the Glenview Drive / Pound Hill residential areas and further south, around Drumbear Wood.

2.2.4 Pobal HP Deprivation Index

The Pobal HP Deprivation index is Ireland's most widely used social gradient metric, using Census data such as employment, age profile and educational attainment, to score each small area (approx. 100 households) in terms of affluence or disadvantage.

The Deprivation Index at Small Area level (with each 'Small Area' being of standardised size, with a minimum of 50 households and a mean just under 100) is mapped in Figure 2.3. The areas around Mullaghmatt and Beach Hill Sports Ground each to the southwest and southeast respectively of the study area are classified as very disadvantaged (-21.80 to -26.95). The areas to the west of the town are classified as marginally above average.

Figure 2.2: Population Density of Monaghan (CSO 2022)

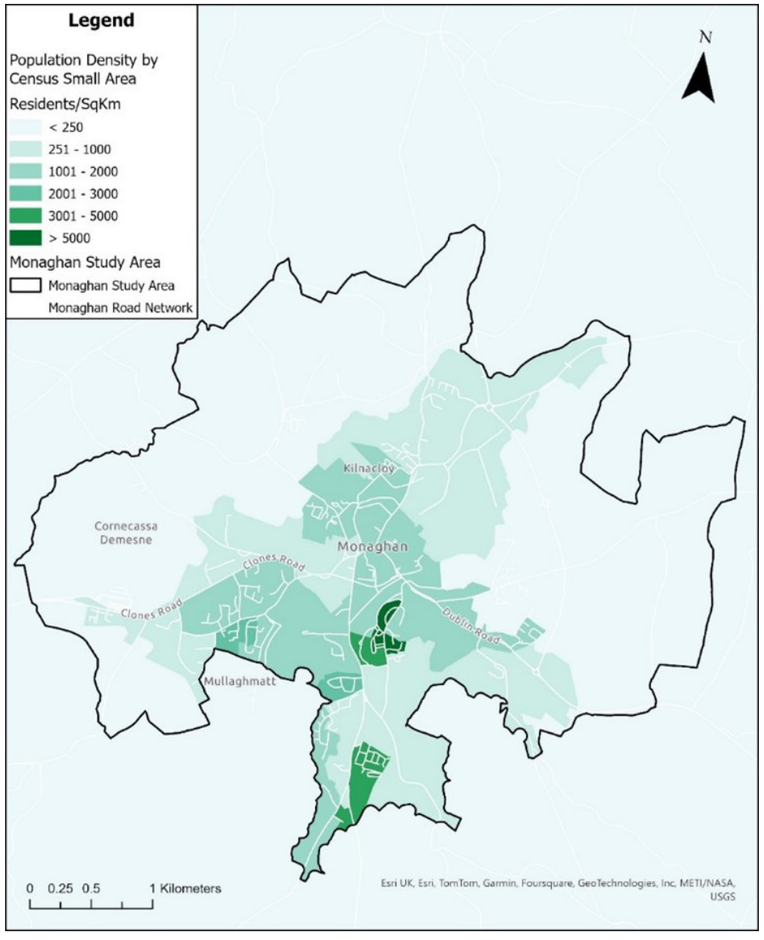
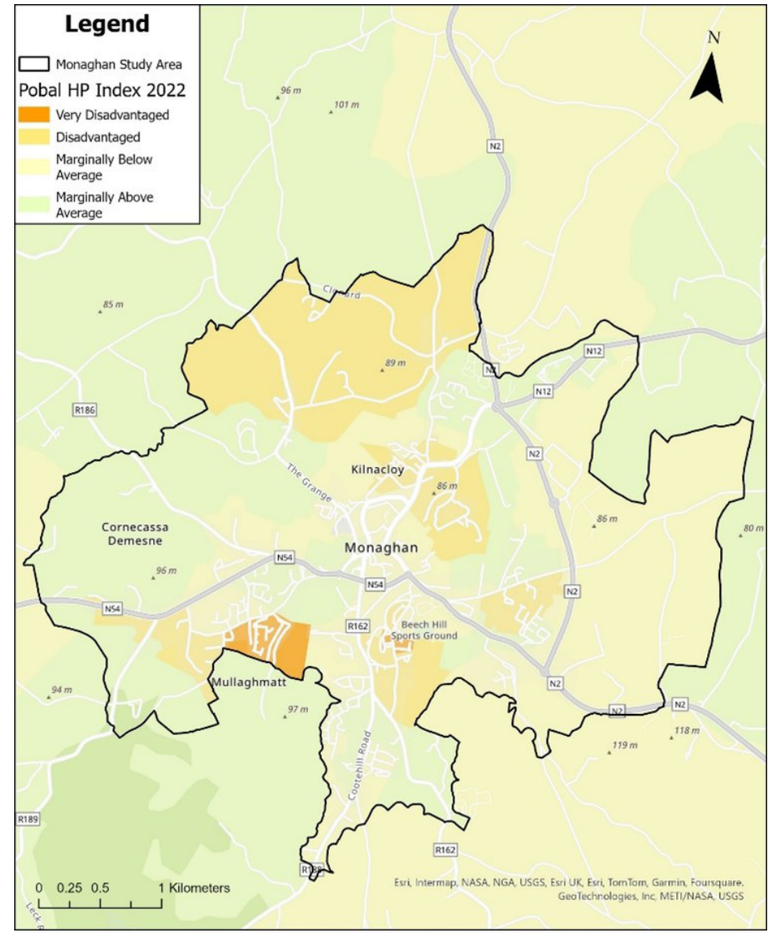


Figure 2.3: Pobal HP Deprivation Index for Monaghan at SA Level (Pobal, 2022)

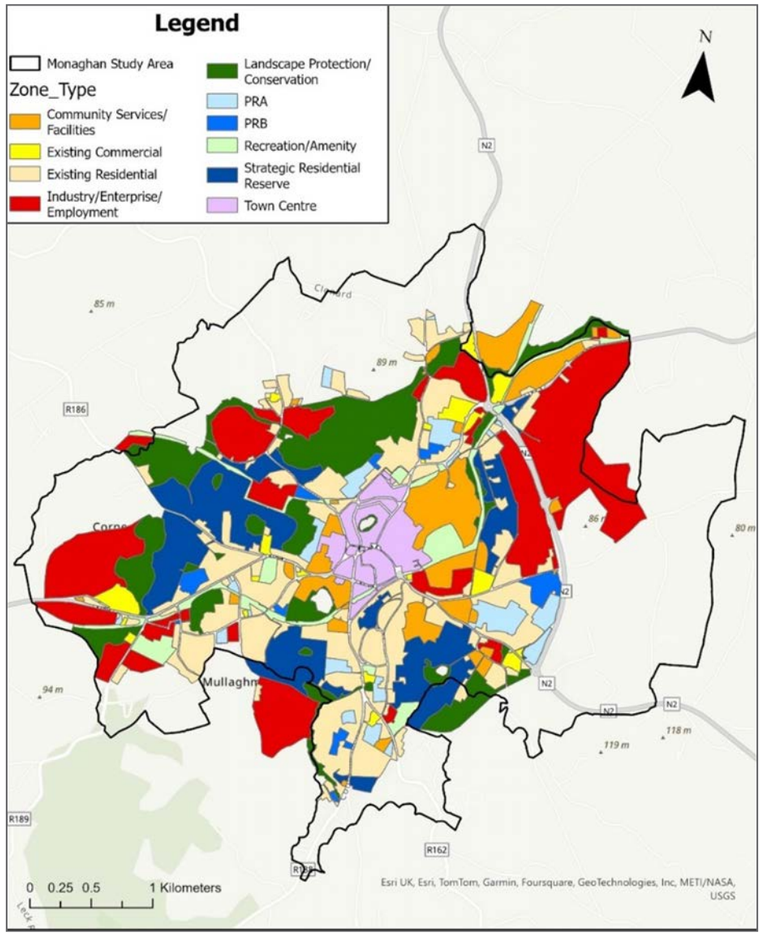


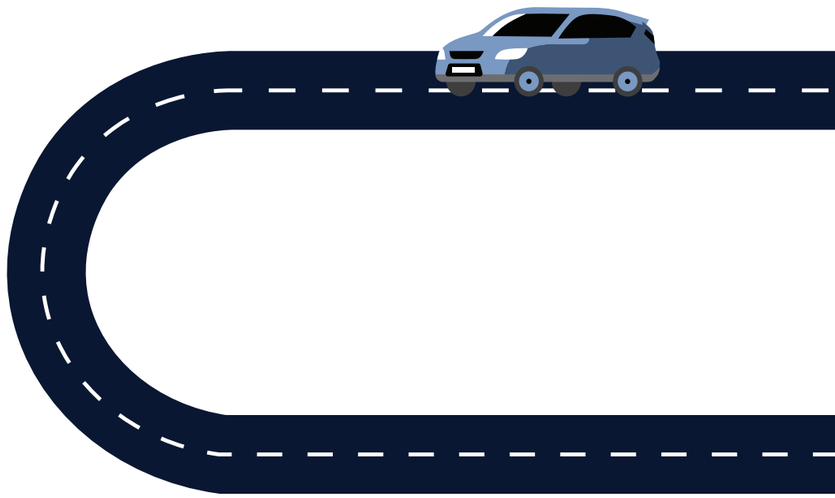
2.2.5 Town Zoning

Shown in Figure 2.4, the majority of the land use within the study area is zoned Industrial/Enterprise/Employment land and Existing Residential. The remaining areas are predominantly zoned for the Town Centre, Landscape Protection/Conservation and Strategic Residential Reserve.

Proposed Residential Lands A and B (PRA and PRB) are zoned along the extents of the study area boundary to the north, west, south, and east, with the majority of PRA and PRB zoned lands located in the west and south of the town. Existing residential is concentrated to the south of the town centre core.

Figure 2.4: Monaghan Town Zoning Map (Monaghan County Council)





2.2.6 Environmental Considerations

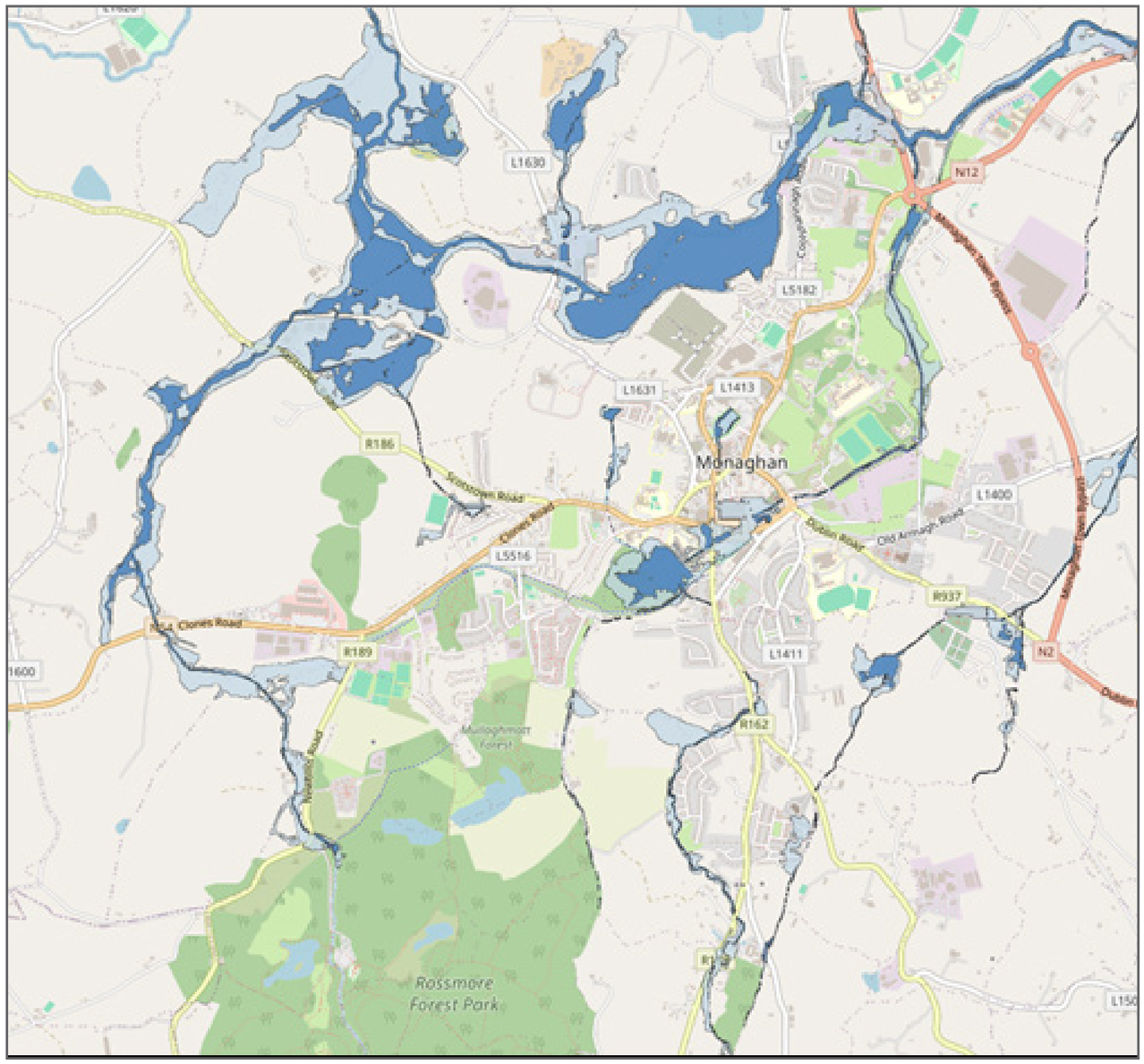
2.2.6.1 Topography

The topographical context for Monaghan town and its surrounding Environs is complex, with numerous small hills ranging from an elevation of approximately 47m above sea level around the Ulster Canal to peaks of approximately 90m above sea level. Lidar information has been used to analyse the study area, indicating how the town has grown across more low-lying areas within the physical constrains imposed by local topography.

2.2.6.2 Flood Risk

The Study Area contains numerous water bodies that permeate through Monaghan town centre, most notably the River Shambles and the River Blackwater, linked to the Ulster Canal. Management of surface water and drainage is therefore a key consideration in Monaghan town and its Environs. Figure 2.5: provides an overview of the extent of the high probability (1 in 10) flood areas, denoted in dark blue, and the low probability areas (1 in 1000) denoted in light blue.

Figure 2.5: EPA Flood Level Probability



2.3 Transport Infrastructure and Services

2.3.1 Walking

The topography of Monaghan town varies greatly with the core town centre being relatively flat but bounded by steep gradients particularly to the south and north of the study area. Footpaths within the town centre vary in width and condition. The town centre also benefits from numerous public realm improvements, with the highest observed pedestrian flows centred around Church Square, Mill Street and The Diamond.

Footpath connections are less consistent outside of the town centre, with varying footpath widths, abrupt footway ends and a lack of clearly defined crossing opportunities being commonplace. A relative lack of dropped kerbs and changes in topography present further barriers to mobility impaired pedestrians.

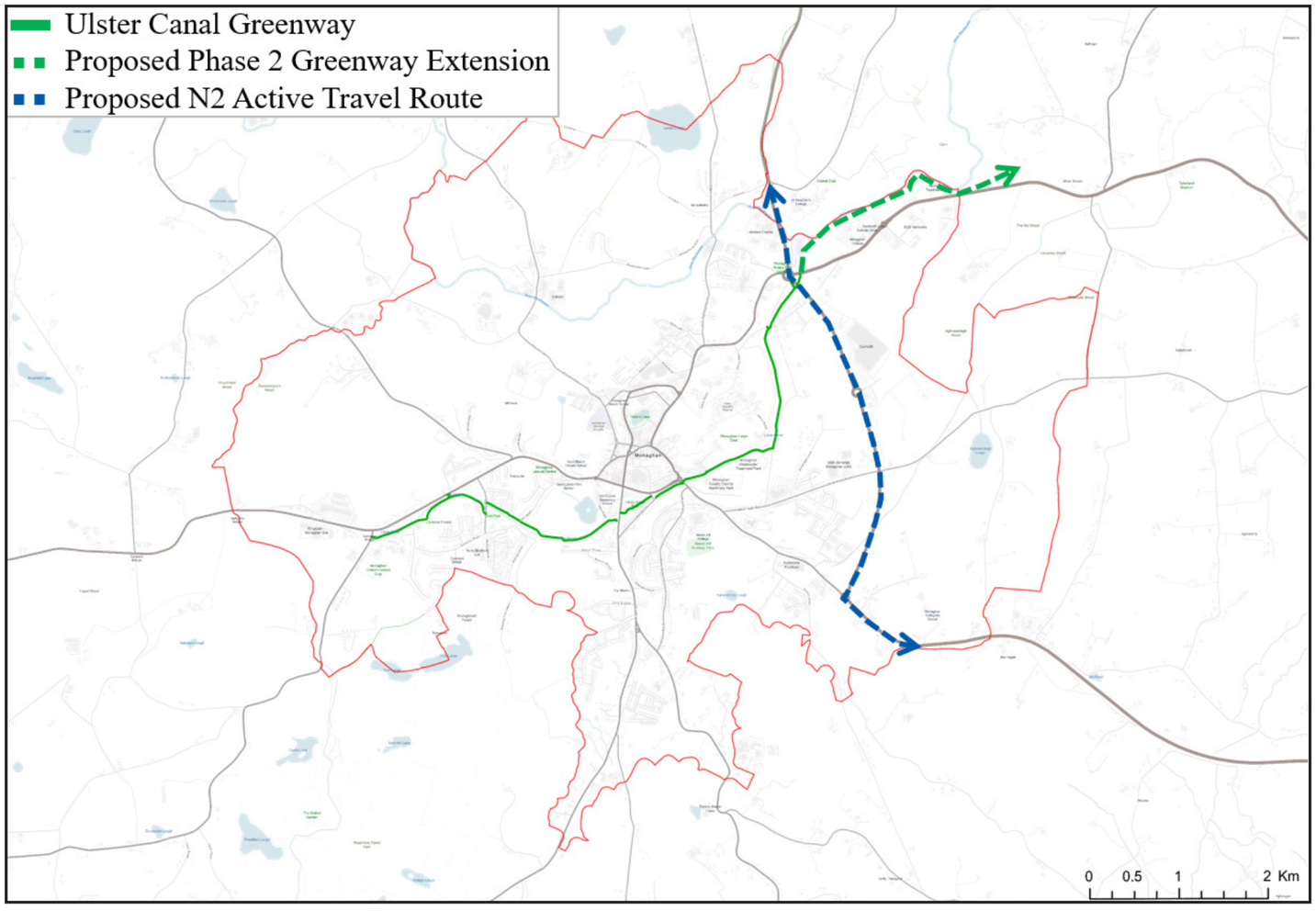
The Ulster Canal Greenway (see Figure 2.6) provides a high quality, shared, traffic free route over an approximate distance of 4.5km from the northeast of the town at Coolshannagh Roundabout following a southern path to the west of the town at Killyconnigan. The route provides a wide footpath, is well signposted and includes for uncontrolled and controlled crossing points at intersections with the carriageway.

The study area contains several signal-controlled crossing points, primarily clustered around the town centre and the major junctions, offering a high level of safe movements.

2.3.2 Cycling

The main dedicated cycle facility within the Study Area is the Ulster Canal Greenway, linking the northeast and western areas. The facility is a shared surface, which widens into a two-way cycle path and pedestrian footway links the Monaghan Institute to the Greenway at Coolshannagh Roundabout. The provision of supporting measures such as cycle parking and wayfinding throughout the town is quite limited.

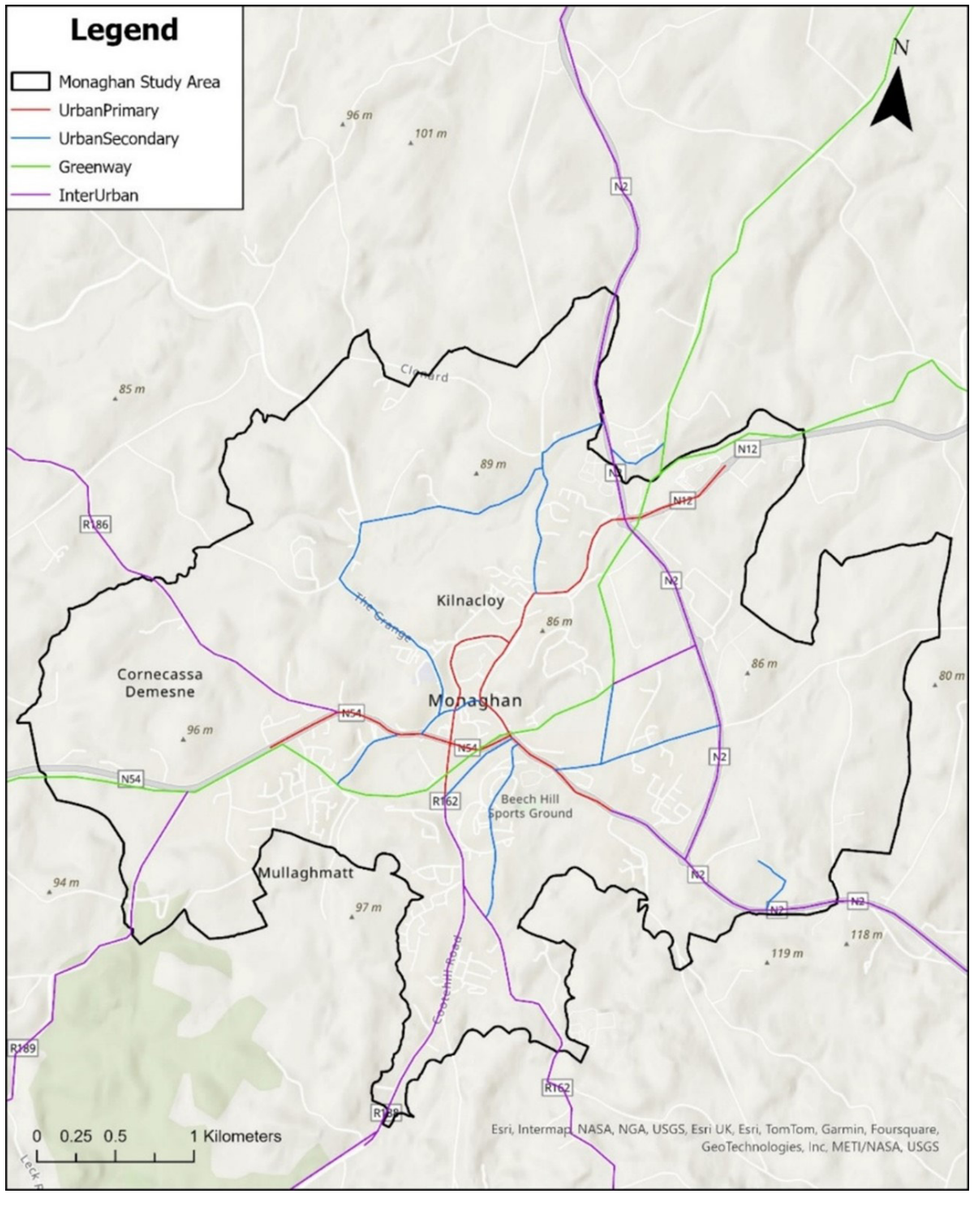
Figure 2.6: Existing Cycle Network



2.3.3 CycleConnects

The Draft Monaghan Cycle Network (CycleConnects) proposes, at an urban level within the Study Area, an inner primary orbital route serving a number of key locations within the town centre and a larger amalgamation of both primary and secondary routes surrounding the town. A number of east-west and north-south radial routes are also envisaged to provide connectors with interurban routes. Figure 2.7 provides an overview of the proposed CycleConnects infrastructure

Figure 2.7: CycleConnects Proposed Cycle Infrastructure



2.3.4 Public Transport

2.3.4.1 Bus

The study area is served by both Bus Éireann and Local Link bus services as indicated in Table 2.2.

