



Comhairle Contae Thiobraid Árann
Tipperary County Council

Draft

**Clonmel Local Area Plan 2024 -
2030**

Appendix 2: Local Transport Plan

CLONMEL LOCAL TRANSPORT PLAN

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1 INTRODUCTION

1.1 Project Overview

SYSTRA Ltd and JB Barry & Partners, have been commissioned by Tipperary County Council (TCC) to develop a Local Transport Plan (LTP) for Clonmel Town and its environs. The key purpose of the LTP is to guide the future transport and mobility needs of the Clonmel LTP area, taking into account the transport demand arising from existing and projected development both within the LTP boundary and the wider area of influence.

It is one of a number of complementary assessment processes which is being used in the development of the upcoming Clonmel Local Area Plan 2024 - 2030 currently being prepared by the council. This will help integrate local land use with transport policy with the goal of enhancing quality of life while improving the urban environment. The aim of the report is to provide a long-term vision for sustainable mobility in Clonmel and to create an integrated transport system across all modes, that is accessible to all.

Transport plays a crucial role in the vitality and growth of a town. It serves as the lifeline that connects the town's residents, businesses, and resources to the outside world, opening up opportunities and facilitating economic development. Reliable and efficient transport infrastructure enables people to commute to work, access essential services, and engage in recreational activities beyond the town's borders. It facilitates the movement of goods, allowing local businesses to import supplies and export their products, contributing to trade and the overall prosperity of the community. Additionally, an accessible and well-connected transportation system attracts visitors, boosting tourism and generating revenue for local businesses.

This document has been developed at a strategic level in accordance with national and regional policies. It is important to note that all suggested proposals will undergo further examination to establish the most suitable site-specific interventions. This will involve comprehensive analysis and design processes to ensure that the proposed schemes are meticulously developed.

1.2 Study Purpose

Census 2022 identified that the Built-up Area (BUA¹) of Clonmel had a population of 18,369. This compares to the Census 2016 'Settlement' population figure of 17,140. Though a direct comparison with the 'Settlement' area in Census 2016 and the 'BUA' area in Census 2022 cannot be drawn, the geographical areas of the 4no. Electoral Divisions that cover the urban area of Clonmel, namely Clonmel East Urban, Clonmel West Urban, Clonmel Rural and Inishlounaght, have not changed in the intercensal period. The Clonmel Rural and Inishlounaght EDs both comprise a large rural hinterland therefore in the absence of Small Census Area data for Census 2022, it is considered most practical to use the Clonmel East Urban and Clonmel West Urban EDs for analysing demographical changes in the period between Census 2016 and 2022. The data shows that, combined, the Clonmel East Urban and Clonmel West Urban EDs grew by 4.6%, lower than the State average of 8.1% and marginally lower than the county average of 5.2%. Population growth in the town is partially driven by an increase in

¹ In Census 2022, the CSO introduced a new geographic area to replace the 'Settlements' geographic area in previous Censuses. Detail on the methodology of the BUA can be seen on the CSO website at <https://www.cso.ie/en/census/census2022/census2022urbanboundariesandbuiltupareas/>

the density of the urban population, increasing from 1,797 persons per square km in 2016 to 1,881 in 2022, a 4.7% increase in density.

The town is strategically connected along the N24 which links Limerick and Waterford, and provides connectivity to Cork and Dublin via the M8. Clonmel also has a railway station which is on the Limerick-Waterford line. Passengers can interchange at Limerick Junction for onward trains to Dublin or Cork.

Clonmel town serves a wide rural hinterland and it is a nodal point within south Tipperary and the wider region. Its easy accessibility means that it has a wide range of retail, employment and service offerings. The attractive form and historical buildings, which include St Mary's Church, Westgate, Main Guard and remains of the medieval walls within the town also add to the town's appeal. Clonmel is also located on the Suir Blueway which runs for 53km in an east-west direction from Carrick-on-Suir to Cahir via Clonmel. The route is made up of a walking/cycling trail for 21km which runs from Carrick-on-Suir to Clonmel and a further 32km of waterway along the River Suir which can be canoed or kayaked.

The LTP has been prepared to determine the key infrastructure and service measures and key transport policies required in Clonmel, and its wider hinterland, to tackle existing constraints in transport capacity, to plan for appropriate levels of development to facilitate projected growth in population and employment, and to encourage sustainable mobility – while supporting Climate Change reduction targets and a shift to sustainable modes based on the road user hierarchy.

1.3 ABTA approach

The methodology for developing the Clonmel LTP is illustrated in Figure 1-1 and follows guidelines set out in Transport Infrastructure Ireland (TII) /National Transport Authority's (NTA) 'Area Based Transport Assessment (ABTA) Guidance Notes – April 2018'², and the NTA's 'ABTA How To Guide Guidance Document – Pilot Methodology'³.

² Source: <https://www.tiipublications.ie/library/PE-PDV-02046-01.pdf>

³ Source: <https://www.nationaltransport.ie/wp-content/uploads/2021/09/20210909-ABTA-How-To-Guidance-Doc-v6.0-Website-Version.pdf>

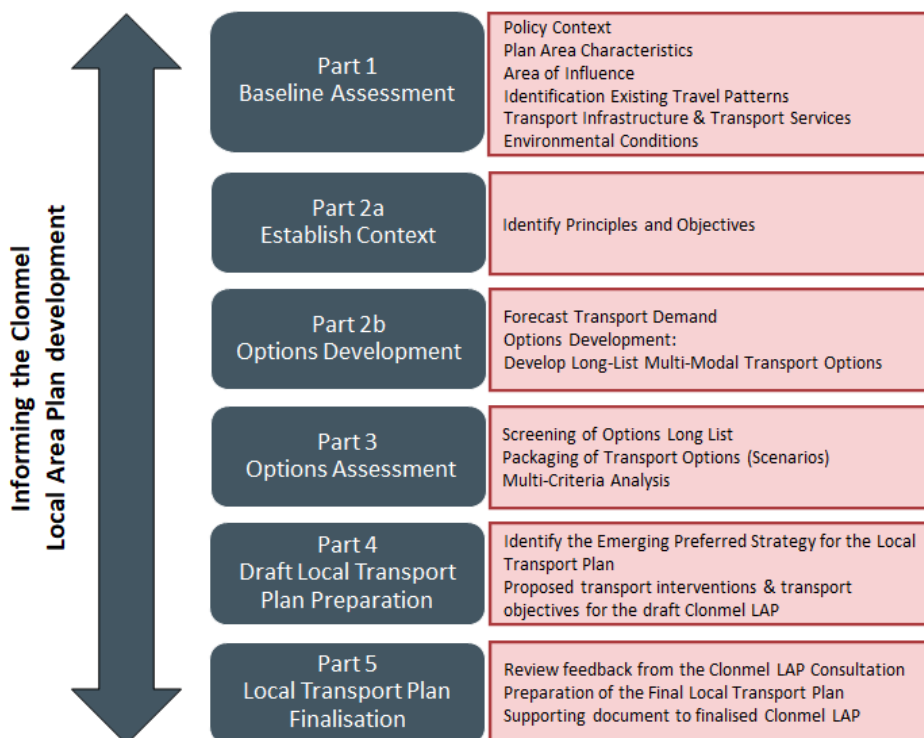


Figure 1-1 Clonmel ABTA Study Process

Using an evidence-based approach, the LTP, based on the ABTA methodology, is used to guide and inform suitable infrastructure and policy measures to ensure the projected growth in population and employment is achieved in a sustainable manner.

The LTP takes a considered approach that takes account of the needs of residents, students, businesses, commuters and visitors as well as the future development aspirations. A key component will be identifying opportunities for smarter travel choices which will enable more people to travel by sustainable modes. The LTP has considered all modes of transport and aligned to the road user hierarchy (in line with the National Investment Framework for Transport in Ireland (NIFTI)) has prioritised walking and cycling, then public transport and then vehicular traffic including private car.

The overall outcome is a Local Transport Plan setting out a series of transport policy recommendations over the short, medium, and long term that will support the sustainable growth of the town.

1.4 Report Structure

The Local Transport Plan (LTP) Report is structured as follows:

- **Chapter 1** outlines the context of this LTP and an overview of the report structure and layout. It also details the overall ABTA approach.
- **Chapter 2** gives an overview of the **Baseline Assessment** phase of the LTP, including the policy and plan context, and a summary of the area characteristics, existing travel patterns and transport conditions along with a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis.
- **Chapter 3** examines the objectives for the LTP which have been determined from consideration of policy, transport baseline and demand information.
- **Chapter 4** outlines the process for developing the long-list of transport options to overcome existing constraints within the study area.
- **Chapter 5** gives an overview of the options assessment process used to identify the package of measures that assist in achieving the overall study objectives.
- **Chapter 6** details the Emerging Preferred Strategy which sets out recommendations with regard to the combination of transport measures which the LTP will seek to promote and implement (with engagement and assistance from other parties such as the National Transport Authority (NTA) where appropriate);
- **Chapter 7** outlines the monitoring strategy for this LTP; and
- **Chapter 8** provides a summary and conclusion to the report.

2 BASELINE ASSESSMENT

2.1 Introduction

The following chapter provides an overview of the Baseline Assessment undertaken for the Clonmel LTP. The aim of the Baseline Assessment was to gain a clear understanding of the existing spatial characteristics, land use, transport conditions and constraints relating to the study area, focusing on:

- **Policy Context:** outlining the key policies and plans that inform the LTP.
- **Clonmel Area Characteristics:** reviewing the study area including demographics, land-use and physical constraints.
- **Existing Travel Patterns:** outlining the distribution of trips to/from/within the study area, journey lengths by mode, and overall mode share.
- **Existing Transport Infrastructure:** reviewing the existing walking, cycling, public transport and road networks within the study area
- **Consultation Feedback:** insight gained from the Baseline Consultation with key stakeholders and local residents during the initial public consultation process in June 2022.
- **Clonmel Schools Consultation**
- **Environmental Conditions:** establishes the environmental, heritage and archaeological considerations for the LTP.

The following sections provide a summary of the key elements outlined above. Further detail is provided in the full Baseline Assessment Report in Appendix A.

At the time of writing this LTP report, headline Census 2022 population figures were available and have been presented in Section 1.2. However, the full Census dataset including Small Area Population Statistics and Place of Work, School or College - Census of Anonymised Records (POWSCAR) are yet to be released.

The Baseline Assessment for Clonmel was undertaken in 2022, as such, the analysis of travel characteristics and travel patterns which are presented in this chapter, are derived from the 2016 Census data.

2.2 Policy Context

The Table below outlines the key existing National, Regional and local policies, plans, and guidelines, relevant to the development area that were used to inform the Clonmel LTP during the Baseline Assessment phase of the study (which was undertaken in 2022).

Table 2-1 Planning & Policy Plans

International Level
<ul style="list-style-type: none"> ○ European Union Green Deal 2020 ○ Fit for 55 Package 2021 ○ UN Convention for the Rights of People with Disabilities 2019 ○ UN Sustainable Development Goals (SDGs) - 17 Goals to transform our World (2015)
National Level
<ul style="list-style-type: none"> ○ Project Ireland 2040: National Planning Framework 2040 ○ Project Ireland 2040: National Development Plan 2021 – 2030 ○ National Sustainable Mobility Policy and Action Plan 2022 - 2025 ○ National Climate Action Plan 2021 ○ National Investment Framework for Transport in Ireland 2021 (NIFTI) ○ Our Journey Towards Vision Zero: Road Safety Strategy 2021 – 2030 ○ TII’s National Cycle Network (2022) ○ CycleConnects: Ireland’s Cycle Network Programme (2022) Draft ○ Town Centre First, A Policy Approach for Irish Towns (2022)
Regional Level
<ul style="list-style-type: none"> ○ Southern Regional Assembly Regional Spatial & Economic Strategy (RSES) 2040 ○ Tipperary County Development Plan 2022 - 2028 ○ Tipperary County Council Corporate Plan 2020 – 2024 ○ Limerick-Shannon Metropolitan Area Strategic Plan ○ Waterford Metropolitan Area Strategic Plan
Local Level
<ul style="list-style-type: none"> ○ Clonmel and Environs Development Plan 2013 ○ Tipperary Active Travel Towns ○ Clonmel Flights of Discovery
Guidance Documents
<ul style="list-style-type: none"> ○ TII/NTA Area Based Transport Assessment (ABTA) Guidance Notes (2018) ○ NTA ABTA ‘How To’ Guide – Pilot Methodology (2021) ○ Common Appraisal Framework for Transport Projects and Programmes 2021 ○ National Cycle Manual

- Design Manual for Urban Roads and Streets (DMURS)⁴
- Permeability: A Best Practice Guide
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities
- TII Publication – The Treatment of Transition Zones to Towns and Villages on National Roads
- TII Publication – Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes

Since the Baseline Assessment report was produced, TII have launched a strategy for the National Roads network across Ireland. An overview of the report is provided below. The Department of Transport has also published a new Climate Action Plan (CAP) document and the NTA have produced a note on Rapid Build Active Travel Facilities. These documents were subsequently taken into account in the LTP Options Development Process.

Also prior to the public consultation process for the Local Transport Plan, the Department of Transport have also published a new Transport Appraisal Framework (TAF) which provides appraisal guidance which aims to promote investment in the transport system which meets the needs of society, fulfils strategic policy objectives, and delivers value for money. While it is acknowledged that the Common Appraisal Framework (CAF) for Transport Projects has been replaced by the new TAF document, the options assessment process which is detailed in the following sections, has been undertaken in line with CAF.

National Roads 2040 – TII – April 2023

During 2022, Transport Infrastructure Ireland (TII) sought views on its long term proposed strategy for planning, operating, and maintaining the National Roads network. The Final Report was published in April 2023. National Roads 2040 (NR2040)⁵ is TII's long-term strategy for planning, operating, and maintaining the National Roads network. NR2040 has been developed to support the delivery of Project Ireland 2040 objectives and to align with commitments in wider policy including the Climate Action Plan and the DoT's National Sustainable Mobility policy. NR2040 also aligns with the Department of Transport's (DoT) National Investment Framework for Transport in Ireland (NIFTI, December 2021) with the Strategy's investment priorities developed to align closely to the four NIFTI investment priorities:

- Decarbonisation
- Enhanced regional and rural connectivity
- Protection and renewal
- Mobility of people & goods in urban areas

The strategy has been developed to ensure the future needs of the national road network are met and the following issues have been identified amongst others, by TII in developing the strategy –

⁴ Note: Works on National Roads (such as the N24) in urban areas are also required to adhere to TII Publications (Standards)

⁵<https://www.tii.ie/tii-library/strategic-planning/national-roads-2040/TII-NR2040-Final-Report-EN-April-2023.pdf>

- Future Demographic Growth
- Road Transport Decarbonisation
- Climate Adaption and Resilience
- Sustainability
- Road Safety
- Movement of people and goods
- Urban Congestion
- Integrated Mobility

The Strategy states that:

“In relation to active travel, where national roads are too dangerous for active travel, meaningful interventions should be considered in cooperation with relevant stakeholders and partner agencies. TII is committed to delivering improved active travel provision in all its projects, such as improving the safety of the National Roads network for active travel users and reducing the severance caused by some National Roads in urban areas.”

And where there is urban congestion, “the management of national roads must balance increasing mobility demands for all users and finite road space. Where the national roads network cannot safely accommodate all users, including active travel modes, adjacent solutions should be explored”

The strategy also defines TII investment portfolios for coming years and provides guidance to Sponsoring Agencies and Local Authorities. TII, through NR2040, will align with the NIFTI Intervention hierarchy and seek to address transport challenges through the use of existing infrastructure before considering the provision of new infrastructure.

Climate Action Plan 2023 – Department of Transport – December 2022

Climate Action Plan (CAP) 2023 is the second annual update to Ireland’s Climate Action Plan 2019. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and following the introduction, in 2022, of economy-wide carbon budgets and sectoral emissions ceilings. The plan implements the carbon budgets and sectoral emissions ceilings and sets a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050, as committed to in the Programme for Government.

The CAP endorses the recommendations of the report from the Climate Change Advisory Council and OECD (Organisation for Economic Cooperation and Development) on Redesigning Ireland’s Transport for Net Zero. This report recommended widespread, large-scale road space reallocation needs to be a priority in Ireland to reduce over reliance on the private car and transform our transport system.

Transport Appraisal Framework – Department of Transport – June 2023

The new Transport Appraisal Framework (TAF) document replaces the Common Appraisal Framework (CAF) for Transport Projects and Programmes (published in 2016 and updated subsequently). The TAF provides appraisal and implementation guidance that aims to promote investment in the transport

system which meets the needs of society, fulfils strategic policy objectives, and delivers value for money. The changes will lead to an appraisal framework that facilitates the delivery of transport investment proposals through rigorous and proportionate appraisal, in compliance with Public Spending Code (PSC) requirements, and by making the appraisal framework more accessible and user-friendly.

Active Travel Advice Note: Rapid Build Active Travel Facilities – NTA – February 2023

In response to the tension between increasing construction costs and the CAP requirement for 1,000km of new active travel infrastructure to be built by 2025, the NTA issued an advice note in February. This note outlines that Cost Effective Rapid Build construction approaches, including road space reallocation, are now required to be the initial options to be considered in new active travel infrastructure.

Rapid Build active travel facilities are schemes that utilise cost-effective measures to deliver walking and cycling infrastructure quicker than traditional (full build) construction methods. They do not typically involve major construction works such as full road reconstruction or significant changes to drainage systems or relocation of utilities etc., however they may involve changes to kerb lines and minor drainage works. The works will also be typically within the boundaries of the existing roadway which can simplify the planning process, which positively effects project programme and delivery.

Rapid Build Schemes do not have to mean bollards, although using bollards to reserve road space for walking and cycling can be a useful interim measure. There are design options available for rapid build projects which use robust materials, with a quality finish, that produces schemes that can remain in place for many years.

Clonmel Town Centre First Plan

The Town Centre First Action Plan for Clonmel Town Centre aims to strategically regenerate and develop the town centre in a sustainable and compact manner. The main objectives include increasing the local economy's resilience, creating an enhanced, accessible, inclusive, biodiverse, and healthy urban environment, and positioning Clonmel as an attractive and vibrant town for the future. The Action Plan is based on thorough analysis of Clonmel's assets, existing information, best practices, and engagement with the Town Centre Forum. It aligns with the UN Sustainable Development Goals (SDGs) and focuses on strategic regeneration, compact development, heritage preservation, and town centre living. The plan identifies three key themes with associated principles and proposes a series of ambitious yet achievable actions and initiatives.

From a transport perspective, the ethos and actions within the plan are routed within the '10-minute' town concept and the shifting of transport trips to active travel. The plan aims to reduce the dominance of cars in the town centre, and develop a number of key projects such as the Suir Island Pedestrian & Cycling Bridge and a much higher level of service along the Waterford to Limerick Rail Line to increase the accessibility of the town. Successful implementation of these measures will promote active travel, enhance biodiversity, strengthen community cohesion, address vacancy and dereliction, stimulate the local economy, and contribute to a more sustainable future for Clonmel Town Centre.

2.3 Description of Study Area

Study Area

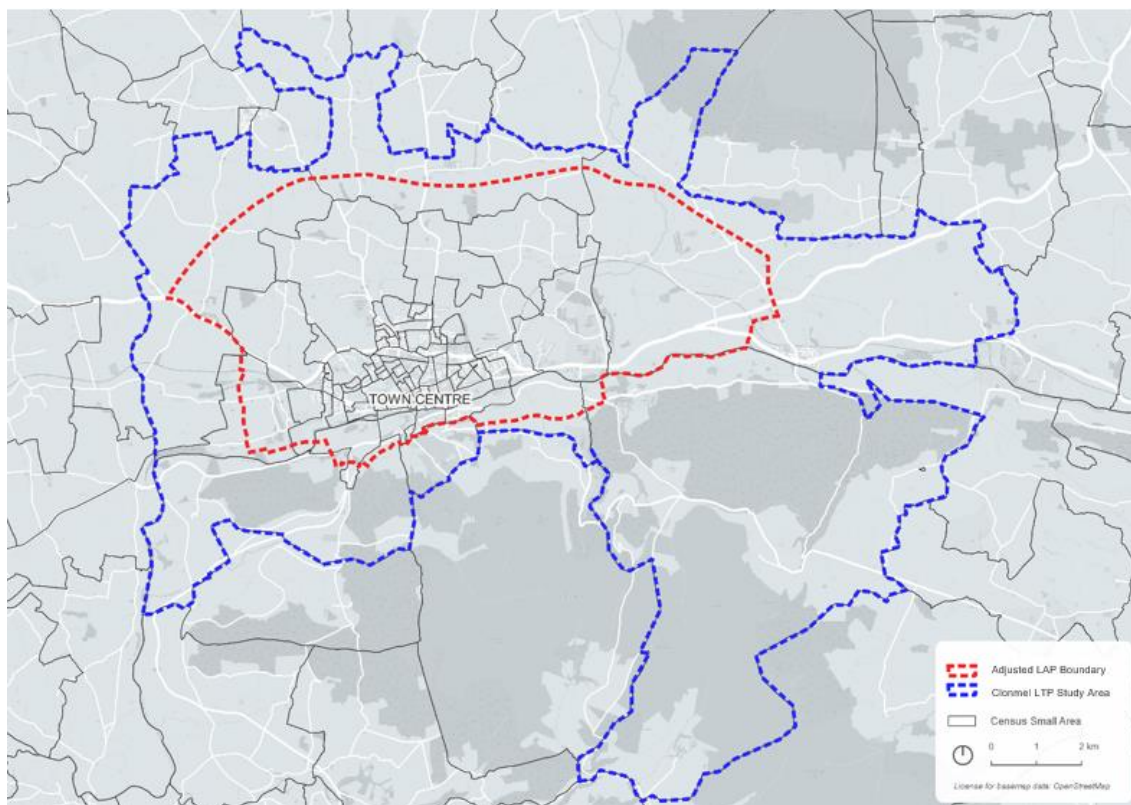


Figure 2-1: Study Area

Clonmel is a town located on the southern edge of County Tipperary, adjacent to the Waterford border. It is strategically located within the wider catchment area of the Waterford Strategic Plans (Metropolitan Area Strategic Plan and Metropolitan Areas Transport Strategy), and benefits from well-established road and rail routes with important economic centres of Waterford, Limerick, Cork and Dublin. The strategic importance of Clonmel as a driver of economic growth and development in the sub-regional context has long been recognised with the town being designated a Key Town in the Southern RSES and Self-Sustaining Regional Driver in the Tipperary County Development Plan 2022-2028.

Through collaboration with Tipperary County Council (TCC) the study area boundary for the Clonmel LTP was identified. The LAP boundary was adjusted slightly to account for projected growth, existing pedestrian desire lines, and key employment destinations (red boundary in Figure 2-1). A secondary outer study area boundary (outlined in blue in Figure 2-1) was also established to align with Census Small Areas covered by the adjusted LAP boundary. This provided a direct link to Census data on population, employment and travel patterns to/from the study area.

It should be noted that all data presented in the following sections of this chapter is related to the Clonmel LTP Study Area i.e. the blue boundary area in Figure 2-1.

2.4 Demographic Profile

Total Population

To better understand the profile of residents in the study area, and their travel patterns, this section presents data extracted from the 2016 Census Small Area Population Statistics (SAPS) dataset⁶. It summarises information on the proportion of residents travelling to work and school, what type of jobs people do, as well as high level information on age, gender, commuting modal split, and car ownership. **The 2016 dataset was used for this detailed analysis because SAPS data is not currently available for 2022** (it is scheduled to be published in September 2023).

As shown in Table 2-2 below, the CSA-aligned LTP Study Area (see section 2.3) has an estimated 2016 Census population of 21,583. This represents a population decline of 0.5% against the previous 2011 Census which was significantly lower than the national growth rate of 3.8%. Clonmel is therefore aligning with the trend recorded by many other towns in Tipperary where the population has typically remained static or declined over the same period. However, it should be noted that Census 2022 headline figures show growth of approximately 4.6% in the town between 2016 and 2022.

Table 2-2: Population in Clonmel LTP Study Area

AREA	2011 POPULATION	2016 POPULATION	2011-2016 GROWTH
Clonmel LTP Study Area	21,702	21,583	-0.5%

The following Table 2-3 also outlines the age profile of residents in Clonmel. The results indicate that the Clonmel LTP Study Area has a slightly higher proportion of residents over the age of 64 than the Tipperary County Area and the national average. Approximately 24% of the Study Area population are under the age of 18, slightly lower than in the Tipperary County Area and the national average.

Table 2-3: Population in Clonmel LTP Study Area, Tipperary County and Nationally

LOCATION	POPULATION 2016	0-18	18-64	64<
Clonmel LTP Study Area	21,583	24%	61%	16%
Tipperary County	159,553	26%	59%	15%
National	4,761,865	25%	62%	13%

⁶ 2016 Census Small Area Population Statistics available on the Central Statistics Office website at: <https://www.cso.ie/en/census/census2016reports/census2016smallareapopulationstatistics/>

Employment and Education

The following table outlines the principal economic status for population aged 15 years and older for the LTP Study Area, County Tipperary, and the Republic of Ireland (National). The results indicate that just under half of the residents within the LTP Study Area are employed, which is slightly lower than both the county and national averages.

The proportion of residents which are unemployed (8%) is equal to the proportion of Tipperary County, but slightly higher than the national average. The percentage of retired people is slightly higher than both Tipperary County and the national average. About 16% of those in the LTP Study Area are categorised as ‘other’, in this instance, ‘other’ represents those looking after home/family and residents who are unable to work due to permanent sickness or disability. This percentage is in line with the Tipperary County and slightly higher than national averages. Overall, approx. 59% of the population aged 15 years and older are either in work or education and are likely to be making trips during the busiest peak periods.

Table 2-4: Proportion of people employed in Clonmel LTP Study Area, Tipperary County and Nationally

LOCATION	EMPLOYED PEOPLE	STUDENT	RETIRED	UNEMPLOYED PEOPLE	OTHER
Clonmel LTP Study Area	49%	10%	17%	8%	16%
Tipperary County	51%	10%	16%	8%	16%
National	53%	11%	15%	7%	14%

The individual breakdowns of employment types are provided in Appendix A

2.5 Environmental Conditions & Physical Constraints

The Clonmel area has been assessed in terms of the environmental facets including designated sites, ecological receptors, hydrology, cultural heritage and archaeology and sensitive receptors have been identified where present. In summary:

- A number of protected species have been identified, as well as invasive species listed on the Third Schedule of the Birds and Natural Habitats Regulations (S.I. No. 477).
- There are a number of historic flooding events in the Clonmel Area, predominantly along the River Suir and the River Anner.
- The River Suir flows through Clonmel with Special Areas of Conservation (SAC) located directly adjacent to the town.
- There are some features of archaeological, architectural and cultural heritage interest in the Clonmel Area which needs to be considered when developing options as part of the LTP.
- It is considered that the identified sensitive receptors herein do not pose a significant constraint at this time. However, further assessments, site inspections, and targeted surveys may be required in the future to determine the potential impacts of development in the Clonmel Area.

Figure 2-2 illustrates the physical constraints within the study area which include the River Suir as well as existing National Roads and the Railway. The River Suir is located to the south of Clonmel town centre and flows from west to east through the Study Area. The N24 National Primary Road, which links Waterford City to Limerick City, is located to the north of Clonmel town centre and runs in a west/east direction through the Study Area. The Waterford to Limerick Railway line is also located to the north of Clonmel town centre and predominantly runs to the south and adjacent to the N24 National Primary Road. The Railway crosses to the north of the N24 close to Clonmel Racecourse before crossing back to the south of the N24 close to Kilsheelan, outside of the study area. Further detail on the environmental conditions of the receiving study area is included in Appendix A.

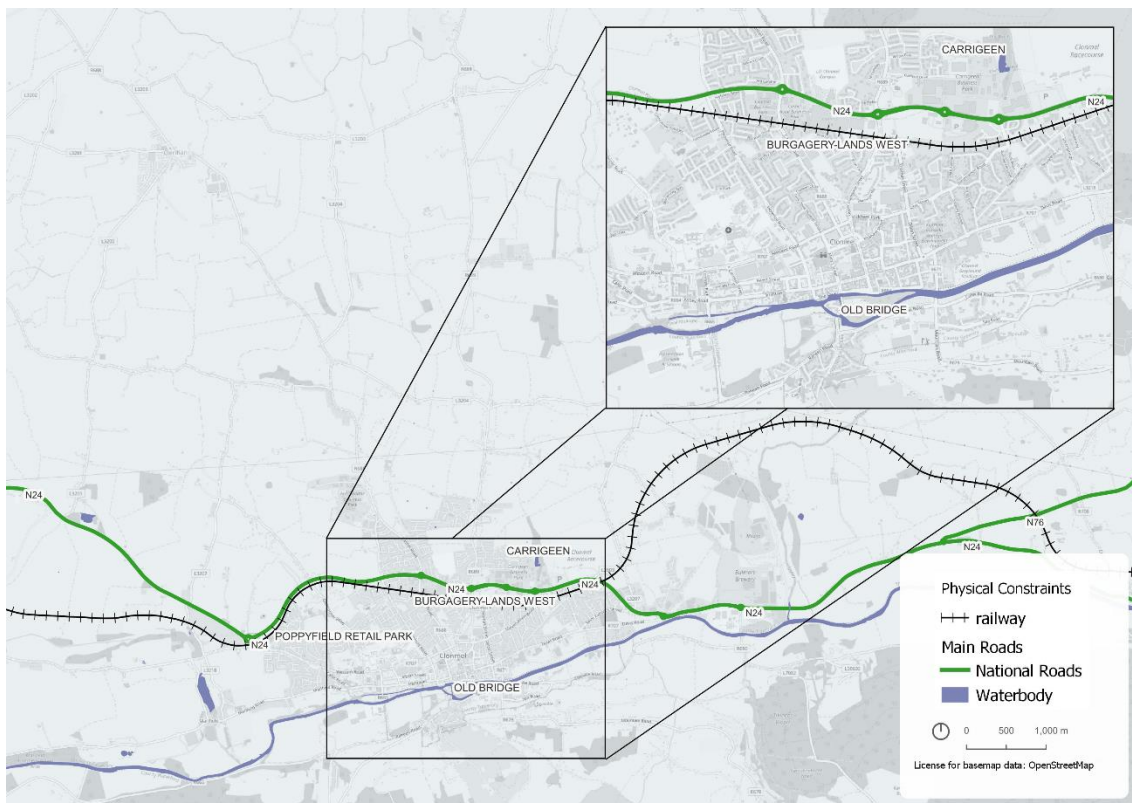


Figure 2-2: Clonmel Physical Constraints

Given the layout of the town of Clonmel, where its typology is characterised by seven main radial axes, severed by the national road network, River Suir, and rail line, its permeability for pedestrians can be poor in areas. Housing estates such as Crann Ard and Willow Park/Wilderness Grove are examples where walking times can be hindered by their lack of access points to nearby desire lines.

2.6 Existing Travel Patterns

Trip Distribution Profile

The 2016 Census Place of Work, School or College Anonymised Records (POWSCAR) database was analysed to identify the distribution of employment trips travelling to/from the Clonmel LTP Study Area. For ease of presentation of results, areas have been grouped into sectors for the analysis.

Two sets of sectors have been produced, one showing the movements within the town, and the other showing the regional movements to and from the town. The sectors within the town align with the census Small Areas, while the regional sectors were divided up based on accessibility to the study area. The identified sector sets for the trip distribution analysis are illustrated in Figure 2-3 and Figure 2-4, with results presented in Figure 2-5. 62.9% of the trips originating within the study area are internal trips travelling to other parts of the Clonmel LTP Study Area. Due to the local nature of these trips, there is a good opportunity to support this demand via walking and cycling infrastructure. Within the Study Area, most people are either going to/from the centre of the town or the industrialised areas surrounding the town, so these links should be strengthened.

Outside of the study area, at a regional level, the eastern region is by far the largest attractor which accounts for 12% of trips originating within the Study Area. The largest destination is the Waterford metropolitan area which accounts for 9.7% of trips from the Clonmel LTP Study Area. Waterford is well connected with Clonmel by road via the N24 and to a lesser extent by rail.

The other attractors of trips of note are:

- Cork City (1.4%);
- Limerick City and County (1.3%); *and*
- Greater Dublin (2.9%);

Outside of these attractors, the commuting trips are quite dispersed. Approximately 7.5% go to the south of the study area, 14% go east, 15.6% go west, just over 15.1% go north, and 5.2% are very long distance trips. The dispersed nature of these trips can make them difficult to serve via public transport leading to increased usage of the private car.

Further details on the distribution of trips to, and within Clonmel, is provided in the Baseline Assessment Report in Appendix A.

