

TUBBERCURRY TOWN CENTRE FIRST PLAN

Sligo County Council

October 2023



Sligo County Council
Comhairle Chontae Shligigh

Sligo.



An Roinn Forbartha
Tuaithe agus Pobail
Department of Rural and
Community Development

Tionscadal Éireann
Project Ireland
2040

Ar dtodhchaí
Tuaithe
Our Rural
Future



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040



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Project
Tubbercurry Town Centre First Plan

Client
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1 Introduction

“This is about delivering on the objectives of ‘Our Rural Future’ and ensuring our towns have the right plan in place to tackle the issues of dereliction, vacant properties, and above all, to become better places to live, work and run a business.”

Heather Humphreys TD, Minister for Rural and Community Development

Background

In December 2021, Tubbercurry - Sligo's second town - was selected as one of 26 towns to develop a Town Centre First (TCF) Plan. Town Centre First is the Government's policy strategy to support the rejuvenation of Irish rural town centres and halt their decline.

The initiative is a key part of *Our Rural Future* – the Government's ambitious five-year strategy designed to reimagine and revitalise Rural Ireland and is backed up by the Town Centre First Policy, a co-ordinated, whole-of-government approach to regenerate and revitalise Irish towns and villages.

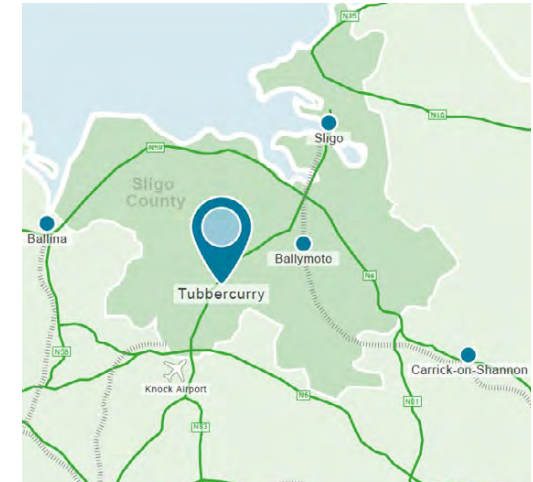
Location

Tubbercurry is located approximately 35 km south of Sligo town, in the south-west of the County, along the national primary road N-17 (Sligo to Galway). The regional road R-294 (Boyle to Ballina) crosses the town, which is also the convergence point for the local road network at Wolfe Tone Square.

Ireland West Knock Airport is located approx. 16km to the south of the town. Tubbercurry was served by a train station which originally opened in 1895, as part of the route between Claremorris and Sligo. It was closed to passenger traffic in 1963, with goods traffic ending in 1975. The disused Sligo-Limerick rail line – better known as the Western Rail Corridor – runs along the northwestern side of the town centre.

Most of the town lies at a height of between 80 and 90 m above sea level, with the land gently rising to the north-east of the town, reaching a height of 104 m at the top of Mountain Road.

The landscape surrounding Tubbercurry is flat and low-lying, with a pattern of small and medium-sized fields bounded by hedgerows and some mature tree belts. The Ox Mountains are located 7km north-west of Tubbercurry, while the hills of Knocknashee (north) and Muckelty Hill (north-east) provide an attractive backdrop to the town.



Above: Strategic location

Study Area

The study area Tubbercurry's TCF Plan comprises the settlement area of the town, alongside green space and supporting infrastructure located within the setting of the settlement area.

Whilst Tubbercurry continues to appear as a typical market town which grew from the convergence of two roads meeting at the heart of the settlement, accelerated urban growth at the turn of the 21st century has seen multi-unit residential development in backlands off the main axis, and at the north and south of the town. Strategic direction which ensures compact and sustainable growth is a key consideration of the TCF Plan.

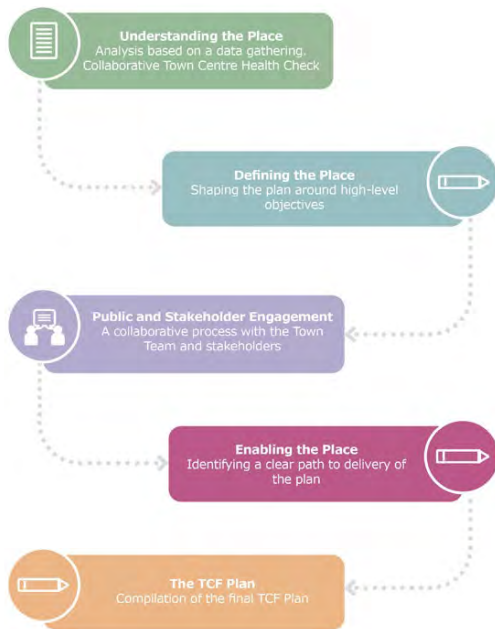


Above: Tubbercurry study area

Structure of the Report

Approach

The TCF Policy sets out a staged methodology for the production of a TCF Plan, which is set out below diagrammatically.



Above: Methodology flow diagram

Report Structure

The TCF Plan is set out in two parts in order to promote better wayfinding and ease of use.

Part One sets the scene for the Tubbercurry TCF Plan and contains all baseline information relating to Stage 1 of the TCF Plan methodology, Understanding the Place.

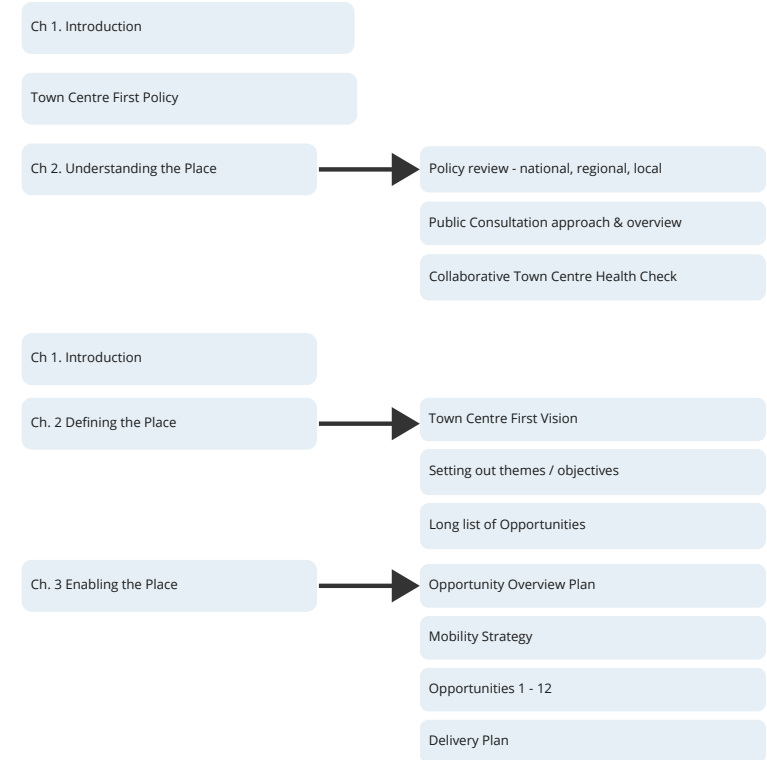
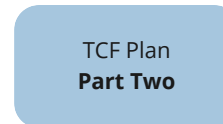
Information includes:

- Background to Town Centre First Policy
- National, regional and local planning policy
- An overview of public consultation and how it has impacted the development of the Plan.
- A Collaborative Town Centre Health Check (CTCHC) which follows the 15-step process set out by the Heritage Council in 2020.

Part Two is the TCF Action Plan which contains all information relating to Stages 2 and 3 of the TCF Plan methodology, Defining the Place and Enabling the Place. It is the key visioning output document to be utilised by SCC, local landowners and developers, businesses and community groups as a blueprint for the town's development.

Part 2 content comprises:

- Tubbercurry's Town Centre First Vision, themes and objectives
- Long list of Identified Opportunities
- Opportunity Overview Plan
- A focus on each shortlisted Opportunity
- Mobility Strategy
- Delivery Plan.



Above: Report structure

A photograph of a paved path in a residential area. The path is made of grey rectangular paving stones and curves to the right. On the left side of the path, there is a concrete fence with square pillars. A large tree is on the far left. On the right side, there is a similar concrete fence with a green mailbox and a utility box. The background shows more trees and a cloudy sky.

Part 1

Analysis

Introduction

Town Centre First

Town Centre First (TCF) is the Government's policy strategy aimed at supporting the rejuvenation of Irish rural town centres and the creation of town centres which "function as viable, vibrant and attractive locations for people to live, work and visit while also functioning as the service, social, cultural and recreational hub for the local community".

As a part of the national planning policy guidance document entitled 'Our Rural Future: Rural Development Policy 2021-2025', the TCF Policy Approach sets out a path for how rural towns can adapt to the challenges they are facing and utilise the tools available to them to enhance and regenerate their towns. Phase One of the Town Centre First – A Policy Approach for Irish Towns programme, identifies Tubbercurry as a town for which a Town Centre First Plan will be developed in 2023.

Designed as an 'enabling framework' TCF focuses on tailored solutions, designed and implemented by local communities, and supported by both the local and national government. The figure, seen above, illustrates what the outcomes of a Town Centre First strategy should be. The figure seen to the far right, demonstrates what makes a successful town centre as determined by the policy framework.

As set out in the Town Centre First – A Policy Approach for Irish Towns document, the TCF Plan Process outlines what National, Regional,



Above: The desired outcomes of the TCF plan making process. Source: The TCF Policy Framework

Local Policy and Best Practice Guidelines the Plan should be informed by, what the Plan will include in respect of Analysis and Appraisal of the town, the objectives going forward for the town and the strategy and actions stemming from those objectives, and how the Plan will be prepared and implemented by key personnel and enabled by funding and investment into the detailed plans and projects.

The Town Centre First policy recognises that successful places:

- Are characterised by an attractive public realm (streets, spaces and parks) that is designed to invite people to meet, mingle and dwell;
- Contain a variety of services/shops that provide employment opportunities, enable people to shop locally and meet the needs of the local community;
- Provide a range of cultural, recreational and community spaces (that includes scope for periodic events and festivals) that bring together community members and attract visitors/tourists;
- Contain a well maintained building stock that creates visual interest and animates streets and spaces;
- Conserve, adapt and highlight historical buildings and streetscapes that provide the town with a unique identity;
- Are attractive vibrant places for enterprises to grow and develop;
- Are well connected and accessible to sustainable modes of transport, enabling a high proportion of journeys to be made by foot and/or bicycle from the immediate hinterland (e.g. the '10 minute town' concept);
- Manage traffic within central areas so that streets prioritise vulnerable users (pedestrians and cyclists), enabling them to move about safely and in comfort;
- Provide a mix of housing typologies and tenures to cater for diverse communities in terms of age, income and mobility;
- Utilise digital technology to enhance the experience of living and working in towns, enabling greater choices in terms of location and lifestyle;
- Provide opportunities for the amenity, health and well-being of residents, workers and visitors.

Above: Qualities of successful places identified by the TCF Framework, Source: TCF Policy Framework.

TCF Plan

Informed By/Informs

National and regional policy

- National Planning Framework
- Regional Spatial and Economic Strategies
- s28 guidelines (and supporting best practice Manuals)
- Design Manual for Urban Roads and Streets

Local policy

- Development Plan
- Local Area Plan
- Non-Statutory Plan

Best Practice Guidelines

- National TCF Health Check
- National TCF toolkit

Case Studies and Pathfinders

Athlone, Balbriggan, Boyle, Callan, Cappoquin, Cavan Town, Clonakilty, Ennis, Kilkenny, Monaghan Town, Ramelton, Sligo

Includes

Analysis and Appraisal

- National, regional and/local context
- Data gathering (e.g. health check) and auditing
- Consultation/workshops
- Opportunities and challenges

Objectives

- Role
- Image
- Vibrancy and Vitality
- Growth
- Heritage and Culture
- Sustainability
- Social Inclusion

Strategy and Actions

- Connectivity and accessibility
- Traffic Management
- Public Realm (Streets and Spaces)
- Mix of uses
- Housing Choices
- Climate change and adaptation
- Digital transformation
- Cultural and heritage assets
- Regeneration/refurbishment of building stock
- Infill/backland development

Prepared and implemented by

Key Personnel

- Town Centre Team
- Town Regeneration Officers
- Local Authority Multi-Disciplinary Team
- Local community
- Business Groups

Enabling

- Funding Streams
- Business case
- Public/Private investment
- Detailed plans/projects
- Local resources

Each Town Centre First Plan will be underpinned by a Town Centre Health Check, a data gathering exercise and assessment of the current position of the town, national, regional and local planning policy and best-practice guidance and informed by case studies from similar towns.

These plans will include the analysis and appraisal of the town, the objectives for the town, and the strategy and actions proposed to bring the outlined objectives to life. The Plan developed will provide an overall vision for the future direction of the town (Chapter 6 of the *Town Centre First – A Policy Approach* document). These Plans, while not statutory documents, once adopted, will become part of the local planning policy and provide a direction for planning policy at the local level alongside the extant Development Plan.

The creation of this Plan provides an opportunity to set a bold and imaginative precedent for how to transform and rejuvenate the town of Tubbercurry. As a result, the process of constructing this Plan has been comprehensive, seeking to incorporate the desires and needs of the community and make it into the highest quality possible path for the town to follow. The process sought to take a bottom-up approach to developing policy and identify local needs based off engagement and consultation with the local community of Tubbercurry.

The results of this process have been incorporated into the foundation of the Plan and carried through each chapter and proposal set out in Part Two of this Plan.

The main product of the Plan is the development of Objectives and Opportunities for the enhancement and revitalisation of the town which will help to frame planning policy for Tubbercurry Town Centre going forward and can be utilised by the community in the future. These Objectives and Opportunities seek to address the broad issues and desires raised during the consultation process, and come together to inform this community driven vision for the town.

In turn, objectives are supported by achievable, measurable, and clear actions that have been identified, in Part Two, to steer forward the objectives and vision of the Plan. These actions serve as a benchmark to identify the progress of enacting the Plan and its goals, as well as providing guidelines for proceeding on the journey of revitalising the town centre. They also seek to address targeted topics and issues brought up and discussed during the public consultation and data collection process. Each objective and opportunity identified in Part Two of the Plan are informed by and assessed against the relevant policy and guidelines, later in the Plan.

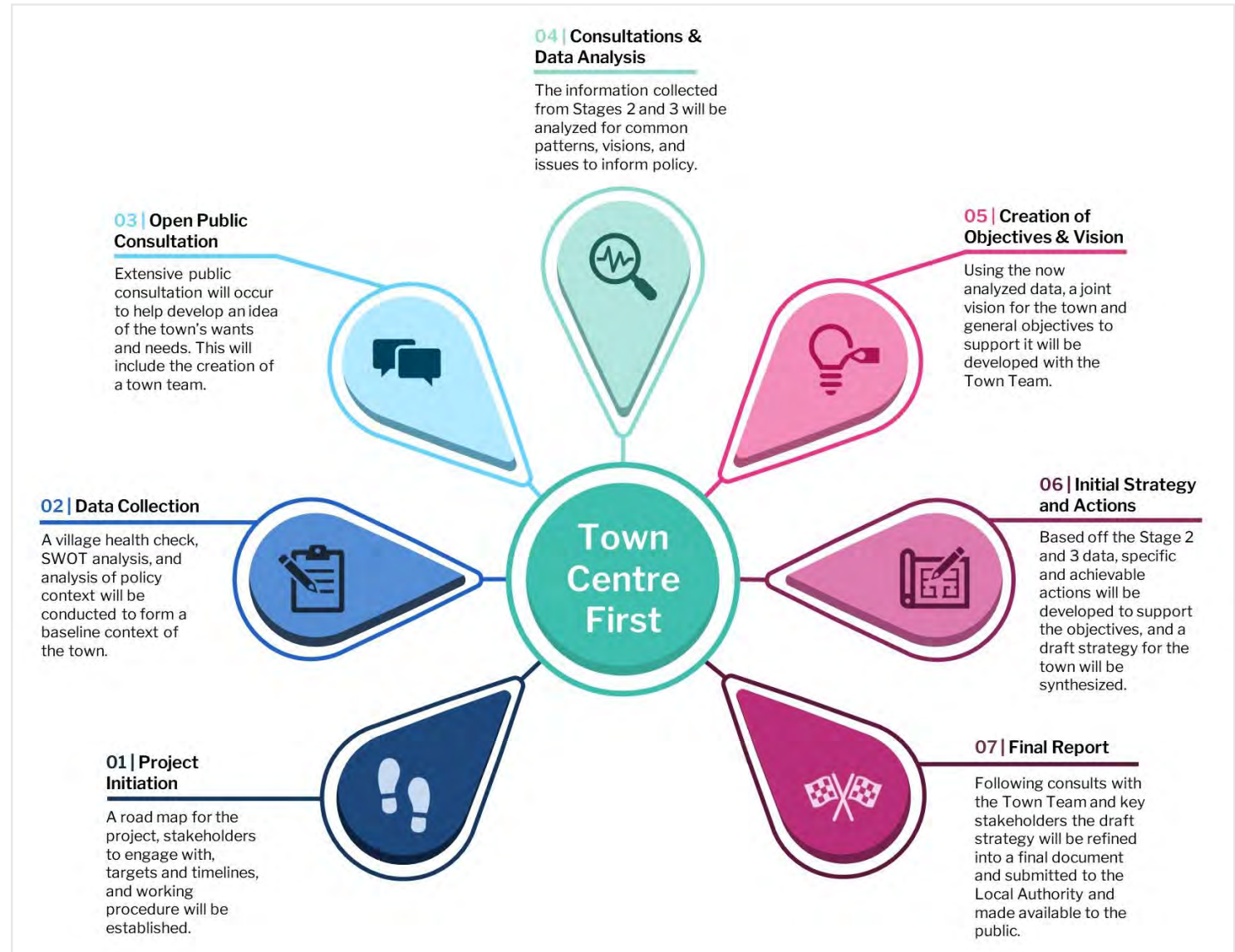
Left: Elements of the Plan Creation Process
Source: TCF Policy Framework.

The framework provided by the plan is one that is durable, but flexible, and capable of supporting the changing needs of the Tubbercurry community. As a whole the creation of this Town Centre First Plan for Tubbercurry hopes to herald a new era for the town and its future, as well as for rural towns in Ireland as a whole.

Right: The Tubbercurry TCF creation process as conducted by MKO.

Below: The TCF Policy Framework

Town Centre First A Policy Approach for Irish Towns



2 Understanding the Place

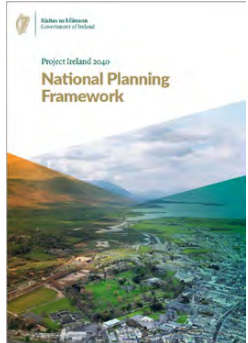
Planning Policy Review

National Policy

Project Ireland 2040

Project Ireland 2040 is the 20-year plan for developing Ireland and ensuring that it remains a vibrant and economically successful place to live. It is comprised of the National Planning Framework (NPF) and the National Development Plan (NDP).

The National Planning Framework



The National Planning Framework (NPF) outlines the strategic vision and strategy for Ireland over the next 20 years. It sets out ten National Strategic Outcomes (NSOs) to define the priorities and benefits to be delivered over the course of the plan. The NSOs are supported by National Policy Objectives (NPOs) that contain targeted goals to achieve the vision set out in the NSOs.

The NSOs and associated NPOs in the figure to the right are of key relevance and importance to the Tubbercurry Town Centre First Plan.

The National Development Plan

The National Development Plan (NDP) is the strategic investment plan for the infrastructure and services needed to achieve the NPF. The first NDP runs from 2021-2030 and allocated



two investments towards Tubbercurry. The first investment in the town is from the Rural Regeneration and Development Fund (RRDF), which allocated €296,000 for public realm and amenity improvements in Tubbercurry. This funding will allow upgrades to St Brigid's Hall, Mary Brennan's, and Wolfe Tone Square.

The second investment is in the 'An Chroí Digital Hub' to enhance the capacity and quality of the hub, and improve the IT facilities.



Above: NSO's from the National Planning Framework (NPF) and the numbers of associated key NPOs relevant to this TCF Plan.

Our Rural Future: Rural Development Policy 2021-2025

Our Rural Future: Rural Development Policy 2021-2025 is Ireland's rural development policy for the 2021-2025 period. At its core, it seeks to create a rural Ireland that:

- Is integral to the national whole,
- Has increased interdependence between rural and urban places,
- Has the potential to create quality work,
- Has high quality environments, and
- Is vibrant with local people and communities at its heart.

The strategy seeks improvements in several key areas including digital connectivity, employment and careers, revitalization of towns and villages, improved resilience, and leadership in local communities, enhanced public services, and climate action.

Town Centre First: A Policy Approach to Irish Towns

As part of Our Rural Future, *Town Centre First* (TCF) policy seeks to provide local communities and Local Authorities a toolkit to achieve the goals set out in the Our Rural Future policy document, while giving communities the opportunity to drive the process and shape their own towns.

Climate Action Plan 2023

The *Climate Action Plan 2023* (CAP) is an update to the *Climate Action Plan 2019* and sets our refreshed measures to help Ireland achieve its

legal binding emissions targets under international and European law. Under the plan, Ireland is seeking to reduce its transport emissions 50%, its commercial building emissions 45%, residential building emissions 40%, and businesses emissions 35% by 2030.

In order to achieve these targets, it acknowledges a redesign and remodeling of our cities, towns, and villages is needed. The promotion of more sustainable forms of travel, bringing building stocks up to a higher standard, supporting more sustainable ways of doing business and ensuring long-term economic sustainability are both essential to meeting these targets, as well as improving the quality of life in of our towns and cities.

Heritage Ireland 2030

Heritage Ireland 2030 is the plan to protect and promote Ireland's local and national heritage. Built around three themes, communities, leadership, and partnerships, the strategy suggests 150 actions to ensure the protection of Ireland's heritage in all of its forms. The core of the strategy is an acknowledgement of Ireland's heritage as being at the core of its identity, having both an intrinsic and economic value. Both natural and built heritage are addressed in the strategy, and methods for communities to get involved in their protection are advanced.

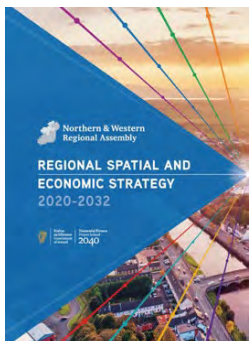
The Digital Connectivity Strategy (2022)

Recognizing the importance of access to digital services towards the wider development of

Ireland's economy, the Digital Connectivity Strategy sets out the policies and supports available to ensure every community has access to the internet and its benefits. The strategy acknowledges that a high-quality internet service is essential to the development of rural towns and villages and commits to rolling it out to support both the local economy and provision of smart services.

Regional Policy

Northern and Western Regional Spatial and Economic Strategy (2020-2032)

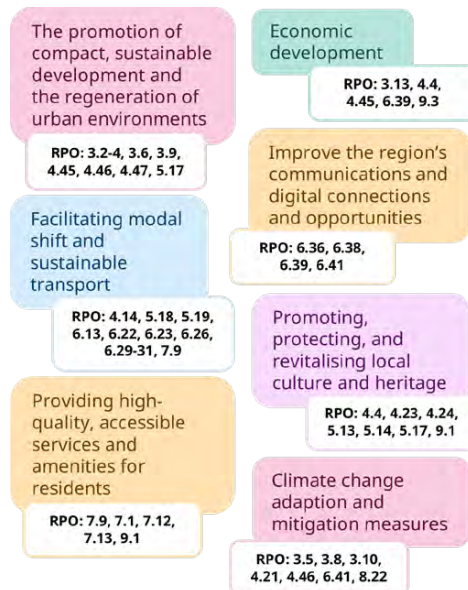


The *Regional Spatial and Economic Strategy* (RSES) is a statutory document that sets out the physical and economic development priorities for each of Ireland's three regions. The RSES for the Northern and Western Region specifically

targets sustainability as being at the core of its development goals. A move away from the 'business-as-usual' approach and shift towards this more sustainable model is intended to increase competitiveness with Ireland's other regions, while halting environmental degradation, and ensuring a higher quality of service to the region's towns, cities, and villages.

The RSES contains five growth ambitions. They are as follows with their corresponding policy

areas in parentheses: *vibrant (economy and employment), natural (environment), connected (connectivity), inclusive (quality of life), and infrastructure (enabling infrastructure)* ambitions. These define the vision for the region and guiding tenants for development over the plan's lifetime. Within the plan, Tubbercurry is identified as sitting within the Sligo commuter catchment, along with being similarly close to Ballina, Co. Mayo. The RSES is broken down into Regional Policy Objectives (RPOs) that seek to guide the region towards achieving the vision set out. The figure below sets out the common themes in the RPOs relevant to the Tubbercurry TCF, with the relevant RPO's listed below each.



Above: Key themes relevant to the TCF from the RSES and the Regional Policy Objective (RPO) Numbers Associated with them.

North-West Regional Enterprise Plan to 2024

The *Regional Enterprise Plans* represent a 'bottom-up, collaborative mechanism' to help deliver balanced regional growth with a coherent policy approach. The plans were made in collaboration and consultation with stakeholders from across economic industries and sectors.

The main result of the North-West Plan is strategic objectives designed to better prepare the region's economy in the coming years. These are: *Encouraging entrepreneurship and scaling of SMEs, Regional strengths – wind energy and blue economy, Promotion of the region, Enterprise transition to low carbon, Cross border relationships in the enterprise ecosystem, and Skills.*

Local Policy

Sligo Development Plan 2017-2023



The *Sligo Development Plan 2017 – 2023* (SDP) is currently the extant planning policy framework for the County, with the emerging *Sligo Development Plan 2024 – 2030* currently at the Issues Paper stage of development at the

time of release of this Town Centre First Plan for Tubbercurry. The SDP sets out the following vision for the county:

"County Sligo will be an enterprising, creative, inclusive and resilient place, which values and celebrates its unique environment, rich culture and heritage, and where the wellbeing of current and future generations is central to everything we do."

The SDP identifies Tubbercurry as a 'Key Support Town', able to provide significant support to the county's social and economic development outside of Sligo City. While the SDP intended to prepare and adopt a Local Area Plan (LAP) for Tubbercurry, this remains outstanding at this point. Despite this, there are several provisions for Tubbercurry and rural areas within the Development Plan. General themes relating to the development of Tubbercurry and associated policies are in the first figure on the next page.

Promoting the economic development of towns and cities while reinforcing their economic roles, including by provision of enterprise centres, reservation of land for economic development, and use of the Tubbercurry Rural Economic Development Zone (REDZ) and the funding received for it.

SDP Policies: SP-S-2, SP-S-6, SP-ED-1

Increasing retail provision in Tubbercurry in line with the town's designation as a Key Support Retail Centre. This includes promoting initiatives to enhance the urban character and design of the town to ensure it becomes an attractive place to locate and invest in.

SDP Policies: SP-RP-3, P-RP-7

Improving the urban design of Sligo's urban areas by refurbishing historic buildings and associated fixtures in town centres, promoting sequential development and a strong edge between rural and urban areas, ensuring a continuous streetscape, and ensuring the contextual compatibility of new buildings and their facades.

SDP Policies: P-UD-1 to 10

Provide for active transport by ensuring that safe, high-quality, supporting infrastructure is created for pedestrians and cyclists.

SDP Policies: P-CW-1 to 8

Manage flood risk by restricting development in high-risk areas, and ensuring that risk is suitably assessed as necessary for the context of each site

SDP Policies: P-FRM-2, 5, 6, 7

Adapt and mitigate the effects of Climate Change by facilitating the transition to a low-carbon society collaboratively with local communities, while growing the green economy, increasing renewable energy, and taking energy efficiency measures.

SDP Policies: P-CAM-1, 3 to 6, 8 to 11

Sligo Climate Adaption Strategy (2019)

The Sligo Climate Adaption Strategy (2019) is the county's current 5 year plan to manage the effects of climate change. Created with support from the Atlantic Seaboard North Climate Action Regional Office (CARO), the strategy outlines the climatological baseline for the county, the expected changes, changes already seen, and potential solutions. The strategy notes the prevalence of more extreme weather events leading to greater coastal erosion, flooding, and cold spells and heatwaves. Risks and damages such as to critical infrastructure and services, environmental integrity, heritage, agriculture, economies, and communities are all identified as being likely to occur due to climate change in the coming years. It then sets out 48 actions to take to adapt to climate change under the banner of three goals: engagement, planning, and adaption.

Draft Sligo Climate Action Plan (2023)

While the *Sligo Climate Action Plan (2023)* has not yet been released as public consultation analysis and drafting is ongoing, the Risk Assessment commissioned for the plan is complete. That assessment concludes that climate hazards are almost universally going to become more frequent and more severe. This includes pluvial flooding, heatwaves and drought, and river flooding. It also concludes that the seasonal extremes will become more so (i.e., rainy seasons rainier, and dry seasons dryer). While the full plan has yet to be released, the need for urgent climate action can't be disputed.

Further detail on national, regional and local policies can be found in **Appendix A**.

Above: Key themes relevant to the TCF from the Sligo Development Plan and the Policy Numbers Associated with them.

Public Consultation Overview and Approach

Overview

Public consultation on the Town Centre First (TCF) Plan for Tubbercurry took place between May and July of 2023, with the aim of the finalised TCF Plan being ready for publication by the end of September.

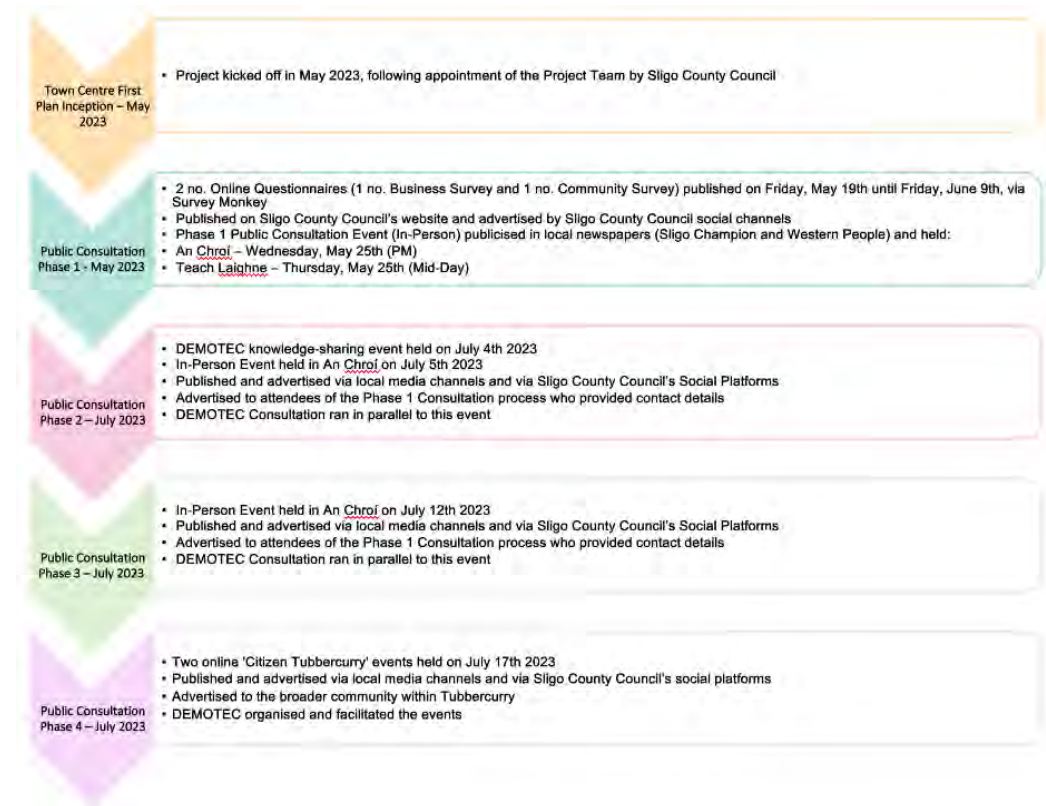
The public consultation process was a collaborative effort involving Sligo County Council and the consultants on the project, LUC and MKO. The overarching aim of the public consultation process, in line with the stated aims of the Town Centre First policy approach, were to gather the views and opinions of the people of Tubbercurry as to how they felt their town could be improved as a place in which to live, work, do business and spend time.

LUC and MKO had undertaken previous public consultation work in the summer of 2022 as part of the Tubbercurry Public Realm Improvement programme, but after significant pushback from key stakeholders in the town, it was decided not to proceed with the programme at that time.

In early 2023, under the Town Centre First policy approach, Tubbercurry was selected to serve as the representative town for County Sligo under the pilot scheme.

LUC tendered for the project in March 2023 with MKO as a named sub-contractor. The tender was successful, and the process of public consultation began in early May. A draft timeline for the public consultation process was outlined at this time; as the project had a deadline for completion of September, the need for a swift roll-out of the process was highlighted.

Public Consultation Timeline



Public Consultation Overview and Approach

Phase 1 Public Consultation

The Phase 1 Public Consultation events were held in An Chroí and Teach Laighne, in Tubbercurry, on the evening of Wednesday, May 24th, and during the day on Thursday, May 25th, respectively. The event on Wednesday evening was to be targeted at key stakeholders within the town, such as business owners, community leaders and elected representatives, but was also open to the public. The event on Thursday was to be a 'drop-in' day for any members of the public who wished to find out more about the project or offer their input.

Prior to the in-person events, two questionnaires, one for business owners and one for residents, went live on the Sligo County Council website on Friday, May 19th. The two surveys were boosted by a post on the Sligo County Council social channels early in the following week. Hard copies of the two surveys were printed off to be brought to the event.

The first public consultation event was staged in An Chroí on the evening of Wednesday, May 24th. The event had been advertised via press release to local newspapers, the *Sligo Champion* and the *Western People*, in their editions of the previous week. The event was attended by approximately 40 members of the Tubbercurry community, including several of the town's business owners and community leaders.

Following introductions which included an explanation of the Town Centre First Policy Approach and an explanation of the methodology that would be employed in the consultation approach, the attendees were subdivided into four groups of approximately ten people each.

Each of these groups were engaged in discussions on the current state of Tubbercurry and what changes, if any, ought to be made to improve the town. These discussions were facilitated by representatives of LUC, MKO and Sligo County Council.

These group discussions lasted approximately an hour and contained some forthright expressions of opinions, particularly from one group comprised primarily of business owners around Wolfe Tone Square. The members of this group were strong in their views that any plan which would reduce the number of parking spaces in Wolfe Tone Square would be met by strong opposition from the business owners. The discussions evolved into more open conversations about the possibilities available to the town through the Town Centre First Plan.

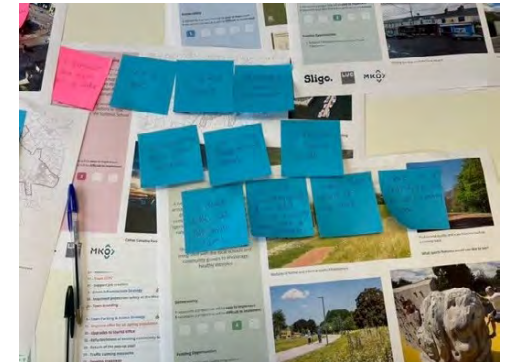
On Thursday, May 25th, a 'drop-in' event was held at the town library at Teach Laighne. This was designed and advertised as an opportunity for members of the local community to call in, learn more about the aims and ambitions of the TCF plan, and offer their own views on how the town might be improved.

A steady flow of people called in to discuss the plans and offer their opinions. The overall feeling was one of optimism about the Town Centre Plan and the opportunities it could present to the town.

Online Surveys

Online Surveys were live until Friday 9th June. A total of 36 residents and 43 business owners completed surveys. It was decided to re-open the business surveys later in the month to allow additional surveys to be submitted.

All surveys were collected and collated, which informed the creation of a 'long-list' of potential projects to be carried forward to Phase 2 of the consultation process.



Public Consultation Overview and Approach

Phase 2 Public Consultation

The second phase of public consultation on the Tubbercurry TCF Plan took place in the first week of July. LUC finalised the ‘long-list’ by shaping the ideas and suggestions gathered in the first phase of consultation into a list of 42 proposed projects, sub-categorised under five distinct headings: **Strategic Projects, Public Realm Improvements, Roads and Infrastructure, Tourism and Destinations, and Communities and Facilities.**

The Phase 2 event was held the night of Wednesday 5th July in An Chroif. The event was advertised in the local media and via Sligo County Council’s social platforms, and those who had left their contact details at the first consultation evening were also informed of the event.

The Phase 2 event was to consist of two elements; an opening presentation detailing the progress of the project to date and setting out the long-list of projects, before the attendees were split into smaller breakout groups to discuss the proposed projects in more detail. The aim was to whittle down the long-list and move closer to a consensus on the final shortlist of 10-12 projects to bring forward.

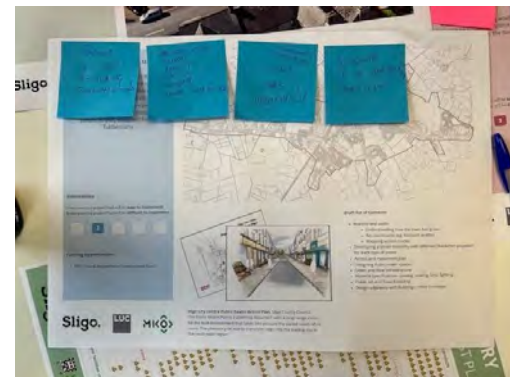
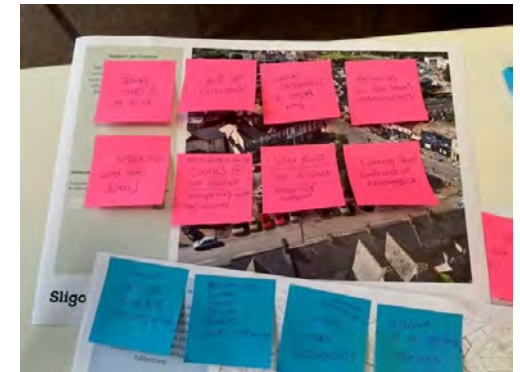
Approximately 30 people attended the Phase 2 event. Upon arrival, attendees were asked to sign in and given a designated coloured sticker – red, blue, green or yellow – assigning them to their respective breakout groups later in the evening. These colours were assigned randomly and were intended to give each breakout group a cross-section of viewpoints, and to prevent groupings in which one singular issue could become the dominant theme of the discussion.

Once the presentations were complete, the breakout sessions began. The four facilitators brought their respective groups through the long-list of proposed projects and elicited their opinions and views on what projects should be carried forward to the shortlist.

Although the time restraints were a challenge for the facilitation, the format of small groups with a good cross-section of viewpoints helped to facilitate engaging discussions. While some proposed projects still generated some debate, ultimately the groups were able to reach consensus on several significant points.

At the end of the session, participants were asked to fill out forms, listing their preferred 10-12 projects from the long-list of 42. These forms, coupled with the feedback recorded from the discussions, formed the basis of the emerging shortlist which was devised by LUC over the following week and presented at the next phase of consultation.

Project	Count	Rank
1-Shop Frontage Strategy	14	1
2-Town Signage Strategy	4	2
3-Green Infrastructure Strategy	10	3
4-Town Parking & Access Strategy	9	4
5-An opening Railway	4	5
6-Additional Bus Services - strategic and local	3	6
7-Tubbercurry Public Realm Strategy	14	7
8-Improving Recycling Initiatives	2	8
9-Improving Digital Blueprint	5	9
10-Greening the Town Centre	1	10
11- Greater amenity provision within the Town Centre	2	11
12- Revival of former premises and land	21	12
13- Improve links between Town Centre and the Park	3	13
14- Improve offer for young people and teenagers	17	14
15- Improve offer for an ageing population	9	15
16- Improve electrical supply to Town Centre spaces	4	16
17- Town CCTV	12	17
18- Improved pedestrian safety at the Mountain Road Junction	10	18
19- Improved access to existing business and facilities on Mountain Road	8	19
20- Traffic calming measures	8	20
21- Relocation of bus services to N17	13	21
22- Improving walking and cycling opportunities	6	22
23- Underground electrical and telecoms cabling in Town Centre	6	23
24- Town branding	10	24
25- Develop greenway	8	25
26- Marking and signage	6	26
27- Celebrating the Town's walls	1	27
28- Town museum/heritage space	5	28
29- Campsite / RV parking	19	29
30- Upgrades to tourist office	9	30
31- Events programme	2	31
32- Markets programme	4	32
33- Utilise An Chroif locality and regionality	4	33
34- Community centre / hub building	3	34
35- Community enterprise group	1	35
36- Refurbishment of existing community buildings	9	36
37- Access to toilets in the Town	3	37
38- Develop a sports complex	21	38
39- Return of the job-up pool	9	39
40- More accommodation to join the Town	3	40
41- Support job creation	12	41
42- Improve healthcare facilities	4	42



Public Consultation Overview and Approach

Phase 3 Public Consultation

The third phase of public consultation took place one week later, on Wednesday 12th July at An Chroí. The purpose of the Phase 3 consultation was to present the short-list of projects, as determined by the Phase 2 consultation and the forms filled out by participants at its conclusion.

A short-list of 12 projects was presented to attendees at the Phase 3 event. The short-list was evenly divided between short-term and easily deliverable projects, and more long-term, complex projects. Each project had been ranked from 1 to 5 in terms of ease of deliverability: 1 being the easiest and 5 the most complex.

The Phase 3 event was split into two sessions, each running for approx. 90 minutes. After introductory remarks, the attendees at each session were sub-divided into two groups of 7-8 people each, each with one facilitator.

Each sub-group focused on six of the 12 short-listed projects and the discussion was designed to tease out more detailed views and opinions on how the projects might best be delivered, where in the town certain elements of the plan might be best located, etc. The narrowed focus of the consultation allowed for more in-depth conversations to develop and by the end of each discussion, each of the 12 short-listed projects had been carefully considered.

The feedback generated by the Phase 3 consultations was again collated and added to the body of work from the previous phases.

Phase 4 'Citizen Tubbercurry' Public Consultation

A fourth phase of public consultation comprised of two online events on Monday, July 17th. These events were advertised in advance via local media and Sligo County Council's social platforms. These online events were targeted at the broader community within Tubbercurry and were organised and facilitated by DEMOTEC.

The aim of the workshops was to test the shortlist of ideas, to understand whether there was broader consensus within the community. Attendees were organised into three groups in order to facilitate active discussions which were encouraged via a controlled set of questions.

DEMOTEC

From the early stages of the public consultation process, a research unit named DEMOTEC, based out of the University of Strathclyde, were part of the project team. DEMOTEC is a three-year EU Commission-funded participatory research project focusing on the methodology of public consultation programmes in relation to urban development. DEMOTEC were represented on the project by Annie Cook (Democratic Society) and Carlos Mendez (the University of Strathclyde).

Beginning from the Phase 2 public consultation events in early July, DEMOTEC attended and helped facilitate the consultation events, both in-person and online, while conducting their own parallel research to gauge the participants' opinions and feelings on the consultation process itself.

Annie led a knowledge-sharing session on Tuesday 4th July, the day before the first Phase 2 consultation in Tubbercurry, to instruct the facilitators on how best to conduct public consultation.