The location of Monaghan bus station, to the north of the Town Centre on North Road, is slightly removed from both the Town Centre and core Monaghan residential catchments. The infrastructure at bus stops throughout the town is also quite limited, with a lack of shelters or real time passenger information in place.

2.3.4.2 Rail

There are currently no connections to the existing rail network in Co. Monaghan, however the All-Island Strategic Rail Review, launched in April 2021, has recommended a new single-track line between Portadown and Mullingar via Armagh, Monaghan, Clones, and Cavan.

Table 2.2: Travel Time between Key Destinations

Operator	Route	Frequency	Journey Time
Local Link Monaghan	MN-1 Knocknatallan – Roosky via Monaghan Institute	5 return services Mon-Sun	45 mins
	MN-2 Monaghan Institute - Castleblayney	5 return services Mon-Sun	45 mins
	MN-3 Mullan-Killyconigan	5 return services Mon-Sat 4 return services Sun	40 mins
	176 (Monaghan –Cavan)	6 return services Mon-Sat 4 return services Sun	1 hr 25 mins
Bus Éireann	32 (Dublin to Letterkenny via Monaghan)	10 return services Mon-Sun	2 hrs to Dublin 1 hr 40 mins to Letterkenny
	65 (Galway/Cavan to Monaghan)	1 return service Mon-sat	1hr
	162 (Monaghan to Dundalk)	1 return service Mon-Fri	1 hr 15 mins
	175 (Monaghan to Cavan)	5 return services Mon-Fri 4 return services Sat and Sun	1 hr 15 mins
	182 (Drogheda to Monaghan)	7 return services Mon-Fri 4 return services Sat and Sun	1 hr 50 mins

2.3.5 Road Network

Monaghan town is surrounded by three national roads: the N2 (Dublin – Derry Road), the N12 (Armagh Road), and the N54 (Clones, Cavan). It also has five regional roads: the R186 (Scotstown Road), R189 (Threemilehouse Road), R188 (Cootehill Road), R162 (Ballybay Road), and the R937 (Old Dublin Road).

The National Road network provides connectivity with Castleblaney, Carrickmacross, Dundalk and Dublin in the south-east and Omagh to the north (N2), Armagh and Belfast in the north-east (N12) and Clones and Cavan to the south-west (N54). Figure 2.8 illustrates the Route Network and Road Hierarchy within the Study Area.

This LTP has been developed based on existing traffic conditions in Monaghan Town, however there are a number of large-scale transport projects that could have a transformative impact on travel patterns in Monaghan town centre and it's environs;

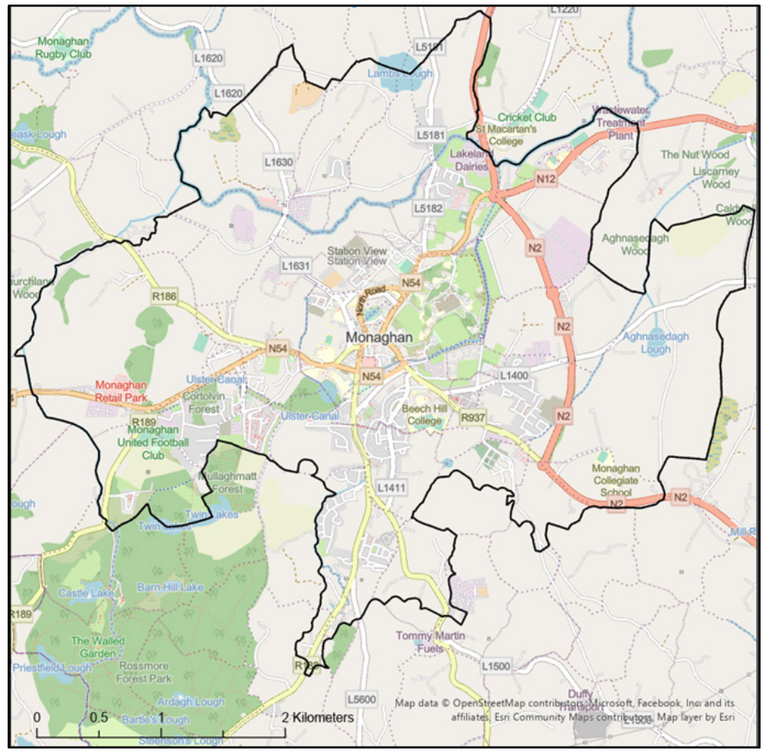
- The N2 Clontibret to Border Road Scheme is a 28km project to upgrade the N2 National Primary Road between Clontibret, bypassing Monaghan Town, Corracrin and Emyvale, and tieing-in to the existing N2 at the northern Ireland border. The project has the potential to have a transformative impact on transport in Monaghan Town. The project is currently at Phase 3 of the Transport Infrastructure Ireland Project Management framework, and an 'initial' design of the road and active travel facilities was published in April 2025.

The new road will remove a significant proportion of heavy goods vehicles and other traffic from the N2 eastern and northern approaches to the town (within the speed limit zones), and from the existing Monaghan Town bypass. It may also result in the reclassification of national and regional roads in and around Monaghan town. Active travel provision is proposed along the route of the existing N2, and the scheme will provide active travel connections between Clontibret village, Monaghan Town and Emyvale. The new road will provide better, more reliable journey times for travellers along the route, supporting enhanced public transport services and connectivity.

- When delivered, the following urban road projects have the capacity to remove traffic and congestion from the town centre, and to provide orbital active travel connectivity;
- The Monaghan Town Northern Link Road, connecting the N54 Clones Road to N2/N12 National Primary Routes,
- Development of a Southern link between the R162 Ballybay Road and the N2 Dublin Road.
- Development of a link Road from the N12 Armagh Road to provide a connection to the N2 Monaghan Town Bypass.
- The extension of Oriel Way Southern link road to provide transport connectivity between the N54 Clones Road and R188 Cootehill Road.

Further assessment of travel patterns and potential solutions will be required as these projects are delivered.

Figure 2.8: Road Network and Road Hierarchy



2.3.6 Monaghan Town Key Junctions

The MLUTS Traffic Model provides commentary on the key junctions with the Study Area, whereby localised modelling was undertaken to identify the impacts of improvements to the junctions. Table 2.3 identifies each junction, the recommendation from the MLUTS and associated commentary. At a high level, the analysis indicates that the signalisation of the various junctions will yield improved capacity but also the opportunity to improve pedestrian movements through the junction and implement cycle priorities.

MLUTS also recommended new road links to support the future growth of the town as summarised below and in Figure 2.9.

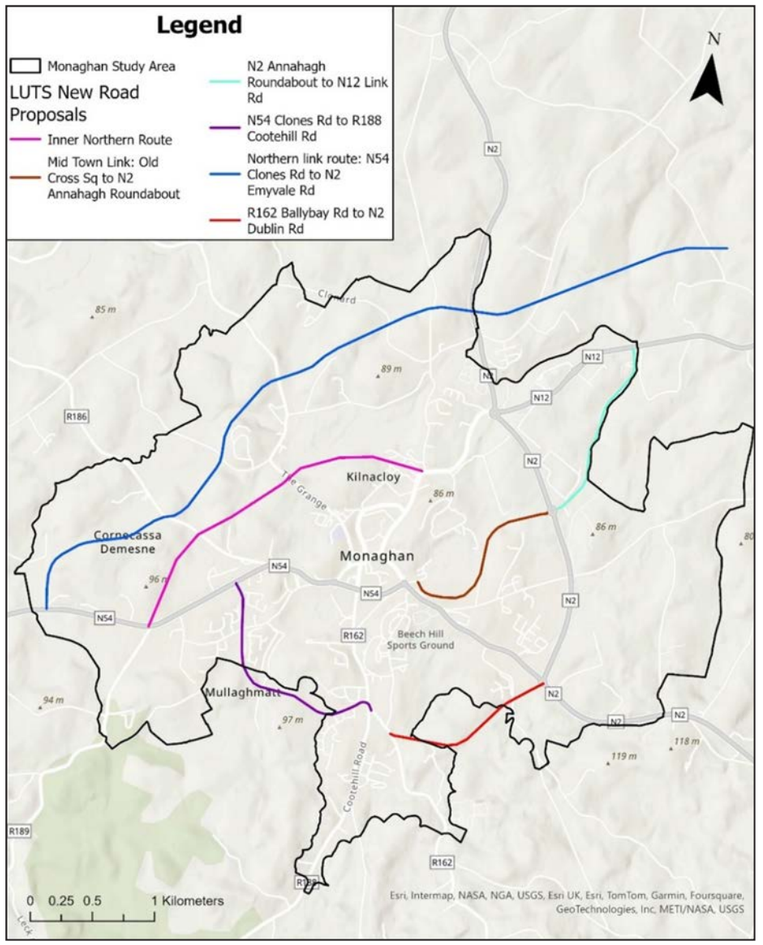
- N2 Annahagh Roundabout to N12 Link Road;
- Mid-Town Link: Old Cross Square to N2 Annahagh Roundabout;
- Southern Link Routes connecting the N54 Clones Road to R188 Cootehill Road and the R162 Ballybay Road to the N2 Corlat Roundabout; and
- Outer Northern Link Road connecting the N54 to N2/N12.

It must be acknowledged the initial modelling projected a population growth of 13% during the period from 2016 to 2025, whereas the 2022 Census indicated a more modest growth of 3%.

Table 2.3: Recommended Junction Upgrades

Junction	Recommendation	Comments
Coolshannagh Road / N54 Derry Road Priority Junction	Upgrade to Signalisation	No significant capacity improves gained however pedestrian movements and cycle priorities could be introduced.
Margaret Skinnider Roundabout	Signalisation or revised layout	Major pinch point to the west of the Town Centre. High frequency of collisions. Opportunity to improve pedestrian movements and cycle priorities. Key junction for St Marys and St Louis Schools
N54 Clones Road/ Park Road Junction	Improve enforcement of illegal parking activities and better management of school pickups/drop offs	Limited carriageway space for physical interventions.
Old Cross Square Roundabout	Signalisation	Key junction linking to both the Roosky and Dublin Street North Regeneration Plans. Current barrier to Ulster Canal Greenway through connections and opportunity to improve pedestrian movements and cycle priorities

Figure 2.9: MLUTS Proposed Road Upgrades and New Proposed Roads



2.3.7 Car Parking

According to the 2017 Monaghan Car Parking Strategy, the existing parking provision within the town consists of the following elements:

- On-Street Public Parking – 440 spaces (17 of which are accessible spaces);
- Off-Street Public Parking – 848 (21 of which are accessible spaces); and
- Off-Street Private Parking – 380 spaces.

Public parking provision is divided into short stay (<2hr or <4hr) and long stay allowing for all-day parking. All of the on-street parking is designated as short stay parking, and the off-street car parking is divided into short stay and long stay.

2.3.7.1 Overall Parking Demands

Peak demand for parking in Monaghan town is typically between 11:00 and 12:30 on weekdays, with approximately 60% of total spaces occupied. Occupancy of spaces is lower (approximately 50%) at weekends, with a more consistent demand level between 11:00 – 16:30.

2.3.7.2 On-street Parking

The surveys carried out for the Monaghan Parking Strategy identified that the majority of on street parking events have a duration of 30minutes or less (45%), followed by 30 minutes to 60 minutes (26%). This indicates that the majority of on-street parking in Monaghan town is related to quick trips to the attractors within the Town.

Occupancy of on-street parking varies based upon the street location, with those closer to the Town Centre having higher occupancy levels, such as Markert Road, The Diamond and Glaslough Street. Overall, on a weekday, approximately 46% of on-street parking spaces are occupied.

2.3.7.3 Off-Street Parking

The majority of off-street car parking is long stay, with 41% of parking events having a duration of 2 hours or longer and 31% of events being of 30 minutes or less. This pattern indicates a level of mixed use between short trips and longer trips to the Monaghan town attractors.

Occupancy of off-street car parks is higher with an average occupancy of 72%, however the Glaslough Long Stay car park was noted to be near capacity with 98% occupancy. During weekend periods the occupancy levels reduce to 51%, suggesting a level of long stay commuter traffic utilising the off-street car parks during weekdays.

2.3.7.4 Private Car Parking

There are a number of private carparks in Monaghan, providing 380 additional spaces (13 of which are accessible spaces). These provide parking for their associated developments, but given the shared nature of trips within the town they also augment total parking provision.

2.3.7.5 Electric Vehicle (EV) Parking Spaces

EV spaces are limited within Monaghan, with a total 12 spaces located within the Study Area, primarily located to the north of the Town on the N2 approach. The specific locations are: -

- Old Cross Square (4 spaces);
- Coolshannagh Four Seasons (2 spaces); and
- Circle K Service Station (6 Spaces).

2.3.8 Catchment Analysis

Detailed walking and cycling catchment analysis was performed as part of the baseline assessment. Catchment analysis accounts for a variety of factors such as distance, topography, route quality & attractiveness, green spaces, traffic and density of points of interest to better understand pedestrian and cyclist interactions with the built environment. The results of this analysis are used to identify impediments and opportunities for active travel within the study area, leading to the development of potential interventions.

A main finding of the walking catchment analysis is that the majority of Monaghan residential, education and health facility attractors/ generators are located within a 15min walking catchment of the town centre. Route quality and perceived distance are much more sensitive for cyclists than pedestrians, as cyclists have a strong aversion to the combination of fast-moving traffic and an absence of any cycle infrastructure provision.

2.4 Existing Travel Patterns

A comprehensive picture of existing travel patterns in and around Monaghan were developed as part of the baseline study. Data sources used for this process included results from the MLUTS, with appropriate growth rate factors applied, as well as a number of further existing data sources, including Census 2022 figures; 2022 Place of Work School or College Anonymised Records (POWSCAR); and the 2017 Monaghan Car Parking Strategy.

A wide selection of travel pattern behaviours were assessed to inform the baseline study, including:

- Average travel times across certain links within the study area road network;
- Ulster Canal Greenway pedestrian and cycle counters;
- Accessibility to Opportunities and Services (ATOS);
- Public Transport accessibility analysis;
- Commuting trip origins and destination analysis from POWSCAR;
- Traffic movements to and through Monaghan town;
- Travel times to and from key travel destinations in Monaghan town, including commuting journey time;
- Modal splits for work and school/college trips;
- Car ownership; and
- HGV traffic levels.

2.4.1.1 Accessibility to Opportunities and Services (ATOS)

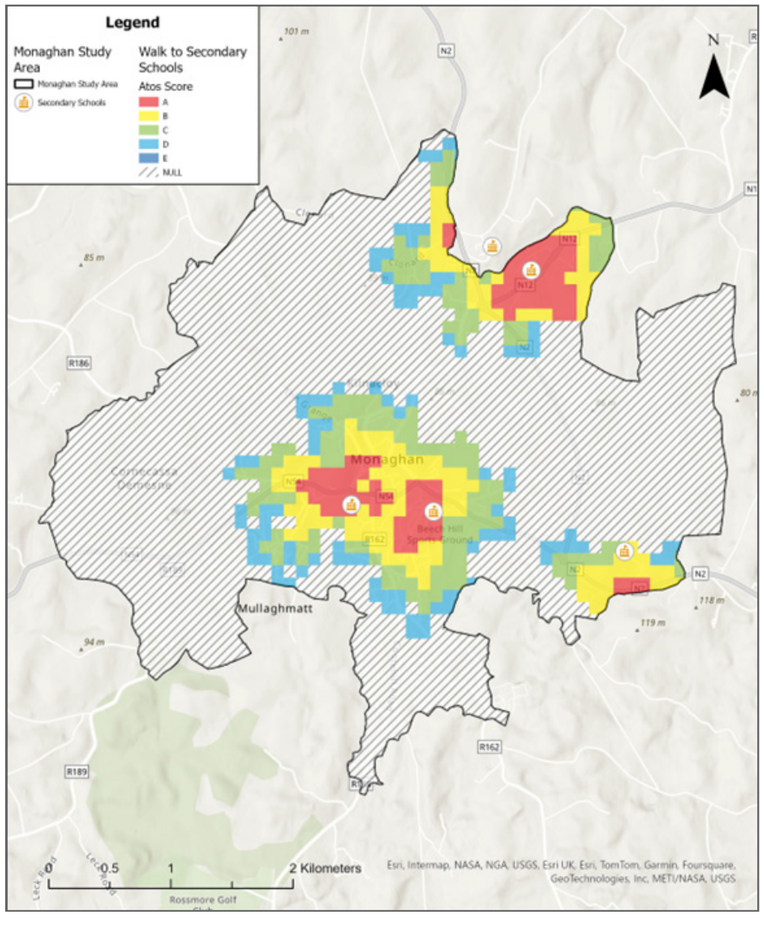
The NTA's ATOS tool was applied to assess accessibility to opportunities and services in the study area. Access to Opportunities and Services (ATOS) is a metric which serves as an indicator of how easy it is to access **essential key services and opportunities at a location using a given mode of transport – in this case using walking and cycling as the selected modes.** This analysis highlights the areas that need to be addressed in terms of improvements in walking connectivity.

ATOS scores range between A and E, where A indicates the best level of connectivity. Summary results from this exercise include:

- Walking and cycling access to employment opportunities within the study area is generally good.
- Healthcare services (GP and hospitals) are predominantly located in the centre of town resulting in limited walking accessibility, particularly for residents to the south and west of Monaghan town.
- Walking access to primary and secondary schools is poor for residents in the south and west of the town, with some residents in these areas being outside of the typical 15-minute catchment.
- Access to supermarkets is reasonably well provided for, with the majority of locations corresponding to more densely populated areas.

Results for secondary school accessibility are shown in Figure 2.10 for reference. Walking to secondary school is not currently an option for residents living to the east and west of Monaghan, as it is outside the typical 15-minute catchment areas for walking. Those living in the town centre and to the south-east are within walking distance of the nearest secondary school.

Figure 2.10: ATOS analysis for walking to secondary schools



2.4.1.2 Public Transport Accessibility Level Analysis

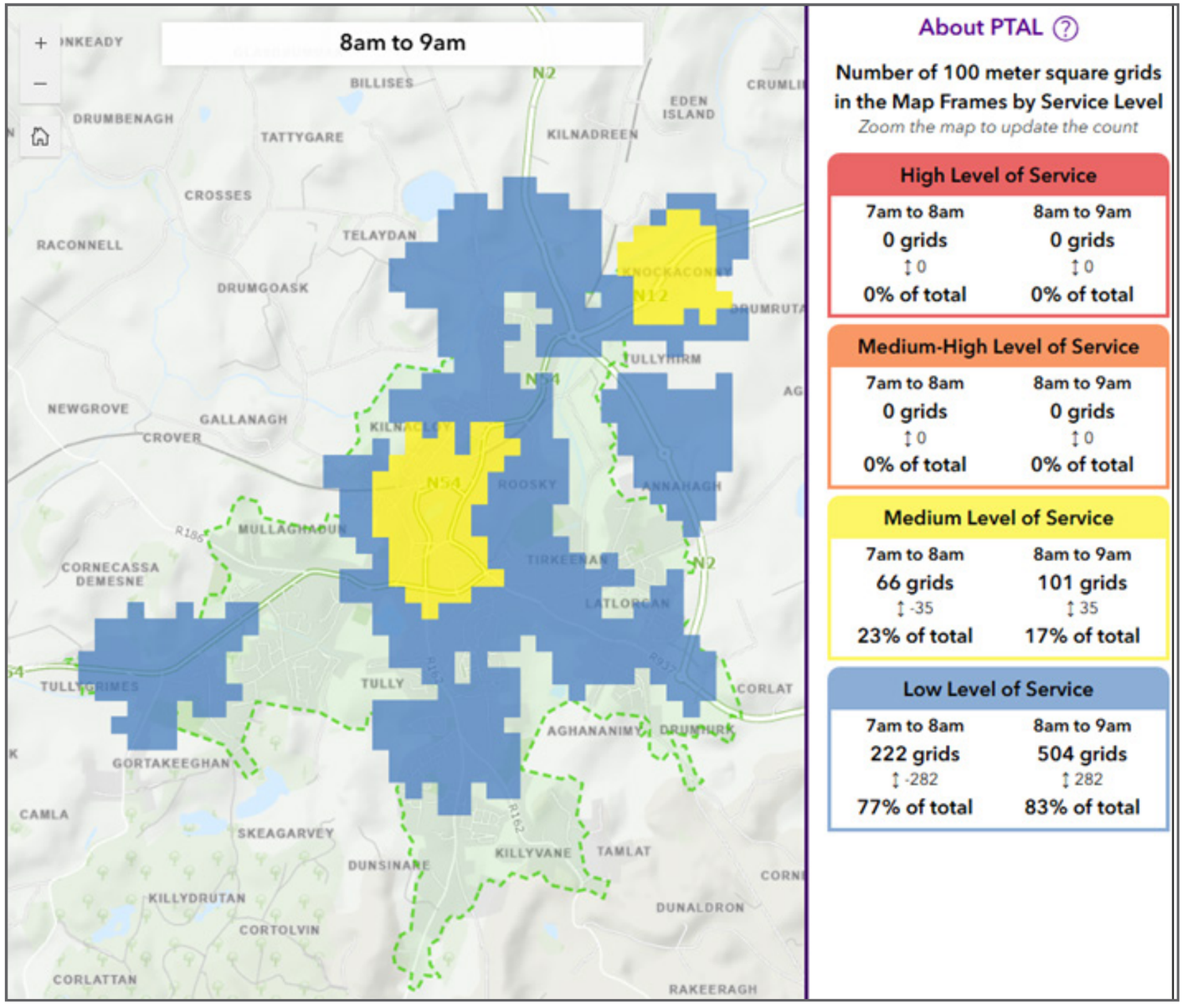
The Public Transport Accessibility Level (PTAL) analysis combines the walk or cycle journey time to a Public Transport stop with the level of service at that stop. It gives an idea of how well connected an area is to Public Transport services.

In general an area will have a higher PTAL if:

1. It is a short walk to the nearest station or stop
2. There are short waiting times
3. Multiple services passing the stop
4. A nearby major rail station

PTAL results for Monaghan between 8-9am are shown in Figure 2.11, indicating the majority of the study area having a low level of service, with the town centre and Monaghan institute having a medium level of service. This data was provided by the NTA.

Figure 2.11: PTAL score 8-9am



2.4.1.3 Place of Work, School, College or Childcare - Census of Anonymised Records (POWSCCAR)

Figure 2.12 shows the origins and destinations of commuting trips made by the residents in the study area, based on data from the 2022 Place of Work, School, College or Childcare – Census of Anonymised Records (POWSCCAR).