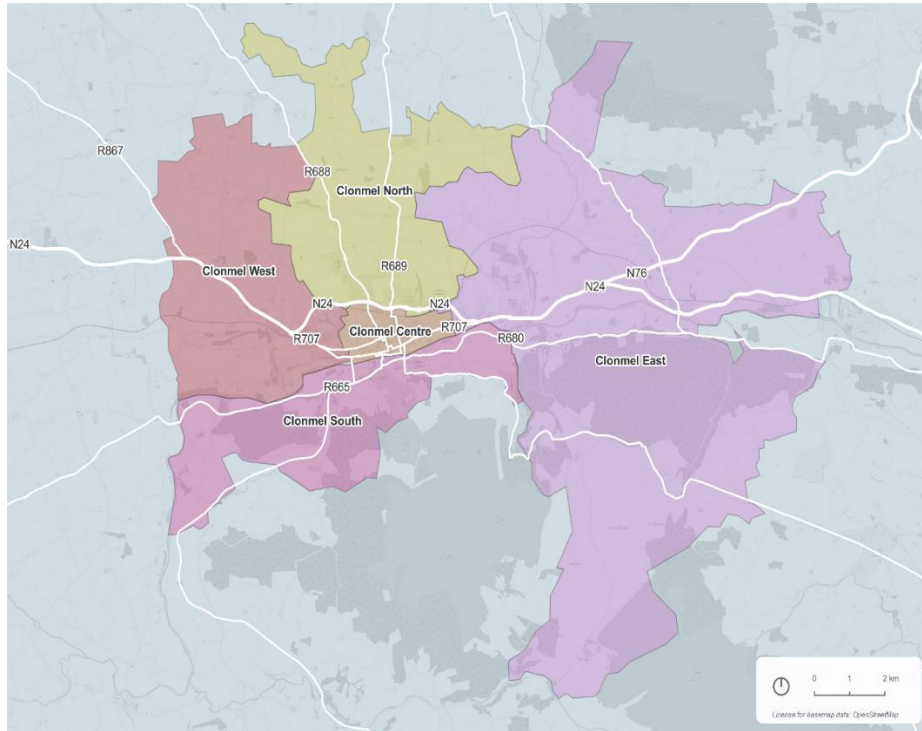


Figure 2-3 Clonmel LTP internal sectors

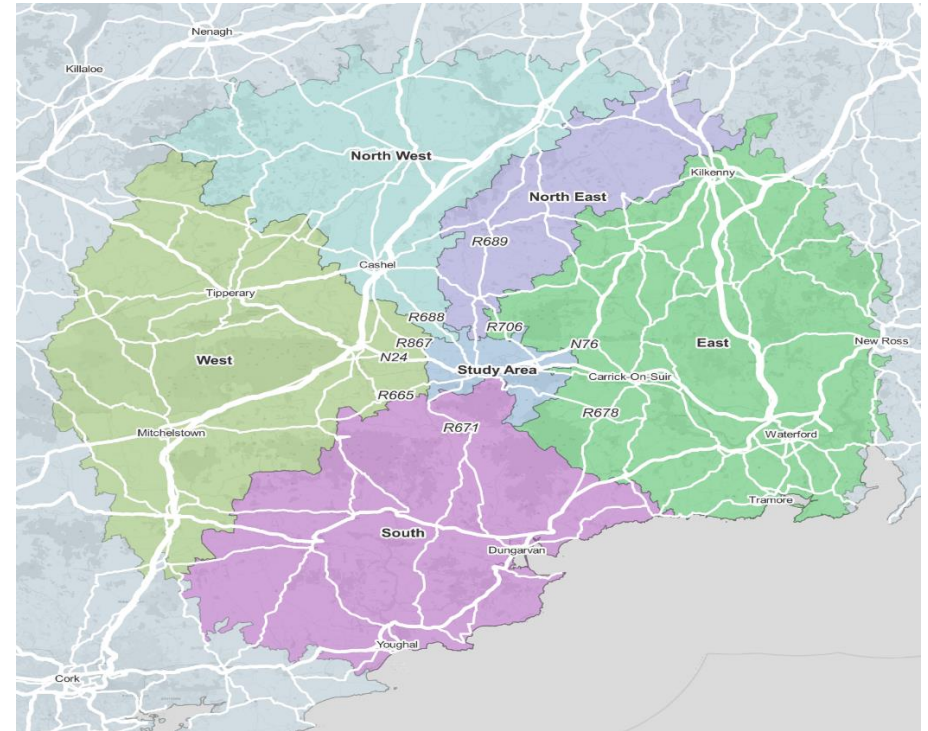


Figure 2-4: Regional Sectors

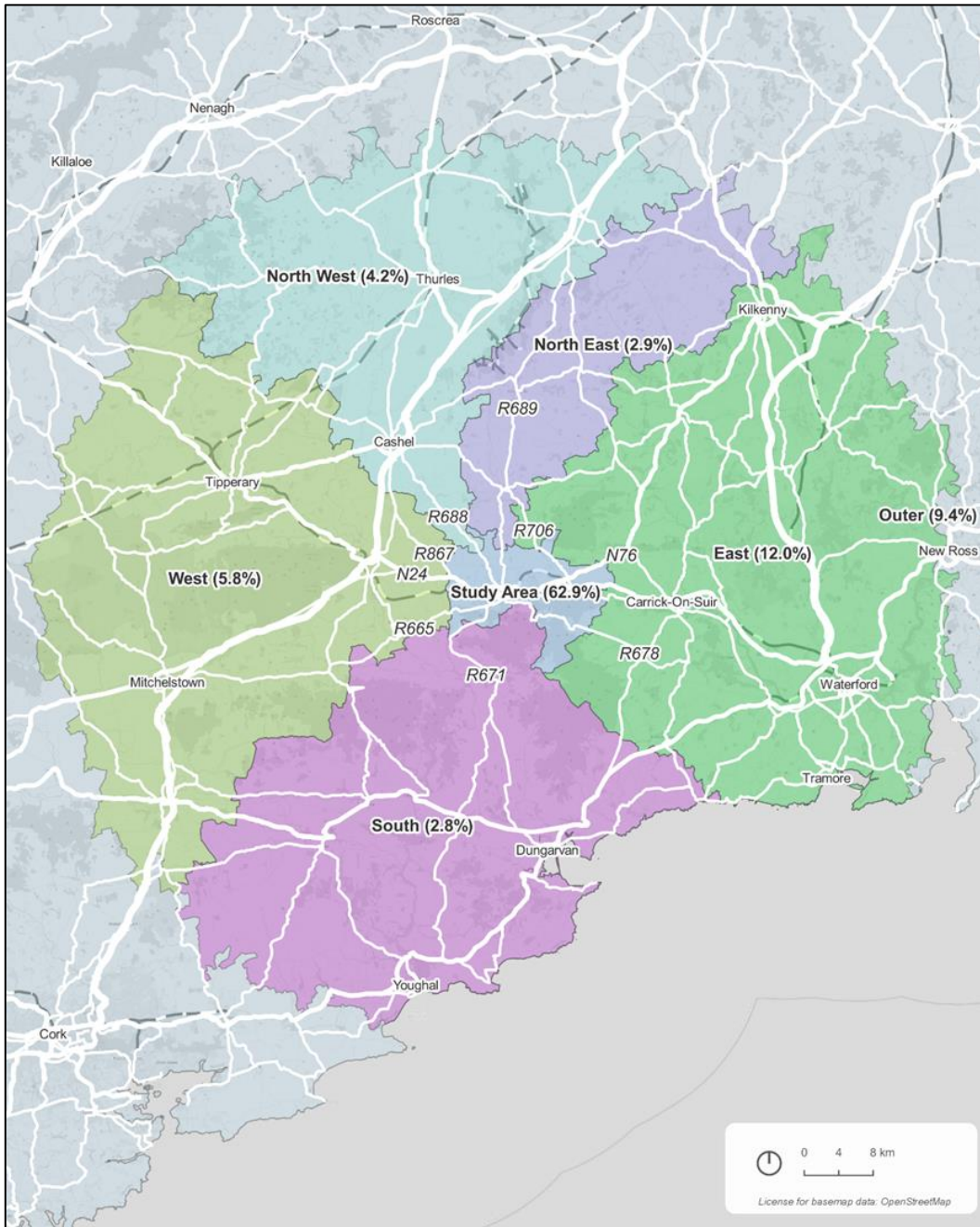


Figure 2-5: Census (Place of Work, School or College Anonymised Records) Trips to Work (%) – Originating within Study Area

2.7 Mode Share

The 2016 Census Small Area Population Statistics (SAPS) data provides information from the census on the typical mode of transport used for travelling to work and education. This data was used to identify the proportion of trips originating within the study area, County Tipperary, and the Republic of Ireland (National) which are made by walking, cycling, public transport and car.

Employment Trips

Figure 2-6 illustrates the mode share for trips to work originating within the study area by walk, cycle, public transport and car (including drivers, passengers, motorcycle/scooters, vans and lorries) calculated from the SAPS data. It also outlines how the study area compares against the equivalent county and national values.

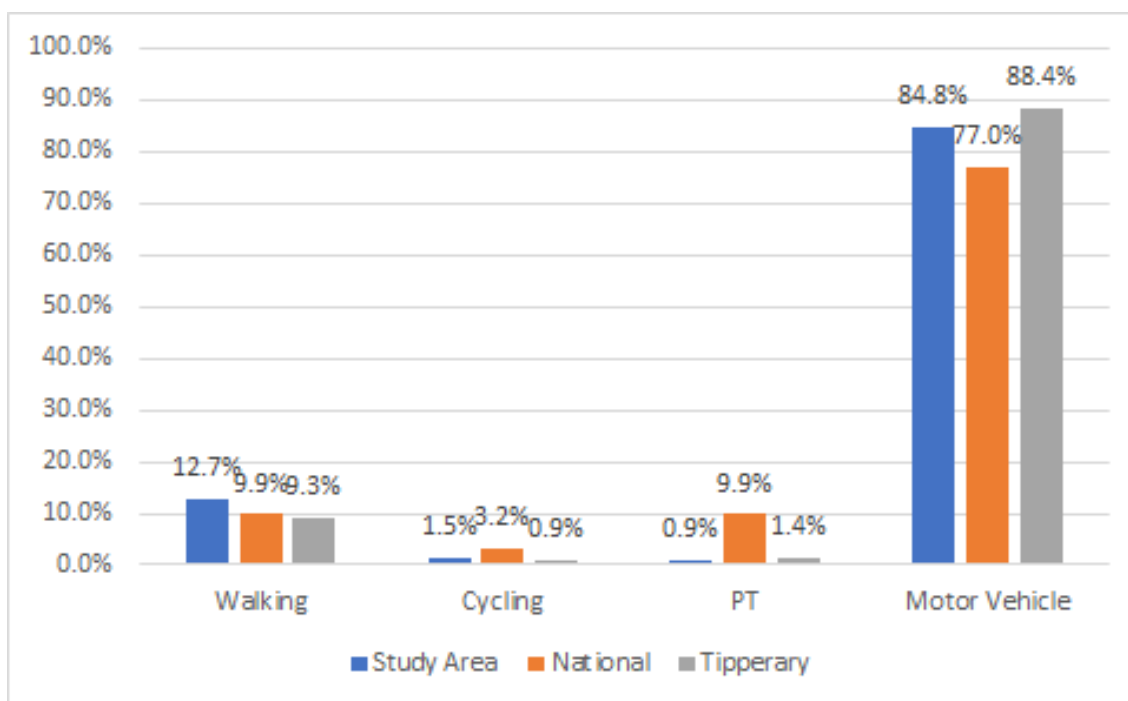


Figure 2-6: Employment Trip Mode Share

Key findings observed from the mode share data for employment trips originating in the study area include:

- 14.2% of commuter trips originating in Clonmel are undertaken by active modes, most by walking (12.7%) with a much smaller number cycling (1.5%).
- Walking is above the national average, but cycling is below.
- Commuting by public transport from Clonmel is much lower than the national average with a mode share of just 0.9% versus the national average of 9.9%.

- Unsurprisingly, the private car is the most dominant mode of transport for work trips from the study area at 84.8%, it is slightly higher than the national average of 77% but slightly below the county average of 88.4%

Education Trips

Figure 2-7 illustrates the mode share for trips to education originating within the study area, Tipperary County, and the Republic of Ireland (National). It also outlines how the study area compares against the equivalent county and national values.

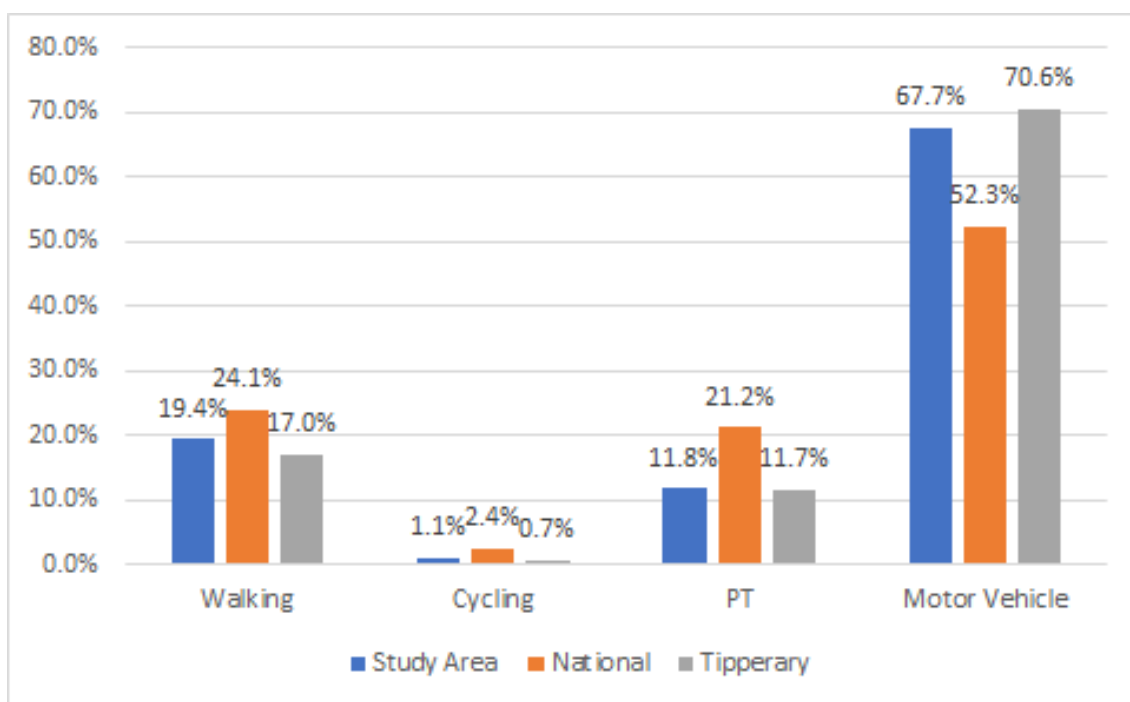


Figure 2-7: Education Trips Mode Share

The key findings for education trips originating in the Study Area include:

- The overall mode share for active travel (walking and cycling) to education is about 20.5%, slightly below the national average of 26.5%.
- Both walking and cycling are below the national averages.
- Public transport for education trips mode share is 11.8% which is well below the national average of 21.2%, but is approximately equal to the county average.
- Overall, car is still the dominant mode of transport for education-related trips, accounting for more than two thirds of all journeys and above the national average of 52.3%. It is however below the county average of 70.6%

2.8 Trip Length Distribution

Analysis was undertaken to determine the trip length distribution by mode for employment purposes from 2016 POWSCAR data. This was used to establish the typical trip lengths, and modes used, for journeys by residents of the study area and help identify where opportunities might exist to further support a shift away from the private car and onto sustainable modes.

Figure 2-8 and Table 2-5 below outline trip length distribution by mode for all employment trips travelling within the study area.

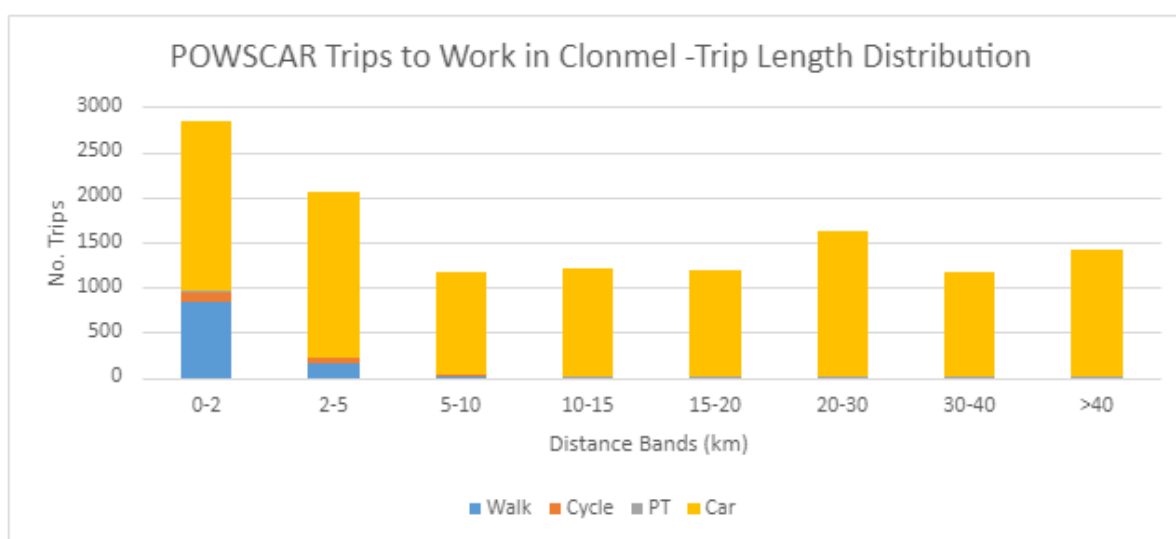


Figure 2-8: Employment Trip Length Distribution by Mode

Table 2-5: Employment Trip Length Distribution by Mode

Distance Bands (km)	Employment Trips				Mode Share			
	Walk	Cycle	PT	Car	Walk	Cycle	PT	Car
0-2	836	110	12	1876	29.5%	3.9%	0.4%	66.2%
2-5	148	64	6	1844	7.2%	3.1%	0.3%	89.4%
5-10	12	22	8	1119	1.0%	1.9%	0.7%	96.4%
10-15	0	0	10	1210	0.0%	0.0%	0.8%	99.2%
15-20	0	0	16	1169	0.0%	0.0%	1.4%	98.6%
20-30	0	0	18	1617	0.0%	0.0%	1.1%	98.9%
30-40	0	0	4	1158	0.0%	0.0%	0.3%	99.7%
>40	0	0	12	1400	0.0%	0.0%	0.8%	99.2%

Key Findings:

- Just over half of all trips (52%) are more than 10km in length.
- Highest level of demand (22%) travel between 0-2 km.
- The private car is the dominant mode of choice for these journeys (66%).
- At 89% mode share, the private Car is also the dominant mode of transport for short to medium distance trips of between 2km and 5km.
- Almost all trips of greater than 5km are undertaken by car (99% mode share).

As outlined in the trip distribution analysis, employment trips to Clonmel are dispersed quite widely and likely originate from predominantly rural areas. This would explain the dominance of the private car for these journeys, along with the lack of a high quality public transport alternative.

2.9 Access to Education (ATOS Tool)

Introduction to ATOS

Access to Opportunities and Services (ATOS) is a measure of how easy it is to access key services and employment by walking and cycling. In developing the ATOS tool, the NTA have followed a methodology established by Transport for London and adapted it to make it more suitable for use outside of large metropolitan areas.

The ATOS tool has been run for access to primary and post-primary schools within the study area by walking and cycling. For this analysis, the defined criteria was the ability to access any primary school (at least one) and any post-primary school within a 15 minute walk and 10 minute cycle. The scoring for each grid is then determined by how the travel time compares to the average travel time for all squares that have access to a primary/post-primary school within the specified timeframes.

It should be noted again that the score is calculated based on how travel times to the nearest relevant destinations (for the specific type of service) compared to the average travel time across all locations in the study area. The score is comparative, measuring where accessibility is higher and lower than the mean in the study area, rather than an objective score of the levels of accessibility.

Figure 2-9 and Figure 2-10 below present the ATOS results for accessibility to schools in Clonmel by walking and cycling.

Walking

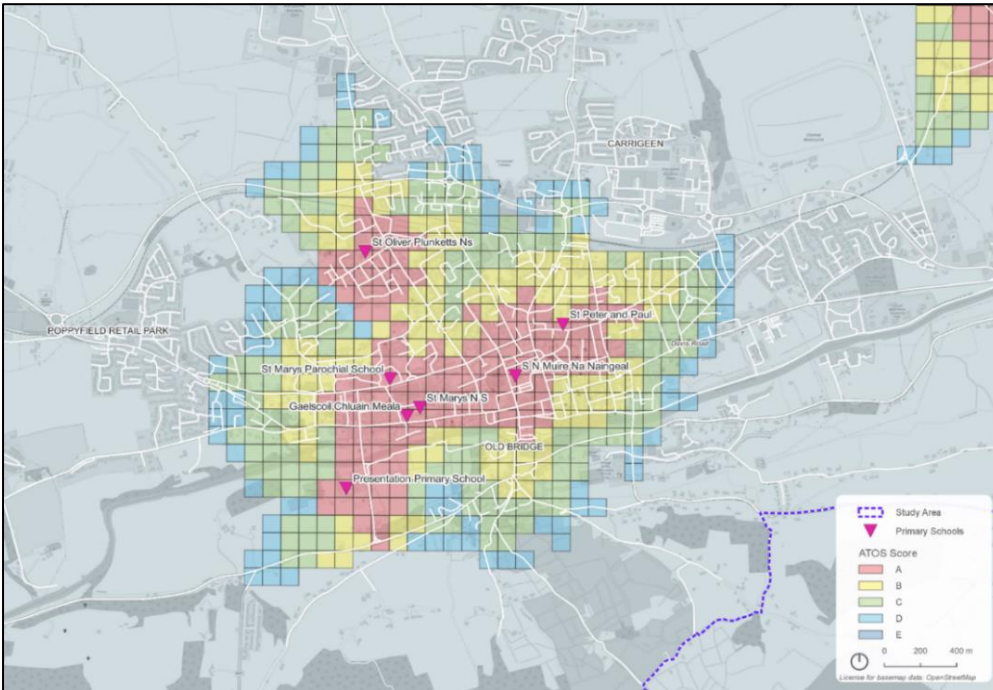


Figure 2-9: ATOS Primary Schools Results - Walking

Cycling

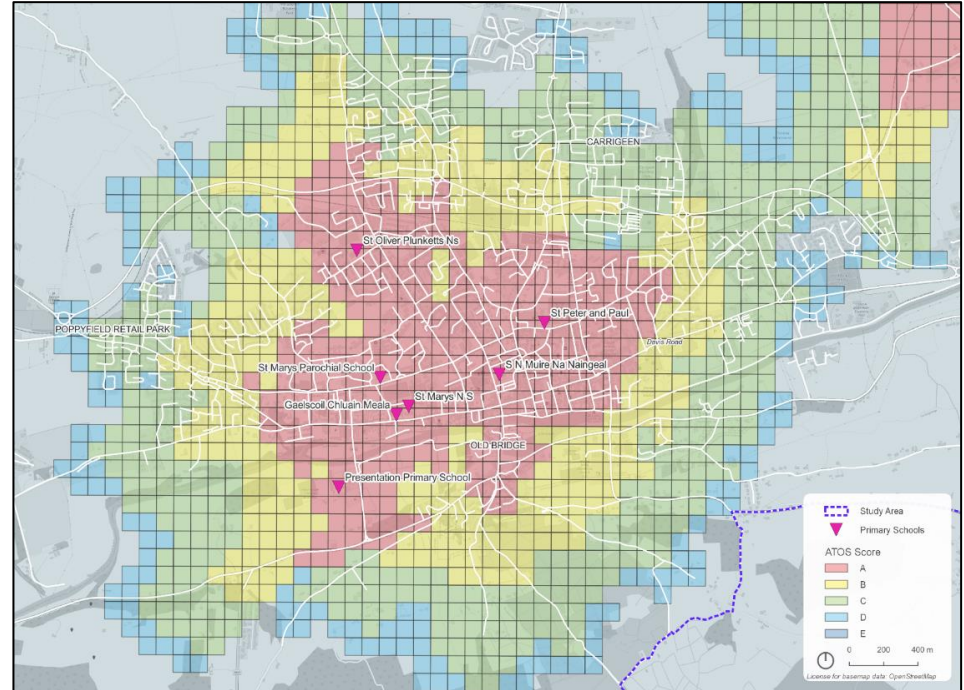


Figure 2-10: ATOS Primary School Results - Cycling

The results indicate that there is generally good accessibility to primary schools within the study area. Almost all residents are within a 10-minute cycle of their nearest primary school, with the main exceptions part of the Silver Springs (Davis Road), Hillside Close (Fethard Road) and Glencarra (Fethard Road) estates. Many residents are within a 15-minute walk of at least one primary school, there are however some areas for improvement, such as Silver Springs (Davis Road), Hillside Close (Fethard Road), Glencarra (Fethard Road), Coleville (Coleville Road) and Poppyfields (Cahir Road). As expected, areas closest to primary schools have the shortest travel times and best ATOS scores, with scores decreasing as distances and travel times increase.

Walking

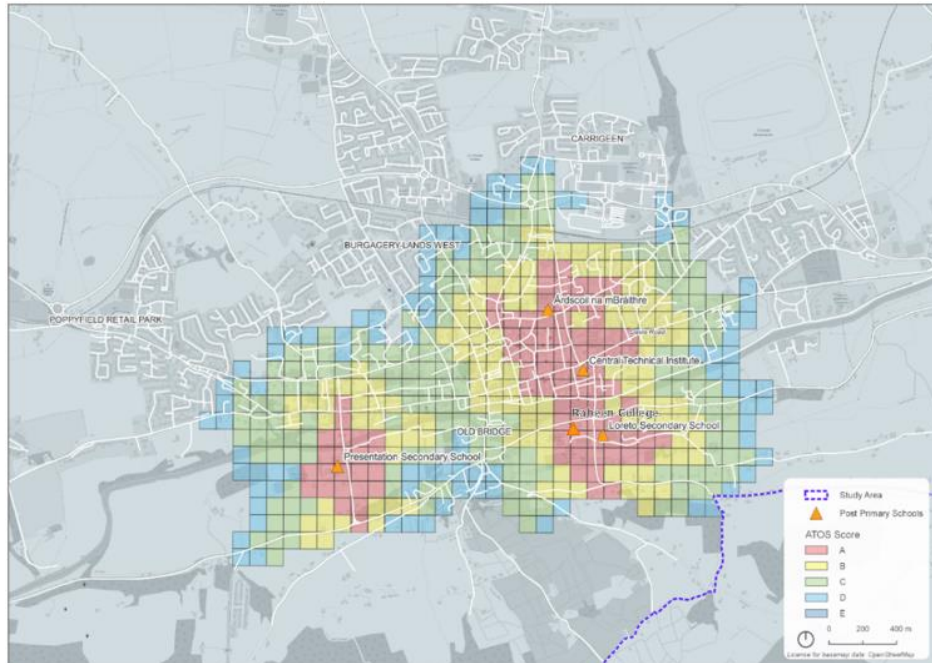


Figure 2-11: ATOS Post-Primary School Results - Walking

Cycling

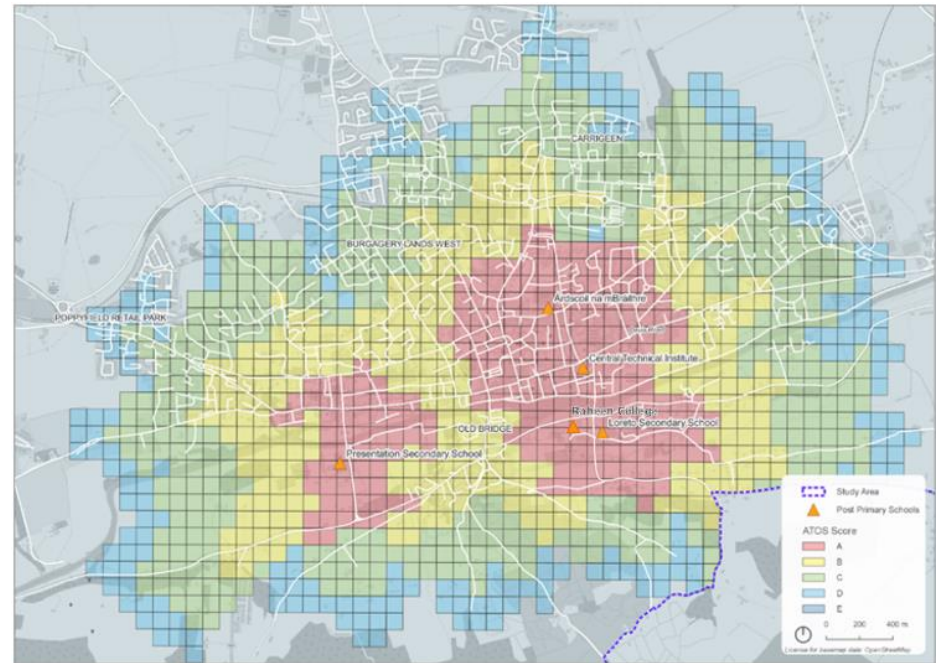


Figure 2-12: ATOS Post-Primary School Results - Cycling

Access is again relatively good with all residents of the study area within a 10-minute cycle of a post primary school. The railway line is a noted barrier to accessing the town centre schools, particularly from the north (Glencarra, Hillside Close and Ard na Sidhe). While there is a good dispersal of post-primary schools in the study area, three of these are single gender schools – Loreto Secondary School, Presentation Secondary School for girls and Ardscoil na mBráithre for boys. As such, while a large proportion of residents are within 15-minute walk of their nearest school, access may be limited depending on their gender. This is normal as, for post-primary schools in particular, location is not the only factor in the decision on what school to attend with aspects such as ethos, reputation, religion etc. all considered. In general, the majority of residents within the study area are within a 15-minute walk and 10-minute cycle of their nearest school, and as such, there should be opportunities to support and encourage walking and cycling for these journeys.

2.10 Existing Transport Infrastructure and Services

Walking Network

A detailed review of walking facilities along key links within the study area was undertaken. For walking facilities, the assessment focused on footpath provision and pedestrian crossings.

The Design Manual for Urban Roads and Streets⁷ (DMURS) sets out that a minimum footpath width of 1.8m is considered adequate for areas of low pedestrian activity, whilst the desirable width is 2.5m.

A minimum width of 3.0m is considered adequate for areas of moderate to high pedestrian activity and a minimum width of 4.0m is considered adequate in areas of high pedestrian activity. Pedestrian crossings are described in terms of their frequency, type and provision of dropped kerbs, tactile paving, road markings and pedestrian guard rails.

In summary, pedestrian infrastructure is quite varied throughout the study area. Footpath width is generally 1.5-3.0m, however, other parts of the network have quite narrow footpaths and limited crossing facilities. Irishtown for example, which is the main link to the west from O'Connell Street/Town Centre, has narrow footpaths of approximately 1.0-1.5m in places. This, combined with relatively high traffic volumes mean that it is not a very attractive route for pedestrians or cyclists.

Many of the link roads in and around Clonmel Town also have very limited pedestrian crossings which prevent pedestrians from safely and easily accessing important destinations. Pedestrian crossings on Davis Road are sparse, thus limiting access from the north to the south of the town. The same can be found on Western Road and Cahir Road limiting safe and easy pedestrian accessibility to residential areas and amenities in the surrounding areas.

Cycling Network

On-road cycle lanes are also provided on a number of routes into Clonmel Town Centre such as Western Road, Cahir Road and Davis Road. However, these routes generally comprise advisory cycle lanes and are disjointed in nature.

A description of existing cycle facilities along each link is also provided with reference to availability and cycle facility type (i.e. segregated cycle track, on-road cycle lane, contra flow cycle lane, etc) in the Baseline Assessment Report. Figure 2-13 illustrates the key links within the study area that were reviewed for walking and cycling facilities.

⁷ Source: <https://www.gov.ie/en/publication/3360b1-design-manual-for-urban-roads-and-streets/>

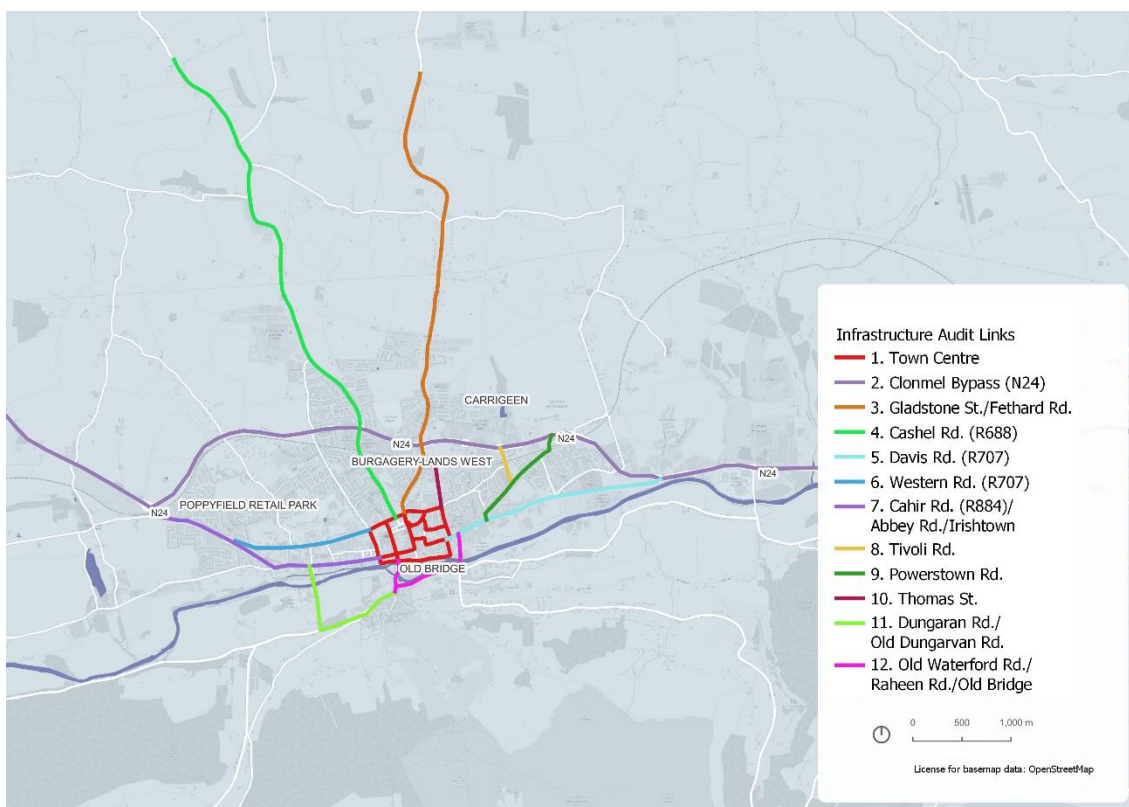


Figure 2-13: Links included in Walk and Cycle Review

A dedicated off-road greenway is provided from New Quay to the eastern extent of the study area and Carrick-on-Suir, along the northern bank of the river Suir. A two-way cycle track is provided on the southern side of the N24 for most of the length between the Cahir Road and Cashel Road roundabouts. On-road cycle lanes are also provided on a number of routes into Clonmel Town Centre such as Western Road, Cahir Road and Davis Road. However, these routes generally comprise advisory cycle lanes and are disjointed in nature. A number of the junctions on these routes are more vehicular focused and not very pedestrian/cycle friendly. These junctions all have large cross-sections with high traffic volumes and conflicting movements which can make them unattractive for walking and cycling.

There is also currently no cycling infrastructure along any of the primary north/south routes, which may in part be due to the width of these roads, with the exception of the partial advisory cycle lanes present on Cashel Road and Fethard Road on the northern side of the N24.

Public Transport

The Clonmel LTP study area is served by the Irish Rail network along with a number of Bus Éireann, Local Link and private bus services. Figure 2-14 below gives an overview of the public transport provisions currently in place, with an overview of the services operating in the area with information on frequencies and locations served provided in the following sections.

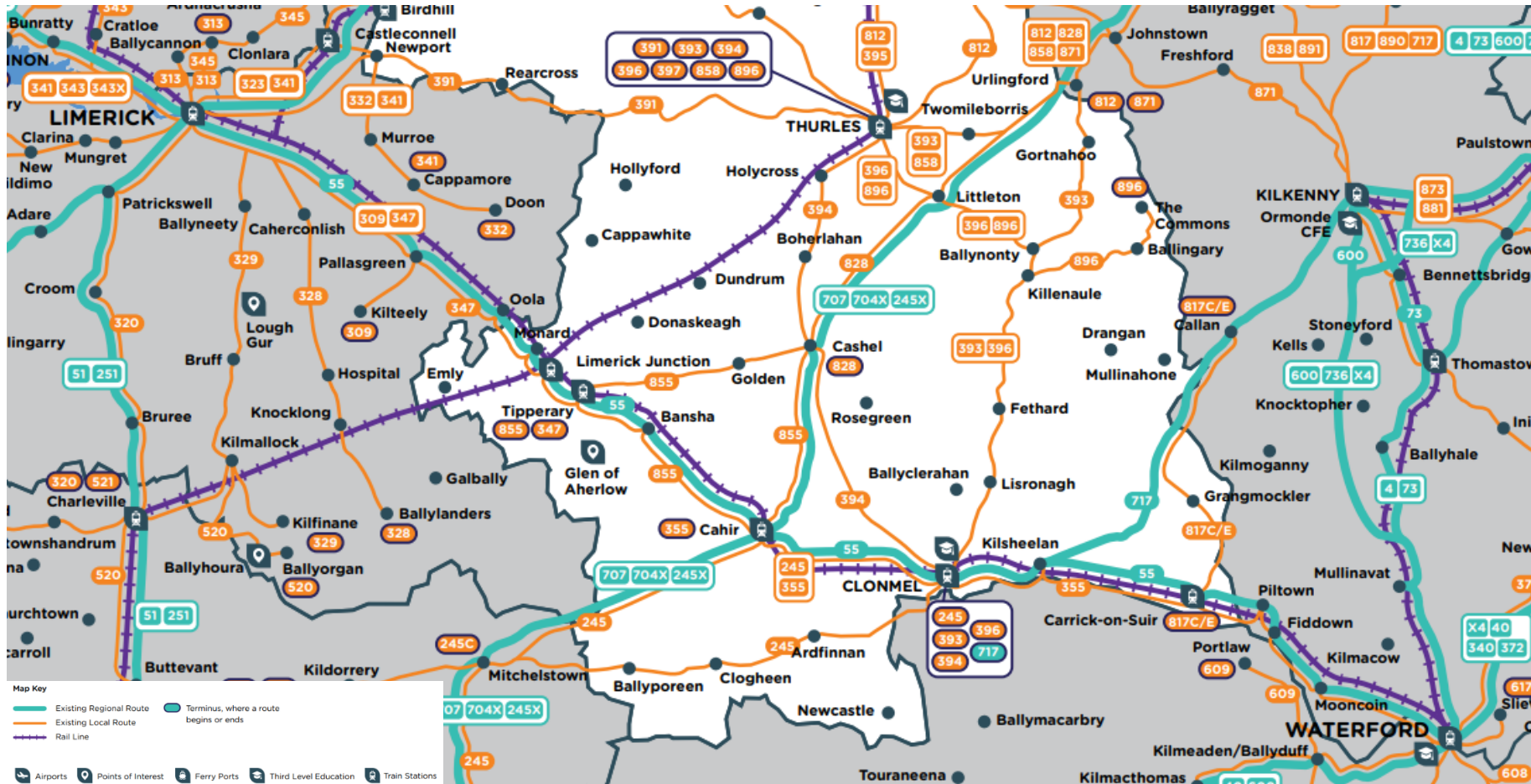


Figure 2-14: Existing Public Transport options to and from Clonmel

Rail Network

Clonmel Train Station is located to the north of Clonmel Town Centre, immediately south of the N24. It is located on the Waterford/Limerick Junction route, with connections available to Dublin, Cork, Limerick. Links to Ennis and Galway are available but current service patterns require multiple interchanges and offer exceedingly subpar journey times. Indeed, Clonmel is currently poorly served by rail services overall, with only five services daily, three towards Limerick and two towards Waterford Monday to Saturday, and no services on Sundays or public holidays.