At the event the following evening, Carlos introduced the DEMOTEC project and explained their intentions to conduct their research during the opening presentation. Before the breakout sessions began, attendees were asked to fill in short questionnaires about their feelings towards community consultation and how their local authorities engage with the public. They were then asked to fill out a post-consultation questionnaire after the breakout sessions had concluded to ascertain whether the experience had changed their feelings on the subject.

Attendees were requested to fill out another questionnaire after the Phase 3 consultation a week later, again asking whether their feelings towards the consultation process, and the efficacy of local government in general, had been changed over the course of this process.

Feedback is awaited on the Demotec project outcomes, at the time of publishing the TCF Plan.

Tubbercurry Town Team

A key outcome of the public consultation process is the development of a Town Team in Tubbercurry. All stakeholders were invited to apply for Town Team membership, on the understanding that it represented a significant commitment to the town and its future.

The Team has provided collective and individual feedback on Stage 4 and 5 outputs of the TCF Plan, which has been integrated following review with SCC.

The Town Team features representatives from key groups such as the Tubbercurry Chamber of Commerce, Tubbercurry Tidy Towns and South Sligo Summer School alongside local sports groups, businesses and Elected Member representation.

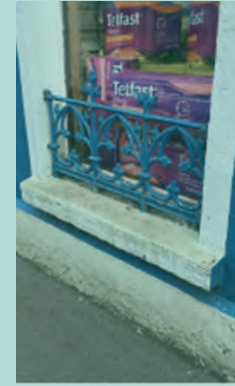
The Town Team membership includes the following community champions, most of which are present in the corresponding photograph:

- Mary Barry
- Barry Brennan
- Geraldine Brennan
- Martin Connolly (Councillor)
- Sandra Cribben
- Margaret Gormonly
- Séana Haughey
- Gerry Henry
- Joann Hosey (Chair)
- Teresa Krebs
- Sean McDonagh
- Cleiton Merces
- John Murphy
- Greg Smith Stanislawski
- Gearoid Surlis
- Paul Taylor (Councillor)
- Jane Walsh.



Tubbercurry

Collaborative Town
Centre Health Check



Introduction

Aim of the CTCHC

This report summarises the key findings from the 15-step Collaborative Town Centre Health Check (CTCHC) Programme methodology, developed by the Heritage Council and its partners.

The key findings from Tubbercurry's CTCHC and baseline data will inform plans and strategies in relation to the following:

- Arts, Cultural Tourism, e.g. music, food, etc.
- Climate change adaptation
- Commerce / E Commerce and Enterprise
- Enabling infill development
- Heritage-led Regeneration
- Living in the Town Centre
- Public Realm, e.g. historic streetscapes, parks and public spaces
- Renewable Energy / Energy Harvesting
- Strategic Planning and Place-making.

Approach

The CTCHC research focuses on a number of key areas:

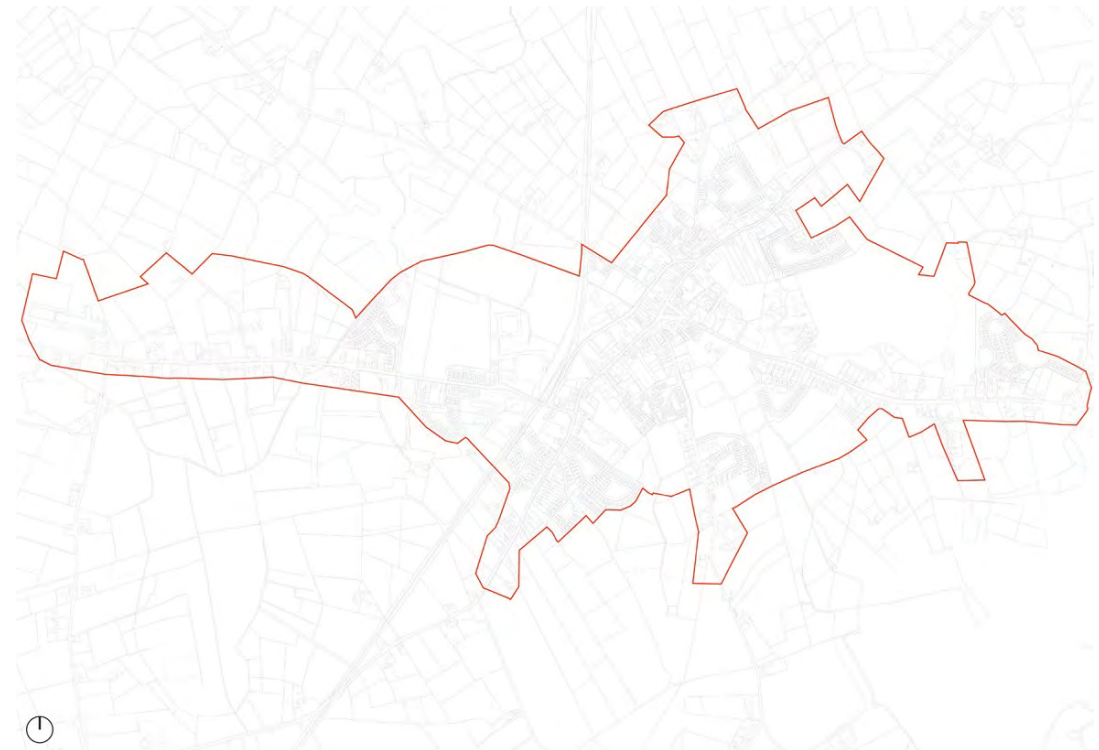
- Land use in the historic town centre
- Consumers' opinions and attitudes
- Business owners' attitude toward the town centre
- Footfall in the historic town centre
- Movement and accessibility.

Representatives from Sligo County Council, Tubbercurry Chamber of Commerce, Tubbercurry Tidy Towns and the community were actively engaged in a collaborative process to achieve the goals set out by the Collaborative Town Centre Health Check and Town Centre First Plan policy.

Study area

The plan below sets out the study area for the Tubbercurry CTCHC. It is defined as the settlement boundary of the town and incorporates green space within the immediate setting of existing development.

Tubbercurry is located within the county of Sligo and within the electoral division of Connacht.



Above: Tubbercurry Study Area

Ireland's Collaborative Town Centre Health Check (CTCHC) Programme The 15-Step CTCHC Process



© A. Harvey, Heritage Council, 2020

Above: 15-step CTCHC Process. Source: Heritage Council

Survey Methodology

Changing demographics, lifestyles, travel to work patterns and consumer preferences are all impacting on the vitality and viability of our historic town centres. In addition, the available information about our historic town centres is limited in scope.

This summary report presents up-to-date research that will help inform our response to these challenges through existing and future operational programmes that support heritage-led urban and rural regeneration.

Tubbercurry's CTCHC research was undertaken during 2023, following the recommended 15-Step Methodology set out by the CTCHC Programme.

Surveys

Public Stakeholder & Business Surveys

Local stakeholders - including community members, visitors to the town and local businesses - were encouraged to undertake surveys to understand opinion and key issues. Surveys were advertised in the Sligo Champion newspaper and through a 'Tubbercurry TCF Plan' Sligo County Council web page. Stakeholders were informed of the surveys via email and face-to-face at a public consultation event. Businesses were engaged with on a face-to-face basis, with follow-up emails and liaison with the Tubbercurry Chamber of Commerce.

Surveys were available online, via the web page and in paper, at the local library.

Land Use Surveys

LUC collected survey data on the vitality and vibrancy of the historic town centre for a land-use survey, which examined the use of ground floor space in the core town centre area. This core area covered all streets within the town centre. The land use data was verified on site.

The survey was conducted in May 2023 and uses were classified using the GOAD Classification of Land Use. The land use findings were peer reviewed in September 2023.

Movement Surveys

Movement surveys, assessing vehicle counts, pedestrian footfall and town centre parking audits were conducted by traffic surveyors in June 2023.

Traffic counts and pedestrian footfall surveys were conducted electronically over a period of 7 days to determine the areas of high and low flow. Assessment focused on key town centre routes and junctions located within the economic heart of the town.

Car parking audits were undertaken manually on a weekday with surveyors assessing town centre car parking areas every 30 mins. The focus of the audit was publicly accessible town centre car parks and town centre on-street parking. Private car parks associated with shops, hotels and the local Family Resource Centre were not included in the audit.

Business Owners' Opinion of Tubbercurry Town Centre

Main advantages for businesses in Tubbercurry?

'A lot of volunteerism which keeps the town looking well'

'There is easy access and parking on Wolf Tone Square for customers to park and shop locally with ease'

'Lower rent lovely'

'Being close to the main footfall of the town'

'Large and well populated catchment area'

Tubbercurry's Unique Selling Point

- Accessible for local and rural communities
- A variety of shops and public amenities
- Easy free parking
- Market square and excellent festivals culture
- A mix of modern and traditional
- A state of the art facility at An Chroi
- Reasonably priced housing
- Close proximity to larger towns and Knock Airport.

DO YOU SELL ONLINE?



72.5%

of respondents have a website



27.25%

of respondents sell online



9%

of respondents planning to sell online

Main challenges for businesses in Tubbercurry?

'Internet issues'

'Things to keep people about the town, green areas and benches'

'Two way traffic is very dangerous on Teeling St with parking on one side'

'Lack of variety of shops'

'Footfall'

'Lack of attractive office space'

Business Owners' Opinion of Tubbercurry Town Centre

What changes would you want to see in Tubbercurry?

'Introduce a one way system on Teeling St and route Boyle/Ballymote traffic down "The Lane" onto the N17 (Circular Road)'

'More green areas & review of where you can park in the town'

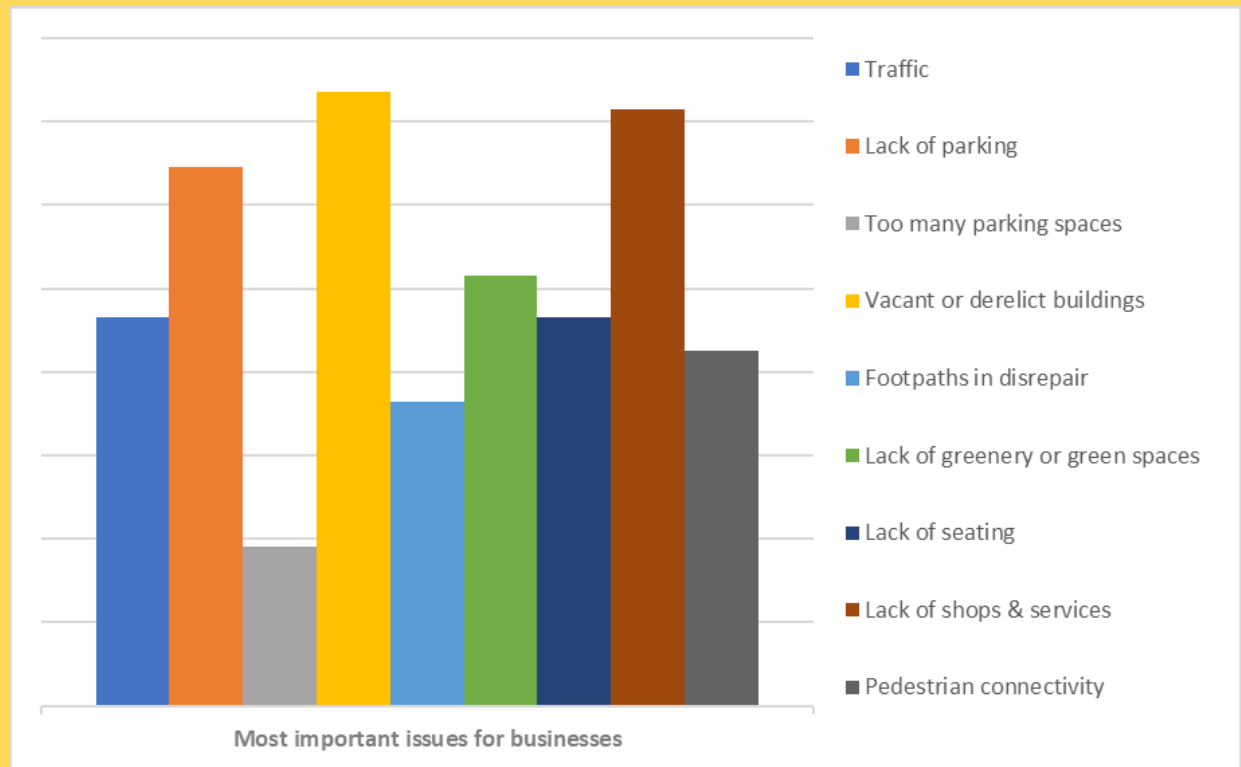
'Centralised attractive office areas for commercial'

Grants for more festivals and for existing festivals. Bus shelters, seats and public toilets to encourage public transport use.

'Bring in more businesses. Clean up the old buildings. Try and make a town centre as Tubbercurry is so spread out'

'More cafes, a gastronomy pub and bakery are required.'

What are the most important issues for businesses?



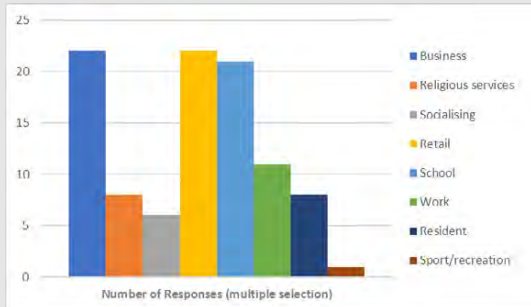
Summary:

- Vacancies / Dereliction and Lack of Shops / Services noted as the biggest issue for businesses in Tubbercurry town centre.
- Lack of parking noted as one of the more significant issues for local businesses.
- Too many parking spaces noted as the least significant issue for businesses.

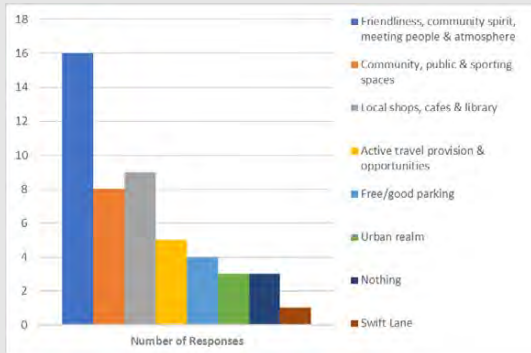
'There is no interaction or networking among businesses. A business directory would be useful for services and businesses'

Public Opinion of Tubbercurry Town Centre

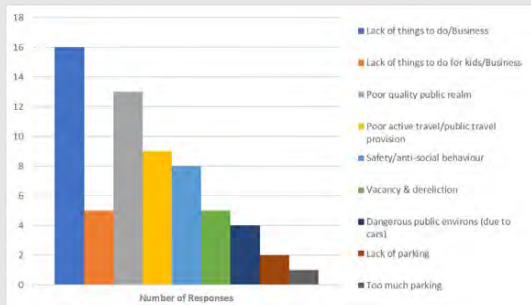
Main purpose in visiting Tubbercurry



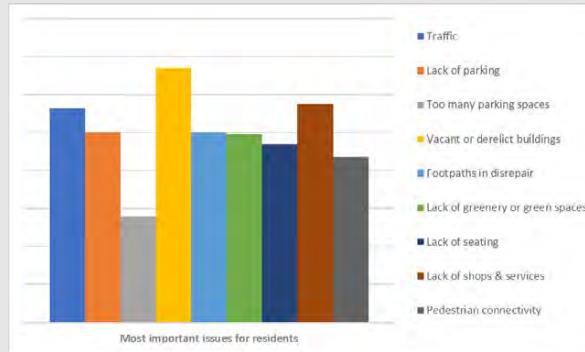
What do you enjoy doing here?



What do you not like?



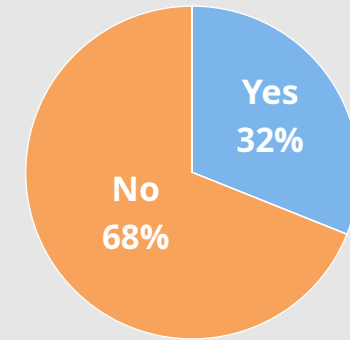
Key problems and their importance to the community



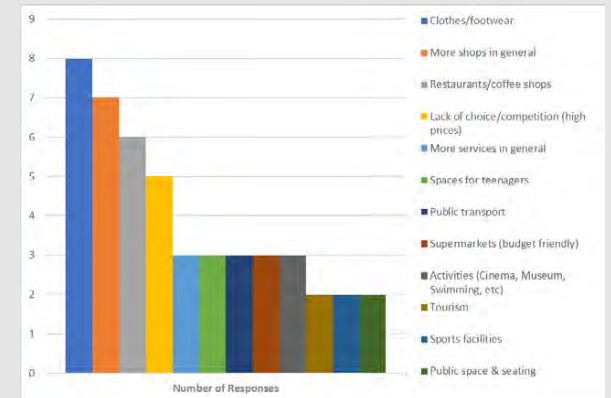
Tubbercurry's Unique Selling Point



As a consumer, are your needs met in Tubbercurry?



What do you want to see more of in Tubbercurry?



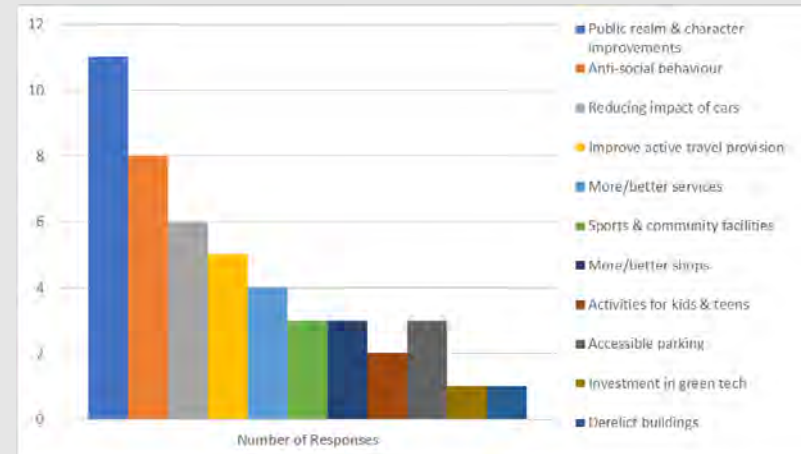
Public Opinion of Tubbercurry Town Centre

Overall, residents report a **fantastic community spirit and genuine joy in interacting with their fellow townspeople**. There is a strong community, town culture, and history to work with and build from.

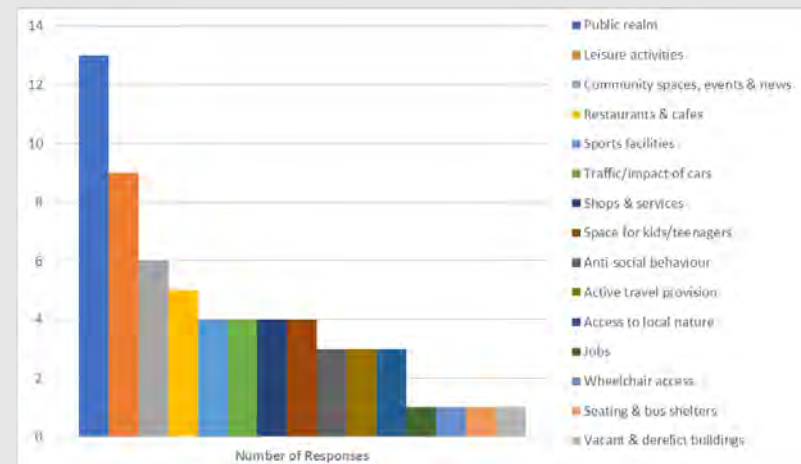
Several key trends have emerged from the public consultation on the Tubbercurry Town Centre First Plan. The public at large was relatively consistent in their responses and reviews of the town presently. Key trends that should be examined further and be addressed where appropriate in the strategy include but are not limited to:

- A **lack of activities** and reasons to come into the town. This is particularly noticeable for **teens/young people** which has potentially contributed to a...
- ...prevalence of **anti-social behaviour**. Respondents often mentioned issues surrounding anti-social behaviour from young people including underage drinking and vandalism.
- Significant **public realm improvements are greatly desired** including more bins and trees, reducing dereliction improvements to the quality of shop fronts, and seating, amongst other concerns.
- A significant desire for **expanded services and shops within the town**, as well as competition for existing shops to potentially encourage price reductions. The most requested was a clothing shop.
- A **conflict between cars and active** travellers. The poor repair and design of footpaths, the speed of cars passing through towns, and dangerous intersections were often mentioned. At the same time, several respondents were concerned about a loss of parking or expressed disappointment in the current offering.

What issues facing Tubbercurry town centre that you feel require particular attention in this Town Centre First Plan?



How can we make Tubbercurry town centre a more appealing place to live, work or spend time?



Landuse Survey - Whole Town

4%
Total vacancy
rate

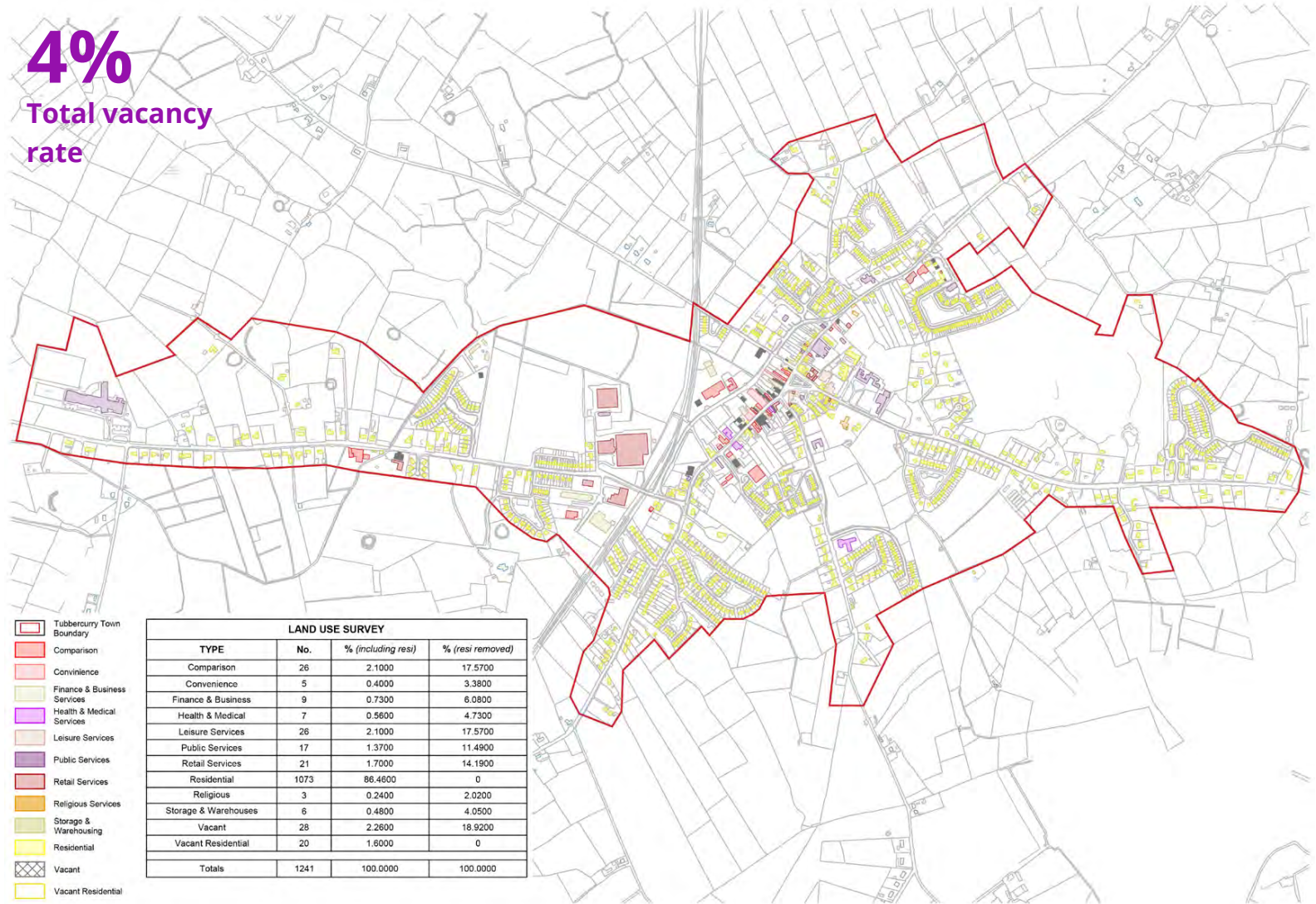
Comparison - Comparison goods stores sell non perishable goods such as furniture, carpets, televisions, etc.

Convenience - Convenience goods stores sell items such as sweets, prescriptions, groceries, etc.

Leisure - Leisure services are a range of businesses supplying entertainment such as pubs, cinemas, theatre, etc.

Public - Public services include community centres, council offices, libraries, etc.

Retail - Retail services provide specialised tasks including dry cleaning, hairdressers, travel agents, etc.



Landuse Survey - Town Centre

There a variety of empty residential and commercial buildings within the Town Centre Core, these include:

- **Humber St** - 1 commercial unit & 5 residential units
- **Masshill Rd** - 1 commercial unit & 1 residential unit
- **Wolfe Tone Square** - 3 commercial units & 1 residential unit
- **Teeling St** - 11 commercial units & 3 residential units
- **Mountain Rd** - 2 commercial units
- **Backlands** - 3 commercial units.

There are also a number of underutilised commercial spaces along the N17 and backlands within the town centre core. These have been highlighted in **light green** and have great development potential.

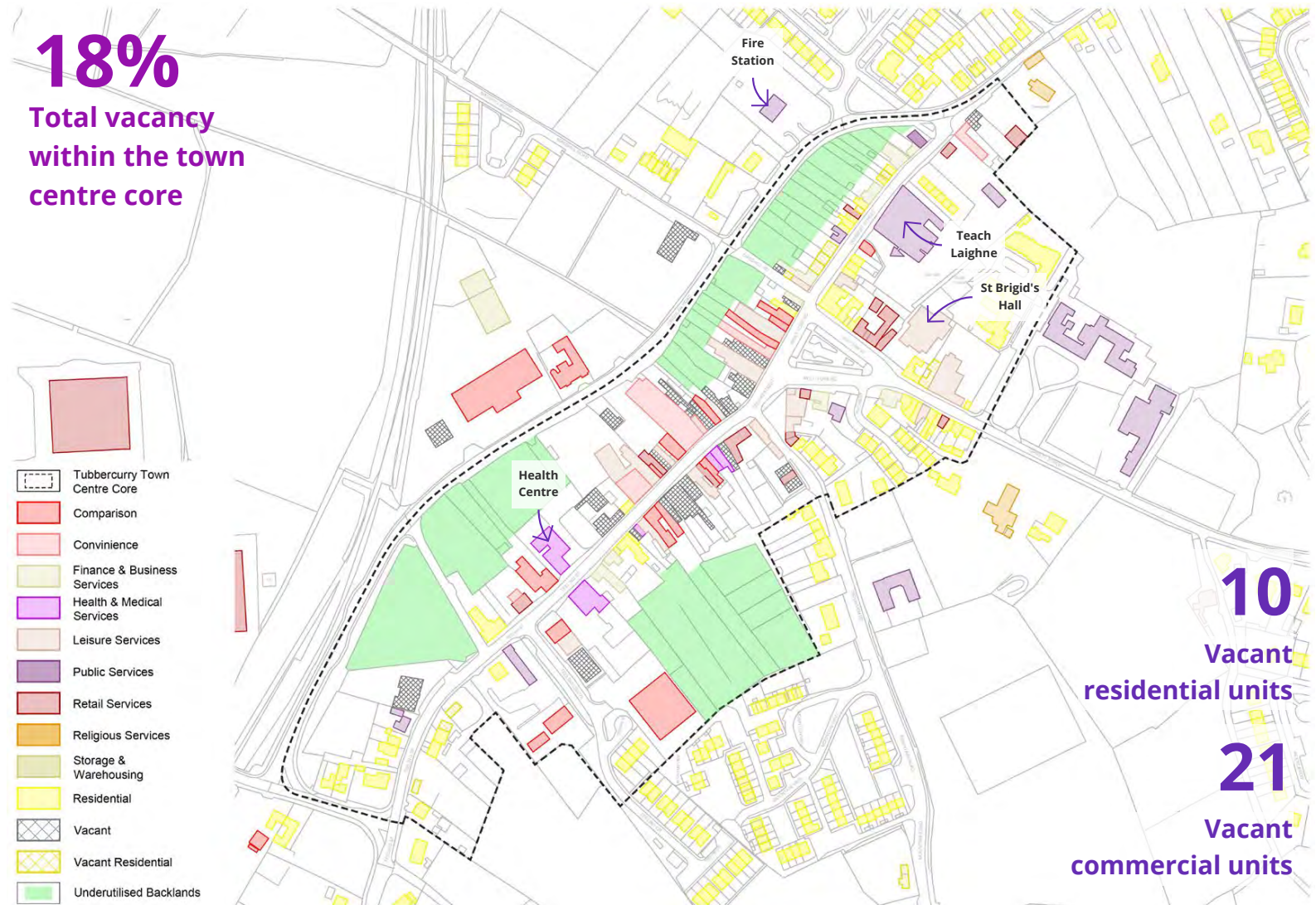
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Transport & Pedestrian Facilities

The N17 is a national primary road in Ireland providing access to the wider strategic road network. It begins in County Galway and ends in County Sligo, and is the primary road running north-south through Tubbercurry. The R294 is the main route connecting the town with Ballina to the west and Boyle to the east. Existing transport provision is car dominant, with traffic management being identified as the third most important issue for the TCF to address during public consultation, indicating an appetite for change within the local community.

Pedestrian facilities within the town tend to be in the form of footways at the road side. These footways along the main routes of the N17, Teeling Street and Humbert Street tend to be 1.8m wide, lit and in relatively good condition. There are crossing points facilitated at locations in the form of traffic signal controlled junctions or controlled crossing points such as zebra crossing. These are often associated with drop kerbs and tactile paving to aid those with mobility and visual impairments. However many of the side streets are narrow with limited or not to standard pedestrian facilities which inhibit or discourage east/west movements including access to the bus stops on the N17.

There is limited public transport provision and currently limited potential for its use as a viable alternative mode to the private car for educational and work trips.

The stops are flag stops with no additional infrastructure such as shelters, bus boarding kerbs or real time information. The bus stop at Wolfe Tone Square is behind car parking spaces which creates issues for those with mobility impairment and prioritises cars over public transport, contrary to national and local policy.



Above: Tubbercurry road network

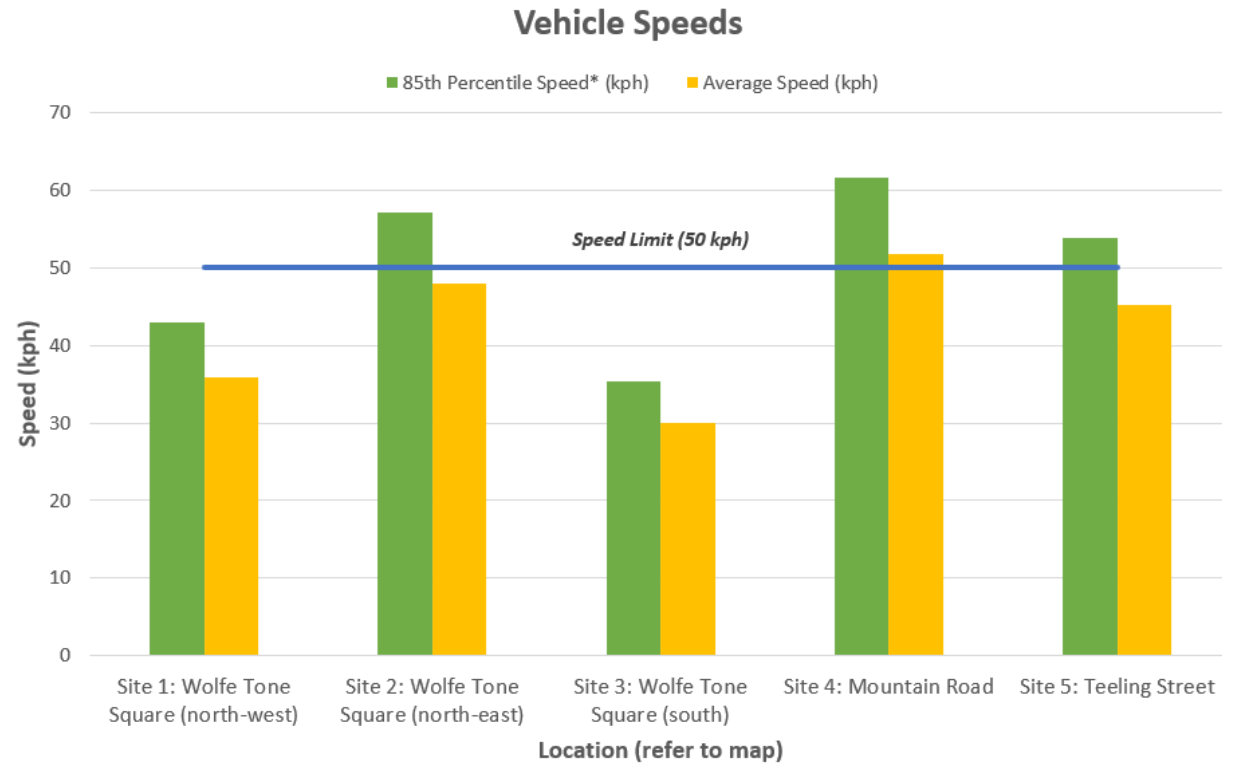
Traffic Survey



The above plan highlights the locations identified for traffic counting in order to better understand the volume and movement flow of vehicles within the town.

Survey findings highlighted the following:

- Vehicle speeds were observed to be over the speed limit at some locations, particularly on Mountain Road.
- Speeds on Wolfe Tone Square are highest on the north-eastern arm.
- The town centre does not experience high HGV traffic flows - 95% of vehicle traffic is from cars.
- Zero pedal cycles were observed in the town centre on the day of the surveys.
- Approximately 4,500 vehicles travel through the town centre every day between 7am and 7pm (one vehicle every 10 seconds on average).

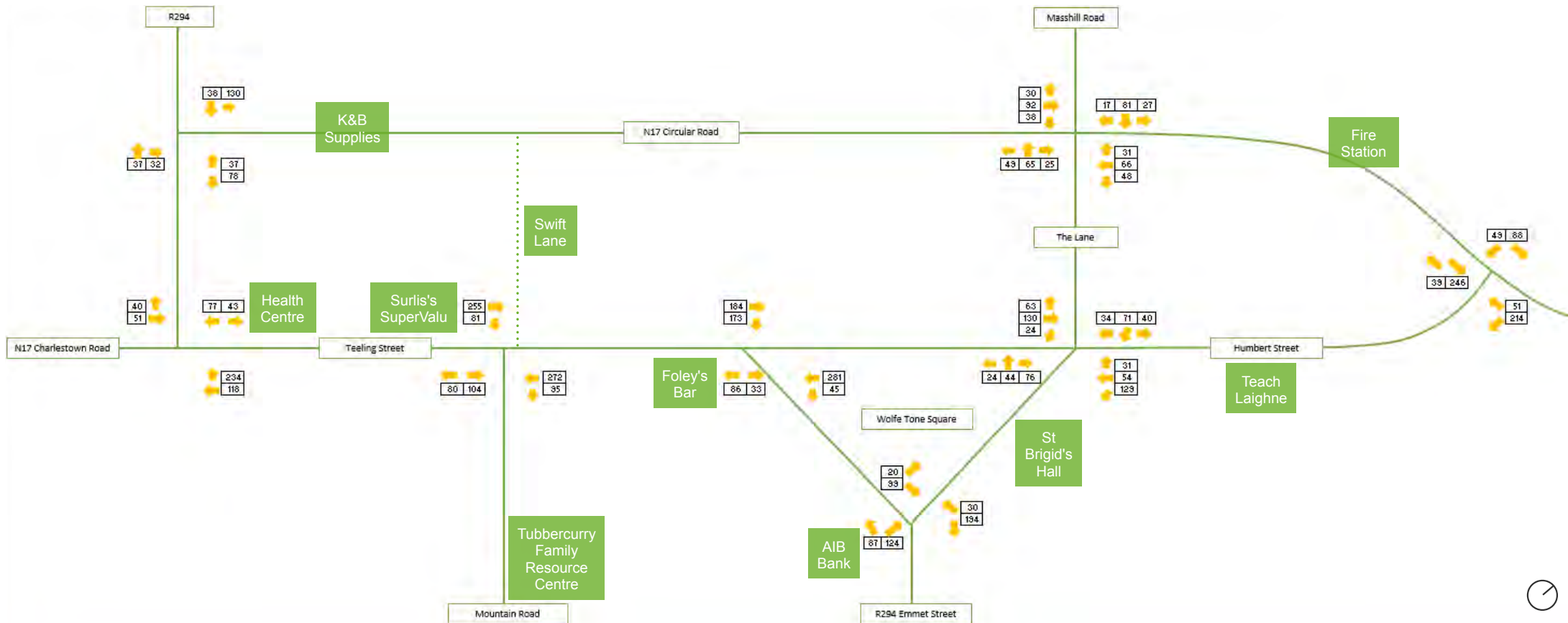


* The speed at or below which 85% of all vehicles are observed to travel.

Footfall Survey

The pedestrian footfall survey was conducted from 7.00 to 19.00. Survey findings highlighted the following:

- Pedestrian flows are significantly lower than vehicle flows in the town.
- Approximately **915 pedestrians** travel through the town centre every day 7am and 7pm, compared to **4,500 vehicles**.
- The highest footfall is experienced along Teeling Street between Mountain Road and The Lane. c. 360 pedestrians movements were recorded in each direction between 7am and 7pm (720 two-way).
- Most pedestrians approach the town centre from the south:
 - 30% from Teeling Street (south)
 - 25% from Emmet Street (south-east)
 - 21% from Humbert Street (north)
 - 12% from Mountain Road
 - 12% from The Lane (south-east).

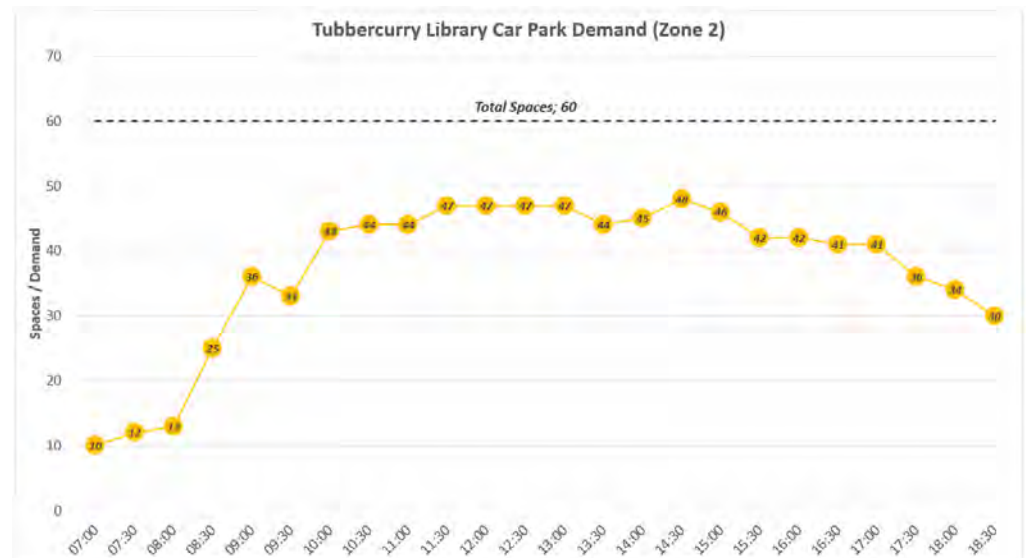


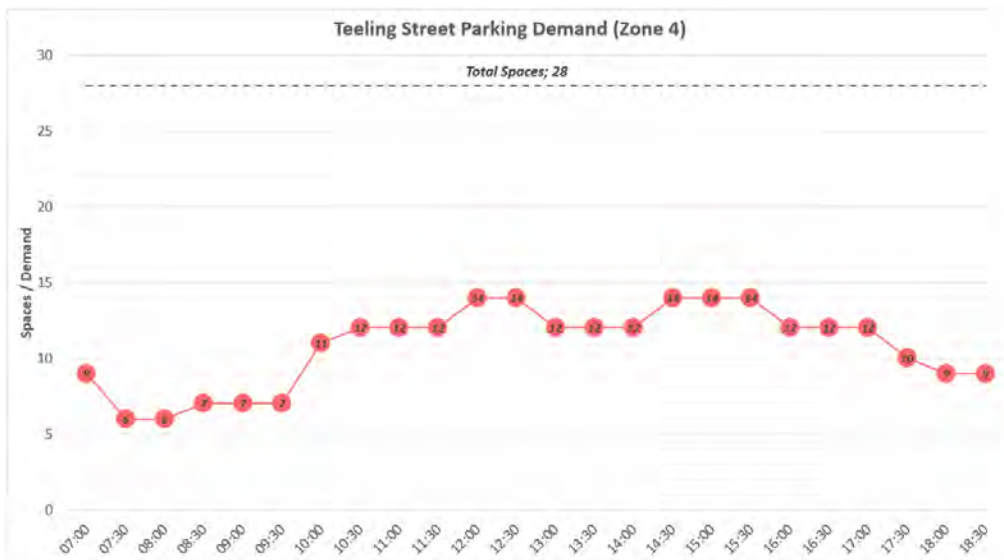
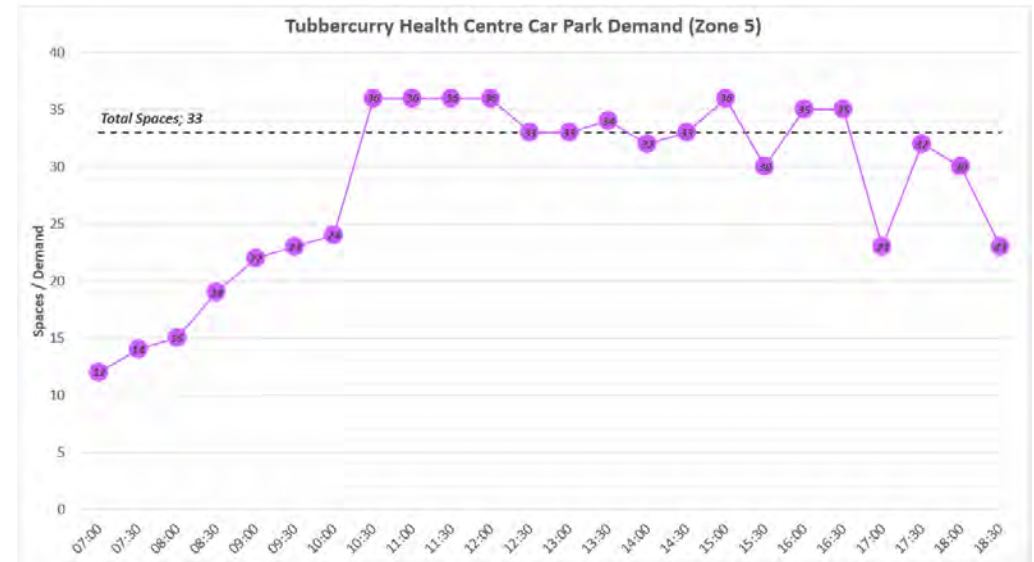
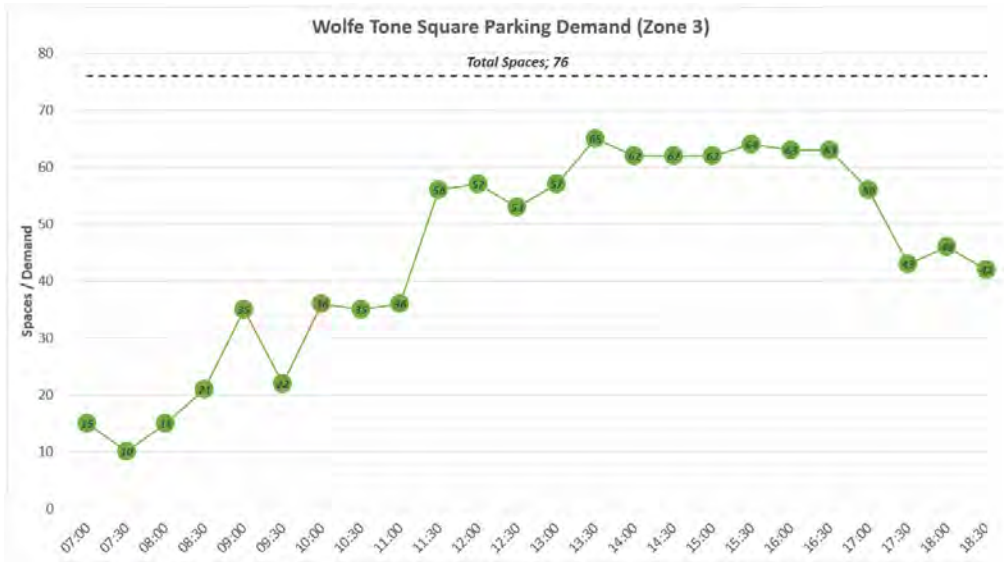
Car Park Survey



The car park audit highlighted the following:

- There is a total of **c. 227 parking spaces** within the town centre. This is determined as Wolfe Tone Square, Humbert Street, Teeling Street, Teach Laighne and Tubbercurry Health Centre.
- All spaces surveyed are a maximum of **250m (c.3-minute walk)** from Wolf Tone Square.
- Parking in the town was an average of **61% occupied** throughout the 12-hour period.
- A **maximum of 179 spaces** were occupied at any one time, leaving a minimum of **48 available spaces**.
- The car park by the Tubbercurry Health Centre is the only zone experiencing capacity issues. This is likely mostly used by Health Centre patients and staff.