Main findings include:

- Dominant Internal to Internal ED Commuting Trips (1251 trips)
- Mullaghmore West and Killyneill represent the largest areas outside of the Study Area/ Internal ED

Results are based on analysis of strictly controlled Research Microdata Files provided by the Central Statistics Office (CSO)

2.4.1.4 Movements To/ Through Monaghan Town

Trip origin-destination data using Automatic Number Plate Recognition (ANPR) Surveys was gathered in 2018 as part of the MLUTS. The ANPR sites were located on key approaches to the Town and identified the volume of traffic with Monaghan town as end journey destination versus traffic moving through Monaghan to a further end journey destination. In summary the results indicate:

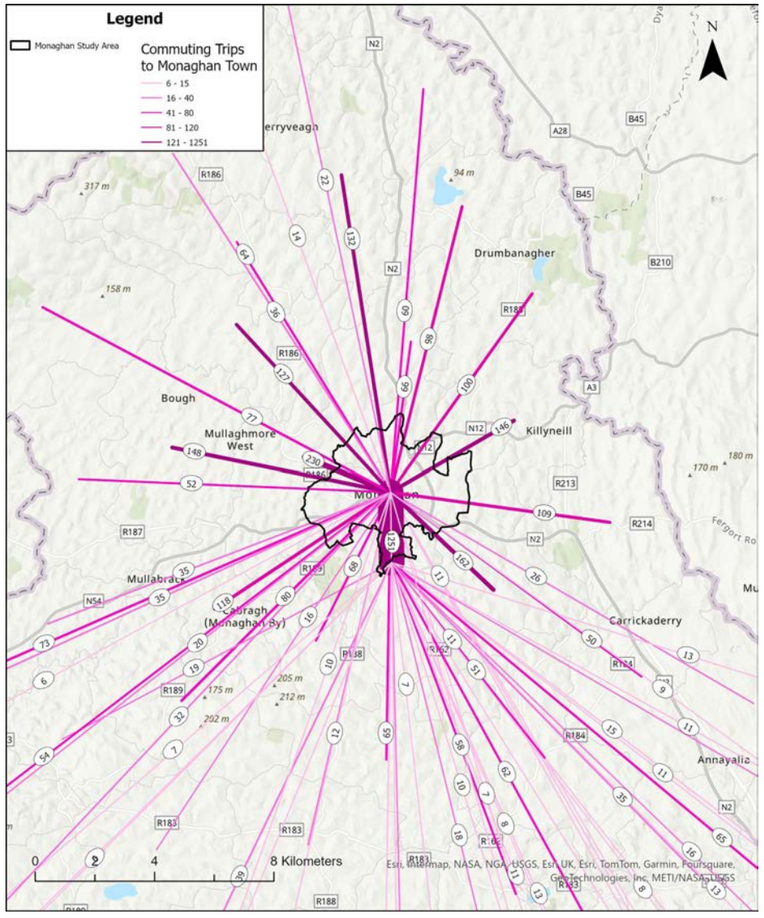
- at least 50% of traffic on approach has Monaghan town as its end destination.
- the majority of Monaghan-bound traffic originates from the south and west approaches (N54, R186 & R188).
- the north and east approaches (N2 & N12) are more likely to produce greater volumes of through-traffic

2.4.1.5 Travel Times To/From Key Destinations

Some of the key internal travel destinations within Monaghan town include the town centre, key residential areas, schools, and the bus station. Travel times between the town centre, the main residential areas and key educational and transport trip attractors have been examined in detail as part of the baseline catchment analysis process. The analysis highlighted multiple origin-destination pairs falling within the following two categories:

- Journeys of less than 2km where walking times were assessed to be greater than 15 minutes; and
- Journeys of more than 2km where cycling times were assessed to be greater than 15 minutes.

Figure 2.12: POWSCCAR trips to Monaghan



2.4.1.6 Commuting Journey Time

Figure 2.13 shows the journey time to work/school or college for residents of Monaghan Town based on Census 2022 Small Area Population Statistics (SAPS) for the Small Areas forming part of the study area.

- 80% of residents in the study area have a commuting time of less than 30 minutes.
- 47% of the population have a commuting time of less than 15 minutes. This highlights the opportunity for more trips to be made by bicycle or walking, reducing car-dependency and increasing active travel mode share.

2.4.2 Modal Split

2022 Census data has been used to provide insights into the modal shares of work and school/college trips originating in Monaghan town. The results from both analyses are contained in Figure 2.14 and Figure 2.15, respectively.

2.4.2.1 Work Trips Modal Split

- 71% of work journeys are completed by car (as driver and/or passenger) compared to the national average of 63%.
- 2% of journeys are by public transport, compared to the national average of 9%.
- The cumulative share of active travel is 16%, compared to the national average of 12%.

2.4.2.2 School/College Trips Modal Split

- 58% of journeys to school, college or childcare are by private car, just below the national average of 60%. The extensive reliance on private cars for school trips was also evident from the completed road network travel time analysis which indicated a peak in am travel times along routes passing schools.
- The public transport share is 11%, just above the national average of 10%.
- The cumulative share of active travel is 30%, higher than the national average of 25%.

Figure 2.13: Population Aged 5 Years and Over by Journey Time to Work, School or College (CSO 2022)

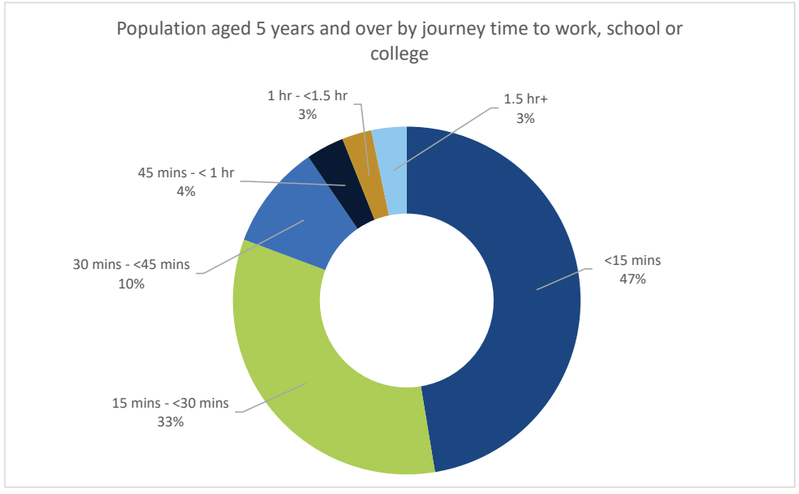


Figure 2.14: Means of Travel to Work (CSO 2022)

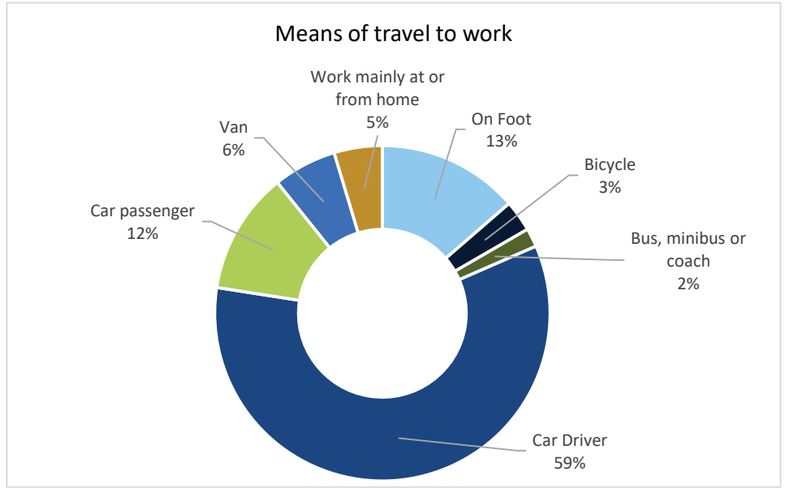
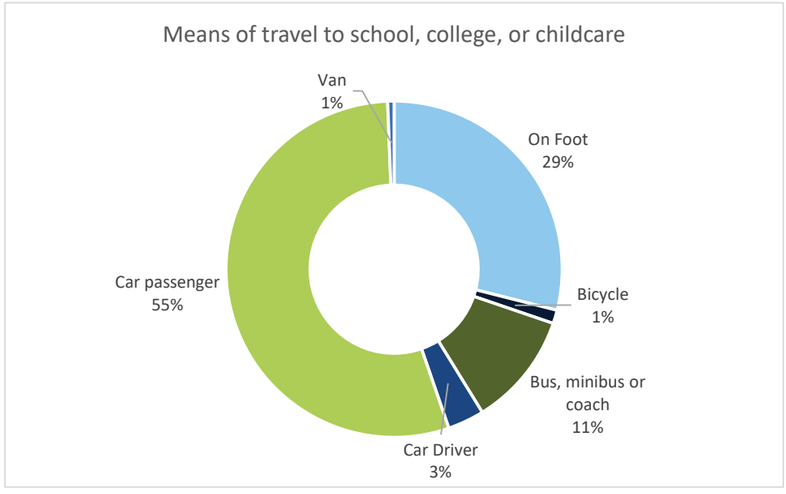


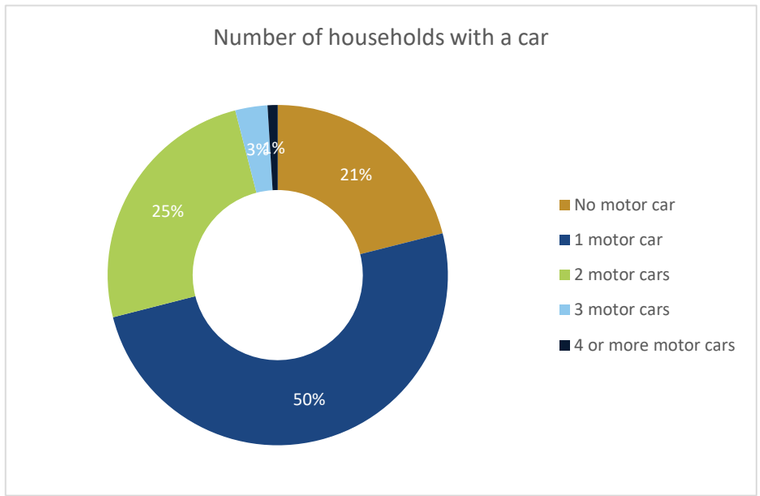
Figure 2.15: Means of Travel to School, College, or Childcare (CSO 2022)



2.4.3 Car Ownership

According to the Census 2022 Small Area Population Statistics (SAPS) for the Small Areas forming part of the Monaghan town study area, 79% of households own at least one car, as indicated in Figure 2.16. This is slightly lower than the national average of 87%.

Figure 2.16: Number of Households with a Car (CSO 2022)



2.4.4 Goods Vehicles

The MLUTS provided a 2015 traffic flow data set relating to 7-day annual average daily traffic relating to HGV flows through and around Monaghan town. The results indicate a high volume of HGVs moving east/west on the N54/ N2 and therefore through Broad Road to the south of Monaghan town Centre.

Monaghan County Council have implemented HGV restrictions on movement of Heavy Goods Vehicles of 4 axles or greater through Glaslough St. and Dublin St., in Monaghan Town between the hours of 8am and 5am Monday to Sunday inclusive. Appropriate Road Traffic signs have been erected at the entrance to and the exit from the prohibited roads and streets in accordance with the Road Traffic (Control of Traffic) Regulations 2006. Hauliers requiring a permit for the purpose of making a delivery can apply for permits exempting them from the prohibitions and charges will apply in respect of these permits.

2.5 SWOT Analysis

2.5.1 Introduction

The findings from the baseline assessment are summarised in a Strength, Weaknesses, Opportunities and Threats (SWOT) analysis. The strengths and weaknesses focus on existing characteristics of the study area and the opportunities and threats focus on the external and long-term influences on the study area.

Regional Connectivity

- East-west connectivity to key points of interest outside the study area
- North-south connectivity to key points of interest outside the study area

Local Connectivity

- East-west connectivity to key points of interest inside the study area
- North-south connectivity to key points of interest inside the study area

Design elements and urban form

- Topography
- Development density
- Land ownership barriers
- Best practice: geometric design, junction control, safety, wayfinding

2.5.2 Walking SWOT Analysis

Table 2.4 provides a summary of the SWOT analysis in the context of walking.

Table 2.4: Walking SWOT

	Regional Connectivity	Local Connectivity	Design Elements and Urban Form
Strengths	• Rossmore Forest Park • Ulster Canal Greenway	• East – West connections through the Ulster Canal Greenway • Reasonable baseline of residents walking to work • Reasonable baseline of schoolchildren/ pupils walking to school • One-way streets reduce number of conflict points • Strong school catchment area	• Existing public realm within Town Centre • Footways in Town Centre generally of good width • Ulster Canal Greenway well lit • Museum, Market House, Library, Peters Lake and Leisure Complex all within close walking distance
Weaknesses	• Limited footway links to outlying settlements or commercial areas	• Lack of north – south facilities • Uneven topography • Lack of connections into the Ulster Canal Greenway • Lack of clear wayfinding • Poor walking links to bus station	• Footways on approach to the Town Centre vary in quality and continuity • Lack of facilities for the mobility impaired at junction intersections • High volume of HGV movements both through and inside Monaghan town Centre
Opportunities	• Continuation of Ulster Canal Greenway to Middletown and Smithborough	• Active Travel connections to schools and Town Centre • Better connections to Rossmore Forest Park • Roosky and Dublin Street regeneration plans can facilitate walking improvements • Additional connections to the Ulster Canal Greenway e.g., Harps GAA Club, St Davenets Hospital • St Louis Development Lands regeneration plan includes improved walking connections to Ulster Canal Greenway • Town Centre first plan includes walking improvements	• Reallocation of On Street Parking bays to wider pedestrian streetscape (54% on-street parking spaces unutilised) • Existing precedent of public realm/ homogenous streetscape
Threats	• Reliant on external projects/ funding to improve regional connectivity	• Potential commercial impact/ objections to reallocation of on street parking • Scale of achievable development is reliant on substantial investment in walking infrastructure	• Constrained carriageway cross-section within Town Centre • Outlying roads/ connections have no existing footway and bounded by fields, therefore potential third-party land issues

2.5.3 Cycling SWOT Analysis

Table 2.5 provides a summary of the SWOT analysis in the context of cycling.

Table 2.5: Cycling SWOT

	Regional Connectivity	Local Connectivity	Design Elements and Urban Form
Strengths	• Ulster Canal Greenway	• East – West connections through the Ulster Canal Greenway • Strong school catchment area • One-way streets reduce number of conflict points • CycleConnects strategy	• Ulster Canal Greenway well lit, wide and consistent surfacing • Museum, Market House, Library, Peters Lake and Leisure Complex all within close cycle distance
Weaknesses	• External approach roads are high speed National Roads which provide limited perceived cycle safety	• Lack of north – south facilities • Uneven topography • Lack of connections into the Ulster Canal Greenway • Lack of clear wayfinding • Lack of cycle parking facilities and signage outside of the Town Centre	• Minimal cycle lane facilities • Lack of cycle priority at junction intersections • High volume of HGV movements both through and inside Monaghan town Centre
Opportunities	• Continuation of cross-border Ulster Canal Greenway to Middletown and Smithborough • CycleConnects, National Cycle Network	• Active Travel connections to schools and Town Centre • Better connections to Rossmore Forest Park • Ample Public Car Park space for cycle parking • Public realm/ car parks can facilitate mobility Hubs	• Roosky and Dublin Street regeneration plans can influence cycle design/ active travel connections
Threats	• Reliant on external projects/ funding to improve regional connectivity	• Potential commercial impact/ objections to reallocation of on street parking/ car parks • Scale of achievable development is reliant on substantial investment in cycling infrastructure	• Constrained carriageway cross-section within Town Centre • Outlying roads/ connections bounded by fields, therefore potential third-party land issues

2.5.4 Public Transport SWOT Analysis

Table 2.6 provides a summary of the SWOT analysis in the context of Public Transport.

Table 2.6: Public Transport SWOT

	Regional Connectivity	Local Connectivity	Design Elements and Urban Form
Strengths	• Public Transport Node linking to Dublin, Letterkenny, Armagh	• TFI Local Link services providing greater local connectivity to Knockatallon, Ballybay, Emyvale, Mullan Village etc.	• Bus stop locations frequent and adjacent to key commercial, residential, or educational areas
Weaknesses	• No rail services	• Bus stations located on periphery of town centre and segregated by inconsistent footway/ topography	• Bus stops primarily flagpole with no protection from elements; • No bus priority at key routes or congested areas.
Opportunities	• All Island Rail proposals featuring recommendation of a new single-track line between Portadown and Mullingar via Armagh, Monaghan, Clones, and Cavan • Connecting Ireland Bus Programme	• Relocate bus station to a central location within the Dublin Street Regeneration Area; • Alternatively provide a new mobility hub with the Town Centre linking to key public transport services and existing bus station • Potential to upgrade the existing bus station with improved connections	• Upgrades to existing public transport infrastructure, e.g. covered bus stops, to increase patronage; • Provide bus priority where feasible to improve journey times and provide viable alternative to the private car.
Threats	• AIR proposals subject to business cases/ funding	• Relocation of bus station/ new mobility hub would reduce the level of residential/ mixed land use under the Dublin Regeneration Plans; • Potential commercial impact/ objections to reallocation of on street parking/ car parks	• Limited carriageway cross section for bus priority; • Limited footway width to provide effective bus shelters • Additional maintenance costs of bus infrastructure

2.5.5 Private Car and Goods Vehicles SWOT Analysis

Table 2.7 provides a summary of the SWOT analysis in the context of Private Cars and Goods Vehicles

Table 2.7: Private Car and Good Vehicles SWOT

	Regional Connectivity	Local Connectivity	Design Elements and Urban Form
Strengths	• Well-developed North South links via the N2 bypass, linking to the N12 to the East • Strong linkage to the West via the N54 • Strong cross border connections to Northern Ireland		• Newly imposed axle restriction on movement of HGVs of 4 axles or greater through Glaslough Street and Dublin Street between the hours of 8am and 5am Monday to Sunday inclusive
Weaknesses	• High dependency on private car, with 73% of people travelling to work by private car or as a car passenger	• Dominance of HGVs creates severance to walking and cycling • High levels of congestion within town and residential areas in peak AM and PM hours primarily caused by a high proportion of through commercial traffic	• Dominance of car parking as a main land use • Limited parent/child and disabled car parking spaces
Opportunities	• Strategic national road proposals and upgrades planned, including N2/A5 (Clontibret to Tyrone/NI border), N2 Ardee – Castleblaney Road Upgrade, N54 Clones By-Pass, and N53/N2 Dundalk Road-Tullyvin Roundabout Road Link • N2/N54 Monaghan town Northern link Route Road Link proposed as an alternative route for through traffic/ HGV movements • Progression of Mid-town link to provide connection to N54 from N2.	• Management of existing car parks • Behavioural change due to young population • Junction upgrades proposed at Coolshannagh Road/ N54 Derry Road Junction, Coolshannagh Roundabout, Margaret Skinnider (N54 Clones Road/Park Street/Market Road) Roundabout, Mall Road/Castle Road/Macartan Road Junction, and Old Cross Square Roundabout • N2/N54 Monaghan town Northern link Route Road Link proposed as an alternative route for through traffic/ HGV movements • Reclassification of road network such as N54 and R937	• Reallocation of on- and off-street car parking facilities for public use • Reallocation of car parking spaces closest to Dublin Street in Lower Courthouse car park from long stay to short stay • New car parking facilities proposed as part of Dublin Street Regeneration Plan area • Additional signage to indicate car parking opportunities on the approach to Monaghan • Increased car parking charges to encourage travel by more sustainable modes • Implementation of a HGV management plan
Threats	• Road upgrade schemes subject to business cases/ funding	• Key junctions e.g., Broad Rd/ Market Rd, Old Cross Sq capacity limited • Affordable short and long stay car parking rates as a threat to the provision of attracting people to alternative modes	• Commercial resistance against potential management of public car parking • Resistance to further axel restrictions if required • Resistance of public • Potential impacts of reduced parking on events in Monaghan, many of which utilise surface carparks

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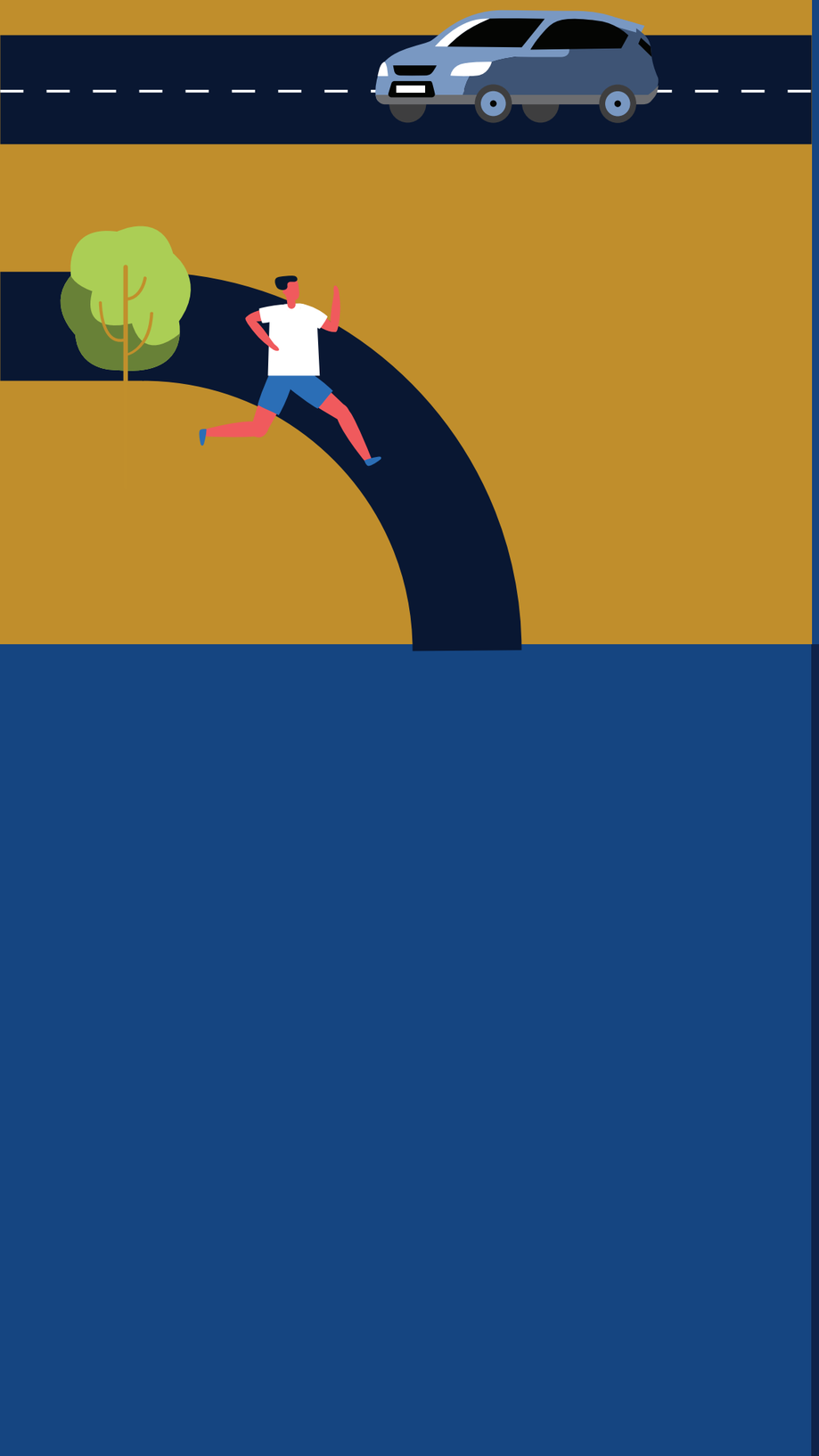


Section 3

Establish Context

3. Establish Context

This part of the Local Transport Plan (LTP) follows the methodology of Part 2a of the ABTA process: Establish Context. Applying the information gathered from the Baseline Assessment, which formed the SWOT analysis, the purpose of this stage is to set out the overarching principles and objectives of the LTP, as well as baseline for forecast transport demand.