Clonmel station itself is conveniently located 850 metres from the town centre. However, pedestrian routes and signage are currently of a poor standard. There are also very limited cycle facilities at the station in addition to a poor quality cycling environment on routes connecting with the station.

The 2019 National Rail Census Report was analysed to determine the level of rail patronage at Clonmel train station during pre-COVID conditions. Between 2013 and 2019 there was a slight growth in both daily boardings and alightings at Clonmel station as shown in Table 2-6.

Table 2-6: Daily Boardings and Alighting's at Clonmel Train Station

CLOMEL TRAIN STATION	2019	2018	2017	2016	2015	2014	2013
Daily Boardings	29	20	23	27	29	27	22
Daily Alightings	17	24	28	18	17	29	25

Bus Network

There are currently a number of bus routes which serve Clonmel Town and Table 2-7 outlines their weekday and weekend frequency.

Table 2-7: Study Area Bus Services

ROUTE NO.	ROUTE	OPERATOR	WEEKDAY FREQUENCY	WEEKEND
55	Limerick to Waterford	Bus Éireann Expressway	09:49, 10:49, [10:49], 12:49, [11:49], 13:49, [13:49], 15:49, [15:49], 17:49, [17:49], 18:49, [18:49], 19:49 (FO), [19:49], 21:49 [21:49]	10:49, 12:49, 13:49, 15:49, 17:49, 18:49, 19:49, 21:49
355	Cahir to Waterford	Bus Éireann Expressway	07:34, 10:36, [10:36], 12:36, 14:37, [14:36], 17:06, [17:07], [18:36], 19:38	10:40, 14:36, 17:07, 18:40
245	Clonmel Rail Station to Bus Station	Bus Éireann	09:41, 12:35, 15:37, 18:44, [19:03], 20:38, [23:53]	08:45, 16:45, 19:45

Local Link

TFI provide a number of Local Link bus services in the Clonmel area as part of the public transport network. Generally, there are two different types of Local Link services available. These are Regular Rural Bus Services and Door-to-Door Bus Services. In Clonmel, the services are mainly Door-to-Door Bus Services. The door-to-door bus services work along fixed routes but can divert to collect and drop off passengers at their home, where possible. A new Rural Bus Service (Route 356) has started in Clonmel and connects to Dungarvan. This new route is part of the Connecting Ireland Rural Mobility Plan which is a major public transport initiative developed by the National Transport Authority. This route will operate 5 daily return services, 7 days a week and will create a brand new connection from Dungarvan in Co. Waterford to the South Tipperary Hospital in Clonmel. Details of all locations served by existing Local Link Bus Services is available in the Baseline Assessment Report.

There are further connections available to Littleton, Horse & Jockey and Thurles via services provided by a local private operator (Shamrock Coaches and its partners). Local Link services in the Clonmel area operate Monday to Saturday from 7:30 to 18:00.

Private Coach Operators

A number of private coach operators provide services in the Clonmel area. These operators include:

- J.J. Kavanagh & Sons; and
- Bernard Kavanagh Coaches

A summary of the services offered by these operators is presented in Table 2-8.

Table 2-8: Private Coach Operators

OPERATOR	ORIGIN	DESTINATION	NO. SERVICES (MON – SUN)	FIRST SERVICE	LAST SERVICE	FREQUENCY (APPROX.)
J.J. Kavanagh & Sons	Clonmel (Army Barracks)	Dublin Airport	9	1:30	18:00	1.5 – 3.5 hrs
J.J. Kavanagh & Sons	Dublin Airport	Clonmel (Army Barracks)	9	6:15	23:00	1 – 4 hrs
Bernard Kavanagh Coaches	Clonmel (Easons)	Thurles	2	8:00	14:45	N/A
Bernard Kavanagh Coaches	Thurles	Clonmel (Easons)	2	11:15	17:45	N/A

Former Town Bus Service

O'Donoghue Bus & Coach Hire provided a town bus service in the past, however, it stopped during Covid and the associated license ran out in 2022. Tipperary County Council are in consultation with the NTA to deliver a new Clonmel town bus service in 2023.

Road Network

The N24 National Primary Road bypasses Clonmel to the north of the town, traversing the Study Area in an east-west direction. There are also a number of Regional and Local roads serving the town and its environs. Some of the roads within the Study Area, particularly the N24, experience a large volume of traffic and reaches or exceeds capacity in the peak hours. The section of the N24 around Clonmel is currently being reviewed as part of the N24 Waterford to Cahir project, which is being developed by Kilkenny County Council as lead authority, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT). The project aims to provide a reliable and sustainable transport solution for the N24 corridor (further information is provided in Section 6.2).

A number of the important roads serving Clonmel are summarised below.

Figure 2-15 illustrates the key National, Regional and Local roads serving the Study Area, including:

- **Clonmel Bypass (N24)** was opened in 1999 to alleviate congestion within Clonmel town centre. It is a single carriageway road with one lane in each direction and features 7 roundabouts within the Study Area. Vulnerable Road Users' facilities are generally poor and inconsistent with pedestrian provision varying from footpath on both sides of the road to one side only, and cyclist provision varying from two-way off-road cycle track with no onward connectivity;
- **Cashel Road (R688)** connects Clonmel north towards Cashel with a single carriageway road with one lane in each direction;
- **Gladstone Street/Fethard Road (R689)** connects Clonmel north towards Fethard. This link predominantly features a single carriageway road with one lane in each direction, however a section of one-way only southbound is provided between Morton Street and William Street;
- **Davis Road/Kickham Street/Western Road (R707)** which traverses the town in the east-west direction and connects to the N24 at either end of the town
- **Cahir Road/Abbey Road/Irishtown/ (R884)/O'Connell Street** is one of the main gateway routes to/from the west, the other being Western Road (R707). The road is urban in nature and within a 50kph speed zone and features a single carriageway with one lane in each direction.

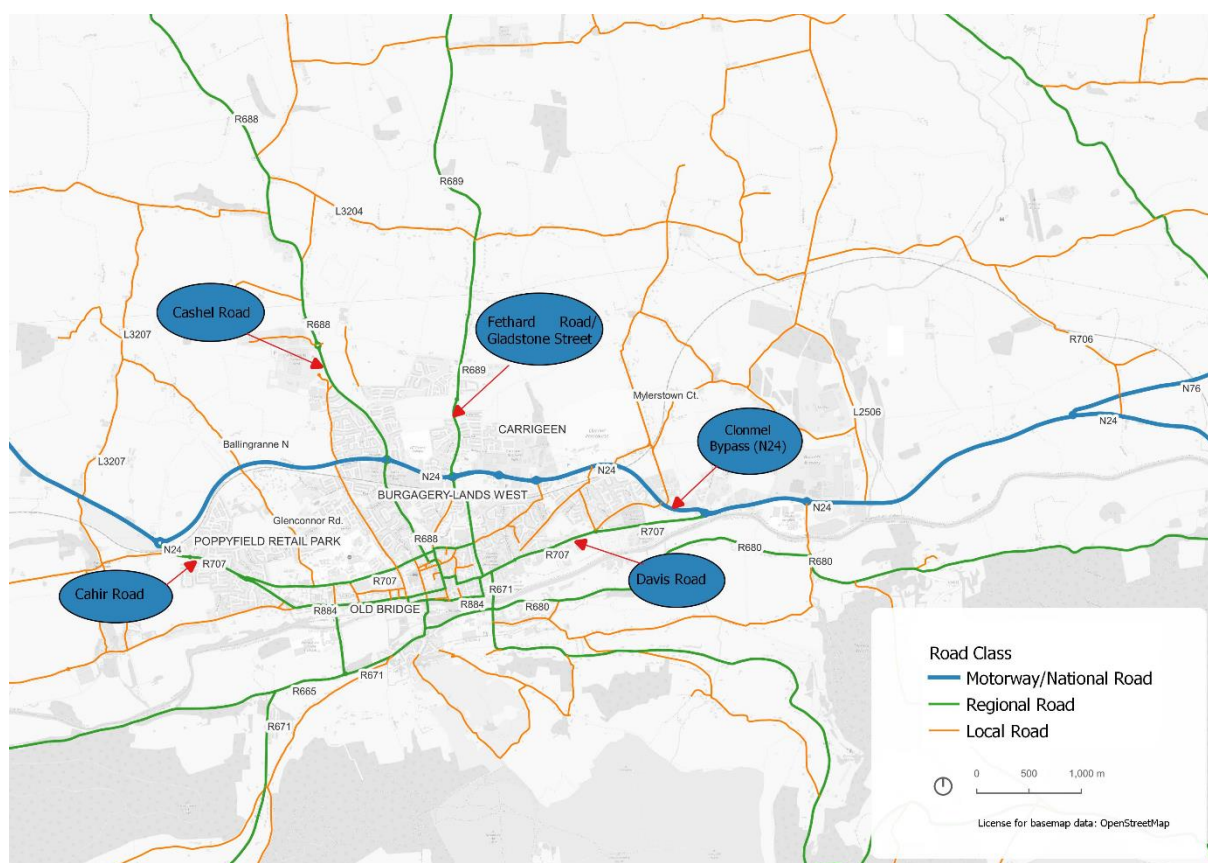


Figure 2-15: Study Area Road Network

2.11 Permeability

As part of the detailed review of walking and cycling facilities combined with lessons from the ATOS and catchment analysis, a review of permeability within the town was undertaken. As noted in the

policy context, the NTA have produced a Best Practice Guide to permeability which notes how it can facilitate demand for walking and cycling in urban areas. The more permeable the urban environment for active modes, the more likely they are to be more appealing over the private car.

However, there are certain areas in Clonmel which do not have the same level of permeability. Where possible, small permeability improvement schemes could have a big impact in terms of shortening active travel journey times. Through a mix of permeability upgrades and new linkages, an improved permeable network could be achieved.

2.12 Public Consultation Methodology and Feedback

Methodology

An online survey was developed using the tool ‘Snap Surveys’ and was accessible between Friday the 31st of May and Friday 24th June 2022. It was made available through the Tipperary County Council consultations portal. Following completion of the survey, respondents were directed to the map-based platform hosted by PlaceChangers.

The survey was posted on the Tipperary County Council website and was promoted with local newspaper adverts, radio adverts, and on social media channels to generate as much engagement as possible. In addition to this, key stakeholder groups were notified, including local councillors, local schools, the chamber of commerce etc. Some paper-based versions were also made available from Tipperary County Council Offices for those with limited digital capabilities and/or online access. However, these paper-based responses weren’t able to access the PlaceChangers map-based tool as it was only accessible via the web-based survey.

A total of 287 responses were received, while the map-based part of the consultation received 312 comments.

Feedback

Of the 287 responses in the questionnaire –

- 37% rated cycle facilities as ‘poor’ or ‘very poor’
- 78% rated PT provision as ‘poor’ or ‘very poor’
- 70% rated pedestrian facilities as ‘adequate’ or better
- 68% rated parking provisions as ‘adequate’ or better

In the map based platform, 312 responses were received and the figure and bullet points below shows the split of responses, classified under five broad headings: Active Travel, Parking, Public Realm, Public Transport and Traffic Management & Safety.

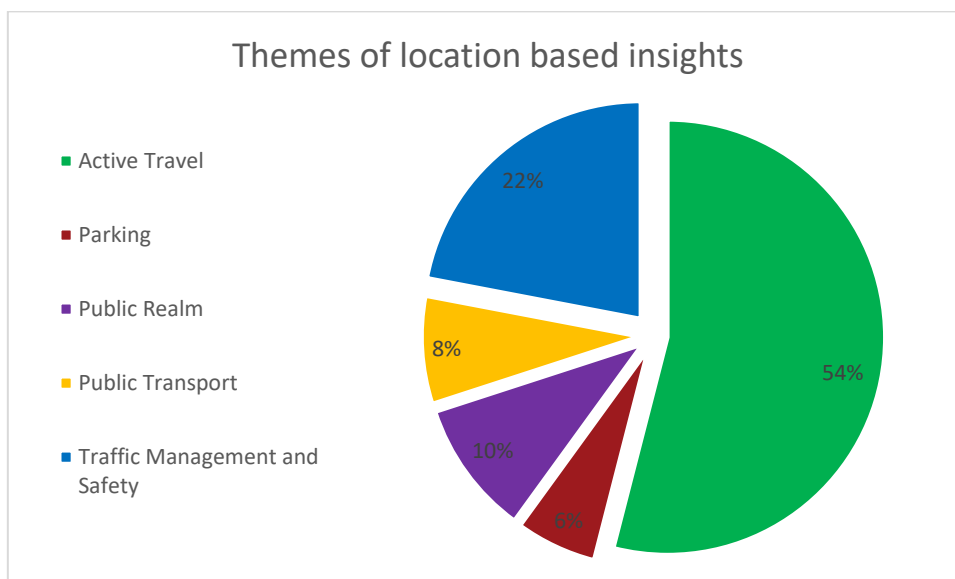


Figure 2-16: Location based insights split by theme

- Active Travel – Respondents requested to see improved pedestrian links to and around educational and recreational services, with a focus on enabling children to walk and cycle safely.
- Parking – Illegal parking causing congestion, parking on footpaths, school pick-up/drop-off an issue particularly near schools and local shops
- Public Realm – Footpath audit needed to identify issues and improve facilities, inadequate lighting at some locations e.g. around schools
- Public Transport – Most common complaints in relation to local public transport links cited the lack of bus stops in strategic locations close to residential areas to connect people to cross town employment/education sites. The lack of a town bus service and the poor frequency of the train service.
- Traffic Management and Safety – one-way system in town centre, junction upgrades for safety, traffic congestion during peaks, high vehicle speeds and traffic calming required.

As illustrated by Figure 2-16 above, the majority of responses can be classified under the Active Travel theme. In this theme, the following five key locations were mentioned –

- **Cahir Road** – remove space from nearby green area to have space for continuous segregated cycle lane in both directions.
- **Clonmel and Carrick on Suir Greenway** – increase bike parking in the town for people wishing to travel via the Greenway, connect to Suir Island, Greyhound Stadium and Nelson St, install a cycle rail along access steps and railing on drop zones for safety
- **Davis Road** – Segregated cycle lane to improve safety that connects to Blueway, additional lane at junction to retail access to avoid motorist-pedestrian-cyclists’ conflicts, improve cycle parking at car parks with covered facilities, install TFI bike rental scheme
- **Frank Drohan (N24 Bypass)** – extend segregated cycle lane along the full length of N24 with segregation continuing across roundabouts, install cycle bridge or underpass either joined or separated from new pedestrian footbridge, bike parking at all shopping centres and retail sites, and new walking and cycle links from Carrigeen Business Park to housing estates

- **Irishtown** – segregated cycle lanes that connect Presentation Campus to the Gaelscoil to encourage active travel to school, make the road one way with space given to cyclists, improve pedestrian access from car parks to schools.

Other general comments included suggestions to see improved pedestrian links to and around educational and recreational services, with a focus on enabling children to walk and cycle safely.

The full results from the community consultation can be found in the Baseline assessment which is included in Appendix A.

Schools Consultation

In addition to the Clonmel community consultation, the primary and post-primary schools were consulted as part of the Clonmel ABTA Baseline Assessment. The online survey was issued to all fifteen educational facilities in Clonmel (eight primary, six secondary and one third level). Of the responses, 54% were found to be either quite dissatisfied or very dissatisfied with the level of access to their school while 23% were neither satisfied or dissatisfied.

A question was posed to the respondents enquiring as to what specific impediments they saw to access to their schools. The most common responses were:

- No parking for adult students and limited public transport do not suit college timetables
- Poor public transport links
- Visibility of road traffic
- Congested parking at the school can lead to dangerous situations.

In addition to the question above, the survey asked if respondents would be supportive of any transport measures which would support students and staff accessing the school more easily, safely and sustainably. The most popular responses were for:

- Speed Bumps
- Improved space for pedestrians and cyclists in vicinity of school entrance
- New pedestrian / cycle crossings
- Opening of alternative entrances
- Temporary closure of front of the school to all traffic except special circumstances

The full results from the schools consultation can be found in the Baseline Assessment Report which is included in Appendix A.

2.13 SWOT Assessment

The findings from the Baseline Assessment Report, summarised in the preceding sections, have been used to inform a Strengths, Weaknesses, Opportunities and Threats/Constraints (SWOT) analysis for the Clonmel LTP study area, and the results are outlined in Table 2-9 below. This will be used to provide insight and inform the subsequent stages in development of the LTP.

Table 2-9: Strengths, Weaknesses, Opportunities and Threats

STRENGTHS

- Designated a “Key Town and Self-Sustaining Regional Driver” in the Tipperary County Development Plan 2022-2028.
- Good regional connectivity to the cities of Limerick, Cork, Waterford and Dublin both on the National Road Network and the rail network.
- Town bypass available via the N24.
- Good pedestrian permeability within the town centre.
- Excellent segregated cycleway along the Suir Blueway.
- There is good accessibility for children travelling to education with 8 primary schools and 6 post-primary schools located across the study area along with TUS Clonmel.
- Pedestrian trips to school/college outrank National average by 8%

WEAKNESSES

- Car remains the dominant mode of transport, even for shorter distance commute trips.
- A number of key junctions on access to Clonmel are unattractive to pedestrians and cyclists due to large cross-sections, high traffic volumes and conflicting turning movements.
- Severance effect of natural barriers (River Suir) and physical infrastructure (rail network and N24).
- Steep gradients to the north of the N24 act as a barrier for active travel.
- Deficiency in the level and quality of cycle infrastructure on key local routes accessing the town centre.
- The existing N24 bypassing Clonmel reaches capacity during peak commuter and shopping periods leading to congestion and delay.
- Both rail and local bus services have limited frequencies.
- The lack of a Town Bus service.

OPPORTUNITIES

- Significant urban realm improvements planned for the area including O’Connell Street.
- A number of different services within the study area including education, healthcare, retail and employment which support the creation of a 10/15-minute neighbourhood.
- Opportunity to build upon existing Suir Blueway and extend cycle lane priority within the urban areas, linking residential areas to main trip generators.
- Opportunity to encourage enhanced Mobility Management for residential developments, schools and businesses – including Safe Routes to Schools.

THREATS

- Car ownership is quite high within the study area with 79% of households owning at least one car, and 36% owning 2 or more. If this pattern continues for new developments it will likely lead to additional vehicular traffic on the road network.
- A continuation of low-density development in areas not supported by public transport will perpetuate unsustainable travel patterns and increase pressure on the strategic road network.
- Insufficient investment in public transport service provision and supporting infrastructure may reduce the attractiveness of public transport alternatives and increased car-based congestion.
- A failure to provide alternative river crossings dedicated to sustainable modes may place further pressure on existing bridges.
- A failure to provide suitable crossings of the N24 which avoid interaction with traffic on the network may reduce attractiveness of active travel modes.
- Failure to reallocate road space to sustainable transport measures (including active travel) and the introduction of appropriate transport demand management measures likely to contribute to an increase in car use.

3 LTP OBJECTIVES & FUTURE DEMAND FOR TRAVEL

3.1 Introduction

Part 2 of the ABTA process focuses on applying the information gathered from the baseline assessment (including the SWOT analysis) to determine the principles and objectives that guide the development of the Local Transport Plan (LTP). The following sections provide an overview of the methodology used to derive the objectives for the Clonmel LTP, along with the Key Performance Indicators (KPIs) used to assess the performance of the strategy options in meeting the study objectives.

3.2 Developing the Objectives and KPIs

The development of the principles and objectives for the Clonmel LTP were informed by

- The opportunities and constraints identified in the Part 1 Baseline Assessment SWOT Analysis, feedback from public consultation, engagement with Elected Members and Officials;
- Existing local policies and objectives; and
- National level policy guiding the delivery of sustainable development.

In order to ensure a robust assessment of transport options, the objectives were broadly aligned with the key categories outlined in the Department of Transport’s Common Appraisal Framework (CAF) with common themes identified:

- **Accessibility & Social Inclusion:** supporting local accessibility by walking and cycling within Clonmel for all users;
- **Environmental:** supporting climate change initiatives and a general switch to more sustainable modes of travel;
- **Economic:** supporting the vibrancy and connectivity to Clonmel Town Centre enhancing its economic competitiveness;
- **Integration:** supporting the integration of land use and transport planning in a manner that can affect significant modal shift to walking, cycling, and public transport; and
- **Safety & Physical Activity:** promote walking and cycling, and provide a safe environment for vulnerable users.



A detailed review was then undertaken of Local and National Policy to identify existing objectives under each of the CAF headings and themes outlined above. In particular, strategic outcomes and policies from them were identified which could inform the principles and objectives for the Clonmel LTP. The SWOT analysis from the Baseline Assessment was also reviewed to identify specific constraints and issues currently within the study area which should be addressed by the Clonmel LTP objectives. Whilst the objectives developed for the LTP focus on the need to improve travel by sustainable modes in Clonmel, in accordance with DoECLG Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’, an overarching aim in the development of all LTP transport measures is the need to safeguard the strategic function, capacity and safety of the existing national road network in the Plan area.

Performance measurement is used to determine if the full set of recommendations proposed under the Clonmel LTP achieve the desired outcomes. Key Performance Indicators (KPIs) have been identified and were used to measure the performance of the LTP strategies under the various objectives. Table 3-1 below outlines the objectives and associated KPIs developed for the Clonmel LTP.

Table 3-1: Objectives and Key Performance Indicators (KPI's)

HEADING	OBJECTIVE	KPI
Accessibility & Social Inclusion	To create and enhance inter- urban connectivity through delivery of a quality public transport service between Clonmel and Waterford- Limerick. There should also be improved connections to neighbouring centres throughout the County including Carrick On Suir, Cahir, Cashel, Tipperary Town, Thurles, and Nenagh.	People within 10min walk of a Public Transport Stop. Qualitative assessment of improved services (Connecting Ireland), and bus stop upgrades.
	To promote the application of Universal Design through the delivery of a sustainable transport network for users of all abilities in Clonmel, where services are accessible via a comfortable short and safe walk, cycle, or Public Transport (PT) ride from dwellings.	Length of additional / improved walk and cycle infrastructure
Integration	To promote the '10-minute settlement' concept in Clonmel aiming to reduce walking times to essential daily services through improved integration of land use and transport.	Catchment analysis - population within 10 minutes of key destinations (Schools and Town Centre) by sustainable modes
	To align and integrate with incumbent and upcoming National, Regional, and Local planning policy	Rating Scale - Review against policy compliance
Safety & Physical Activity	Provide safe access to schools and employment centres for vulnerable road users, ensure a safe front of school environment.	Qualitative assessment of walking and cycling infrastructure to schools and front of school environment
	To invest in the health and wellbeing of residents and visitors of Clonmel through the promotion of active travel modes and schemes that foster a healthy lifestyle and a more liveable town	Population within 200m of new cycle infrastructure

HEADING	OBJECTIVE	KPI
Environment	<p>To provide an environment which supports and encourages a modal shift from the private car to more sustainable mode. This will support the County to reach Climate Action and Sustainable Energy targets while helping achieve a more environmentally sustainable and circular economy.</p>	<p>Qualitative assessment of Mode Share with targets which should be monitored</p>
	<p>To improve and create a more appealing town centre environment for pedestrians and reduce harmful air and noise pollution from vehicles. Prioritise improvements at school and employment zones and along the main pedestrian access routes immediately adjacent to schools and employment centres.</p>	<p>Qualitative assessment of pedestrian and cycle environment in the town centre and sensitive areas</p>
Economy	<p>To support Clonmel's pathway to a low-carbon economy through the delivery of a sustainable transport network, improving access to employment, retail and business opportunities for all in Clonmel Town</p>	<p>Catchment analysis to employment – population within 20-minute walk of key employment sites</p>
	<p>Help grow and enhance Clonmel as a renowned centre for activity-based and sporting tourism. Complement and capitalise upon the rich cultural and environmental assets inherent in Clonmel, enhancing access and movement for local residents and visitors alike.</p>	<p>Qualitative assessment of town centre public realm and access to places of interest</p>

3.3 Future Demand for Travel

In addition to the review of present-day conditions in Clonmel, the project team examined the Land Use Zoning Map contained within the Draft Clonmel Local Area Plan, as illustrated in Figure 3-1 and Figure 3-2 below. In collaboration with Tipperary County Council, an assessment of appropriate lands for future potential development was completed. The existing development patterns in Clonmel were taken into account during this process. Access to existing, and planned, development sites was taken into consideration when determining the transport options for the LTP.

Any new residential or employment developments (including expansion of existing) in Clonmel will also need to provide active travel infrastructure throughout the proposed developments, which will connect to the proposed set of measures outlined in this LTP. This will ensure that connectivity across the network is maintained as Clonmel is developed into the future.

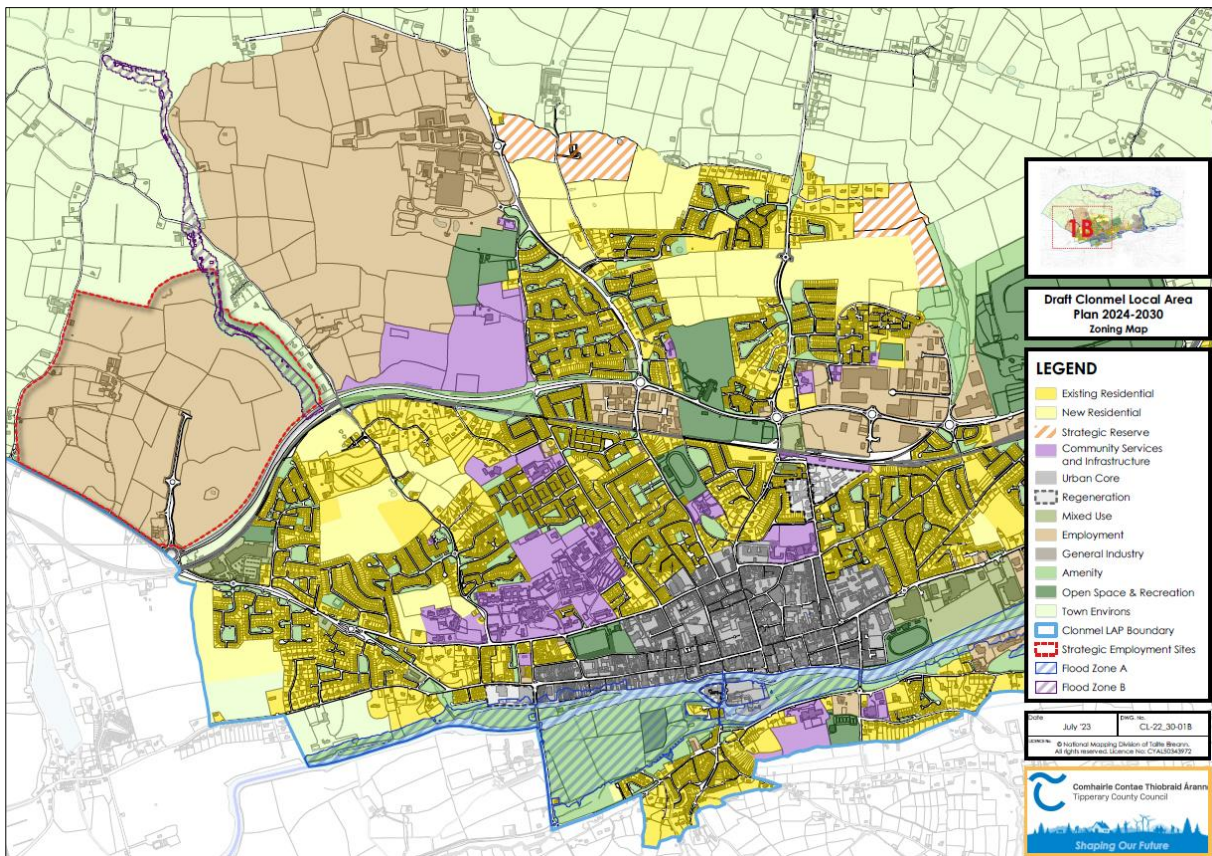


Figure 3-1: Draft Clonmel LAP Land Use Zoning (West Clonmel)

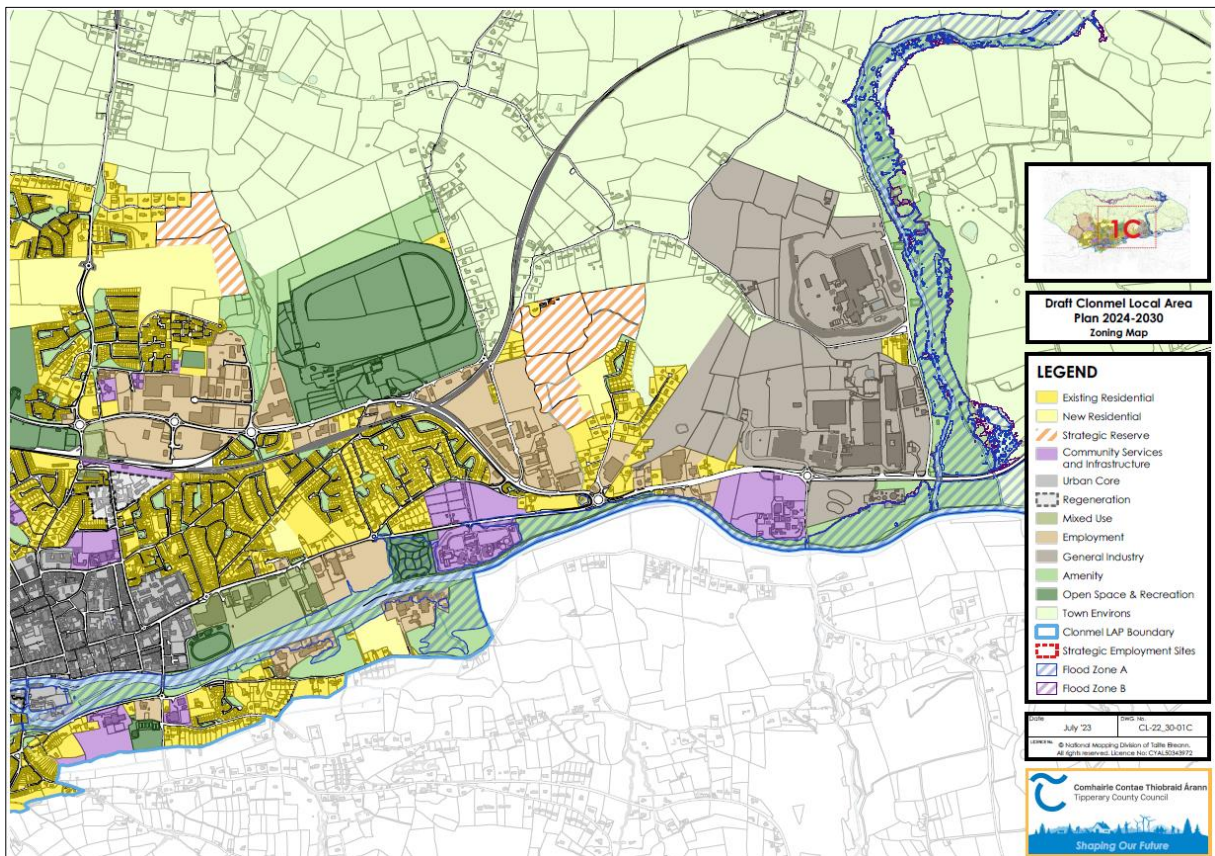


Figure 3-2: Draft Clonmel LAP Land Use Zoning (East Clonmel)

4 OPTIONS DEVELOPMENT

4.1 Options Development Overview

The following chapter outlines the options developed 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 representatives from TCC and the NTA, through the following:

- Insight from the **Baseline Assessment** phase of the study, which includes the Public Consultation elements which sought initial views from the wider public;
- **Data review** to identify proposals from wider policy/strategies/masterplans for the study area and any existing/new data i.e. traffic data;
- **Site visits** to review issues identified in the baseline assessment and opportunities for improvement; and
- **Workshops** between the project working group, elected members and TCC staff to discuss and agree potential options.

The options have been developed at a strategic level in accordance with national and regional policies. It is important to note that all suggested proposals will undergo further examination to establish the most suitable site-specific interventions. This will involve comprehensive analysis and design processes to ensure that the proposed schemes are meticulously developed.

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



Figure 4-1: NIFTI Modal and Intervention Hierarchy

The following section provides a brief overview of the option development process for active modes, public transport, vehicular traffic and supporting demand management measures identified to assist in achieving the overarching Clonmel LTP objectives. Full detail on the long-list of options including maps and descriptions can be found in Appendix B.

4.2 Active Travel – Walking and Cycling

The development of the LTP active travel measures has been focused on increasing walking and cycling mode share, by providing high quality and attractive alternatives to journeys by car (particularly for short distance car trips which are common in Clonmel) and also improving transport choice for those without access to a car.

Providing a safe, low speed, traffic calmed environment for people of all ages and abilities to confidently cycle and walk is essential to achieve mode shift. Where feasible, fully segregated cycle facilities are proposed to improve safety for cyclists. Where segregation was not considered to be possible given constraints, particularly within the town centre, measures have been proposed aimed at providing a safe, low speed, traffic calmed environment for sections of cycle trips which must be made on-road.



Figure 4-2: Example of a Segregated Cycle Track

The key aim in developing Active Travel Options was to provide Clonmel with a safe, comfortable and integrated walking and cycling network enabling trips to school, work, shopping and all other purposes to be made using active travel modes.

4.3 Public Transport Options

While active travel investment focuses on encouraging people to switch from car to cycling or walking for short distance journeys, public transport has the potential to encourage mode shift from car journeys for medium and longer distance trips. Improving public transport also has the potential to support those who regularly choose active travel to also choose public transport – for example, when weather conditions are particularly inclement.