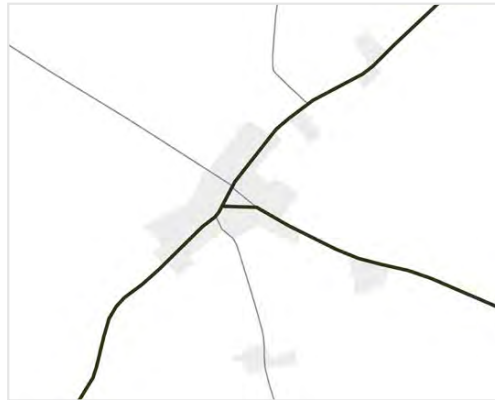


Spatial Development of the Town

Historic maps provide a clear understanding of how Tubbercurry has grown over the years, and highlight both historic movement patterns and the presence of historic fabric and form that tells the story of the town.

Tubbercurry is a market town within a predominantly rural, agricultural community.

Historically, market towns with their central squares acted as multi-functional spaces for economic and social activity. They were spaces for the exchange of goods and animals, but also communal spaces for events and gatherings bringing the community together.



Above: Town Centre development - 1830s

Teeling Street is the main north-south route through the town, connecting with the regional road at Wolfe Tone Square which is easily detected due to its distinctive triangular shape.

Development along Teeling Street is concentrated to the area around the square. The triangular shaped square has road access along its southern boundary, with the space to the north functioning as an off-road gathering space, likely for the siting of markets. Place names indicate the square is known as Fair Green at this time.

Mountain Road is a visible route providing access into the wider farming community.



Above: Town Centre development - early to mid 1900s

Considerable growth occurred by the early to mid 20th century. Notable development includes the Marist Convent and Catholic Church of the Sacred Heart (now St. John the Evangelist), both of which reinforce the prominence of the R294.

Increased development necessitates the extension of the local street network. For example, Tubbercurry Train Station, located to the south of the town, heralds the creation of Station Road which is to later become a section of the N17 which bypasses the town.

There is another key road opening up behind and in parallel to Teeling Street, to enable access to backland development. The square is now known as Wolfe Tone Square.



Above: Town Centre development - 2000s

Development has increased significantly to the present day, with predominantly residential areas expanding the town in the southeast and southwest and in the vicinity of Mountain Road. Local streets tend to connect directly to main vehicular routes in the town which reinforces the importance of the town centre for all residents.

The route parallel to Teeling Street became part of the N17 which connects Sligo to Galway. This route bypasses the town and has large retail and commercial units along the route. The increased number of residents has led to the development of the Community Park that includes a play area and sports pitches.

Wolfe Tone Square is enclosed by vehicular routes on all sides with the addition of a second two-way road connecting Ballymote Road with Teeling Street. Parking is present on all three sides of the triangular square.

Heritage Assets

History

Tubbercurry ('Tobar A' Choire' meaning the Well of the Cauldron) is a settlement in South Sligo with a population of 1,986 inhabitants (2016 census). Tubbercurry is located within a predominantly rural community.

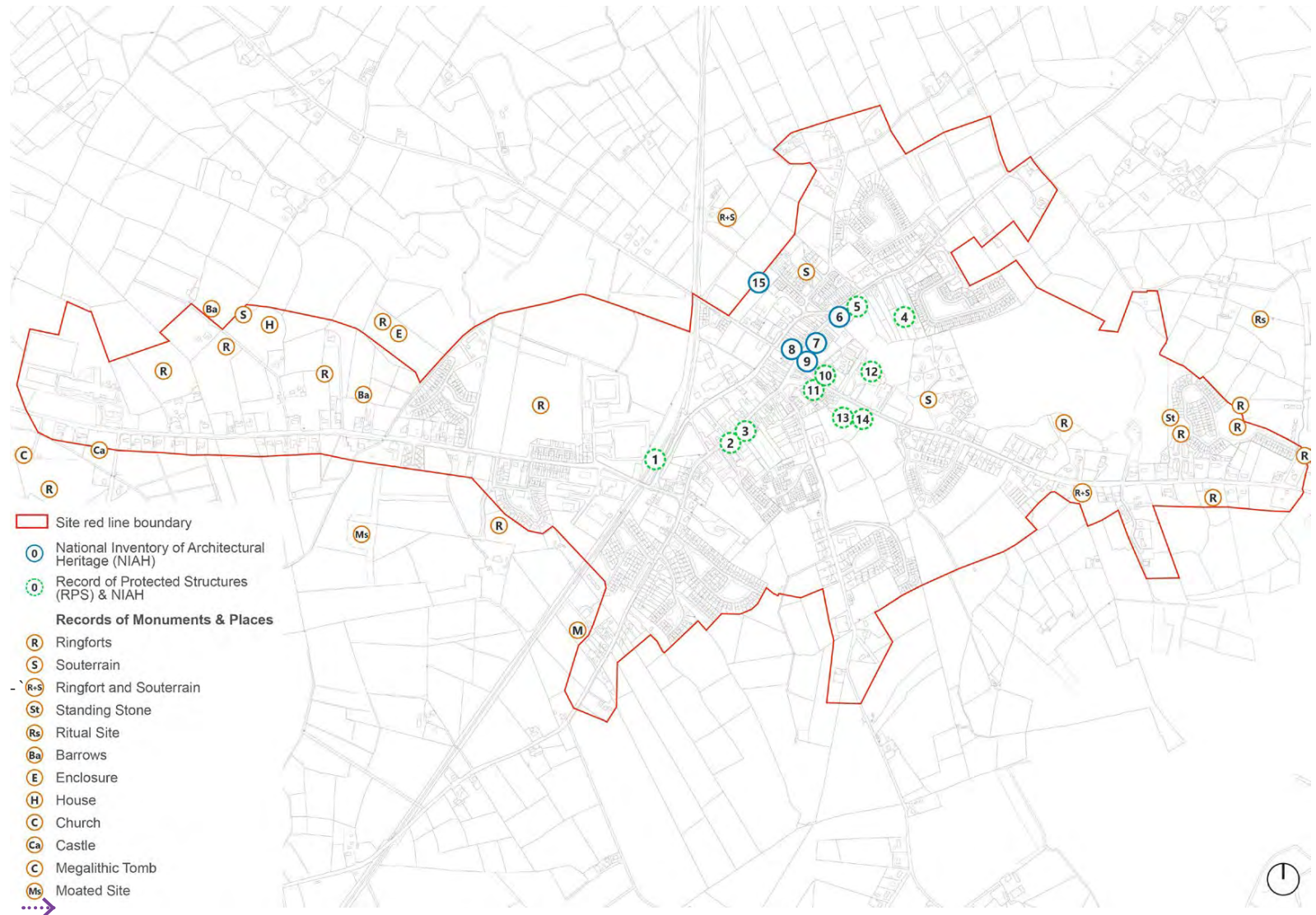
The earliest mention of Tubbercurry is in the Annals from 1397 when a battle took place in the town between two O'Connor families - the O'Connors from Roscommon and from Sligo town.

By 1830, the town contained 650 inhabitants and markets were held on Mondays and fairs were held for the exchange of goods seven times a year.

Heritage assets

Designated buildings within the town include:

1. Tubbercurry Railway Station
2. Leonard's
3. Bank of Ireland
4. The Mount
5. Saint George's Church
6. McIntyre and Durkin
7. Teach Laighne
8. House Reg. No. 32316017
9. House Reg. No. 32316005
10. House Reg. No. 32316006
11. Allied Irish Bank
12. Saint Joseph's Convent
13. Catholic Church of Saint John the Evangelist
14. Catholic Church of Saint John the Evangelist House
15. Springmount.



Tourism and Destinations

Tubbercurry is a compact market town with Wolfe Tone Square being within a 15 to 20 minute walk for the majority of the residential areas.

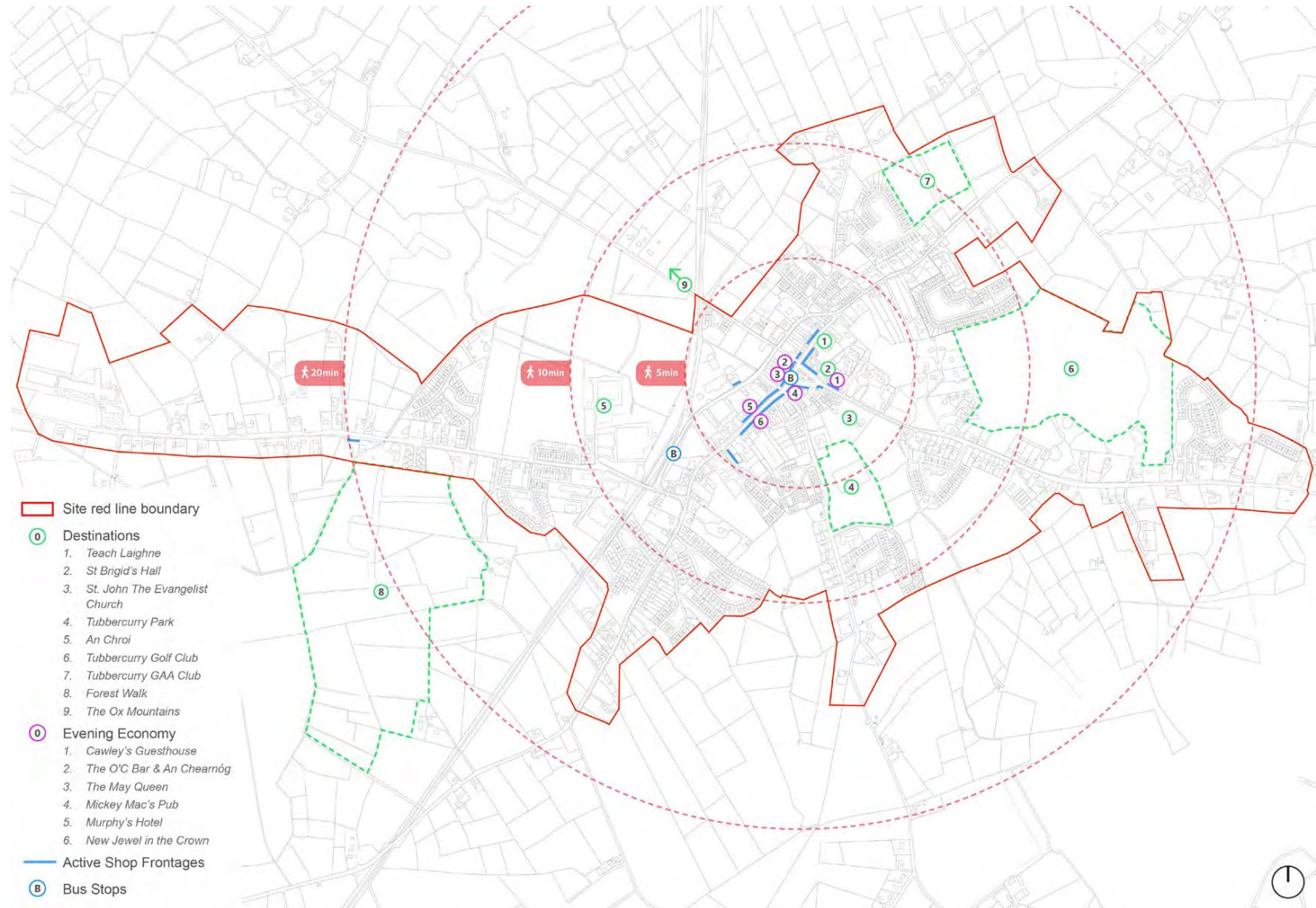
There are numerous places of interest within a 15 minute walk of the town centre, including:

- The Community Park and Forest Walk, which are two key green space and recreational destinations in the town
- Tubbercurry GAA Club and Golf Club which provide sports destinations within the town
- Public amenity destinations such as St Brigid's Hall which provides theatre and sports, Teach Laighne which includes a library and community services, and An Chroí Digital Hub, a facility providing business support and access to technology for the community.

The Ox Mountains are situated approximately 10km to the northwest of Tubbercurry and are a key walking and cycling destination.

The evening economy is situated primarily around the town square and along Teeling Street. There is an Indian Restaurant and two hotels in the town whose in-house restaurants provide the only option for an evening dining experience. There are three pub premises on or close to the Square. Other venues contributing to the night-time economy are take-aways.

There are two local cafes, located in the vicinity of Wolfe Tone Square, which provide outdoor seating during the day.





Above: Tubbercurry Old Fair Day map



Above: Tubbercurry Old Fair Day Teeling Street



Above: The Ox Mountains to the northwest of Tubbercurry



Above: Bars and Cafes within Tubbercurry



Above: St Brigid's Hall Theatre and community hub



Above: Forest Walk route



Above: View of the Ox Mountains from the Forest Walk

Socio-economic context

Tubbercurry is a relatively small town covering 1.754km² in the county of Sligo. It is Sligo's second town and its socio-economic characteristics include:

Population

Tubbercurry had a population of around 2,307 people according to the 2022 Census, which is an increase of 16.6% from 2016.

Population growth is 2.5% since the 2016 census, with 7% seen across the county as a whole. Population density is low, with 1,315 people living in a km² area.

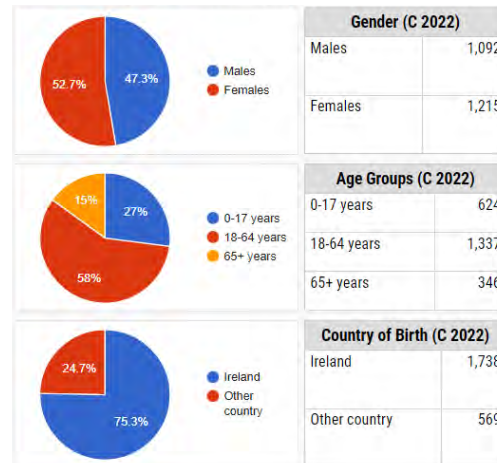
Of Tubbercurry's population, there were 1,215 females compared with 1,092 males - in line with county and national trends. 58% of people living in the town fall within the 18-64 age bracket which is aligned with the county's average population age of 40.7 years, compared with 39.2 years in April 2016. Nationally, the average age of the population was 38.8, up from 37.4 in April 2016. 15% of Tubbercurry town is over 65 years, and 27% under 17 years.

44% of people in Tubbercurry are single. The average number of persons per household is slowly falling, from 3.0 in 2002 to 2.58 in 2022.

Non-Irish citizens accounted for 9% of the county's population. However, in Tubbercurry, this is a greater percentage, at 24.7%. Most non-Irish are UK and EU nationals with a smaller percent of African and Asian nationalities.

14% of residents in the Tubbercurry electoral district are living with a disability.

There were 13,373 children, 15 and under, within the Sligo area in the 2022 census. Of these, 37% were in childcare, compared with 33% nationally.



Above: Tubbercurry population make-up. Source: Central Statistics Office (cso.ie)

Employment and Industries

In the 2022 census, there were 30,360 people in work (aged 15 and over) in Sligo, which is 43.2% of the population, and a 17% increase from the 2016 census. In Sligo, 8,216 people (aged 15 and over) worked from home at least one day a week, which represents 27% of the workforce.

The local employment offer consists mainly of light engineering and manufacturing, with a number of small to medium-sized companies. There are two industrial estates, located off the R-294 (Ballina Road) which host 7 businesses and An Chroí - the South Sligo Enterprise Centre.

While many people commute to work in Sligo Town or outside the County, the South Sligo Enterprise Centre (An Chroí)/Digital Hub supports new businesses and provides remote working facilities for the local community. Enhancement and expansion of this and similar facilities is important for the continued viability of Tubbercurry.

Tubbercurry functions as a retail and service centre for the surrounding rural communities of South Sligo. The primary retail zone comprises Wolfe Tone Square, Teeling Street, Humbert Street and Emmet Street. The town has a reasonable range of convenience shops along the Main Street, in the town centre.



Primary retail zone in Tubbercurry



An Chroí digital hub

Socio-economic context

Education

Tubbercurry has one primary school, a secondary school and a college of adult and further education.

Housing

The 2016 Census highlighted 1,116 dwellings in the town, of which 291 were considered vacant. Housing predominantly consists of a mix of single-family homes and some rural properties. Housing stock is generally older than 20 years, although there is evidence of more recent housing developments on the outskirts of the town.

Home ownership rates in Tubbercurry fell to 57.8% at the 2016 census, from 80.6% in 2002. There was an upward trend nationally in rented accommodation. The average weekly rent in 2016 was 76.43 euros, falling from 77.47 euros in 2011.

Early published data from the 2022 census show that 67% of Sligo residents own their own houses, with 27% renting.

Transport

Tubbercurry's road network comprises the national primary road N17 (Sligo to Galway) and regional road R294 (Ballymote to Ballina.) Tubbercurry's rail infrastructure is disused but remains in situ. The town is served by Bus Eireann which stops in Wolfe Tone Square and provides a service between Galway and Derry. The Local Link provides local routes and other there are other private buses both of which use the stops on the N17.

Cultural and Community Activities

Teach Laighne "One-Stop-Shop" with Library and Council offices, St. Brigid's Community Hall, nursing home, Family Resource Centre, supermarkets, crèches, playground and post office.

Tubbercurry lacks publicly accessible, landscaped open spaces and recreational areas. A play area on Mountain Road provides formal play, and an adjacent undeveloped sports field remains the only publicly accessible open space area in the town. Forest Walk is a popular walking route.

Tubbercurry's health centre is located on Teeling Street. A Primary Care Centre has recently been approved, providing a broader range of health services and reducing the need to travel to Sligo University Hospital.

Tourism

Tubbercurry is well-sited, in proximity to the Ox Mountains and Lough Talt. The town attracts many visitors during its calendar of annual festivals and events such as the Old Fair Day, the Western Drama Festival and the South Sligo Summer School.

A community tourist office, operated in conjunction with Failte Ireland, is located at Humbert Street. It is staffed all year round and gives visitors information on attractions, activities and events.



Tubbercurry transport networks



View along Mountain Road towards the Ox Mountains

The Town Centre Experience

Vehicle routes around Wolfe Tone Square are wide which is accentuated by on-street parking along both sides of northern, western and southern routes. This forms a major barrier to movement for pedestrians and contributes to the dominance of cars in the town.

Public transport facilities fall below standard and limit the potential for active travel. A bus route runs along Teeling and Humbert Street, setting down at Wolfe Tone Square. The private bus service runs along the N17 to Galway and Limerick. The absence of a sheltered waiting space is further compounded by disembarking onto an area of on-street parking bays. There are limited cycle routes and stands available.

There are no pedestrian crossing points in the vicinity of the Square. Footpath widths are generally good in the town, however a number of pinch points are present, along Mountain Road and also in areas where clutter reduces useable space. Swift Lane provides a pedestrian only green route connecting Teeling Street to the N17.

Active frontages are primarily situated along Teeling Street and surrounding Wolfe Tone Square. Facades can appear tired and quality of the built form inconsistent. There is some evidence of retail spill-out with seating and tables but this is limited to two cafes.

Street level planting in Tubbercurry is focused around the pedestrianised area within Wolfe Tone Square. Whilst the planters are well maintained, the location of the planting further restricts pedestrian movement. Clutter is evidenced within the public realm, which is further accentuated by the presence of overhead wires and supporting poles.



The Town Centre Experience



In situ concrete concrete paving denotes low quality, with pole at the kerb edge which limits useable space and is dangerous for vehicles



Wide roads surrounding Wolfe Tone Square without facilities in place to assist with pedestrian movement



Planting and seating opportunities within Wolfe Tone Square provide some relief to the vehicle dominated environment



Barrier to movement at the junction of Mountain Road and Teeling Street



Limited cycle infrastructure



Sculptures within Wolfe Tone Square telling the story of the town

Open Space

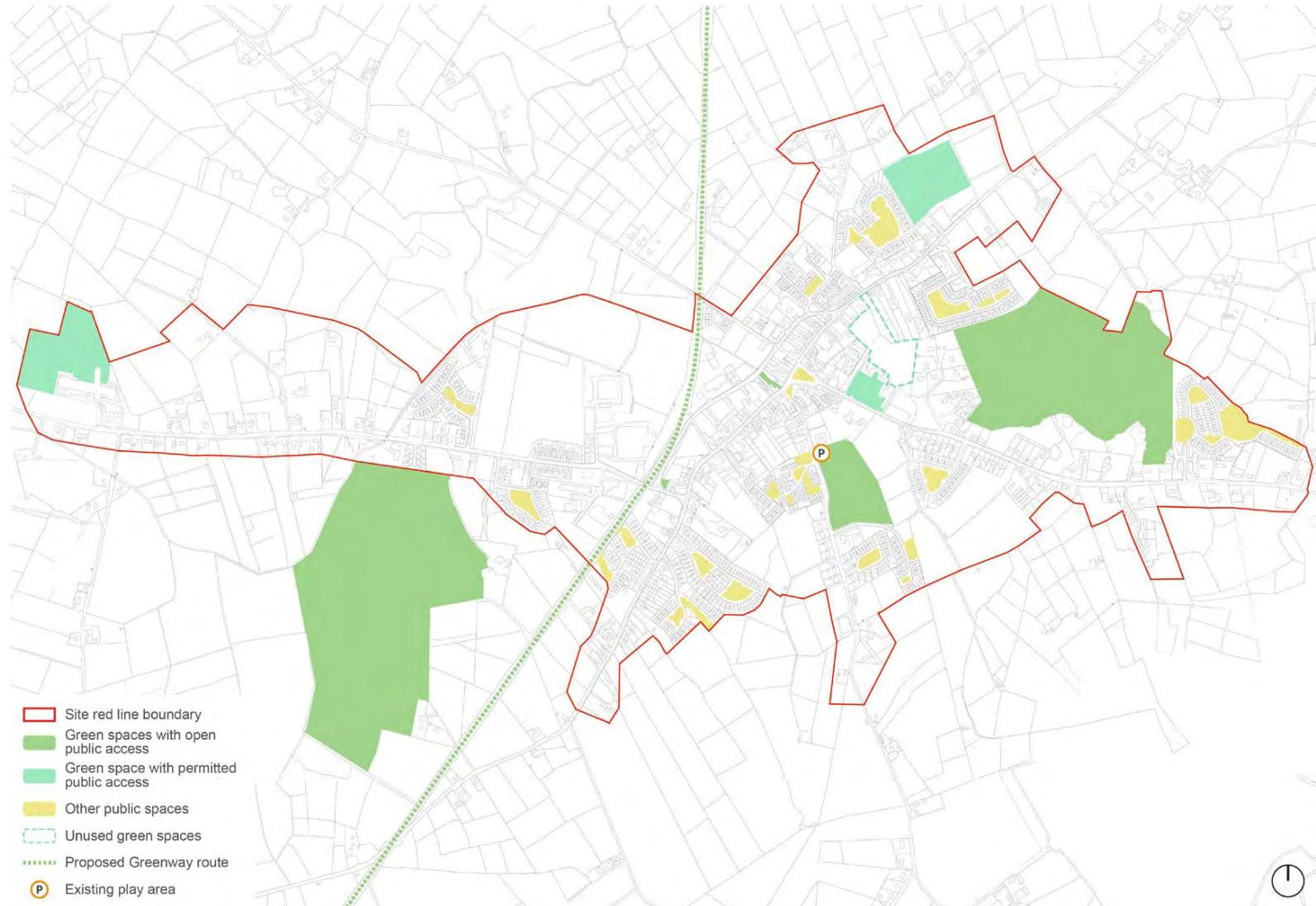
Open space throughout Tubbercurry is generally underutilised and could be improved with better connections and facilities. Exploring the potential to create a multi-functional green spaces embracing sustainable drainage, community use and spaces for nature is recommended.

Existing open space comprises:

- Open green space with public access such as the Community Park, Swift Lane & the Forest Walk
- A publicly accessible play space on Mountain Road
- Green spaces where permission is required to access such as school grounds and the GAA pitches
- Green spaces which are privately owned and require a visitor fee to use, such as Tubbercurry Golf Club
- Incidental green spaces located within residential development which are open to all, but generally featureless.

There is also an unused green space within Tubbercurry is the former school playing fields behind the Holy Family School.

The disused Sligo-Limerick rail line – better known as the Western Rail Corridor – runs along the northwestern side of the town centre. Making use of this linear green route to connect disparate green space across the town would provide a more robust and resilient walking and cycling network.



Summary SCOT analysis

Strengths

- Tubbercurry has a good strategic location as a commuting town to Sligo, Ballina, Boyle, Castlebar and close to Ireland West Airport
- Proximity to local tourism destinations such as the Ox Mountains and within 30mins of Enniscrone beach and Lough Key and Forest Park
- Presence of heritage buildings and Protected Structures
- Economic relevance of the town to local rural community
- Strong sense of community stewardship and local pride in the town and the appearance of its public spaces
- Number and variety of active community groups and sports groups
- Programme of annual events which draw hundreds of people to the town, from across Ireland and also internationally
- A good range of community facilities within the town
- A world-class facility at An Chroí Digital Hub providing IT services and business support to the community.

Challenges

- 26 vacant units within the town centre which make a negative contribution to the economic vibrancy of the town.
- A limited night-time economy, with three restaurants located within hotels
- A lack of office space
- A lack of variety within the retail offer, particularly in relation to clothing and footwear
- A car-centric town centre environment where on-street parking is dominant and impedes pedestrian movement and active travel networks
- Limited bus service
- No access to the train network
- A general lack of quality within the public realm environment
- Built form around important node spaces can look tired or lack consistency across the line of properties
- An abundance of clutter such as signage and overhead electricity lines.

Opportunities

- RRDF Stage 1 funding for public realm enhancements to the town centre committed to Tubbercurry
- Vacant heritage assets have the potential to be restored and re-used as mixed development
- A potential Tubbercurry Greenway along the former railway line provides an opportunity to strengthen the network of walking and cycling, and bring more footfall into the town
- Undeveloped backland areas present opportunities for sustainable development or a new location for parking facilities
- Community spirit and sense of pride brings opportunities for place-making, harnessing the power of groups working together to achieve something unique for Tubbercurry.
- Community activities and sport has the potential to be used as a way of bringing together the many diverse nationalities in the town.

Threats

- The high number of vehicles which pass through the town each day, and the dominance of on-street parking present a threat to creating a pedestrian-friendly town with high levels of footfall
- Young people in Tubbercurry have limited facilities or welcoming spaces in the town. As a result, anti-social behaviour is increasingly becoming an issue
- A lack of private investment in rural Ireland limits opportunity, and creates an over-reliance on the availability of funding
- Continued consultation and community engagement is essential to the TCF Plan and the projects emerging from it.



Part 2

Action Plan

1 Introduction

Action Plan

Aim of the Action Plan

The Action Plan sets out the long term vision for development within Tubbercurry, presented through a variety of strategic and site specific opportunities.

The Town Centre First (TCF) Plan is a visioning document to be utilised by Sligo County Council (SCC), local landowners and developers, business owners and community groups to blueprint the town's development.

The proposed opportunities within the Action Plan have been developed in response to the findings of the Collaborative Town Centre Health Check (CTCHC) and through extensive consultation with the local community driving the decision making process.

Approach

The Action Plan outlines:

- The overarching vision and objectives for Tubbercurry
- The opportunity development process from consultation, long list to a short list of preferred opportunities
- Provides outline descriptions, precedents and delivery mechanisms for the proposed short list
- A mobility strategy to enhance and promote the overall connectivity of Tubbercurry
- A delivery plan to highlight which opportunities can be delivered in the short term and which may be long term aspirations.

The Action Plan will provide the relevant information and next steps for Tubbercurry to achieve its collective goal.

Vision and Objectives

The Action Plan sets out the vision and objectives for the TCF Plan. Information from business and community surveys and in-person stakeholder engagement has been captured to define the vision for the town. A set of key objectives have been generated in response to consultation feedback. These form both the framework and benchmark for all identified opportunities.



Above: Tubbercurry Study Area

2 Defining the Place

Tubbercurry Vision & Objectives

The Vision

The Town Centre First Vision celebrates Tubbercurry as a friendly and welcoming town with abundant community spirit, heritage and culture.

Tubbercurry will maximise opportunities to reinforce positive placemaking through creating active, well-designed and high quality spaces for people which seek to bring heritage assets and derelict properties back into use

It will be a place where new and existing businesses are encouraged and supported with improved digital technologies, better access links and an enhanced streetscape setting

Tourism will be encouraged in the town through diversifying the Town's offer, promoting local business, enhancing the existing character and heritage and engaging the community spirit

Climate change resilience, biodiversity and sustainability will be priority considerations for all development in Tubbercurry. Active lifestyles will be promoted recognising the contribution of outdoor living to improved health and well-being and community cohesion



Strengthening Tubbercurry as a welcoming destination town
Building on its location in close proximity to Sligo and Ireland West Airport, and strategic position as Sligo's second town, to strengthen the perception of Tubbercurry as a place to be, for residents and visitors. Greater support for a more diverse range of businesses and services alongside place-led regeneration combine to present an important ethos underpinning all aspects of the TCF Plan.



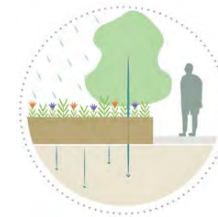
Repurposing vacant and derelict buildings
With a vacancy rate of 20% within the town centre, finding ways to repurpose or activate derelict properties is a key objective. Retention of historic built form should be prioritised, evaluating opportunities for enhancement, repurposing and better integration. Public consultation shines a spotlight on diversifying the range of shops alongside community services in Tubbercurry.



Creating attractive and people-focused spaces
Enhancement of existing key node spaces within Tubbercurry and gateways into the town offers significant promise in terms of lifting the look and feel of the public realm and built form, generating greater footfall and animation, and supporting the local economy and community cohesion.



Supporting active lifestyles and access to enhanced green spaces
Building on the existing walking, wheeling and cycle routes to provide a robust network of active travel routes and community facilities to support active lifestyles. Sport and recreation provide multi-functional benefits in terms of improving health and well-being and providing opportunities to foster inclusion and equity across communities.



Developing a sustainable and resilient town
A stronger green network offers greater resilience to climate change including minimising flood risk, increasing the capture and storage of carbon and reducing temperatures. Ensuring sustainability within existing and new development is a vital component of planning for 21st century communities in Tubbercurry.

Long List Development

A suite of public consultation events provided the forum in which to test the vision and objectives. During early events, the community were encouraged to collaborate via the adoption of a 'blank sheet' process, whereby all ideas were potentially on the table. A discursive process was encouraged in small group settings to broaden participation and empower people to contribute with their ideas, concerns and experience.

The ideas shown in the image to the right, were generated during the initial blank-sheet consultation event. Analysis of the feedback highlighted where there were similar thoughts or ideas emerging across the small groups.

From this information, a proposed long list of opportunities was generated and presented to stakeholders at an in-person event. Potential projects were discussed in small group settings.

The following pages outline the long list of projects which have been grouped into categories according to a proposed theme:

1. Strategic projects
2. Tourism and destination
3. Public realm improvements
4. Roads and infrastructure
5. Community and facilities.

For each potential opportunity, stakeholders were provided with a a brief description and a deliverability value, generated through an initial assessment of magnitude of cost, timeframe and funding opportunity.

GI & PARK	ROUTES & GREENWAY	ARTS & ENTERTAINMENT	COMMUNITY / HERITAGE	INFRASTRUCTURE / ROADS / COUNCIL	PUBLIC REALM	BUILDINGS / FACILITIES	SPORTS	RETAIL / EVENTS / DESTINATION							
Green the town centre x3	Connections to the greenway for residents and visitors x3	Connect greenway to campsite	Create makers spaces for designers / artists x2	Make well location more significant / celebrated x2	Broad range of community groups, engage new members	Reorganise outdoor public realm points and enhance lighting x4	Mountain Road Junction is dangerous x3	Building colour / paint scheme (town uniformity) x6	Red square layout and steps can be unsafe x2	St Brigid's Hall upgrade x3	Public toilets or an access strategy to shop toilets x2	Online booking systems for all existing facilities provided across buildings	Facility incorporating most sports provision x3	More scope for market stalls: Full view Thursday is good	
Maintenance of derelict lands	Additional town walk: focussing on: Drama Music Events	Temporary use of Greenway site	Additional tourist attractions	Community enterprise group	Public spaces for teenagers/young adults x4	Alternative / additional car parking areas in the centre x2	Parking spaces designated for disabled and OAPs x3	Shopfront design guide (town uniformity) x4	CCTV x2	New light industrial spaces	Appropriate new visitor accommodation x2	Tourist office located on the Square, Mary Brennan's	Swimming pool x4	Covered sports area	Create a destination town with a show factory/artisan to visit x4
Community garden	Connect GAA park to the town	Promote walking and cycling, footpath widths across town are inconsistent	Town PA system for events	Energy co-op	Large 'Intermission' board on shopping Trow and Day - near of the front entrance of the 17th arr. restaurant x1	Consider existing parking layout	More frequent bus services x2	Make public realm more pedestrian friendly and usable	Improve footways x2	Community centre / hub x5	Private or launch new accommodation provided with facilities and connections x3	Manned tourist office	Bring back pop-up pool (maybe under market) x4	Running track	Promote (re)walk of greenway in Tubbercurry / Loughy white x2
Green up N17 aka 'Beirut Ave'	Walks that connect to the town centre: Market, the 17th arr. Market, the 17th arr. Market, the 17th arr. Market		Theatre festival to draw people in.	Town assess not properly advertised (i.e. mapping, who can give access)	Interpretation and signage relevant to town history x2	Improve bus stops and lay-bys x4	Traffic calming / reducing speed through the town x3	Covered / sheltered spaces in the town centre x3	Improve rear access to properties for deliveries and private parking	enhanced enterprise x2	Primary care centre	Activating shops with sounds of music, and performance; window displays	Town gym	Sports complex	Designated market space in the town square x2
Better use of Convent green space x2	Enhance greenway connections to the key destination network	Introduce cycleways connecting to surrounding routes	Job creation: government department	More significance to Tubbercurry twin towns / friend towns	Additional e-charging hubs for cars x2	Incentivise / promote the upkeep of local buildings x2	Outdoor phone charging benches or stations	Outdoor phone charging benches or stations	Where are new residential areas going to be and what facilities are needed?	Repurpose Mary Brennan's	Use of derelict properties for Summer School	Outdoor gym facilities in various locations x2	Full size astro pitch - could create revenue	Events in WTS and Red Square	Make better use of an 17th arr. Market space (i.e. food, drinks, etc. instead of market stalls) x2
Develop South Sligo Community Park	Historic route mapping i.e. wells		community food hub / community kitchen x2	Concern around one-way system in WTS x2	Restrict HGVs through the town centre but retain buses	Maintenance strategy and funding for the public realm	Creating social spaces for ageing population	High levels of shop vacancy and dereliction to be addressed x2	Reopen a centre / respite housing for special needs	Tennis courts	Basketball courts	Scheduled street closures to encourage retail / events			
Better access to park	Mapping showing the town facilities x2		Using sport, music, theatre, etc to better integrate the diverse community	Re-establish links with Farming Cooperative, the largest corporate entity in the area.	Wheel chair and push chair ramps on footways x2	Signs that digitally show speed when passing through the town	More crossing points	Promote the Health Centre and provide better facilities x2	No dental care provision in the town	Basketball courts	MUGA x2	Mapping of all walks building on town's connections and heritage			
Focus on ecology and giving people access to green space	Improve pedestrian access from Spring Vale estates into town		Drama and Theatre a key part of the town history, more links to this	Re-establish links with toolmaking and engineering	Better transport facilities for elderly connect to apartments.	Sign into Tubbercurry e.g. Home of Amateur Drama	More seating in the public realm x3	Town museum / heritage space x2	Water refill stations	Basketball courts	MUGA x2	Mapping of all walks building on town's connections and heritage			
			Re-establish links between town and rural community	Relocate bus route to the national road	Rail services required - can the Greenway be re-opened as a railway too	Location of sewer and low routes is impacting the business and tourism at development	Rationalise build-outs and cones around crossing	Safe bicycle parking	Make use of the town centre WTS (potentially based in Boverinua)	Community hub at St Brigid's Hall	Can't see plus infrastructure readiness to support events, for vans and tents x3	Maintaining derelict buildings contacting owners			
				Consider one-way system in WTS	Streets around Square are unnecessarily wide										

Above: Initial opportunities idea development generated through consultation

Proposed Long List

Strategic Opportunities

These opportunities would provide background information up to detailed design, planning and funding sources to achieve a variety of projects within Tubbercurry

Deliverability



The deliverability of each opportunity has been identified based on cost and viability and scored on a scale from **1 to 5**

1 represents a project that will be **easy to implement**
5 represents a project that will be **difficult to implement**

Shop Frontage Strategy

This strategy would provide design guidance for shops, with the intention of preserving and enhancing the historic character and unique qualities of the town



Town Signage Strategy

This strategy would provide design guidance for signage around the town with the intention of creating a uniform approach that integrates with the towns heritage



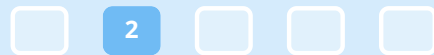
Green Infrastructure Strategy

A GI strategy would a strategic blueprint for enhancing existing GI and introducing new GI in optimal locations to support movement, climate resilience and greater health and well-being



Town Parking Strategy and Access Audit

This strategy would help to provide an understanding of what parking or access facilities are required, such as disabled bays or better cycle routes



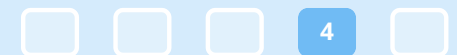
Re-opening Railway

Re-opening the railway would better connect Tubbercurry with Ireland Nationally encouraging additional tourism



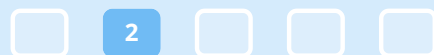
Additional Bus Services (Strategic and Local)

Improving bus services would allow for additional tourism and reduce dependency on the car to access the town centre



Tubbercurry Public Realm Strategy

This strategy would help to define what is successful and what needs to be improved in the public realm, identifying key projects



Improving Recycling Initiatives

Introduce additional bins in the public realm with recycling capabilities and ensure the recycling hub is open more frequently



Improving Digital Blueprint

Tubbercurry's Digital Blueprint outlines the towns readiness for a digital future. This will rely on high speed internet, access to digital hubs, etc



Proposed Long List

Tourism & Destinations

These opportunities would help improve the visitor draw for Tubbercurry and provide additional resources for residents

Town Branding

Town branding that highlights the towns heritage, local businesses and local attractions. This could be used to better promote Tubbercurry as a destination town

Campsite / RV Parking

Allocate a site for camping and RV parking with the potential for additional seasonally allocated RV parking bays within the town

Walking and Cycling Trails

Highlight key walking and cycling trails. Promote circular routes to destinations such as the Forest Walk via Swift Lane, and improvements to routes such as Lovers Lane. Trails could be themed themes such as history, sports or drama.