3.1 Identifying Principles

The Principles of the Monaghan LTP are driven by the key policies for the study area in terms of the RSES and the Monagham County Development Plan, as well as the outcomes of the baseline assessment coordinated in the SWOT analysis. As such five guiding principles have been determined with the overarching principle of-

A wide selection of travel pattern behaviours were assessed to inform the baseline study, including:

- P1 – Protecting the vitality and viability of Monaghan Town and its Environs.
- With the subsequent Principles reflecting the desired transport planning lenses: -
- P2 – Support Housing through sustainable transport decisions.
- P3 – Support Climate Change Resilience.
- P4 – Support Economic Activity to maximise street life in the town centre and maintain links to hinterland industries.
- P5 – Support Community and a balanced transport system with great places for all users.

3.2 Identifying Objectives

To support the Principles listed, a further six objectives are proposed, to implement the vision for Monaghan Town and its Environs. The objectives build to form an integrated and measurable strategy that promotes positive outcomes from a movement and place perspective.

- **OB1 – Active Travel:** - improve walking and cycling connections throughout the Study Area and all land uses
  - Measured through modal shift and delivery of active travel schemes
- **OB2 – Public Transport:** - encourage the use of public transport by promoting the existing connections and improving the infrastructure
  - Measured through increased bus patronage
- **OB3 – Car Parking:** - rationalise and manage the existing off and on street parking opportunities to improve the public realm, support travel by sustainable mode and provide other functions such as wider footpath, cycle parking, outdoor dining areas, etc
  - Measured through a reduction in short duration/ short trip (<30min) car parking and delivery of active travel/ public realm schemes
- **OB4 – Integration of Land Use and Transport:** - integration of existing and future land use and transport networks
  - Measured through active travel connections/ infrastructure within regeneration plans/ developments and new link roads
- **OB5 – Safety:** - improve and enhance safety for all, especially vulnerable roads users
  - Measured through collision statistics, new pedestrian, and cycle priority interventions at junctions
- **OB6 – National Road Network:** - Provide, protect and maintain for the safe and efficient movement of people and goods whilst safeguarding the strategic function of the national road network
  - Measured through traffic volumes and growth along the national road network and at key junctions within the Study Area.

3.3 Future Context

The process of forecasting future context and transport demand is typically undertaken through an analysis of existing trip patterns and capacity across different transport modes gathered as part of the baseline assessment, with the anticipated type, scale and location of new development within the ABTA study area.

The projections are based on the High Growth Scenarios from the National Planning Framework (NPF) and take into consideration the Northern and Western Regional Assembly Regional Spatial and Economic Strategy in terms of population, employment and education distribution.

The forecast population is based on the NTA model forecast demand assumptions as provided in the NTA's latest (V2) Planning Sheets for years 2040. It should be noted that the NTA's latest planning sheets used 2016 as the base year for producing the future demand assumptions for forecast year 2040.

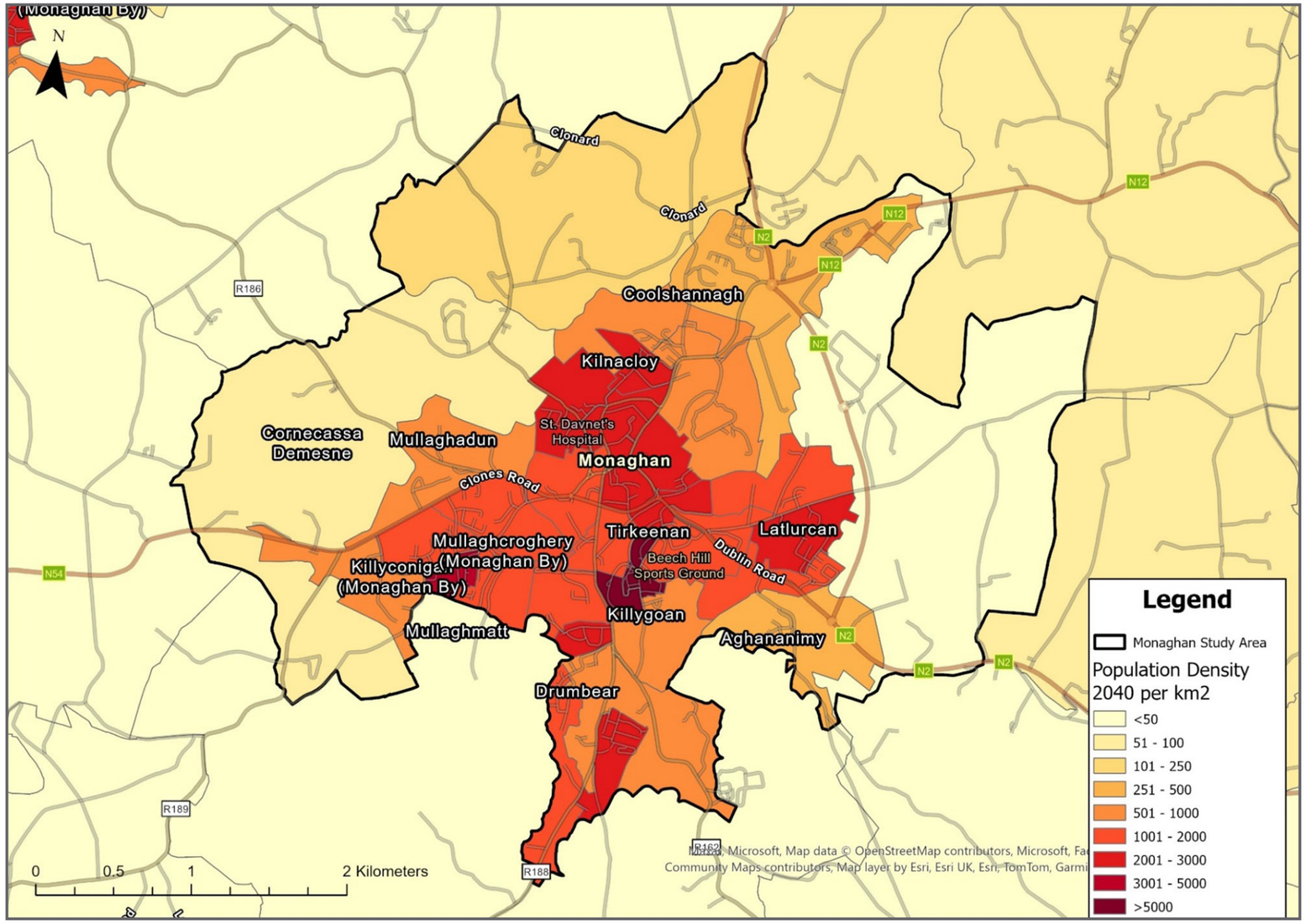
3.3.1 Forecast future population density 2040

Figure 3.1 represent the population density by Census Small Area (CSA) in Monaghan and the wider area for year 2040. The forecast population density presented in Figure 3.1 is based on the NTA model forecast demand assumptions as provided in the NTA's latest (V2) Planning Sheets for years 2040.

Compared to the existing population density, as per the 2022 census, the NPF forecast assumptions highlight an increase in population at the Roosky Master plan areas and Latlurcan. This indicates that NTA planning sheets have assumed some increase in population to account for the future development of the area.

It should be noted that the NTA's latest planning sheets used 2016 as the base year for producing the future demand assumptions for forecast year 2040. Growth in population density is expected to continue in the central and western areas of Monaghan. It will be important that these areas are served by sustainable transport connections, and options developed as part of this LTP reflect the future growth in these areas.

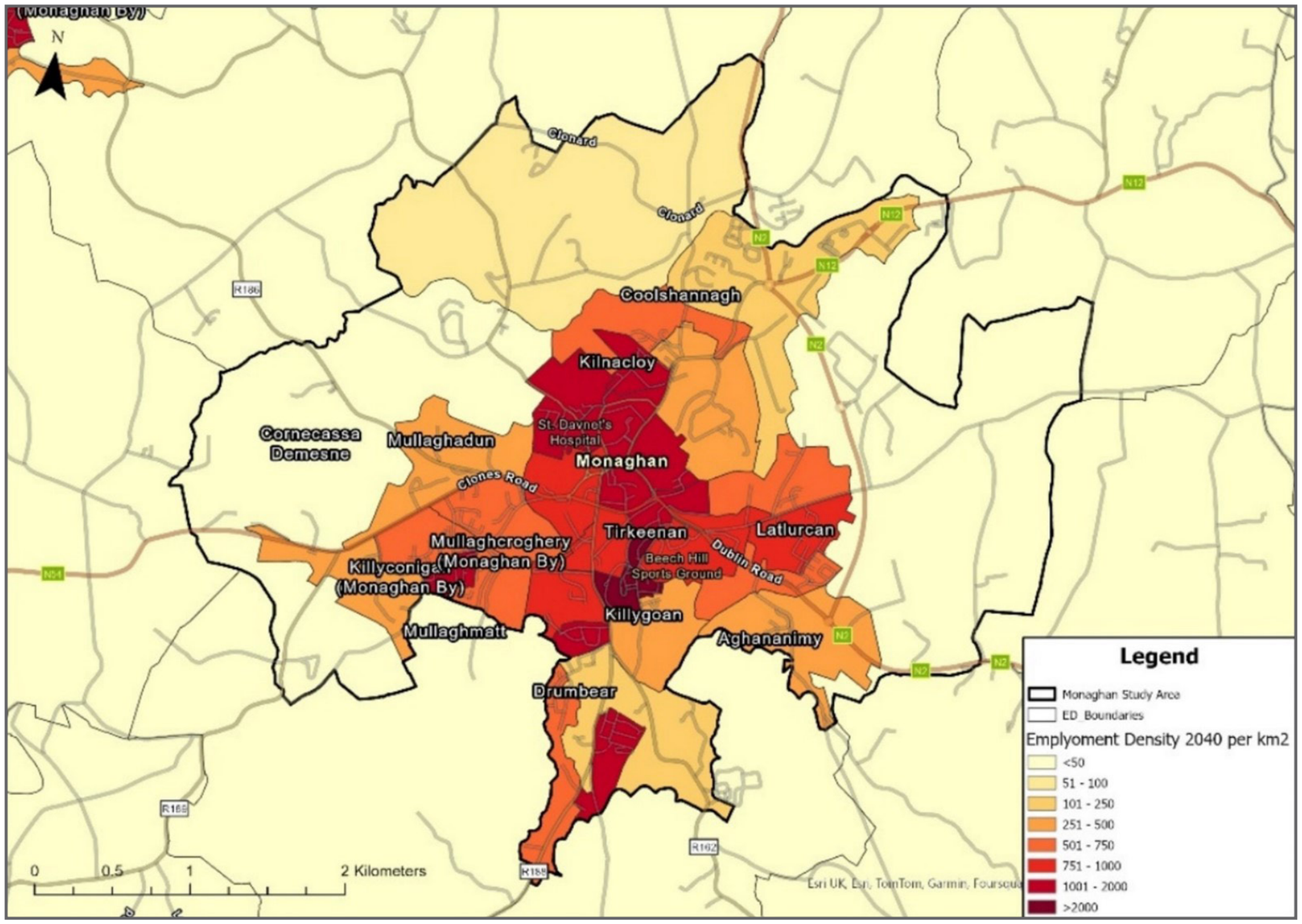
Figure 3.1: Forecast Population Density in Monaghan 2040



3.3.2 Forecast future employment density 2040

Future density of those in employment in 2040 will primarily be concentrated in the town core, as shown in Figure 3.2. Growth is expected in all areas of the study area between 2022 and 2040.

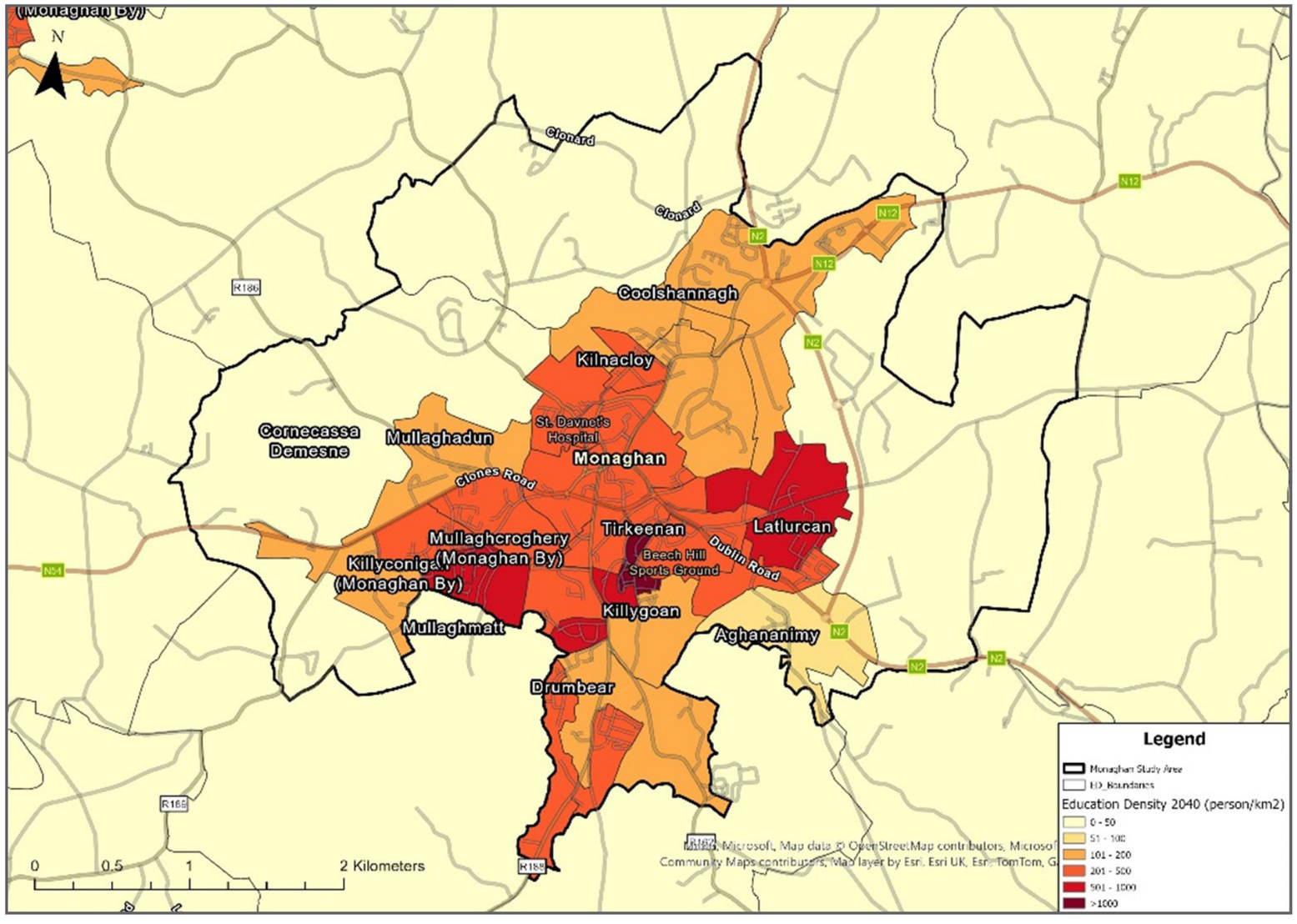
Figure 3.2: Forecast Employment Density in Monaghan 2040

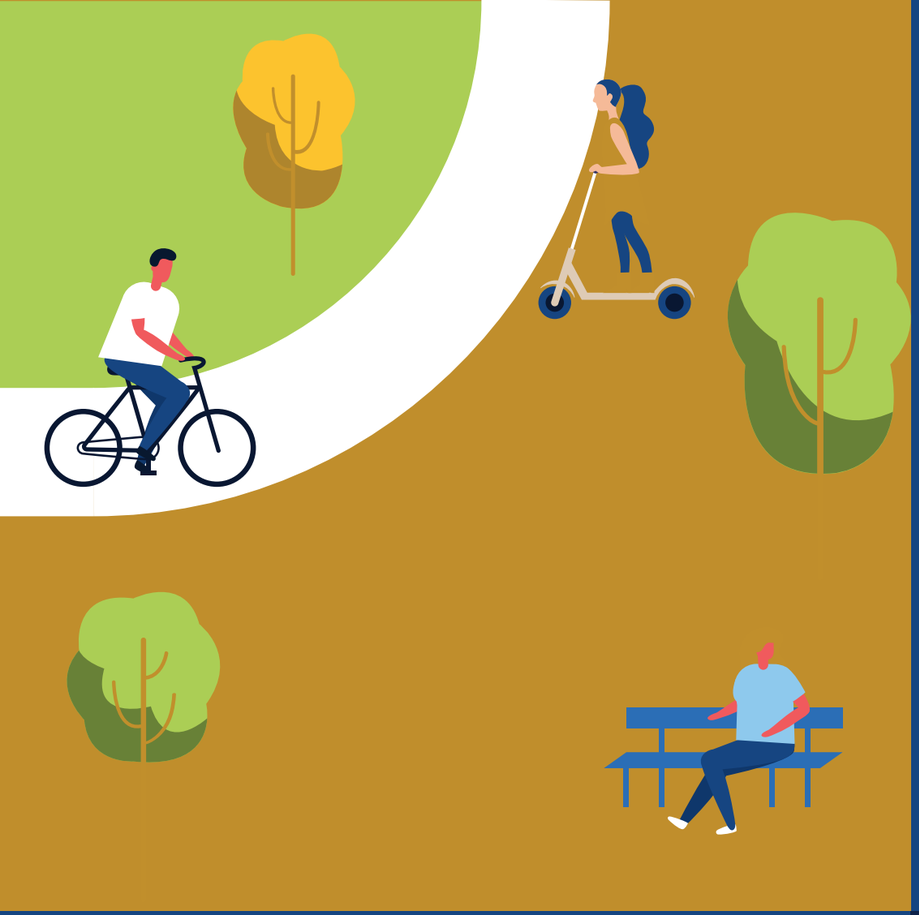


3.3.3 Forecast Future Education 2040

Forecast future density of those in education in 2040 will primarily be concentrated in the town core, as shown in Figure 3.3. Growth is also expected in Roosky masterplan areas. Pockets of those in education will also be concentrated to the south of the study area along R162. The density of those in education is similar to the expected growth areas from the population density 2040 map.

Figure 3.3: Forecast Education density in Monaghan 2040





Section 4

Options Development

4. Options Development

4.1 Introduction

The following chapter outlines the process in developing options to overcome some of the weaknesses and constraints identified in the baseline assessment, and achieve the defined objectives for the LTP.

The options list was developed in collaboration with the wider project working group including members from MCC, the NTA and TII, through the following:

- Data review (included a review of existing and projected future land-use within the study area)
- Site visits
- Workshops

The options development process followed the Department of Transport's National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies (see Figure 4.1 and Figure 4.2 below).

As such, options for applicable measures were first considered in relation to active modes (walking and cycling), followed by public transport and finally general vehicular traffic. The options were also initially focused on maintaining, optimising and improving existing facilities before considering the construction of new infrastructure.

Figure 4.1: NIFTI Modal Hierarchy

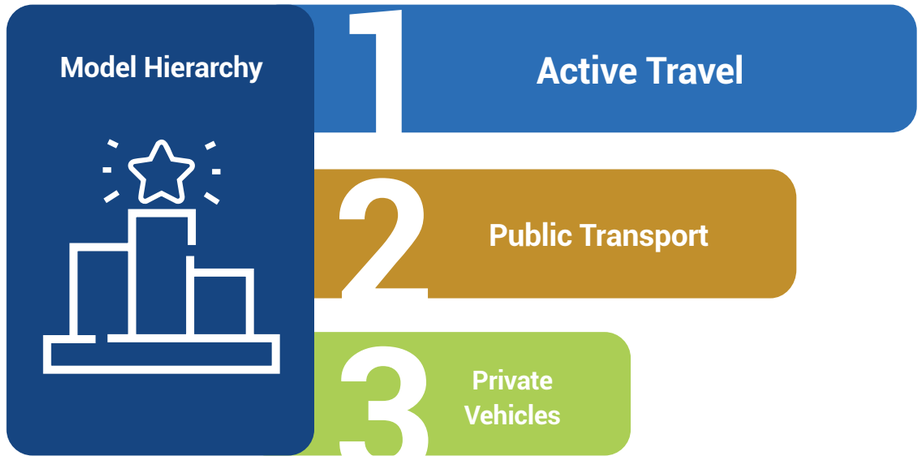
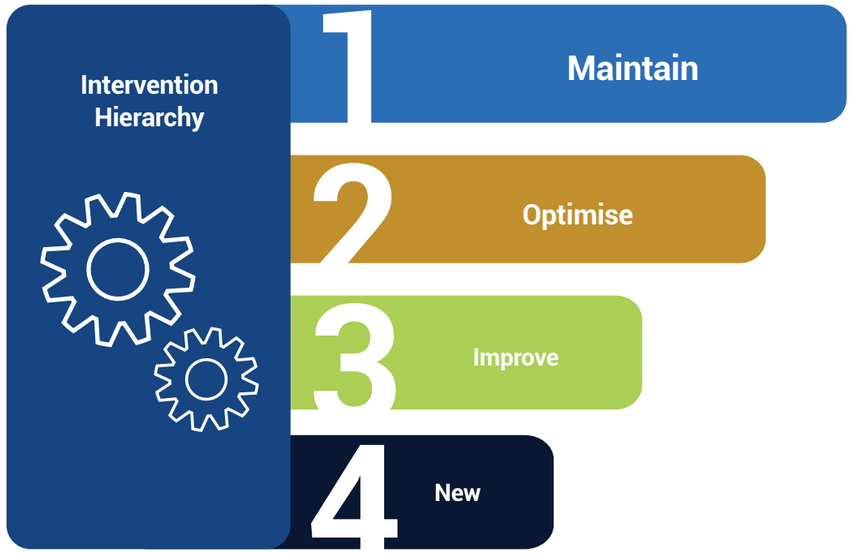


Figure 4.2: NIFTI Intervention Hierarchy

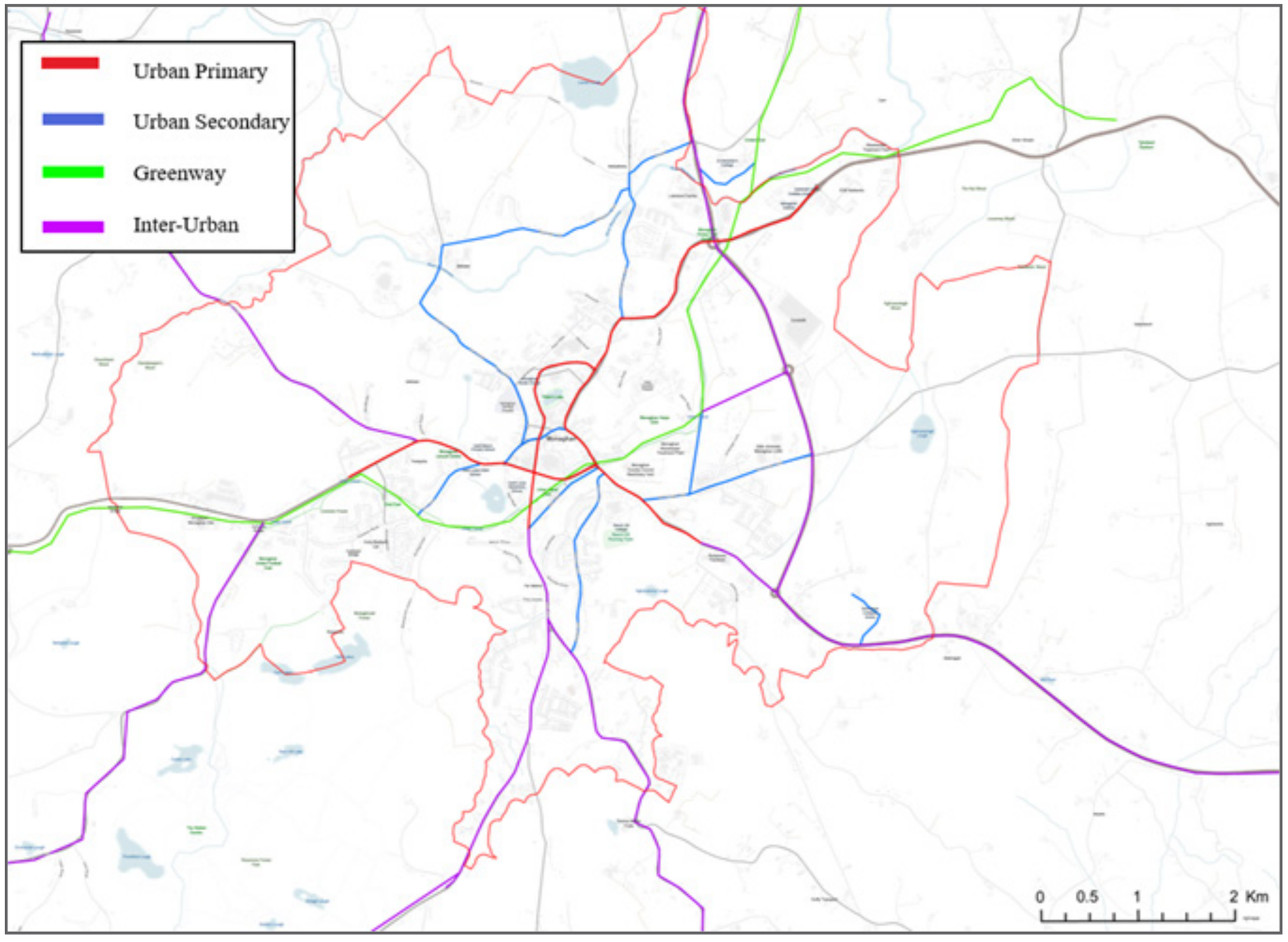


4.2 Active Travel Network Options Development

4.2.1 Existing Active Network and Constraints

The baseline SWOT analysis identified a number of opportunities for cycling within Monaghan. Previous studies include the Monaghan Town Walk and Cycle Network as well as the routes identified for Monaghan Town in CycleConnects, see Figure 4.3. Focusing on the primary network in CycleConnects, it identifies east-west routes via the N54 and R937 as well as north-south routes via the Glen Road and town centre, with connectivity to the Ulster Canal Greenway also. These routes in particular are examined as part of the options development in this section.