The development of the LTP public transport options has incorporated insight from the Baseline Assessment phase of the Study including aspects such as the improvement of existing public transport services, enhanced passenger information and improved passenger waiting environments and interchange facilities.

4.4 Demand Management & Supporting Measures Options

In line with the Demand Management tool of Avoid-Shift-Reduce-Manage Transport Demand Management (TDM) Toolkit to reduce carbon, improve air quality and the urban environment, and manage congestion, a limited number of TDM Measures have been identified to support the switch to sustainable modes across the Study Area.

Supporting measures include those to support Active Travel, Public Transport and School Travel. A number of other supporting behavioural change measures are identified, including the role that Mobility Management can play in both avoiding the need to travel and supporting a switch from car travel to sustainable modes on a site by site basis.

4.5 Road & Traffic Management Options

Options for the Road Network strategy were identified in order to improve performance and safety. The priority in the development of the road network options (as per NIFTI) is to maintain, manage and operate the existing road infrastructure in a more efficient manner, and any new road schemes must demonstrate that public transport, traffic management or demand management measures can't effectively address the problem prompting the road proposal or are not applicable/appropriate.

Further, the core focus of this LTP is increasing the safety, comfort and attractiveness of active travel in the town, particularly for school trips. Therefore, road options that would unduly induce car trips that could otherwise be made by active travel would not be appropriate. However, road options that facilitate the reallocation of road space in the town centre by enabling traffic to bypass the town centre streets are more in line with the LTP objectives and current national policy.

In addition to options concerning upgraded and new road infrastructure, a number of traffic management proposals were developed in combination with associated walking & cycling measures. These traffic management options are mainly located in the town centre where streets are narrow and active travel facilities are poor. These options and their associated walking & cycling measures aim to improve the public realm in key areas and provide a safer environment for people walking, cycling and driving within the town.

The N24, national primary road, through the LTP area is an important strategic national road and provides important regional and inter-regional connectivity within and through the Southern Region, Tipperary, Clonmel and the Clonmel Environs. At a local level the N24 by its nature has a severance effect on the Town of Clonmel reducing the attractiveness of active travel modes. Its junctions are unattractive to pedestrians and cyclists due to the large cross-sections, high traffic volumes and conflicting turning movements. This was highlighted during the initial public consultation responses as part of the Clonmel LTP, along with traffic congestion issues particularly between the Cashel Road and Fethard Road roundabouts.

The section of the N24 around Clonmel is currently being reviewed as part of the N24 Waterford to Cahir project, which is being developed by Kilkenny County Council, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT). The project aims to provide a reliable and sustainable transport solution for the N24 corridor (further information is provided in Section 6.2).

5 PART 3 - OPTIONS ASSESSMENT METHODOLOGY

5.1 Options Assessment Methodology

The following chapter provides an overview of the options assessment process used to determine the Emerging Preferred Strategy for the Clonmel LTP. It includes an initial screening process followed by more detailed Multi-Criteria Analysis (MCA) to determine the optimal package of measures to meet the identified study objectives.

To determine the Emerging Preferred Strategy to form the LTP, the long-list of options were passed through a four-stage assessment process as outlined in Figure 5-1 below, including:

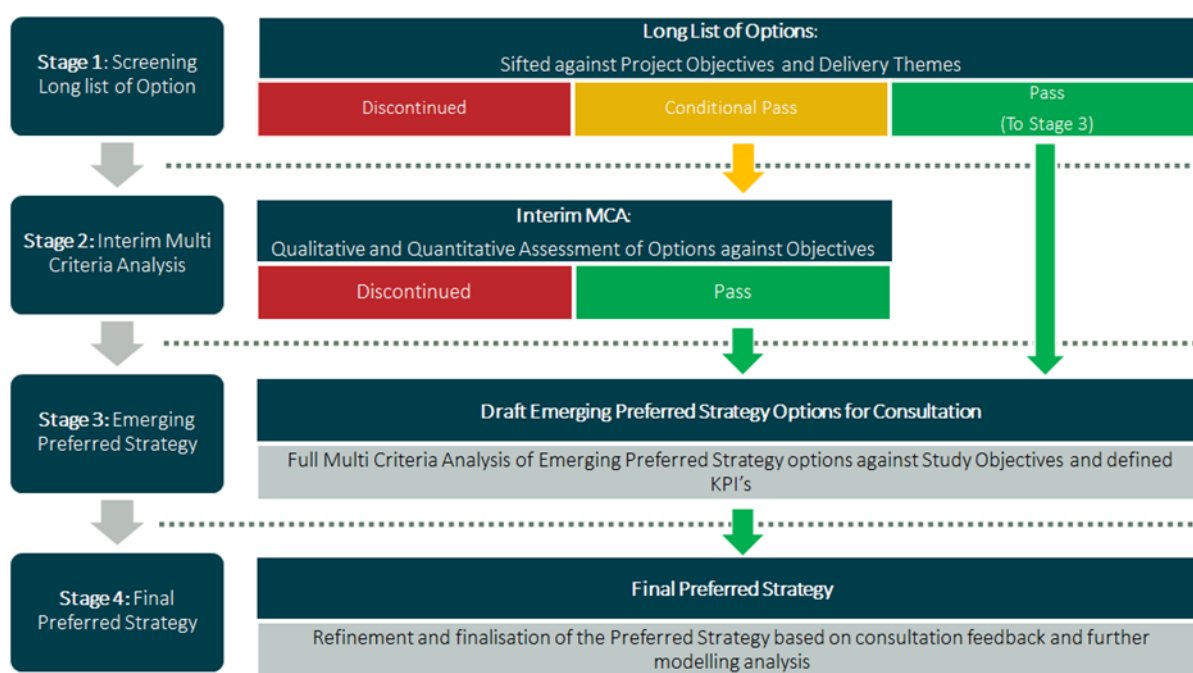


Figure 5-1: Options Assessment Methodology

- **Stage 1 Options Screening:** The long-list of options were screened against the overall project objectives and core delivery themes to identify which ones should be discontinued, which could pass directly to the final strategy, and which required further assessment;
- **Stage 2 Interim Multi-Criteria Analysis (MCA):** Options requiring further analysis were passed through a MCA with qualitative indicators used to score each option against the study objectives;
- **Stage 3 Draft Emerging Preferred Strategy Options for Consultation:** Options passing Stage 1 and Stage 2 form the initial draft Emerging Preferred Strategy for the LTP.
- **Stage 4 Final Preferred Strategy (Post LAP Consultation):** Feedback from the project steering group and public consultation as part of the Clonmel LAP process will be used to refine the final strategy for the LTP.

The following sections provide a more detailed description of Stages 1-3 outlined above, full details of the process along with the assessment results for the long-list of options are available in Appendix B & C.

5.2 Stage 1: Options Screening

Stage 1 of the Options Assessment examined each of the long-list of measures to see whether they helped to achieve the ABTA themed objectives (Economic; Health and Safety; Environment; Integration; Accessibility and Social Inclusion). The options were also assessed at a high level against the following **core delivery themes**:

- Engineering feasibility;
- Acceptability;
- Funding potential; and
- Value for money

Based on this initial screening, options were classed as follows:

- **Discontinued:** the option did not align with the LTP objectives and therefore is not included in the Emerging Preferred Strategy;
- **Pass:** the option satisfied the project objectives and the core delivery themes, and no alternative proposals were identified in the options development process. These options passed directly into the Emerging Preferred Strategy without the need for an interim assessment.
- **Conditional Pass:** the option aligned with the LTP objectives, however, either didn't fully meet all of the core delivery themes or had a number of alternative proposals identified. In these instances, the options were assessed in further detail as part of the interim MCA.

Further details on the outcomes of the Options Screening process, including all options assessed and associated scoring is provided in Appendix B.

5.3 Stage 2: Interim MCA

The Interim MCA was used to evaluate options classed as having a Conditional Pass (as outlined above). At this stage, options were assessed in more detail based on their ability to meet the core delivery themes outlined above and also the overarching study objectives (Table 3-1).

This assessment was predominantly qualitative in nature, however where possible, quantitative information was used to supplement the scoring e.g. survey data, traffic model data, Geographic Information System (GIS) analysis etc.

A five-point scoring system, outlined in Table 5-1 below, was used to assess the options across the study objectives and delivery themes. This produced a performance matrix which was reviewed to rank the scenarios and identify which ones performed best and therefore, passed into the Emerging Preferred Strategy.

Table 5-1: Interim MCA Scoring System

Scoring	
Major Benefit: The proposal is expected to have a clear and considerable benefit or positive impact when compared to existing conditions.	
Minor Benefit: The proposal is expected to have a minor benefit or positive impact when compared to existing conditions.	
Neutral: Overall, the proposal is expected to have neither a positive nor negative impact when compared to existing conditions.	
Minor Disbenefit: The proposal is only expected to result in a minor negative impact when compared to existing conditions.	
Major Disbenefit: The proposal is expected to have a clear and considerable negative impact when compared to existing conditions.	

To ensure that the options that had advanced to the interim MCA stage were assessed holistically, and that mutually exclusive options were assessed at the same time, where possible/reasonable options were packaged together for the MCA process.

Detailed work was undertaken to balance the positive and negative outcomes of each option to assess whether it would be included in the Emerging Preferred Strategy. Further details on the Interim MCA, including all options assessed and associated scoring is provided in Appendix C.

5.4 Stage 3: Emerging Preferred Strategy Assessment

The options that passed from Stage 1 and Stage 2 of the assessment process formed the draft Emerging Preferred Strategy for the Clonmel LTP. This included a wide range of proposals across walking, cycling, public transport, road network changes and wider supporting measures.

The Emerging Preferred Strategy was then comprehensively reassessed against all of the study objectives using the Key Performance Indicators outlined in Table 3-1. This included qualitative scoring but also more detailed quantitative analysis such as length of infrastructure improvements, GIS catchment analysis, traffic modelling results etc. Further details on all elements of the Emerging Preferred Strategy are provided in Chapter 6.

6 EMERGING PREFERRED STRATEGY

6.1 Overview

The previous chapters in this report have detailed the process followed in identifying the Emerging Preferred Strategy for the Clonmel Local Transport Plan. The following sections provide a summary of the proposed measures which have passed through the assessment process and now form part of the Draft Local Transport Plan (LTP) for Public Consultation. Full details of the assessment process and results are provided in Appendix B & C.

These multi-modal network strategies have been developed in order to determine the key infrastructure and transport policy measures required in Clonmel and its wider hinterland in order to effectively address existing constraints in transport capacity, taking all journey purposes and modes of transport into consideration, to plan for the projected growth in population and to encourage sustainable mobility.

The Emerging Preferred Strategy of the Clonmel LTP will enable the town to further develop and realise its potential – supporting a positive modal shift to sustainable transport by identifying and prioritising key transport related investment decisions for the town and its environs, whilst safeguarding and promoting commercial activity within the town.

The Emerging Preferred Strategy sets out at a strategic level transport investment for Clonmel Town in accordance with national and regional policy, and all proposed interventions will be subject to further detailed analysis and design to develop the most appropriate site-specific interventions.

6.2 Active Travel

The development of the LTP active travel measures have been focused on increasing walking and cycling mode share, by providing high quality, attractive alternatives for journeys by car (particularly for short distance car trips) and also improving transport choice for those without access to a car.

Providing a safe and convenient network of routes for people of all ages and abilities to confidently cycle and walk is essential to achieving a modal shift. In keeping with the principles set out in the Climate Action Plan, National Investment Framework for Transport in Ireland and the Sustainable Mobility Policy (SMP), this has primarily been achieved through the reallocation of road space away from vehicular traffic towards providing protected facilities for vulnerable road users. Where traffic speeds and volumes are low (typically less than 200 vehicles two-way in the peak hour), cyclists may share the carriageway space with traffic. In these circumstances, appropriate interventions will be implemented to reinforce low traffic speeds (30kph or less). These will be designed in accordance with the principles set out in the DMURS and will be sympathetic to the character and function of the street.

The provision of quality, secure cycle parking in Clonmel Town Centre and at other key locations in order to meet future demand will also be critical to achieve this step change towards active travel. This is complemented by a range of supporting behavioural change measures to lock in the benefits of this investment in active travel (further details provided in Section 6.5).

The overall proposed walking and cycling measures in the Emerging Preferred Strategy for Clonmel are illustrated in Figure 6-1 below. These measures will deliver radically improved connectivity and permeability from residential areas to main trip attractors including the town centre, key employment and education sites and leisure opportunities.

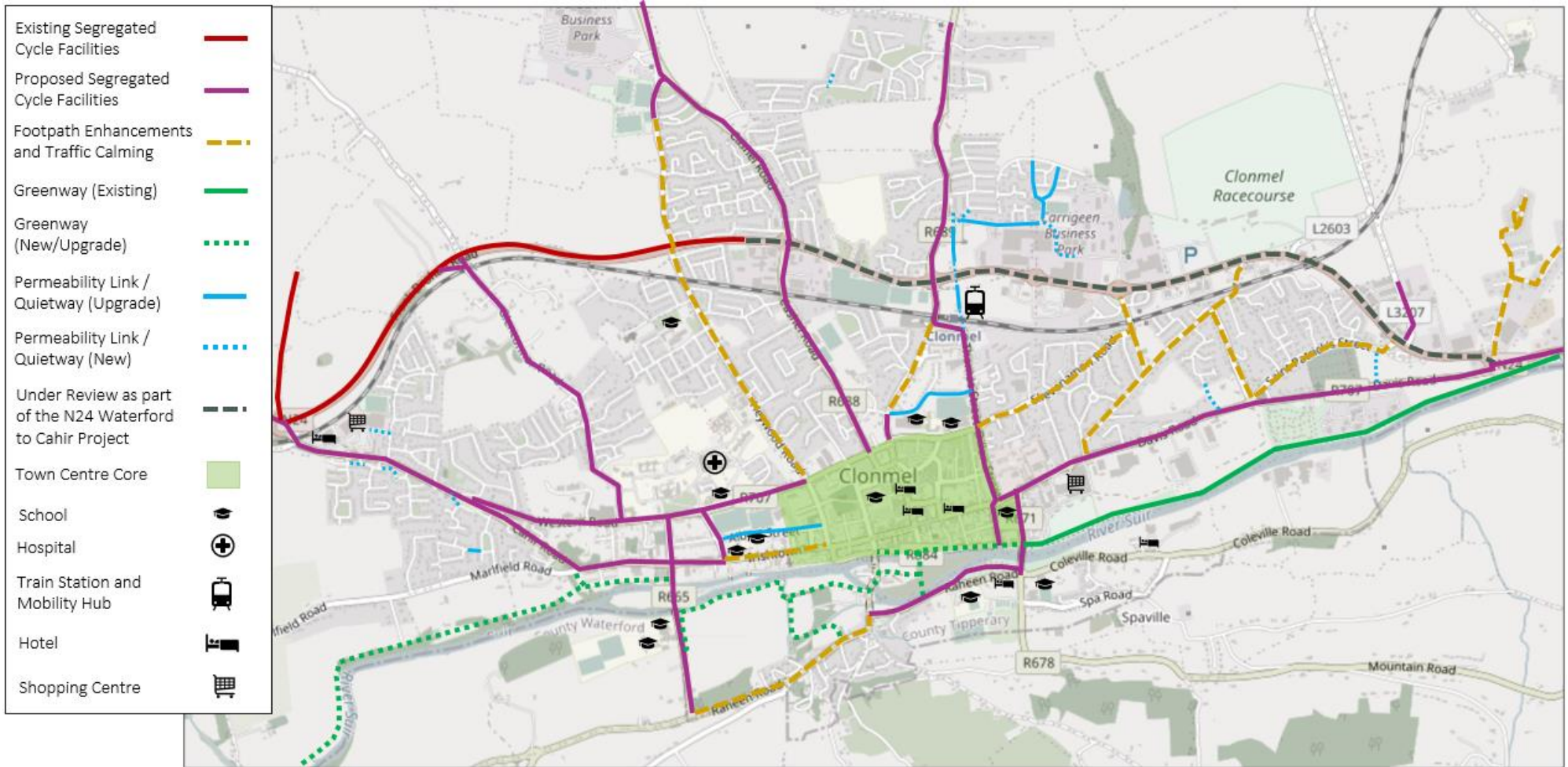




Figure 6-1: Summary of Active Travel Measures

* Further details on 'Town Centre Core' measures provided in Section 6.2.3

Segregated cycle infrastructure has been proposed to improve safety and comfort for cyclists across the network. In particular, the segregated cycle network connects large residential areas within the study area to the town centre. In some locations, delivery of segregated infrastructure will be challenging and other means of delivering a high quality cycling environment will be considered, including, potentially, Rapid Build/quick win schemes. In addition to high quality segregated cycle facilities, a number of permeability links are proposed which will increase the walking catchment of schools, key employers, and the town centre core.

The Emerging Preferred Strategy also proposes new and improved footpaths and traffic calming on roads and streets with insufficient width for implementing segregated cycle infrastructure. A full description of the proposed measures included in the Emerging Preferred Strategy are provided in Table 6-2. The key elements of the active travel strategy are summarised in the remainder of this section with the following terminology used to describe proposed interventions:

Table 6-1: Active Travel Terminology

INTERVENTION	EXAMPLE IMAGE
<ul style="list-style-type: none"> ○ Cycle Tracks = cycle lanes separated from vehicular traffic with a physical barrier (e.g. Kerb or bollards) 	
<ul style="list-style-type: none"> ○ Traffic Calmed = measures to reduce vehicle speeds and create a safer environment for pedestrians and cyclists. Typical measures include: <ul style="list-style-type: none"> ● Narrowing of the traffic lanes to minimum recommended widths; ● Raised pedestrian crossings to provide priority for pedestrians; ● Tightening of corner radii at residential estates to reduce crossing distances and improve safety; ● Reduced speed limits; and ● Surface treatments, streetscape and landscaping enhancements. 	

INTERVENTION	EXAMPLE IMAGE
<ul style="list-style-type: none"> ○ Greenway = an off-road trail for use by cyclists, pedestrians and other non-motorised transport, in scenic surroundings with access to nature and urban areas which connect residential areas with key destinations 	
<ul style="list-style-type: none"> ○ Permeability links = walking and cycling links connecting neighbourhoods and providing greater accessibility along desire lines. 	
<ul style="list-style-type: none"> ○ Quietway = low-trafficked street (typically 200 vehicles two-way in the peak hour) and low-speeds meaning cyclists can safely share the carriageway. Typical measures include: <ul style="list-style-type: none"> ● Traffic calming to reinforce a low speed environment (if on road); ● Improved public realm to encourage active travel; ● Improved signage and way-finding to encourage use; and ● Surface treatments and landscaping. 	

INTERVENTION

EXAMPLE IMAGE

- **School Zone** = front of school works to prioritise safe pedestrian and cycle access to the school, improving school visibility through signposting & placemaking, reducing vehicle congestion and speeds & preventing illegal parking in the area.



6.2.1 Safe Routes to School

Across Ireland, approximately 55%⁸ of children are driven to primary school. The provision of a safe and connected active travel network across Clonmel will have substantial benefits for both pupils and the wider community. These benefits include; improved road safety, better air quality, reduced levels of congestion and improved health and wellbeing of children.

The active travel measures have been focused on creating a safe and attractive network of footpaths and cycle tracks that are suitable for use by children. This will support safe and sustainable access to local schools and support the national objective of ensuring more journeys to education are made by walking and cycling. All schools within the study area are in close proximity to improved infrastructure for pedestrians and cyclists and links to major residential areas.

Proposed measures include a range of Safe Routes to School connections from key residential areas in the study area, new pedestrian crossings, permeability improvements and enhanced walking and cycling routes. As the active travel measures illustrated in Figure 6-1 are delivered, they will provide safe access for children choosing to walk and cycle to school. School zone treatments are proposed outside each school to encourage safe driver behaviour and create a traffic calmed environment. Exact details on proposed school street works will be defined at the individual project level.

Further details on proposed active travel facilities for each school are presented below.

Gaelscoil Chluain Meala & St. Mary's CBS

These two primary schools are located adjacent to Cantwell Street, Albert Street and Irishtown. Tipperary County Council are currently progressing Safe Routes to School proposals to make Cantwell Street one-way southbound for traffic. This is to facilitate reallocation of road space to provide improved walking and cycling facilities. These proposals are subject to planning approval and designs may change. Figure 6-2 provides an overview of the proposed Safe Route to School design including the creation of a school zone in front of the Gaelscoil Chluain Meala. The Clonmel LTP incorporates

⁸ Census 2022

and builds on these measures with one-way traffic also proposed on Connolly Park to facilitate the introduction of segregated cycle facilities connecting Abbey Road to Western Road.

As illustrated in Figure 6-1, there are strong pedestrian and cycle routes proposed connecting these schools to residential areas to the west of Clonmel. Segregated cycle lanes proposed on Glenconnor Road, Western Road and Cahir Road will link with measures on Cantwell Street to provide a safe cycle network connecting to the schools encouraging travel by active modes. Both schools are also located beside Albert Street which is proposed as a quiet route linking to Gordon Place Car Park, Wolfe Tonne Street and the town centre (further details provided in Section 6.2.4)

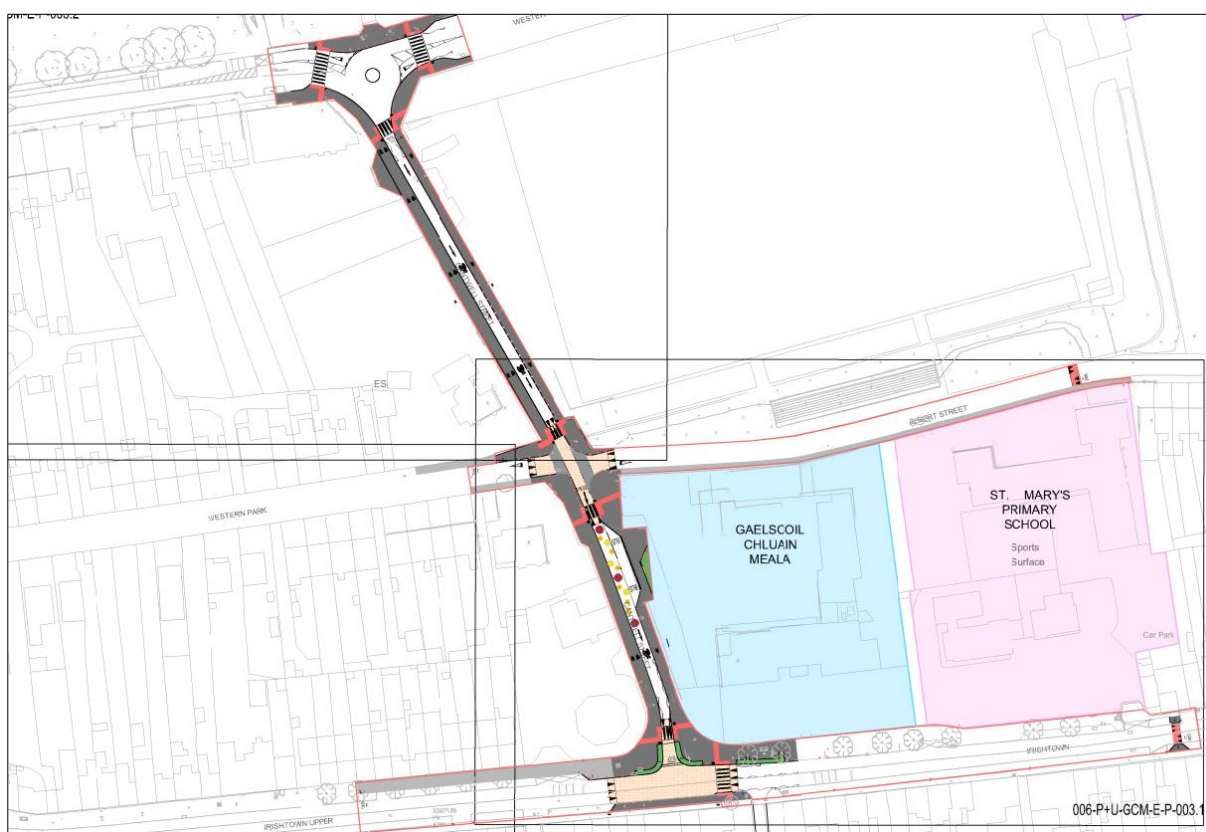


Figure 6-2: Cantwell Street Proposed Safe Route to School Design

St. Mary's Parochial School

St. Mary's Parochial School is located along Western Road and will also benefit from the Safe Route to School scheme illustrated in Figure 6-2. The Clonmel LTP recommends segregated cycle facilities on Western Road which will connect directly to St. Mary's Parochial School. Combined with other LTP measures this will provide a safe segregated cycle route from the west of Clonmel to the school. It is proposed that the segregated cycle tracks will be provided on Western Road and onto Grattan Place where quiet routes are available to provide a connection into the town centre.

Presentation Primary & Secondary School

Presentation Primary and Secondary school are located along the R665 to the southwest of Clonmel. The LTP proposes segregated cycle facilities along the R665 connecting to segregated facilities on Abbey Road, Connolly Park and Western Road providing a safe route from residential areas to the west

of Clonmel to these schools. They will also connect into the River Suir Greenway which will provide a safe, segregated route east, linking to residential areas along the Raheen Road, the town centre and further east to Davis Road.

Loreto Secondary School, Raheen College & Central Technical Institute (CTI) Clonmel

These schools are located to the southeast of Clonmel beside the Old Waterford Road, Coleville Road and Raheen Road. Tipperary County Council are currently progressing a Safe Route to School proposal connecting to Loreto Secondary School. The Clonmel LTP incorporates these proposals which are illustrated in Figure 6-3, which includes:

- Widened shared paths along Gas House Bridge; and
- Upgraded junction between Raheen Road, Old Waterford Road, Mountain Road and Coleville Road with improved crossings and school zone in front of Loreto Secondary School.

In addition to this, the Clonmel LTP recommends:

- Extension of the proposed shared paths on Gas House Bridge northbound to Davis Road; and
- Segregated off road cycle tracks through Denis Burke Park to connect into Raheen College.

This will provide a safe connection to wider segregated cycle facilities proposed on Davis Road, Dillon Street, Thomas Street and the River Suir Greenway encouraging cycle access from residential areas to the north, east and south of Clonmel. These proposals are subject to planning approval and designs may change.

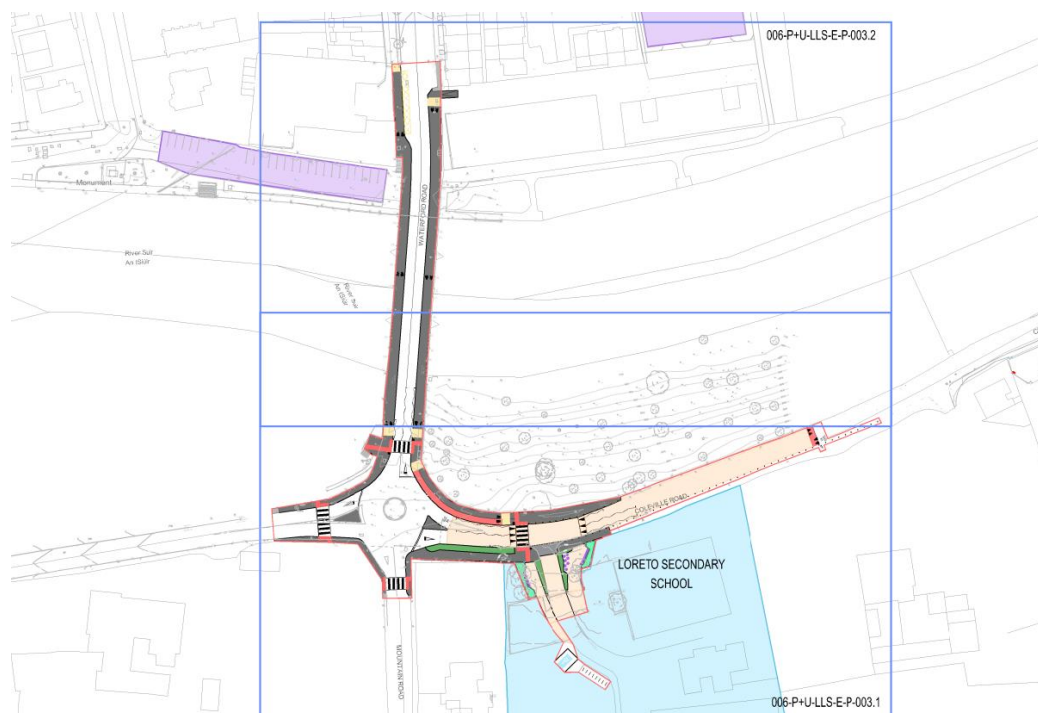


Figure 6-3: Loreto Secondary School Proposed Safe Route to School Design

St. Peter & Paul's Primary School and CBS High School Clonmel

Both these schools have entrances onto Kickham Street where segregated cycle infrastructure and the creation of school zones are proposed as part of the LTP. This provides a connection to Dillon Street and Thomas Street where segregated cycle facilities are proposed linking to residential areas north and south. Proposed footpath upgrades and traffic calming measures along King Street and Slievenamon Road will connect the schools into large residential areas to the east of Clonmel.

Rear accesses to the schools are also provided onto Shamrock Hill which will be prioritised as a Quietway in the LTP providing a safe, low-trafficked access for children walking and cycling to school. Overall, the proposed LTP measures will significantly improve active travel facilities accessing these two schools supporting an increase in walking and cycling.

Sisters of Charity School

The Sisters of Charity Primary School is located in the centre of Clonmel beside Mary Street Car Park. Access by walking and cycling to school will be supported by the proposed LTP town centre measures described in Section 6.2.4 below. This includes public realm upgrades creating a more attractive environment for walking and cycling throughout the town, along with key active travel connections from the wider proposed strategic network. This will provide a safe, connected active travel network encouraging walking and cycling to school.

St. Oliver's National School

St. Oliver's National School is located off Heywood Road to the northwest of Clonmel. The LTP proposes traffic calming and footpath upgrades along Heywood Road creating a safer environment for pedestrians and cyclists on carriageway. The LTP also proposes the creation of a School Zone outside the entrance to St. Oliver's National School to help reduce illegal parking practices and improve the public realm. This will create a safer and more attractive environment for children walking and cycling to school.

Powerstown National School

Powerstown National School is located in a rural area to the northeast of Clonmel beside St. John the Baptist Church. The LTP recommends School zone treatments outside the school to encourage safe driver behaviour and create a traffic calmed environment. Exact details on proposed school street works will be defined at the individual project level.

6.2.2 Radial Connectivity

As an important market town in the South of Tipperary, Clonmel has developed around several key radial links, which, due to their width, are well suited for active travel upgrades. Figure 6-5 illustrates how these radial links serve key employment centres in the study area and the type of infrastructure that can be delivered. The key proposed radial active travel links are described below:

- **Davis Road:** Is a key artery into the town for all modes of transport connecting residential, retail (Showgrounds Shopping Centre, Dunnes, Lidl etc.) and large employers situated to the east of Clonmel town centre. Along much of its length the route currently has advisory unsegregated cycle lanes which are sub-standard in width and terminate at the entrance to the Clonmel Wastewater

Treatment Plant in the east and at the entrance to the Showgrounds Shopping Centre in the west. As illustrated in Figure 6-4, sufficient room exists along Davis road to upgrade these routes to protected cycle facilities for its entire length from the Moangarriff Roundabout all the way to Dillon Street. This will provide a safe, continuous cycle link from the Moangarriff Roundabout all the way into the centre of Clonmel. It is also recommended that segregated cycle facilities are extended further east to connect with large employers such as Bulmers and Medite.



Figure 6-4: Space available on Davis Road

- **Fethard Road/Thomas Street:** is a key north-south route connecting residential areas to the north of the N24 with the train station and town centre. On the Fethard Road, advisory unsegregated cycle lanes are provided from the entrance to Crann Ard Estate to the Fethard Road Roundabout and it is recommended that these be upgraded to segregated cycle facilities in-line with latest guidance. As part of the wider LTP measures, permeability upgrades are proposed through The Wilderness to provide a safe active travel connection to Carrigeen Business Park from the Fethard Road. South of the N24, it is proposed that the segregated cycle tracks connect into the train station and then continue south along Thomas Street and Dillon Street. This will provide a safe cycle route from the large residential areas situated along these roads to the train station and town centre. Further south, it is proposed that the facilities along Dillon Street will connect into a Safe Route to School scheme on Old Waterford Road providing a segregated route for children accessing Loreto Secondary School and Central Technical Institute (CTI) Clonmel.
- **Cashel Road:** Serves a number of residential developments on both sides of the road, Clonmel Rugby Club, Ard Gaoithe Business Park along with large multinational employers including Abbott and Boston Scientific. Sections of unsegregated cycle lanes are provided along the route however these are discontinuous in some areas, particularly at important junctions. As part of the LTP, it is recommended that continuous segregated cycle facilities be provided along Cashel Road linking Ard Gaoithe Business Park to residential areas and the town centre.