Celebrating the Town's Wells

Highlight the location and importance of the network of wells in Tubbercurry

Town Museum/ Heritage Space

Create a town museum/heritage space to tell the story of Tubbercurry

Upgrades to Tourist Office

Making better use of the existing tourist office site with manned hours and better mapping available

Develop Greenway

Utilise disused rail line to create a greenway connecting Tubbercurry to the region through active travel

Markets Programme

Flexible spaces and additional programming would make markets a key local resource and tourist draw within Tubbercurry, reflecting on its long history as a market town

Utilise An Chroi Locally & Regionally

An Chroi is a valuable resource within Tubbercurry and could be highlighted as a regional destination through programmed events and courses

Event Programme

Enhanced events programming integrated with any town branding to better promote the town as a destination

Deliverability



The deliverability of each opportunity has been identified based on cost and viability and scored on a scale from **1 to 5**

1 represents a project that will be **easy to implement**
5 represents a project that will be **difficult to implement**

Proposed Long List

Public Realm Improvements

These opportunities would provide various enhancements to the public realm around Tubbercurry and support economic activity in the town

Greening the Town Centre

Additional planting in the town centre would improve the amenity value of Tubbercurry and enhance climate resilience, air quality and sustainable drainage

1

Greater Amenity Provision within the Town Centre

This would include: seating, bins, sheltered areas, SMART technologies and covered bus stops within the town centre

3

Re-use of Derelict Properties and Land

Various vacant or derelict land and properties around Tubbercurry could be repurposed for retail, residential or recreational purposes

4

Improve Links between Town Centre and the Park

The park is a key resource within Tubbercurry and could be better connected through walking routes from the town centre

3

Improve Offer for Young People and Teenagers

Providing spaces and activities for young people within the town engage younger generation with the towns development and give a sense of ownership

3

Improve Offer for an Ageing Population

Providing spaces and amenities such as seating or priority parking areas will encourage older members of the community to spend time in Tubbercurry

3

Improve Electrical Supply to Town Centre Spaces

Additional electrical supply points within the town would allow for more flexible events spaces, additional markets and future proof against electric car charging requirements

4

Town CCTV

Integrating CCTV into the town to address incidences of anti-social behaviour

4

Deliverability



The deliverability of each opportunity has been identified based on cost and viability and scored on a scale from **1 to 5**

1 represents a project that will be **easy to implement**
5 represents a project that will be **difficult to implement**

Proposed Long List

Roads & Infrastructure

These opportunities would provide updates to the existing road network to facilitate better use and safety

Deliverability



The deliverability of each opportunity has been identified based on cost and viability and scored on a scale from **1 to 5**

1 represents a project that will be **easy to implement**
5 represents a project that will be **difficult to implement**

Improved Pedestrian Safety at the Mountain Road Junction

The current junction of Mountain Road is difficult for pedestrians to navigate. Improvements to this junction would increase safety and encourage better movement through the town

Relocation of Bus Service to N17

The existing Wolfe Tone Square bus stop has no sheltered waiting areas and limited room for the bus to pullover/wait without blocking the Teeling Street. Moving the stop to the N17 would allow for a purpose built lay-by and covered bus shelters whilst also creating a safer public realm in Wolfe Tone Square

Improved Access to Existing Businesses & Facilities on Mountain Road

Mountain Road is currently very narrow. Access could be improved through a new route between Mountain Road and the R294 and introducing a one-way system at the Mountain Road junction. This would improve access to the residential area, park, care home and family resource centre

Underground Electrical and Telecoms Cabling in Town Centre

Remove clutter and obstructions from the public realm to improve pedestrian movement and increase junction safety

Traffic Calming Measures

Traffic calming measures would making it easier and safer for pedestrians to traverse the town centre and slow traffic movement through the town

Improving Walking and Cycling Opportunities

Improving walking routes, introducing cycleways, decluttering the public realm, appropriate lighting and introducing ramps and crossings would improve active travel opportunities within the town

Proposed Long List

Community & Facilities

These opportunities would provide additional facilities in Tubbercurry and are focused on community initiatives

Community Centre / Hub Building

The community hub could become a gathering space, provide education and focus on initiatives like a food or clothes bank

Community Enterprise Group

Explore the development of a community enterprise group would help to better integrate the town's local enterprises with future development opportunities

Refurbishment of Existing Community Buildings

Buildings such as St Brigid's Hall or Mary Brennan's could be refurbished to enhance their existing function and be better utilised by the community

Access to Toilets in the Town

Access to toilets within the town either through a 'toilet network' utilising existing shop facilities or newly introduced toilets

Develop a Sports Complex

This could be situated around the existing park and comprise of a range of sports to engage the range of existing community groups

Return of the Pop-up Pool

The Pop-up Pool was a successful introduction to the town, this could be brought back in an accessible location

More accommodation within the Town

This could include new hotel spaces, air bnbs or a campsite location to house the influx of visitors for events such as the Summer School

Support Job Creation

This could be achieved through the introduction of new town resources such as the community hub or tourist office, whilst also being supported through renovated vacant units

Improve Healthcare Facilities

A unified healthcare facility with various services such as dental and drop ins

Deliverability



The deliverability of each opportunity has been identified based on cost and viability and scored on a scale from **1 to 5**

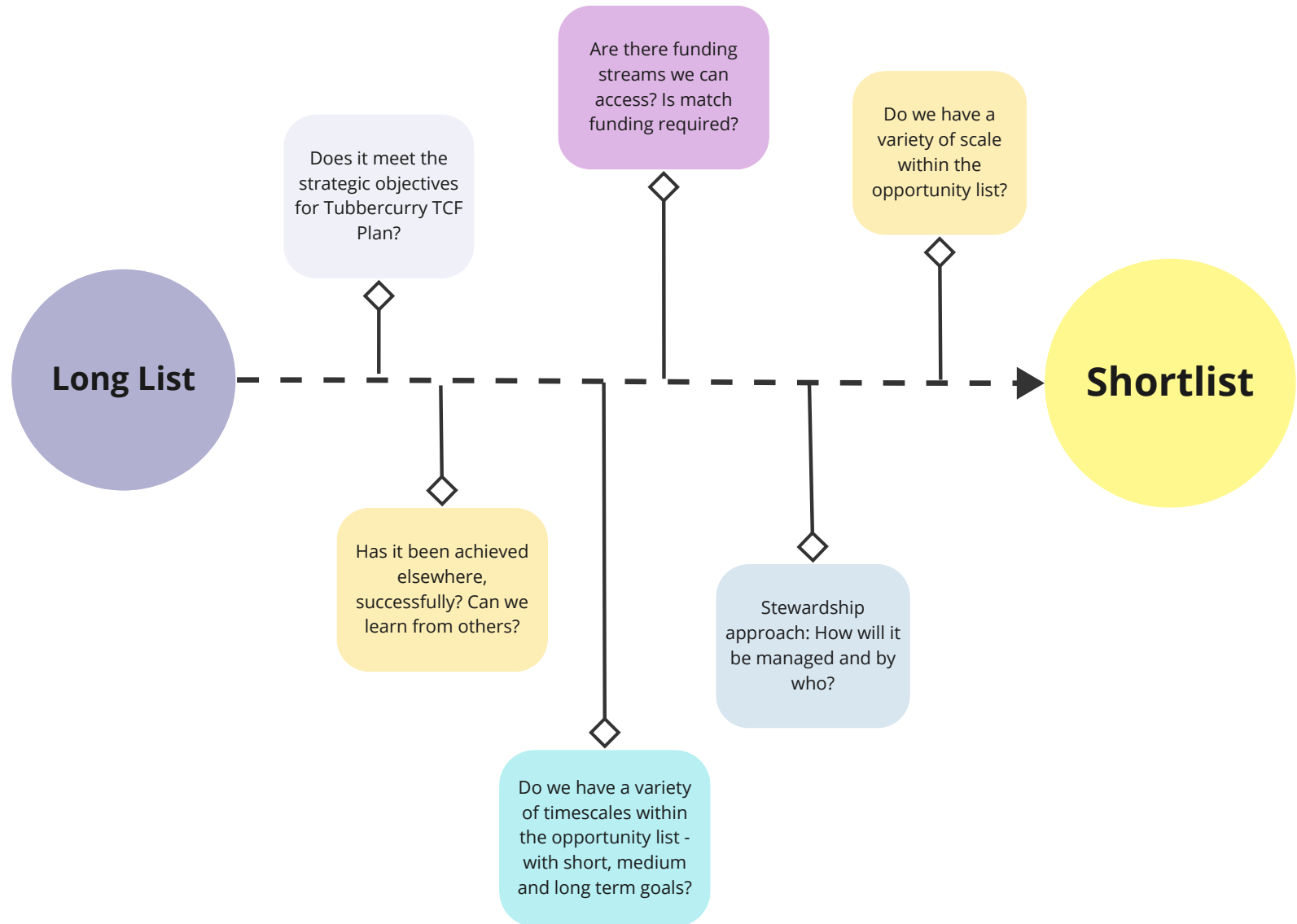
1 represents a project that will be **easy to implement**
5 represents a project that will be **difficult to implement**

Summary of Long List

Stakeholders were asked to prioritise the long list into a manageable shortlist of project opportunities.

A series of questions were considered during workshop scenarios, to prompt discussion about the opportunities and constraints presented by each potential project. In groups, facilitators worked with stakeholders to explore the potential of long list to meet the aims of the TCF Policy and the specific objectives of Tubbercurry.

After detailed discussion, the long list was prioritised by the stakeholders to define which opportunities the community wanted to take forward within the lifetime of the Plan. The Plan does not prohibit the further development of long list opportunities should community, funding or market opportunities align.



3 Enabling the Place

Opportunities Overview

The proposed short list is grouped according to shared aims and aspirations of each opportunity.

The progression and nurturing of ideas within the short list of opportunities has been undertaken in close collaboration with the Tubbercurry Town Team, recognising their key role as town representatives and their commitment to stewardship of the Plan.

The Shortlist

1

Strategy Development

- Public Realm Strategy
- Green Space Strategy / Toolkit
- Shop Frontage Strategy

2

Placemaking Projects

- Wolfe Tone Square PublicRealm enhancements
- St Brigid's Hall
- Town Branding

3

Addressing Derelict Land & Property

- The Teeling Street Project
- A Spotlight on Mary Brennan's
- Promoting Mixed-use Development

4

Supporting Job Creation & Community Prosperity

- Digital Improvements to Town Centre
- Community Food Hub
- Community Energy Plan

5

Development of Sports and Recreation

- New Community Park Space
- Mapped Network of Recreation facilities
- New spaces for Young People/Teenagers

6

Active Travel Improvements

- Planning for a Walking, Wheeling and Cycling Network
- Tubbercurry Greenway

7

Creating Safe & Inclusive spaces

- Designing for Active Spaces
- CCTV

8

Diversifying Accommodation Offer

- Campsite / RV Parking Site

9

Mobility Strategy

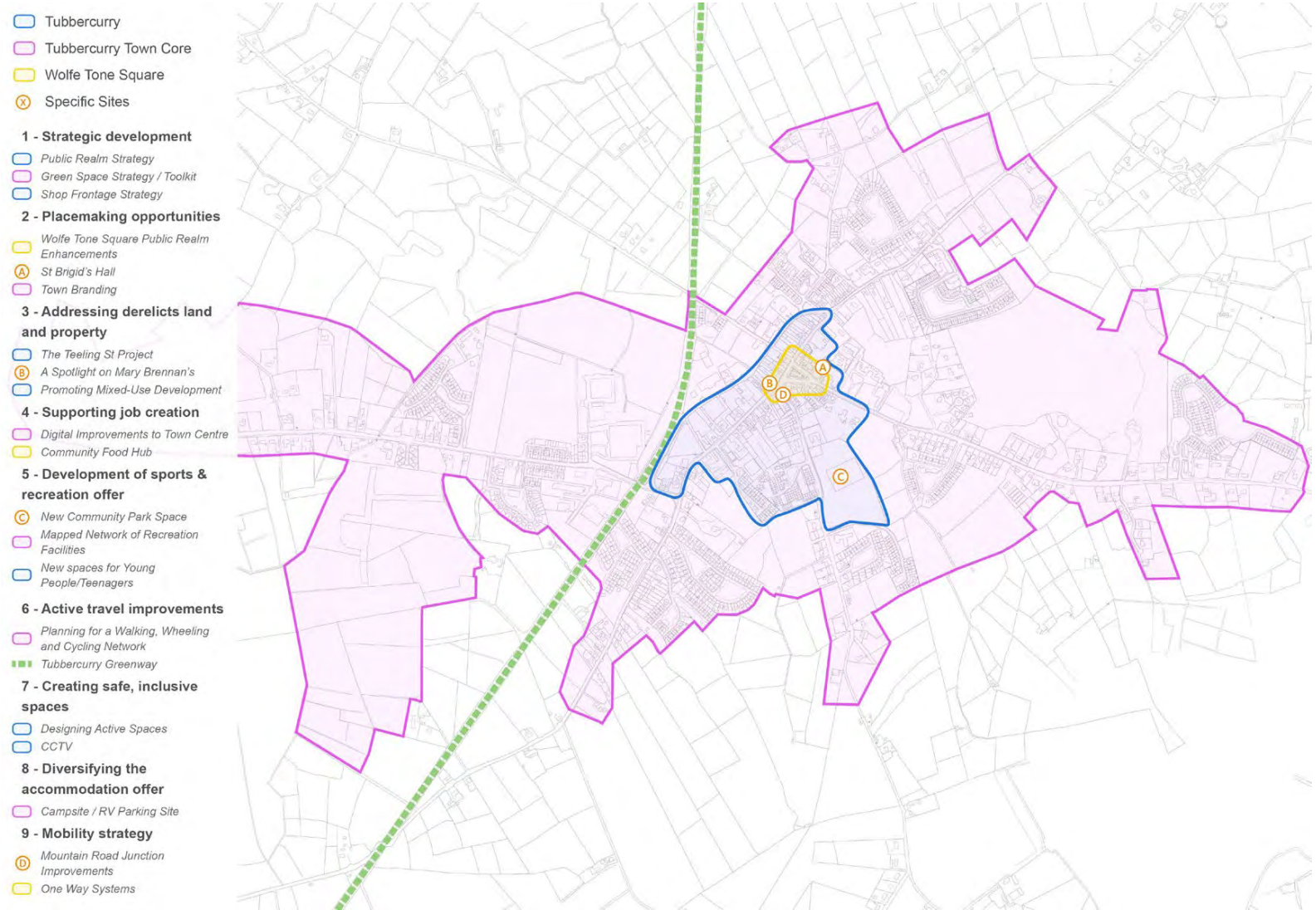
- Strategic Interventions
- Mountain Road Junction Improvements
- One Way System

Opportunities Overview

A high frequency of opportunities are focused around the Town Core as shown in *blue* and Wolfe Tone Square as shown in *yellow*. This highlights this are as the economic and community heart of the town.

Opportunities shown in *purple*, such as the walking, wheeling and cycling networks, would be throughout the entire town. These strategic scale opportunities will help to connect the town and present it as a welcoming destination.

Opportunities such as the Mountain Road junction or St Brigid's Hall are numbered, and are focused around a specific site. Site selection for opportunities within the Town Core and around Wolfe Tone Square, will be defined at a later stage through design development and consultation.



Opportunity 1 - Strategy Development

Overview & Objectives

Project Overview

The three identified strategic development plans include:

1. *Public Realm Strategy*
2. *Green Space Strategy & Toolkit*
3. *Shop Frontage Strategy & Toolkit*

A strategic plan provides a blueprint to achieve a long term vision, providing direction through the setting out of policy, guidance and best practice. Strategies may also outline a variety of potential projects based on analysis, assessment and consultation, to be realised when the time is right. Strategies define the vision and set out the right path to achieving the vision.

Strategies enable consistency where the timeframe or scope has flexibility, and will ensure high quality outputs where there is variety amongst the stakeholders using the Strategy. The content of each Strategy should be tailored to its output and produced in consultation and collaboration with relevant key interested parties. Strategies should signpost to national, regional and local planning policy, other aligned pieces of work and funding opportunities.

Collaboration and Communication

Ensuring the TCF Plan shines a spotlight on the need for a step change in the quality, condition and consistency of the public realm and built form within the town centre was raised during stakeholder engagement and survey feedback. The importance of existing green spaces for the community was also much celebrated during discussions and the need to plan for a network of green space which delivers multiple benefits.



Above: Wolfe Tone Square public realm

Objectives

Collectively, the strategic plans would achieve all five of the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

Tubbercurry Public Realm Strategy

53

Tubbercurry Green Space Strategy and Toolkit

54

Tubbercurry Shop Frontage Strategy & Toolkit

57



Tubbercurry Public Realm Strategy

Project Overview

A Public Realm Strategy has the capacity to retain, restore and enhance character. It can also create uniformity, setting out what is working well and which areas require upgrade. A Public Realm Strategy may also be used to set the tone for all potential future development, highlighting to SCC, local landowners and developers the expected quality standards for public realm and street design within Tubbercurry.

A Public Realm Strategy may include:

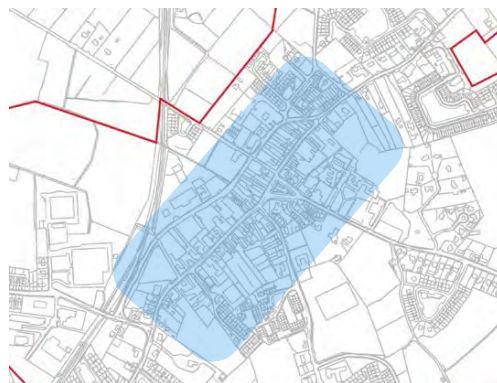
1. Analysis and audit of the existing public realm:
 - Understanding the pattern of growth within the town and mapping routes
 - Key aspects of the existing character
 - Key constraints (eg. footpath widths)
2. Development of a suite of street typologies or a street hierarchy with design principles for each street type.
3. Provision for an Access and Movement plan
4. Guiding principles for public realm design to ensure consistency, looking at:
 - Types of Green and Blue Infrastructure (GBI), for example, street trees, rain gardens, hedgerows and shrubs.
 - Material specifications - paving, seating, bins, lighting
 - Public art and Town branding and
 - Design adjacency with buildings / shop frontages.
5. Example applications of the guiding principles in the form of concept layouts.

Collaboration and Communication

The public realm is the fabric of a town which makes a significant contribution to creating an appealing place, encouraging social interaction and reflecting a town's character. Consultation has highlighted that how the town presents itself is important to Tubbercurry, a town with 'a strong community, town culture, and history'.

Public realm and character improvements were considered the top priority for Tubbercurry according to responses to the public surveys. Creating more pedestrian friendly and characterful public realm is recognised as a key mechanism to encourage people to visit, shop and live in the town.

Historically, as a market town, Tubbercurry would have been a place which attracted enterprise and visitors from a broader area. A Public Realm Strategy should seek to reconnect the town to these values.



Above: Potential Study Area for the Strategy

Objectives

A Public Realm Strategy would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces

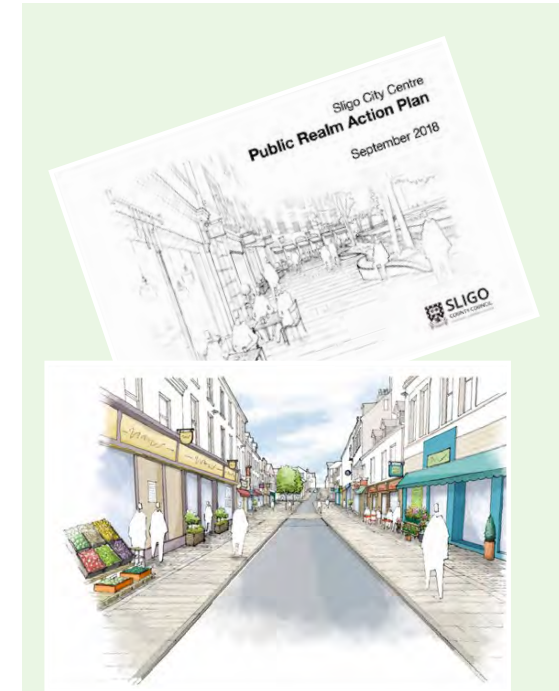


Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

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FUNDING	Local Government		



Sligo City Centre Public Realm Action Plan, Sligo County Council

The Public Realm Plan is a planning document with a long-range vision for the built environment that takes into account the varied needs of its users. The ultimate goal was to transform Sligo into the leading city in the north-west region through 'enhancing the image and setting of this historic city through the enhancement of its streets and spaces, conservation of its built heritage, encouraging people to explore, businesses to flourish and creating a vibrant street scene'.

Tubbercurry Green Space Strategy & Toolkit

Project Overview

A Green Space or Green & Blue Infrastructure (GBI) Strategy would form a strategic blueprint for the mapping and condition review of Tubbercurry's existing green space, recommendations for enhancement and proposals for new green space and new connections between green space.

Green spaces or GBI are an essential component of healthy, thriving communities and ecosystems. GBI is typically a term used to describe the network of natural and semi-natural spaces and corridors in a given area. These might include open spaces such as parks and gardens but also allotments, woodlands, fields, hedges, lakes, ponds, playing fields, wetlands, as well as footpaths, cycle routes and watercourses.

A Green Space Strategy would set out the potential for introducing new GBI in optimal locations to support active lifestyles, better health and well-being, improved biodiversity and greater climate resilience. Connectivity between green space assets is key to improving access to green space for all.

A good strategy would set out specific project opportunities for green infrastructure enhancements which support a greener town centre (on the doorstep) but also signposts to improving connectivity to green assets within the wider region.

Collaboration and Communication

Public engagement highlighted the value of green space and publicly accessible footpaths to the local community, particularly signalled by the pride in and popularity of Forest Walk, a recently installed woodland walk located to the south west of the town.

Through a focused discussion around understanding the community benefit of Forest Walk, there was also commentary on its performance and how it could be further improved in terms of surfacing to make access more equitable, cycling potential and to better support biodiversity and sustainable drainage.

Engagement also highlighted the desire for a Community Park located within the town centre and the potential benefit of introducing allotments and food growing spaces. These were considered opportunities for intergenerational mixing, providing an alternative choice for teenagers less inclined to play sports.

The Tubbercurry Tidy Towns team are integral to the positive management of green space within the town. Conversations highlighted the need for investment if more green space and networks were to be created, in order to simplify management and maintenance tasks, and streamline the time intensive process of applying for funding.

Objectives

A Green Space Strategy & Toolkit would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces

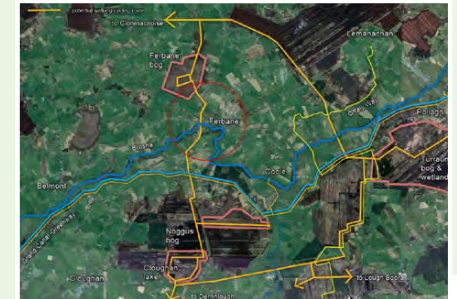


Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

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IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	Local Government		



Restoring Fairgreen Sketch
Scille d'ATHCHOIRIU Fhaiche an Aonaigh

Green Infrastructure Strategy for Ferbane, Co. Offaly, Ferbane Tidy Towns

The Strategy forms part of the Community Action Plan (May 2019) and sets out aspirations for connecting existing and proposed Green Infrastructure in order to create a better multi-functional network.

The GI Strategy sets out proposals for connections to the Grand Canal Greenway, the existing Offaly Way, a proposed Ferbane Bog Walk alongside an extended loop, restoring Fairgreen and Mass Path link, a proposed Railway corridor loop and an area of new forest.

Tubbercurry Green Space Strategy & Toolkit

Potential Scope and Direction

The GBI Strategy should map existing green and blue features, understand the function and condition of those spaces, propose enhancements and plan for better connectivity to access them.

Existing GBI spaces which have been mentioned during consultation include:

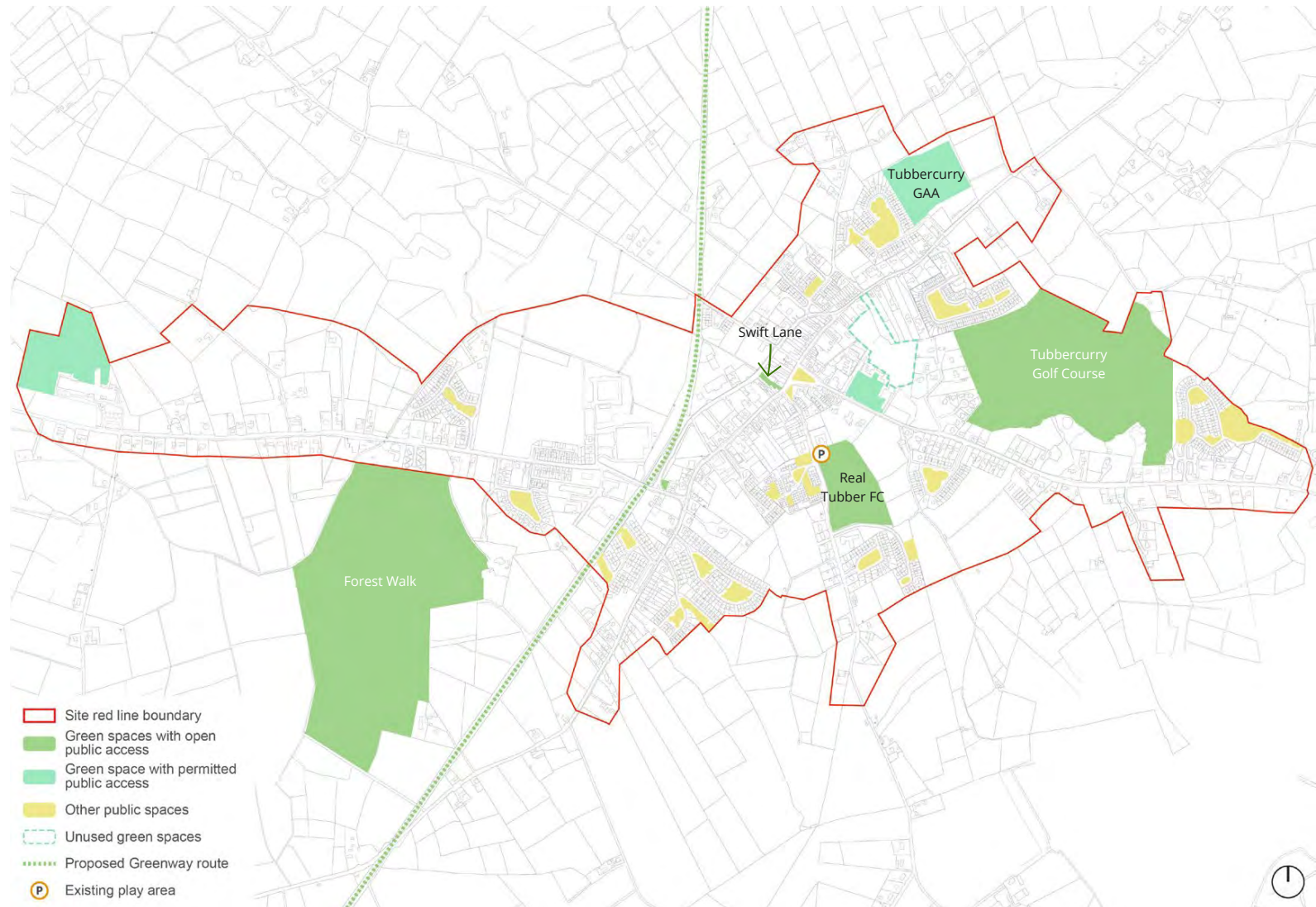
- Swift Lane
- Forest Walk
- Tubbercurry Golf course
- Mountain Road Play area
- Tubbercurry GAA
- Real Tubber FC.

All existing spaces would benefit from an enhancement of their function, in terms of:

- offering greater amenity value such as food growing spaces, sensory gardens, areas for sport, play features.
- access improvements to ensure routes can be used for walking, wheeling and cycling
- planting and management to encourage greater biodiversity
- sustainable drainage and water management.

A Greenway is currently proposed for Tubbercurry along a former rail line. It is important to plan for and consider how the Greenway connects with the town, and other existing and proposed green spaces, to unlock the true value of active travel.

Consultation would be critical for this Strategy.



Above: Tubbercurry GBI Study Area

Tubbercurry Green Space Strategy & Toolkit

Clanbrassil Street and St Nicholas Quarter, Dundalk

Infusing urban environments with green spaces is vital to ensuring natural habitats are well connected, that our towns and cities are climate resilient - taking into account the role of planting, canopy cover, and free-draining environments - and that communities have equal access to the benefits of green space.

In a study conducted for the Guggenheim Museum in New York, Charles Montgomery (author of Happy City, an urban design publication) asked volunteers to measure their feelings of well-being with an electronic device as they walked through a neighborhood in Lower Manhattan. Nearly everyone's happiness meter spiked upward as they passed clusters of greenery.

"Green space in cities shouldn't be considered an optional luxury," Montgomery concludes. "It is a crucial part of a healthy human habitat." He doesn't mean enormous expanses like Central Park. He means pocket parks and other green strips that pedestrians can use as mental refreshers on their daily trips around the city.

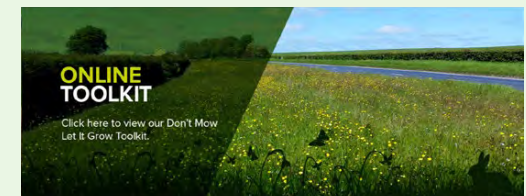
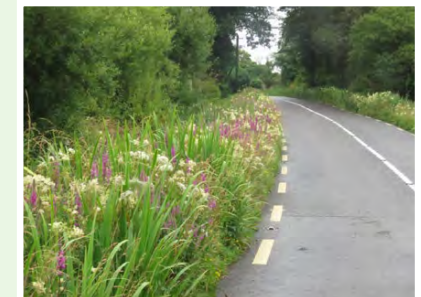


Don't Mow, Let it Grow, Causeway Coast and Glens Borough Council area

Wildflower verges have disappeared by 97% across Ireland. Routine mowing of roadside verges has contributed to this statistic.

The pilot project was funded by National Lottery Heritage Fund and led by Causeway Coast and Glens Borough Council, working in partnership with Department for Infrastructure Roads (DFI) and Northern Ireland Environment Agency (NIEA).

The project focused on the conservation of semi-natural grassland over a period of three years and the development of an online toolkit to ensure that its legacy. There are now 19 DfI Roads verges and 17 Council sites spread across the Borough, equating to over 11Ha of Council land now being managed as meadows for the benefit of our community and visitors, as well as our native wildflowers and pollinators.



Join Our Zoom Webinar
Join Rachel Barr, Biodiversity Officer, Causeway Coast and Glens Borough Council to find out about the surprising and beautiful results of making simple changes to how we manage nature. [Watch Video](#)



Don't Mow Toolkit Now Online
The funded phase of Don't Mow Let It Grow has come to a close but the project most certainly has not! Both DfI Roads and CC&GC have committed to continuing the management of the current sites, 19 roads. [Read More](#)

[Check Out All Our Latest Stories](#)

Tubbercurry Shop Frontage Strategy & Toolkit

Project Overview

Tubbercurry has many distinctive 19th century and early 20th century shopfronts which add character and colour to the streets, in particular Teeling Street. In the interest of retaining the richness of the traditional streetscape, a Shop Frontage Strategy is proposed.

A Shop Frontage Strategy would provide guidance for existing or new business owners on best design principles for their shop signage, colour schemes, details, windows, illumination and interaction with the streetscape. A Strategy focused on this aspect will provide local people with the opportunity to collectively enhance the town's visual appearance, reflecting historic or unique character.

Improving the visual appearance of urban streetscapes, focusing on shop fronts and street facades, has the potential to increase community pride and confidence, making small towns such as Tubbercurry more attractive places to live, work and do business.

Strategic direction is required in order to assist local landowners with guidance on best practice relating to the following:

- Painting buildings or shopfronts
- Commissioning murals
- Upgrading or restoring shopfronts
- Enhancing entrances/terraces with planting
- Illuminating architectural features
- Installing canopies and street furniture
- Decluttering shopfronts with removal of unnecessary signs / wires.

Collaboration and Communication

The desire to enhance the visual appearance of Tubbercurry's Teeling Street and Wolfe Tone Square was identified by the community early in the engagement process.

The value of improving the facades of properties within Wolfe Tone Square to ensure it is enhanced as a key destination for the local community and visitors was evidenced and embraced. Improving the appearance of derelict properties was also identified as important.



Above: Westport shop frontages

Objectives

A Shop Frontage Strategy & Toolkit would achieve the following objectives of the Tubbercurry TCF Plan:

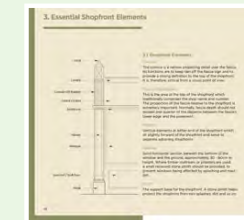


Strengthening Tubbercurry as a welcoming destination town

Repurposing vacant and derelict buildings

Creating attractive and people-focused spaces

COST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	For procurement of Strategy: Local Government		
	For funding enhancements: DRCD Streetscape Enhancement Measure		



Shopfront Design Guide, South Dublin County Council

The South Dublin Shopfront Design Guide outlines the principles for shopfronts to make streets and villages more aesthetically pleasing to both residents and visitors.

The Design Guide is intended to be used by business owners to ensure successful applications to the Shopfront Grant Scheme. Current funding for shopfront grants is available from the DRCD Streetscape Enhancement Measure. In 2022, Sligo CC applied to receive funding to improve shop frontages in Enniscrone.

Opportunity 2 - Placemaking Projects

Overview & Objectives

Project Overview

Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximise shared value.

More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

Many of the featured projects within the TCF Plan have placemaking qualities. Projects identified as most aligned to placemaking are featured here and include:

1. *Public Realm Enhancements to Wolfe Tone Square*
2. *Internal and External Enhancements to St Brigid's Hall*
3. *Town Branding Project / Strategy.*

Collaboration and Communication

Ensuring the TCF Plan shines a spotlight on the need for a step change in the quality, condition and consistency of the public realm and built form within the town centre was raised during stakeholder engagement and survey feedback.

Encouraging a unique identity through placemaking projects will help create a unique visitor experience within the town. Surveys asked business owners and members of the community where they felt Tubbercurry's distinctiveness lay, the responses to which are below:



Objectives

Collectively, the placemaking plans would achieve all five of the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

Wolfe Tone Square Public Realm	59
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Wolfe Tone Square Public Realm

Project Overview

A Tubbercurry Public Realm Enhancement project has been in development since early 2022 funded through the Rural Regeneration Development Fund (RRDF) which is a major programme of investment established under the National Development Plan which seeks to support large-scale, ambitious projects which can achieve sustainable economic and social development in rural areas.

The project area includes Wolfe Tone Square, alongside Teeling Street, as the epicentre of business activity in the town. Town squares are traditionally areas of congregation and meeting and have long held a vital role in bringing people and communities together in urban areas. Alongside placemaking strategies, town squares now need to find new roles to better support the economic health of the town and provide a flexible space for use by the community.



Above: Wide roads and car parking characterise the existing Square in Tubbercurry

Collaboration and Communication

Public stakeholder surveys placed public realm and character improvements as the highest priority issue facing Tubbercurry town centre which required particular attention by the Town Centre First Plan. Public realm improvements were considered the best way of making Tubbercurry town centre a more appealing place to live, work and spend time.

Consultation undertaken during the public realm enhancement project has previously indicated that there are particular issues in relation to:

- enabling pedestrians to cross the wide, trafficked routes at the Square
- the presence of clutter within the public realm
- lack of activity within the central seating space within the Square
- an absence of shelter
- an absence of a bus lay-by and bus shelter.

Consultation as part of the TCF Plan has highlighted concerns around the quality of the square, both in terms of the public realm and the building frontages around its periphery.

Objectives

The Wolfe Tone Square Public Realm project would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

COST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	DRCD Rural Regeneration Development Fund		



Carrick-on-Shannon Public Realm Improvement Scheme, Leitrim County Council

Completed in 2022, extensive works were carried out within the town centre to enhance the existing streetscapes of Main Street & St. George's Terrace including the junction of both streets with Bridge Street.

The project works included:

- The widening of footpaths and the introduction of shared surface space at identified locations to provide an enhanced pedestrian experience;
- The replacing of existing road surfaces and the installation of new ESB, Coms. foul, water, stormwater drainage system and associated works; and
- Installation of new street lights throughout and the provision of soft landscaping measures, including street furniture to reduce the extent of on street car parking provision.

Wolfe Tone Square Public Realm

Vision

The vision for Wolfe Tone Square aims to rationalise and gain greater efficiency from the re-allocation of space. There is currently a disproportionate amount of space attributed to the movement and parking of cars, with the square featuring two two-way vehicular routes which serve the same function (providing connectivity between Teeling Street and the R294). The square has spatial potential to become the social, environmental and economic hub of Tubbercurry.

Re-allocating space to prioritise the movement of people means greater footpath width and greater opportunity to create a more attractive environment. Pedestrian flow is improved and there is greater potential for businesses to incorporate outdoor dining. Rain gardens can be incorporated to ensure drainage is channelled in a sustainable way. Tree planting will ensure there are opportunities for shade during warm weather.

Other potential improvements include:

- Tree planting and rain gardens to ensure the town is resilient to the climate change and biodiversity loss crises.
- Bespoke and unique integrated light feature within the floorscape to attract footfall and the night time economy.
- Spaces to be used flexibly by local businesses for outdoor dining opportunities.
- Fixed seating, planting and shelters would provide a space for people to gather.



Top: One of a series of draft design option visioning potential opportunities at Wolfe Tone Square as part of the RRDF funded Tubbercurry Public Realm Enhancement project

Above: Introduction of a sheltered space would provide all round use of the square. *Grote Markt Vilvoorde, Belgium*

Left: Concept design showing how reallocating space within the Town Centre provides greater potential for pedestrian movement and activity

St Brigid's Hall

Project Overview

St Brigid's Hall is a local landmark and supports a number of important and vibrant community functions including spaces for theatre, sports and gathering. The Hall also occupies a prime location within Tubbercurry, looking out onto Wolfe Tone Square, which presents an multi-faceted placemaking opportunity alongside public realm enhancements.

St Brigid's Hall is run by a committee of towns people as a community space aligned to the arts. It is a landmark venue, as the location for the first Raidió Éireann broadcast. It is the central hub for the South Sligo Summer School and the location for the Western Drama Festival (co-ordinated by the WDF Committee), which is an annual event hosting amateur drama groups from across Ireland.

The Western Drama Festival was founded in Tubbercurry in 1944 and was the very first festival of its kind in Ireland. Today there are 37 Drama Festivals throughout the 32 counties. The local drama group, the Pheonix Players, are based in St Brigid's Hall and their productions showcase the depth and breadth of local talent on stage, backstage and front-of-house.

St Brigid's Hall has the capacity to better nurture vibrant home-grown community arts programmes and to bring valuable employment opportunities to the town.

Collaboration and Communication

Conversations with the St Brigid's Hall Committee have clearly set out their aspirations for the Hall. These include:

- Enhancing the building's façade to better convey its importance in the town.
- Providing Wolfe Tone Square with a contemporary architectural focal point which is distinctive and unique.
- Improving access into the building to support greater use by both the community and as a venue for theatre productions.
- Providing an extension to the existing hall including a green room / rehearsal room and new stage access.
- Internal refurbishments to include new stage lighting to current standards.
- Updated IT infrastructure including data cabling and broadband to facilitate conference facilities as well as connectivity for community groups and the public.



Above: St Brigid's Hall fronting Wolfe Tone Square

Objectives

The St Brigid's Hall project would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Developing a sustainable and resilient town

COST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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FUNDING	DRCD Rural Regeneration Development Fund		



Westport Town Hall Theatre, Co. Mayo

The theatre fronts onto and activates Westport's central civic space (The Octagon). Formerly a Town Hall, the €3.2 million state of the art facility opened in June 2015. This facility features a 225-seater Auditorium with retractable seating, adjustable orchestra pit, light and PA system with extensive dressing rooms, Green Room and Backstage/Tech space; and a fully licenced Theatre Bar which leads on to impressive balcony space/viewing area of Westport's Octagon.

Town Branding

Project Overview

Town branding would help to make Tubbercurry more legible for pedestrians and more recognisable as a destination to visitors.

Town branding would further highlight the town's significant heritage, local businesses and local and regional attractions. This could be used to better promote Tubbercurry as a destination town within the wider area, recognising it is located strategically within the region.

Town branding within the public realm could be improved through the use of relevant and relatable iconography to strengthen the sense of locality and identity. Icons could be integrated into wayfinding, sculpture and seating to create a consistent effect across the public realm.



Above & right: Existing town mural at Teach Laighne and interpretation explaining the murals story

Collaboration and Communication

Establishing consistency across the town's suite of signage with the aim of decluttering, simplifying and conveying something uniquely Tubbercurry was considered a priority project for the town. In this way, Tubbercurry would be finding its unique identity, or unique selling point.

It was felt that this could be developed further into marketing information - brochures, plans, event timetables. Such information could also be used in digital marketing, which aligns with Project Opportunity 4.

Potential opportunities to connect with marketing and branding-focused courses at local universities, such as the Atlantic Technological University should be explored as design development.



Objectives

A Town Branding project or strategy would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

COST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FUNDING	DRCD Rural Regeneration Development Fund		



Lancaster, Lancaster City Council

Placemarque designed town branding for Lancaster based on consultation and research, that helped to reveal the unique qualities and character of the city. Local stories, identities and the city's rich heritage were revealed and expressed within the branding design.

The branding was applied to a range of wayfinding and interpretation structures, and later blended into the public realm design.

Opportunity 3 - Addressing Derelict Land & Property

Overview & Objectives

Project Overview

A walk through Tubbercurry's town centre will highlight the negative impact of a derelict or vacant property. Land use survey as part of the CTCHC established 26 units were vacant within the town centre core which comprises a 20% vacancy rate for the town centre. Vacant units impact pedestrian and consumer activity within a town, signalling a low quality and unsafe environment.

In the 2016 census, the percentage of vacant homes against total homes was 25.2%, for the Tubbercurry area. This has decreased from 30.6% at the 2011 census, but more needs to be done to address dereliction and its impact on the pattern of growth and sustainability within the town.

Three opportunities are identified to address the derelict land & property in the town:

1. *The Teeling Street project.*
2. *A spotlight on Mary Brennan's.*
3. Promoting town centre living.

These opportunities should be viewed in tandem with Project 4 Supporting Job Creation.

Collaboration and Communication

Addressing derelict land and property featured strongly within both the residents and business surveys - it was considered the most important issue facing the town and its community. This trend continued during consultation sessions with most attendees prioritising its importance as a project within the TCF Plan.



Above: Vacant retail units along Teeling Street



Above: Vacant residential units along Humbert Street

Objectives

Addressing derelict land and property would achieve all five of the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

The Teeling Street Project **64**

A spotlight on Mary Brennan's **66**

Promoting mixed-use development **68**



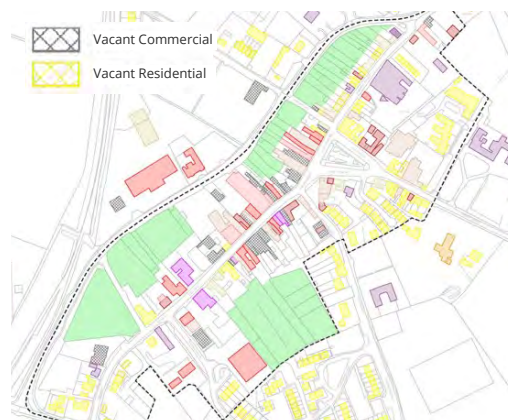
The Teeling Street Project

Project Overview

The landuse survey undertaken as part of the CTCHC highlighted that most non-residential vacant properties are located along Teeling Street, the core of the town centre.

Due to its central location, a focus on improving vacancy rates along Teeling Street will have a greater impact in terms of challenging perceptions around low quality along the town's high street. Making Teeling Street a more attractive space is more likely to then act as a catalyst for regeneration of less central buildings and spaces.

A collective re-imagining of Teeling Street amongst business owners, residents, local arts community groups, architectural practitioners and the local council has the capacity to generate unique proposals and opportunities.



Above: Excerpt from Land use survey, Tubbercurry CTCHC

Collaboration and Communication

The community has long recognised the need to animate the windows of vacant units, in order to provide some visual activity and engagement. Current window displays feature exhibitions on the town's history, content showcasing the town as the setting of the fictional 'Carriclea' in 2020s Normal People, and for business advertising.

The South Sligo Summer School takes place in Tubbercurry annually during July. In 2022, due to a shortfall in available space and the growing popularity of the week-long event which attracts international musicians, the group's organisers made use of vacant units within the town. These types of ideas which are steeped in the music and theatre legacy of the town have the potential to grow into a transformative action as part of the 'Teeling Street Project'.