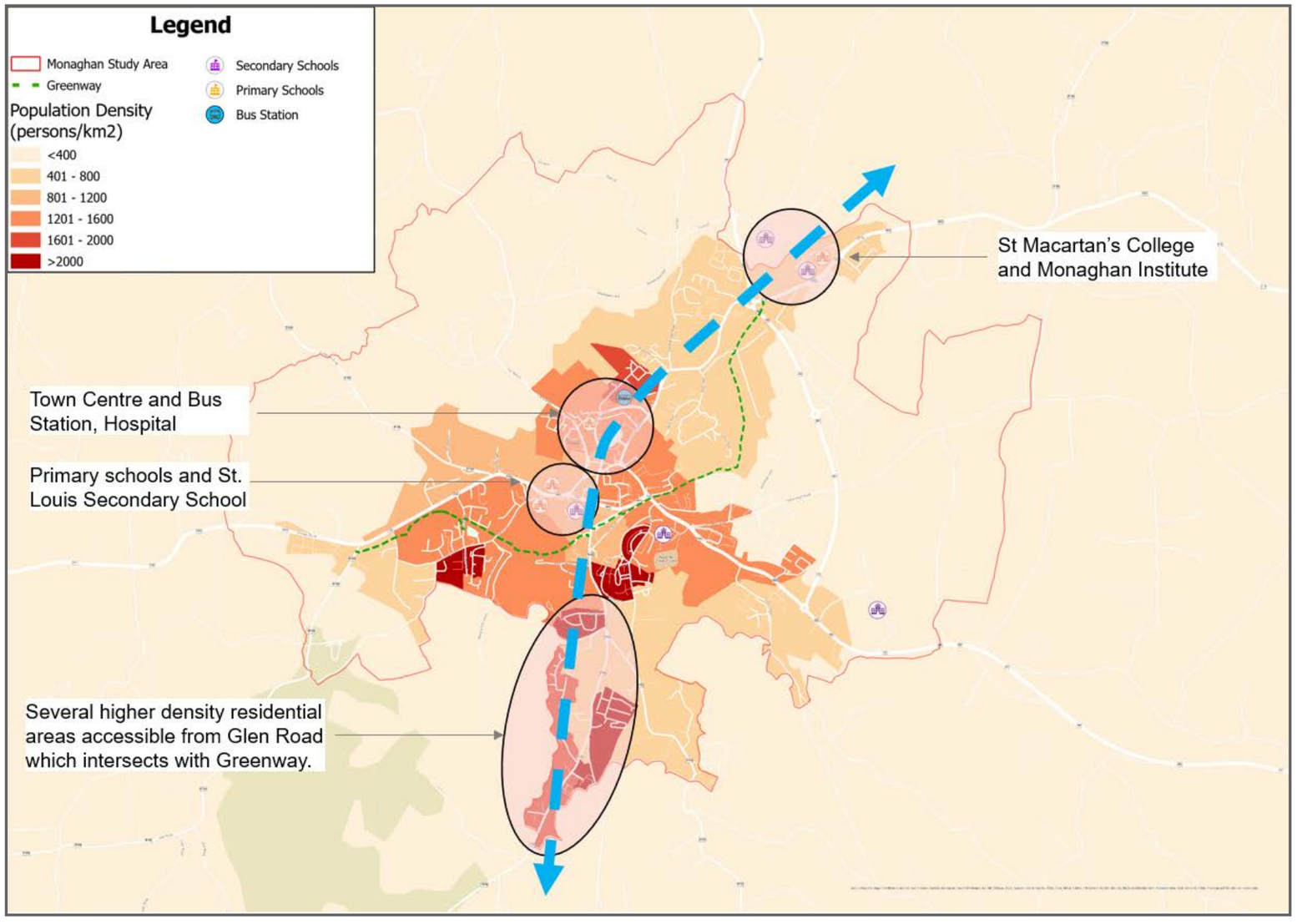
Figure 4.3: CycleConnects Proposals



The topography, existing one-way traffic network, the existing built form and the presence of the national road network through the town are factors which have inhibited the development of the network to date.

A key objective of the LTP is to develop an active travel network for Monaghan Town. As seen in Figure 4.4, there is highest population density is to the south of the town, with many of the key attractions (including schools) in the town centre or north of it. As such, the provision of a north-south active travel route with connectivity to the existing greenway is considered key as part of any future network. Several route options have been considered in terms of delivering this route (see Section 5).

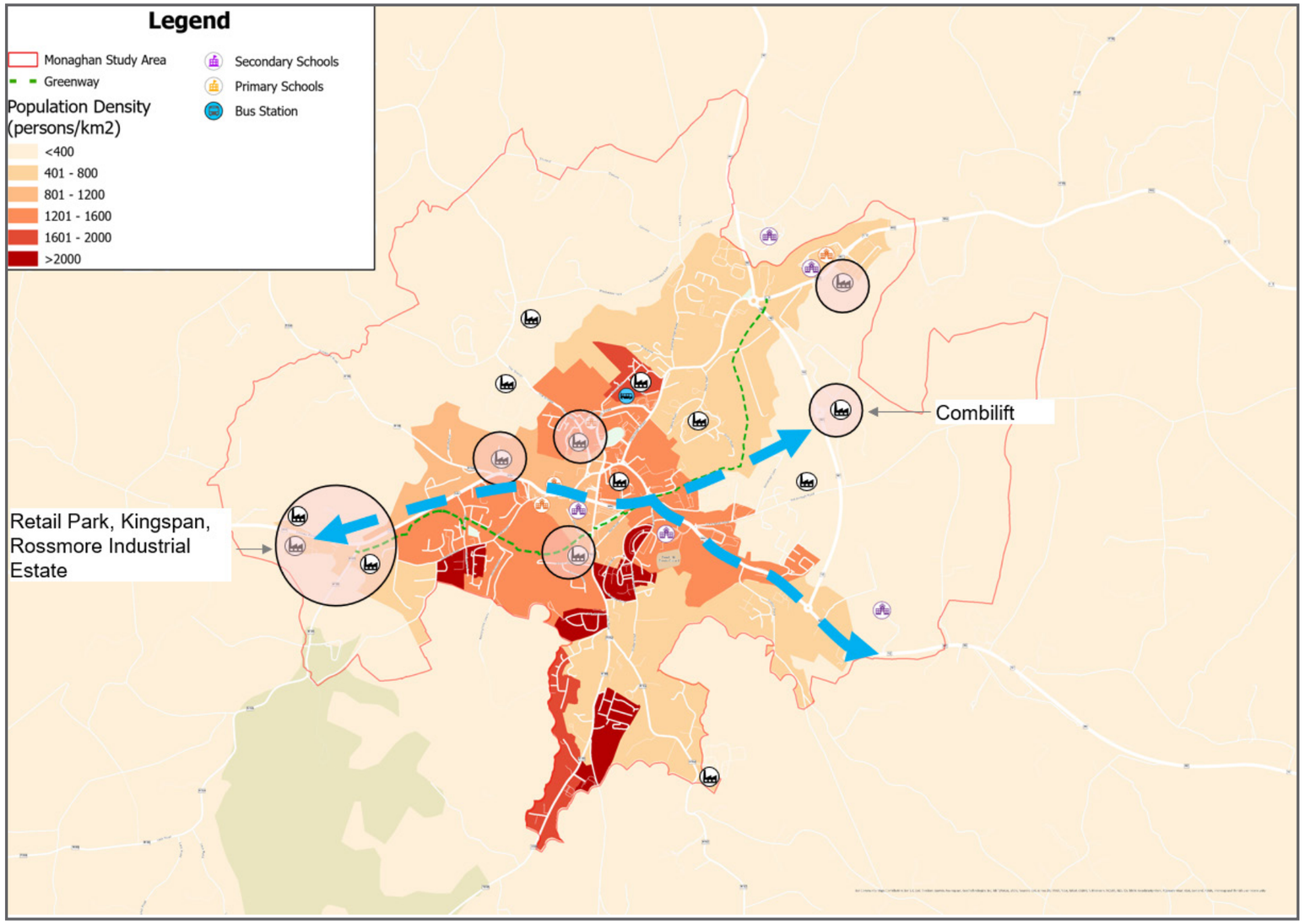
Figure 4.4: Existing Cycle Network with North-South Demand



An east-west active travel route is also considered of importance as part of the future network (see Figure 4.5). This would help connect residential areas with employment zones, schools as well as the town centre. The existing greenway accommodates this to an extent, however several options to enhance it have also been considered (see Section 5).

In addition to the cycle routes discussed above, the need for several new permeability links has also been identified and is discussed later in Section 5.

Figure 4.5 Existing Cycle Network with East-West Demand



4.3 Road Network Options Development

4.3.1 Existing Road Network and Constraints

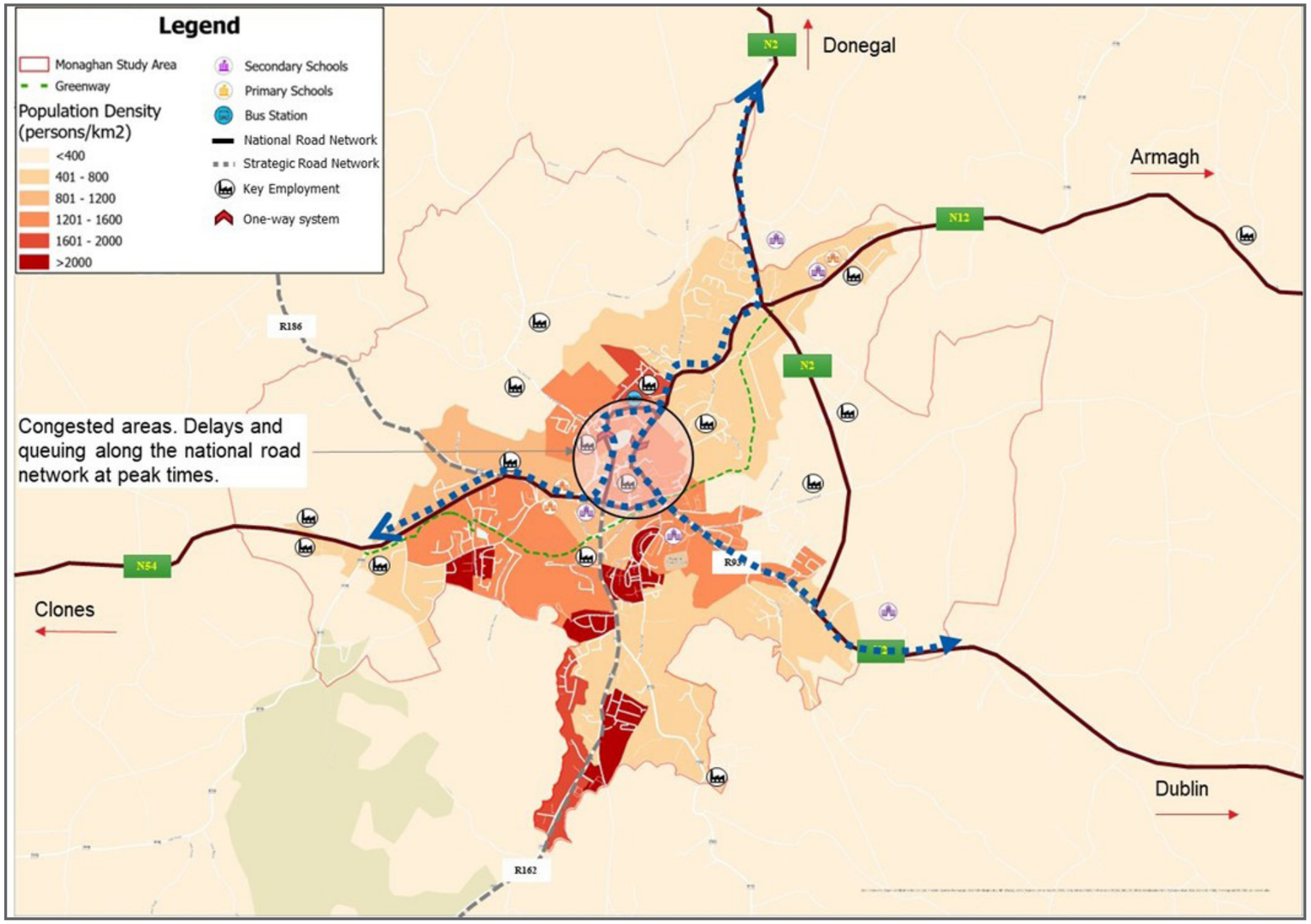
The baseline SWOT analysis identified several opportunities for the road network within Monaghan.

The routing of strategic national roads through the town centre, combined with the town's one-way system, has led to significant through traffic, including heavy goods vehicles (HGVs), passing through the town centre.

For example, the following strategic routes all pass through the town centre

- N54 (West) – N2 (North) in both directions
- N54 (West) - N12 (East) in both directions
- N54 (West) – N2 (South) routes south of Town Centre along Broad Road

Figure 4.6: Existing Road Network



As seen in Figure 4.7, during AM Peak (8am-9am), queues and delays typically seen:

- Eastbound on N54 (towards schools) tends to cause delays back along Clones Road
- Northbound on Glen Road from junction with N54 to Council offices and beyond
- Westbound on N54 flows relatively well.

As seen in Figure 4.8, during the PM Peak (4pm – 6pm), queues and delays typically seen:

- Westbound on N54 (Margaret Skinnider roundabout giving priority to Park St approach)
- Northbound on Glen Road, Southbound on Dawson St and southbound on Dublin St (due to constraints at junctions with N54)

Figure 4.7 AM peak hour congestion

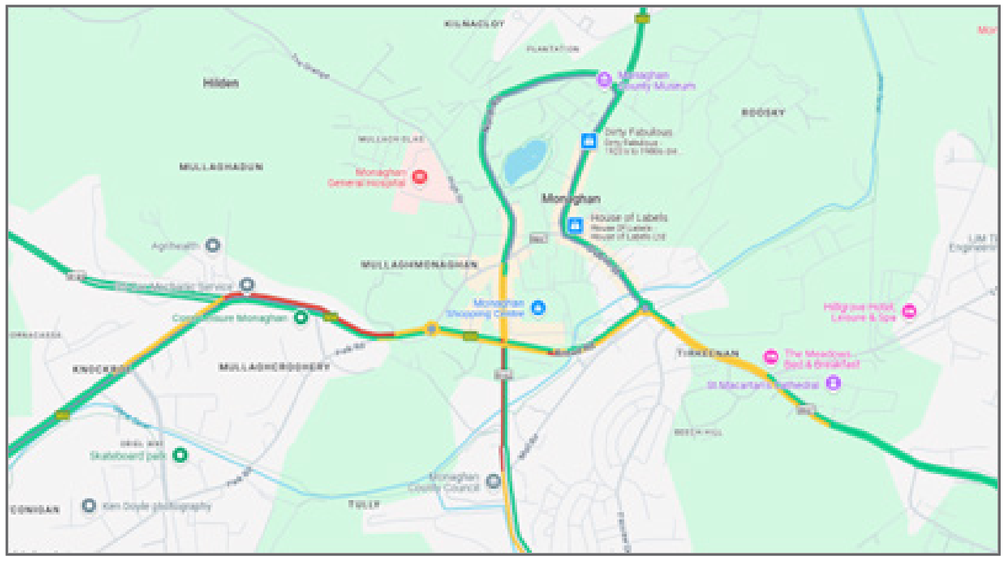


Figure 4.8 PM peak hour congestion

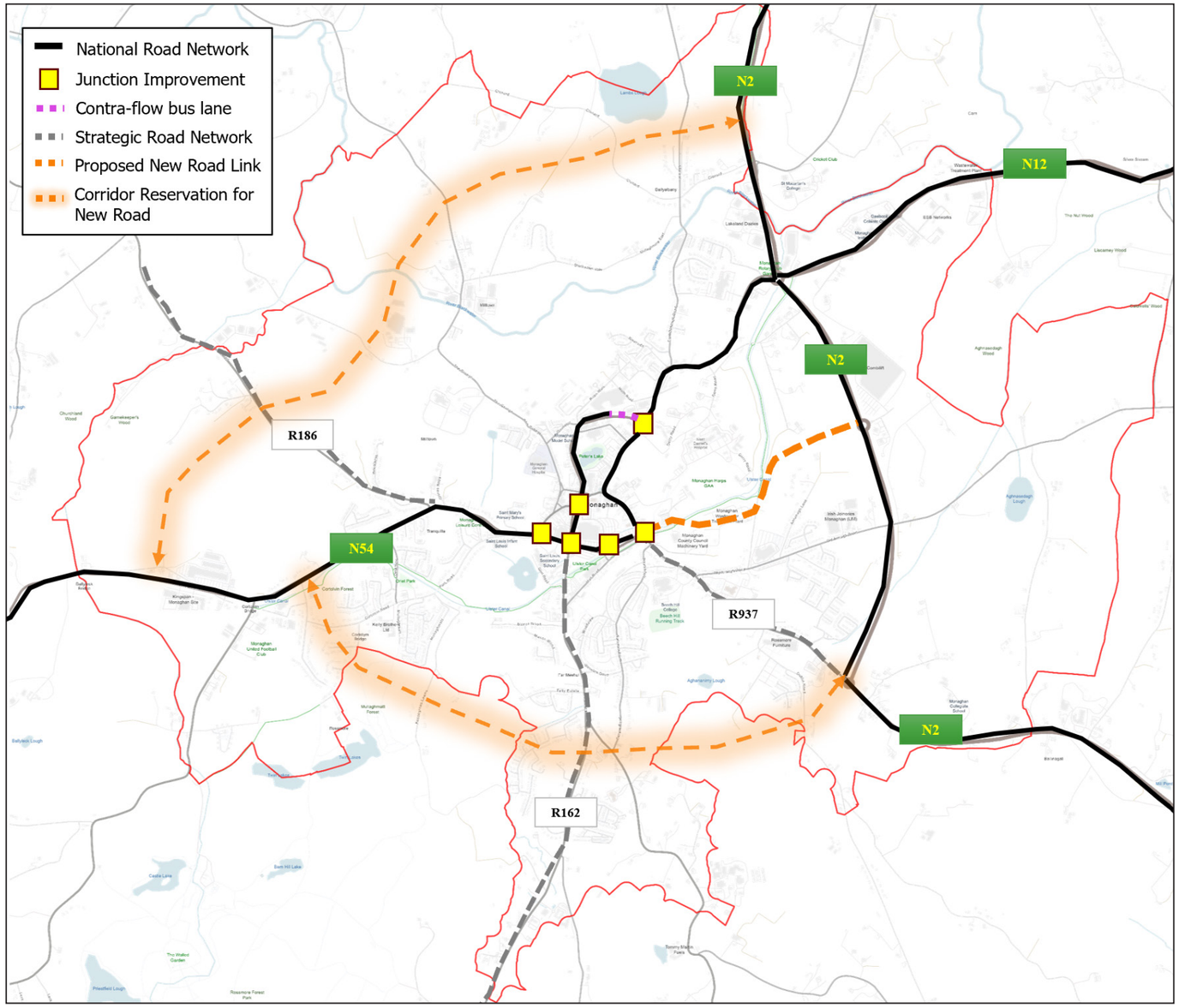
The MLUTS study identified several potential new road links which would assist with both local and regional connectivity. These new links would also support changes to the streets within the town centre (i.e. for active travel and public realm improvements) as a result of the change in traffic patterns.

Many of the recommendations included in the MLUTS study have been incorporated into the road network long list of options presented in Figure 4.9, including

- Several junction upgrades along the N54
- Mid-Town Link: Old Cross Square to N2 Annahagh Roundabout;
- Southern Link Routes (connecting the N54 Clones Road to R188 Cootehill Road and the R162 Ballybay Road to the N2 Corlat Roundabout); and
- Northern Link Routes (connecting the N54 with the N2)
- Reclassification of town centre road network.

These new roads options are also included in the Monaghan County Development Plan 2025-2031. Progression of any of these options will require compliance with Spatial Planning and National Roads guidelines.

Figure 4.9 Road Network Options



4.4 Public Transport Network Development

The baseline SWOT analysis identified several opportunities for the public transport network within Monaghan Town.