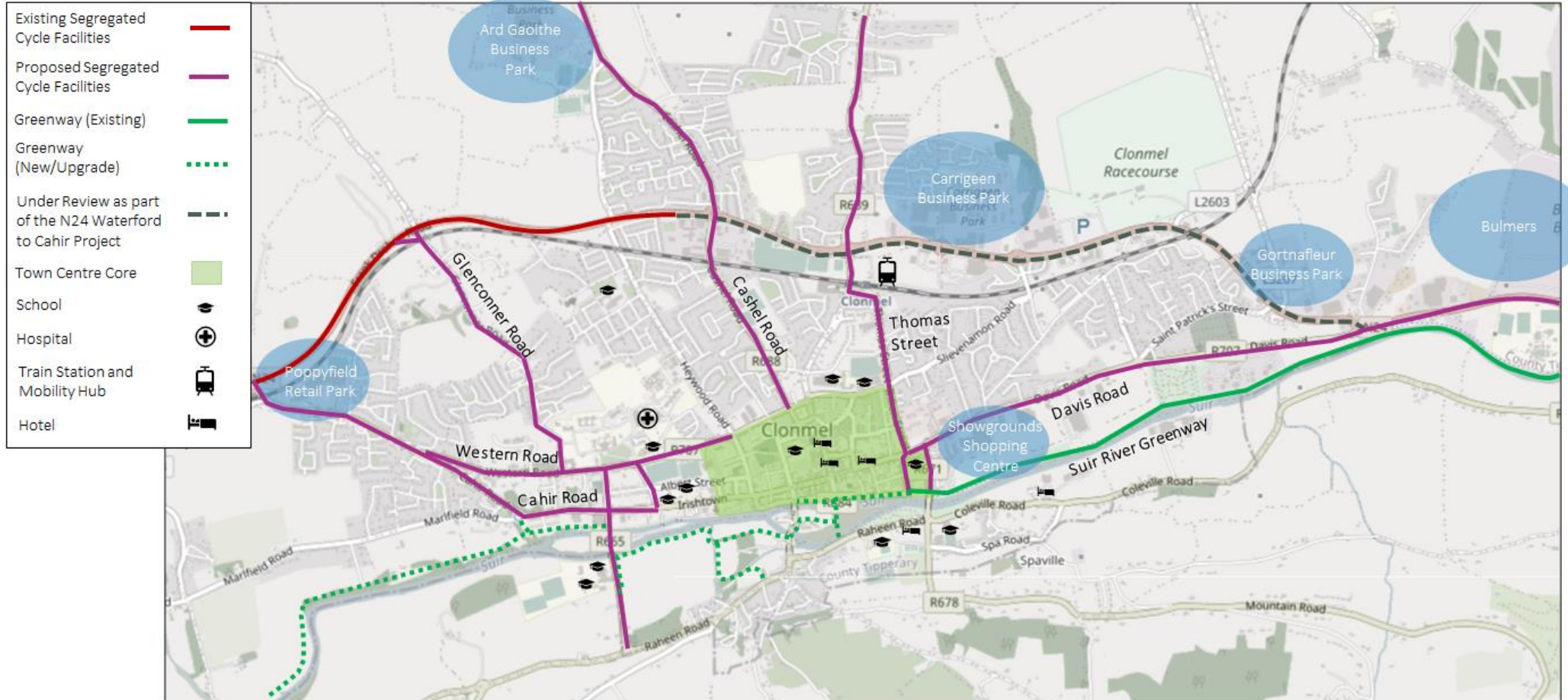


Figure 6-5: Key Radial Routes

- **Cahir Road/Western Road:** The Cahir Road/Western Road provides a connection from the N24 to the west of Clonmel into the town centre. They link residential communities to Poppyfield Retail Park, South Tipperary General Hospital and a number of schools including Gaelscoil Chluain Meala, St. Mary's CBS and St. Marys Parochial National School. Intermittent sections of advisory cycle lanes are provided along these roads, however they don't provide sufficient protection to cyclists travelling along the route. As part of the LTP, segregated cycle facilities are proposed along Cahir Road/Western Road from the N24 to the junction with Heywood Road. On the Cahir Road-Abbey Road segregated cycle facilities are proposed as far as Cantwell Street where they will tie in with the Safe Route to School schemes proposed here. There is insufficient space along Irishtown to provide segregated facilities. As such, traffic calming and footpath upgrades are proposed to create a safer environment for cyclists on carriageway. Albert Street is also identified in the LTP as an alternative Quietway for vulnerable cyclists travelling towards the town centre (further information is provided in Section 6.2.4).
- **Glennonor Road:** serves a number of existing and future residential developments including Glenoaks, Glennonor Heights and Shanavine Way. The LTP recommends the delivery of segregated cycle facilities and footpath upgrades along this route. This will provide a connection north to the N24, where a new active travel access is proposed onto the existing pedestrian and cycle facilities on the N24. To the south, the facilities on Glennonor Road will tie in with proposals on Western Road providing an onward connection to the hospital, schools and the town centre.
- **River Suir Greenway:** The proposed extension of the River Suir Greenway illustrated in Figure 6-5 will provide a strong east-west connection along the south of Clonmel town. Tipperary County Council are progressing plans to extend the existing Greenway along the Quays with permeability links creating connectivity into the heart of Clonmel town centre. This will include a new bridge crossing to connect with the Suir Island Car Park and Raheen Road as illustrated in Figure 6-6, note that this design is subject to planning approval. It is proposed to upgrade the greenway path between Old Bridge and the R671 connecting to Presentation Primary and Secondary schools and provide a link to the Old Bridge area. This will then link to wider LTP proposals on Cahir Road connecting to the west of Clonmel and Poppyfield Retail Park. This will provide a safe, segregated pedestrian and cycle route connecting residential areas east and west of Clonmel with a number of schools, the town centre, large retail centres and key employment sites.

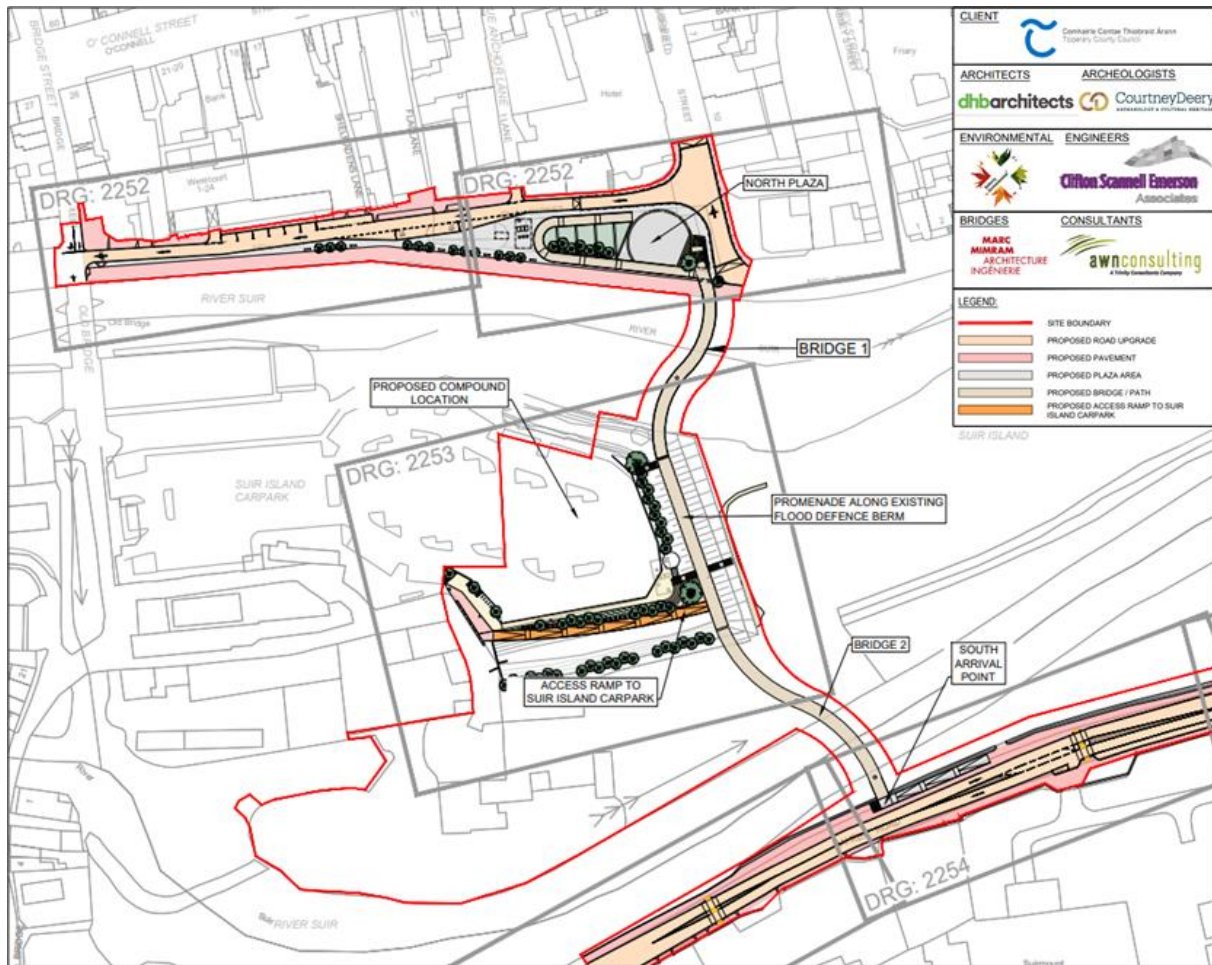


Figure 6-6: Draft Proposal for River Suir Active Travel Bridge

6.2.3 N24 Corridor

As identified in the Southern Regional Assembly's 'Regional Spatial Economic Strategy' the N24 National Road is a major artery on the Limerick-Waterford east-west axis, supporting the economic growth of Clonmel and the wider southern region. The N24 is also an extremely important route for vehicular traffic as well as walking and cycling for a range of journey purposes. The N24 connects to a number of large employers and trip attractors in Clonmel as illustrated in Figure 6-5 including Ard Gaoithe, Carrigeen and Gortnafleur Business Parks, as well as Poppyfield Retail Park, Showgrounds Shopping Centre and Bulmers.

The section of the N24 around Clonmel is currently being reviewed as part of the N24 Waterford to Cahir project which is being developed by Kilkenny County Council as lead authority, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT). The project has been identified for progression through pre-appraisal and early planning under the National Development Plan 2021-2030.

The N24 Waterford to Cahir project aims to provide a reliable and sustainable transport solution for the N24 corridor from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary, to

the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

One of the project objectives is to enable opportunities for creating a safer environment for walking and cycling in the communities along the N24 corridor. The project also aims to reduce the frequency and severity of collisions through provision of a safer travelling environment for all road users to support the Government’s Road Safety Strategy.

Arup Consulting Engineers are appointed as Technical Advisors for the project. The project is currently progressing through Phases 1 to 4 of the TII’s Project Management Guidelines (PMG) as outlined below

- Phase 1 – Concept and Feasibility – Complete
- **Phase 2 – Options Selection – Current Phase**
- Phase 3 – Design and Environmental Evaluation
- Phase 4 – Statutory Processes

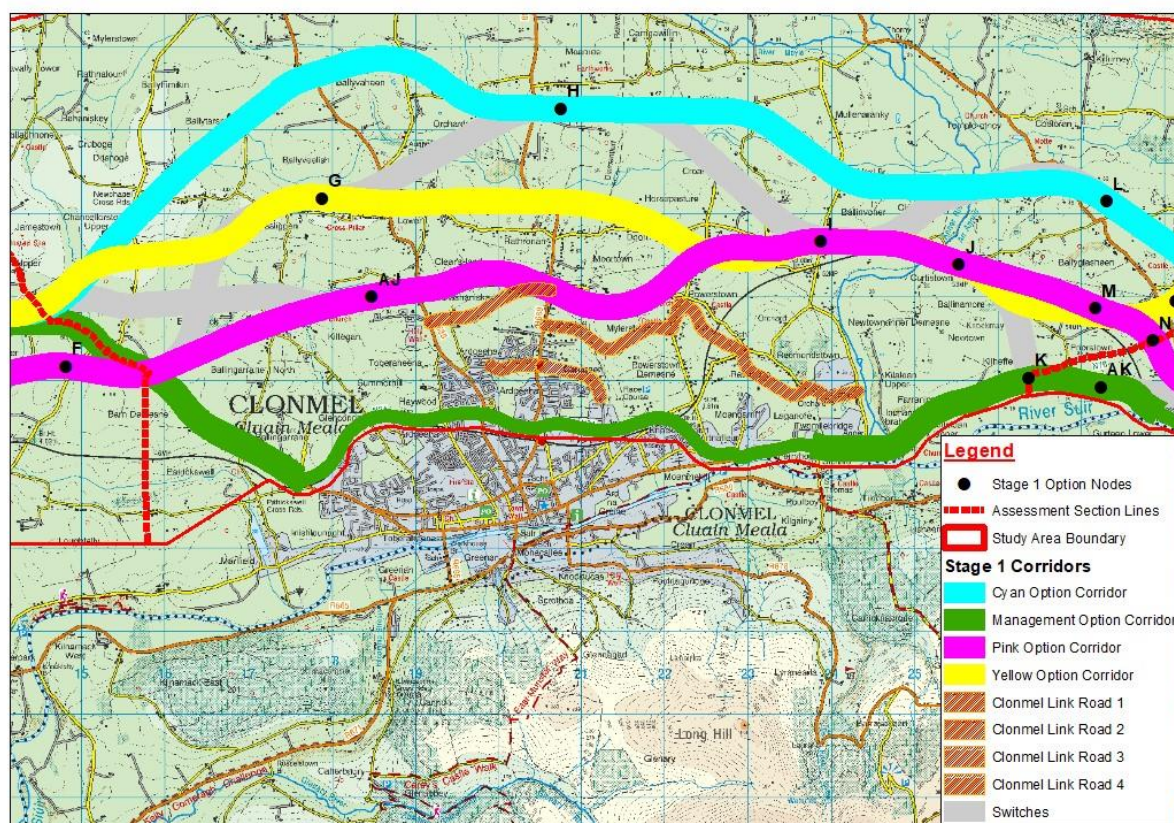


Figure 6-7: N24 Waterford to Cahir Route Options

A number of options and alternatives are currently being assessed for the N24 corridor as part of Phase 2 (Options Selection) which include potential on-line and offline options. Determination of a preferred transport solution for the scheme is anticipated in late 2023⁹.

⁹ Further details on the N24 Waterford to Cahir project can be found at: <https://n24waterford2cahir.ie/>

The Clonmel LTP supports the progression of the N24 Waterford to Cahir project through TII's PMG phases to identify a sustainable solution that supports the multi-modal needs of the corridor at a local and regional level. At a local level the N24 by its nature has a severance effect on the Town of Clonmel reducing the attractiveness of active travel modes. Its junctions are unattractive to pedestrians and cyclists due to the large cross-sections, high traffic volumes and conflicting turning movements. This was an issue raised by respondents during the public consultation on the Clonmel LTP.

To create a coherent walking, wheeling and cycling network for Clonmel it is an objective of the LTP that segregated cycle facilities are provided along the N24 around Clonmel creating a safe and attractive orbital connection from residential areas to key employers/attractions situated north and south of the corridor. The form and route for this active travel infrastructure/interventions are dependent on the outcome from Phase 2 (Options Selection) of the N24 Waterford to Cahir project. As such, it is recommended that further assessment is undertaken on the delivery of active travel facilities along the section of the N24 around Clonmel to deal with the short to medium term measures needed for the sustainable growth of the Town; as it is noted that advancement of the N24 Waterford to Cahir project through the following phases of TII's PMGs for delivery of a major national road project may take several years depending on available funding and the project receiving the necessary planning approvals.

The assessment of all medium term measures should be examined-in collaboration with TII and in adherence to the relevant TII Publications, and such measures should be evidence based and progressed complementary to safeguarding the investment in and maintaining levels of safety and capacity of the existing national road network, while supporting the National Roads 2040 strategy to deliver active travel infrastructure which contributes to compact growth, sustainable mobility and transition to a low-carbon future.

6.2.4 Town Centre Public Realm and Active Travel Proposals

Clonmel has an inviting and lively town centre core with a wide variety of independent businesses, tourist attractions and amenity areas located mostly along the banks of the river Suir. The LTP seeks to build upon the success of the town centre through supporting public realm initiatives being developed for the town and improving access for sustainable modes.

Figure 6-1 outlined the key wider active travel measures proposed as part of the LTP providing access to the Town Centre Core. Within Clonmel town centre, roads narrow significantly and it is very difficult to deliver a connected network of segregated cycle facilities. Therefore, the LTP recommends a number of traffic calming, public realm improvements and upgraded quiet routes to provide safe connectivity into and around the town centre from the wider active travel network. This will support the improved attractiveness of Clonmel town centre, increasing footfall and supporting local businesses.

Key components of the town centre active travel plan are highlighted in Figure 6-8 and are summarised in the following sections.



Figure 6-8: Town Centre Public Realm and Active Travel Proposals

Public Realm Upgrades

The Clonmel town centre public realm scheme was selected as one of 35 exemplar Pathfinder¹⁰ projects to be delivered by local authorities and agencies around the country within the next 3 years.

The project aims to create a new public realm environment to attract footfall to Clonmel Town Centre through the construction of improved footpath widths and plaza areas at key locations, which can be used to host civic events equipped with new modern street furniture and aesthetic features unique to Clonmel. It is envisaged that these improvements will encourage retailers to use the increased public realm space for 'spill out' and to encourage a new 'café culture', and new eating and socialising spaces, thus increasing the attractiveness of the town centre and in-turn boost business for existing and potential future retailers within Clonmel Town Centre.

Key elements of the public realm upgrades include:

- O'Connell St. to become a single lane, one-way eastbound from West Gate to Main Guard.
- Gladstone St. to become single lane, and remain one-way from the Main Guard to the Market St. junction.
- Footpath materials and carriageways upgraded along O'Connell Street, Gladstone Street and Sarsfield Street.
- New street furniture, landscaping and lighting provided.
- Tactile paving and dropped kerbs will be installed at safe crossing locations with cognisance of pedestrian desire lines.
- Creation of civic area at the West Gate.
- Widening and upgrade of footpaths on adjoining streets and lanes including Mary Street, Bridge Street, Sarsfield Street, Mitchel Street, Abbey St., Bank Lane, Flag Lane, Blue Anchor Lane and Elbow Lane.

Figure 6-9 and Figure 6-10 illustrate the proposed public realm upgrades for O'Connell Street and Gladstone Street.

Over the longer-term horizon of the LTP, further extensions of the proposed public realm upgrades may be possible. This could include linking north along Mary Street to a school zone in front of Sisters of Charity School along with improvements further north on Gladstone Street. Proposals for Upper Gladstone Street include narrowing of the road carriageway, traffic calming and footpath enhancements to create a safer environment for pedestrians and cyclists.

Mary Street Car Park is a key parking destination in the town centre with permeability links to adjoining streets. As part of the Clonmel LTP, it is proposed to provide a segregated cycle route connecting Gladstone Street and Mary Street through the car park. This will facilitate the safe circulation of cyclists around the town centre and through the one-way streets.

¹⁰ Further details on the Pathfinder Programme available at: <https://www.gov.ie/en/publication/143e3-pathfinder-programme/>



Figure 6-9: Impression of Town Centre Upgrades – O'Connell Street East



Figure 6-10: Impression of Town Centre Upgrades – Gladstone Street

Connectivity from the West

Two main routes have been identified in the LTP providing connectivity from the west of Clonmel into the town centre, including:

- **Western Road and Grattan Place:** As outlined previously, the LTP recommends the delivery of segregated cycle facilities along Western Road to the junction with Grattan Place. There is space available to continue these segregated facilities south to Anne Street and the entrance to Old St. Mary's Church. This is currently a well-used permeability link connecting Anne Street to Mary Street and the Sisters of Charity School. This would provide a safe connection from residential areas to the west to Mary Street and then onto the town centre.
- **Albert Street, Gordon Place Car Park and Wolfe Tone Street:** Albert Street is a quiet residential street with two-way traffic volumes of less than 80 vehicles in the peak hours. As such, it is recommended that Albert Street will become a shared surface for vehicles and cyclists whilst improving footpaths and creating a safe, quiet route for active travel.

At its eastern end, Albert Street connects to Gordon Place Car Park via an existing pedestrian gate as illustrated in Figure 6-11. It is proposed that this connection is upgraded to create a more attractive route for pedestrians and cyclists with a raised crossing provided on O'Neill Street for improved safety.



Figure 6-11: Gordon Place Car Park Access

From Gordon Street Car Park, the proposed route then connects onto Wolfe Tone Street. The LTP recommends the closure of Wolfe Tone Street to through traffic with local delivery and service access available when required. Wolfe Tone Street is currently a low-trafficked route and access to Gordon Place Car Park can be retained via Peter Street. The removal of traffic from Wolfe Tone Street will facilitate the creation of an enhanced public realm with surface treatments and landscaping creating an attractive pedestrian and cycle connection to O'Connell Street. Figure 6-12 provides an impression of the potential measures which could be implemented along Wolfe Tone Street.

Overall, with the delivery of the proposals outlined above, Albert Street, Gordon Place and Wolfe Tone Street would become a safe, quiet and attractive route to the town centre from the west and provide an alternative to Irishtown where carriageway widths are too narrow to introduce any segregated cycle facilities.



Figure 6-12: Impression of Wolfe Tone Street Upgrades

Connectivity from the South

As illustrated in Figure 6-6 previously, Tipperary County Council are progressing with the delivery of an active travel bridge connecting from Raheen Road to The Quay via Suir Island. This will provide a safe, segregated route from residential areas to the south of Clonmel into the town centre. This will connect into a new Plaza area north of the river and tie into upgrades to Blue Anchor Lane and Sarsfield Street proposed as part of the public realm scheme providing an active travel connection onto O'Connell Street, along with an east-west Greenway connection. Figure 6-13 provides an indicative view of the proposed Suir Island bridge along with the north Plaza area.

The proposed bridge will also provide direct connectivity between the Suir Island Car Park and the town centre, making the Park & Stride option very attractive for commuters and visitors to the town, where people can park their car and walk directly into the town centre. This can help reduce the volume of traffic driving through, and parking in, Clonmel town centre particularly along O'Connell Street and Gladstone Street.



Figure 6-13: Impression of North Plaza and Suir Island Bridge Design

Connectivity from the East

The main connectivity from the east for active travel is provided by the proposed extension to the River Suir Greenway as illustrated in Figure 6-8. This includes upgraded footpaths, public realm improvements and segregated cycle tracks connecting from the existing Greenway at Gas House Bridge along The Quay south of the town centre. Permeability improvements are proposed at a number of locations including Sarsfield Street, Blue Anchor Lane and Bridge Street providing connectivity into O’Connell Street via walking and cycling. As part of the upgrades, traffic flow will be one-way westbound removing the existing eastbound traffic lane between Old Bridge and Sarsfield Street. Figure 6-14 provides an impression of the active travel and public realm improvements proposed on The Quay.



Figure 6-14: Impression of Proposed Upgrades on The Quay

A new segregated cycle link is also proposed along the eastern side of West Gate car park providing a direct connection from The Quay into the public realm improvements planned at the West Gate. This will facilitate safe circulation for cyclists around the town centre one-way streets reducing travel distances.

Connectivity from the North

As illustrated in Figure 6-1 previously, the main routes into Clonmel town centre from the north are via Cashel Road and the Fethard Road. These routes converge onto Upper Gladstone Street and Cashel Street/William Street on access to the town centre. Currently, these streets do not provide an attractive environment for pedestrians and cyclists with wide carriageways and narrow footpaths in places. In order to improve the active travel environment through this area, the LTP recommends the following:

- **Upper Gladstone Street:** Public realm upgrades including narrowing of the road carriageway to minimum widths, widening of footpaths, surface treatments and raised crossings at key locations to reduce vehicle speeds. Traffic count data indicates that Upper Gladstone Street has approx. 200 vehicles travelling southbound in the AM peak hour (08:00-09:00) with around 140 vehicles in the PM (17:00-18:00). Therefore, due to the relatively low traffic volumes and reduced speeds encouraged by the public realm upgrades, cyclists can share the carriageway with vehicles travelling south into the town centre.
- **Cashel Street/William Street:** For cyclists heading back north out of town, Catherine Street, William Street and Cashel Street is the main route. William Street currently has two-way traffic flows, however, due to the presence of on-street parking there is insufficient space for two

vehicles to pass each other at the junction with Cashel Street. Footpaths are also generally narrow and of poor quality.

To improve the environment for pedestrian and cyclists, it is proposed to make William Street and Cashel Street one-way in a northbound direction for vehicular traffic. This will allow the opportunity to formalise the existing on street parking, define the road carriageway and provide public realm upgrades and widen footpaths along the street. Count data indicates that existing traffic volumes travelling southbound on Cashel Street are low, with 65 vehicles recorded in the AM peak. This traffic could be accommodated on nearby routes without significantly impacting the wider road network. The conversion of William Street/Cashel Street to one-way will have the following benefits:

- Reduced volume of traffic with 135 vehicles recorded in the busiest PM peak. In-line with the latest cycle design guidance, cyclists can safely share the carriageway with traffic if overall traffic flows are less than 200 vehicles per hour and speeds are less than 30kph.
- The removal of conflicting southbound movements, particularly at the pinch point near the junction with Cashel Street, will create a much safer environment for cyclists travelling on carriageway.
- The reallocation of road space will create a substantially improved environment for pedestrians along the route.

Figure 6-15 illustrates the existing conditions on William Street along with an impression of the proposed upgrades detailed above. This will provide a safe and attractive pedestrian and cycle route north out of the town centre connecting to segregated cycle facilities on the Cashel Road.



Figure 6-15: William Street Existing (Left) & Impression of Proposed Upgrades (Right)

6.2.5 Connectivity to Future Zoned Land

As outlined previously in Section 3.3, the proposed LTP measures considered access to existing development but also took cognisance of the Land Use Zoning Map contained within the Draft Clonmel Local Area Plan illustrated in Figure 6-16. This was to ensure that all future zoned lands are served by strong active travel infrastructure to support the sustainable growth of Clonmel. The following section sets out the key sustainable transport measures which will serve future development lands. Through the planning process, proposed future developments will be required to prioritise active travel infrastructure integrated with the wider active travel network to ensure future residents/employees are provided with a choice of sustainable transport modes.

Residential Lands

As illustrated in Figure 6-16, the largest bank of zoned new residential lands is along the Glenconnor Road and north of the N24 along the Cashel and Fethard Roads. The Clonmel LTP has proposed segregated cycle facilities serving each of these areas providing a connection to the wider active travel network and key destinations including the town centre, schools, hospital and large employment and retail centres. These lands will also be closely served by the proposed town bus service providing additional sustainable travel choices for residents.

Employment Lands

The largest zoned employment lands include the Ballingarrane Strategic Business, Science and Technology Campus adjacent to the N24 northwest of the town centre, identified as the 'Strategic Employment Site' for the town, along with expansions of existing business parks along the N24 including Ard Gaoithe, Carrigeen, Gortnafleur and Clonmel and Cashel Road Business Parks. As outlined in Section 6.2.2, these sites are served by strong radial active travel routes connecting to the town centre and residential areas including the Western Road, Glenconnor Road, Cashel Road, Fethard Road/Thomas Street and Davis Road (see Section 6.2.2). In an east-west direction, the N24 is an important active travel corridor providing orbital connectivity to these large employment sites. It is an objective of the LTP that segregated cycle facilities are provided along and across the N24 around Clonmel creating a safe and attractive orbital connection from residential areas to key employers/attractions situated north and south of the corridor.

The majority of these employment sites will also be served by the proposed Clonmel town bus routes (see Section 6.3 below for further details) providing improved accessibility for local residents. Combined with the wider active travel network, the LTP proposes strong walk, cycle and public transport connections to zoned employment lands supporting the sustainable growth of these sites.

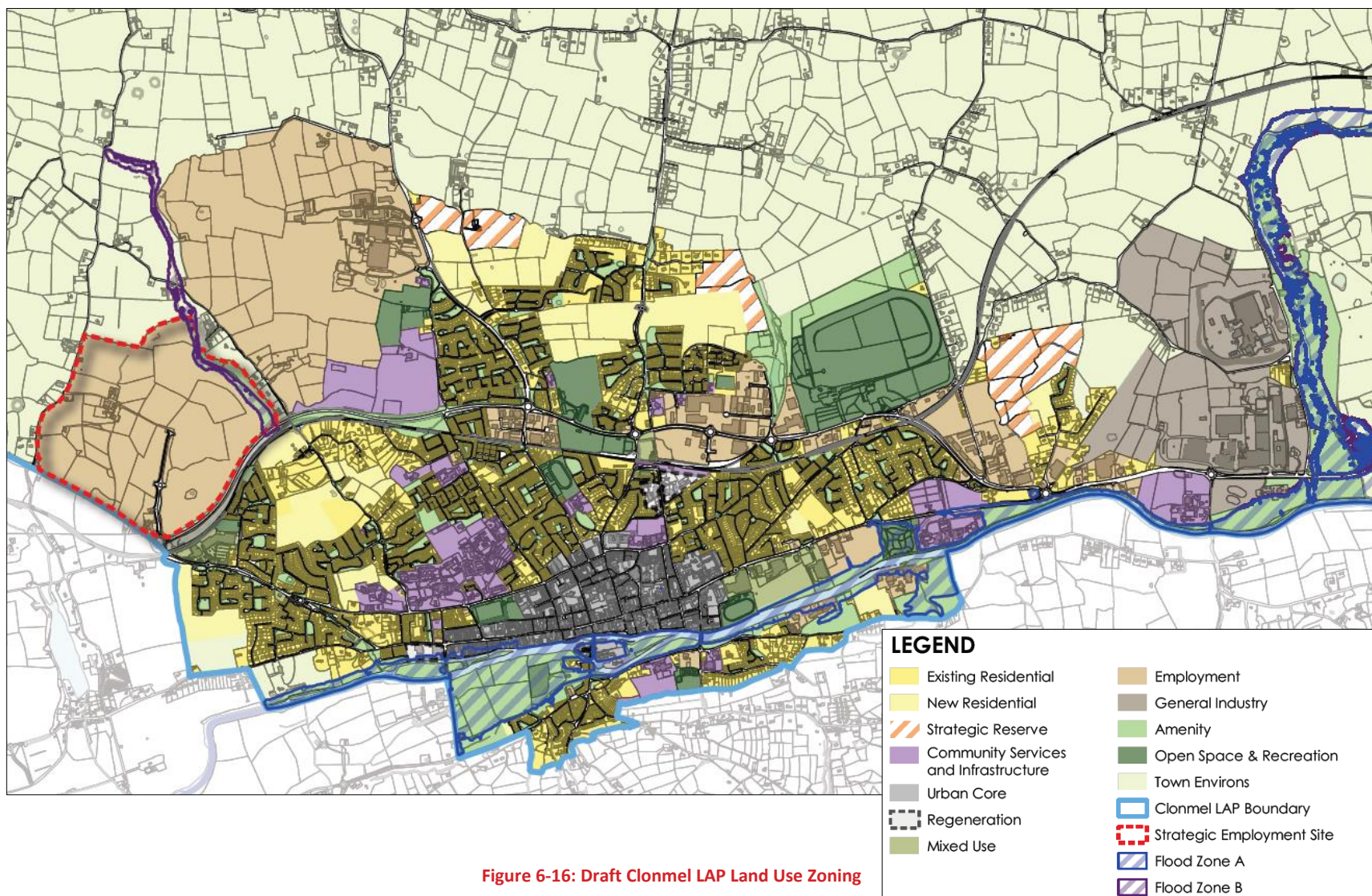


Figure 6-16: Draft Clonmel LAP Land Use Zoning

6.2.6 Summary of Key Active Travel Measures

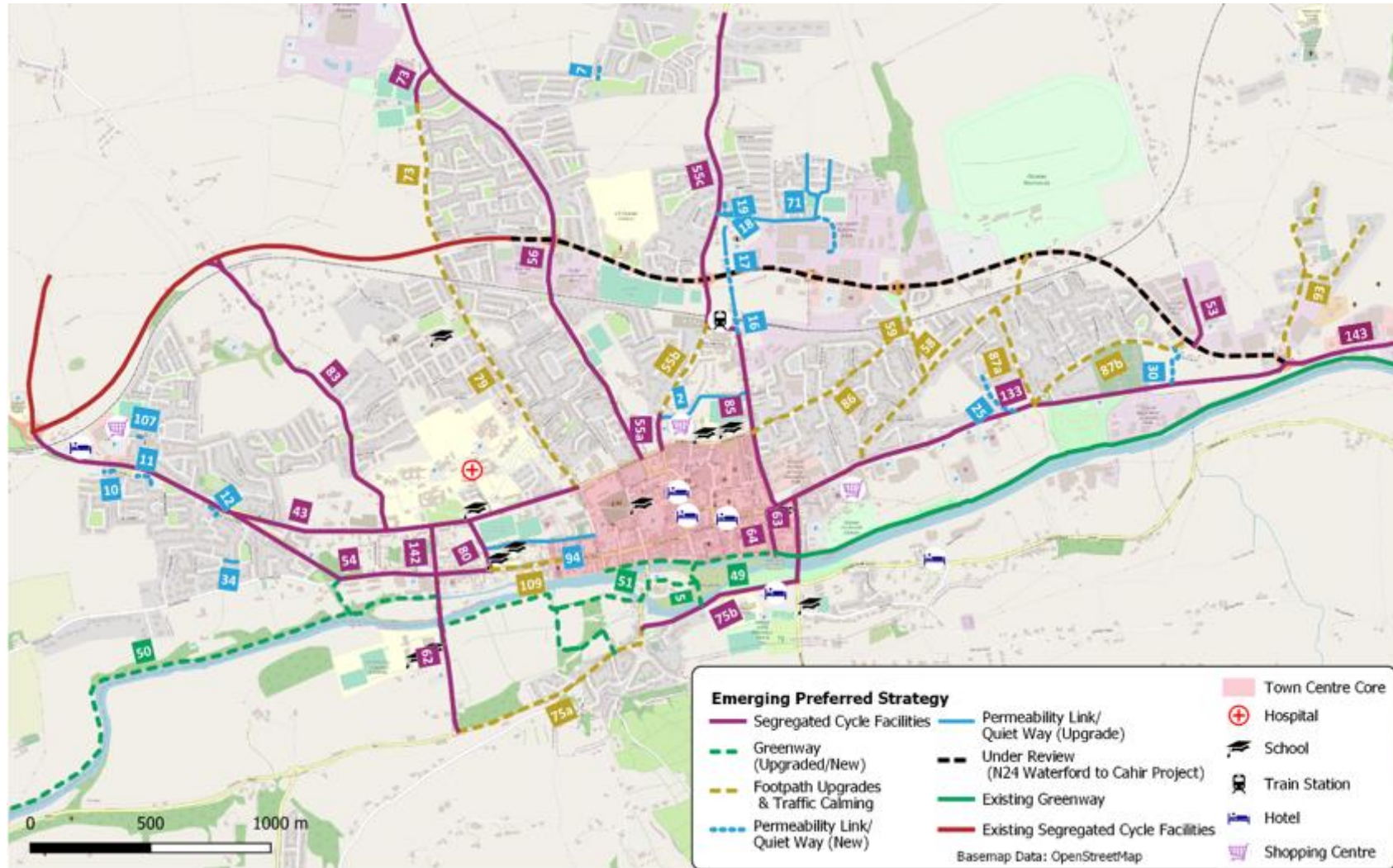


Figure 6-17: Active Travel Measures with Number References

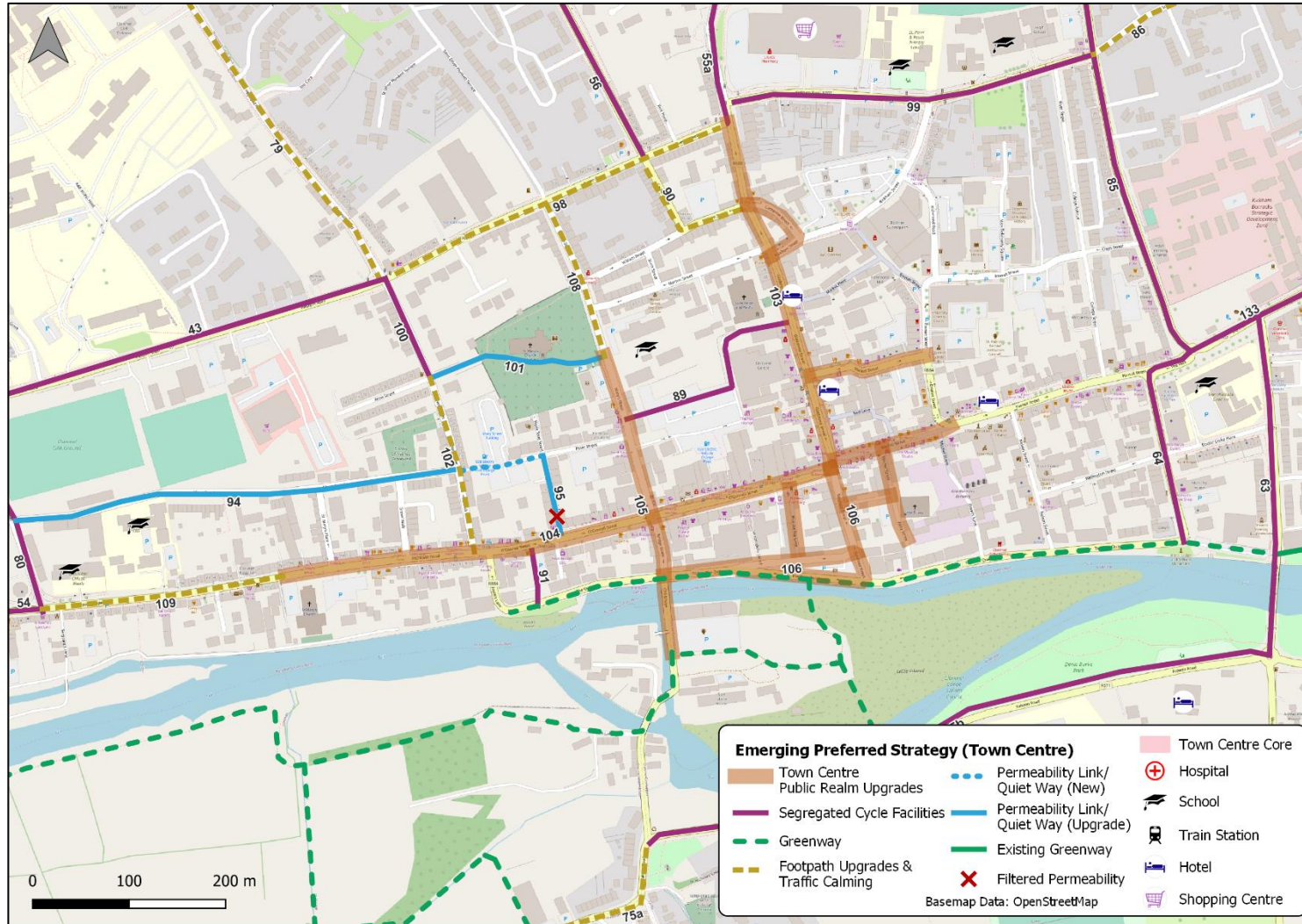


Figure 6-18: Active Travel Measures (Town Centre) with Number References¹¹

¹¹ For ease of display the “AT” reference for each of the option references has been omitted

The key active travel interventions contained in the Emerging Preferred Strategy are referenced in Figure 6-17 - Figure 6-18 and summarised in Table 6-2 below.