Above: Use of windows to advertise shops along Teeling Street

Objectives

The Teeling Street Project would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Developing a sustainable and resilient town

COST	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FUNDING	DRCD Buildings Acquisition Measure and Historic Structures Fund		



Bridge Street, Callan, Co. Kilkenny

Upper Bridge Street in Callan was selected as a pilot project for the Town Centre Living Initiative (TCLI), due to its high vacancy rate which made up 42% of the town's vacancy statistic.

The TCLI encourages re-use of vacant and derelict buildings in towns to encourage communities to live and work locally. The Bridge Street project used an inclusive arts, theatre and engagement events to provide a catalyst for the regeneration. A play was written taking place in the street, whilst volunteers in the local community repainted the local buildings to act as the 'set'. This intervention has now led to the reopening of pubs and cafes along the street as well as the integration of residential apartments in the vacant buildings.

The Teeling Street Project

Vision

The Teeling Street Project will generate a collective regeneration focus along a section of the main thoroughfare in the town. It will be a multi-faceted response comprising aesthetic improvements to the built form and public realm, an exploration of ideas from local theatre, music and arts groups as to how these sites can be reimagined, alongside opportunities for new business and diversifying the town centre offer..

The Teeling Street project will provide a welcoming and dynamic town centre experience for Tubbercurry and provide a catalyst for further regeneration in the town. Working hard to generate vibrancy along Teeling Street, as the main town centre shopping area, will activate knock-on opportunities for Humbert Street and other key streets. It will encourage tourism, promote local business and engage community spirit.

These interventions should be developed collaboratively amongst business owners, residents, local arts community groups, architectural practitioners and the local council. A collaborative approach will help to create meaningful spaces in the heart of Tubbercurry.



Above: Example of active frontages and building improvements

A Spotlight on Mary Brennan's

Project Overview

Mary Brennan's is a vacant former retail unit located along Teeling Street, at the key town centre junction of Swift Lane - a recently installed walking and cycling route connecting the N17 and Teeling Street - and Mountain Road.

The building is owned by Sligo County Council and is seen as an important asset to bring back into community use. Improving the built form at Mary Brennan's and St Brigid's Hall, two buildings which book end Wolfe Tone Square, will cumulatively lift the quality of the built environment.

Its location is significant, with Swift Lane a likely town centre connection from the potential Tubbercurry Greenway which is likely to utilise the former rail corridor to the west of the N17.



Above: The existing Mary Brennan's located along Swift Lane and at the junction of Mountain Road and a public realm space known locally as 'Red Square.'

Collaboration and Communication

Draft design proposals have been developed for the redevelopment of Mary Brennan's as part of the RRDF funded Tubbercurry Public Realm Enhancement project. Proposals to transform the vacant unit into a useable space have been well received.

Discussions around what types of services or functions the building could serve comprise:

- New location for tourist information office
- Museum space
- Co-working space.

Objectives

Redevelopment of Mary Brennan's would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings

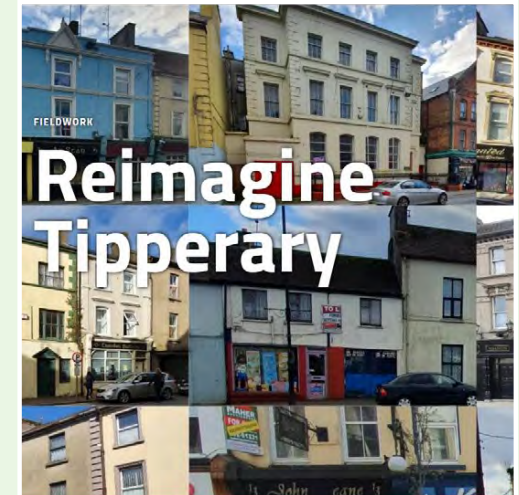


Creating attractive and people-focused spaces



Developing a sustainable and resilient town

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IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	DRCD Rural Regeneration Development Fund		



Reimagine Tipperary, Hometown Architects, Irish Architecture Foundation

The Reimagine programme aims to connect communities and architects, promoting collaboration and revitalisation of towns across Ireland in line with the Town Centre First Policy.

The Tipperary project defined existing vacant and derelict buildings through a CTCHC. The Hometown Architect team are undertaking workshops with owners of vacant and derelict buildings within the town to help develop innovative solutions and a high level masterplan for the properties.

A Spotlight on Mary Brennan's

Vision

The vision for the bringing Mary Brennan's back into use is based on the following objectives:

- To enhance the building's façade in a sympathetic way, to better convey its legacy.
- To provide Wolfe Tone Square with a contemporary architectural focal point which is distinctive and unique.
- To bring the building back into positive use, ideally as a community asset.
- To provide a sheltered outdoor space within the town to increase year round use of the square.
- To animate the existing route along Swift Lane, recognising the importance of the route as a potential greenway connection into the town.
- To provide a solution which screens the existing electricity box.
- To integrate the proposals with the updated linear park at Swift Lane.



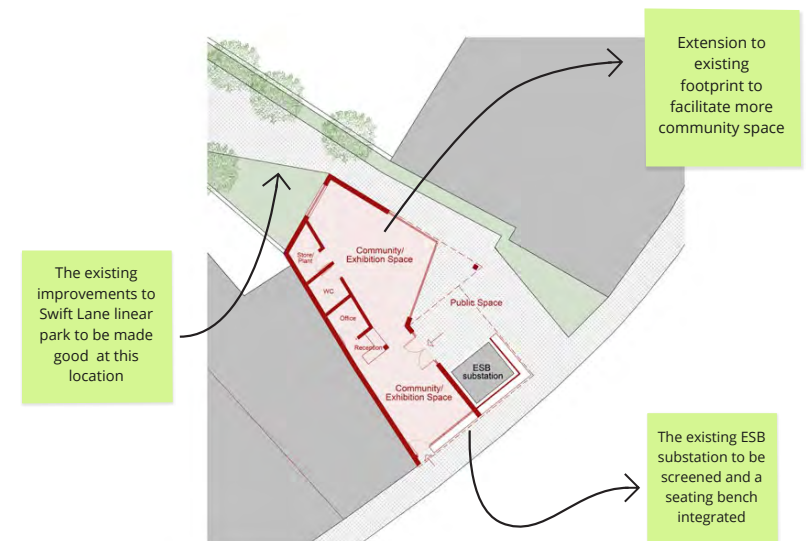
Above: Mary Brennan's sympathetically improved through retention of the existing façade, screening of the ESB station, and internal remodelling allowing for an extension to create more useable space



Above: A view of the rear from Swift Lane highlighting how the glazed extension would engage with existing seating and planting.



Above: A glazed extension opening out into the public realm could facilitate additional floor space which activates the public realm.



Promoting Mixed-use Development

Project Overview

Tubbercurry has a population of around 2,307 people according to the 2022 Census, and has experienced a 16.16% increase since 2016. Population density is low, with 1,315 people living in a km2 area which results in a sense of sprawl.

Planning for mixed-use development - residential alongside commercial and retail - within the town centre presents opportunities for improving the potential for town centre living - which will offer a better variety within the existing housing stock - whilst also generating a more resilient land use portfolio across the town.

Encourage multifunctional uses of the town's built form will encourage greater footfall through the town and improve business viability.



Above: Derelict properties within Tubbercurry

Collaboration and communication

The Tubbercurry Town Plan sets out the desire for compact growth, alongside the need to deliver housing in line with anticipated population growth. Land use along Teeling Street and Humbert Street is predominantly designated as mixed use with a 50% residential component. This would encourage retail or commercial uses at ground floor, with residential at first floor.

44% of people in Tubbercurry are single, but the majority of housing stock serves 2.5 people. Greater diversity within the housing stock, integrating 1 and 2 bedroom apartments, would provide young professionals with opportunities to get onto the housing market.

Consultation with local businesses has highlighted that office accommodation is hard to source within the town. The potential to explore the creation of new office space within upper floors of existing properties has the potential to bring buildings back into positive use.

Engagement with community groups responsible for organising events within the town has indicated that Tubbercurry can struggle to meet the accommodation demand from its visitors. Rental residential properties within the town centre would strengthen the potential to expand on the existing events programme.

Objectives

Planning for mixed use development would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

COST	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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FUNDING			

DRCD Buildings Acquisition Measure and Historic Structures Fund, Croí Cónaithe Towns Fund



Ramelton, Co. Donegal

The Historic Towns Initiative (HTI) focuses on heritage led regeneration of Ireland's historic towns and has been awarded to a number of towns since 2020.

Ramelton is one of these towns, they have been working with the local community to conserve historic buildings, enhance pride and improve visual amenity to encourage tourists. Buildings were categorised in the local plan as either priority 1, 2 or 3 reflecting how urgently they needed to be repaired. Improvements included cleaning and painting empty properties, new glazing and repairing leaks to ensure that these historic properties are preserved and celebrated.

Promoting mixed-use development

Vision

The vision is for existing derelict buildings to be brought back into positive and complimentary use, to increase the diversity within the existing land use offer in Tubbercurry.

Disused buildings could be internally remodelled to feature:

- Retail opportunities and services at ground floor
- Office space at upper floor and
- Residential space and lets at upper floors.



Above: An example of mixed-use development in Tubbercurry



Vacant Property Refurbishment Grant Scheme, Sligo County Council

The Vacant Property Refurbishment Grant was launched in July 2022 and benefits those who wish to turn a formerly vacant house or building into their principal private residence. The Croí Cónaithe Towns Fund, is targeted to deliver some 2,000 homes by 2025. As of May 2023, the grant is being further expanded to provide for applications for one property which will be made available for rent, in addition to one property which will be a principal private residence of the owner. A maximum of two grants will be available to an applicant. Only one grant will be available for a vacant property being made available for rent.

Opportunity 4 - Supporting Job Creation & Community Prosperity

Overview & Objectives

Project Overview

Tubbercurry's employment offer consists mainly of light engineering and manufacturing, with a number of small to medium-sized companies. There are two industrial estates, located off the R-294 (Ballina Road) which host 7 businesses and An Chroí – the South Sligo Enterprise Centre.

An Chroí is a digital hub which supports new businesses and provides remote working facilities for the local community. Enhancement and expansion of this and similar facilities is important for the continued viability of Tubbercurry.

The town centre is predominantly retail and services-led, and features 26 vacant units, highlighting the opportunity for job creation in the retail sector.

Job creation could be stimulated through the following identified opportunities:

- Digital improvements to the town centre
- The creation of a Community Food Hub providing business support for new business start-ups.

Collaboration and Communication

Responses to the business survey highlighted the need to better support businesses within the town centre. Respondents indicated that greater interactions between businesses would bring about more opportunity.

Businesses also highlighted the limitations with the existing broadband within Tubbercurry.



Above: Wolfe Tone Square public realm

Objectives

Supporting job creation would achieve all five of the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



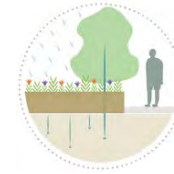
Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

Digital Improvements to Town Centre	71
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Digital Improvements to Town Centre

Project Overview

The An Chroí Digital Hub is a world-class facility providing business support and access to technology for the community. It offers significant opportunity to encourage the growth of digital employment within the area. However, business owners responding to surveys as part of the TCF Plan process have indicated frustration with limitations to technology in the town centre and a strong desire to encourage links and networking support for businesses. A feasibility study into understanding how An Chroí could support local businesses would be advantageous.

Continuing the investment in Tubbercurry as a destination for digital technology could bring about multiple benefits for the town centre:

- Improving broadband to stimulate business growth and the visitor experience
- Improving the built environment through undergrounding of telecoms and electricity cables
- Investment in a Town PA system or CCTV which has the potential to improve events, festivals and accessibility
- Embedding sustainability through Smart street lights and sensors which can measure air quality, bin levels, moisture around plants, etc.
- Creating a suite of digital signage for tourism
- Supporting the community through device lending libraries
- Use of QR codes, apps and virtual reality in heritage settings and to aid walking trails.

Collaboration and Communication

Respondents to business surveys highlighted the limitations with the existing broadband within Tubbercurry. Business surveys also highlighted that whilst 3/4 of respondents had a website, only a third of those sold their products online. This highlights the growth potential to diversify businesses, with increased support and infrastructure upgrades.

During consultation, the following additional commentary was raised by attendees which could be addressed through the creation of a Smart Tubbercurry:

- The benefits of undergrounding telecoms / electricity cables within Wolfe Tone Square, to make junctions safer
- Ideas related to creating a Community Centre app, to understand the different types of activities on offer at different locations with a booking system
- The use of an app to highlight premises with publicly accessible toilets
- The benefits of CCTV in the creation and maintenance of safe and accessible public spaces
- The importance of walking to the local community and the potential benefits of mapping trails.

Objectives

Securing digital improvements would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

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FUNDING	DRCD Rural Regeneration Development Fund		



Broadband in Ireland

Implementing high speed internet will be key in the process of improving Ireland's rural digital capabilities. The national broadband plan aims to have high-speed internet for all premises by 2026.

National Broadband Ireland are currently building the fibre network which will reach over 500,000 premises through around 146,000 kilometres of fibre cabling that will connect 96% of Ireland's land mass.

New high speed connectivity will allow a range of smart technologies to be implemented and promote rural towns as digital hubs.

Digital Improvements to Town Centre

South Pennines Digital Towns, UK

The South Pennines Digital Towns social enterprise is a collective of technically minded community members from the South Pennine area. They provide digital and technology support to local businesses and community members, helping them to promote their local town, villages and businesses.

They offer a variety of:

- Web development support the creation of accessible and easy-to-use website;
- Digital advice and training to enhance the confidence and digital understanding of local people;
- Community engagement and research to better understand skill and employment requirements and the challenges facing rural communities digitally;
- Partnership networks to connect community members, businesses and project partners; and
- Digital pilots or prototypes to test and respond to identified challenges.

An enhanced digital presence has helped the area become more locally, regionally and nationally recognised and significant.

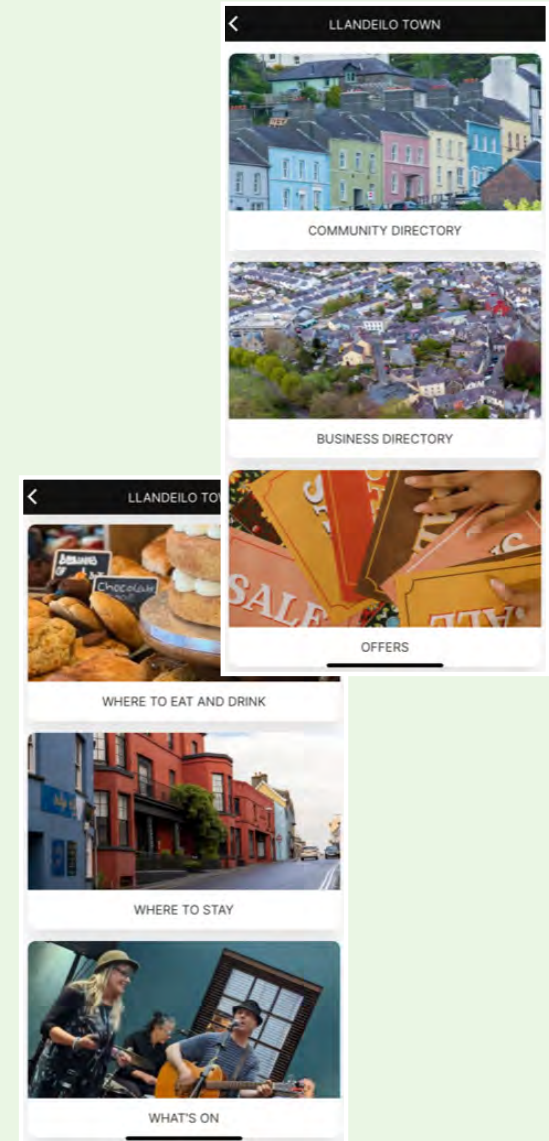


My Town Apps, Various

The My Town App platform allows towns to create their own app that becomes a digital directory of local services, businesses and events, with further information curated by the community.

Llandeilo Town Council have used the platform to create their own Town App aiming to help local businesses, local residents, and visitors alike by providing a huge amount of information about the town, various community organizations and local businesses. This information is combined in the My Town App to create an all in one application presenting the town.

These apps will provide visitors with a wealth of knowledge about the town, but also localised insights as it is driven by the community. It becomes a pocket guide that can be linked to additional events, destinations, active routes and much more.



Community Food Hub

Project Overview

The development of an enterprise hub which works to provide dedicated spaces for new business start-ups and access to business support would provide a focussed measure to support job creation and sector growth in Tubbercurry. One such opportunity is the potential for a Community Food Hub.

Other towns, such as Castlerea (Co. Roscommon) and Drumshanbo (Co. Leitrim) have developed food business incubation units providing business development support, below-market rental space, and access to share specialised equipment for small businesses. These facilities provide single and double kitchen units which aim to enable start-up food businesses to bring their products to market in an approved facility in a short time frame.

Selecting a suitable location for such a hub should be considered in line with the following:

- making sustainable choices in terms of re-use of existing buildings, of an appropriate size for the proposed function
- aligning the function with complementary land uses, for example, close to An Chroí - the South Sligo Enterprise Centre.
- potential interface with the proposed Tubbercurry greenway, to promote active travel, connectivity to the town centre and increased footfall.

Collaboration and Communication

Generating greater diversity within the existing range of shops and services is important to both business owners and local residents. Increasing the number and range of food outlets - restaurants, cafes, delis, bakeries - on offer was often cited as a suggestion for improving Tubbercurry as a place to visit. A food hub would encourage those businesses to train and develop new businesses within the town.

'More cafes, a gastronomy pub and bakery are required.'

The idea of creating a Community Food hub was openly explored during engagement sessions. For Tubbercurry residents, it will be important to explore the potential to enhance the offer to the local community, providing cookery classes and support on how to eat well which will lead to better health and well-being.

Objectives

The development of a Community Food Hub would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

COST

TIMEFRAME

IMPACT

FUNDING DRCD Rural Regeneration Development Fund



The Food Hub, Drumshanbo, Co Leitrim

The Food Hub in Drumshanbo was established in 2004 and has emerged as one of Ireland's premier artisan food production and education enterprises.

The Hub houses multiple local artisan companies that provide premium food, drink and education. Courses range from starting your own business to culinary skills and are ran in the same Hub building. This collaborative approach encourages local businesses and local skills to a wider audience.

The Food Hub is a member of Taste Leitrim which is about establishing the county as a 'must visit' food destination. This strategic project aims to express and promote the County's food heritage.

Community Food Hub

Vision

The vision for a Community Food Hub is to create an enterprise within Tubbercurry which promotes business start-ups and skills development as well as providing a social space for the community which promotes locally-grown produce and improved health and well-being..

The Hub would ideally be located within a town centre setting with good connectivity to active travel routes such as the proposed Tubbercurry Greenway.

It could include:

- Formal cookery classes to promote training and new skills for professionals and the public
- Shared kitchens to encourage community cooking and social events
- A food bank for the local community
- Business incubator spaces where businesses can prepare food in a cost effective setting
- A community garden or allotment spaces
- Event space for hire.



Above: Example of Food Hub with a variety of community spaces

Community Energy Plan

Project Overview

Renewable electricity is a central element of the government's action on climate disruption, ensuring that ambitious climate targets are met. The Renewable Energy Support Scheme (RESS) lays the foundations of a thriving and cost effective renewable electricity market that supports the growth of the green economy, creates sustainable work opportunities, and ultimately benefits the consumer as the renewables become more and more cost effective.

Renewable energy is energy derived from natural resources that are replenished as a higher rate than they are consumed. Renewable energy projects can be delivered at a range of scales and, in Tubbercurry, may comprise:

Domestic scale:

- Solar or Photovoltaic (PV) panels mounted onto roof surface
- Ground source heat pump
- Air source heat pump
- Biomass.

Strategic scale:

- Solar or Photovoltaic (PV) farms
- Wind farms
- District heating scheme.

Collaboration and Communication

The Town Team highlighted the potential opportunity for a sustainable energy co-operative in Tubbercurry. Experience gained through the installation of PV panels onto the roof of An Chroí Digital Hub has identified the potential for collective thinking in relation to generating clean energy using community assets.

The group identified the potential for job creation and income generation, which could be utilised as match funding for community projects going forward.

Objectives

The development of a Community Energy Plan would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

COST

TIMEFRAME

IMPACT

FUNDING LEADER, Sustainable Energy Authority of Ireland



Claremorris & Western District Energy Co-operative, Claremorris, Co. Mayo

The Claremorris and Western District Energy Co-Operative was founded to develop the benefits of community owned renewable energy. With over 50 members, the Co-op are currently engaged on a voluntary basis to support communities in the transition to the low carbon economy.

The group successfully received planning, for two 5MWe 100% community owned solar site and successfully winning RESS1 as the first of one 100% community owned sites in Ireland, built on a former landfill site. It is envisaged the solar farm will generate enough power to supply the town.

Opportunity 5 - Development of Sports and Recreation

Overview & Objectives

Project Overview

Sport is an important part of Tubbercurry's community cohesion and local identity. There are numerous community groups with a sports focus in the town, including the Tubbercurry Gaelic Athletic Association (GAA), Real Tubber Football Club (FC) and South Sligo Athletics Club (AC). However, there is a notable deficit of publicly accessible green space for sport and recreation in the town.

Three identified proposals to develop the sports and recreation offer include:

1. *New Community Park*
2. *Mapped Network of Recreation facilities, and*
3. *Spaces for Young People and Teenagers.*

Green space offer is an important contributing factor to healthy and happy communities and attracting new visitors to a place. Developing the town's sports and recreational amenity offer will significantly increase access to healthier lifestyles. Sport and recreation can also be used as a mechanism which encourages greater social cohesion and integration.

Tubbercurry has a network of sports and recreation facilities across destinations within the town. Access could be enhanced through mapping, events programming, as well as introducing new recreational opportunities.

Collaboration and Communication

Developing the town's sports and recreation offer was well supported during the stakeholder engagement and featured strongly within survey feedback. The community felt great pride in relation to some recreational features, such as Forest Walk.

Consultation highlighted the importance of creating spaces for use by all generations and neurodiversities, and how sport and recreation can aid integration of newer members into the community.

Prioritisation was afforded to the creation of spaces for young people and teenagers, recognising that this particular demographic is not served well within Tubbercurry. Ensuring a space for those not currently interested in sports was considered important.



Above: Existing football facilities in the undeveloped sports field on Mountain Road

Objectives

Collectively, the development of Tubbercurry's sport and recreation offer would achieve all five of the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

New Community Park	77
Mapped Network of Recreation Facilities	79
New Spaces for Young People and Teenagers	80



New Community Park

Project Overview

The undeveloped sports field along Mountain Road remains the only publicly accessible open space in the town. Presently, the site supports football pitches and a Multi Use Games Area (MUGA) and lies adjacent to a fenced play park. Upgrading these facilities within a 'Community Park' which comprises a range of formal and informal sports areas, play experiences and walking routes would better serve the growing population in Tubbercurry.

The revised sports offer within the community park would ideally be better integrated with local schools and community groups to encourage use and foster healthy lifestyles.

Proposals should consider:

- sustainable re-use of existing facilities
- improved integration with the existing play area to create a cohesive collective space
- how the proposed sports and recreation provision could diversify both the town and region's offer
- how a Community Park could deliver spaces for ageing and neurodiverse communities
- spaces for nature and sustainable water management
- active travel access to nearby communities, to encourage walking and cycling
- the availability of delivery partners to provide, run and maintain high quality facilities.

Collaboration and Communication

The importance of sports within the town was clear during stakeholder engagement as a wide range of community groups engaged in discussions and shared ideas. It was highlighted that additional revenue and tourism could be generated for the town, whilst providing residents with a wider range of facilities and amenities.

A variety of desirable facilities were noted including MUGA, basketball, running track, covered facilities and the return of the pop-up pool. Improvements to the park have the potential to create a new community hub and focal point within the town, integrating different community members and groups.



Existing park boundary

Objectives

A new Community Park would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

COST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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FUNDING	DTCASM Sports Capital Programme		



Moorways Sports Village, Derby, UK

Moorways Sports Village is a swimming and leisure facility that hosts a wide range of sports from athletics and football to swimming. The site itself arranges activities around intersecting spaces that encourage interaction between different visitors. Soft play areas and the cafe also create a hub for the local community. Spectators can watch various sports from tiered seating inside and outside as well as from grass banks that envelop the site.

As stated by Councillor Chris Poulter 'Moorways Sports Village will help improve the wellbeing of the city's population for years to come'.

New Community Park

Vision

A community vision for a 'Community Park' has the potential to:

- To enhance and increase the sports and recreation offer within the Park in order to encourage increased participation and improve health and well-being in the town.
- To specifically incorporate facilities for all ages, including teenagers and young adults.
- To incorporate provision of sensory elements such as a sensory garden, food growing and natural play elements.
- To facilitate a lit walking route that is accessible for all and open at all times.
- To improve pedestrian and cycle access into the Park from surrounding residential areas, the town centre and The Holy Family school through the introduction of new entrances.
- To use the same visual language at entrance gateways as proposed for the Town Centre, to promote Tubbercurry as a unique location.



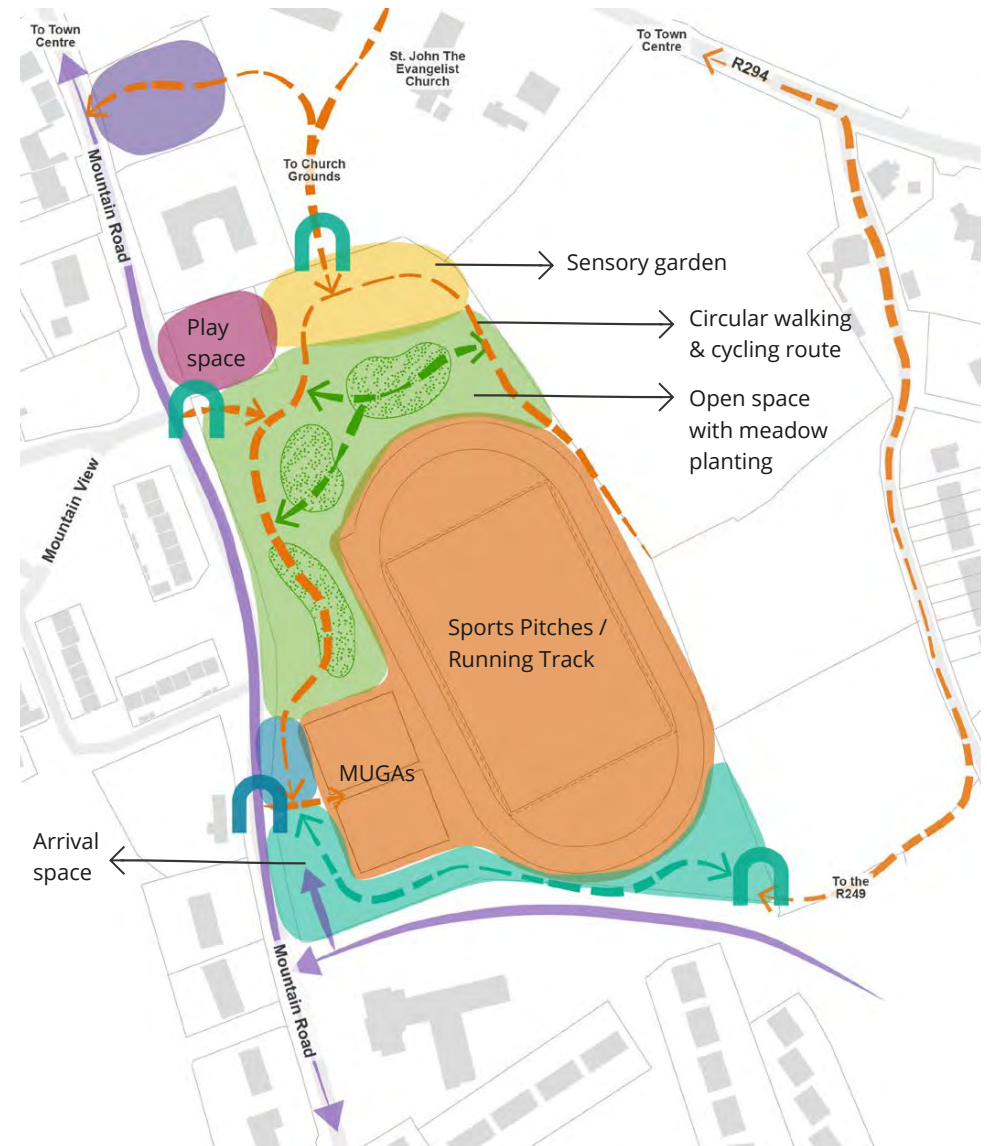
Professional quality and scale features such as a running track



Introduce new activities such as adventure play or basketball



Retain pedestrian accessibility to create a community asset



Opportunity to enhance existing facilities within a wider vision for a new 'Community Park'

Mapped Network of Recreation Facilities

Project Overview

The importance of recreation is well valued in the community. The existing offer - that is, existing facilities served by existing destinations - could be enhanced through the creation of a mapped network which creates a fun and inclusive offer for Tubbercurry that encourages wider use by the community and beyond.

Mapping recreation trails around the town aligned to different themes such as music, history and drama could ensure the town's unique legacy in these fields is signposted.

This project could involve:

- mapping of existing facilities / activities / routes
- providing information on their features to encourage accessibility
- signposting to contact information
- planning for new facilities / routes.



Sculpture commemorating the founding of the South Sligo Summer School

Collaboration and Communication

Conversations with community members highlighted the requirement for projects in the TCF plan to help express the significance of the town's existing music and theatre scene, sports, natural setting and heritage significance.

Mapping routes within the town and improving connections will promote more active travel opportunities through the town and encourage people to visit, shop and live in the town.

The potential use of an app to convey this information was discussed, and is explored within Project 4.



Tubbercurry Forest Walk

Objectives

A Mapped Network of Recreational Facilities would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

COST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	DRCD Rural Regeneration Development Fund		



Waterford Trails, Waterford

Waterford Trails are a series of recreational walking, wheeling and cycle routes around the local area. These are categorised relating to length, difficulty and theme such as:

- The Heritage Route;
- The Railways Loop; and
- Fenor Bog Nature Walk.

There is clear information, branding and information about all of the trails, which ensures people can take routes that meet both their abilities and interests. It allows both residents and tourists to engage with the local area and explore new places.

New Spaces for Young People and Teenagers

Project Overview

Providing spaces and activities for young people and teenagers within the town centre will engage a younger generation with the town's blueprint for development and provide a sense of ownership. Community stewardship and pride is a key driver in ensuring that spaces remain well maintained, for now and generations to come.

Research carried out by BioDesign Studio, suggests young adults generally prefer busy social spaces to hang out and be seen, risk-based play (such as large climbing frames or swings) and places that can be walked to with commercial opportunities such as a coffee shop.

Targeted consultation with young people will ensure that proposals cater for all genders, ages, neurodiversity and interests.



Example of public realm with spaces for young adults to hang out with ample seating opportunities for other users
source: Nicole Roach

Collaboration and Communication

It was often cited during engagement how very little there is for young people to do in Tubbercurry. There are publicly accessible sports facilities within an undeveloped sports area on Mountain Road, however, access needs to be agreed in advance to use the MUGA. The adjacent play area comprises junior and senior play equipment.

During site visits, and during school holidays, cafes with outdoor covered seating areas were popular with groups of young children, citing the need for a diversity of spaces. Forest Walk was cited as an important tranquil space for children with neurodiversity.



Example of risk based play opportunities

Objectives

New Spaces for Young People and Teenagers would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

COST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	DRCD Rural Regeneration Development Fund		



Fremantle Esplanade Youth Plaza,
Fremantle, Australia

Fremantle Esplanade Youth Plaza has become a hub for young people. The plaza consists of a skate park, parkour and climbing area, ping pong tables, event spaces, as well as ample seating areas and lighting.

Community consultation included young people throughout the process, which created a positive dynamic and gave the young people a clear understanding of what the project was about. Participants stated that they wanted sufficient lighting in the plaza, supported the design of the plaza and skate park, open spaces, and the location and the parkour facilities.

New Spaces for Young People and Teenagers

Vision

The vision is to work with young people and teenagers in the town to deliver a better provision across a variety of spaces.

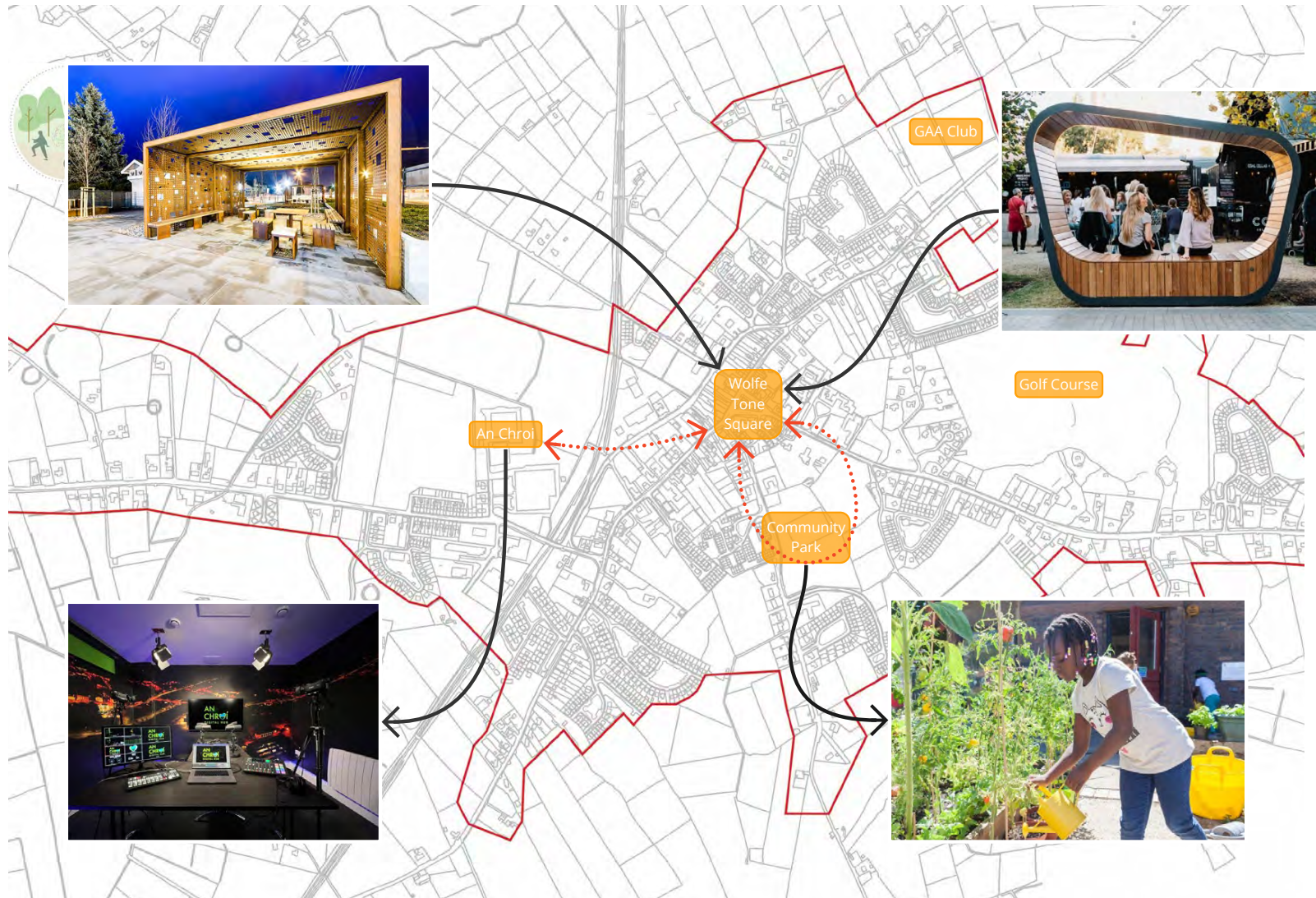
Town centre public realm spaces could be designed to include:

- Covered seating pods for small group interaction or single person use, with integrated smart technologies
- Larger sheltered spaces with seating for social gatherings in larger groups
- Well-lit and overlooked walking and cycling routes to connect destinations.

There are opportunities to integrate provision for young people and teenagers within the Community Park, with due consideration given to the creation of tranquil, sensory spaces, alongside formal sports courts and walking routes.

The An Chroí Digital Hub is a resource for the community and presents huge potential in engaging with young people around creating content. The creation of a more direct walking route between the Hub and Wolfe Tone Square would encourage use of the facility.

An indoor space within a community building would offer the potential for gaming or reading comics. Similarly, community arts sessions would be more suited to indoor settings.



Above: Locations for potential new spaces for young people/teenagers

Opportunity 6 - Active Travel Improvements

Overview & Objectives

Project Overview

Active travel involves the use of your own energy via walking, wheeling or cycling, to undertake journeys in a more sustainable and healthy way. Active travel has a wide range of positive impacts including:

- Promoting better physical and mental, health and wellbeing through exercise and interaction with nature
- Reducing the amount of journeys made by car which would reduce congestion and air pollution and
- Encouraging public realm enhancements to create more attractive and safer routes for a variety of users.

The two identified proposals for active travel improvements includes:

1. *Planning for a Walking, Wheeling & Cycling Network; and*
2. *Tubbercurry Greenway.*

Tubbercurry has a relatively compact town centre which should enable a number of active travel routes. Not all trips can be made on foot or by bike, but encouraging active travel in Tubbercurry will help to reduce car dominance in the town centre and create a more welcoming public realm overall.

Collaboration and Communication

The community recognises the need to encourage active travel in the town through walking and cycling to enhance connections to key destinations and existing facilities. Improving active travel routes and connections will encourage further enhancements to the public realm to make it more attractive and safer for pedestrians.



Above: Existing walking route along Swift Lane

Objectives

Collectively, active travel improvements would achieve the following objectives of the Tubbercurry TCF Plan:



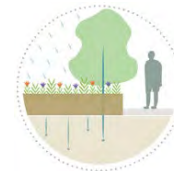
Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

Planning for a Walking, Wheeling & Cycling Network **83**

Tubbercurry Greenway **84**



Planning for a Walking, Wheeling & Cycling Network

Project Overview

Planning for walking, wheeling and cycling should be actively encouraged within the town centre and wider Tubbercurry area. Existing routes could be upgraded to offer an enhanced experience, and new routes introduced to facilitate a better walking, wheeling and cycling experience. These routes should be designed to make active travel the easiest and most direct way to travel, with integrated Green and Blue Infrastructure (GBI) such as street trees and rain gardens, to create an attractive setting.

Walking, wheeling and cycling routes could include:

- Routes for children to travel to school
- Routes connecting residential areas to the town centre and any existing or proposed business areas and
- Connections to local destinations such as the Forest Walk.

Walking, wheeling and cycling could be introduced as both strategic projects such as route maps and as site specific interventions such as cycleways, decluttering or appropriate ramps and crossing infrastructure. These changes would improve active travel within the town.

Collaboration and Communication

It was discussed during consultation how promoting walking and cycling within the town will highlight existing facilities and allow for better connections to between key destinations. This will benefit local residents health and well being and improve the town as a local destination.



Above: Existing pedestrian environment



Above: Existing routes around the Forest Walk

Objectives

A Walking, Wheeling & Cycling Network would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

COST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	DRCD Rural Regeneration Development Fund Transport Infrastructure Ireland		



Mini Holland, London, UK

The Mini-Holland projects in London are place-led projects that promote streets as places for public life as well as transit routes. The scheme is part of a wider funding programme with the aim of increasing London's cycling to 10-20% of all trips made, with everybody able and encouraged to regularly cycle and walk.

The projects have focused on public realm improvements to the streetscape that includes enhanced footways and cycle routes, green infrastructure, traffic calming and room for retail spill out. This has allowed this previously car dominated area to become a community hub, reducing traffic incidents and promoting local businesses.

Tubbercurry Greenway

Project Overview

The proposed Tubbercurry Greenway is part of the wider 'Sligo Greenway' that will connect Collooney to Bellaghy via a high-quality walking and cycling route. Whilst in the early stages of development, this project would provide an off-road walking, wheeling and cycling route that passes through the Sligo countryside. It would likely make use of the former disused railway line when in proximity to the Tubbercurry.

Like with other greenways, it is hoped that this route would attract domestic and international visitors to explore and travel in the area. This would generate footfall through Tubbercurry and present business opportunities from passing trade and enhanced regional significance through better connections to surrounding towns and villages.



Above: Abandoned western Claremorris to Sligo Railway Line

Collaboration and Communication

The community are invested in the potential for a greenway and the potential benefits it would bring the town's tourism and economic offer, whilst confident of it becoming an important amenity for local residents. The 'Sligo Greenway' has the potential to connect Tubbercurry regionally to other towns and villages.

As of 2023, the Greenway is still in the early phases of development. This will allow proposals from the TCF to integrate with the developing route optioneering.



Above: Existing green walking routes through the Forest Walk

Objectives

The Tubbercurry Greenway would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

COST	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	Transport Infrastructure Ireland, Failte Ireland		



Gourmet Greenway, County Mayo

The Gourmet Greenway creates a unique visitor experience combining local artisan food with outdoor walking routes in the beautiful Mayo countryside. The food trail has been devised by and starts at the Mulranny Park Hotel route, passing through the vicinities of Mulranny, Newport, Westport and Achill.

The Great Western Greenway forms the backdrop of the Gourmet Greenway allowing the route to be explored by walking, wheeling or cycling.