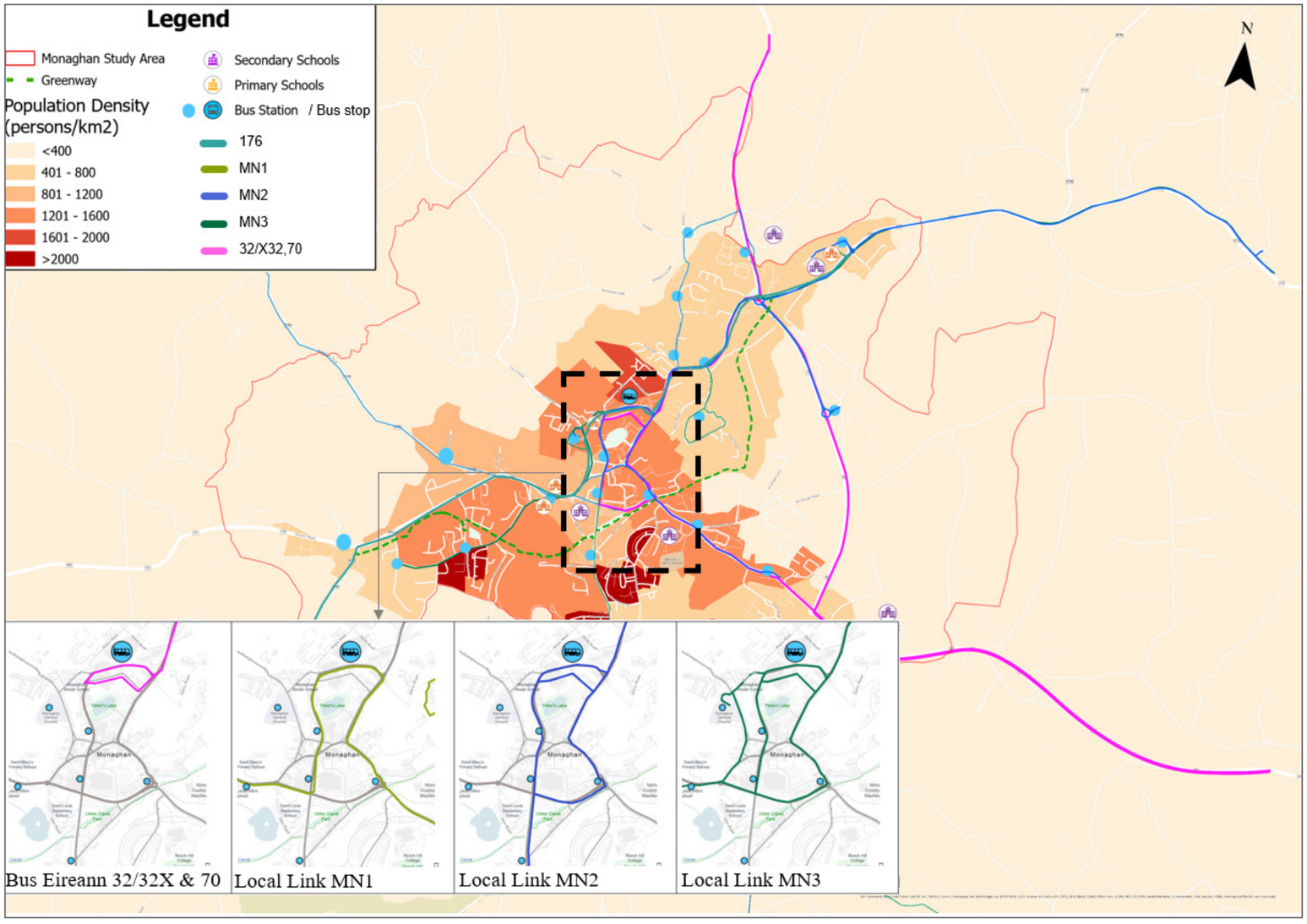
Changes to the bus network has been recently introduced and in general no changes to the existing bus routes are proposed as part of the LTP.

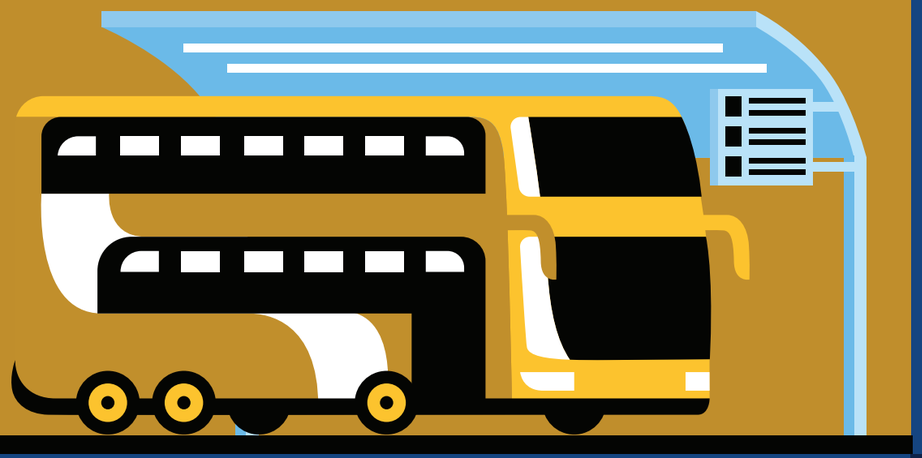
One issue that can be potentially addressed to improve bus services is along North Road where it may be feasible to allow more direct access to the bus station (as opposed to the existing circuitous route they must take).

There are several bus stops which would benefit from upgrades while new road links could potentially accommodate new bus routes, stops and mobility hubs in the future.

In addition to the above, improvements to the active travel network will improve access to/from bus stops and the bus station.

Figure 4.10: Existing Public Transport Network





Section 5

Options Assessment

5. Options Assessment

The purpose of Part 3 of the ABTA process is to ensure that the selected transport solutions are well-evaluated and capable of meeting the needs of the area effectively. This stage is crucial for making informed decisions that will shape the future transport infrastructure and policies.

5.1 Methodology

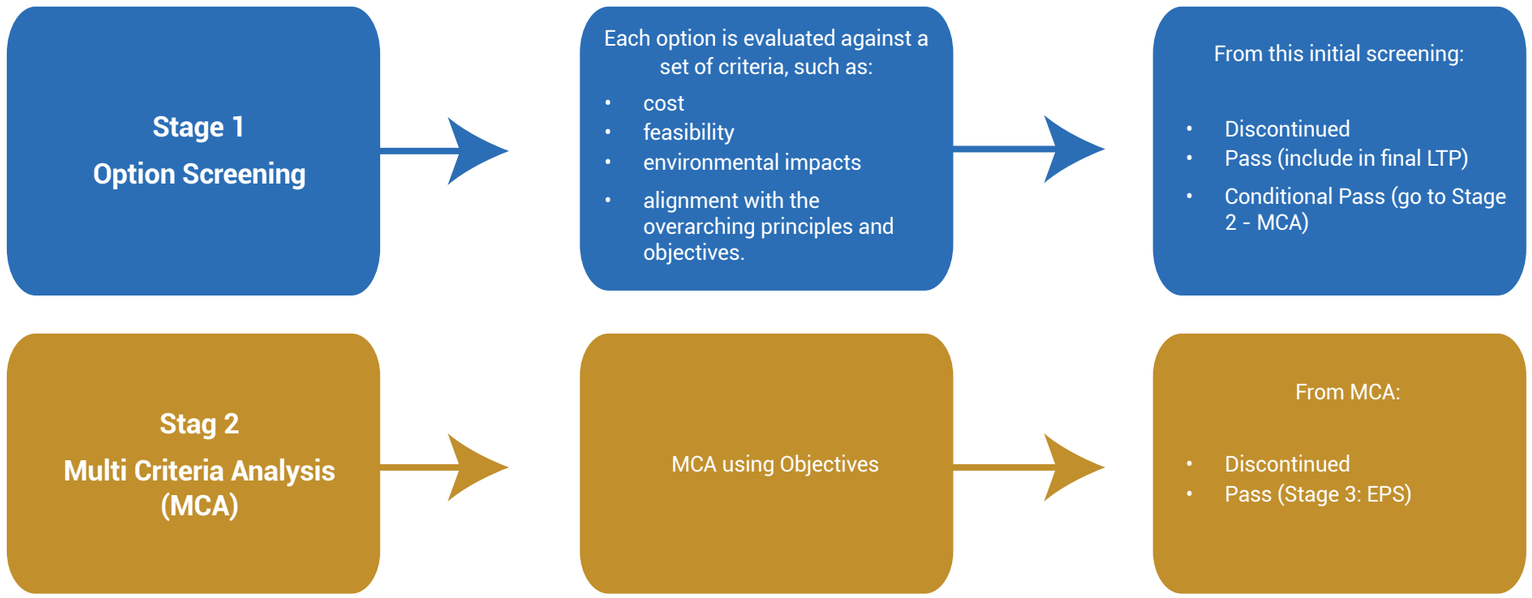
In order to determine the preferred options for inclusion in the draft Local Transport Plan, the long-list of options will be passed through the following process:

- Stage 1 Options Screening: The long-list of options were screened against a set of criteria, such as cost, feasibility, environmental impact, and alignment with the overarching principles and objectives. This is to identify which ones should be discontinued, which could pass directly to the draft Local Transport Plan, and which require further assessment.
- Stage 2 Interim Multi-Criteria Analysis (MCA): Options requiring further analysis are passed through a MCA with qualitative and quantitative indicators used to score each option against the study objectives (see Table 5.1);
- Stage 3 Emerging Preferred Strategy (EPS): Options passing Stage 1 and Stage 2 form the initial draft Local Transport Plan for public consultation.
- Stage 4 Final Preferred Strategy: Feedback from key stakeholders and the public consultation process will be used to refine the preferred Local Transport Plan. The following sections provide a more detailed description of each of the stages outlined above.

Table 5.1: MCA Scoring

	Description	Score
	Highly Positive Impact	7
	Positive Impact	6
	Slight Positive Impact	5
	Neutral Impact	4
	Slight Negative Impact	3
	Negative Impact	2
	Highly Negative Impact	1

Figure 5.1 Part 3 Assessment Process



5.2 Active Travel Network Options

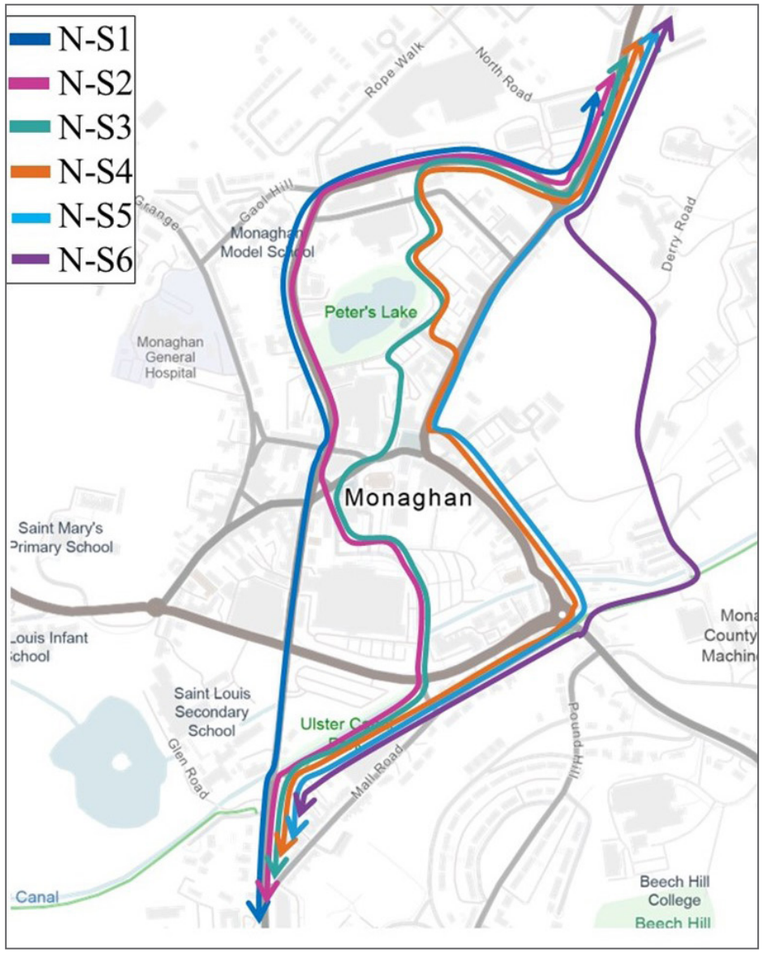
5.2.1 North-South Active Travel Link Options

Six route options have been developed as assessed in order to deliver a north-south active travel route. All six route options would connect from McNallys Filling Station to the south (along Cootehill Rd) to Coolshannagh Roundabout via Monaghan town centre. The route options considered are presented in Figure 5.2 and described below.

- N-S 1 – This route would utilise Glen Road, Dawson Street and North Road and intersect with the Greenway along Glen Road.
- N-S 2 – This route would utilise Glen Road, the Greenway, Castle Road (via the Church Square car park) and continue along North Road.
- N-S 3 – This route would utilise Glen Road, the Greenway, Castle Road (via the Church Square car park). To continue northbound, it would route through the Diamond and car parks adjacent to Peter's Lake before connecting with North Road via a new link.
- N-S 4 – This route would utilise Glen Road and the Greenway up to the Dublin Street North Regeneration area. To continue northbound, it would use Glaslough St and car parks adjacent to Peter's Lake before connecting with North Road via a new link.
- N-S 5 - This route would utilise Glen Road and the Greenway up to the Dublin Street North Regeneration area. To continue northbound, it would use Glaslough St (through the removal of on-street parking).
- N-S 6 - This route would utilise Glen Road and the Greenway, and then utilise the proposed new road as part of the Roosky Masterplan/Civic Offices development, before rejoining the N54 near the junction with North Road.

It should be noted that Glen Road, Dawson Street, the N54, Glaslough Street and Dublin Street all form part of the urban primary and interurban cycle routes identified in CycleConnects for Monaghan town.

Figure 5.2 North-South Cycle Route Options (Town Centre)



5.2.1.1 Stage 1 – Options Screening

Option N-S 4and N-S 5 have been screened out at the initial stage as an active travel connection between the Dublin Street North Regeneration Area and Glaslough Street would appear very challenging to deliver a connection given the urban form along Glaslough Street. The other four options are considered feasible and have progressed to the next stage of assessment as summarised in Table 5.2.

Table 5 2: North-South Cycle Route Options

	Active Travel Options	Discontinued	Pass	Conditional Pass
N-S 1	Utilise Dawson Street and North Road	X	X	Y
N-S 2	Utilise Greenway and Castle Road	X	X	Y
N-S 3	Utilise Greenway to Castle Road, Church Sq. car park and The Diamond/ Glaslough car parks and links to North Road	X	X	Y
N-S 4	Utilise Greenway and Dublin Street North Regeneration Plan Area	Y	X	X
N-S 5	Utilise Greenway and Dublin Street North Regeneration Plan Area and Glaslough Street	Y	X	X
N-S 6	Utilise Greenway and Rooky Masterplan/ Civic Offices Area	X	X	Y

5.2.1.2 Stage 2 – MCA Assessment

An MCA analysis of the North-South Route options has been undertaken as shown in Table 5.3, with route N-S 1 being the emerging preferred route option, although it should be noted that the other routes also scored well in terms of achieving some of the key objectives of the LTP.

Table 5.3: North-South Cycle Route MCA

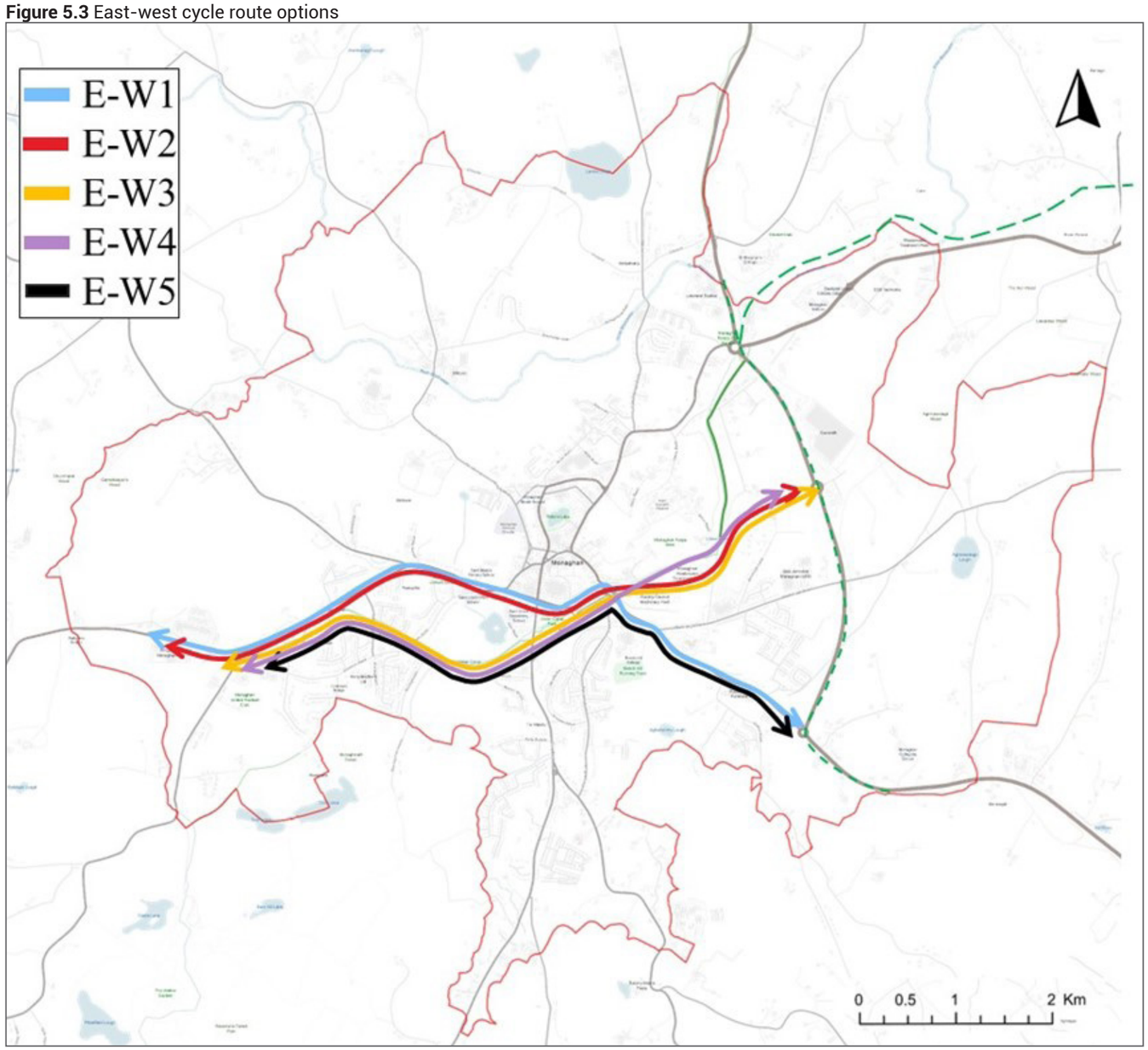
	N-S 1	N-S 2	N-S 3	N-S 4
OB1 – Active Travel: - improve walking and cycling connections throughout the Study Area and all land uses	7	6	6	6
OB2 – Public Transport: - encourage the use of public transport by promoting the existing connections and improving the infrastructure	4	4	4	4
OB3 – Car Parking: - rationalise and manage the existing off and on street parking opportunities to improve the public realm, support travel by sustainable mode and provide other functions such as wider footpath, cycle parking, outdoor dining areas, etc	5	5	5	4
OB4 – Integration of Land Use and Transport: - integration of existing and future land use and transport networks	6	5	5	6
OB5 – Safety: - improve and enhance safety for all, especially vulnerable roads users	7	6	5	5
OB6 – National Road Network: - Provide, protect and maintain for the safe and efficient movement of people and goods whilst safeguarding the strategic function of the national road network	4	4	4	4
Score	33	30	29	29

5.2.2 East-West Active Travel Link Options

Five route options have been developed as assessed in order to deliver an east-west active travel route. These are presented in Figure 5.3

- E-W 1 – This route would utilise the existing N54 and R937 and generally relies on the reallocation of existing road space.
- E-W 2 – This route would utilise the existing N54 and connect with the potential mid-town link road scheme (from Old Cross Square to Annahagh Roundabout).
- E-W 3 – This route would utilise the existing Greenway (accessible near the junction of the N54/R189) and the potential mid-town link road scheme (from Old Cross Square to Annahagh Roundabout).
- E-W 4 - This route would utilise the existing Greenway (accessible near the junction of the N54/R189) and the potential active travel spur from Annahagh Roundabout Link.
- E-W 5 - This route would utilise the existing Greenway (accessible near the junction of the N54/R189) from the west of the study area until Old Cross Square and continue along the R937 to connect with the N2.
- It should be noted that the N54 (from the Knockroe Glen estate on the Clones Road) and the R937 forms part of the urban primary cycle routes identified in CycleConnects for Monaghan town.

Figure 5.3 East-west cycle route options



5.2.2.1 Stage 1 – Options Screening

Each of the five options are considered feasible and have progressed to the next stage of assessment as summarised in Table 5.4. Options E-W2, E-W3 and E-W5 have the potential to follow alignment of the mid-town link road, but the development of these options in not dependent on the progress of this new link

Table 5.4: East-West Cycle Route Options

	Active Travel Options	Discontinued	Pass	Conditional Pass
E-W 1	Utilise N54 and R937	X	X	Y
E-W 2	Utilise N54 and potential Mid-town link (Old Cross Square to Annahagh Roundabout Link)	X	X	Y
E-W 3	Utilise existing greenway and potential Mid-town link (Old Cross Square to Annahagh Roundabout Link).	X	X	Y
E-W 4	Utilise existing greenway and potential active travel spur from Annahagh Roundabout Link	X	X	Y
E-W 5	Utilise existing greenway until Old Cross Square and the R937	X	X	Y

5.2.2.2 Stage 2 – MCA Assessment

An MCA analysis of the East-West Route options has been undertaken as shown in Table 5.5, with route E-W 3 being the emerging preferred route option, although it should be noted that the other routes also scored well in terms of achieving some of the key objectives of the LTP. The main concern regarding routes along the N54 (E-W 1 and E-W 2) are the potential impact to the strategic function of the N54 due to the reallocation of road space and junction modifications. However, these could only be fully evaluated at scheme design stage.

It is proposed to include both E-W 1 and E-W 3 in the emerging preferred strategy which, when developed creates a network that encompasses the other route options considered also.

Table 5.5: East- West Cycle Route MCA

	E-W 1	E-W 2	E-W 3	E-W 4	E-W 5
OB1 – Active Travel: - improve walking and cycling connections throughout the Study Area and all land uses	5	5	6	6	5
OB2 – Public Transport: - encourage the use of public transport by promoting the existing connections and improving the infrastructure	4	4	4	4	4
OB3 – Car Parking: - rationalise and manage the existing off and on street parking opportunities to improve the public realm, support travel by sustainable mode and provide other functions such as wider footpath, cycle parking, outdoor dining areas, etc	4	4	4	4	4
OB4 – Integration of Land Use and Transport: - integration of existing and future land use and transport networks	6	7	7	7	6
OB5 – Safety: - improve and enhance safety for all, especially vulnerable roads users	6	7	7	7	7
OB6 – National Road Network: - Provide, protect and maintain for the safe and efficient movement of people and goods whilst safeguarding the strategic function of the national road network	3	3	4	4	4
Score	28	30	32	32	30

5.2.3 Permeability Options

Several new permeability links have been assessed as presented in Figure 5.4. The rationale for this new links is summarised in Table 5.7. Walking links which complement new housing developments have been automatically passed to the emerging preferred strategy and are shown in Figure 5.4 in red.