Table 6-2: Summary of Active Travel Measures

Option	Location	Intervention
AT2	Shamrock Hill	Quietway to provide safe pedestrian and cyclist permeability along Shamrock Hill between Thomas Street and Upper Gladstone Street. Enables Cyclists on Upper Gladstone Street to avoid unsegregated section north of Shamrock Hill.
AT5	Suir Island Bridge	Construction of a Pedestrian and Cycle overbridge from The New Quay to Suir Island and on to Raheen Road, bridging both the North and South channels of the River Suir at the crossing point
AT7	Crann Ard to Longfield Point	Installation of Walking and Cycling Permeability connection
AT10	Gort na Manach to Fan Aoibhinn	Permeability link between Gort na Manach and Fan Aoibhinn residential estates
AT11	Fan Aoibhinn to Abbey Meadows	Permeability link between Fan Aoibhinn and Abbey Meadows residential estates
AT12	Cahir Road to New Toberaheena	Permeability link between Cahir Road and New Toberaheena
AT16	Footbridge from Thomas Street to Prior Park Road	Proposed footbridge over the rail line from the end of Prior Park Road to Thomas Street
AT17	Pedestrian/cycle crossing of the N24 from Prior Park Road to Northview Close	Proposed pedestrian and cycle crossing of the N24 from Prior Park Road to Northview Close. Details on type of crossing to be identified at design stage.
AT18	The Wilderness to Willow Park	Permeability link from Willow Park to The Wilderness residential estate
AT19	The Wilderness to Willow Park/Wilderness Grove	Permeability link from Willow Park/Wilderness Grove to The Wilderness residential estate
AT25	Springfields to Davis Road	Permeability link between Davis Road and Springfields
AT30	Gort an Óir to Davis Road	Permeability link providing connectivity between Gort an Óir and proposed segregated cycle facilities on Davis Road

Option	Location	Intervention
AT34	Inishlounaght to Old Toberaheena	Formalisation of current permeability link between Inishlounaght and Old Toberaheena
AT43	Cahir Road and Western Road	Segregated Cycle Facilities along Cahir Road and Western Road as far as Queen Street
AT49	The Quay & New Quay	Greenway from western extent of existing Suir Blueway to the proposed Suir Island Bridge AT5, past Sarsfield Street and along The Quay to Joyces Lane
AT50	Clonmel to Marfield Greenway	Installation of Greenway Infrastructure in a westward direction from the R665, Convent Road along the northern bank of the River Suir with a connection to the Marfield Road, Cahir Road and Abbey Road junction.
AT51	Existing Suir Blueway south of the river Suir (Green Lane to Convent Road) and new Old Bridge to Suir Blueway link	Existing Greenway from Green Lane to Convent Road on the southern bank of the river Suir to be upgraded and new link provided to Old Bridge
AT53	Gortnafleur Road	Segregated Cycle Facilities and footpath facilities along Gortnafleur Road
AT54	Cahir Road, onto Abbey Road as far as Irishtown	Segregated Cycle Facilities from Cahir Road up to Irishtown
AT133	Davis Road, from junction with Dillon Street to Moangarrif Roundabout	Segregated Cycle Facilities along Davis Road from Moangarrif Roundabout to Dillon Street
AT55a	Along Gladstone Street between junctions with Queen Street and Shamrock Hill	Segregated Cycle Facilities along Gladstone Street from Shamrock Hill to Queen Street
AT55b	Along Prior Park Road between junctions with Shamrock Hill and Railway Station	Footpath upgrades and traffic calming between Shamrock Hill and railway Station
AT55c	Along Fethard Road from junction with Thomas Street, as far as roundabout with N24, onwards along Fethard Road	Segregated Cycle Facilities from Crann Ard to junction with Thomas Street
AT56	Cashel Road from Ard Gaoithe Business Park as far as the junction with Queen Street	Segregated Cycle Facilities along Cashel Road from Ard Gaoithe Business Park to the junction with Queen



Option	Location	Intervention
		Street, connecting residential areas to the business park and town centre
AT58	Powerstown Road	Footpath upgrades and traffic calming along Powerstown Road
AT59	Tivoli Road from N24 to Powerstown Road	Footpath upgrades and traffic calming along Tivoli Road
AT62	R665 from Abbey Road to junction with Old Dungarvan Road (Convent road)	Segregated Cycle Facilities from Western Road to junction with R665 and Old Dungarvan Road
AT63	Old Waterford Road from Davis Road to Coleville Road	Segregated Cycle Facilities from Coleville Road to Davis Road
AT64	Anglesea Street	Segregated Cycle Facilities along Anglesea Street to provide a safe cycle connection from Dillon Street onto the River Suir Greenway
AT71	The Wilderness	Permeability and quietway infrastructure along The Wilderness between Fethard Road and Wilderness Grove connecting to Carrigeen Business Park
AT73	Heywood Road between N24 and Cashel Road	Footpath upgrades and traffic calming along Heywood Road from the Cashel Road to the N24. Segregated Cycle Facilities proposed between sports pitches and Cashel Road junction to link to segregated facilities on Cashel Road
AT75a	Along Old Dungarvan Road between R671 Road junction and Raheen Road Junction	Footpath upgrades and traffic calming along Old Dungarvan Road between R671 junction and Raheen road Junction
AT75b	Along Raheen Road from the Junction with Old Bridge (Suir Island) to Old Waterford Road	Segregated Cycle Facilities from the Old Waterford Road to the junction with Old Bridge, (Suir Island)
AT79	Along Heywood Road between junction with Queen Street and N24	Footpath upgrades and traffic calming along Heywood Road from junction with Queen Street to N24
AT80	Along Cantwell Street between Western Road and Irishtown	Segregated Active Travel Facilities along Cantwell Street between Western Road and Irishtown

Option	Location	Intervention
AT83	Along Glenconner Road from Western Road to N24	Segregated cycle facilities and footpath upgrades along Glenconner Road between the N24 and Western Road, with ramp to existing facilities on N24.
AT85	From Railway Station or prior pk road and Fethard Road junction, along Thomas Street, onto Dillon Street ends at Davis Road	Segregated Cycle Facilities along Thomas Street and Dillon Street from Prior Park Road to Davis Road
AT86	From junction of Dillon Street, along King Street, onto Slievnamon Road as far as junction with Tivoli Road	Footpath upgrades and traffic calming along King Street and Slievnamon Road from Dillon Street to Tivoli Road
AT87a	Silversprings Road	Footpath upgrades and traffic calming along Silversprings road as far as junction with St. Patrick's Road and Davis Road
AT87b	St Patrick's Road	Footpath upgrades and traffic calming along St Patricks Road ending at the N24
AT89	Mary Street Carpark	Segregated Cycle Facilities through Mary Street Carpark connecting Gladstone Street and Mary Street
AT90	Cashel Street and William Street	Public realm and footpath upgrades with a potential for a shared path along Cashel Street and William Street for pedestrians and cyclists
AT91	West Gate carpark.	Segregated Cycle Facilities in Westgate carpark connecting the Quay to the West Gate
AT93	Moangarriff Roundabout to Meadowlands	Footpath upgrades and traffic calming from Moangarriff Roundabout to Meadowlands
AT94	Albert Street	Quietway along Albert Street with public realm upgrades
AT95	Gordon Place Carpark and Wolfe Tone Street	Quietway along Wolfe Tone Street from O'Connell Street, through Gordon Place Carpark connecting onto Albert Street. This includes the Installation of a modal filter to limit vehicular traffic along part of Wolfe Tone Street (Gladstone Street to King Street).
AT98	Queen Street	Footpath upgrades and traffic calming along Queen Street

Option	Location	Intervention
AT99	Kickham Park	Segregated Cycle Facilities along Kickham Park
AT100	Grattan Place	Segregated Cycle tracks on Grattan Place linking cycle tracks on Western Road to permeability link through St Mary's Church.
AT101	Through St Mary's Church	Permeability link through St Mary's Church grounds linking Mary's Street and Grattan Place.
AT102	O'Neill Street	Footpath upgrades and traffic calming along O'Neill Street, linking together proposed permeability measures and public realm upgrades in the town centre
AT103	Upper Gladstone Street, Gladstone Street and Catherine Street	Public Realm upgrades and installation of placemaking items within the Town Centre to improve the Town Centre space for pedestrians and cyclists
AT104	O'Connell Street and Irishtown Road	Public Realm upgrades and installation of placemaking items within the Town Centre to improve the Town Centre space for pedestrians and cyclists
AT105	Mary Street and Bridge Street	
AT106	The Quay, The New Quay, Sarsfield Street and, Blue Anchor Lane, Mitchell Street, Market Street, and Abbey Row	
AT107	Poppyfield Retail Park	New permeability link between the retail park and Ballingarrane to improve permeability for pedestrians and cyclists
AT108	Bolton Street	Footpath upgrades and traffic calming along Bolton Street, linking to proposed permeability measures and public realm upgrades in the town centre along Mary Street and onwards to O'Connell Street
AT109	Irishtown Road, Cantwell Street to St Mary's Place	Footpath upgrades and traffic calming along Irishtown Road, following from segregated cycle facilities on Abbey Road and into proposed public realm and placemaking measures from St Mary's Place eastward
AT142	Connolly Park	Segregated Cycle Facilities along Connolly Park
AT143	N24 east of the Moangarrif Roundabout	Segregated cycle facilities along the N24 east of Clonmel from the Moangarrif Roundabout connecting to large employers including Bulmers and Medite

6.3 Public Transport

The LTP public transport recommendations have been developed through the baseline assessment including feedback from public consultation along with a review of future development within Clonmel. The proposed measures are aimed at providing enhanced connectivity by public transport both within the Study Area and to outlying settlements and other regional towns and cities, thus encouraging a mode shift from the private car to sustainable travel. The key public transport measures are described below and include:

- Proposed town bus service;
- Improved regional and national bus services;
- Improved rail transport provision; and
- The creation of a multi-modal transport hub

Town Bus Service

Clonmel requires a local town bus service to tackle mobility-related exclusion, offer a viable alternative to travel by private car and support the local socio-economical requirements of the population. A town bus service previously operated within Clonmel, however, it stopped during Covid and the associated license ran out in 2022. Tipperary County Council are in consultation with the NTA to deliver a new Clonmel bus service in 2023.

Figure 6-19 illustrates potential proposed routes for three new local bus services, including:

CL1

Route CL1 begins in Glencarra and heads south to the N24, it travels east through Powerstown, then south through Silversprings before heading west and continuing through the town centre. It passes the entrance of South Tipperary General Hospital on Western Road, then turns north along Glenconnor Road, before turning around part way along this road and again heading west on Western Road as far as Poppyfield Retail Park where it reaches its terminus. The route is planned to operate every 60 minutes and, combined with route CL2, provide an even 30-minute frequency between Glencarra and Queen Street.

CL2

Route CL2 begins in Glencarra and follows a similar route to CL1 as far as Queen Street. At this stage it turns onto Heywood Road, then moves east through Bianconi Drive before turning north onto Cashel Road where it crosses the N24 and continues along Cashel Road to its terminus at Ard Gaoithe Business Park. The route is planned to operate every 60 minutes and, combined with route CL1, provide an even 30-minute frequency between Glencarra and Queen Street.

CL9

Route CL9 follows a similar route to CL1 from Glencarra to Poppyfield Retail Park. It then heads northeast along the N24, turns south onto Heywood Road before turning east to run through Bianconi Drive. It then turns north onto Cashel road where it crosses the N24 and continues along Cashel Road to its terminus at Ard Gaoithe Business Park. The route is planned to operate two return journeys per day and is a resource-efficient means of connecting most of the town onto regional buses in the early morning and provide a consistent last bus to most parts of the town in the late evening.

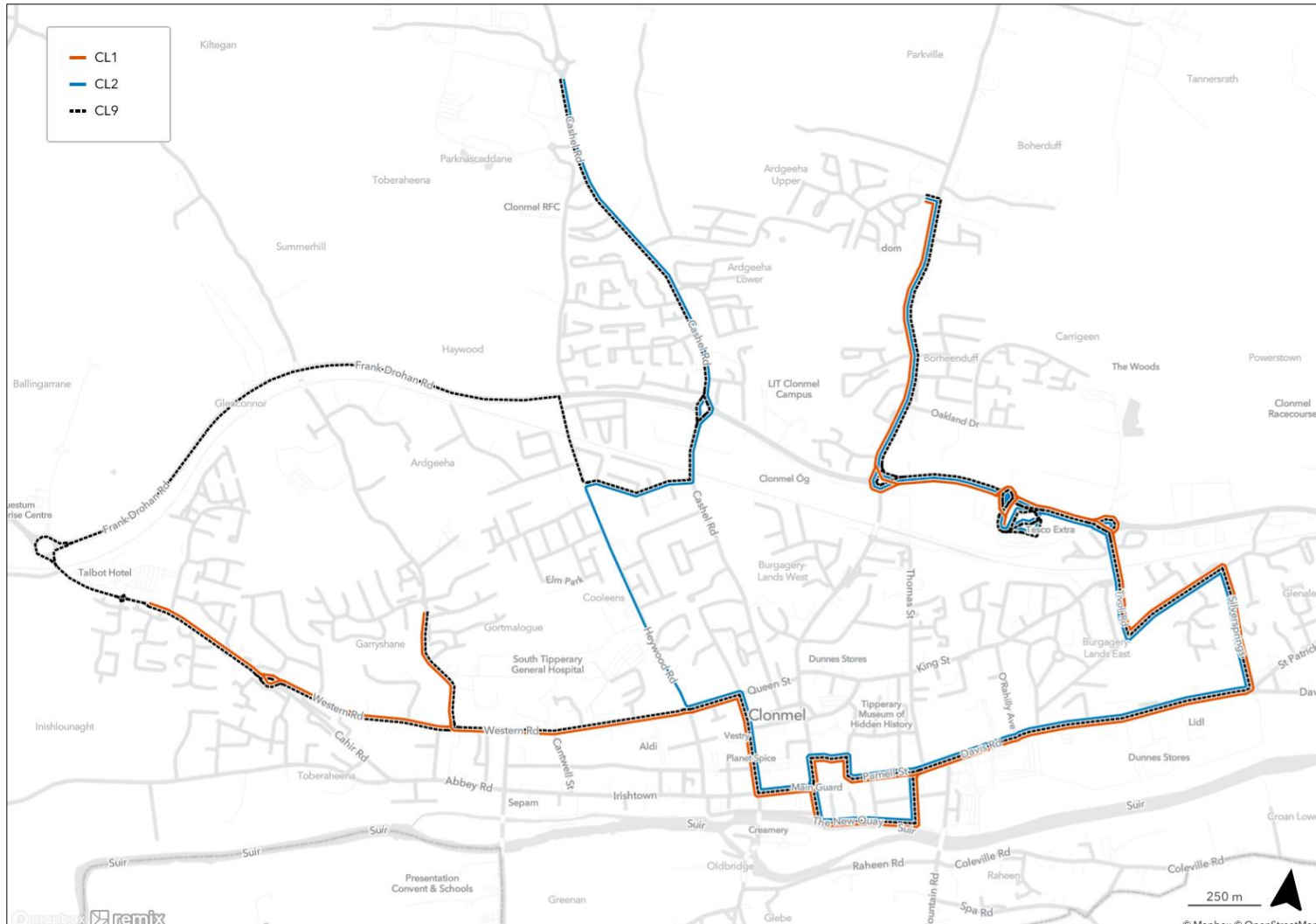


Figure 6-19: Proposed Clonmel Town Bus Routes

The proposed routes illustrated in Figure 6-19 serve the main residential areas around Clonmel and connect to key employers and trips attractors including the town centre, Ard Gaoithe Business Park, Carrigeen Business Park, Showgrounds Shopping Centre, South Tipperary General Hospital, Poppyfield Retail Park and a number of schools.

The proposed routes have been trialled by the NTA and may be subject to change based on engineering constraints. There will be a number of stops along each route, the locations of which have not been finalised as of yet. An appropriate level of bus stop waiting infrastructure & passenger information will be provided at each designated stop in line with NTA standards. The LTP supports the delivery of the Clonmel town bus services and the NTA envisages that they could be up and running by Quarter 4 of 2023.

Improved Regional and National Bus Services

In terms of regional connectivity for bus services to and from Clonmel, the LTP supports the delivery of the NTA's Connecting Ireland proposals¹². Figure 6-20 illustrates the routes proposed for Clonmel classified as follows with further detail provided in Table 6-3:

- **Existing Routes:** No significant changes are planned to these routes. As the public transport network develops, and as more people travel more often and more widely by public transport, the NTA will continue to review their usage and take steps to ensure their continued fitness-for-purpose. For Clonmel, the existing routes include the 245 and 396 described previously in Chapter 2.
- **Local Route Proposals:** Local routes connect smaller towns and villages and their rural catchments with nearby larger towns. This will improve access to the range of services available in larger centres, at more useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer to Regional Services to travel onwards, with timed reliable connections.
- **Regional Corridor Proposals:** Regional Corridors generally operate along main roads, connecting cities and large towns and any settlements en route. Corridors can consist of several routes, some provided commercially and some by PSO operators. Some run the full length of the corridor between places, and some, only on sections. Connecting Ireland will improve the level of service during the core day, evenings and on weekends on Regional Corridors. They will do this by liaising with existing service providers. New services may be added, or existing services improved.

¹² Further details on Connecting Ireland can be found at: <https://www.nationaltransport.ie/wp-content/uploads/2023/04/Connecting-Ireland-Proposed-Network-Maps-2021.pdf>

Table 6-3: Connecting Ireland Proposed Routes

Route no.	Connecting	Serving	Connecting Ireland Proposal
Regional Corridor Proposals			
5	Limerick	Waterford	Tipperary, Cahir, Clonmel and other places en route
14	Dublin	Clonmel	Kilkenny, Callan and other places en route
16	Athlone	Clonmel	Birr, Nenagh, Thurles, Cashel, Cahir and other places en route
Local Route Proposals			
393	Thurles	Clonmel	Twomileborris, Urlingford, Fethard, Lisronagh and other places en route
394	Thurles	Clonmel	Holycross, Boherlahan, Cashel and other places en route
A59	Clonmel	Dungarvan	Ballymacarby and other places en route

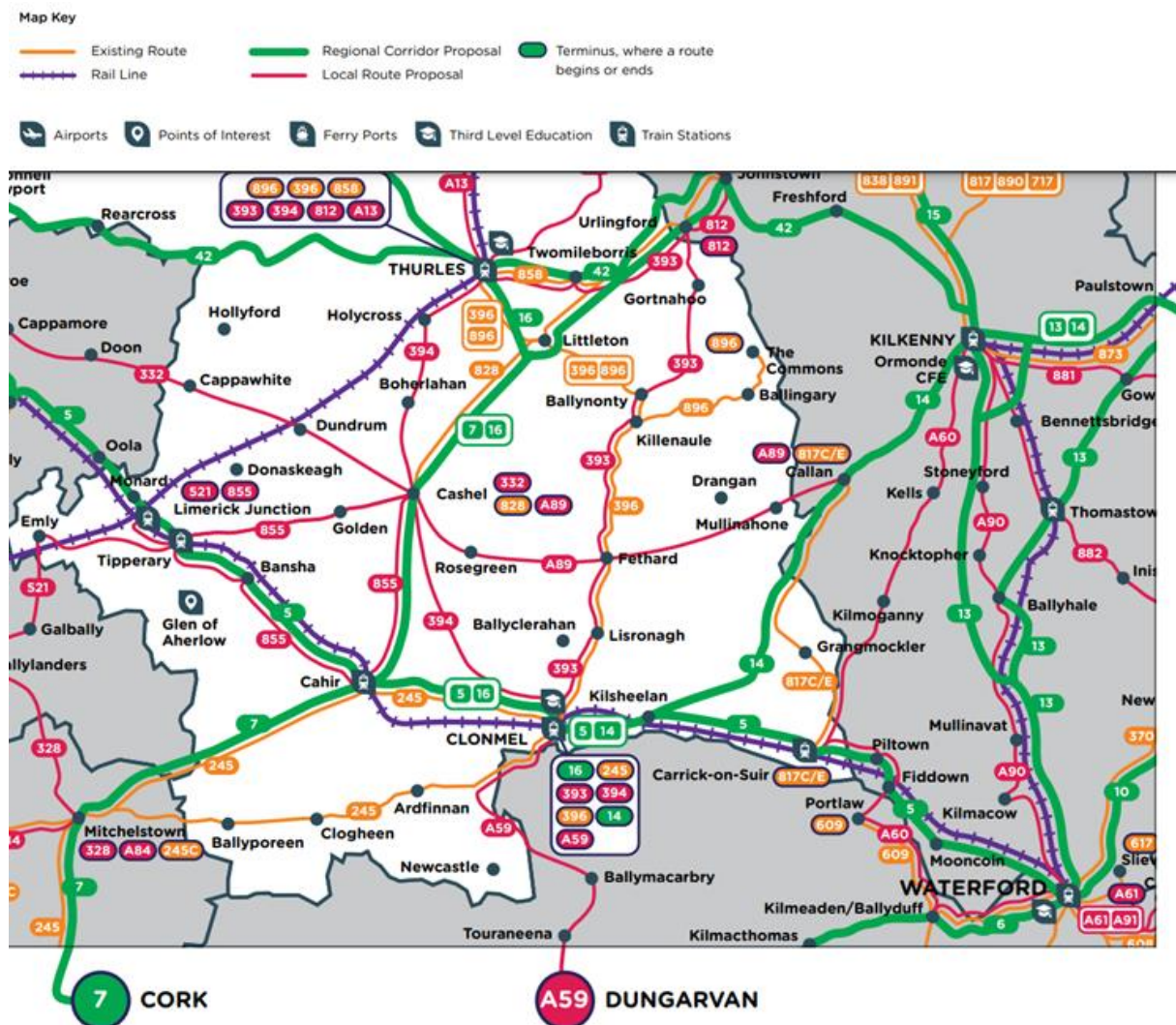


Figure 6-20: Connecting Ireland Proposed Routes

In addition to the Connecting Ireland proposals above, Transport for Ireland (TFI) Local Link Waterford launched a new bus service improving connectivity between Dungarvan, Co. Waterford and Clonmel, Co. Tipperary in June 2023.

Route 356 will operate 5 daily return services 7 days a week creating a new connection from Dungarvan in Co. Waterford to South Tipperary Hospital. The route from Dungarvan to Clonmel will offer enhanced connectivity to villages and areas such as Ballinroad, Touraneena and Ballymacarbry. This new bus service will also provide increased frequency between Dungarvan town and Ballinroad, improved connectivity to rail services in Clonmel and a peak-time service for commuters.¹³

¹³ Further details available at: <https://www.transportforireland.ie/news/tfi-local-link-waterford-launches-new-bus-service-connecting-dungarvan-and-clonmel/>

Rail Transport Provision

As set out above, the Clonmel Local Transport Plan contains a number of active travel measures which will enhance access to the rail station for pedestrians and cyclists. In addition, the proposed town bus routes will pass within approximately 250m of the train station which will substantially improve access for residents of Clonmel town.

Whilst the delivery of enhanced rail services is not within the scope of the Local Transport Plan, Tipperary County Council will work proactively with Irish Rail and the NTA to improve timetabling and frequency on the Limerick to Waterford line to further increase the impact and appeal of the Clonmel Train Station.

Mobility Hub

A mobility hub is a conveniently located place which provides people travelling by various modes the opportunity to change onto alternative transport modes. Successful mobility hubs are normally supplemented with a range of travel information and supporting facilities to make the interchange a comfortable and seamless user experience.

A range of factors contribute to the identification of an appropriate location for a mobility hub, these include:

- **Public Transport:** Routing of existing public transport services (Bus and Rail)
- **Accessibility:** Provision of active travel infrastructure, particularly for those with a mobility impairment
- **Density:** Sufficient density of residents and businesses in the area to create a demand
- **Safety and Activity:** Visibility of the area to passing pedestrians / transport users
- **Space:** Sufficient room on site to accommodate the needs of all integrating modes and supporting facilities, including aspects such as dropping and collecting facilities, available car parking etc.
- **Growth:** Site is supported by future growth proposals

With these characteristics in mind, Clonmel train station is well placed to serve as a mobility hub. It has space for shared mobility modes and public realm upgrades, and is located in close proximity to large employers in Clonmel at Carrigeen and Ard Gaoithe Business Parks. In combination with upgraded rail services, this could support increased sustainable trip making to work, with the possibility for bike rental services and improved bike parking facilities encouraging rail and cycle trips. Dedicated shuttle bus services could be introduced connecting key employers to the train station allowing interchange and onward travel via rail.

The ultimate design of the mobility hub will respond to the specific setting in Clonmel and will need to be developed in a collaborative way with input from various stakeholders and interest groups. The LTP supports the creation of a Mobility Hub at Clonmel train station to help encourage sustainable trip making and reduce the reliance on the private car.

Summary of Key Public Transport Measures

The key public transport options contained in the Emerging Preferred Strategy are summarised in Table 6-4 below.

Table 6-4: Summary of Public Transport Measures

Option	Location	Intervention
PT1	Route 356 Clonmel to Dungarvan	Support the implementation of additional Connecting Ireland and Local Link bus services to and from Clonmel and the enhancement of service frequency on existing routes
PT2	Route 5 Limerick to Waterford	
PT3	Route 16 Clonmel to Athlone	
PT4	Route 14 Clonmel to Dublin	
PT5	Route 245 Clonmel to Cork	
PT6	Route 394 Thurles to Clonmel	
PT7	Routes 396/393 Thurles to Clonmel	
PT8	Town Bus Route 1 (CL1)	Support the roll-out of the proposed Town bus routes serving areas within Clonmel
PT9	Town Bus Route 2 (CL2)	
PT10	Town Bus Route 3 (CL9)	
PT11	Limerick – Waterford Rail Line	Support upgrade of the railway line (more services, improved speeds)
PT12	Mobility Hub at Clonmel Train Station	Support the creation of a multi-modal transport hub at Clonmel train station

6.4 Road Network

Traffic Management and Road Measures

Traffic Management

As outlined previously, a number of traffic management arrangements have been proposed within the study area to support walking, cycling and public realm improvements, and these include:

- One-way traffic on Connolly Park and Cantwell Street to support the Safe Route to School proposals in the area reallocating road space to provide improved walking and cycling infrastructure (further details provided in Section 6.2.1);

- One-way traffic eastbound for the entire length of O'Connell Street and one-way westbound on The Quay to support the delivery of planned public realm upgrades in the town centre (further details provided in Section 6.2.4);
- One-way traffic on Cashel Street/William Street to provide additional space for footpath widening and public realm improvements in the area (further details provided in Section 6.2.4); and
- Filtered permeability on Wolfe Tone Street facilitating access for pedestrians and cyclists only creating a safe, attractive route to the town centre (further details provided in Section 6.2.4).

N24 Waterford to Cahir Project

The baseline assessment and initial public consultation highlighted congestion along the N24 as one of the biggest issues for vehicular traffic in Clonmel. In particular, the section between the Cashel Road and Fethard Road roundabout experiences the heaviest traffic volumes and associated queuing and delay.

As outlined in Section 6.2.3 previously, the section of the N24 around Clonmel is currently being reviewed as part of the N24 Waterford to Cahir project which is being developed by Kilkenny County Council as lead authority, in partnership with Tipperary County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT). The project has been identified for progression through pre-appraisal and early planning under the National Development Plan 2021 - 2030.

The N24 Waterford to Cahir project aims to provide a reliable and sustainable transport solution for the N24 corridor from M8 Junction 10 (Cahir North) in Co. Tipperary, to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

At the time of writing this report, the N24 Waterford to Cahir project is at Options Selection phase with a number of different route options and alternative road links being considered.

The Clonmel LTP supports the progress of the N24 Waterford to Cahir project in finding the optimal transport solution for the N24 corridor around Clonmel. It is a recommendation of this LTP that an assessment of medium term measures required to improve the attractiveness of travel by active travel modes along the N24 around Clonmel is progressed in collaboration with TII and in adherence to the relevant TII Publications, following the emerging preferred transport solution for the N24 corridor ensuring the sustainable and compact growth of Clonmel in the short to medium term.

Junction Upgrades¹⁴

The Clonmel LTP also proposes the upgrade of a number of junctions throughout the town to improve safety for all road users. The streets of the current transport network in Clonmel are often difficult to traverse for pedestrians and cyclists, with few formal crossings provided in the town, and most junctions featuring wide, splayed turns for cars, leaving long crossing distances for pedestrians and exposing cyclists to more hazards from turning vehicles. As the active travel measures illustrated in Figure 6-1 are delivered, all junctions along the routes will need to be reviewed and upgraded to provide safe access for pedestrians and cyclists. Exact details on proposed upgrade works will be defined at the individual project level.

¹⁴ Any works to a junction on a national road remain subject to TII Publications and completion of a Design Report

Future Road Reservation

R19 & R20 Cahir Road Roundabout to the Ard Gaoithe Business Park

As outlined in Section 6.2.5 previously, Ballingarrane Business, Science & Technology Campus is identified as a 'Strategic Employment Site' for Clonmel. A significant section of road network has already been delivered from the Cahir Road Roundabout to support the future expansion of these lands. Previous plans for Clonmel, including the 2013 Clonmel and Environs Development Plan outlined a proposed road link connecting from the Cahir Road Roundabout to the Ard Gaoithe Business Park (measures 19 and 20 illustrated in Figure 6-21).

The Draft Clonmel LAP Land Use Zoning (Figure 6-16) has zoned a significant bank of employment land to the northwest of Clonmel which would be served by these proposed roads. With consideration of the forecast growth over the lifetime of this LTP, there is no identified need to include these road links as specific measures, however it is advised that a corridor be retained to potentially support the future expansion of the Town beyond 2030. These links could be delivered as the zoned employment lands continue to be developed, and it is recommended that full active travel connectivity is included with any future road scheme.

R23 Moangarrif Roundabout to R680 Coleville Road

A new bridge over the River Suir connecting the Moangarrif Roundabout to R680 Coleville Road was highlighted as a potential measure in the options development process to provide an alternative route to/from lands to the south of Clonmel which could help reduce traffic using the existing bridges within the town. It could also reduce traffic volumes on the narrow bridge south of Bulmers which operates as a shuttle system currently.

The provision of this new link was tested using the Clonmel traffic model, however, the results indicated that its delivery would have very limited impact on traffic volumes within the town centre streets. As such, it will not help to ease congestion within the town or allow for the significant reallocation of road space to active modes. Also, given the relatively low usage of the link, it is also probable that the benefits of the scheme would not outweigh the substantial cost of delivery (further details provided in Appendix C).

However, whilst the immediate delivery of this eastern river crossing is not included as a measure in the LTP, it is recommended that the corridor is preserved for a potential link in the future to support the expansion of Clonmel beyond the lifetime of this LTP. This will be of particular importance if Clonmel expands further to the south in the future.

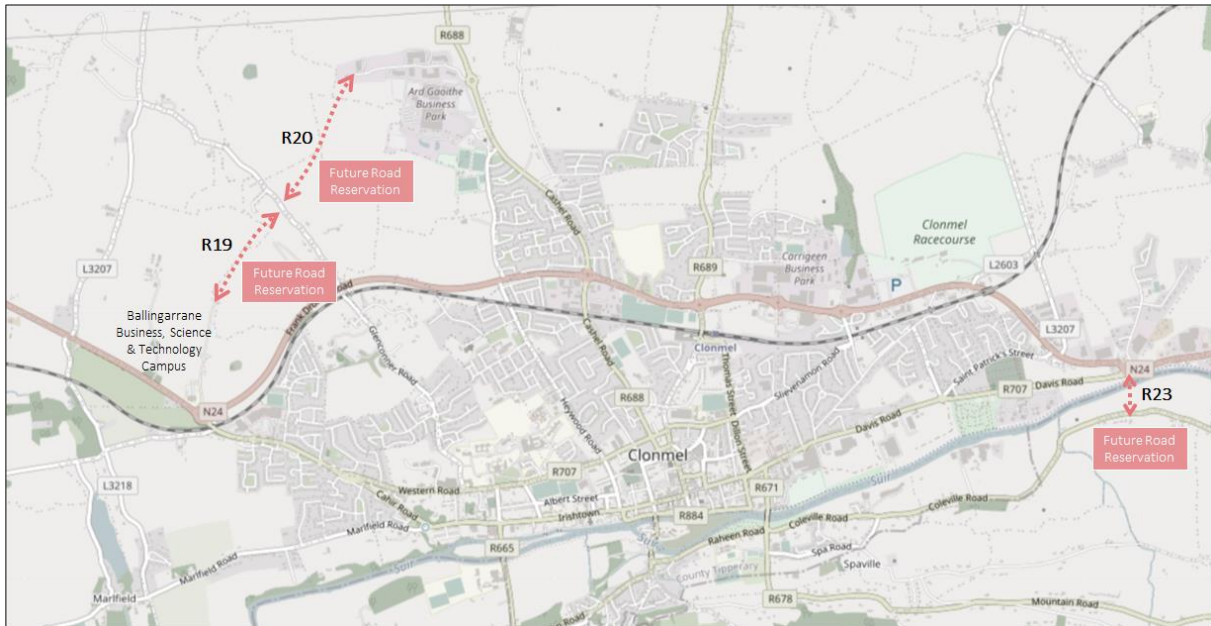


Figure 6-21: Future Road Reservations

The key road network measures contained in the Emerging Preferred Strategy are summarised in Table 6-5.

Table 6-5: Summary of Roads Measures

Option	Location	Intervention
R19 & R20	Cahir Road Roundabout to the Ard Gaoithe Business Park	Corridor for roads to be retained to potentially support the future expansion of zoned employment lands.
R23	Moangarrif Roundabout to R680 Coleville Road	Corridor for road to be retained to potentially support the future expansion of Clonmel south of the river Suir.
R28	Connolly Park	Alteration of traffic on Connolly Park to be one way northbound
R29	Cantwell Street	Alteration of traffic on Cantwell Street to be one way southbound
R30	Cashel Street and William Street	Alteration of traffic on Cashel Street and William Street to be one way northbound and westbound respectively
R31	O'Connell Street	Alteration of traffic on O'Connell Street to be one way eastbound
R32	Quay Street	Alteration of traffic on Quay Street to be one way westbound
R33	Wolfe Tone Street	Filtered permeability to facilitate through access for active travel and local access only for vehicular traffic.