Tubbercurry Greenway

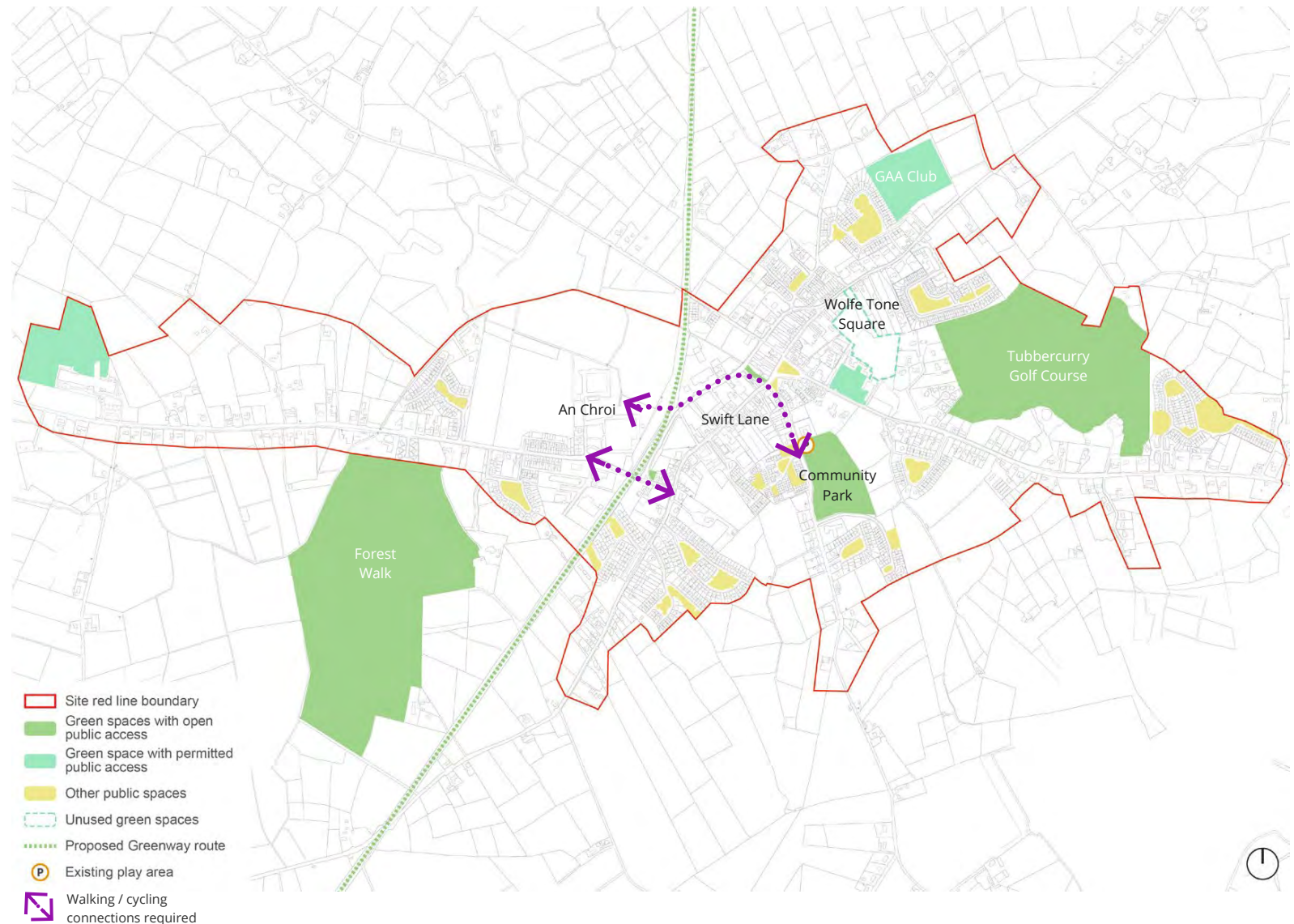
Vision

Ensuring that the Greenway is well connected to the town centre will be important, and optioneering exercises should prioritise direct walking routes and plan for attractive, high quality designed spaces.

The use of Swift Lane to connect to Wolfe Tone Square and the economic centre of Tubbercurry is essential, alongside ensuring connections to key existing and proposed destinations in the town. This includes the An Chroí Digital Hub, Forest Walk, the proposed Community Park and any proposed location for a Community Food Hub.

A focus on connectivity will create robust access networks which will support better access of local facilities for the local community and support greater local use of the Greenway for active travel purposes.

In terms of green and blue infrastructure (GBI), improving connections across green spaces creates corridors for movement, wildlife and sustainable drainage which are vital consideration in climate change resilience.



Above: Connecting the Greenway into the Town Centre



Opportunity 7 - Creating Safe & Inclusive Spaces

Overview & Objectives

Project Overview

Good design should ensure that public spaces are both safe and inclusive through their condition, function and visibility. Maintenance of those spaces is vital in ensuring spaces remain in use and as a result, are well monitored.

Safety can be ensured through:

- The creation of active, maintained spaces with natural surveillance
- Encouraging footfall generally through the town and
- Redesigning conflicts with pedestrians and vehicular routes.

Inclusion can be encouraged through:

- The creation of a variety of spaces within a setting
- Amenities such as seating and sheltered areas and
- Enhancing mobility through the town in conjunction with active travel improvements.

Research has shown that visible signs of crime and anti-social behaviour encourage further acts of disorder. Maintaining spaces is just as important as creating attractive ones.

The two identified proposals to create safe and inclusive spaces include:

1. *Designing for Active Spaces*
2. *CCTV.*

Collaboration and Communication

Tubbercurry's Tidy Towns team is the key community group with the responsibility for the up-keep of public realm and green spaces within the town. There are also a wealth of groups and engaged members who are focused on creating a positive and welcoming town for residents and visitors within their own remit.

It was expressed during engagement that the TCF Plan should provide the opportunity to break down barriers and engage all members of the community with the placemaking process. The importance of creating spaces where people feel safe and included will be key to encouraging wider interaction within the town. Discussions raised the potential for more active spaces, spaces for young people and looking at mechanisms to discourage anti-social behaviour.



Above: Wolfe Tone Square planting

Objectives

Collectively, the strategic plans would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

Designing for Active Spaces

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CCTV

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Designing for Active Spaces

Project Overview

Active spaces within the public realm are areas where people can meet, sit and interact with each other. They can support a variety of activities and promote positive health and wellbeing amongst all age groups. These spaces could include:

- Shelters and seating within public realm space or along a high street
- Spaces for cafes and restaurants seating on the street and
- Pocket parks within the town centre supporting seating, play or sensory features.

The benefit of designing active spaces into our town centre public realm is the increased level of natural surveillance. Natural surveillance is achieved when spaces are open, visible and well used. Encouraging people to use the public realm, creating active spaces, will deter crime and anti-social behaviour as it reduces the opportunity for people to seclude themselves and engage in these acts.

Planning for active spaces within the RRDF-funded Tubbercurry Public Realm Enhancement project is recommended as part of this TCF Plan.

Collaboration and Communication

Public engagement highlighted the value of active spaces in helping to boost the local economy, promote health and wellbeing and deter anti-social behaviour.

Discussions around the existing public realm highlighted the need for improved footways, seating in the town centre, covered areas to sit and for events and decluttering of the footways to allow shops and cafes to have outdoor seating.

Improving the quality and number of spaces for young people and teenagers was also highlighted for prioritisation. Consultation with young people is recommended in order to encourage a sense of ownership and belonging and to feel welcomed within their new spaces.



Above: Limited views of existing public realm space within Wolfe Tone Square

Objectives

Designing for Active Spaces would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

COST

TIMEFRAME

IMPACT

FUNDING Local Government



Eyes on the Park	Awareness	Inclusion
The presence of other people can make the park feel safer; either through activation which brings in other users or making the most of park staff and other officials.	The design of parks can make women and girls feel more secure in a space, helping them to see and be seen, ensuring they don't feel trapped and giving them the ability to navigate their surroundings.	How to create parks where all women and girls feel they belong by identifying and addressing the barriers which exist for different groups.

Safer Parks Project, University of Leeds

Parks are essential for positive health and wellbeing through exercise and socialising. Women and girls are less likely to use parks due to safety concerns. Research and guidance developed by the University of Leeds aims to address these inequalities with a variety of design principles. There are 3 core concepts: 1) Eyes on the Park reflects that the presence of others to make women and girls feel safer, 2) Awareness addresses design issues to help people feel more secure, 3) Inclusion considers the importance of bringing a diverse cross-section of women and girls into our parks and designing spaces with their input. The research is now used as a supplementary guidance in the Green Flags Award process.

CCTV

Project Overview

Integrating CCTV into the town in addition to natural surveillance will help to address incidences of anti-social behaviour and vandalism.

Discussions with local government and police would need to take place early in the implementation process to determine how best to introduce CCTV into the public realm. Cameras could either be integrated into the public realm discreetly on poles and on the sides of buildings or within shops to be less intrusive.

Collaboration and Communication

Addressing anti-social behaviour was highlighted as the second most important issue within the community survey responses. Engagement also raised the topic of anti-social behaviour and crime in the town, particularly highlighted by the Tidy Towns team. There were discussions around introducing CCTV in the town, with considerations of where it could be situated and who would control the equipment.

There has been limited engagement to date with young people to understand their perspective on this issue.

Objectives

CCTV would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town

COST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FUNDING	Dept. of Justice Community based CCTV Grant Scheme		



Above: Potential locations for CCTV within Tubbercurry



Skövde Public Square, Sweden

Activating the public realm with seating, events and active frontages, has encouraged residents back into the town centre and increased natural surveillance.

CCTV is discreetly integrated into lighting columns around the public square, to add to the natural surveillance.

Opportunity 8 - Diversifying Accommodation Offer

Overview & Objectives

Project Overview

Tubbercurry has a growing population, up by approx. 16% since 2016. The town also features a vibrant calendar of events throughout the year which places stress on visitor accommodation. Recent trends in residential development in the town highlight the risk of potential sprawl. National and regional spatial strategies and policies emphasise the need for compact growth within Ireland's towns.

There is existing seasonal demand to meet for visitor accommodation. This is highlighted during events like the South Sligo Summer School, where attendees often have to stay in neighbouring towns and RVs park in locations within the town centre (Teach Laighne).

The two identified proposals to diversify the accommodation offer includes:

1. *Campsite / RV parking site*
2. *Promoting mixed use development - refer to Project 3.*

Diversifying the accommodation offer whilst promoting compact growth, will help Tubbercurry become a more appealing place for people to live, work and visit.

Tubbercurry is also the gateway to Sligo and Donegal. It is an ideal base for exploring the region - the lakes, rivers and the scenic routes in the Ox Mountains. Improving the amount and variety of accommodation has the potential to unlock tourism benefits.

Collaboration and Communication

Public engagement highlighted the lack of visitor accommodation within the town during seasonal peaks and events.

Discussions also raised the need for more affordable and accessible homes in the town, with consideration given to utilising vacant town centre units.



Above: Visitors to the town during the Old Fair Day

Objectives

Collectively, plans to diversify the accommodation offer would achieve all five of the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces



Developing a sustainable and resilient town

Campsite / RV Parking Site

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Campsite / RV Parking Site

Project Overview

Additional visitor accommodation could be introduced in Tubbercurry through the development of a campsite and allocated RV parking with hook-ups. This would address demand and provide visitors with an affordable and convenient place to stay while exploring the area. If located near to the town centre, it would also help to boost the local economy.

To determine the required number of plots for tents and RVs, land availability, ownership, and whether a permanent managed facility or seasonally allocated sites are required to meet demand, consultation and site optioneering would need to be undertaken.

Collaboration and Communication

Conversations with the community highlighted a seasonal shortfall in visitor accommodation. Events such as the Sligo Summer School bring around 700 people into the town from the local area, Ireland and abroad. Ad hoc arrangements are put in place each year to provide a camp site location (from a nearby landowner) and parked-up RVs are a common sight in the town during these events.

Conversations amongst community members discussed options for allocating spaces seasonally for RVs and camping or creating a permanent location in the town. Both will enhance the visitor opportunities to stay in the town during peak times and reduce large vehicles parking in the town square.



Above: Potential locations for Campsite and RV Parking within Tubbercurry

Objectives

A Campsite / RV Parking Site would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Repurposing vacant and derelict buildings



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

COST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FUNDING	Local Government or private investment		



Blarney Caravan and Camping Park, Cobh, Cork

The Blarney Caravan and Camping Park is located eight kilometres from Cork city and three from Blarney village. It is surrounded by green space and facilities such as the 18 hole pitch and putt.

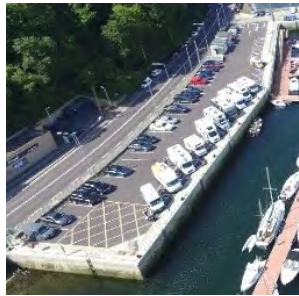
There are a number of destinations close to the site including Blarney Castle and Gardens and Ballyhass Aqua Park. The site is also the perfect base for those looking to explore the Southwest Coast of Ireland, including The Wild Atlantic Way and Ireland's Ancient East.

Campsite / RV Parking Site

Vision

The vision is to create a temporary accommodation area close to the town centre, with good connectivity to the proposed Tubbercurry Greenway. This will provide additional accommodation during times of intense footfall due to town events. Providing RV and campsite accommodation close to the Greenway will ensure year-round interest and increase the economic viability.

Sites will need access to water and the sewer network. If camping, access to WC facilities will be required.



Top: Bantry Marina, Cork
Bottom: Aberfeldy Caravan Park, Scotland



Above: Example of RV parking and campsite

Opportunity 9 - Mobility Strategy

Overview & Objectives

Opportunities Overview

There are a number of key mobility issues within the town which need to be addressed and resolved:

- A high volume of two-way traffic through the town centre
- An absence of bus set-down spaces at bus stops at Wolfe Tone Square
- A prevalence of on-street car parking along Teeling Street, Humbert Street and Wolfe Tone Square, blocking pedestrian movement
- Wide vehicular routes and junctions at Wolfe Tone Square
- A conflict between pedestrians and vehicles at the junction of Mountain Road and Teeling Street
- Very few crossing points to encourage pedestrian movement
- A lack of cycle infrastructure.

A Mobility Strategy has been devised in the following pages, which sets out best practice examples alongside potential strategic and site specific interventions.

All proposals would be subject to analysis, consultation and review following best practice and national, regional and local policy. These opportunities should align with the wider visions set out by the TCF Plan and projects such as the Public Realm Strategy and Active Travel Improvements.

Collaboration and Communication

Transport surveys highlighted that approx. 4,500 vehicles travel through the town centre every day between 7am and 7pm, which amounts to one vehicle every 10 seconds. Reducing the impact of traffic was considered the third most pressing issue for the TCF Plan to address within community survey responses.

There is a total of 227 parking spaces within the town centre, not including private car parks. Surveys indicated that 61% of spaces were occupied over a 12 hour period. However, business survey responses felt that a lack of parking was the third most pressing issue that the Plan should address.

Vehicle speeds were observed to be over the speed limits at some locations in the town, including Teeling Street, Mountain Road and the north arm of Wolfe Tone Square. Anecdotal evidence from consultees highlighted southbound traffic along Humbert Street was problematic.

Traffic calming and accessibility improvements were considered important traffic management options during stakeholder engagement. Potential solutions discussed included junction improvements, additional and enhanced crossing points and restricting large vehicles through the town where possible.

Traffic management and car parking are key issues for Tubbercurry people, and engagement and consultation should continue.

Objectives

Collectively, the adoption of a Mobility Strategy would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

Strategic Interventions	94
Mountain Rd Junction Improvements	96
A One-Way System for Tubbercurry	98

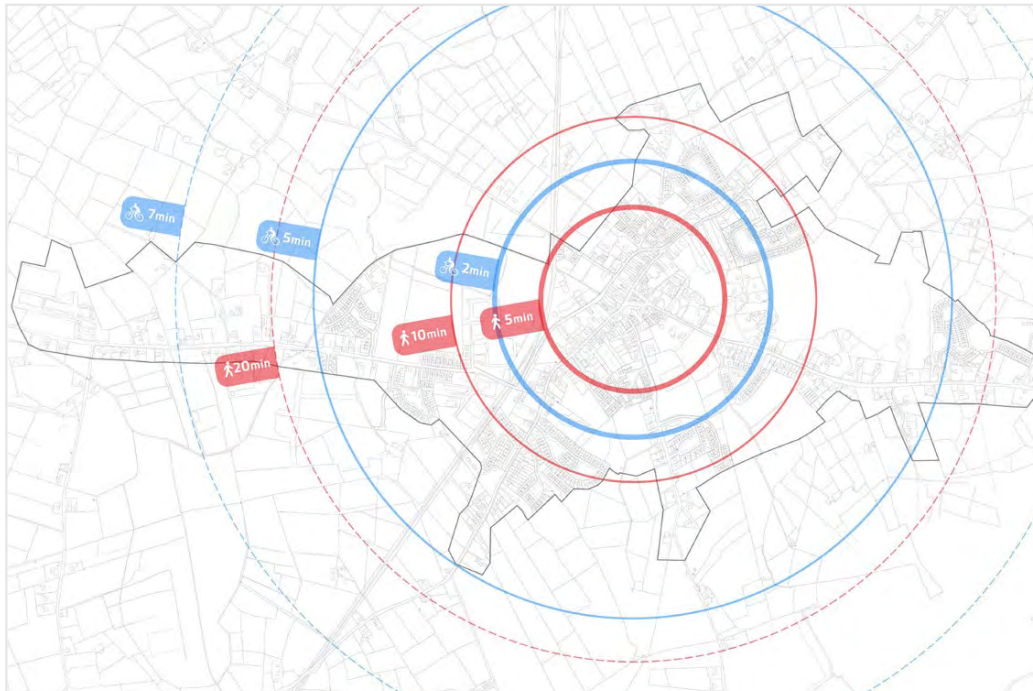


Mobility Strategy

The TCF aims to improve the access to Tubbercurry, enhance the public realm and to improve the living quality for residents and visitors to the town. There was an appetite from those that attended the public consultation for changes in the traffic conditions within the town centre.

The mobility strategy will build on these aims, to provide opportunities for a balanced transport environment within Tubbercurry in line with the national and local policy.

Tubbercurry is compact, as highlighted by the mapped walking and cycling times. This provides an excellent opportunity to introduce measures that promote active travel, i.e. walking, wheeling and cycling, but this could also include e-mobility measures and incentives to facilitate shorter trips which start and finish within the town. This can provide an attractive means for students to travel to school and encourage those who work within the town to use active travel modes. Longer-distance journeys via cars, could utilise out of centre 'park and walk' options.



Above: Tubbercurry walking and cycling distances

Best Practice

Opportunities should mirror the national and local policy for encouraging more sustainable transport modes. This will ensure that the town centre will be open to all. There are a number of similar examples where improvements to sustainable travel networks and public realm have increased dwell time, spend and usage of the town centre, benefiting an area and its economy.

The following table provides a summary of the key benefits generated by active travel measure promotion and well designed, inclusive public realm schemes delivered in the past decade:

Scheme	Intervention	Benefit
Altrincham	Public realm improvements	Footfall Increased by 22% and reduced retail vacancy of 22%
Kensington High Street	Re design of the street environment, including new crossings, changed road alignments, cycle parking, footway widening and re paving, and new street trees	7% increase in pedestrians and 30% increase in cyclists and accident reduction
Coventry Pedestrianisation	New Civic Square, rationalisation of street furniture	25% increase on footfall on Saturdays
Kelso	Public realm improvements and street furniture rationalisation	28% increase in footfall
Sheffield Peace Gardens	New open space and public realm	35% increase in shopping visits and net increase in spending of £4.2m
Bangkok	Pedestrianisation	44% of retailers report increase in sale, 33% no change and 23% reduction – so net positive gain
New York	Pedestrian Intersection improvement	48% increase in local sales
Brussels	Car free zone	85% of local shopkeepers and 80% of visitors from abroad are in favour of the improvements

Source: Economic Benefits of the Reallocation of Street Space: Low, McAlpine, Russell 2021

Strategic Interventions

Project Overview

Tubbercurry has similar mobility issues to a lot of rural towns. The existing mobility is dominated by the private vehicles and infrastructure to support its use, including on and off street car parking, wide junction design, speed limits and limited street furniture. There is limited infrastructure to support the more sustainable modes of walking, wheeling cycling and public transport.

These tables represent the potential strategic interventions that would improve mobility within Tubbercurry over the short, medium and long term and are expressed in more detail in **Appendix B**.

Mode	Short Term (up to one year)	Medium Term (one to three years)	Long Term (three years+)
<p>Pedestrian Facilities <i>Pedestrian facilities are limited within the town and should be enhanced inline with the Public Realm Strategy.</i></p>	<ul style="list-style-type: none"> • Street furniture and signage audit and rationalisation • Additional rest spots 	<ul style="list-style-type: none"> • Raised tables over junctions to provide connected continuous walking route • Mountain Road visibility and junction improvement • Additional crossing points across Teeling Street/Humbert Street 	<ul style="list-style-type: none"> • Pedestrianisation of the Lane • Widening footway on Teeling Street/Humber Street on east side • Widening footways on Wolfe Tone Square and increasing size of public realm
<p>Cycling <i>Recent flow survey of Tubbercurry indicated that there 0 cyclists recorded over the survey area in a 12 hour period. This is partially due to the rural nature of the town but also the lack of cycling facilities currently provided</i></p>	<ul style="list-style-type: none"> • New cycle parking on Teeling Street/Humbert Street to replace car parking • Advisory cycle lanes along Teeling Street/Humbert Street/Mountain Road, R294 and Wolfe Tone Square 		<ul style="list-style-type: none"> • Dedicated segregated cycle facilities along Teeling Street/Humbert Street and around Wolfe Tone Square
<p>Public Transport <i>Public Transport provision in Tubbercurry is commensurate with the rural nature and small population, however, small measures can help to make this a more attractive mode</i></p>	<ul style="list-style-type: none"> • Publish timetable information on flag stops 	<ul style="list-style-type: none"> • New bus stops including shelters at their current location and remove lay-bys 	<ul style="list-style-type: none"> • Increase in bus frequency or locations depending on business case

Strategic Interventions

Mode	Short Term (up to one year)	Medium Term (one to three years)	Long Term (three years+)
<p>Parking Surveys indicated that there was an average of 61% of the spaces used over the 12 hour period</p>	<ul style="list-style-type: none"> Review use of management systems for parking that prioritise spaces for residents, shoppers and mobility focused parking Review parking numbers 	<ul style="list-style-type: none"> Reallocate on street car parking 	<ul style="list-style-type: none"> Time or charge based management of spaces Introduce additional electric vehicle charging points
<p>Vehicle Consultation also highlighted that volumes and speed of traffic was a concern. The traffic survey indicated that vehicles were regularly exceeding the 50km per hour speed limit especially on Mountain Road, Teeling Street and Wolfe Tone Square</p>	<ul style="list-style-type: none"> Gateway features at the north and south on entry to the town centre on Teeling Street and Humbert Street Gateway features on Mountain Road on approach to the town centre Gateway feature on approach to Wolfe Tone Square on the R294 Loading bays 	<ul style="list-style-type: none"> Reduce speed limit to 30km/hr Build outs and priority running along Teeling Street/Humbert Street Loading bay restrictions 	<ul style="list-style-type: none"> One way system on Wolfe Tone Square including lane narrowing Reduce HGV traffic through the town
<p>Wayfinding Enhance the wayfinding and mapping offer within the town so residents employees and students are aware of the sustainable travel options and key destinations</p>	<ul style="list-style-type: none"> Personalised Travel Planning 	<ul style="list-style-type: none"> Town Travel Plan 	<ul style="list-style-type: none"> Town app to show sustainable transport methods, key routes and key destinations

Mountain Rd Junction Improvements

Project Overview

The current junction of Mountain Road is difficult for pedestrians and vehicles to navigate. Pedestrian movement is impeded by the existing footpath layout, whilst vehicle movement is constrained by the narrow junction, poor visibility and high vehicle speed along Teeling Street.

Improvements to this junction would increase safety and encourage better pedestrian movement through the town and along Mountain Road to the community park and residential areas.

Collaboration and Communication

Stakeholder engagement highlighted the need for improvements to the Mountain Road junction, due to narrow footways and a section of wall obstructing the footway. Crossing this section of road currently with a pram or wheelchair isn't currently possible. This junction is important in the wider road and footway network as it provides the key access to the community park and facilities such as the Family Resource Centre.

Objectives

Mountain Road Junction Improvements would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town



Creating attractive and people-focused spaces



Supporting active lifestyles and access to enhanced green spaces

COST

TIMEFRAME

IMPACT

FUNDING Developing a sustainable and resilient town



Above: Existing Junction looking along Teeling Street



Above: Existing Junction looking towards Wolfe Tone Square

Mountain Rd Junction Improvements

Vision

In order for the Mountain Road junction to become safer for both vehicles and pedestrians, whilst minimising the impact on adjacent built form and the newly installed public realm, the following interventions are proposed:

- Removal of a section of wall within the public realm space, to create a wider crossing point and landing space on the footpath.
- Extending the footpath materials onto the carriageway to indicate pedestrian priority.
- Introducing a section of one-way traffic on Mountain Road at this junction with a view to giving cars more space and widening footpaths.

The latter point is dependant on the creation of an alternative route which connects the town centre with Mountain Road, to provide vehicles with a circular route. A potential opportunity is to create a vehicle route between Mountain Road and Ballymote Road.



Above: Potential improvements to the Mountain Road junction with improved crossing and pedestrian priority

A One-Way System for Tubbercurry

Project Overview

Introducing a one-way system on selected routes within the town centre could bring multiple community and business benefits, for example:

- Reducing vehicle numbers passing through the town and therefore lowering the risk of crashes or incidents at conflict points
- Improving pedestrian movement and safety through traffic reduction
- Re-apportioning allocations of space from carriageway to footpath. Additional space could be used to support spill-out space for businesses along Teeling Street, or for new trees, drainage or parking solutions, and
- Encouraging walking and cycling as the most attractive mode of travel.

Introducing one-way routes within the road network would need to be subject to detailed consultation, analysis and review with transport engineers to define any potential areas where this would provide benefits. Route optioneering, design guidance and adequate signage and mapping would need to be undertaken to integrate this system into the existing network.



Above: Existing wide carriageways

Collaboration and Communication

Consideration for one-way routes within the town was raised during the consultation in relation to the pedestrian accessibility across the public realm. Roads are currently wide and formal crossing points are limited.

Some existing businesses have also indicated their trepidation around a one-way system, believing it might impact their shop or service negatively. For example, it is known that the Funeral Directors on Wolfe Tone Square require vehicle access to the front of their property.

Objectives

A One-Way System would achieve the following objectives of the Tubbercurry TCF Plan:



Strengthening Tubbercurry as a welcoming destination town

Creating attractive and people-focused spaces

Supporting active lifestyles and access to enhanced green spaces

COST	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TIMEFRAME	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IMPACT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FUNDING	DRCD Rural Regeneration Development Fund		



Croydon South End High Street, London, UK

The Croydon South End High Street project created a vision for the existing area with more green spaces, celebrating the towns heritage and improved accessibility through highways development. This was established through multiple consultation events with the local community.

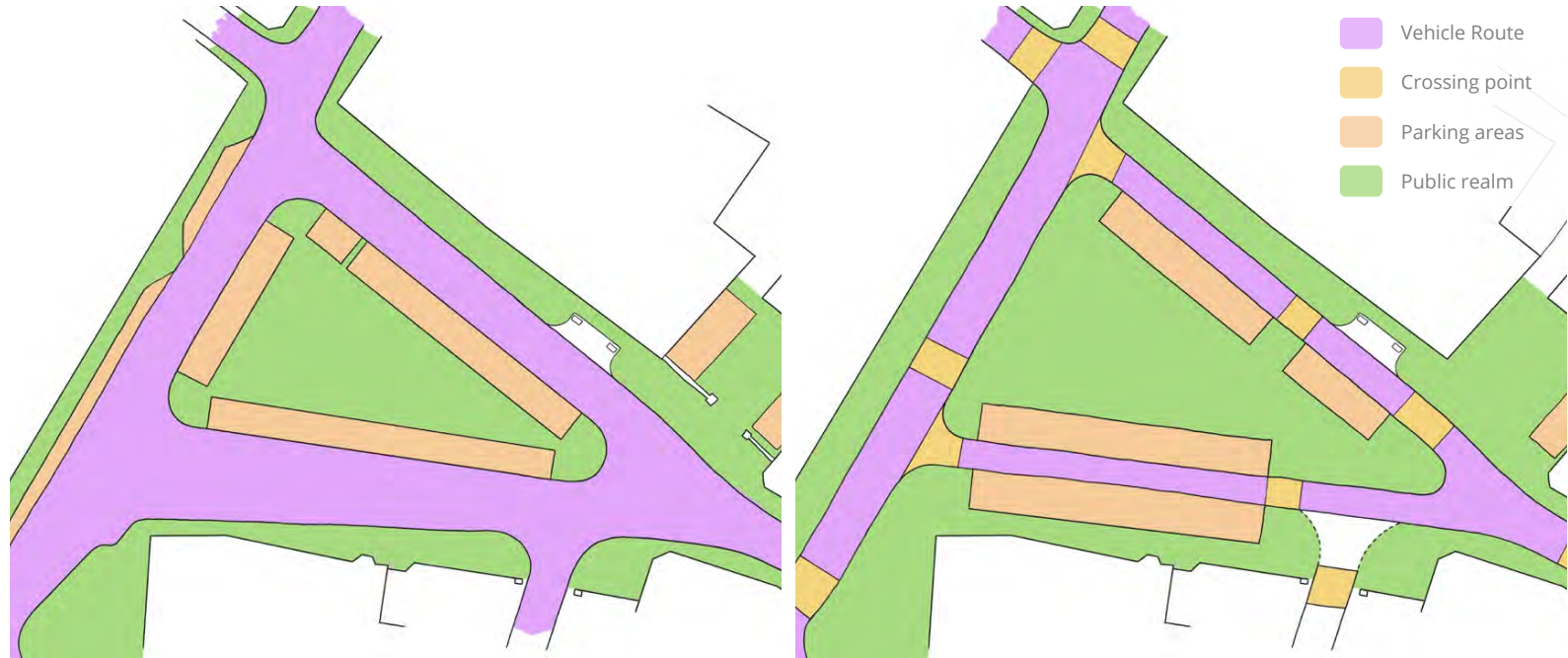
Improvements included introducing a one way system through the area to increase the available amount of public realm space. This allowed trees to be planted, seating to be introduced and encouraged pedestrians to use the area. Shop vacancies as a result dropped from 25% to 5% upon completion.

A One-Way System for Tubbercurry

Vision

A one-way system in Tubbercurry would feature:

- Narrowing of carriageways generally to promote pedestrian priority.
- Minimum 2m wide footways on all sides of WTS.
- Improved opportunities for crossing Teeling Street and routes north and south of WTS.
- Spaces between bays to allow for pedestrian crossing and tree planting to break up view of parking.
- Pedestrian table to full extent of WTS and Teeling St to convey pedestrian priority.
- Retention of existing vegetation within WTS but within smaller planting beds to improve pedestrian permeability and to retain memorials.
- Shelters that are smaller and reference the shape of the planters.
- Potential integration of seating around clock feature.
- Incorporation of more electric charge points and disabled bays.



Above: Existing vehicular routes around Wolfe Tone Square

Above: One-way optioneering exercise



Altrincham's Shaw Rd 10 years apart after introducing pedestrian priority

Delivery Plan



Introduction

Implementing the Tubbercurry Town Centre First Plan is an evolving and discursive process which will continue long after the TCF Plan is adopted. It is intended to be a flexible and adaptive document, to be reviewed regularly against up-to-date insights into funding opportunities, landowner opportunities and the demands of the market. Ensuring the plan continues to align with the hopes and aspirations of the community in Tubbercurry is vital and this will be overseen by the Tubbercurry Town Team.

The Delivery Plan is organised into the following sections:

- Governance
- Funding Mechanisms
- Planning Appraisal

Governance

As set out in the Town Centre First policy, the delivery of projects will be carried out by the Town Team in collaboration with the Local Authority and others as required. The following roles and relationships are key in the implementation of the TCF Plan:

Town Regeneration Officer (SCC)

The presence of a dedicated SCC Town Regeneration Officer focused on Tubbercurry will strengthen the relationship the town and its community has with the local authority. This will lead to stronger collaboration on the projects and decisions necessary to rejuvenate the town.

Tubbercurry Town Team

The Town Team will have a continuous role in co-ordinating and overseeing delivery of projects, communicating with stakeholders and reviewing the TCF plan over time so that they retain ownership of the TCF process.

The Town Regeneration Officer will support the ongoing work of Town Teams, ensuring development and delivery on the TCF Plan alongside the Town champion.

Creating a Town Team Action Plan

It is recommended that the Town Team sets out an Action Plan for how the TCF Plan should ideally be implemented, looking at:

- Evaluation of the plan as a strategic whole ideally on an annual basis in order to understand which opportunities form the focus for each particular year.
- The creation of Working Groups looking at specific opportunities within the TCF Plan. Membership of Working Groups should be aligned with the diverse sectors, backgrounds and experience each team member can offer the particular project in question.
- The appropriate mechanisms for disseminating information into the wider community, such as through the creation of a website, using social media platforms, sharing meeting minutes.
- Setting a timeframe for the monitoring of the vision, objectives and priority opportunities within the TCF Plan, in conjunction with the Town Regeneration Officer.
- On-going monitoring funding streams and relevance to the plan.

Funding Mechanisms

An overview of current funding opportunities that projects promoted through the Town Centre First process may be eligible for are set out below.

Rural Regeneration and Development Fund (RRDF)

The RRDF is a funding programme that is investing €1 billion in rural Ireland up to 2027. This fund is aimed at:

- Supporting job creation in rural areas
- Addressing de-population of rural communities
- Supporting improvements in towns and villages.

RRDF funding is available for towns and villages with a population of less than 10,000 and is awarded through a competitive bid process, proposals are invited from Local Authorities and other locally/regionally based organisations such as Local Development Companies.

Croí Cónaithe (CC)

A grant of up to a maximum of €50,000 (inclusive of VAT) for:

- the refurbishment of vacant properties for occupation as a principal private residence, and
- for properties which will be made available for rent

This includes the conversion of properties which have not been used previously for residential land use, subject to acquiring appropriate planning consents.

A maximum top-up grant amount of up to €20,000 is available where the property is confirmed by the applicant to be derelict (i.e. structurally unsound and dangerous) or if the property is already on the local authority's Derelict Sites Register.

Town and Village Renewal Scheme (TVRS)

The scheme is targeted at two categories:

- Category 1: Towns and villages up to 5,000 people (suited to Tubbercurry)
- Category 2: Town with a population of 5,001 to 10,000 people.

This scheme is a competitive process with local authorities invited to submit application forms to the Department of Rural and Community Development (DRCD). There are two types of applications Local Authorities:

- Building Acquisition Measure
- Main TVRS Measure.

LEADER Community Led Local Development (CCLD)

The LEADER Initiative was established by the European Commission in 1991. It was designed to aid the development of sustainable rural communities following the reforms of the Common Agricultural Policy. LEADER promotes a 'bottom-up' approach to rural development, with the implementation of business plans and decisions on funding being made at a national level on projects.

The LEADER programme is administered at a local level by 29 local action groups. Sligo Local Community Development Committee (LCDC) is the Local Action Group for delivery of the LEADER programme in Sligo.

The LEADER Programme accepts applications based on projects which improve:

- Rural Tourism
- Enterprise development
- Broadband.

Outdoor Recreation Infrastructure Scheme (ORIS)






This scheme provides funding for the development of new outdoor recreational infrastructure. It also provides support for the necessary repair, maintenance, enhancement or promotion of existing outdoor recreational infrastructure in rural areas across Ireland. It provides funding for: development, extensions and repair of trails, walkways, cycleways and blueways improved access to outdoor leisure or recreational facilities development of outdoor recreational infrastructure.

Other funding opportunities

The following list outlines other grant schemes which have the potential to support the regeneration of Tubbercurry:

- Creative Ireland Grant Scheme (CIGS)
- Heritage Council Community Heritage Fund (HCCHF)
- Dept. of Housing, Local Government and Heritage Community Monuments Fund (CMF)
- SEAI Community and Business Grants (SEAI)
- Local Authority Community Grants
- Fáilte Ireland Small Grants Scheme (FAILTE IRE)
- Tipperary Local Enterprise Office Financial Supports (LEO)
- NTA Active Travel Grants Programme (NTA)
- European Regional Development Fund (ERDF)
- Historic Towns Initiative (HTI)
- Fáilte Ireland 'Destination Towns' Initiative (DT)
- Sustainable Mobility Investment Programme (SMIP)
- Historic Structures Fund (HSF)
- Built Heritage Capital Grant (BHCG)
- Funding under the Strategy for the Future Development of National and Regional Greenways (SFDNRG).

Planning Appraisal

	Theme/Objective	Alignment with Planning Policy and Guidance
	<p>Strengthening Tubbercurry as a welcoming destination town Building on its location in close proximity to Sligo and Ireland West Airport, and strategic position as Sligo's second town, to strengthen the perception of Tubbercurry as a place to be, for residents and visitors. Greater support for a more diverse range of businesses and services alongside place-led regeneration combine to present an important ethos underpinning all aspects of the TCF Plan.</p>	<p>National Planning Framework: NPOs 4, 5, 6, 7, 14, 15, 17, 18a, 21, 27, 28, 58 Regional Spatial and Economic Strategy: RPOs 3.2(c), 3.4, 3.6, 3.8, 3.13, 4.4, 4.14, 4.21, 4.23, 4.24, 4.45, 4.46, 4.47, 5.13, 5.14, 5.17, 5.18, 5.19, 6.13, 6.22, 6.23, 6.26, 6.29, 6.30, 6.31, 6.36, 6.38, 6.39, 6.41, 7.9, 7.10, 7.12, 7.13, 9.1, 9.3 Sligo County Development Plan 2017-2023: SP-S-2, SP-S-6, SP-ED-1, SP-RP-3, P-RP-7, P-UD-1, P-UD-2, P-UD-3, P-UD-4, P-UD-5, P-UD-6, P-UD-7, P-UD-8, P-UD-9, P-UD-10</p>
	<p>Repurposing vacant and derelict buildings With a vacancy rate of 20% within the town centre, finding ways to repurpose or activate derelict properties is a key objective. Retention of historic built form should be prioritised, evaluating opportunities for enhancement, repurposing and better integration. Public consultation shines a spotlight on diversifying the range of shops alongside community services in Tubbercurry.</p>	<p>National Planning Framework: NPOs 4, 6, 7, 15, 16, 17, 18a Regional Spatial and Economic Strategy: RPOs 3.2(c), 3.3, 3.4, 3.6, 3.8, 3.9, 3.13, 4.21, 4.23, 4.47, 5.13, 5.14, 5.17, 7.10, 9.1, 9.3 Sligo County Development Plan 2017-2023: SP-S-2, SP-S-6, SP-ED-1, P-RP-7, P-UD-1, P-UD-2, P-UD-3, P-UD-4, P-UD-5, P-UD-6, P-UD-7, P-UD-8, P-UD-9, P-UD-10, P-CAM-11</p>
	<p>Creating attractive and people-focused spaces Enhancement of existing key node spaces within Tubbercurry and gateways into the town offers significant promise in terms of lifting the look and feel of the public realm and built form, generating greater footfall and animation, and supporting the local economy and community cohesion.</p>	<p>National Planning Framework: NPOs 4, 6, 14, 15, 16, 17, 18a, 27, 28, 58 Regional Spatial and Economic Strategy: RPOs 3.4, 3.5, 3.13, 4.4, 4.14, 4.23, 5.14, 5.17, 5.18, 5.19, 6.13, 6.22, 6.23, 6.26, 6.29, 6.30, 6.31, 6.41, 7.9, 9.1, 9.3 Sligo County Development Plan 2017-2023: SP-S-2, SP-ED-1, SP-RP-3, P-RP-7, P-UD-1, P-UD-2, P-UD-3, P-UD-4, P-UD-5, P-UD-6, P-UD-7, P-UD-8, P-UD-9, P-UD-10</p>
	<p>Supporting active lifestyles and access to enhanced green spaces Building on the existing walking, wheeling and cycle routes to provide a robust network of active travel routes and community facilities to support active lifestyles. Sport and recreation provide multi-functional benefits in terms of improving health and well-being and providing opportunities to foster inclusion and equity across communities.</p>	<p>National Planning Framework: NPOs 4, 5, 6, 7, 16, 18a, 27, 28, 58 Regional Spatial and Economic Strategy: RPOs 3.2(c), 3.5, 3.9, 4.4, 4.14, 4.46, 5.18, 5.19, 6.13, 6.22, 6.23, 6.26, 6.29, 6.30, 6.31, 6.41, 7.9, 7.12, 9.1, 9.3 Sligo County Development Plan 2017-2023: P-CW-1, P-CW-2, P-CW-3, P-CW-4, P-CW-5, P-CW-6, P-CW-7, P-CW-8</p>
	<p>Developing a sustainable and resilient town A stronger green network offers greater resilience to climate change including minimising flood risk, increasing the capture and storage of carbon and reducing temperatures. Ensuring sustainability within existing and new development is a vital component of planning for 21st century communities in Tubbercurry.</p>	<p>National Planning Framework: NPOs 4, 6, 7, 14, 16, 17, 18a, 21, 27, 28, 58 Regional Spatial and Economic Strategy: RPOs 3.5, 3.8, 3.9, 3.10, 4.4, 4.14, 4.21, 5.18, 5.19, 6.13, 6.22, 6.23, 6.26, 6.29, 6.30, 6.31, 6.41, 7.9, Sligo County Development Plan 2017-2023: P-CAM-1, P-CAM-3, P-CAM-4, P-CAM-5, P-CAM-6, P-CAM-8, P-CAM-9, P-CAM-10, P-CAM-11, P-FRM-2, P-FRM-5, P-FRM-6, P-FRM-7</p>

Planning Appraisal Matrix

No.	Shortlisted Projects	Opportunities	Theme/ Objective	Description	Policy Alignment	Stakeholders	Potential Sources of Funding	Cost	Timeframe	Impact
Opportunity 1: Strategic Development			1, 2, 3, 4, 5							
1	Public Realm Strategy	Opportunity 1: Strategic Development	1, 3, 4, 5	<p>Likely include:</p> <ol style="list-style-type: none"> 1. Analysis and audit of the existing public realm 2. Development of a suite of street typologies or a street hierarchy with design principles for each street type. 3. Provision for an Access and Movement plan 4. Guiding principles for public realm design to ensure consistency 	<p>NPF: NPO 4, NPO 6, NPO 7, NPO 27, NPO 28</p> <p>RSES: RPO 3.4, RPO 3.9, RPO 4.14, RPO 5.13, RPO 5.14, RPO 6.30, RPO 7.13, RPO 9.1, RPO 9.3</p> <p>SCDP 2017-2023: SP-S-2, SP-RP-7, P-UD-1 to 4, P-UD-6 to 9, P-CW-1 to 12</p>	Local Community; Planning Authority	Local Government	Low	Short Term	High
2	Green Space Strategy / Toolkit	Opportunity 1: Strategic Development	1, 3, 4, 5	Green Space Strategy would support active lifestyles, better health and well-being, improved biodiversity, and greater climate resilience. The strategy would set out specific project opportunities for green infrastructure enhancements which support a greener town centre and improves connectivity to green assets within the wider region.	<p>NPF: NPO 4, NPO 6, NPO 7, NPO 27, NPO 28, NPO 58</p> <p>RSES: RPO 3.4, RPO 3.5, RPO 3.9, RPO 3.10, RPO 4.14, RPO 5.13, RPO 5.14, RPO 5.18, RPO 5.19, RPO 6.30, RPO 7.13, RPO 9.1, RPO 9.3</p> <p>SCDP 2017-2023: SP-S-2, SP-RP-7, P-UD-1 to 4, P-UD-6 to 9, P-CAM-1, P-CAM-3 to 6, P-CAM-9 to 11, P-CW-1 to 12</p>	Local Community; Planning Authority	Local Government	Low	Short Term	High
3	Shop Frontage Strategy & Toolkit	Opportunity 1: Strategic Development	1, 2, 3	Shop Frontage Strategy would provide guidance for existing or new business owners on best design principles for their shop signage, colour schemes, details, windows, illumination, and interaction with the streetscape.	<p>NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 16, NPO 17</p> <p>RSES: RPO 3.4, RPO 3.8, RPO 3.9, RPO 4.4, RPO 4.45, RPO 4.47, RPO 5.13, RPO 5.14, RPO 5.17, RPO 9.1, RPO 9.3</p> <p>SCDP 2017-2023: SP-S-2, SP-S-6, SP-RP-7, P-UD-1 to 4, P-UD-6 to 10, P-CW-1 to 12</p>	Local Community; Planning Authority	Local Government; DRCD Streetscape Enhancement Measure	Low	Short Term	High
Opportunity 2: Placemaking projects			1, 3, 4, 5	Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximise shared value.						