Figure 5.4: Overall Permeability Options

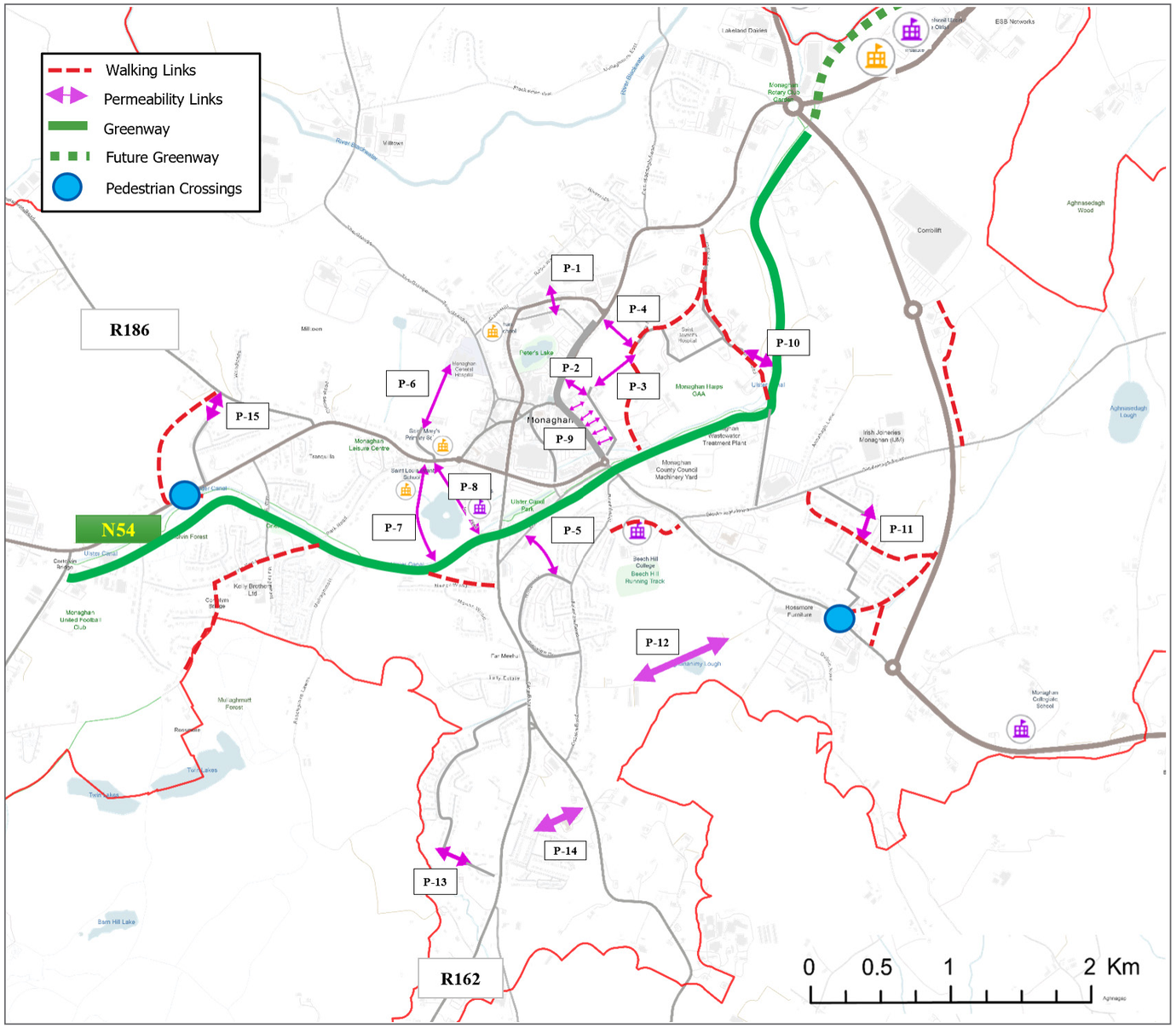


Table 5.6: Permeability Options

	Permeability Options	Discontinued	Pass	Conditional Pass
P-1	Active travel connection from North Road to Plantation Road, connecting the bus station, Peace Campus and the improved pedestrian link through to Glaslough Street and Peter's Lake.	N	Y	N
P-2	Active travel connection from Glaslough Street to Diamond Centre.	N	Y	N
P-3	Active travel connection from the Diamond Centre, through the Roosky Masterplan Area to Old St. Davnet's Hospital Complex	N	Y	N
P-4	Active travel connection from Old St. Davnet's Hospital Complex to Glaslough Street	N	Y	N
P-5	Walking connection from Mall Road to Dr McKenna Terrace	N	Y	N
P-6	Active travel connection from St. Marys National School and Monaghan General Hospital	N	Y	N
P-7	Active travel connection from N54 Clones Rd to Ulster Canal Greenway	N	Y	N
P-8	Active travel connection from N54 Clones Rd to Ulster Canal Greenway	N	Y	N
P-9	Active travel connection from Dublin Street to “Russel Row”	N	Y	N
P-10	Active travel connection from Ulster Canal Greenway to St. Davnet's Campus	N	Y	N
P-11	Active travel connection between Ashgrove Lawns and Latlorcan Way.	N	Y	N
P-12	Active travel connection from Latlurcan Cemetery Chapel to Glenview Heights.	Y	X	N
P-13	Active travel connection from Beechgrove Lawns and Cootehill Road (via The Corran residential estate).	N	Y	N
P-14	Active travel connection from Drumbear Wood to Ballybay Road via Monaghan Elim Pentecostal Church (or adjacent lands)	Y	X	N
P-15	Active travel connection from Knockmore Glen and Scotstown Road	N	Y	N

Table 5.7: Permeability Links Rationale

Option	Description	Rationale
P-1	Active travel connection from North Road to Plantation Road, connecting the bus station, Peace Campus and the improved pedestrian link through to Glaslough Street and Peter's Lake.	This new link would facilitate walking and cycling trips to the bus station, allowing them to travel along Plantation Road rather than North Road. This would serve desire lines from town centre to bus station, away from the national road network, by utilising local and regional road network.
P-2	Active travel connection from Glaslough Street to Diamond Centre.	This new link would facilitate walking and cycling trips from the Diamond Centre car park (in the short-term) and eventually to the Roosky Masterplan Area (in the long-term). It does, however, require routing through 3rd party lands
P-3	Active travel connection from the Diamond Centre, through the Roosky Masterplan Area to Old St. Davnet's Hospital Complex	This new link would facilitate walking and cycling trips from the town centre, through the Roosky Masterplan area to Old St. Davnet's Hospital lands. This link would allow for walking and cycling trips to the bus stop at St. Davnet's Hospital from the Roosky Masterplan area.
P-4	Active travel connection from Old St. Davnet's Hospital Complex to Glaslough Street	This is an existing, well used connection which could be improved in terms of lighting and the provision of a crossing a Glaslough Street.
P-5	Walking connection from Mall Road to Dr McKenna Terrace	This new link would facilitate walking and cycling trips from Mall Road and the Ulster Canal Greenway to the residential areas along Dr McKenna Terrace. There is an existing steeped connection, and this option would look to provide a ramped connection to accommodate all users.
P-6	Active travel connection from St. Marys National School and Monaghan General Hospital	This new link would facilitate walking and cycling trips between Monaghan Geneal Hospital (and High Street) and St Marys National School, thus providing a safe and convenient connection between residential areas and the school and Hospital.
P-7	Active travel connection from N54 Clones Rd to Ulster Canal Greenway	This new link provides a new active travel connectivity point between the N54 Clones Road and Ulster Canal Greenway, with potential for connection into St. Louis National School.
P-8	Active travel connection from N54 Clones Rd to Ulster Canal Greenway	This new link provides a new active travel connectivity point between the N54 Clones Road and Ulster Canal Greenway, with potential for connection into St. Louis Secondary School.
P-9	Active travel connection from Dublin Street to “Russel Row”	These new pedestrian and cycle connections would enhance the connectivity between Dublin Street and the Dublin Street North Masterplan new street “Russel Row”.
P-10	Active travel connection from Ulster Canal Greenway to St. Davnet's Campus	This new link adds an additional connectivity point between the St Davnet's Campus via the Ulster Canal Greenway.
P-11	Active travel connection between Ashgrove Lawns and Latlorcan Way.	This new pedestrian and cycle connection improvement which would enhance the connectivity between the Old Armagh Road and Dublin Road, helping to reduce walk and cycle journey times.
P-13	Active travel connection from Beechgrove Lawns and Cootehill Road (via The Corran residential estate).	This new link would facilitate walking and cycling trips from Beechgrove Lawns to Cootehill Road (via The Corran). Ballybay Road is also proposed as part of the future cycle network.
P-15	Active travel connection from Knockmore Glen and Scotstown Road	This new link would facilitate walking and cycling trips at the end of the Knockmore Glen cul-de-sac with Scotstown Road where there is a bus stop. It would improve the connection between Clones Road and Scotstown Road. The connection, does, however, route through 3rd party lands.

5.3 Road Network Options

Five options for the road network (and associated traffic management) have been developed. These are summarised below (see also Figure 4.9).

- TM 1 – Upgrade of junctions along the N54 to ensure strategic function of the national road is maintained. Town centre traffic management generally maintained as per existing situation.
- TM 2 – Upgrade of junctions along the N54 to ensure strategic function of the national road is maintained. Reclassification of R937, N54 Dawson Street, N54 Glaslough Street and N54 North Road.
- TM 3 – Upgrade of junctions along the N54 and mid-town link scheme. Allows for enhanced traffic management measures within town centre.
- TM 4 – Long term objective to provide a northern link road (connecting the N54 with the N2).
- TM 5 – Long term objective to provide a southern link road (connecting the N54 Clones Road to R188 Cootehill Road and the R162 Ballybay Road to the N2 Corlat Roundabout).
- Traffic modelling of junctions along the N54 previously undertaken as indicated that signal-controlled arrangements at the Margaret Skinnider Roundabout and the Old Cross Square Roundabout would improve traffic flow on the N54 as well as allow for enhanced active travel facilities. These recommendations have been used to inform the assessment of the proposed road network options developed as part of the LTP.

5.3.1.1 Stage 1 – Options Screening

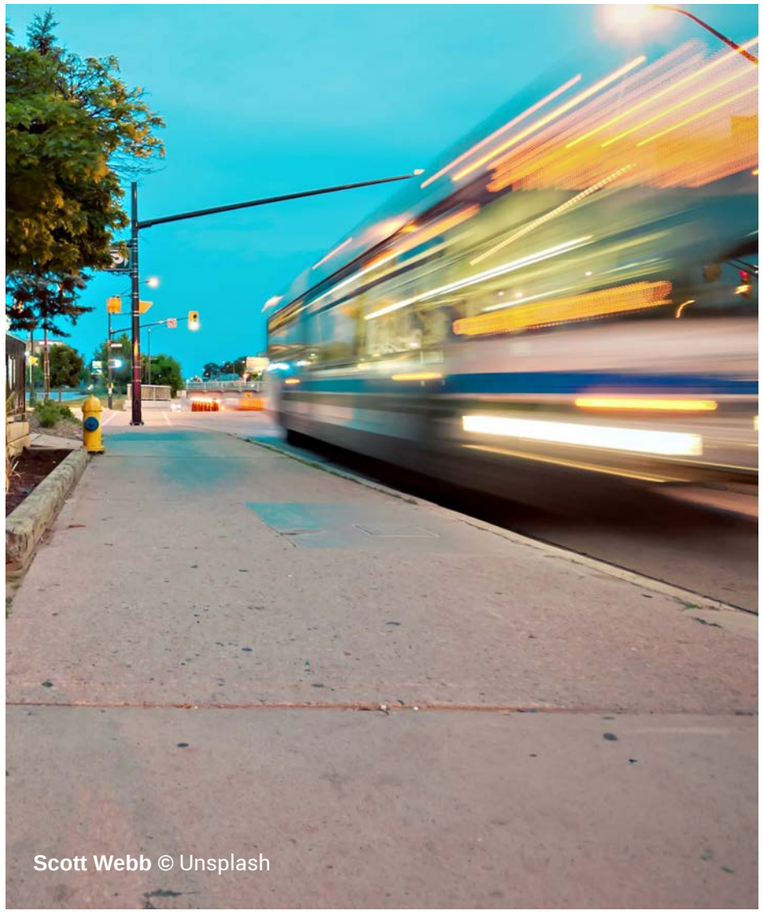
Given the Northern Link Road and Southern Link Roads are not anticipated to be delivered during the life of this LTP, they are not being progressed to the MCA stage as summarised in Table 5.8. However, given they are long-term objectives, the protection of their corridor has been included in the Emerging Preferred Strategy.

Table 5.8: Traffic Management Options

	Traffic Management Options	Discontinued	Pass	Conditional Pass
TM-1	Upgrade junctions along N54	X	X	Y
TM-2	Upgrade junctions along N54 and reclassification of R937, N54 Dawson Street, N54 Glaslough Street and N54 North Road.	X	X	Y
TM-3	TM-1 and TM-2 plus additional town centre signalisation and mid-town link road	X	X	Y
TM-4	Longer Term Northern Link Road	X	Y	X
TM-6	Longer Term Southern Link Road	X	Y	X

5.3.1.2 Stage 2 – MCA Assessment

An MCA analysis of the road network options has been undertaken as shown in Table 5.9. TM-3 is the emerging preferred route option, as the mid-town link provides a number of opportunities for active travel enhancements within the town centre. However, as this is a longer-term solution, TM-2 could be progressed as an interim solution also.

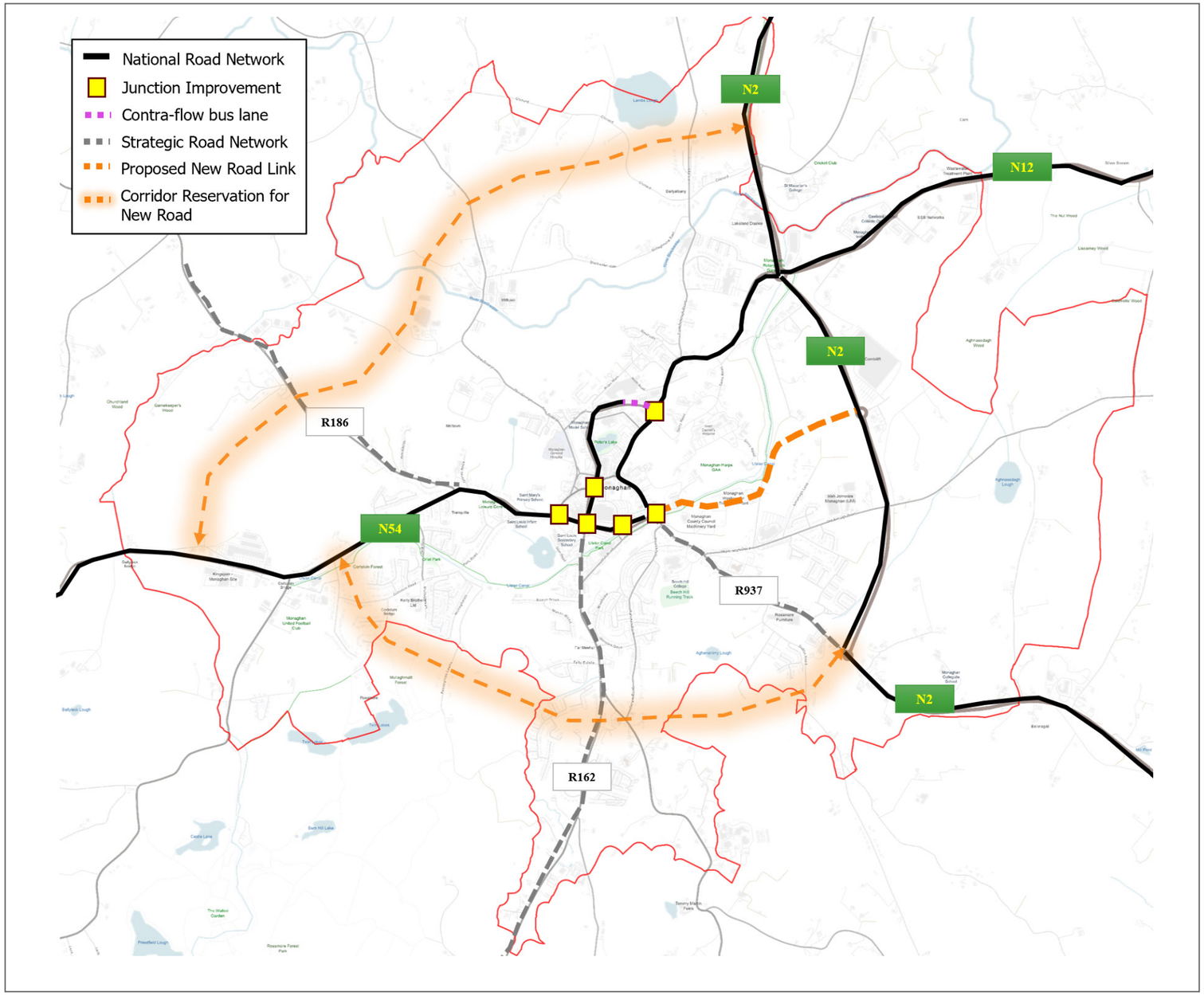


Scott Webb © Unsplash

Table 5.9: Traffic Management MCA

	TM-1	TM-2	TM-3
OB1 – Active Travel: - improve walking and cycling connections throughout the Study Area and all land uses	5	6	7
OB2 – Public Transport: - encourage the use of public transport by promoting the existing connections and improving the infrastructure	5	5	5
OB3 – Car Parking: - rationalise and manage the existing off and on street parking opportunities to improve the public realm, support travel by sustainable mode and provide other functions such as wider footpath, cycle parking, outdoor dining areas, etc	4	6	6
OB4 – Integration of Land Use and Transport: - integration of existing and future land use and transport networks	4	5	6
OB5 – Safety: - improve and enhance safety for all, especially vulnerable roads users	6	6	6
OB6 – National Road Network: - Provide, protect and maintain for the safe and efficient movement of people and goods whilst safeguarding the strategic function of the national road network	5	7	7
Score	29	35	37

Figure 5.5 Road Network Emerging Preferred Strategy



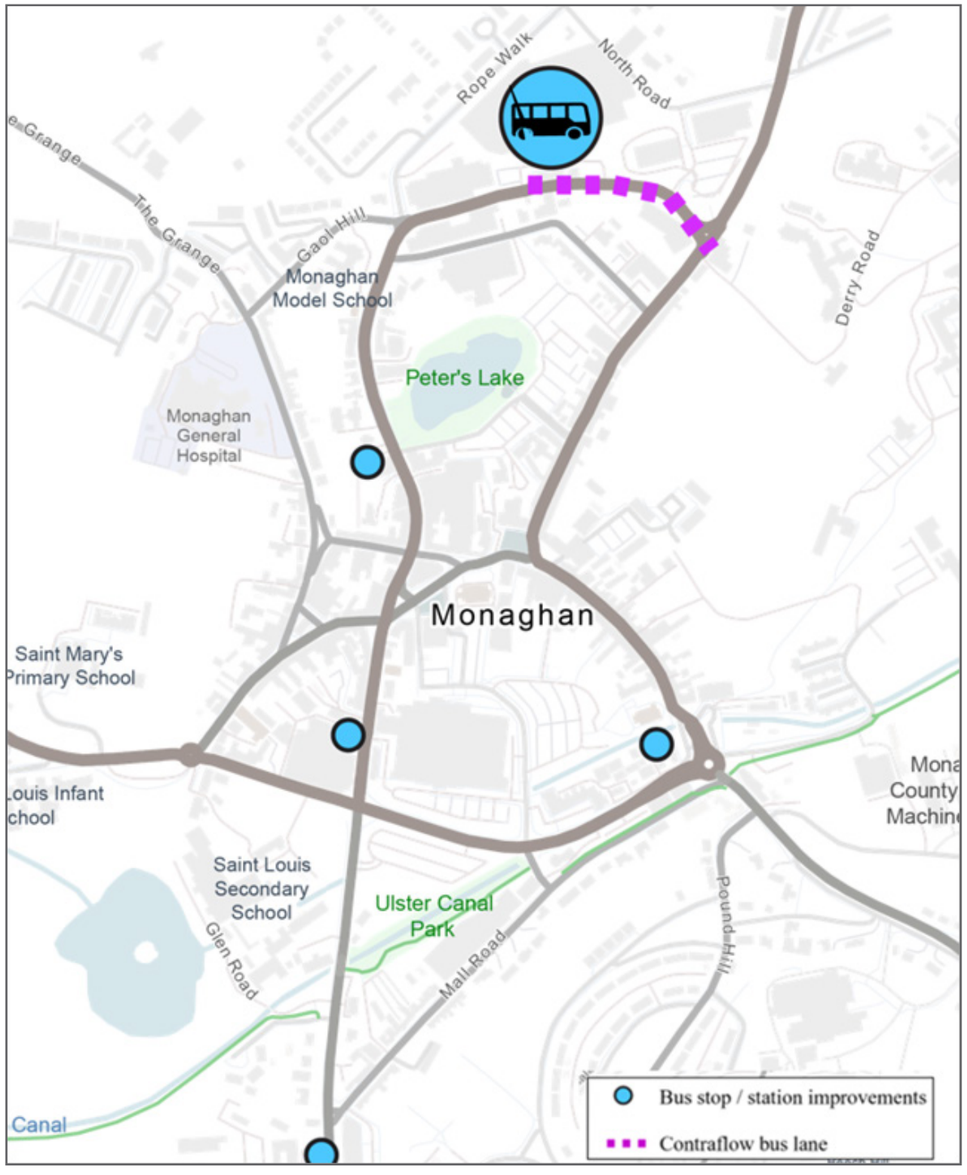
5.4 Public Transport Options

Several improvements for the public transport network have been assessed as presented in Figure 5.6. It is proposed to incorporate all of these measures into the Emerging Preferred Strategy.