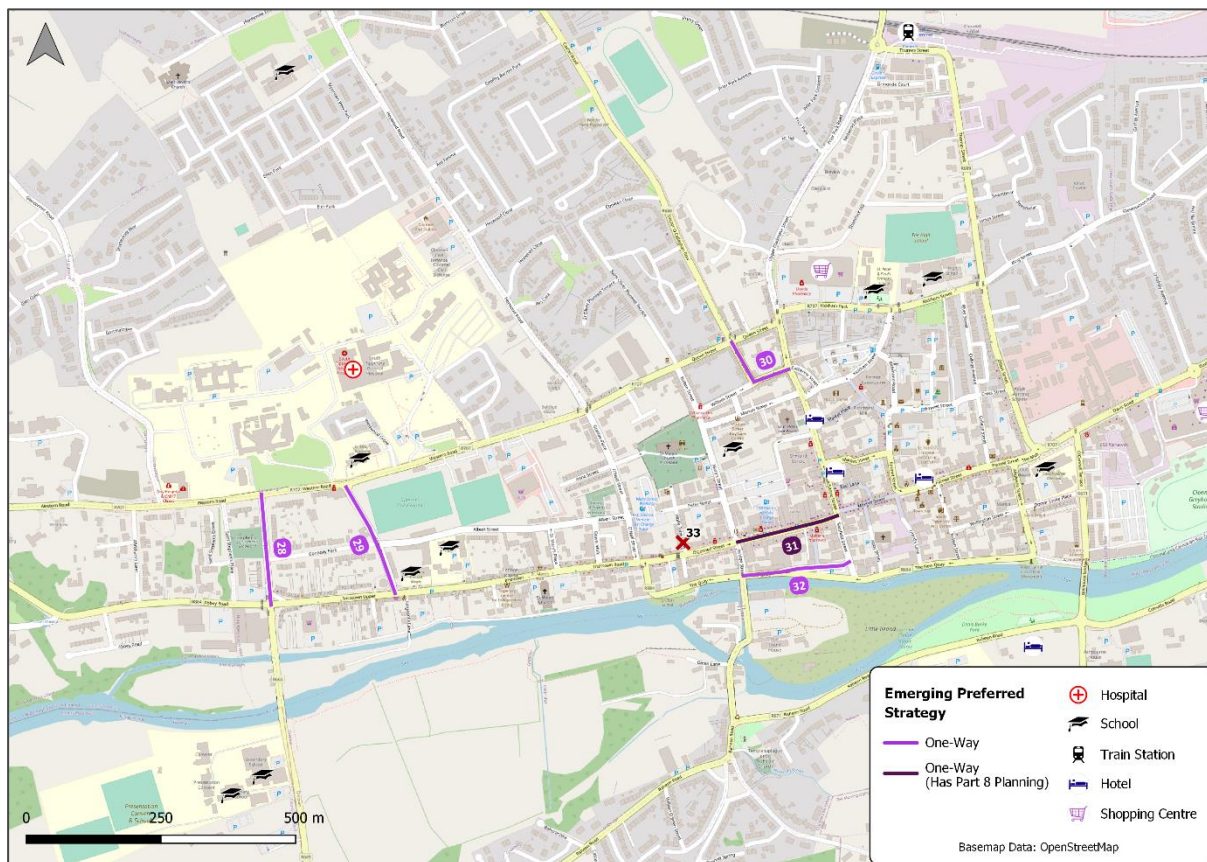


Figure 6-22: Road Measures (Town Centre)

6.5 Demand Management & Supporting Measures

In line with the Avoid-Shift-Reduce-Manage Travel Demand Management (TDM) Toolkit to deliver reduced carbon emissions, improve air quality, and manage congestion in the urban environment, a range of TDM Measures have been identified to support the switch to sustainable modes across the Study Area.

This includes Traffic Management proposals for Clonmel Town Centre, with a focus on improving the public realm in key areas and providing a safer environment for walking and cycling. A number of other supporting behavioural change measures are also identified, including the role that Mobility Management can play in both avoiding the need to travel and supporting a switch from car travel to sustainable modes on a site by site basis.

30km/h Speed Limit in Town Centre & Residential Areas

It is widely recognised that the application of lower speed limits reduces the likelihood and severity of collisions for vulnerable road users, and contributes to a more attractive environment for walking and cycling. Research undertaken by Transport for London, concluded that the reduction of speed limits from 50km/h to 30km/h in the city on residential roads, produced a 50% reduction in cyclists being fatally or seriously injured. Whilst it is acknowledged that reduced speed limits will not be effective in isolation, in conjunction with the LTP infrastructure proposals it is anticipated that in conjunction with

the other Local Transport Plan proposals the actual average vehicle speeds will decrease. Lower speeds will also result in environmental benefits by reducing traffic noise and improve the perceived safety of the area, which in turn makes it more attractive for walking and cycling.

Whilst traffic speeds in Clonmel town centre are relatively low, the introduction of a 30km/h zone in the centre will reinforce the need to reduce speeds and support the overall implementation of the other sustainable transport measures. Figure 6-23 below indicates the potential area for the 30km/h zone encompassing the majority of Clonmel Schools and the town centre. To demarcate the extent of the 30km/h zone it is recommended that gateway features and signage be installed on the key radial routes leading into the town centre.

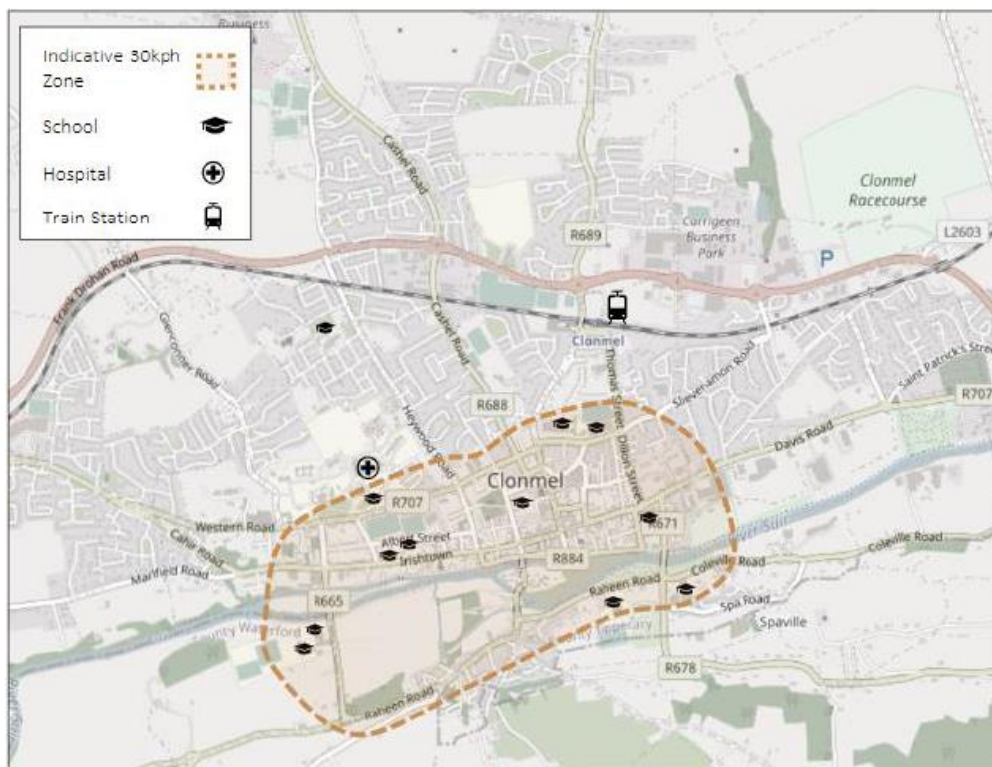


Figure 6-23: Indicative 30km/h Town Centre Zone

Summary of Demand Management & Supporting Measures

Table 6-6 outlines supporting demand management measures included in the Emerging Preferred Strategy. These measures will complement the active travel and public transport proposals within the LTP encouraging a mode shift towards sustainable modes.

Table 6-6: Summary of Demand Management & Supporting Measures

Option	Intervention		Description
DM1	Town Car Club / Car Sharing Scheme		A car sharing service such as “Go Car” should be facilitated for residents of the study area. Car sharing schemes work by allowing those who sign up to book cars online or via an app for short periods of time. The car can be unlocked with a smart phone or card; the keys are in the car, with fuel, insurance and town parking charges all included.
DM2	Dockless Town Bicycle Sharing Scheme		Bicycle sharing schemes are key in the multi-modal transport environment, providing for everyday urban trips as well as ‘last mile’ journeys from public transport stops to urban destinations. Bicycles can be located and unlocked with a smart phone app. Dockless schemes use existing ‘sheffield stands’ and don’t require dedicated infrastructure.
DM3	Safe Routes to School & School Streets		As the active travel measures illustrated in Figure 6-1 are delivered, they will provide safe access for children choosing to walk and cycle to school. Outside schools should include engineering details to encourage safe driver behaviour and ensure a calmed traffic environment. Exact details on proposed school street works will be defined at the individual project level.
DM4	School Mobility Management Plans (MMPs)		Travel Plans should be developed for schools within Clonmel to encourage more sustainable trip making.
DM5	Workplace Mobility Management Plans (MMPs)		Clonmel has a number of significant employment centres: Abbott, Boston Scientific, Bulmers, Medite, Carrigeen Business Park etc. Travel Plans should be developed for these employment centres to encourage more sustainable trip making.
DM7	Park & Stride at key routes to town with less on-street parking		Supports the use of existing and potentially new car parks on the periphery of the town centre for Park & Stride, to further enhance and safeguard the economic viability of the town and its sustainable development.
DM8	30KPH Speed Limit		Reduced speed limit in town centre and in residential areas. Guidance is expected to be published on a national level which will help inform a reduction to 30kph speed limit in town centres, the LTP proposal should be refined following national guidance.

6.6 KPI Assessment

The draft Emerging Transport Strategy as a whole has been assessed against the objectives and KPIs listed in Table 3-1. The KPIs are both quantitative and qualitative, with GIS analysis used to calculate the majority of the quantitative KPIs. The strategy has been assessed against an existing ‘Do Nothing’ scenario using the 5-point rating scale outlined in Table 5-1. The following sections provide an overview of the performance of the draft Emerging Preferred Strategy in meeting the overarching study objectives.

Accessibility & Social Inclusion

Table 6-7: Emerging Preferred Strategy Accessibility & Social Inclusion Outcomes

OBJECTIVE	KPI	SCORE
To create and enhance inter-urban connectivity through delivery of a quality public transport service between Clonmel and Waterford-Limerick. There should also be improved connections to neighbouring centres throughout the County such as Carrick On Suir, Cahir, Cashel, Tipperary Town, Thurles, and Nenagh.	People within 10min walk of a PT Stop	
To promote the application of Universal Design through the delivery of a sustainable transport network for users of all abilities in Clonmel, where services are accessible via a comfortable short and safe walk, cycle, or PT ride from dwellings.	Length of additional / improved walk and cycle infrastructure	

KPI: People within 10 minute walk of a Public Transport Stop

The Clonmel LTP supports the further roll out of the NTA’s Connecting Ireland Rural Mobility Plan providing additional connectivity to surrounding settlements such as Thurles, Cashel, Nenagh, Waterford, Limerick, Kilkenny etc. In addition to this, the LTP supports the delivery of new town bus service as illustrated in Figure 6-19. These services will connect residential areas to the town centre, hospital, schools, large retail centres and key employers. This will make public transport more accessible to more people living in Clonmel providing a viable alternative to travel by private car.

Figure 6-24 illustrates the 10-minute walk catchment to public transport in the existing network and also the proposed future network with additional bus services in operation. The GIS catchment analysis indicates that approximately 5,700 people currently live within a short 10-minute walk (800m) of their nearest public transport stop. This increases to just under 15,200 people (+270%) due to the proposed public transport enhancements within Clonmel.

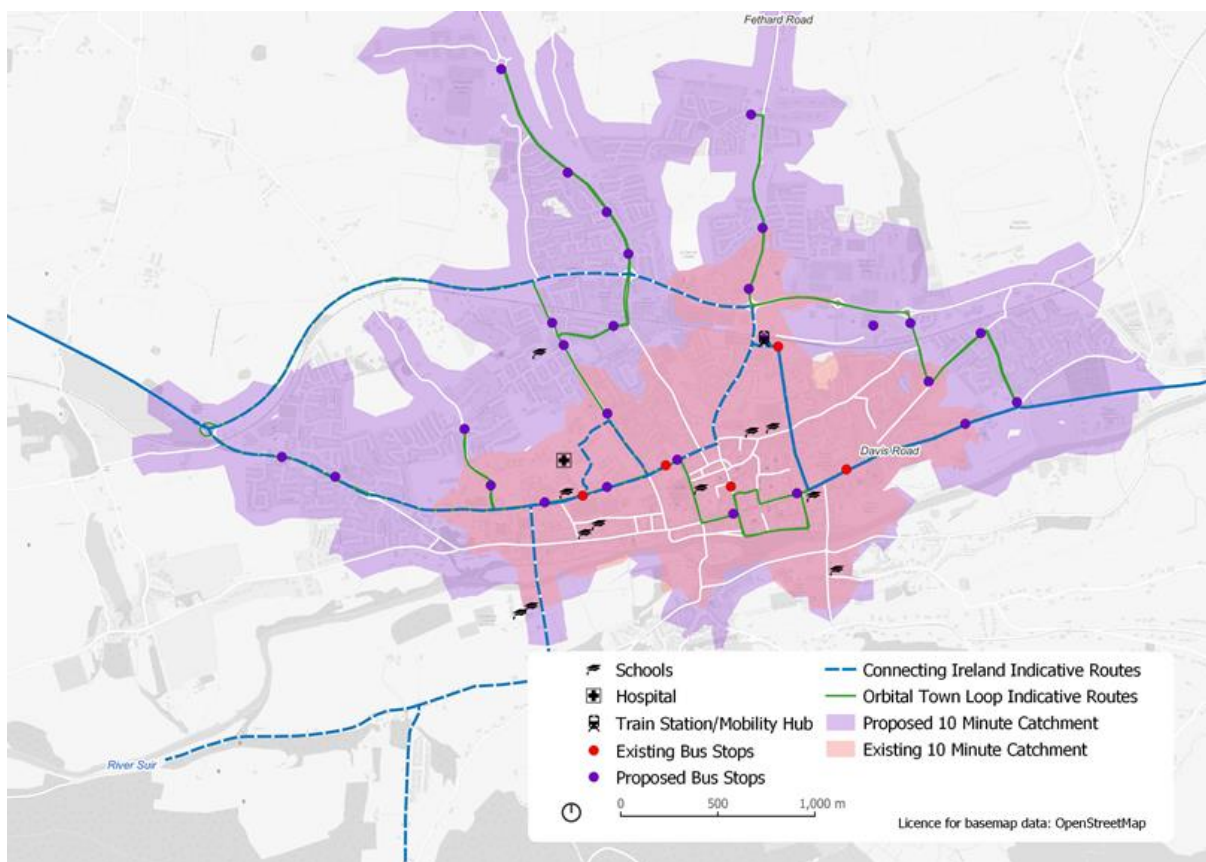


Figure 6-24: Clonmel Bus Stop Catchment (Proposed)

The active travel measures proposed as part of the LTP will improve the safety and quality of walking and cycling connections to public transport. The creation of a Mobility Hub at Clonmel train station will also support integration between bus, rail and other transport services increasing the attractiveness of public transport. Overall, the proposed LTP measures will significantly improve connectivity both within Clonmel, and from Clonmel to surrounding settlements, by public transport encouraging a mode shift away from private car.

KPI: Length of additional / improved walk and cycle infrastructure

As illustrated in Figure 6-1, the Clonmel LTP includes a substantial improvement in active travel infrastructure throughout the town. The LTP will deliver over 33 km of segregated cycle facilities providing a safer environment for cyclists, in particular vulnerable users. The upgraded network connects residential areas to a number of schools and other key destinations including the town centre and large employers.

In addition to this, a number of links have been identified for footpath upgrades and public realm enhancements to create a more attractive environment for walking within Clonmel.

Integration

Table 6-8: Emerging Preferred Strategy Integration Outcomes

OBJECTIVE	KPI	SCORE
To promote the '10-minute settlement' concept in Clonmel aiming to reduce walking times to essential daily services through improved integration of land use and transport.	Catchment analysis - population within 10 mins of key destinations (Schools and Town Centre) by sustainable modes	
To align and integrate with incumbent and upcoming National, Regional, and Local planning policy	Rating Scale - Review against policy compliance	

KPI: population within 10 mins of key destinations (Schools and Town Centre) by sustainable modes

Schools

Figure 6-25 illustrates the 5, 10 and 15-minute catchment area to schools within Clonmel. In total, approximately 7,620 people will live within a 10-minute walk of their nearest school under the proposed LTP network. This is an increase of around 6% when compared to the existing network. Approximately 11,000 people will be within a 15-minute walk of their nearest school under the proposed network with all of the town within a 10-minute cycle. The LTP proposals also significantly improve the quality of walking and cycling facilities connecting to schools as outlined in Section 6.2.1.

Town Centre

Figure 6-26 illustrates the 10, 15 and 20-minute catchment area to Clonmel town centre – taken to be O’Connell Street, near the junction with Mary Street for the purpose of this analysis. The results indicate that just over 4,700 people will be within a 15-minute walk of the town centre with the proposed LTP network. Whilst the overall catchment to the town centre doesn’t increase significantly, the LTP proposes substantial changes to the quality of the active travel network. This includes segregated cycle routes connecting into the town centre core along key radial routes such as Western Road, Cashel Road and Davis Street. Within the town centre, public realm and permeability upgrades are proposed to create a safer, more attractive environment for pedestrians and cyclists. This includes a new active travel bridge over the River Suir improving connectivity for residential areas to the south of Clonmel to the town centre. The provision of these upgrades will improve accessibility for pedestrians and cyclists, particularly vulnerable road users by improving the quality and safety of links to the town centre.

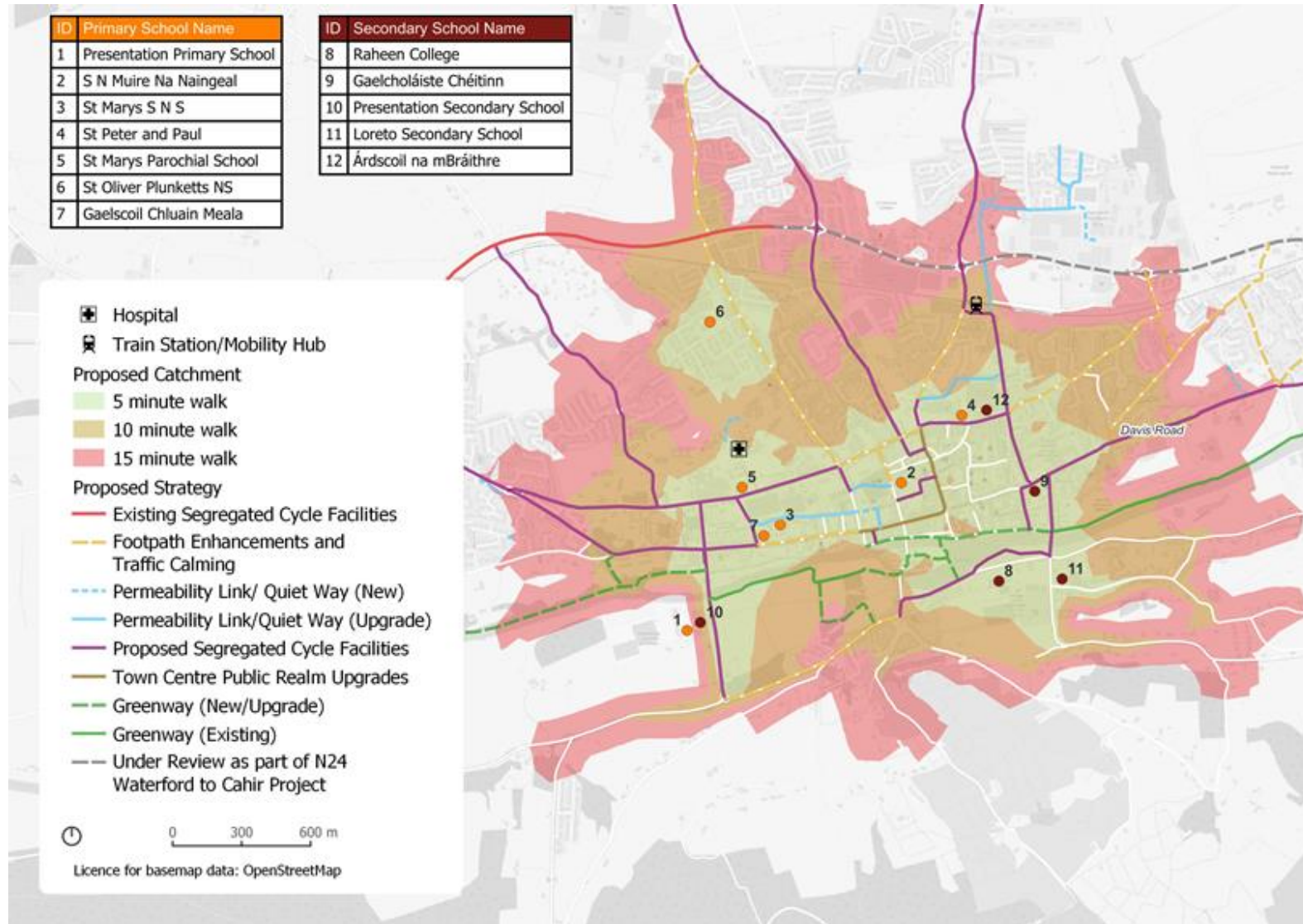


Figure 6-25: School Catchments

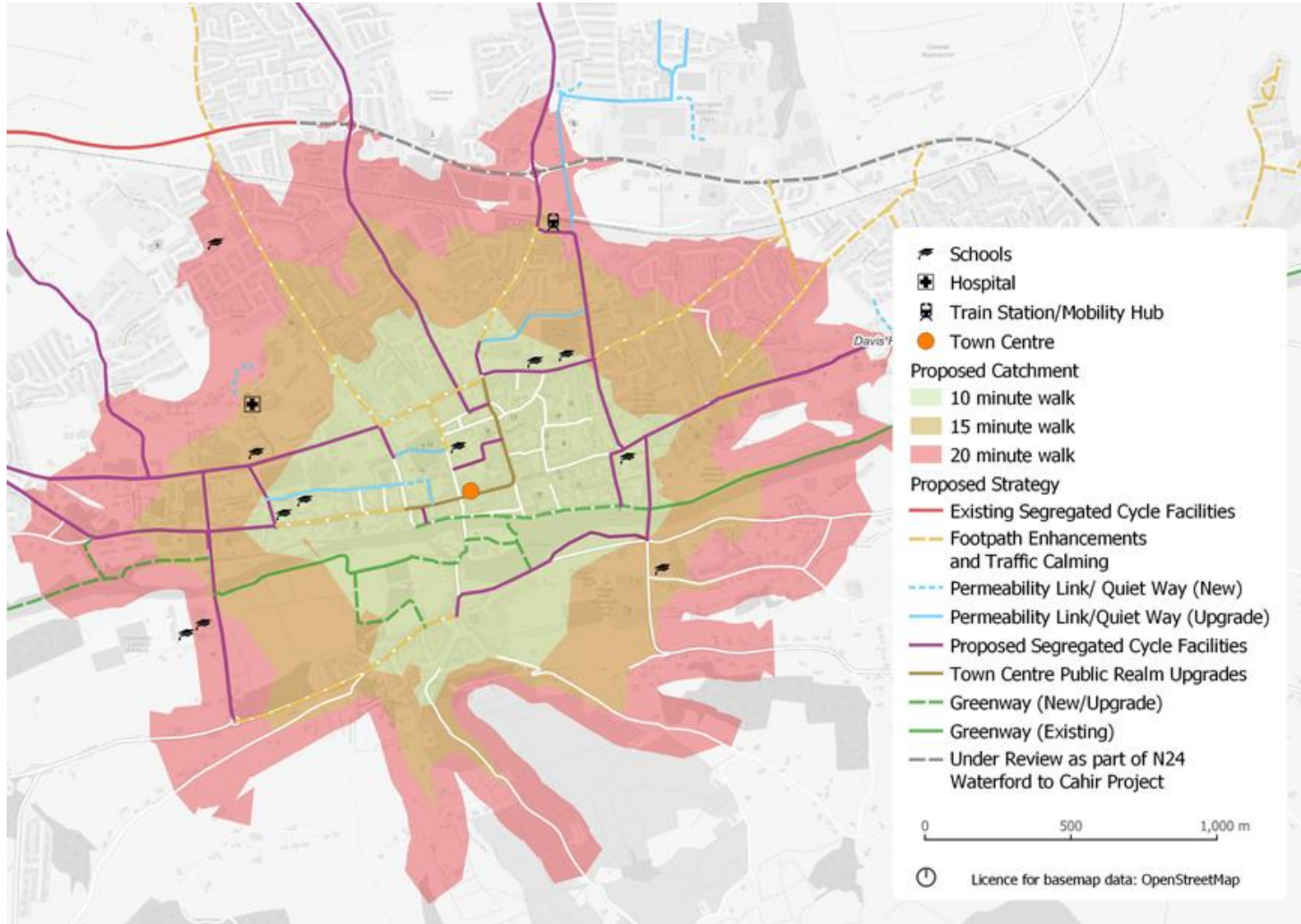


Figure 6-26: Town Centre Catchment

KPI: Rating Scale - Review against policy compliance

The focus of the Emerging Preferred Strategy on active modes and urban realm enhancements is deemed to comply with national and regional policy as covered in Section 2.2. In particular, the town centre improvements align with the Town Centre First policy and active travel improvements align with the focus by the NTA on Safe Routes to School. The overall rebalancing of the transport network towards sustainable modes aligns with the National Planning Framework, National Sustainable Mobility Policy, the Climate Action Plan 2023, the Regional Spatial and Economic Strategy and the Tipperary County Development Plan 2022-2028.

Safety & Physical Activity

Table 6-9: Emerging Preferred Strategy Integration Outcomes

OBJECTIVE	KPI	SCORE
Provide safe access to schools for vulnerable road users and ensure a safe front of school environment	Qualitative assessment of walking and cycling infrastructure to schools and front of school environment	
To invest in the health and wellbeing of residents and visitors of Clonmel through the promotion of active travel modes and schemes that foster a healthy lifestyle and a more liveable town.	Population within 200m of new cycle infrastructure	

KPI: Qualitative assessment of walking and cycling infrastructure to schools and front of school environment

The proposed LTP measures will deliver a step-change in active travel facilities to schools. As illustrated in Figure 6-1 and outlined in Section 6.2.1, segregated cycle facilities or enhancements to footpaths are proposed to all schools within the town connecting to residential areas to the north, east, west, and south. This will increase the safety for children and parents cycling to school and encourage active travel. In addition, school zone treatments are proposed at all schools within Clonmel. This includes measures to support reduced vehicular speeds and safer driver behaviour creating a safer environment for children walking and cycling to school.

KPI: Population within 200m of new cycle infrastructure

The LTP measures will facilitate a healthy lifestyle for people living in Clonmel by increasing opportunities for active travel journeys to employment, education and leisure with over 47km of improved active travel infrastructure proposed.

This expansion in coverage of the network in both km and catchment will improve safety for those undertaking short journeys by active modes with continuous infrastructure limiting conflicts with

motorised road users. Improved connections to employment, education and leisure sites across all areas of the town will help to support a modal shift from private cars and encourage healthy lifestyles.

Figure 6-27 and

Figure 6-28 below illustrate the extent of the current segregated cycle network and the proposed network of segregated cycle facilities and associated catchment areas. Existing segregated cycle facilities in Clonmel are limited to the western section of the N24 between the Cahir Road roundabout and the Cashel Road roundabout. Along with a short section of the Ballingarrane Industrial Estate Road, Cashel Road north of the N24 and the existing sections of the River Suir Greenway.

In the proposed LTP network, the provision of segregated cycle facilities significantly improves as illustrated in

Figure 6-28 with upgraded infrastructure provided on the majority of key radial routes into town including the Western Road, Glenconnor Road, Cashel Road, Fethard Road/Thomas Street and Davis Road. There are also a number of other proposed active travel links which will provide a segregated route for cyclists away from vehicular traffic including the upgrade and extension of the River Suir Greenway including the new active travel bridge connecting from Raheen Road area to The Quay.

In total, it is estimated that the number of people within 200 metres of segregated cycle infrastructure will increase from around 2,800 to just over 11,100 due to the delivery of the proposed LTP active travel measures. This improved accessibility to safe cycling infrastructure will encourage a shift towards active travel supporting greater levels of physical activity and associated health benefits.

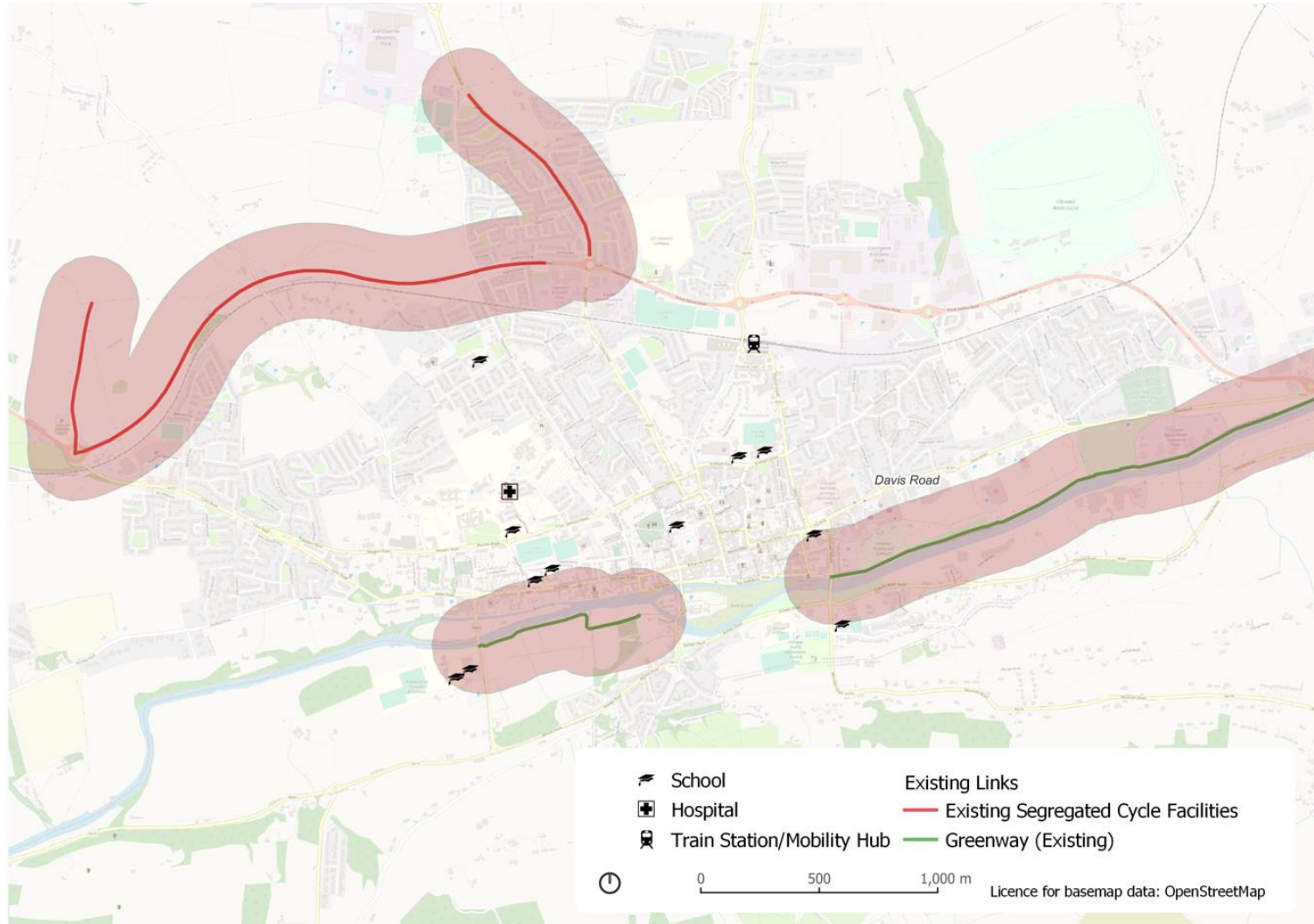


Figure 6-27: Existing Segregated Cycle Facilities – 200m Catchment

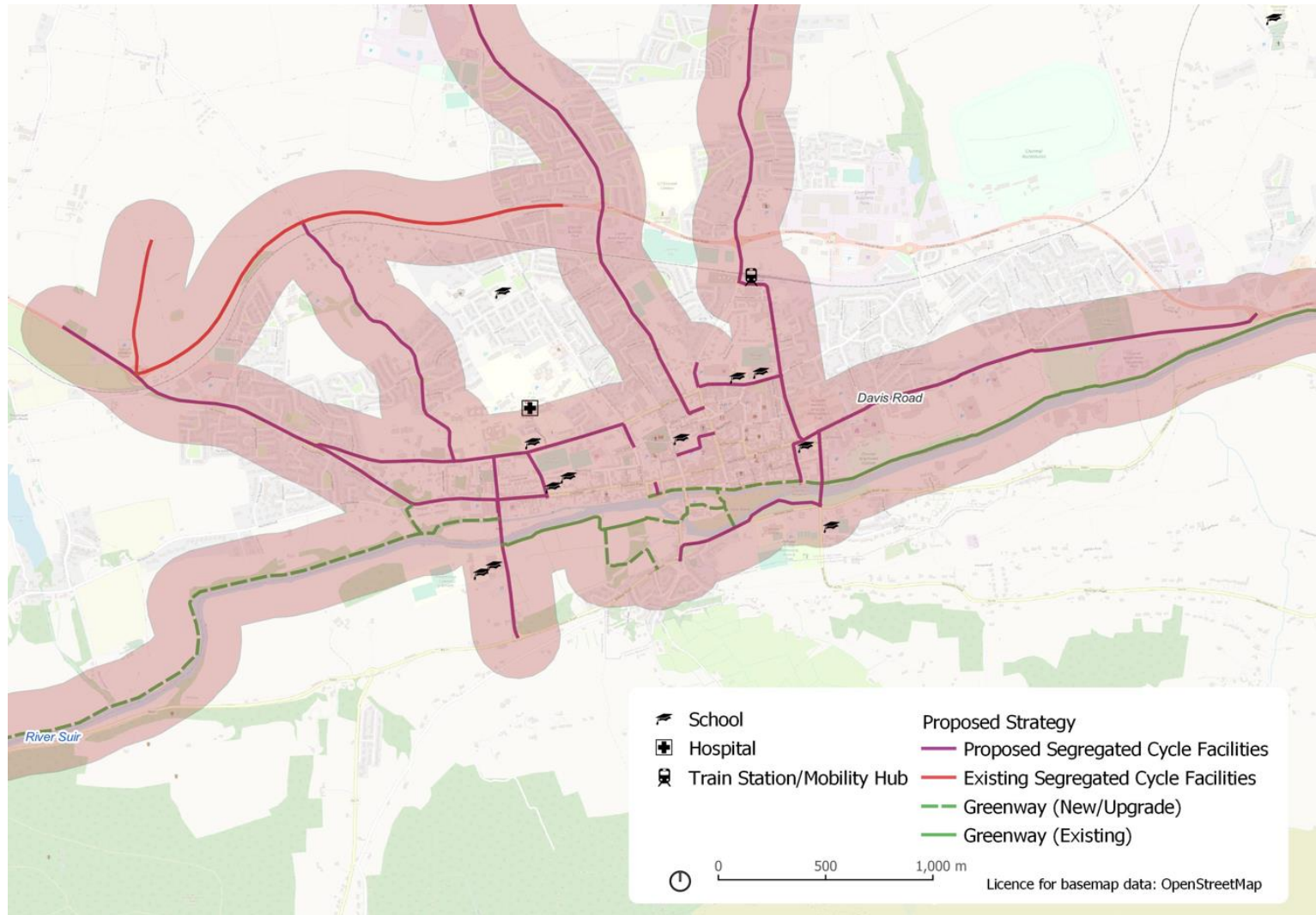


Figure 6-28: Proposed Segregated Cycle Facilities – 200m Catchment

Environment

Table 6-10: Emerging Preferred Strategy Environment Outcomes

OBJECTIVE	KPI	SCORE
To provide an environment which supports and encourages a modal shift from the private car to more sustainable mode. This will support the County to reach Climate Action and Sustainable Energy targets while helping achieve a more environmentally sustainable and circular economy.	Qualitative assessment of Walk and Cycle Mode Share with targets	
To improve and create a more appealing town centre environment for pedestrians and reduce harmful air and noise pollution from vehicles. Prioritise improvements at school and employment zones and along the main pedestrian access routes immediately adjacent to schools and employment centres.	Qualitative assessment of pedestrian and cycle environment in the town centre and sensitive areas	

KPI: Qualitative assessment of Walk and Cycle Mode Share with targets

One of the key objectives for the Clonmel LTP is to create an environment that supports a shift onto sustainable modes, particularly walking and cycling for shorter trips within the town. 2016 Census data indicates that walking represents approximately 16% of all trips to work and school in the morning, with cycling accounting for just 2%. Taking cognisance of this, along with travel patterns within the town, walk and cycle mode share targets for the Clonmel LTP have been developed and are outlined in Figure 6-29.