No.	Shortlisted Projects	Opportunities	Theme/ Objective	Description	Policy Alignment	Stakeholders	Potential Sources of Funding	Cost	Timeframe	Impact
4	Wolfe Tone Square Public Realm Enhancements	Opportunity 2: Placemaking projects	1, 3, 4, 5	The vision for Wolfe Tone Square aims to rationalise and gain greater efficiency from the re-allocation of space. Re-allocating space to prioritise the movement of people means greater footpath width and greater opportunity to create a more attractive environment. A number of public realm improvements are outlined for Wolfe Tone Square.	NPF: NPO 4, NPO 6, NPO 7, NPO 27, NPO 28 RSES: RPO 3.4, RPO 3.9, RPO 4.14, RPO 5.13, RPO 5.14, RPO 6.30, RPO 7.13, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2, SP-RP-7, P-UD-1 to 4, P-UD-6 to 9, P-CW-1 to 12	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	High	Medium Term	high
5	St Brigid's Hall	Opportunity 2: Placemaking projects	1, 3, 5	Renewal of the Hall's façade and facilities has the potential to create a landmark destination which activates Wolfe Tone Square - better supporting a revitalised town, boosting community use, drawing in visitors, and aiding economic prosperity. St Brigid's Hall has the capacity to better nurture vibrant home-grown community arts programmes and to bring valuable employment opportunities to the town. Aspirations include façade improvements, extensions, improved IT infrastructure and internal refurbishments.	NPF: NPO 4, NPO 6, NPO 7, NPO 27, NPO 28 RSES: RPO 3.4, RPO 3.9, RPO 4.14, RPO 5.13, RPO 5.14, RPO 6.30, RPO 7.13, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2, SP-RP-7, P-UD-1 to 4, P-UD-6 to 9, P-CW-1 to 12	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	Medium	Medium Term	High
6	Town Branding	Opportunity 2: Placemaking projects	1, 4, 5	Town branding would help to make Tubbercurry more legible for pedestrians and more recognisable as a destination to visitors.	NPF: NPO 4, NPO 6, NPO 7, NPO 15, NPO 17, NPO 21, NPO 28 RSES: RPO 3.4, RPO 3.13, RPO 4.4, RPO 4.21, RPO 4.46, RPO 5.18, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2, SP-RP-7, P-UD-8	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	Low	Short Term	Medium
Opportunity 3: Addressing derelicts land and property			1, 2, 3, 4, 5							
7	The Teeling Street Project	Opportunity 3: Addressing derelicts land and property	1, 2, 3, 5	The Teeling Street project will provide a welcoming and dynamic town centre experience for Tubbercurry and provide a catalyst for further regeneration in the town. It will encourage tourism, promote local business, and engage community spirit.	NPF: NPO 4, NPO 6, NPO 7, NPO 27, NPO 28 RSES: RPO 3.4, RPO 3.9, RPO 4.14, RPO 5.13, RPO 5.14 RPO 6.30, RPO 7.13, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2, SP-RP-7, P-UD-1 to 4, P-UD-6 to 9, P-CW-1 to 12	Local Community; Planning Authority	DRCD Buildings Acquisition Measure and Historic Structures Fund	High	Long Term	High
8	A Spotlight on Mary Brennan's	Opportunity 3: Addressing derelicts land and property	1, 2, 3, 5	The vision for the bringing Mary Brennan's back into use is based on objectives such as: <ul style="list-style-type: none"> Enhance the building's façade to better convey its legacy; 	NPF: NPO 4, NPO 6, NPO 7, NPO 27, NPO 28 RSES:	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	High	Medium Term	High

No.	Shortlisted Projects	Opportunities	Theme/ Objective	Description	Policy Alignment	Stakeholders	Potential Sources of Funding	Cost	Timeframe	Impact
				<ul style="list-style-type: none"> Provide Wolfe Tone Square with a contemporary architectural focal point which is distinctive and unique; Bring the building back into positive use, ideally as a community asset; Provide a sheltered outdoor space within the town to increase year-round use of the square; Animate the existing route along Swift Lane, recognising the importance of the route as a potential greenway connection into the town; Provide a solution which screens the existing electricity box; Integrate the proposals with the updated linear park at Swift Lane. 	RPO 3.4, RPO 3.9, RPO 4.14, RPO 5.13, RPO 5.14 RPO 6.30, RPO 7.13, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2, SP-RP-7, P-UD-1 to 4, P-UD-6 to 9, P-CW-1 to 12.					
9	Promoting Mixed-Use Development	Opportunity 3: Addressing derelicts land and property	1, 2, 3, 4, 5	Planning for mixed-use development - residential alongside commercial and retail - within the town centre presents opportunities for improving the potential for town centre living. Encouragement of multifunctional uses will encourage greater footfall through the town and improve business viability.	NPF: NPO 4 to 7, NPO 14 to 18a, NPO 21, NPO 27, NPO 28 RSES: RPO 3.2(c) to 3.4, RPO 3.8, RPO 3.9, RPO 3.13, RPO 4.21, RPO 4.45 to 4.47, RPO 5.13, RPO 5.14, RPO 5.17, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2, SP-S-6, SP-ED-1, SP-RP-3, SP-RP-7, P-UD-1, P-UD-2, P-UD-4, P-UD-9, P-UD-10	Local Community; Planning Authority	DRCD Buildings Acquisition Measure and Historic Structures Fund, Croí Cónaithe Towns Fund	High	Long Term	High
Opportunity 4: Supporting job creation			1, 2, 3, 4, 5							
10	Digital Improvements to Town Centre	Opportunity 4: Supporting job creation	1, 2, 3, 4, 5	There are existing limitations to technology in the town centre and a strong desire to encourage links and networking support for businesses. Improving broadband services, telecoms, CCTV, smart streetlights, digital signage, etc would improve the town and support job creation.	NPF: NPO 4 to 7, NPO 14, NPO 15, NPO 17, NPO 21, NPO 28 RSES: RPO 3.4, RPO 3.8, RPO 3.9, RPO 4.4, RPO 4.21, RPO 5.13, RPO 5.18, RPO 6.22, RPO 6.36, RPO 6.38, RPO 6.39, RPO 6.41, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	High	Medium Term	High
11	Community Food Hub	Opportunity 4: Supporting job creation	1, 2, 3, 4, 5	The development of an enterprise hub which works to provide dedicated spaces for new business start-ups and access to business support would provide a focussed measure to support job creation and sector growth in Tubbercurry. One such opportunity is the potential for a Community Food Hub.	NPF: NPO 4 to 7, NPO 14, NPO 15 to 18a, NPO 21, NPO 28 RSES: RPO 3.4, RPO 3.9, RPO 3.13, RPO 4.21, RPO 4.23, RPO 4.24, RPO 4.45 to 4.47, RPO 5.17, RPO 6.36, RPO 6.38, RPO 9.1, RPO 9.3	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	High	Medium Term	High

No.	Shortlisted Projects	Opportunities	Theme/ Objective	Description	Policy Alignment	Stakeholders	Potential Sources of Funding	Cost	Timeframe	Impact
					SCDP 2017-2023: SP-S-2, SP-S-6, SP-ED-1, SP-RP-3, SP-RP-7					
12	Community Energy Plan	Opportunity 4: Supporting job creation	1, 2, 3, 4, 5	A Community Energy Plan would assist Tubbercurry in achieving both its climate goals, and in creating a sustainable source of funding for town projects. As such, the utilization of town assets, like the An Chroí Digital Hub, for renewable energy generation would benefit both the economic, physical, and social development of the town, while providing residents with a supply of secure and affordable clean energy.	NPF: NPO 4 to 7, NPO 15 to 18a, NPO 21, NPO 28, NPO 58 RSES: RPO 3.4, RPO 3.8, RPO 3.9, RPO 3.13, RPO 4.21, RPO 4.45 to 4.47, RPO 5.17, RPO 6.36, RPO 6.38, RPO 9.3 SCDP 2017-2023: SP-S-2, P-UD-1, P-CAM-1, P-CAM-3 to P-CAM-6, P-CAM-8 to P-CAM-10, P-FRM-2,	Local Community; Planning Authority	LEADER, Sustainable Energy Authority of Ireland	High	Medium	High
Opportunity 5: Development of sports and recreation offer			1, 2, 3, 4, 5							
13	New Community Park Space	Opportunity 5: Development of sports and recreation offer	1, 3, 4, 5	A new community park would help to increase the sports and recreation offer, cater to all agers including teenagers and the elderly, provide sensory elements for neurodiverse communities, facility a well-lit walking route, add to the towns character and sense of location, and improve pedestrian and cycle access into the Park for surrounding areas.	NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 17, NPO 18a, NPO 27, NPO 28, NPO 58 RSES: RPO 3.4, RPO 3.5, RPO 3.9, RPO 3.10, RPO 4.4, RPO 4.14, RPO 5.13, RPO 5.18, RPO 5.19, RPO 6.13, RPO 6.22, RPO 6.23, RPO 6.26, RPO 6.29, RPO 6.30, RPO 6.31, RPO 7.9, RPO 9.1, RPO 9.3 SCDP 2017-2023: P-UD- 9, P-CAM-1, P-CAM-3 to 11, P-FRM-2, P-CW-1 to 12	Local Community; Planning Authority	DTCASM Sports Capital Programme	Medium	Medium Term	High
14	Mapped Network of Recreation Facilities	Opportunity 5: Development of sports and recreation offer	1, 3, 4	Mapping recreation facilities can help expand and increase the significance of the town's existing music and theatre scene, sports, natural setting, and unique heritage significance. Mapping routes within the town and improving connections will promote more active travel opportunities through the town and encourage people to visit, shop and live in the town.	NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 17, NPO 18a, NPO 27, NPO 28, NPO 58 RSES: RPO 3.4, RPO 3.5, RPO 3.9, RPO 3.10, RPO 4.4, RPO 4.14, RPO 5.13, RPO 5.18, RPO 5.19, RPO 6.13, RPO 6.22, RPO 6.23, RPO 6.26, RPO 6.29, RPO 6.30, RPO 6.31, RPO 7.9, RPO 9.1, RPO 9.3 SCDP 2017-2023: P-UD- 9, P-CAM-1, P-CAM-3 to 11, P-FRM-2, P-CW-1 to 12	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	Low	Short Term	High

No.	Shortlisted Projects	Opportunities	Theme/ Objective	Description	Policy Alignment	Stakeholders	Potential Sources of Funding	Cost	Timeframe	Impact
15	New Spaces for Young People/Teenagers	Opportunity 5: Development of sports and recreation offer	1, 2, 3, 4	Delivering a better provision of amenity across a variety of spaces for young people and teenagers. Providing seating and social spaces, indoor event and social spaces, improved active travel routes to connect destinations, and sheltered outdoor areas would allow young people to participate more in public life.	<p>NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 17, NPO 18a, NPO 27, NPO 28, NPO 58</p> <p>RSES: RPO 3.4, RPO 3.5, RPO 3.9, RPO 3.10, RPO 4.4, RPO 4.14, RPO 5.13, RPO 5.18, RPO 5.19, RPO 6.13, RPO 6.22, RPO 6.23, RPO 6.26, RPO 6.29, RPO 6.30, RPO 6.31, RPO 7.9, RPO 9.1, RPO 9.3</p> <p>SCDP 2017-2023: P-UD- 9, P-CAM-1, P-CAM-3 to 11, P-FRM-2, P-CW-1 to 12</p>	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	High	Medium Term	High
Opportunity 6: Active travel improvements			1, 3, 4, 5			Local Community; Planning Authority				
16	Planning for a Walking, Wheeling and Cycling Network	Opportunity 6: Active travel improvements	1, 4, 5	Existing infrastructure could be upgraded to offer an enhanced active travel experience, and new routes introduced to facilitate a better walking, wheeling, and cycling experience. These routes should be designed to make active travel the easiest and most direct way to travel, with integrated Green and Blue Infrastructure (GBI) such as street trees and rain gardens, to create an attractive setting.	<p>NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 17, NPO 18a, NPO 27, NPO 28, NPO 58</p> <p>RSES: RPO 3.4, RPO 3.5, RPO 3.9, RPO 3.10, RPO 4.4, RPO 4.14, RPO 5.13, RPO 5.18, RPO 5.19, RPO 6.13, RPO 6.22, RPO 6.23, RPO 6.26, RPO 6.29, RPO 6.30, RPO 6.31, RPO 7.9, RPO 9.1, RPO 9.3</p> <p>SCDP 2017-2023: P-UD- 9, P-CAM-1, P-CAM-3 to 11, P-FRM-2, P-CW-1 to 12</p>	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund Transport Infrastructure Ireland	High	Medium Term	High
17	Tubbercurry Greenway	Opportunity 6: Active travel improvements	1, 3, 4, 5	The proposed Tubbercurry Greenway is part of the wider 'Sligo Greenway' and has the potential to create a high-quality walking and cycling route between regional towns. It will also enhance the towns tourist offering, encouraging local and international visitors to explore the area.	<p>NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 17, NPO 18a, NPO 27, NPO 28, NPO 58</p> <p>RSES: RPO 3.4, RPO 3.5, RPO 3.9, RPO 3.10, RPO 4.4, RPO 4.14, RPO 5.13, RPO 5.18, RPO 5.19, RPO 6.13, RPO 6.22, RPO 6.23, RPO 6.26, RPO 6.29, RPO 6.30, RPO 6.31, RPO 7.9, RPO 9.1, RPO 9.3</p> <p>SCDP 2017-2023: P-UD- 9, P-CAM-1, P-CAM-3 to 11, P-FRM-2, P-CW-1 to 12</p>	Local Community; Planning Authority	Transport Infrastructure Ireland, Failte Ireland	Medium	Long Term	High

No.	Shortlisted Projects	Opportunities	Theme/ Objective	Description	Policy Alignment	Stakeholders	Potential Sources of Funding	Cost	Timeframe	Impact
Opportunity 7: Creating safe, inclusive spaces			1, 2, 3, 4							
18	Designing Active Spaces	Opportunity 7: Creating safe, inclusive spaces	1, 2, 3, 4	Designing and activating the public realm to encourage natural surveillance, increase a feeling of safety, and enhance the overall character of the town centre. The provision of a more active public realm also goes hand-in-hand with making the space accessible and pleasant for active travel.	NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 16, NPO 18a RSES: RPO 3.4, RPO 6.38, RPO 9.1 SCDP 2017-2023: SP-S-2, SP-S-6, P-RP-7, P-CW-1, P-CW-2	Local Community; Planning Authority	Local Government	Medium	Short Term	High
19	CCTV	Opportunity 7: Creating safe, inclusive spaces	1	Integrating CCTV into the town, in addition to natural surveillance, to help address incidences of anti-social behaviour and vandalism. CCTV can be integrated discreetly and unobtrusively to not impact on the character of the urban realm.	NPF: NPO 4, NPO 7, NPO 16, NPO 18a RSES: RPO 3.4, RPO 4.47, RPO 6.29, RPO 6.38, RPO 9.1 SCDP 2017-2023: SP-S-2, SP-S-6, P-RP-7	Local Community; Planning Authority	Dept. of Justice Community based CCTV Grant Scheme	Medium	Medium Term	Medium
Opportunity 8: Diversifying the accommodation offer			1, 2, 3, 4							
20	Campsite / RV parking site	Opportunity 8: Diversifying the accommodation offer	1, 2, 3, 4	Additional visitor accommodation provision through the development of a campsite and allocated RV parking with hook-ups. This could allow better management of seasonal visitor surges, improving both visitor experience and local convenience during these periods. In addition, the location of the facility could encourage walking or cycling for visitors.	NPF: NPO 4, NPO 17, NPO 18a, NPO 58 RSES: RPO 3.5, RPO 4.4, RPO 4.14, RPO 5.13, RPO 5.18, RPO 5.19, RPO 6.23, RPO 6.38, RPO 7.9, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-2, P-RP-7, P-FRM-2, P-FRM-5, P-CW-1, P-CW-3, P-CW-8, P-CW-9	Local Community; Planning Authority	Local Government or private investment	Medium	Medium Term	High
Opportunity 9: Mobility strategy			1, 3, 4							
21	Mountain Rd Junction Improvements	Opportunity 9: Mobility strategy	1, 3, 4	The current junction at Mountain Rd. is dangerous for vulnerable road users. Improvements to the junction can improve safety, create a better public realm, improve accessibility for those with mobility impairments, and encourage better pedestrian movement through town.	NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 16, NPO 18a, NPO 27, NPO 28 RSES: RPO 3.4, RPO 3.5, RPO 4.4, RPO 4.14, RPO 5.17, RPO 6.23, RPO 6.26, RPO 6.29, RPO 6.30, RPO 6.31, RPO 7.9, RPO 7.12, RPO 7.13, RPO 9.1, RPO 9.3 SCDP 2017-2023: SP-S-6, P-RP-7, P-UD-3, P-CAM-3, P-CAM-4, P-CAM-5, P-	Local Community; Planning Authority	Developing a sustainable and resilient town	Medium	Medium Term	High

No.	Shortlisted Projects	Opportunities	Theme/ Objective	Description	Policy Alignment	Stakeholders	Potential Sources of Funding	Cost	Timeframe	Impact
					CW-1, P-CW-2, P-CW-3, P-CW-5, P-CW-9, P-CW-11, P-CW-12					
22	One Way System	Opportunity 9: Mobility strategy	1, 3, 4	A one-way system through town would bring benefits to the local community and businesses including increased footfall, greater feelings of safety for pedestrians, better pedestrian movement, and encouraging more active travel. In addition, the creation of the one-way system could contribute to the creation of enhanced public realm and improvements to accessibility.	<p>NPF: NPO 4, NPO 6, NPO 7, NPO 14, NPO 16, NPO 18a, NPO 27, NPO 28</p> <p>RSES: RPO 3.4, RPO 3.5, RPO 4.4, RPO 4.14, RPO 5.17, RPO 6.23, RPO 6.26, RPO 6.29, RPO 6.30, RPO 6.31, RPO 7.9, RPO 7.12, RPO 7.13, RPO 9.1, RPO 9.3</p> <p>SCDP 2017-2023: SP-S-6, P-RP-7, P-UD-3, P-CAM-3, P-CAM-4, P-CAM-5, P-CW-1, P-CW-2, P-CW-3, P-CW-5, P-CW-9, P-CW-11, P-CW-12</p>	Local Community; Planning Authority	DRCD Rural Regeneration Development Fund	High	Long Term	High

A photograph of a forest path with a blue overlay. The path is made of gravel and leads through a dense forest of tall, thin trees. The trees have light-colored bark and some have dark spots. The ground is covered with green grass and other plants. The sky is visible in the distance, appearing blue.

Appendices

Appendix A - National, Regional and Local Planning Policy

Table 1: National Planning Objectives

NPO 4	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	NPO 18a	To support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.
NPO 5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	NPO 21	Enhance the competitiveness of rural areas by supporting innovation in rural economic development and enterprise through the diversification of the rural economy into new sectors and services, including ICT-based industries and those addressing climate change and sustainability.
NPO 6	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.	NPO 27	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
NPO 7	Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities	NPO 28	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.
NPO 14	Protect and promote the sense of place and culture and the quality, character and distinctiveness of the Irish rural landscape that make Ireland’s rural areas authentic and attractive as places to live, work and visit. The Action Plan for Rural Development will support this objective up to 2020; thereafter a review of the Action Plan will be undertaken to ensure continued alignment and consistency with the National Policy Objectives of this Framework.	NPO 58	Integrated planning for Green Infrastructure and ecosystem services will be incorporated into the preparation of statutory land use plans.
NPO 15	Support the sustainable development of rural areas by encouraging growth and arresting decline in areas that have experienced low population growth or decline in recent decades and by managing the growth of areas that are under strong urban influence to avoid over-development, while sustaining vibrant rural communities.		
NPO 16	Target the reversal of rural decline in the core of small towns and villages through sustainable targeted measures that address vacant premises and deliver sustainable reuse and regeneration outcomes.		
NPO 17	Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.		

Table 2: Regional Policy Objectives

RPO 3.2 (c)	Deliver at least 30% of all new homes that are targeted in settlements with a population of at least 1,500 (other than the Galway MASP and the Regional Growth Centres), within the existing built-up footprints.		
RPO 3.3	Deliver at least 20% of all new housing in rural areas on brownfield sites.		
RPO 3.4	To support the regeneration and renewal of small towns and villages in rural areas.		
RPO 3.5	Identify and develop quality green infrastructure, within and adjacent to City, Regional Growth Centres and Key Towns.		
RPO 3.6	Support a coherent and consistent approach in the identification and monitoring of the scale of housing vacancy within the region, identifying vacancy hotspots and informing the setting of actions, objectives and targets in Action Plans and identify how these might best be achieved.		
RPO 3.8	Support the design of new/replacement/ refurbished dwellings to high energy efficiency standards that fully avail of renewable technologies, maximise solar gain, utilising modern materials and design practices.		
RPO 3.9	Identify suitable development opportunities for regeneration and development that are supported by a quality site selection process that also addresses environmental constraints and opportunities.		
RPO 3.10	Ensure flood risk management informs development by avoiding inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places. Development plans should assess flood risk by implementing the recommendations of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).		
RPO 3.13	To support the role of smaller and medium sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of		
			the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy
		RPO 4.4	That the Wild Atlantic Way (WAW) touring network and visitor attractions within the region shall be upgraded and improved to cater for the growth in visitor cars, buses, and cyclists using the route.
		RPO 4.14	Promote the development of integrated walking, cycling and bridle routes throughout the region as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.
		RPO 4.21	Promote innovative new building design and retrofitting of existing buildings, both private properties, and publicly owned, to improve building energy efficiency, energy conservation and the use of renewable energy sources following National Regulations, and Policy.
		RPO 4.23	To create a stronger and more resilient region by protecting and stimulating gastronomy as part of our cultural heritage and also by identifying new opportunities for economic development.
		RPO 4.24	To support the growth of the region's agrifood industry, and its SME's. This includes the expansion of the sector where already established in rural areas, as well as in small towns, and villages, where expansion should be supported.
		RPO 4.45	To support retail in town and village centres through the sequential approach, as provided within the Retail Guidelines, and to encourage appropriate development formats within the town and village centres.
		RPO 4.46	To encourage new (and expanding) retail developments to locate close to public transport corridors, to enable sustainable travel to and from our Town and Village Centres, where applicable.
		RPO 4.47	To adopt a presumption in favour of the reuse, and restoration of town centre buildings for use as retail space, subject to satisfying other planning criteria and standards

RPO 5.13	Protect, enhance and harness the potential of the region’s cultural and heritage assets.		
RPO 5.14	Support the conservation of the region’s National Monuments and built heritage, being structures that are of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest that are of Regional Significance or above.		
RPO 5.17	Support the adaptation and re-use of heritage buildings and places.		
RPO 5.18	The Regional Assembly shall collaborate with Local Authorities, Fáilte Ireland, Waterways Ireland, DTAS, and other relevant stakeholders in developing an integrated network of Greenways across the region’s catchments. To support, and enable the development of sustainable Greenway projects, the NWRA will encourage and promote: (a) The advancement and growth of Greenways through several Key National and Regional Greenway Projects, which are high capacity, and which can in the medium/long term be extended and interlinked across County Boundaries and with Local Greenways, and other cycling/walking infrastructure. (b) Prioritisation of Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to the region and are regularly used by overseas and domestic visitors, and locals, thereby contributing to a healthier society through increased physical activity. (c) The appropriate development of local businesses, and start-ups in the vicinity of Greenway Projects. (d) The development of Greenways in accordance with an agreed code of practice. (e) Collaborative development of Greenways and Blueways, including feasibility and route selection studies to minimise impacts on environmentally sensitive areas.		
RPO 5.19	The Assembly supports the further development of Greenways as part of the Outdoor Recreational Plan for Public Lands and Waters in Ireland 2017-2021’, as part of an overall improvement of facilities to enhance health and wellbeing across society.		
RPO 6.13	(a) It shall be an objective to deliver the Athenry - Tuam - Claremorris - Sligo Rail to an appropriate level of service and to a		
			standard capable of facilitating passenger and freight transport. (b) It shall be an objective to progress through pre-appraisal and early planning the extension of the railway from Athenry - Tuam - Claremorris - Sligo.
RPO 6.22			Provide new interchange facilities and enhanced bus waiting facilities together with enhanced passenger information, utilising smart technology in appropriate circumstances.
RPO 6.23			To provide sustainable travel which will be supported by providing walking and cycling facilities (including Greenway and Blueway projects) as a priority across the region.
RPO 6.26			The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle, through: (b) Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual. (c) Development of a network of Greenways.
RPO 6.29			The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life.
RPO 6.30			Planning at the local level should promote walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services and other services at the local level such as schools.
RPO 6.31			New development areas should be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, to give a competitive advantage to these modes. Prioritisation should be given to schools and areas of high employment density.
RPO 6.36			Support the roll-out of the National Broadband Plan within the lifetime of this strategy and grow the regional digital economy.

RPO 6.38	The Assembly supports the provision of Wifi Hotspots at appropriate publicly accessible locations.
RPO 6.39	Provide information to businesses on the opportunities available through broadband connections.
RPO 6.41	Promote technology interventions and best practice that enhance sustainability in public places, parks, waterways and building management.
RPO 7.9	Promote the provision of high-quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling
RPO 7.10	Support the Health Service Executive and other statutory and voluntary agencies and private healthcare providers in the provision of healthcare facilities to all sections of the community, at appropriate locations, with good public transport links, parking and accessible facilities.
RPO 7.12	Ensure local planning, housing, transport/ accessibility and leisure policies are developed with a focus on meeting the needs and opportunities of an ageing population and people with disabilities and younger persons.
RPO 7.13	Aim to make this region an Age-Friendly one by working with constituent Planning Authorities and recognising the demographic challenges that face the region and ensure the provision of suitable facilities and services at appropriate locations.
RPO 8.22	Prioritising investment to improve stormwater infrastructure to improve sustainable drainage and reduce the risk of flooding in the urban and rural environment.
RPO 9.1	Build Inclusive and Compact Places by: a) Planning for Inclusive Communities through regional cooperation and collaboration, to support the wider economic and social development agendas of the region and integrating health and wellbeing outcomes across all activities, ensuring that spaces are made available for community use. b) Accommodating Growth and Delivering Housing through

	compact growth where housing opportunities are close to schools, community facilities, health facilities, shopping, and employment; Prioritising the (re-)use of existing underutilised land and buildings, and other infill opportunities. c) Accessing Quality Services by maximising the use of transport and digital infrastructure to ensure people can access quality education and health services, building on the quality health and education infrastructure that exists on a cross-border basis and building more shared services and nurturing greater collaboration between actors and agencies in the co-design of new services. d) Valuing Cultural Heritage by creating appealing places through attractive and imaginative building design, street layout, civic space and public realm design; Developing new offerings in support of existing ventures in the tourism sector, such as greenways, walking trails and other inter-urban connections, based on the wealth of natural and cultural heritage assets and providing links to the Wild Atlantic Way and the Causeway Coast.
RPO 9.3	Planning for a vibrant economy through: b) Nurturing the rural economy through protecting and promoting the sense of place and culture and the quality, character and distinctiveness of the rural landscape, whilst facilitating the appropriately-scaled development of rural enterprise initiatives, including the appropriate development of tourism, delivering business start-up programmes and development support to rural communities experiencing economic disadvantage, whilst also meeting appropriate rural housing need having due regard to all material considerations.

Table 3: Sligo Development Plan Policy Objectives

SP-S-2	Promote economic development in the Key Support Towns of Tobercurry, Ballymote and Enniscrone	P-UD-3	Generally maintain a continuous building line along streetscapes. Car parks, loading bays and service yards shall be located to the rear of buildings
SP-S-6	Reinforce the economic roles of the County's main urban centres by facilitating retail development on the basis of the Retail Hierarchy which designates the following: Tier 1 Sligo City – Primary Retail Centre Tier 2 Tobercurry, Ballymote, Enniscrone – Key Support Retail Centres	P-UD-4	Promote the principles of contextual compatibility for all new buildings within the historic built environment and require carefully-designed architectural solutions in compliance with the guidance set out in Section 13.2.4 Development in historic streetscapes (development management standards). Planning applications for new buildings or shopfronts shall be accompanied by a site context analysis (including streetscape elevations) that demonstrates an understanding of the key urban design issues and illustrates how these have been addressed in the proposal.
SP-ED-1	Ensure that sufficient and suitable land is reserved for new enterprise development at key locations in Sligo City, Tobercurry, Ballymote and Enniscrone, and promote the Key Support Towns as secondary employment centres, after Sligo City.	P-UD-5	Require the retention and restoration of historic windows, doors, renders, roof coverings, chimneys, rainwater goods and other significant features of structures of architectural heritage merit, whether protected or not. Where retention is not possible, the replacement of original or historic features should be executed in a manner sympathetic to the original fabric and design intent of the building. Replacement with modern materials (such as PVC windows and doors) or designs that may be insensitive in their detailing or relief to traditional façades and roofs will be discouraged.
SP-RP-3	Support the provision or extension of retail facilities in the Key Support Retail Centres (Tier 2) of Tobercurry, Ballymote and Enniscrone. The location of new retail outlets with a floorspace greater than 500 sq.m. will be subject to the sequential approach. The Council will encourage site assembly to support convenience retail provision in these key locations.	P-UD-6	Require the retention and refurbishment of historic shopfronts.
P-RP-7	Promote initiatives or programmes to enhance the character and urban design quality of the Key Support Towns (Tobercurry, Ballymote, Enniscrone) and Gateway Satellites (Ballysadare, Collooney, Coolaney, Grange and Strandhill), to ensure that they become and remain attractive for investment in commerce and retailing.	P-UD-7	Encourage the replacement of inappropriate modern shopfronts with traditionally detailed shopfronts, based on historical evidence, or with appropriately-designed and well-detailed contemporary shopfronts.
P-UD-1	Seek the retention and refurbishment of historic buildings in traditional town and village streetscapes. Demolition will be considered only in exceptional circumstances	P-UD-8	Require shopfronts and advertisement signs to match the overall form and structure of the buildings on which they are installed, and ensure that they adhere to the guidelines set out in the Retail Design Manual (DECLG, 2012) and to the guidance in Section 13.5.9 Shopfronts and signage (development management standards) of this Plan
P-UD-2	Maintain the traditional plot width within historic streetscapes, particularly where the building façade is manifested on the streetscape. In exceptional circumstances, a new building with a broader plot width may be permitted, but the façade will be required to include some form of articulation that emulates the original plot widths or fits in with the traditional streetscape character.		

P-UD-9	Create a strong urban edge for every town and village by preventing ribbon development on the approaches to built-up areas and by restricting unnecessary development within the green belts around towns and villages.
P-UD-10	Ensure that new development in towns or villages takes place in accordance with the principle of sequential development.
P-CAM-1	Support the implementation of the National Climate Change Adaptation Framework 2012, by including relevant measures in any forthcoming adaptation plans. Such plans shall be in accordance with national guidance issued by the DoECLG and EPA and undertaken in collaboration with the Northern and Western Regional Assembly, Mayo County Council, Roscommon County Council, Leitrim County Council and Donegal County Council.
P-CAM-3	Raise public awareness and build local resilience in relation to climate adaptation.
P-CAM-4	Facilitate and assist County Sligo's transition to a low-carbon economy and society.
P-CAM-5	Promote, support and implement measures that reduce man-made GHGs, including energy management, energy efficiency, compact development patterns, low-carbon buildings and sustainable transport.
P-CAM-6	Consult and encourage partnerships with stakeholders when addressing climate change matters, particularly through the development plan process.
P-CAM-8	Promote and support the use of renewable energy in all sectors.
P-CAM-9	Support community participation in, and benefit from, renewable energy and energy efficiency projects.
P-CAM-10	Support local innovation, economic activity and job creation in the "green" economy by encouraging investment in products, services and technologies needed in a low carbon future.
P-CAM-11	Support the repair of old structures where possible, in particular the repair of the stone arch bridge stock, in preference to replacement with high carbon materials.

P-FRM-2	Direct strategically significant growth, projects and infrastructure to areas with a low risk of flooding.
P-FRM-5	<p>Restrict development in areas at risk of flooding unless:</p> <ul style="list-style-type: none"> - it is demonstrated that there are wider sustainability grounds for appropriate development; - the flood risk can be managed to an acceptable level without increasing flood risk elsewhere; - the overall flood risk is reduced, where possible. Developments considered necessary in order to meet the objectives of this Plan, or required on wider sustainability grounds, will be subject to the development management justification test outlined in chapter 5 of the Planning System and Flood Risk Management Guidelines. <p>Measures such as flood compensation storage works or new hard-engineered flood defences alone will not be acceptable as justification for development in flood risk areas. Such measures will be subject to compliance with the Habitats Directive and will only be considered as part of a proposal if the development is warranted by the justification test on planning and sustainability grounds in the first instance, and where no alternative site is available.</p>
P-FRM-6	Require development proposals, where appropriate, to be accompanied by a detailed flood risk assessment in accordance with the provisions of the DoEHLG's Planning System and Flood Risk Management Guidelines for Planning Authorities and to address flood risk management in the detailed design of development, as set out in Appendix B of the Guidelines.
P-FRM-7	Assess flood risk in Local Area Plans in accordance with the DoEHLG's Planning System and Flood Risk Management Guidelines for Planning Authorities in a manner that is appropriate to the scale and circumstances of each area and having regard to the priorities set out in the SFRA that accompanies this Plan.
P-CW-1	Promote walking and cycling as sustainable transport modes and healthy recreational activities.

P-CW-2	Plan and make provision for the safe and efficient movement of cyclists and pedestrians in and around built-up areas.
P-CW-3	Make provision for the integration of pedestrian and cycle facilities (i.e. bicycle parking) at public transportation nodes and village/town centres, public car parks and Institutions.
P-CW-4	Ensure that adequate cycle facilities are provided in all new institutions, employment centres, sports complexes and leisure facilities, in the form of sheltered bicycle parking and locker rooms with shower facilities.
P-CW-5	Promote cycling as a viable commuting mode of transport.
P-CW-6	Require that all new developments are designed to integrate into a cycling network linking with adjoining development areas and schools, and provide cycle and pedestrian-friendly development layouts, infrastructure and facilities.
P-CW-7	Provide appropriate facilities for pedestrians and for people with special mobility needs.
P-CW-8	Consider the use of off-road routes, such as disused railway lines and bridle paths, for both walking and cycling to improve access to rural tourist attractions. Where feasible, provide separate trails for walkers and cyclists in the interests of safety and convenience, with appropriate surfaces for each type of user and subject to compliance with the Habitats Directive.
P-CW-9	Provide, improve and extend cycle and pedestrian routes on existing roads, proposed roads, roads being upgraded and green corridors (including river corridors), where feasible and practical and subject to compliance with the Habitats Directive.
P-CW-10	Implement the relevant policies of the Department of Transport's National Cycle Policy Framework 2009–2020, and support the provision of a national cycle network.
P-CW-11	Implement the relevant provisions of the Department of Transport's Walking Policy, when published.
P-CW-12	Implement the measures in Sligo's Cycling Strategy and update the Strategy as appropriate.

Appendix B - Mobility Strategy Strategic Interventions

Sligo Council

Mobility Strategy
Tubbercurry

Draft report
Prepared by LUC
September 2023

Sligo Council

Mobility Strategy
Tubbercurry

Project Number
12455

Version	Status	Prepared	Checked	Approved	Date
1.	Draft	N McAlpine	C King	J Whitworth Allen	20.09.2023

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Chapter 1 Introduction

Purpose of this Report

1.1 LUC has been appointed by Sligo Council to prepare a Mobility Strategy to accompany the Town Centre First (TCF) project. The TCF aims to improve the access to Tubbercurry, enhance the public realm and to improve the living quality for residents and visitors to the town.

1.2 Tubbercurry is a small town of approximately 2,300 people as measured at the last Census. It lies approximately 30km to the east of Ballina and 30km to the south of Sligo. The town is mainly rural in nature and its transport system is dominated by infrastructure to support the private vehicle. The main road network is the N17 which lies to the north and west of Tubbercurry as well as providing access to the wider strategic road network to the north and south of Ireland. The R294 is the main west to east route connecting the town with Ballina to the west and Ballymote to the east.

1.3 Tubbercurry's facilities mainly lie off the north to south running Teeling Street and Humbert Street, with Wolfe Tone Square being the main focal point of the town centre.

1.4 There are limited facilities for cycling and walking within the town and the public transport service is commensurate with the rural nature of the setting with approximately one bus in either direction every two hours.

1.5 This mobility strategy is to compliment the work undertaken by the TCF plan but is primarily here to make mobility fair and just for all and to promote the use of more sustainable modes whilst recognising the need to provide infrastructure for the appropriate use of the private vehicle especially for those with mobility impairments. The report therefore concentrates on providing a holistic strategy encompassing all modes but focusses on encouraging the most sustainable means of travel.

1.6 The mobility strategy aims to help achieve the following objectives of the TCF:

- Strengthening Tubbercurry as a welcoming destination town;
- Creating attractive and people- focused spaces; and
- Supporting active lifestyles and access to enhanced green spaces.

1.7 Traffic calming and accessibility improvements were considered important traffic management options during stakeholder engagement. Potential solutions discussed include junction improvements, additional and enhanced crossing points and restricting large vehicles through the town where possible. Due cognisance of these areas will be taken as the mobility strategy emerges from the data.

Report Structure

1.8 Following this short introductory chapter, the report is set out as follows:

- **Chapter 2** provides a summary of the relevant local and national planning policy and guidance and existing best practice;
- **Chapter 3** explores the context of the town and the existing situation including the opportunities and constraints;
- **Chapter 4** Identifies the opportunities;
- **Chapter 5** sets out a mobility strategy; and,
- **Chapter 6** provides a summary of the findings of the study.

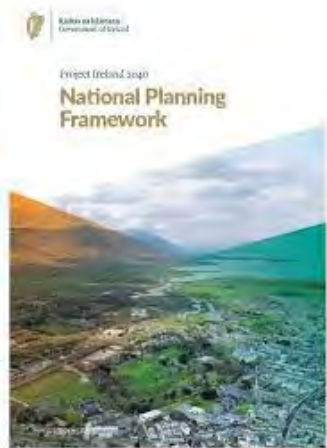
Chapter 2 Planning Policy Review

Introduction

2.1 This chapter outlines the relevant local, regional, and national policies which relate to transport for the Mobility Strategy. The proposals have been developed to fully align with the policies detailed below.

National Policy

National Planning Framework



2.2 The National Planning Framework for Ireland sets out the vision for Ireland and its future;

“It is a framework to guide public and private investment, to create and promote opportunities for our people, and to protect and enhance our environment - from our villages to our cities, and everything around and in between”.

2.3 The framework identifies many goals including the following:

- Compact Growth - Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work;
- Strengthened Rural Economies and Communities;
- Sustainable Mobility including the electrification of the fleet and alternatives to private car usage;
- A Strong Economy, supported by Enterprise, Innovation and Skills – Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure.;
- Environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;

- Enhanced Amenities and Heritage- This will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. One of the keys to this is patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places; and
- Transition to a low carbon and climate resilient society – transport can play a key part of this transition.

National Spatial Strategy

2.4 Preceding the National Planning Framework was the National Spatial Strategy (NSS) 2002-2020 which

“aimed to achieve a better balance of social, economic and physical development across Ireland, supported by more effective planning. In order to drive development in the regions, the NSS proposed that areas of sufficient scale and critical mass would be built up through a network of gateways and hubs”

2.5 The mobility strategy will build on the transport objectives within the National Spatial Strategy of:

- Maximising access to and encouraging use of public transport, cycling and walking; and
- developing sustainable urban and rural settlement patterns and communities to reduce distance from employment, services and leisure facilities and to make better use of existing and future investments in public services, including public transport.

2.6 Whilst the NSS may no longer be the extant document for planning in Ireland the considerations within lay the groundwork for the National Planning Framework and still hold relevant weigh.

National Sustainable Mobility Policy

2.7 The National Sustainable Mobility Policy “sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car”.



2.8 The Mobility Policy is based on three main principles which are as follows:

- Avoid: Reduce the frequency and distance of trips;
- Shift: Move towards more environmentally friendly modes of transport such as walking, cycling or using public transport; and
- Improve: Promote efficient fuel and vehicle technologies.

2.9 The Mobility Policy is backed up by an Action Plan which specifically has goals that expand availability of sustainable mobility in regional and rural areas including developing pedestrian enhancement plans and to encourage people to use sustainable mobility over the private car.

2.10 It is very clear that the national policy is promoting more sustainable travel options over private vehicle use in both the major metropolitan areas, but more saliently for Tubbercurry, also in the rural areas. This mobility strategy therefore will build on the direction the national policy is focussed on but will also be cognisant of the need to retain facilities for the appropriate use of private vehicle.

Regional Policy

Sligo County Development Plan

2.11 The Sligo County Development Plan is the over-arching strategic framework document for sustainable development in spatial, economic, social and environmental terms for Sligo. It sets out how the county will develop over the period of the plan which has recently been extended into 2024 and therefore remains the extant document. The plan currently has a number of transport policies including:

- SP-TRA-1 Support the creation of an integrated and environmentally-sound transport system, in particular with regard to accessibility and choice of transport, with a quality intercity bus and rail service, alongside the promotion of cycle facilities and pedestrian movements;
- SP-TRA-3 Encourage the shift from car use to more environmentally-friendly modes of transport and ensure the provision of quality interchange facilities between road, rail, bus and bicycle in relevant settlements;
- SP-TRA-6 Facilitate and encourage the provision of adequate car-parking facilities in Sligo City and the County's towns and villages

2.12 Sitting alongside the policies are objectives, the first being:

- SO-TRA-1 Develop a strategy to promote and facilitate greater use of sustainable modes of travel such as walking and cycling

2.13 Within the Development Plan there is also an aspiration to improve and realign the N17 to the west of Tubbercurry however there is currently no date set for this. Therefore for the purposes of this strategy, this will be considered as a future development which the strategy will take due cognisance of in terms of not inhibiting its delivery, but will not rely upon for any recommendations.

2.14 The plan also further states the promotion of cycling and walking within its policies as follows:

- P-CW-1 Promote walking and cycling as sustainable transport modes and healthy recreational activities.
- P-CW-2 Plan and make provision for the safe and efficient movement of cyclists and pedestrians in and around built-up areas.
- P-CW-3 Make provision for the integration of pedestrian and cycle facilities (i.e. bicycle parking) at public transportation nodes and village/town centres, public car parks and Institutions

2.15 The aim for Sligo Council is to create vibrant pedestrian and cyclist-friendly environments, with a good provision of public transport, reduced congestion and an attractive place which is not dominated by the car.

Climate Ready Sligo

2.16 The climate adaption strategy for Sligo recognises the risks associated with climate change and the role that transport plays in a low carbon future. Within the document it states that over 70% of people relied on private cars to get to work/school, while only around 1.5% of people used public transport, but nearly 10% walked or cycled and that there is a need for more sustainable transport options at both the rural and urban levels.