Table 5.10: Public transport options

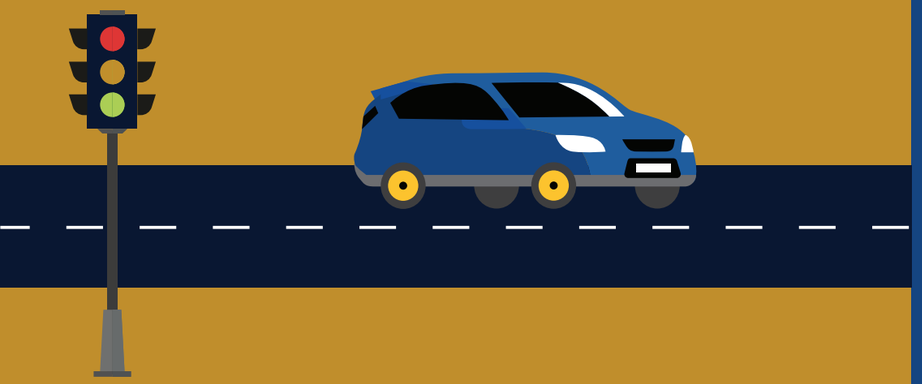
	Public Transport Options	Discontinued	Pass	Conditional Pass
PT-1	Convert North-Road to two-way for buses only (between Glaslough Street and bus station). Vehicle traffic will continue eastbound only.	N	Y	N
PT-2	Upgrade the following bus stops • Glen Road • Old Cross Square • North Road • Dawson Street.	N	Y	N

Figure 5.6: Public transport options



PÁIRC FORAOISE
AN ROIS MHÓIR
ROSSMORE FOREST PARK

© Freepik



Section 6

Emerging Preferred Strategy

6. Emerging Preferred Strategy

The Emerging Preferred Strategy (EPS) for Monaghan Town outlines the development and implementation of transport measures designed to achieve the project's objectives. It consists of the following network

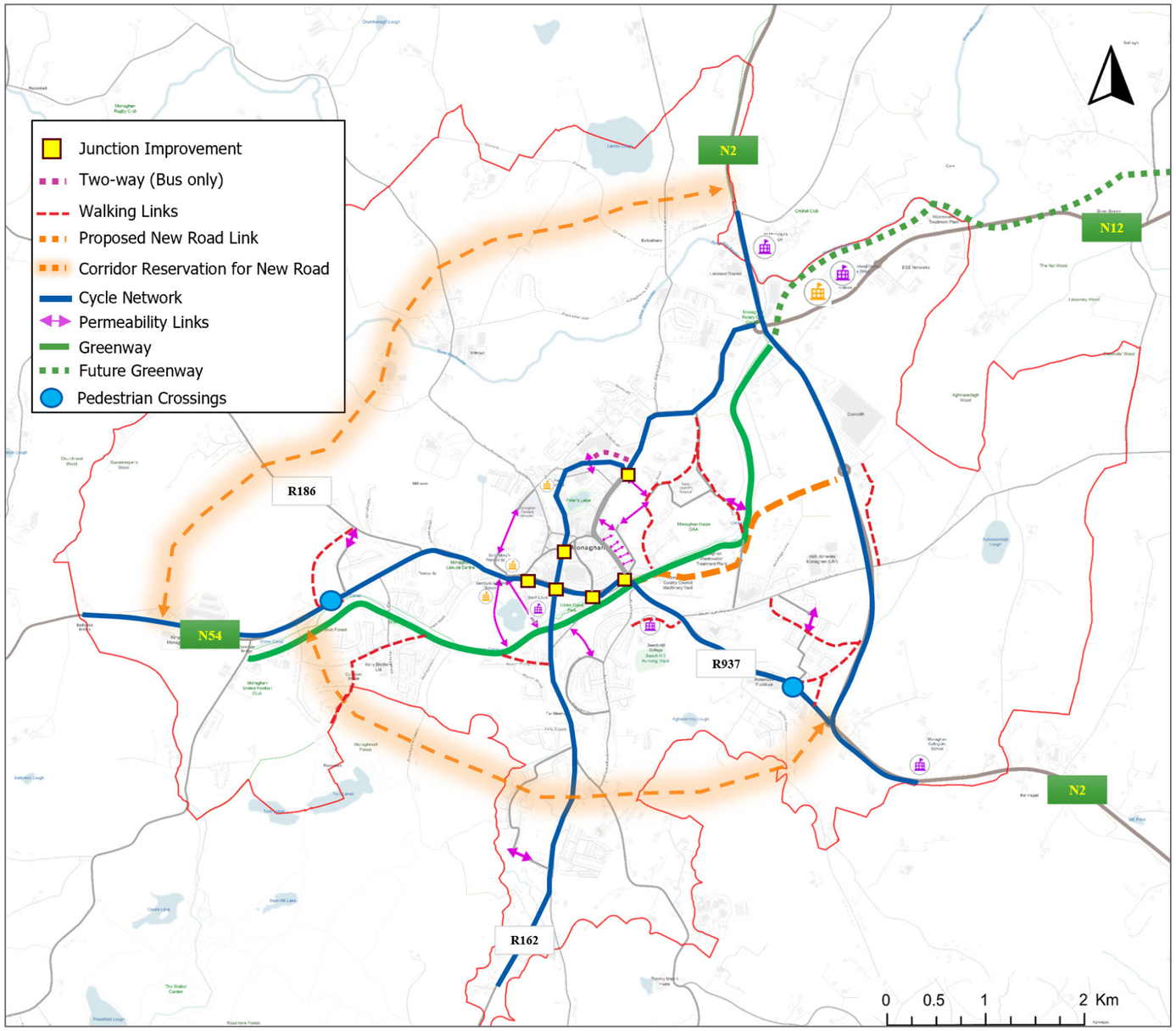
- Emerging Preferred Active Travel Network
- Emerging Preferred Road Network
- Proposed Public Transport Measures
- Proposed Complimentary Measures

This section provides an overview of the strategy's development and introduces the specific transport interventions to be implemented.

Collectively, these interventions aim to create a balanced and integrated transport network, facilitating the sustainable growth of Monaghan Town and enhancing the quality of life for its residents.

The emerging preferred strategy is shown in Figure 6.1.

Figure 6.1: Emerging Preferred Strategy



6.1 Emerging Preferred Active Travel Network

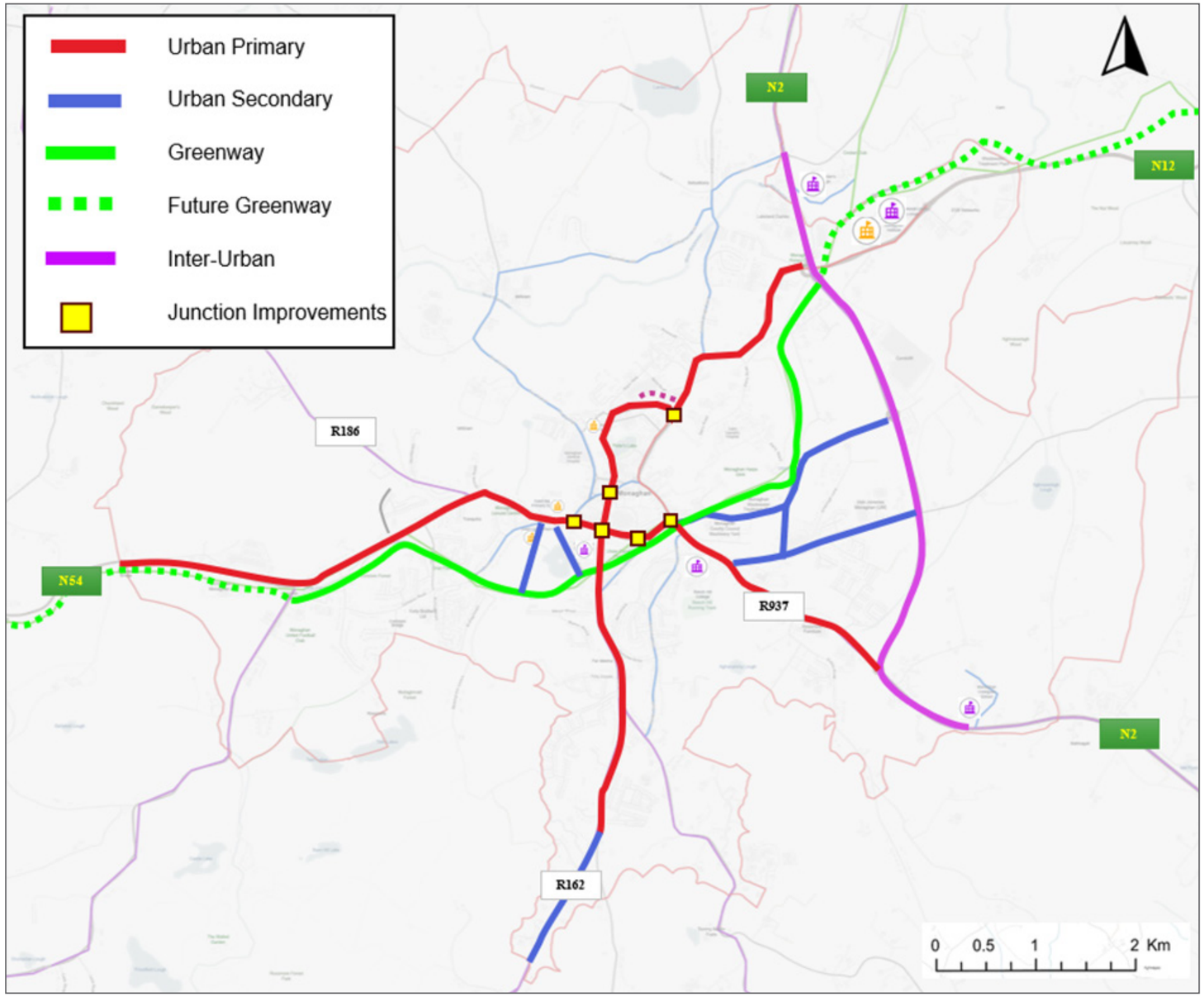
The emerging preferred cycle network, overlaid on the CycleConnects network is presented in Figure 6.2 and is comprised of:

- An urban primary / inter-urban north-south cycle route
- An urban primary east-west cycle route (along the N54 and R937)
- An inter-urban cycle route along the N2
- The existing Ulster Canal Greenway and future expansions;
- An inter-urban route along the future mid-town link route; and
- Several new permeability links.

The active travel network will also benefit from junction upgrades and complimentary measures such as new cycle parking.

The network connects key trips attractors, and in particular primary and post-primary schools, with residential areas.

Figure 6.2: Cycle Network overlap with CycleConnects



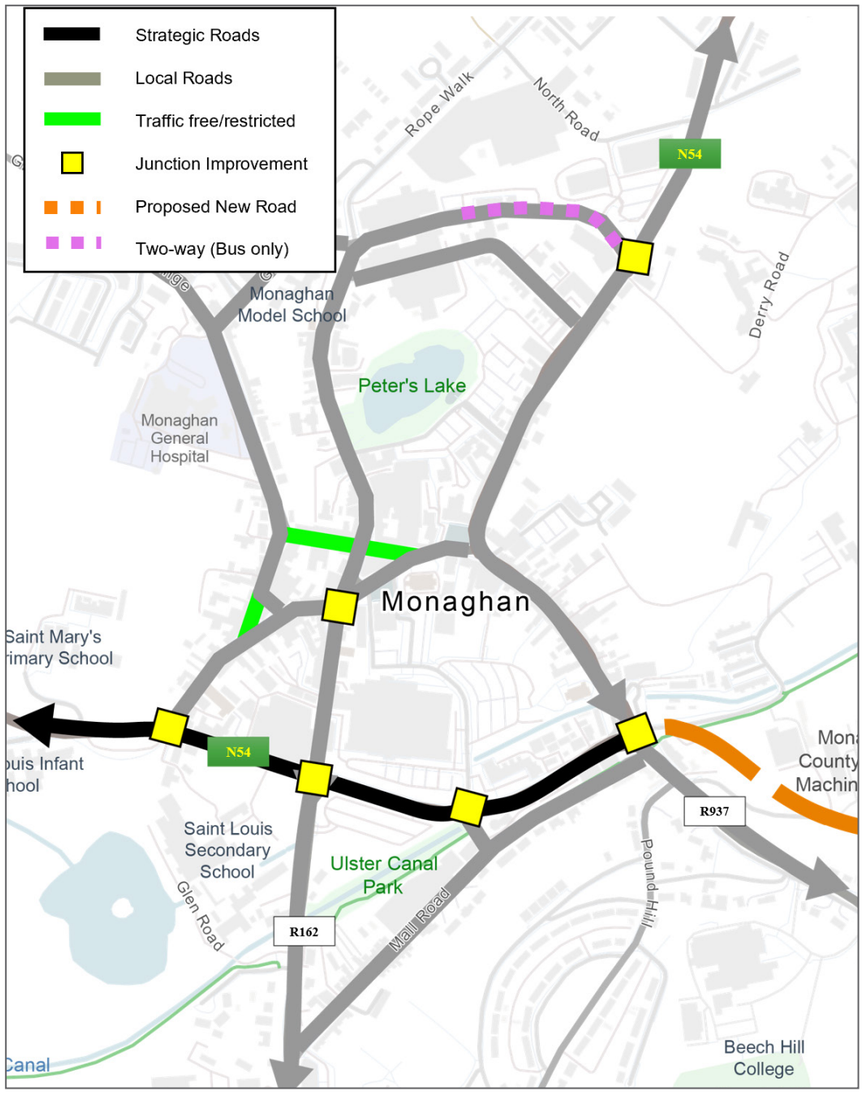
6.2 Emerging Preferred Road Network

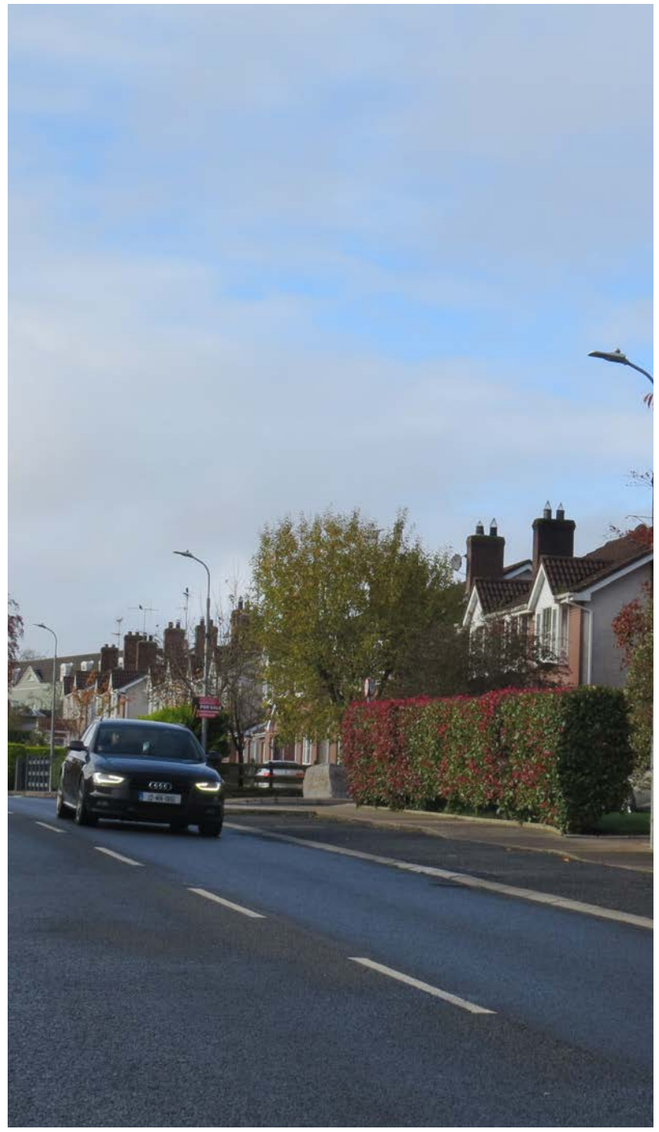
- Upgrade of the following key junctions along N54 to accommodate active travel improvements as well as protecting the strategic function of the National Road network including:
  - Margaret Skinnider roundabout.
  - Dawson Street junction
  - N54 / Broad Rd with closure of connection from Canal St/ Castle Rd.
  - Old Cross Square Roundabout Junction
- Junction upgrade at Market St/Dawson St junction in town centre to support the town centre traffic circulation strategy.
- Implementation of the proposed mid-town link scheme (from Old Cross Square to Annahagh roundabout)
- Reclassification of town centre road network.
- Corridor preservation for Southern and Northern Links (as detailed in the County Development Plan).

To note, upgrading national road junctions will require detailed design and the submission of Design Reports in accordance with TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes). Further detailed modelling will be carried out as part of the planning process for any proposed infrastructure measures, including the proposed improvements of the urban junctions on the N54, national road.

The associated town centre traffic management strategy is presented in Figure 6.3.

Figure 6.3: Emerging Preferred Town Centre Circulation





6.3 Emerging Preferred Public Transport

The improved public transport network will include:

- Accommodate two-way movement for buses along North Road (between Glaslough Street and the bus station)
- Improving the infrastructure at the following bus stops
  - Glen Road
  - Old Cross Square
  - North Road
  - Dawson Street

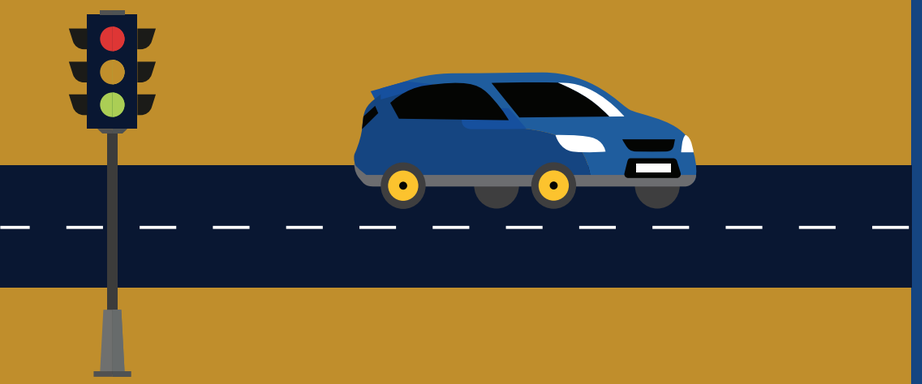
6.4 Complementary Measures

In addition to the options outlines above, a series of complimentary measures are also proposed to support the principles and objectives of the Monaghan LTP. These are outlines in Table 6.1

Table 6.1: Complimentary Measures

Measure	Description
CM1	Re-allocation of existing public on-street and off-street parking spaces for: • EV charging (EV charging strategy currently being developed separate to this plan) • Dedicated Senior Citizen Parking • Dedicated Accessible Parking • Cycle Parking
CM2	Introduction of a Bike Share Scheme on Monaghan Town (e.g. similar to Bolt in Sligo)
CM3	Cargo Bike Rental Scheme (e.g. similar to scheme in Fingal County Council)
CM4	Bike Parking (provision of mix on on-street and secure facilities in the town centre and at other key destinations particularly schools)
CM5	Car Share Scheme • Support the provision of a private car share scheme (e.g. such as Go Car) through the provision of dedicated on-street or off-street parking spaces)
CM6	Additional pedestrian and cyclist wayfinding signage throughout the town
CM7	Active Travel Plans for Schools and Workplaces
CM8	Review of transition zones and gateway locations on approach roads into Monaghan Town, given the buildup of development along particular routes (eg. N54 Clones Road). These gateways can influence diver behaviour, signalling an entrance into an urban area.
CM9	Review of speed limits within the town centre, including introduction of 30kph zones where appropriate.
CM10	Mobility hubs which support secure cycle parking and EV charging


INSPIRE



Section 7

Implementation

7. Implementation

7.1 Introduction

The LTP is designed to be adaptable, scalable, and resilient to accommodate changes in population and employment growth in Monaghan Town. It is a dynamic document which will be regularly reviewed and updated.

To maximise the effectiveness of the LTP, Monaghan County Council will collaborate with the National Transport Authority, Transport Infrastructure Ireland, and other key stakeholders to:

- Secure capital investment for the design, planning and implementation of schemes and initiatives;
- Implement the LTP transport network, supporting measures and demand management measures; and
- Monitor and review progress.

7.2 Mechanisms for Delivery

To implement the Monaghan LTP, several mechanisms will be utilised, including:

7.2.1 Section 38 Developments

This involves traffic calming, minor road enhancements, and specific measures to improve public bus services, as allowed under Section 38 of the Road Traffic Act 1994 (as amended).

7.2.2 Part 8 Developments

Numerous walking, cycling, and road projects fall under the Part 8 process, where projects exceeding a certain threshold but below the EIA threshold are evaluated by the Council's Elected Members.

7.2.3 Bus Operational Changes

These changes fall under the jurisdiction of the National Transport Authority.

7.2.4 EIA Applications to An Bord Pleanála

Transport projects exceeding a certain threshold must comply with the Environmental Impact Assessment Directive and related legislation. Such projects are submitted to An Bord Pleanála for evaluation, with major road schemes included in this category.

The requirement for public consultation related to the above processes is set out in legislation.

7.3 Funding and Costs

The delivery of Monaghan LTP will be subject to the availability of funding. It is acknowledged that each of the major elements of the LTP will be appraised individually on its own merits, in terms of feasibility, design, planning, approval and funding.

It is anticipated that funding for active travel projects will be sourced from the NTA's active travel investment programme. As per the NTA rapid build advice note (Feb 2023), active travel infrastructure proposals should include options using rapid build, cost-effective methods.

Business cases will be required for each of the major infrastructure proposals included in the LTP, in line with the requirements of the Public Spending Code (PSC) and the Transport Appraisal Framework (TAF).

7.4 Phased Implementation

The implementation of the LTP will be subject to subsequent reviews. However, an indicative implementation is set out, which divides delivery into two suggested phases – short-medium and longer term, Table 7.1.

Table 7.1: Prioritisation Plan

Network	Short-Medium Term	Longer Term
Walking	• New crossings and traffic calming measures • New permeability links • Key junction upgrades along N54 and within the town centre	Ongoing maintenance and renewal of footpaths, public realm and full realisation of the Walking Network proposals.
Cycling	• Design, planning and construction of strategic east-west cycle routes • Design, planning and construction of strategic north-south cycle routes • Provision of cycle parking facilities	Ongoing maintenance of cycle infrastructure; and Provision of cycle infrastructure to serve new development areas.
Public Transport	• Ongoing operation and optimisation of the bus network and priority measures • Accommodate two-way movement for buses along North Road (between Glaslough Street and the bus station) • Improving the infrastructure at the following bus stops - Glen Road - Old Cross Square - North Road - Dawson Street.	Ongoing operation and optimisation of the bus network and priority measures;
Road Network	• Design and planning of mid-town link route • Reclassification of roads in town centre • Protection of corridors for long-term road schemes	Ongoing review, monitoring and implementation of the future road network including routes which by-pass the town centre Construction of mid-town link route
Traffic Management	• Upgrade of junctions along N54 • Reallocation of road space to support walking and cycling priority measures	

Table 7.1: Prioritisation Plan

Network	Short-Medium Term	Longer Term

Complementary Measures	• Re-allocation of existing public on-street and off-street parking spaces for:
	  • EV charging (EV charging strategy currently being developed separate to this plan)
	  • Dedicated Senior Citizen Parking
	  • Dedicated Accessible Parking
	  • Cycle Parking
	• Introduction of a Bike Share Scheme on Monaghan Town (e.g. similar to Bolt in Sligo)
	• Cargo Bike Rental Scheme (e.g. similar to scheme in Fingal County Council)
	• Bike Parking (provision of mix on on-street and secure facilities in the town centre and at other key destinations particularly schools)
	• Support the provision of a private car share scheme (e.g. such as Go Car) through the provision of dedicated on-street or off-street parking spaces)
	• Additional pedestrian and cyclist wayfinding signage throughout the town
	• Active Travel Plans for Schools and Workplaces
	• Review of transition zones and gateway locations on approach roads into Monaghan Town, given the buildup of development along particular routes (eg. N54 Clones Road). These gateways can influence diver behaviour, signalling an entrance into an urban area.
	• Review of speed limits within the town centre, including introduction of 30kph zones where appropriate.
	• Mobility hubs which support secure cycle parking and EV charging	

8. Summary

This report details the development process of the draft Local Transport Plan (LTP) for Monaghan Town. The primary aim of the LTP is to address the future transport and mobility needs of Monaghan Town, considering the transport demand from both current and anticipated developments within the study area and its broader influence.

Arup developed the transport strategy by adhering to the guidelines outlined in TII/NTA's 'Area Based Transport Assessment' (ABTA) Guidance Notes. A comprehensive Baseline Assessment was conducted to evaluate the existing conditions in Monaghan Town, identifying potential opportunities and constraints.

The core study objectives for the ABTA were established based on National, Regional, and Local policies. Through site visits, reviews of existing conditions, relevant policies and plans, and multi-criteria assessments, an emerging preferred strategy was formulated to support Monaghan Town's future transport needs.

The active travel network features key north-south and east-west routes that connect with the Ulster Canal Greenway. This network will be further enhanced and developed with several new permeability links.

The road network strategy, along with the town centre traffic management strategy, aims to protect the strategic function of the national road network while promoting the use of new and alternative routes for through traffic. This strategy primarily involves junction upgrades along the N54 and the proposed mid-town link from Old Cross Square to Annahagh Roundabout. These measures will help reduce traffic volumes through the Town Centre and support the reallocation of road space for alternative uses such as active travel. Road schemes such as the northern and southern link routes, have been indicated as longer-term interventions as part of the strategy.

Proposed public transport improvements will enhance infrastructure for users and reduce journey times. Additionally, a series of complementary measures, such as cycling parking, are included to support the emerging preferred strategy.

Overall, the draft LTP recommendations align well with the overarching ABTA objectives, demonstrating a positive performance.