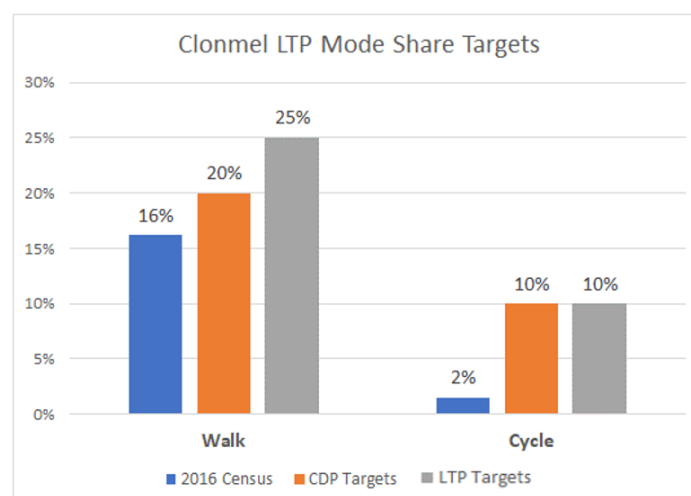


Figure 6-29: Clonmel LTP Walk and Cycle Mode Share Targets

The Tipperary County Development Plan has outlined mode share targets at a county level of 20% for walking and 10% for cycling over the lifetime of the Plan. As of Census 2016, the County target for walking has almost been achieved in Clonmel (for trips to work and education at least). As such, a more ambitious target of 25% has been chosen for the LTP to reflect the impact the investment in proposed measures will have on encouraging increased levels of walking within the town. Cycling mode share is currently low in Clonmel, which is reflective of the available infrastructure at present. As such, the County Development Plan target of 10% was identified as being suitably ambitious for the Clonmel LTP.

The proposed LTP measures will help support a shift away from private vehicles and assist in achieving the walking and cycling mode share targets for the town. As outlined above, over 8,000 additional people will have close access to a segregated cycle facility in the new network. The creation of a safe, integrated walking and cycling network across Clonmel connecting to schools, the town centre and key employers will make active travel a more attractive choice.

KPI: Qualitative assessment of pedestrian and cycle environment in the town centre and sensitive areas

The Clonmel LTP recommends a number of measures to improve the pedestrian and cycle environment within the town centre, including the implementation and expansion of the public realm scheme around O'Connell Street and Gladstone Street. This includes footpath upgrades, creation of civic spaces and raised crossings which will help reduce vehicular speeds in the area.

The proposed 30kph speed zone should also help reduce speeds with the indicative area covering most of the schools within Clonmel. The enforcement of this reduced speed zone will help to create a safer environment for pedestrians and cyclists helping to reduce the severity of collisions. The Clonmel LTP recommends School Zone treatments outside all of the schools within the town helping to make these areas more attractive for walking and cycling, and reduce the volume and speed of traffic passing the school gates. Tipperary County Council are also progressing a number of Safe Routes to School schemes across Clonmel. The proposed one-way system on Cantwell Street will help reduce traffic volumes outside the Gaelscoil Chluain Meala and reduce vehicular speeds through public realm upgrades.

The LTP also proposes a number of behavioural change measures which can support an overall mode shift to sustainable travel. Schemes such as Workplace and School Mobility Management Plans encourage travel by walking, cycling and public transport where feasible. This, along with the proposed network upgrades planned as part of the LTP, will support a shift away from private car use and reduce traffic volumes within the town.

Economic

Table 6-11: Emerging Preferred Strategy Economy Outcomes

OBJECTIVE	KPI	SCORE
To support Clonmel's pathway to a low-carbon economy through the delivery of a sustainable transport network, improving access to employment, retail and business opportunities for all in Clonmel Town	Catchment analysis to employment – population within 20-minute walk of key employment sites	
Help grow and enhance Clonmel as a renowned centre for activity-based and sporting tourism. Complement and capitalise upon the rich cultural and environmental assets inherent in Clonmel, enhancing access and movement for local residents and visitors alike.	Qualitative assessment of town centre public realm and access to places of interest	

KPI: Catchment analysis to employment

GIS catchment analysis was undertaken to determine the areas within a 10, 15 and 20 minute walk of key employers in Clonmel and the results are illustrated in Figure 6-30 for the proposed active travel network. The results indicate an increase in catchment due to the proposed LTP measures. As an example, the delivery of the permeability links from Carrigeen Business Park significantly improves accessibility by walking and cycling to nearby residential areas.

In total, approximately 16,000 people will be within a 20-minute walk of these key employers under the proposed LTP active travel network, which represents around 77% of the future planned population within the Study Area. This is a 13% increase when compared to the existing network illustrating the impact of the proposed LTP measures on improving accessibility to employment within Clonmel via walking and cycling.

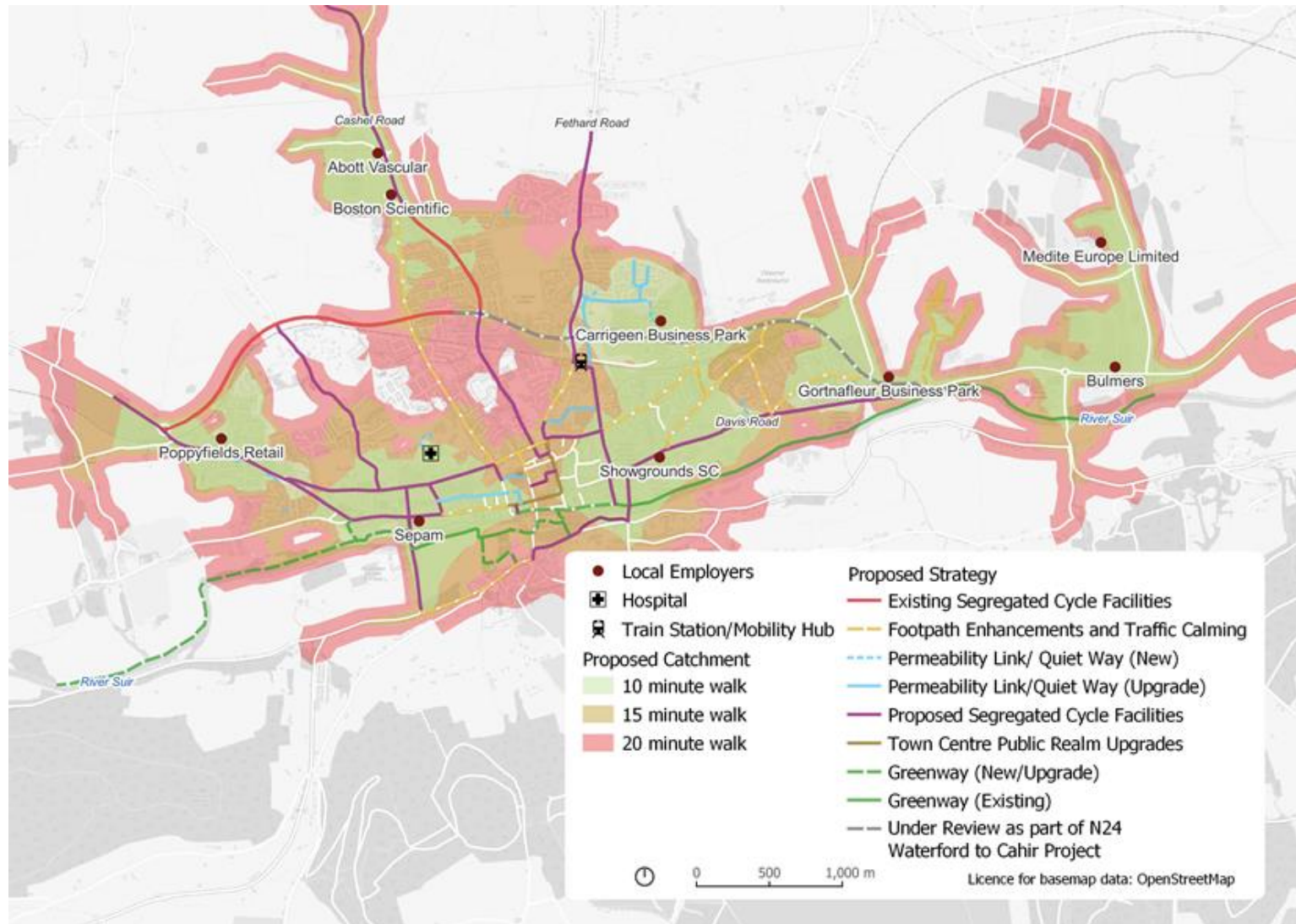


Figure 6-30: Catchments to key employers using proposed active networks

KPI: Qualitative assessment of town centre public realm and access to places of interest

The Clonmel LTP includes a number of measures aimed at improving the town centre environment and creating a more attractive space for residents and visitors to spend time. The planned town centre public realm scheme will include elements such as footpath upgrades, landscaping, outdoor seating, creation of civic spaces etc. It is proposed that the public realm improvements are expanded throughout the town centre with upgrades to side streets and alleys creating a more walkable and attractive town centre. Segregated cycle facilities, greenway infrastructure, traffic calming and quiet routes are proposed at a number of locations in the town centre. Combined with calmed streets as part of public realm interventions, the implementation of the LTP will result in a safer environment for cycling in the town centre.

The LTP recommends the extension of the Suir River Greenway. This will provide an important east-west connection through the town with a new active travel link south of the river. It also represents an excellent leisure route for both local residents and visitors to Clonmel.

Overall, the measures proposed within the LTP will help to facilitate the growth of Clonmel as an attractive destination, encouraging increased footfall within the town and supporting local businesses.

7 IMPLEMENTATION AND MONITORING

This strategy contains a range of transport solutions to support the sustainable compact growth of Clonmel as set out in the Local Area Plan. In keeping with the objectives established for the study, the sequencing of measures within the plan seek to provide existing and future residents of Clonmel with a range of sustainable travel choices. As such, the plan provides a strong emphasis on the upfront delivery of active travel and public transport measures, supported by a range of demand management measures encouraging sustainable travel behaviours.

This chapter provides an overview of the mechanism for delivery for transport schemes in Ireland, followed by the proposed phasing of the Clonmel transport measures providing commentary on impacts and dependencies. The Chapter then provides a list of key transport measures that should be progressed as priority schemes. Finally, the chapter presents the mode share ambitions for Clonmel aligned with regional policy as well as a strategy for monitoring the implementation of the LTP measures.

7.1 Delivery Process

Delivery Mechanisms

As individual measures progress beyond the LTP Strategy to project level, each individual project will need to be delivered in accordance with the relevant guidance and standards, in particular TII's Project Management Guidelines and Project Appraisal Guidelines for National Roads and the NTA's Project Management Guidelines.

Depending on the type and scale of the scheme, there are a number of delivery mechanisms for each of the projects set out in the Clonmel LTP. Large transport projects, for example road schemes, exceeding a certain threshold will be subject to Environmental Impact Assessment and will need to be submitted to An Bord Pleanála for approval. As set out in legislation, these projects will need to undergo a statutory public consultation process.

Many of the active travel schemes, as well as some of the smaller road interventions within the town, will be subject to a Part 8 process which will be decided upon by the elected members following a statutory public consultation process.

Certain smaller interventions which improve safety on the road network for all modes of travel may be delivered under Section 38 of the Road Traffic Act 1994 (as amended). Whilst these schemes may not be required to undergo a statutory public consultation process, Tipperary County Council will engage with local communities impacted by the scheme and may determine the need to undertake non-statutory public consultation.

The need for a rapid rollout of active travel infrastructure nationally, in a cost-effective manner, is urgently needed for several reasons, including:

- The Climate Action Plan 2023 requires the construction of an additional 1,000km of cycling and walking infrastructure by 2025 to help achieve emissions reductions targets. However due to rising costs in the construction sector, combined with the length of time it typically takes to deliver schemes, there is a need to change the traditional delivery approach to achieve these targets.

- The Climate Action Plan 2023 also endorses the recommendations of the report from the Climate Change Advisory Council and OECD (Organisation for Economic Cooperation and Development) on Redesigning Ireland’s Transport for Net Zero.
- The National Investment Framework for Transport in Ireland (NIFTI) sets out hierarchies for where investments in transport should be prioritised and stipulates that investments in active travel and public transport should be prioritised ahead of investments in infrastructure for private cars.

Therefore, to maximise the amount of Active Travel infrastructure delivered within available resources and to increase the speed of delivery, Rapid Build active travel facilities should be prioritised where possible. Rapid Build Infrastructure is infrastructure that can generally be accommodated within the existing carriageway or verge and has limited drainage impacts. Therefore, it is more cost-effective and quicker than traditional (full build) construction methods. They can include:

- Road markings/traffic restrictions;
- Narrowing/converting general traffic lanes to active travel facilities;
- Converting on-street parking to active travel facilities;
- Creating Traffic Free streets; and
- Redesigning junctions to provide greater capacity for walking, cycling and public transport

Funding Mechanisms

The delivery of measures contained in the Clonmel LTP will be subject to available funding. Each project will be appraised on its own merits through the planning process, with the scale of appraisal required (E.g. Business Cases) commensurate with the size and cost of the project being delivered. Major projects will need to be appraised in line with the requirements of the Public Spending Code and the Department of Transport’s recently released Transport Appraisal Framework (TAF).

As mentioned above, there is a need for a rapid rollout of active travel infrastructure nationally, in a cost-effective manner. Therefore, where appropriate, active travel schemes will adhere to the guidance set out in the NTA’s Rapid build Active Travel Facilities note and also follow the framework set out in the NTA’s Project Approval Guidelines.

Depending on the type of project and its potential benefits, there are a number of potential funding streams for their delivery:

- Projects which seek to **rejuvenate the town centre** (for example public realm enhancements) may obtain funding through the government’s Urban Regeneration and Development Fund (URDF). This government initiative aims to deliver more compact and sustainable development, as envisaged under Project Ireland 2040.
- **Walking and Cycle** projects will primarily be delivered through funding sought from the NTA through their Active Travel Grants Programme. The Active Travel Grants Programme funds important projects supporting strategic pedestrian and cyclist routes, access to schools, permeability links, urban greenways and some minor public transport improvement projects.

- Measures which are targeted at improving **safety on access to schools** and encouraging active travel amongst students may be able to obtain funding through the NTA's Safe Routes to School (SRTS) Programme.
- The NTA funds and oversees Public Service Obligation (PSO) public transport in Ireland, including **Bus and Rail**. Through the NTA's Connecting Ireland programme, improvements to bus service routing/timetables and bus stop provision will be made. Further improvements to rural transport (E.g. Local Link services) will be achieved through the Rural Transport Programme.
- Improvements to the safety or operation of the **National Road network** is funded and managed by Transport Infrastructure Ireland (TII) under their capital expenditure programme. TII has developed detailed Project Appraisal Guidelines which describe the processes and detailed methodologies required for the appraisal of projects and their delivery.
- Other **local transport interventions** which are required to improve access to development lands may seek site-specific development contributions through the planning process.

Phased Implementation

The following section outlines the proposed phasing of the ABTA Delivery Plan. Measures have been divided into the following phasing's:

- **Short Term (up to 2030):** This timeline corresponds with the completion of the Clonmel LAP 2024-2030 and current National Development Plan.
- **Medium Term (up to 2035):** This time period represents a midway point between the end of the Clonmel LAP period and the timeline for Project Ireland 2040.
- **Long Term (up to 2040):** This timeline corresponds with Government's long term sustainable development strategy for the country- Project Ireland 2040.

A summary of the priority actions for immediate action are provided in Section 7.6 below. As noted above, each of these measures will be appraised individually on its own merits, in terms of feasibility, design, planning, approval and available funding. Therefore, the timelines should be considered as indicative only.

7.2 Active Travel

Short Term

- Deliver segregated active travel corridors along the radial roads leading into Clonmel Town Centre (E.g. Davis Road, Fethard Road/Thomas Street, Cashel Road etc.)
- School zone treatments to improve safety in front of Schools
- Development of permeability links to enhance walking at the neighbourhood level and to improve the accessibility of public transport
- Town Centre public realm enhancements to improve access for active modes and encourage street level activity
- Suir Island bridge crossing between The Quay and Raheen Road along with proposed public realm upgrades along The Quay
- Upgrade the section of Greenway between Old Bridge and the R671

- Assessment of active travel facilities along the N24 corridor around Clonmel to deal with the short to medium term measures needed for the sustainable growth of the town when the wider N24 Waterford to Cahir study has progressed through Phase 2 of the project delivery process
- Deliver segregated active travel corridor along the N24
- Deliver footpath enhancements and traffic calming measures
- Western section of Suir River Greenway from the R671 to Marlfield.

Medium Term

- Deliver segregated active travel corridors along the radial roads leading into Clonmel Town Centre
- Deliver segregated active travel corridor along the N24

Long Term

- Support NTA and TII in completion of Inter-urban and Greenway Cycle Networks
- Ongoing maintenance and renewal of footpaths, public realm and full realisation of the walking and cycle network proposals.

7.3 Public Transport

Short Term

- Improvements to bus stop waiting infrastructure & passenger information
- Support the NTA in delivering Clonmel town bus services
- Delivery of a Mobility Hub at the train station
- Ongoing support to NTA and Irish Rail in the delivery of enhanced rail services to Clonmel
- Ongoing support to NTA in delivering enhanced bus services to Clonmel as set out under Connecting Ireland

Medium to Long Term

- Ongoing support to NTA and Irish Rail in the delivery of enhanced rail services to Clonmel
- Ongoing support to NTA in delivering enhanced bus services to Clonmel as set out under Connecting Ireland

7.4 Road Measures

Short Term

- Implement one-way traffic circulation system on O'Connell Street and The Quay to support the town centre public realm upgrades
- Implement proposed one-way traffic circulation on Cashel Street, William Street, Cantwell Street and Connolly Park, along with the filtered permeability on Wolfe Tone Street to deliver active travel improvements.

Medium to Long Term

- Ongoing support to TII and Kilkenny County Council in the delivery of the N24 Waterford to Cahir Project.
- Retention of future road reservations

7.5 Demand Management & Supporting Measures

Short Term

- Facilitate a Town Car Club / Car Sharing Scheme to support existing and future residents
- Dockless Town Bicycle Sharing Scheme situated throughout the town and at the train station
- Safe Routes to School & School Mobility Plans
- Workplace Mobility Management Plans for large employers to encourage sustainable travel behaviours of staff
- Support use of existing Park & Stride sites on periphery of town centre
- Implement 30pkh speed limit area.

Timeframe		Short Term (Up to 2030)	Medium Term (2030 to 2035)	Long Term (2035-2040)
Active Travel	Segregated active travel corridors along the radial roads	[Green arrow spanning from start to end of Short Term period]		
	School zone treatments	[Green arrow spanning from start to end of Short Term period]		
	Development of permeability links to residential Areas, public transport and the town centre	[Green arrow spanning from start to end of Short Term period]		
	Town centre public realm enhancements	[Green arrow spanning from start to end of Short Term period]		
	Suir Island bridge crossing between The Quay and Raheen Road along with proposed public realm upgrades along The Quay	[Green arrow spanning from start to end of Short Term period]		
	Upgrade and improve connections to the section of Greenway between Old Bridge and the R671	[Green arrow spanning from start to end of Short Term period]		
	Assessment of active travel facilities along the N24 corridor	[Green arrow spanning from start to end of Short Term period]		
	Deliver segregated active travel corridor along the N24	[Green arrow spanning from start to end of Short Term period]		
	Western section of Suir River Greenway from the R671 to Marlfield	[Green arrow spanning from start to end of Short Term period]		
	Support NTA and TII in completion of Inter-urban and Greenway Cycle Networks	[Green arrow spanning from start to end of Long Term period]		
	Ongoing maintenance and renewal of footpaths	[Green arrow spanning from start to end of Long Term period]		

Timeframe		Short Term (Up to 2030)	Medium Term (2030 to 2035)	Long Term (2035-2040)
Public Transport	Improvements to bus stop waiting infrastructure	Green arrow pointing right		
	Delivery of a Mobility Hub at the train station	Green arrow pointing right		
	Delivery of Clonmel town bus service	Green arrow pointing right		
	Ongoing support in the delivery of enhanced rail services	Green arrow pointing right across all three periods		
	Ongoing support in the delivery of enhanced bus services	Green arrow pointing right across all three periods		
Roads	One-way traffic circulation systems	Green arrow pointing right		
	Support delivery of the N24 Waterford to Cahir Project	Green arrow pointing right across all three periods		
Supporting Demand Management Measures	Town Car Club / Car Sharing Scheme	Green arrow pointing right		
	Dockless Town Bicycle Sharing Scheme	Green arrow pointing right		
	Safe Routes to School & School Mobility Plans	Green arrow pointing right		
	Workplace Mobility Management Plans	Green arrow pointing right		
	Park & Stride sites	Green arrow pointing right		
	30pkh speed limit area	Green arrow pointing right		

7.6 Priority Actions Summary

The following table sets out the priority actions for the Clonmel LTP - with a view to the plan objectives, ease of delivery, potential funding mechanism and likely benefits.

MEASURE	REASON FOR PRIORITY DELIVERY
Greenway infrastructure (AT50 & AT51) and Suir Island Active Travel Bridge	The delivery of this extensive segregated active travel infrastructure will provide a step-change in east-west active travel connectivity throughout the town, as well as reducing severance caused by the Suir river.
Cashel Road Segregated Cycle Infrastructure (AT56)	AT56 delivers a core radial piece of segregated cycle infrastructure from the employment hubs of Ard na Gaoithe Business Park, Clonmel Business Park and Cashel Road Business Park and along a number of large residential areas into the town centre at Queen Street.
Davis Road Segregated Cycle Infrastructure (AT133)	AT133 provides a core piece of the proposed Active Travel network by linking the N24 to the town centre, passing a number of large residential areas and key destinations in the Showgrounds Shopping Centre, Lidl and Dunnes Stores.
Town Centre Public Realm (AT103 – 106)	Delivery the proposed town centre public realm improvements selected as a national Pathfinder project.
Filtered Permeability on Wolfe Tone Street (AT95)	The removal of vehicular traffic accessing Wolfe Tone Street could be implemented with immediate effect. This would support the town centre public realm enhancements providing an attractive link to Gordon Place Car Park and connection onto Abbey Street.
Clonmel Town Bus service and bus stop enhancements (PT8 - 10)	The delivery of new Clonmel Town bus services connecting residential areas to the town centre, hospital, schools, large employers and retail centres. These new routes will make public transport more accessible to more people in Clonmel providing a viable alternative to private car travel.
Safe Routes to School Schemes	Delivery of Safe Routes to School schemes currently being progressed by Tipperary County Council at Cantwell Street and Gaelscoil Chluain Meala, and Loreto Secondary School.

MEASURE	REASON FOR PRIORITY DELIVERY
30kph Speed Limit (DM8)	<p>A reduced speed limit in the town centre and in residential areas will have a considerable impact on actual and perceived safety in the town centre, thereby creating an environment more conducive to cycling.</p> <p>This measure could be implemented on a trial basis in the first instance using signage to alert drivers of the new 30pkh area.</p>

7.7 Monitoring Strategy & LTP Review

A Monitoring and Evaluation Plan will be developed and implemented as part of the delivery process for the Clonmel LTP. This will benchmark performance during the plan period against the delivery of the planned measures and the key Performance Indicators. In particular the plan will evaluate performance against the mode share ambitions established in Section 6.6 of this report which seeks to increase the walking mode share to 25% and the cycle mode share to 10% in line with County Development Plan and National targets.

The NTA guidance recommends undertaking reviews during defined timeframes (e.g. short term 1-2 years; medium 2-5 years; long term 5 to 10 years; future-term 10 to 15 years). At the end of each timeframe, monitoring can be conducted to establish the following:

- Progress on the implementation of all infrastructure measures for each mode of transport.
- Progress on the implementation of all public transport service measures for each mode of transport.
- Progress on the implementation of all demand management and supporting smarter travel measures.
- Cross-checking of assumptions in the LTP against current transport patterns and population at the time of monitoring.
- Assessment of actual development and land use outcomes within the LTP Study Area at the time of monitoring against the original LTP assumptions related to land use.

Evaluation of the outcomes of the LTP can also be undertaken within similar timeframes including evaluating the following:

- Sustainable Travel Mode Share – for example via updated Census POWSCAR data, Employment and School Mobility Management Plan data, local residents’ surveys, cycling and walking counts and bus patronage data.
- Economic Benefits – for example via town centre footfall and spend surveys, distinguishing between those who travelled to the town centre by car and by sustainable means.
- Health and Safety Benefits – for example via analysis of available local road safety statistics.



- Environmental Benefits – for example via Air Quality and Noise monitors available at key locations within the Town Centre and usage of public Electric Vehicle car charging and eBike parking facilities. User surveys can also be conducted to determine user satisfaction levels with new active travel infrastructure and public transport services and waiting environments.
- Accessibility and Social Inclusion – updated catchment analysis for access into and within town centre, including for those without access to a car.

DRAFT

8 SUMMARY

8.1 Overview

This report outlines the process undertaken to develop the draft Clonmel Local Transport Plan (LTP) for consultation. The key purpose of the LTP is to guide the future transport and mobility needs of Clonmel, taking into account the transport demand arising from existing and projected development both within the study area and the wider area of influence. In developing the LTP, SYSTRA and JB Barry & Partners have followed guidelines set out in TII/NTA's 'Area Based Transport Assessment (ABTA) Guidance Notes.

8.1.1 Baseline Assessment

A detailed Baseline Assessment was undertaken to understand existing conditions within Clonmel along with potential opportunities and constraints. This included multiple site visits, analysis of census information, review of existing transport conditions and environmental constraints. Public consultation was also undertaken during the Baseline Assessment with online surveys and mapping software allowing residents to raise issues and identify potential solutions. The outcome of the Baseline Assessment was a Strengths, Weaknesses, Opportunities and Threats (SWOT) assessment which was used to inform the objectives of the study and transport options for Clonmel.

8.1.2 Local Transport Plan Objectives & Future Demand for Travel

Core study objectives were identified for the Clonmel LTP informed by:

- The opportunities and constraints identified in the Baseline Assessment SWOT Analysis;
- Existing local policies and objectives; and
- National level policy guiding the delivery of sustainable development.

In particular, strategic outcomes and policies from the Tipperary County Development Plan 2022-2028 were identified which could inform the objectives for the Clonmel LTP. A series of Key Performance Indicators (KPIs) were identified to measure the performance of specific measures in achieving the overarching study objectives.

A review was undertaken of future land-use zoning proposed as part of the draft Clonmel LTP. This was to ensure that any transport proposals for the town took cognisance of future development within Clonmel, in particular providing sustainable access to key residential and employment sites.

8.1.3 Options Development

An initial long-list of options was developed to overcome some of the weaknesses and constraints identified in the baseline assessment, and achieve the defined objectives for the LTP. The options were developed based on insights gained from the Baseline Assessment, public consultation feedback, reviews of proposals from other strategies and plans for Clonmel along with workshops with Tipperary County Council and the National Transport Authority.

The options development process followed the Department of Transport's National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies. As such, options for applicable measures were first considered in relation to active modes (walking and cycling), followed

by public transport and finally vehicular traffic. Options were also initially focused on maintaining, optimising and improving existing facilities before considering the construction of new infrastructure.

8.1.4 Options Assessment Methodology

The long-list of options were then passed through a detailed assessment process to determine the measures that performed best in terms of achieving the overarching study objectives. Initially, the options were screened qualitatively against the study objectives and core delivery themes including engineering feasibility, acceptability and affordability. Options were then classified as follows:

- **Discontinued:** the option did not align with the LTP objectives and therefore was not included in the Emerging Preferred Strategy;
- **Pass:** the option satisfied the project objectives and the core delivery themes, and no alternative proposals were identified in the options development process. These options passed directly into the Emerging Preferred Strategy without the need for an interim assessment.
- **Conditional Pass:** the option aligned with the LTP objectives, however, either didn't fully meet all of the core delivery themes or had a number of alternative proposals identified. In these instances, the options were assessed in further detail as part of the interim Multi-Criteria Analysis (MCA).

At the MCA stage, options were assessed in more detail based on their ability to meet the core delivery themes and also the overarching study objectives. This assessment was predominantly qualitative in nature, however where possible, quantitative information was used to supplement the scoring. A local area traffic model was developed for Clonmel to test the impact of proposed measures on the performance of the road network and this information was used to inform the options assessment where required.

Options passing through the initial screening and MCA formed the Emerging Preferred Strategy for the Clonmel LTP.

8.1.5 Emerging Preferred Strategy

Active Modes

The proposed LTP active modes measures are focused on the delivery of a safe, integrated walk and cycle network that will improve accessibility across Clonmel encouraging an increase in sustainable travel. A number of measures have focused on improving safety for access to local schools, supporting active travel and improving the health and wellbeing of children within the town. This includes segregated cycle facilities on key routes such as Western Road, Cantwell Street, Thomas Street/Dillon Street and Davis Road along with proposed school zone treatments at the entrances to each of the schools within the town.

Key radial and orbital routes have been identified for improved walking and cycling infrastructure connecting residential areas to the town centre and key employers within Clonmel. Where possible, segregated cycle tracks have been proposed for example on as Cashel Road, Fethard Road and Davis Road. Where segregation was not possible given constraints, measures have been proposed to provide a safe, low speed, traffic calmed environment for sections of cycle trips which must be made on-road. The LTP supports the upgrade and extension of the River Suir Greenway. This provides an important east-west connection across Clonmel providing a safe, segregated route for pedestrians and cyclists to

the town centre and local schools. It also includes the delivery of a new active travel bridge improving accessibility to Clonmel town centre for residential areas south of the river.

Measures within the town centre are focused on improving public realm and the pedestrian environment. This includes the proposed public realm upgrades within the town centre. The LTP also recommends the creation of quiet, permeable links into the town centre by regenerating areas such as Albert Street and Wolf Tone Street creating a safe and attractive route for pedestrians and cyclists. These measures will make Clonmel a nicer place to be and spend time, increasing footfall within the town centre and supporting the sustainable economic growth of the town.

Public Transport

The LTP supports the roll-out of the NTA's Connecting Ireland Rural Mobility Plan which will provide enhanced access to settlements around Clonmel via public transport. The LTP also supports the implementation of the new town bus service that will connect residential areas to the town centre, key employers, schools, the hospital and large retail centres. This will improve accessibility to public transport for more people in Clonmel providing a viable alternative to private car travel.

Whilst the delivery of enhanced rail services is not within the scope of the LTP, Tipperary County Council will work proactively with Irish Rail and the NTA to improve timetabling and frequency on the Waterford to Limerick Railway line to further increase the impact and appeal of the Clonmel train service.

The LTP recommends the development of a Mobility Hub at Clonmel train station to support interchange between bus, rail and other transport services to encourage sustainable trip making. Clonmel station is well suited due to its location in close proximity to large employers in Clonmel and the space available for shared mobility modes and public realm upgrades. The proposed upgrades to the active travel network will also support improved, safe access via walking and cycling to public transport stops within Clonmel, including the Mobility Hub, encouraging travel by sustainable modes.

Road Network

A number of traffic management arrangements have been proposed within the study area to support walking, cycling and public realm improvements including extensions of the existing one-way systems on O'Connell Street and The Quay.

The Clonmel LTP supports the progression of the N24 Waterford to Cahir study through the TII Project Management Guidelines (PMG) phases to identify a sustainable solution that supports the multi-modal needs of the corridor at a local and regional level. It is recommended that further assessment is undertaken on the delivery of active travel facilities along the N24 corridor around Clonmel to deal with the short to medium term measures needed for the sustainable growth of the town when the wider N24 Waterford to Cahir study has progressed through Phase 2 Options Selection of the project delivery process.

The LTP also proposes the upgrade of a number of junctions throughout the town to improve safety for all road users. As the active travel measures are delivered, all junctions along the routes will need to be reviewed and upgraded to provide safe access for pedestrians and cyclists. Exact details on proposed upgrade works will be defined at the individual project level.

Supporting Demand Management Measures

A range of Travel Demand Management Measures have been identified to support the switch to sustainable modes across the Study Area. The LTP proposes the introduction of a 30kph zone within the town centre to reduce the likelihood and severity of accidents for vulnerable road users, and contribute to a more attractive environment for walking and cycling. Other recommendations include a suite of behavioural change initiatives aimed at encouraging more sustainable travel such as mobility management plans, workplace travel plans, bike and car sharing schemes.

KPI Assessment

The full suite of LTP measures were assessed against the study objectives using the identified KPIs. The results indicate that the proposed measures score very positively across all objectives. The delivery of an integrated, safe active travel network will improve accessibility for residents in Clonmel to key services encouraging a shift to sustainable modes. The proposed measures will deliver significantly improved safety for children walking and cycling to school. Within the town centre, the proposed public realm improvements will make Clonmel a more attractive place to spend time, increasing footfall and supporting local businesses. In terms of wider accessibility, the draft LTP includes upgrades to existing public transport services and facilities, including the delivery of a town bus service and the creation of a Mobility Hub at Clonmel train station.

8.1.6 Implementation & Monitoring

An overview has been provided of the mechanism for delivery and funding of transport schemes in Ireland. A proposed phasing has been outlined determining which measures could be delivered in the short (up to 2030), medium (up to 2035) and long term (up to 2040). A list of key transport measures that should be progressed as priority schemes have been identified along with a strategy for monitoring the implementation of the LTP measures.

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