Existing Best Practice for Mobility

2.17 There are a number of similar examples where improvements to sustainable travel networks and public realm have benefited an area and its economy. Tubbercurry should be following these examples of how improved public realm and transport options can increase dwell time, spend and usage of the town centre.

2.18 A public realm and movement strategy has been developed for Bath to address similar issues to that experienced by Tubbercurry including reducing the dominance of the motor vehicle within the city centre. Bath & North East Somerset Council confirm that 'the strategy sets out proposals to:

- Rebalance the movement hierarchy giving priority to pedestrians, cyclists and public transport;
- Refashion the public realm creating a lattice of connected streets and spaces and utilising high quality materials, bespoke furniture and exceptional landscape and lighting design;
- Reveal the city through the introduction of a new multi-channel information and wayfinding system for all modes of movement;
- Reanimate the city centre through an imaginative and pioneering programme of public art, events and activities.'

2.19 Newry, Mourne and Down District Council are investing £20m to improve theatre, conference and civic hub facilities, with this supported by an additional £8m provided by the Belfast Region City Deal fund towards public realm improvements in the city centre. This is aimed at generating both economic and social benefits for the city.

2.20 The following table provides a summary of the key benefits generated by active travel measure promotion and well designed, inclusive public realm schemes delivered in the past decade:

Scheme	Intervention	Benefit
Altrincham	Public realm improvements	Footfall Increased by 22% and reduced retail vacancy of 22%
Kensington High Street	Re design of the street environment, including new crossings, changed road alignments, cycle parking, footway widening and re paving, and new street trees	7% increase in pedestrians and 30% increase in cyclists and accident reduction
Coventry Pedestrianisation	New Civic Square, rationalisation of street furniture	25% increase on footfall on Saturdays
Kelso	Public realm improvements and street furniture rationalisation	28% increase in footfall
Sheffield Peace Gardens	New open space and public realm	35% increase in shopping visits and net increase in spending of £4.2m
Bangkok	Pedestrianisation	44% of retailers report increase in sale, 33% no change and 23% reduction – so net positive gain
New York	Pedestrian Intersection improvement	48% increase in local sales
Brussels	Car free zone	85% of local shopkeepers and 80% of visitors from abroad are in favour of the improvements

Source: Economic Benefits of the Reallocation of Street Space: Low, McAlpine, Russell 2021

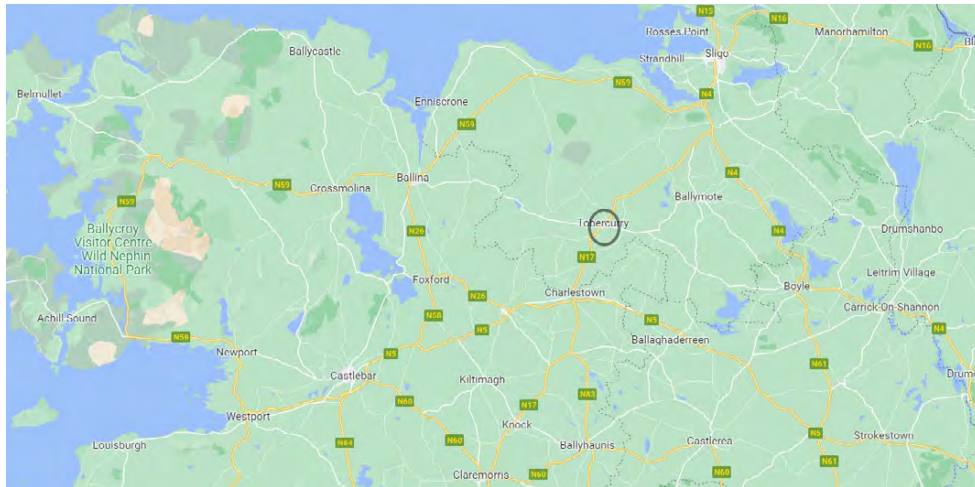
Chapter 3 Existing Situation

Site Location

3.1 Tubbercurry is a small town situated near the west coast of Ireland with a population of approximately 2,300. The town is mainly rural in nature with facilities associated with a town of this nature such as a shopping, educational and leisure facilities. There is limited public transport provision, limited walking and wheeling facilities with the predominant mode of transport being via the private vehicle.

3.2 The main road network is the N17 which lies to the north and west of Tubbercurry as well as providing access to the wider strategic road network to the north and south of Ireland. The R294 is the main route connecting the town with Ballina to the west and Ballymote to the east. Figure 3.1 below shows Tubbercurry in relation to its surrounds.

Figure 3.1: Tubbercurry Location



3.3 The existing transport provision is very car dominant and is described in further detail in the sections below.

Pedestrian Facilities

3.4 Pedestrian facilities within the town tend to be in the form of footways at the road side. These footways along the main routes of the N17, Teeling Street and Humbert Street tend to be 1.8m wide, lit and in relatively good condition. There are crossing points facilitated at locations in the form of traffic signal controlled junctions or controlled crossing points such as zebra crossing. These are often associated with drop kerbs and tactile paving to aid those with mobility and visual impairments such as that shown on Teeling Street in Figure 3.2 below.

Figure 3.2: Teeling Street



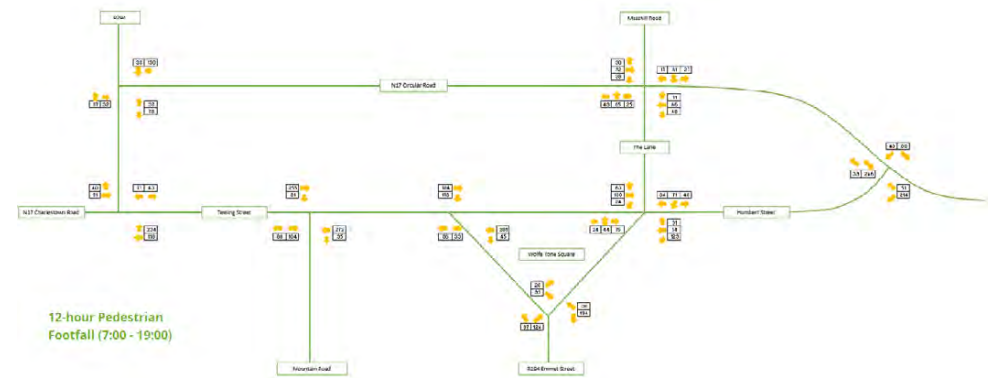
3.5 However many of the side streets are narrow with limited or not to standard pedestrian facilities which inhibit or discourage east/west movements including access to the bus stops on the N17.

3.6 Surveys were undertaken to determine pedestrian flows throughout Tubbercurry which indicated that pedestrian flows are significantly lower than vehicle flows in the town. Approximately 915 pedestrians travel through the town centre every day between 7am and 7pm, compared to 4,500 vehicles.

3.7 The Highest footfall is experienced along Teeling Street between Mountain Road and The Lane. c. 360 pedestrians were recorded in each direction between 7am and 7pm with most pedestrians approach the town centre from the south:

- 30% from Teeling Street (south)
- 25% from Emmet Street (south- east)
- 21% from Humbert Street (north)
- 12% from Mountain Road
- 12% from The Lane (south- east)

Figure 3.3: Pedestrian Flows



3.8 As indicated in Chapter 2 it is widely recognised that pedestrians spend more than vehicle users as they pass more shops walking to and from their destination increasing discretionary spend. It is therefore important to encourage more pedestrians into the town centre and to provide facilities such as benches, points of interest and general placemaking improvements which will increase their dwell time. In addition removing barriers such as heavy traffic flow or inappropriate levels of parking increases the attractiveness of an area, extending dwell time and increasing spend.

3.9 There are currently limited offroad pedestrian facilities although it is recognised that the Tubbercurry Greenway which is currently in planning, will help to provide some traffic free facilities along the old railway route and will strengthen the east/west links.

Cycling Facilities

3.10 The current dedicated cycling facilities are shown on Figure 3.4 below:

Figure 3.4: Dedicated cycling links



3.11 There is also the Forest Trail to the west of Tubbercurry which provides an opportunity for leisure cycling and walking however there are no cycling facilities linking the town to the trail. There is also the provision of cycle parking at Wolfe Tone Square in the form of Sheffield Stands.

3.12 The cycling and walking facilities are similar to many rural towns but are limited in nature and offer an opportunity for improvement.

Public Transport Facilities

3.13 Tubbercurry is serviced by bus stops as shown on Figure 3.5 below:

Figure 3.5: Bus Stops



Bus Network

■ One stop in either direction on Teeling Street and the N17 which serve the community as follows:

Stop Location	Service Number	Route	Frequency
Teeling Street	64	Londonderry - Galway	Approx every 2 hours
	476	Ballymote - Ballymote	3 times daily on a Wednesday
N17	964	Galway - Donegal	2 times daily

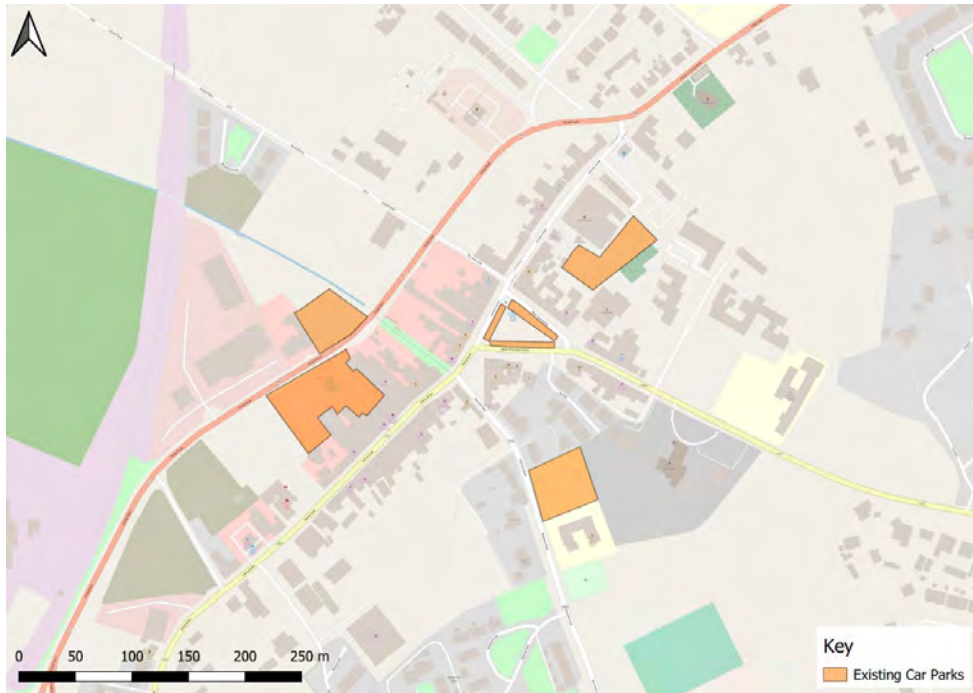
3.14 There is limited public transport provision and the services provided do not have an attractive timetable for those wishing to use them for commuting and educational reasons. The stops are flag stops with no additional infrastructure in the form of shelters, bus boarding kerbs or real time information. The bus stop at Wolfe Tone Square is situated behind car parking spaces which could potentially provide issues for those with mobility impairment and implicitly prioritises the private vehicle over public transport which is contrary to national and local policy.

3.15 Whilst the service provision is similar to many other rural towns, there is limited potential for its use as a viable alternative mode to the private car for educational and work trips. The lack of shelter and additional facilities also exacerbate the problem of public transport not providing a realistic alternative mode.

Parking

3.16 Throughout the public consultation parking was a key issue for the residents of Tubbercurry. The town centre is currently dominated by on street parking in addition to parking around Wolf Tone Square. Over and above the on street parking there are five off street car parks as shown in Figure 3.6 below:

Figure 3.6: Existing Off Street Parking



3.17 In total of c. 227 parking spaces within the town centre. This is determined as Wolfe Tone Square, Humbert Street, Teeling Street, Teach Laighne and Tubbercurry Health Centre.

3.18 A survey was undertaken of these spaces over a 12 hour period which indicated that parking in the town was an average of 61% occupied. It is accepted theory that 90% of spaces being occupied is considered optimum parking as this facilitates spaces being available and a healthy turnover of spaces throughout the day. Figure 3.7 below shows the total car park occupancy over the surveyed period:

Figure 3.7: Car Park Occupancy



3.19 The car park by the Tubbercurry Health Centre is the only zone experiencing capacity issues. This is likely mostly used by Health Centre patients and staff.

3.20 It is important to note that all spaces surveyed are a maximum of 250m (c.3- minute walk) from Wolf Tone Square and therefore within recommended walking distances as set by the Chartered Institute of Highways and Transportation.

3.21 Tubbercurry, despite the public perception, therefore has an overprovision of spaces against the surveyed demand providing an opportunity to reallocate space to public realm and more sustainable modes.

Road Network

3.22 The N17 is the primary national route which lies to the west of Tubbercurry and acts as a bypass for the town centre, limiting the amount of strategic movements, including HGVs, accessing the town. The N17 road is a national primary road in Ireland beginning in County Galway and ending in County Sligo and is approximately 95km long. It provides strategic access to the rest of Ireland for the residents of Tubbercurry especially north to south. The route is single carriageway and is accessed to the south of Tubbercurry via a signal controlled junction, and to the north via a simple priority junction with Humbert Street. The speed limit is 50km per hour adjacent to Tubbercurry but increases to 60km per hour as it moves away from the town. Despite the road being a national road, there are crossing points and footways adjacent to the carriageway. Figure 3.8 below shows the general configuration of the N17 in the vicinity of Tubbercurry.

3.23 The main arterial route west to east is the R294 which is a single carriageway 50km per hour lit road with footways in the vicinity of the town centre. The route connects Tubbercurry with Ballina to the west and Ballymote to the east.

3.24 Within the town centre the main road is Teeling Street which changes its name to Humbert Street to the north. The road is the main shopping and parking area for Tubbercurry and provides a means of access to Wolfe Tone Square. The road varies from 6 to 8 metres wide and also has parking restrictions on the east side for the majority of its length. The west side is in the majority unrestricted parking. There are two controlled crossing points in the form of one signal controlled and one zebra crossing facilitating a modicum of pedestrian movements across the road.

Figure 3.8: N17

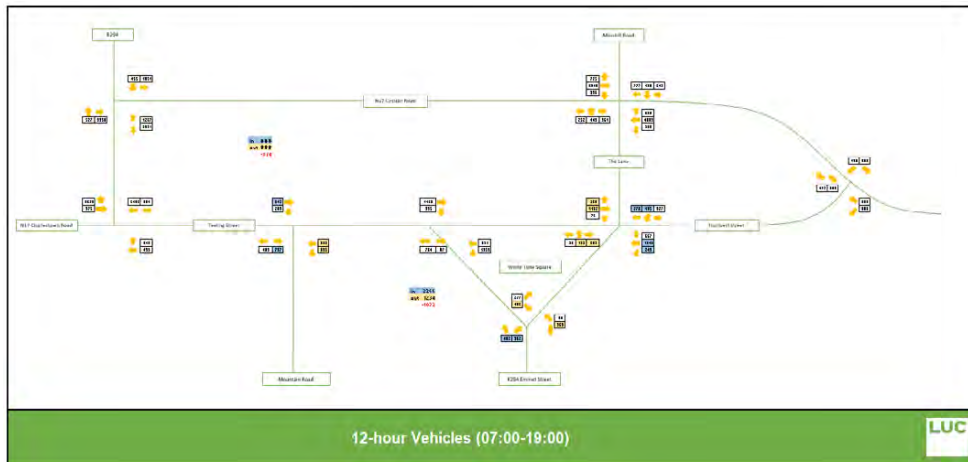


3.25 Wolfe Tone Square is the main focal point of the town centre and acts as a gyratory and access to the eastern R294. The roads around the square are wide two lane single carriageway with parking facilitated at all points including electric vehicle charging points. There are no formal pedestrian crossing points inhibiting pedestrian movement across the square. The bus stop is also accessed from behind parking spaces to the west of the Square.

3.26 Many of the minor roads such as The Lanes and Teeling Grove are narrow and primarily serve as access roads to residential development rather than as a connection route. Mountain Road is wider and acts as a connection to the south east of Tubbercurry, however, it only has pedestrian facilities on one side and terminates with Teeling Street beside public realm with an obstructed visibility splay.

3.27 Flow surveys were conducted over a 12 hour period and indicated that approx.4,500 vehicles travel through the town centre every day between 7am and 7pm, which amounts to one vehicle every 10 seconds. Figure 3.9 shows the results of those surveys.

Figure 3.9: Surveys



3.28 The survey highlighted that:

- Vehicle speeds were observed to be over the speed limit at some locations, particularly on Mountain Road.
- Speeds on Wolfe Tone Square are highest on the north- eastern arm.
- The town centre does not experience high HGV traffic flows - 95% of vehicle traffic is from cars.
- Zero pedal cycles were observed in the town centre on the day of the surveys.
- Approximately 4,500 vehicles travel through the town centre every day between 7am and 7pm (one vehicle every 10 seconds on average).

3.29 Within the public consultation traffic management was identified as the third most important issue for the TCF to address, indicating that there is an appetite for change within the local community.

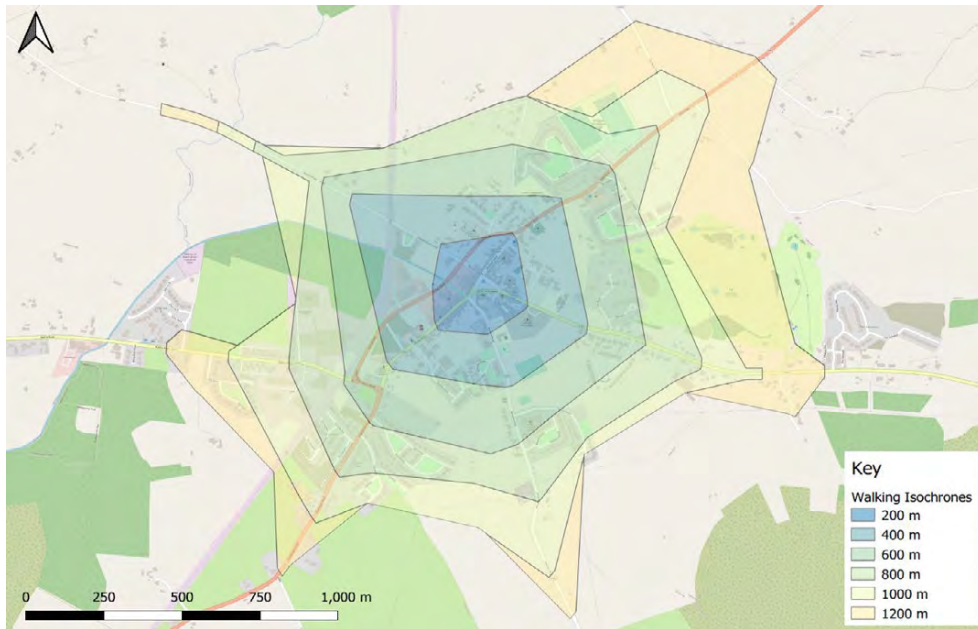
Chapter 4 Opportunities

4.1 The TCF aims to provide an improved public realm and landscape for the residents and visitors of Tubbercurry and there is an appetite from those that attended the public consultation for change in the traffic conditions within the town centre. This provides the greatest opportunity for change, as these designs will mirror the national and local policy for encouraging the more sustainable modes and to ensure that the town centre will be open to all and encourage people to walk and dwell more within Tubbercurry which evidence would indicate will increase their spend and bring economic and cultural advantages to the town centre.

4.2 As previously highlighted, Tubbercurry is compact, providing excellent opportunity to introduce measures to promote active travel, i.e. walking and cycling, but this could also include e-mobility measures and incentives to facilitate shorter trips which start and finish within the town. This can provide an attractive means for pupils and students to travel when accessing schools and encourage those who work within the town to use these modes.

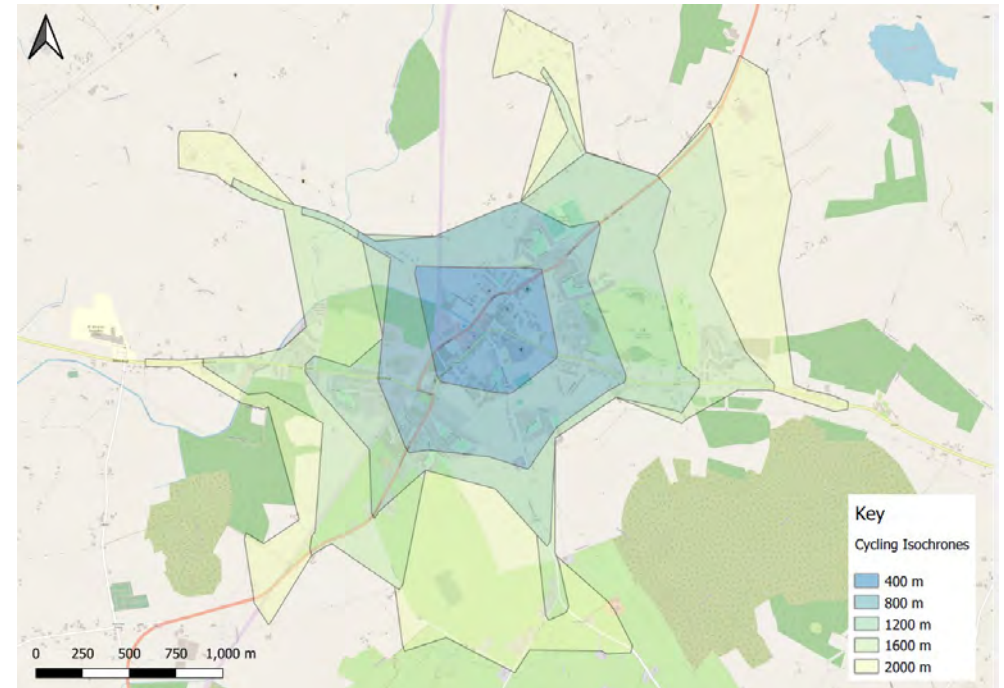
4.3 The compact nature of the town is highlighted by the following figure which show that all of Tubbercurry is within the CIHT recommended walking distances. This provides opportunity to increase walking journeys both amongst local origin to destination journeys, and through longer-distance journeys utilising opportunities for out of centre parking locations providing a 'park and walk' option. Furthermore, relocation of town centre parking to out of centre locations will enable greater provision of walking and cycling facilities.

Figure 4.1: Walking Isochrone



4.4 The cycling isochrone in Figure 4.2 also indicates that all of Tubbercurry and the surrounding residential areas, leisure facilities and education are within recommended cycling distances providing a good opportunity for cycling to become a viable alternative to the private vehicle for many residents.

Figure 4.2: Cycling Isochrone



4.5 As indicated in Chapter 3, only 61% of the car parking is utilised on a daily basis. This provides an opportunity over time to reduce the car parking levels, freeing up space for infrastructure for more sustainable modes and to increase public realm and attractiveness of the town centre especially around Wolfe Tone Square.

4.6 The public transport frequency is commensurate with that expected in a small rural town, but there is opportunity to provide better facilities at the bus stops to increase the attractiveness of this mode. Beginning with small-scale improvements such as this can contribute to longer-term business cases to increase service provision, destinations and frequency over time.

4.7 The mobility strategy will build on these opportunities, to presenting a pathway to providing a more balanced transport environment within Tubbercurry in line with the national and local policy and to facilitate better traffic management as per the conclusion of the public consultation event.

Chapter 5 Strategy

5.1 This chapter sets out a strategy which is aimed at bringing the mobility environment within Tubbercurry in line with local and national policy, setting out measures under the main transport modes. Measures are split into short, medium and long term timescales as per Table 5.1.

Table 5.1: Timescales

Period	Timescale
Short Term	Up to one year
Medium Term	One to three years
Long Term	Over Three years

Parking

5.2 Space is required to deliver a strategy which builds on the national and local policy of encouraging more sustainable mobility. The current landscape of Tubbercurry town centre is dominated by parking at 5 off site locations and on street along Teeling Street and at Wolfe Tone Square. The reallocation of this space would provide space for sustainable modes and the continued economic growth of the town, allowing the TCF to be fully enacted.

5.3 Despite the views expressed at the public consultation that there is insufficient parking within the town centre, the parking surveys indicated that there was an average of 61% of the spaces used over the 12 hour period, equating to 88 out of the 227 spaces not being utilised. The maximum usage was 78% which occurred only briefly throughout the survey period. Even with maximum usage, there remains opportunity to immediately reduce a small number of spaces with minimal impact on the parking environment within Tubbercurry. Over the medium to longer term, additional spaces at alternative locations can then be removed and re-provided.

Short Term

5.4 In the short term the 9 spaces to the west of Wolfe Tone Square, see Figure 5.1 below, could be removed and any displaced car parking demand could be accommodated on Humbert Street or the Library Car park, both of which have spare capacity and are within just 100m of the removed spaces.

Figure 5.1: Wolfe Tone Square



5.5 The removal of these spaces would have the added benefits of bringing the bus stop to the carriageway edge, space to provide additional public transport facilities, and increased potential for new public realm at the square.

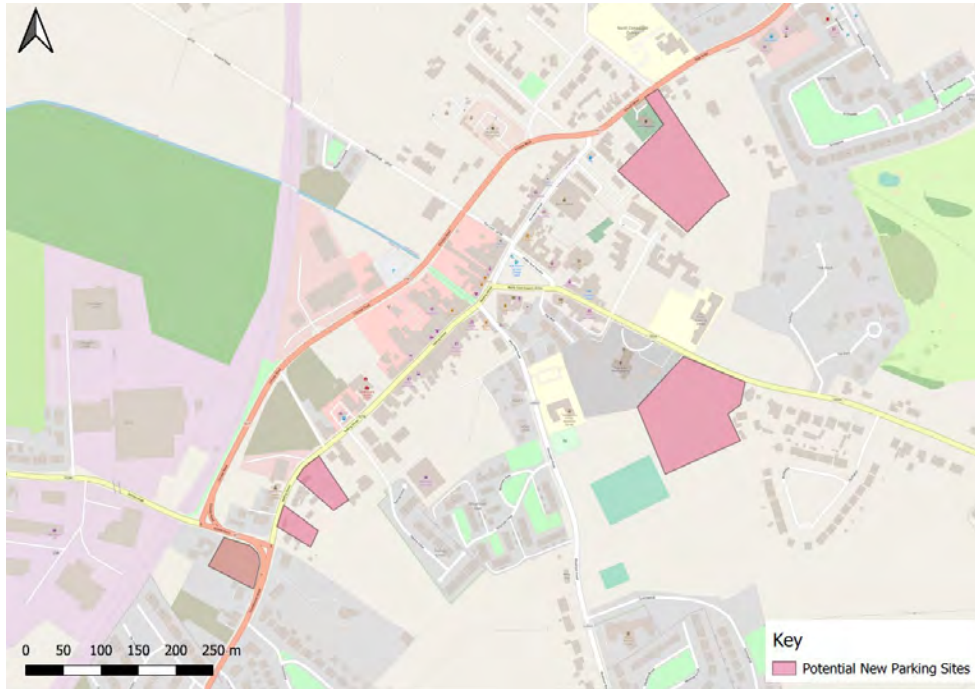
Medium to Long Term (over one year)

5.6 It is recognised that parking remains a concern and a top priority for those who responded to the public consultation on the TCF, however, the evidence from the surveys does not support their concerns with the Health Centre car park to the south of the town being the only parking area under stress. This is likely due to its usage for medical appointments rather than as an access point or parking area for the town centre.

5.7 Within the public consultation it was also highlighted that volumes and speed of traffic was a concern and it is widely recognised that parking is a generator of trips and therefore encourages residents and visitors to bring their private vehicle into the town centre. As there is currently an underutilisation of the car parking in the town centre there is scope for some rationalisation of parking along Teeling Street, Humbert Street and on Wolfe Tone Square. Over a longer time frame the town centre would benefit from the removal of all on-street spaces, with the exception of mobility impaired spaces and a small number of residents only spaces, at these locations.

5.8 However, it is recognised that parking remains a key economic driver for the town due to its rural nature and public transport coverage and therefore the overall town parking level should not be reduced below the current average utilisation and in the medium term any removal of parking spaces should be supported by the provision of new off street parking at locations to the north, south and east of the town centre. The overall aim would be to reduce the level of parking to approx. 150 spaces over a 10 year period. Possible locations for new parking areas are shown below.

Figure 5.2: Potential New Parking Locations



5.9 The provision of off street parking at these locations would enable a phased reduction of the number of spaces in the town centre over a longer time frame whilst retaining the economic stimulus which the correct level of appropriately-located parking can provide. This is made possible by the compact nature of Tubbercurry and, as shown in Figure 4.1 that the whole of the town centre is within recommended walking distances.

5.10 The provision of new off street car parks would also provide Sligo the opportunity to increase the number of Electric Vehicle Charging Points in line with the 2020-2025 Action Plan accompanying the National Mobility Strategy.

5.11 Parking should remain unmanaged for the next 5 years to allow a transition to the more sustainable modes and to facilitate an improvement in the public realm. However, a longer term aspiration should be to manage and enforce these spaces either through a charge or time based system.

5.12 If car ownership and usage continues to fall over time, and the car parks are under utilised, then the spaces can be opened up for new public realm, alternative uses such as pop up markets, play areas or sports pitches.

Pedestrian Facilities

5.13 The current pedestrian facilities along Teeling Street, Humbert Street and Wolfe Tone Square are similar to many small rural towns. There are currently pavements on both sides of the road at these locations and they provide an opportunity for north/south movements. However, they do little to encourage walking as an alternative mode and the two crossing points and the lack of facilities on the east/west movements means pedestrian activity is constrained.

5.14 A key element of the strategy should be to widen these pavements, provide additional crossing points and to maintain a level surface over all junctions.

Short Term

5.15 Measures which can be undertaken in the short term would be to rationalise the signage and street furniture along Teeling Street, Humbert Street and Wolfe Tone Square. This would provide additional width along current pavements and also remove some barriers to crossing the street. An audit to rationalise and remove this furniture could take place in a short time period.

Figure 5.3: Excessive Street Furniture and Signage

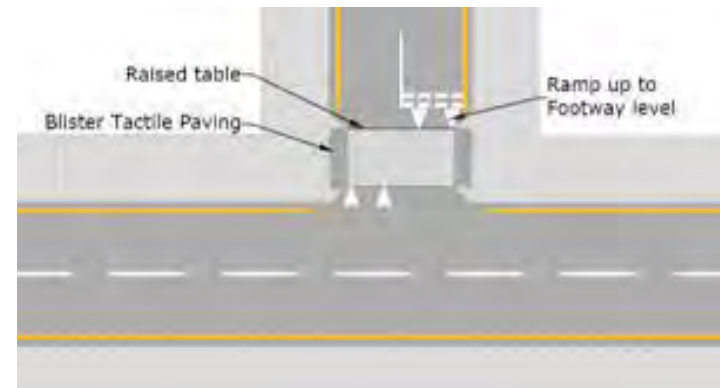


5.16 Sheltered resting places to encourage those who currently could walk but are distance limited would aid residents to view walking as a viable alternative mode and also increase the dwell time of users in the town centre. Areas which do not impede general pedestrian flow e.g. the new public realm at Mountain Road and potentially in any new car parks should be examined for the provision of benches. If possible these should have electric points associated with the benches to allow for the charging of electric wheelchairs and to encourage those using the town centre to stop and charge their electronic devices.

Medium Term

5.17 In the medium term all junctions accessing Teeling Street, Humbert Street and Wolfe Tone Square should have raised tables across the junction to provide a continued level footway for pedestrians and to aid those with mobility impairments. This will improve the pedestrian experience and will be important as more car parking is removed from the main route to off street car parks at the north, south and east of the town.

Figure 5.4: Raised junction tables



5.18 It is important to note that a key element of this is to have the vehicle stop line behind the table to enforce the view that pedestrians have priority.

5.19 The junction visibility splay at Mountain Road is compromised by the presence of a wall and the narrow pedestrian footway in front of the public realm as shown in Figure 5.5 below.

Figure 5.5: Mountain Road junction



5.20 As a safety measure and in line with the TCF the wall should be removed, the pedestrian footpath width increased, and a raised table provided at this junction.

Long Term

5.21 As car parking is removed from the town centre, pavements widths should be increased to provide shared use paths of a minimum of 3m along one side of Teeling Street and Humbert Street where space facilitates.

5.22 Wolfe Tone Square should have the parking removed with the exception of resident and mobility impaired spaces along the edge. This, in conjunction with the narrowing of the carriageway to 6m if two way running is maintained, will allow for a reallocation of space towards additional pedestrian facilities helping to connect those residential areas to the east of Tubbercurry as well as providing additional space for public realm.

5.23 East/west pedestrian movements are currently not well served, although it is recognised that these will be improved by the Tubbercurry Greenway. It is important that these are more opportunities to travel east/west by foot in order to provide greater access to the employment opportunities at the South Sligo Enterprise Centre, leisure facilities such as the golf club and forest trail, summer music school and also access to the Public Transport stops on the N17.

5.24 An opportunity exists at The Lane to pedestrianise this street providing access to Wolfe Tone Square and the Summer Music School, whilst retaining access as a fire route in the town centre. Further flow analysis of the use The Lane should be undertaken to determine the level of vehicle usage and provide this as a pedestrian and cycle link into the town centre similar to Figure 5.6.

Figure 5.6: Potential configuration for The Lane



Source: LUC

Cycling

5.25 The recent flow survey of Tubbercurry indicated that there 0 cyclists recorded over the survey area in a 12 hour period. This is partially due to the rural nature of the town but also the lack of cycling facilities currently provided. There is a need to provide infrastructure to support cycling as a viable and credible alternative to the private vehicle. As shown in Figure 4.2 all of Tubbercurry and its residential areas are within recommended cycling distances indicating that this is a viable mode for shorter journeys of less than 2km.

5.26 It is recognised that cycling infrastructure requires space which is currently at a premium in Tubbercurry and therefore until we can rationalise car parking there is limited infrastructure which can be provided. However ancillary measures such as a reduction in the speed limit along Humbert Street, Teeling Street and Wolfe Tone Square will help to increase the attractiveness of the road to cyclist and improve safety.

Short Term

5.27 In the short term, the lack of cycle parking is a barrier to cycling with cycle parking only available at Wolfe Tone Square. Converting at least three of the on street parking 'spaces' to formal cycle parking would benefit the attractiveness of cycling as a viable mode. The spaces should be located in the vicinity of the Library, near the controlled zebra crossing point and as close to

Teeling Grove as possible. In addition, the design of the Tubbercurry Greenway should have cycle parking at the junctions with Tubbercurry and its town centre.

5.28 The provision of segregated cycling infrastructure will not be possible in the short term and will only become viable once car parking is removed from the town centre, however, the provision of on street cycle lanes could be provided in the short term. These cycle lanes would be advisory and would form part of the running carriageway and be used by vehicles when there are no cyclists present, however, they would provide a delineated area for people to cycle in and would provide a priority to cyclists over vehicles increasing the attractiveness of this mode. An example from the Netherlands is shown below.

Figure 5.7: Advisory Cycle lane



5.29 These advisory cycle lanes should be implemented along Teeling Street, Humbert Street, Mountain Road and also to connect the two formal cycle paths to the south of the town centre between the N17 and the R294.

Medium to Long Term

5.30 In the medium to long term, as parking is reduced and space becomes available and as described in the pedestrian section above, dedicated cycle facilities should be provided along Teeling Street, Humbert Street and Wolfe Tone Square.

Public Transport

5.31 Public Transport provision in Tubbercurry is commensurate with the rural nature and small population, however, small measures can help to make this a more attractive mode. All stops in the vicinity of Tubbercurry are flag stops with no shelter or timetable information.

5.32 As described in 5.5 above, the bus stop at Wolfe Tone Square is currently behind car parking spaces. The removal of these spaces would allow the bus stop to be brought to the fore of the square and allow provision of bus boarder kerbs and a shelter with timetable information easing the use of buses at this location.

5.33 It is best practice not to have buses stop in a lay-by, as is currently the practice on the N17, as this disadvantages the bus in accessing the carriageway and on busy roads may cause delay. It is recognised that the N17 at this location does not have high volumes of traffic but reinforcing the primacy of the bus over the private vehicle would be considered beneficial and act as an informal traffic calming measure. The lay-by should be filled in and the bus stop brought to the edge of the carriageway. The additional space gained should be used to provide shelters and timetable information. The type of shelters should be in keeping with the nature of the town and examples are shown in Figure 5.8 below.

5.34 Connection to the bus stops will be improved using the measures indicated in the pedestrian section above and also through the provision of the southern part of the Tubbercurry Greenway.

Figure 5.8: Bus Shelters



5.35 The northbound bus stop on Teeling Street will require the removal of 5 spaces to facilitate building the kerb out to provide sufficient space for the provision of shelter. The removal of 5 spaces at this location will still ensure that parking levels remain above the average and maximum use.

5.36 In the longer term an increase in the service frequency would be the optimum method of encouraging bus usage but this would need to be subject to a detailed business case and feasibility study.

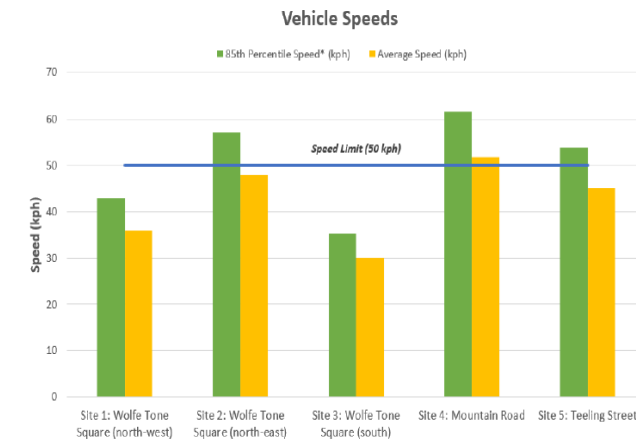
Roads

5.37 Whilst it is recognised that promotion of the more sustainable modes is the main element of the TCF and this mobility strategy it is important to acknowledge the role that the roads play in the economic vitality of the town. During the public consultation, traffic management and speeds were consistently forwarded as areas of concern. As such, many of the measures forwarded to date have been formulated to help with these issues and primarily to reduce the level of vehicles travelling through the town.

5.38 It is, however, recognised, that it is necessary that vehicles will continue to enter the town and as such limiting the severance and safety impacts on vulnerable users is the main strategy when it comes to roads based interventions.

5.39 The traffic survey indicated that vehicles were regularly exceeding the 50km per hour speed limit especially on Mountain Road, Teeling Street and Wolfe Tone Square as shown in Figure 5.9 below.

Figure 5.9: Vehicle Speeds from Survey



Chapter 6 Summary

5.40 This data would indicate that these roads would benefit from a reduction in the speed limit from 50km/hr to 30km/hr in line with the criteria set out for Special Speed Limits with Ireland. This lower speed limit reflects international best practice where 30km/hr or 20miles/hr is often the default in areas of high pedestrian use or with a higher than average number of vulnerable users such as outside schools.

5.41 It is acknowledged that a simple reduction in the signed speed limit does not often immediately result in a vehicle speed reduction but that this needs to be reinforced with additional measures. These measures should include the following:

- Gateway features at the north and south on entry to the town centre on Teeling Street and Humbert Street;
- Gateway features on Mountain Road on approach to the town centre;
- Gateway feature on approach to Wolfe Tone Square on the R294;
- Build outs along Teeling Street and Humbert Street to slow vehicular traffic and to facilitate a narrowing of the carriageway using priority running measures;

5.42 Vehicle speeds are also high on Wolfe Tone Square due to the width of the carriageway. To reduce vehicle speeds we would recommend that Wolfe Tone Square is reduced to one lane in either direction with the northern side facilitating eastbound movements and the southern side facilitating westbound movements. This will allow a narrowing of the carriageway to psychologically reduce speeds and provide additional space for public realm and cycling and walking measures whilst retaining the access to the businesses located around the Square. In addition, this would rationalise the junctions of Wolfe Tone Square accessing and egressing Teeling Street improving the safety for all users in this important part of the town centre.

5.43 Whilst the traffic survey indicated that there was a low level of HGV penetration in the town centre this was raised as a concern by many attendees. We would recommend that three loading only bays are designated within the centre with two on Teeling Street and one on Wolfe Tone Square. This will necessitate the removal of 9 parking bays in total but will provide a safe and dedicated area for loading. It would be envisaged that these bays would have time management restrictions to discourage usage out of the traditional vehicle peak periods.

Travel Planning

5.44 A town-wide Travel Plan could be introduced to make residents, employees and students aware of the sustainable travel options in addition to monitoring the mode share of trips into the town.

5.45 A Town Travel Plan (TTP) should be implemented to encourage the use of sustainable modes of travel by Tubbercurry residents and visitors to encourage sustainable travel. The TTP would be informed by an annual survey of residents' and visitors' travel habits with additional measures implemented if required.

5.46 Residents could also be able to provide feedback on the suitability of introducing additional measures and incentives in addition to being offered the opportunity to suggest new ideas to encourage greater use of sustainable modes of travel.

6.1 LUC has been appointed by Sligo Council to prepare a Mobility Strategy to accompany the TCF project. The TCF aims to improve the access to Tubbercurry, enhance the public realm and to improve the living quality for residents and visitors to the town

6.2 Tubbercurry is typical of rural towns in that the existing mobility situation is dominated by the private vehicle and infrastructure to support its use, including on and off car parking, junction design, speed limits and street furniture. There is limited infrastructure to support the more sustainable modes of walking, cycling, wheeling and public transport.

6.3 Both national and local policy have changed over the past 10 years due to the declaration of a climate emergency and the greater knowledge of the carbon impact of transport on the environment. In addition it is now widely recognised that vehicle dominance is not conducive for social and economic equality. This has led to a change in policy to support the more sustainable modes whilst retaining appropriate usage of the private vehicle and therefore the strategy has reflected this shift in policy. In addition the aims of the TCF are aligned with the provision of more infrastructure and measures to support cycling and walking in particular.

6.4 The strategy has set out a series of short, medium and long term interventions for each of the modes as well as identifying the a town wide personalised travel plan would be beneficial in order to increase awareness of the potential to use alternatives to the private vehicle. These interventions are identified in Table 6.1 below.

Table 6.1: Strategy Interventions

Mode	Short Term (up to one year)	Medium Term (one to three years)	Long Term
Walking	<ul style="list-style-type: none"> – Street furniture and signage audit and rationalisation – additional rest spots – 	<ul style="list-style-type: none"> – raised tables over junctions to provide connected continuous walking route – Mountain Road visibility and junction improvement – Additional crossing points across Teeling Street/Humbert Street 	<ul style="list-style-type: none"> – Pedestrianisation of the Lane – Widening footway on Teeling Street/Humbert Street on east side – Widening footways on Wolfe Tone Square and increasing size of public realm
Cycling	<ul style="list-style-type: none"> – New cycle parking on Teeling Street/Humbert Street to replace car parking – Advisory cycle lanes along Teeling Street/Humbert Street/Mountain 	<ul style="list-style-type: none"> – 	<ul style="list-style-type: none"> – Dedicated segregated cycle facilities along Teeling Street/Humbert Street and around Wolfe Tone Square