

From: [REDACTED]
To: [Development Plan](#)
Subject: Submission To Variation No 1 to the Clare County Development Plan 2023- 2029 To whom it concern s
Date: Saturday 28 March 2026 15:42:27

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Please find attached

Submission To Variation No 1 to the Clare County Development Plan 2023- 2029

From: Cllr. Tom O'Callaghan

A.

1. I welcome the removal of the following controversial plans from the documents associated with the proposed Variation No 1 , namely

- (1) to build on Post Office Field**
- (2) to build on Abbey St Carpark**
- (3) to build on Parnell St Carpark**
- (4) to alter Carmody St Traffic Mill Rd**

2. Re Vol 3a(iv) Ennis Local Transport Plan (LTP) , Proposed Variation No 1

I am in favour of getting people to use the upcoming two town bus service routes and investing in the potential third route rather than spending millions of euros on the pro cycling and anti-car proposals in the proposed LTP.

“ Active travel “ covers walking Cycling , wheeling and sustainable public transport.

Re Walking. I voted for and supported funding to around €1 million towards the recently installed 20 ramped pedestrian crossings at various junctions and new installation of, or improvement to, pedestrian lighted crossings in certain locations.

Re Cycling . The low usage of the sections of cycleways built around Ennis at significant cost , construction disruption and opposition is evidence of very limited demand for cycling in a provincial town like Ennis .

Re. Sustainable Transport. For nearly four years since being co-opted, and subsequently elected as a Councillor, I have supported plans for sustainable transport improvements for Ennis, such as, the two routes of the promised Ennis town bus.

3 . I am opposed to what I percieve to be a ‘putting the cart before the horse’

approach in Vol 3a(iv) Ennis Local Transport Plan , Proposed Variation No 1 . By this I mean the putting in place of unnecessary junction &

road proposed changes particularly on the orbital circulation route around Ennis due to excessive focus on cycle lanes in the Vol 3a(iv) LTP, without any evidence of cycling demand or usage before the other sustainable transport assists have been tried and tested, e.g.

(a)Until the town bus service is fully up and running.

(b)Until the needed 550 ‘park and ride’ parking spaces are provided on the main approach roads into Ennis which should be reasonably priced to

encourage their use.

(c) Until a number of important new roads that would take traffic out of the town such as Gort

Road via Roslevan Shopping Centre (but not through Oakleigh Woods) to

Tulla Road, Shanaway junction upgrade, Lahinch road to Gort Road.

I request that the final version of the Vol 3a(iv) LTP be amended to reflect the following.

1. Essential physical transport infrastructure to be prioritised in phase one of

the LTP ie. up until 2030. That it is a stated commitment in the LTP to design, seek funding for, and implement, construction of, as soon as possible, the following essential infrastructure.

(a) Construction of 550 'park and ride' parking spaces, to be reasonably priced to encourage their use, on the bus route main approach roads into Ennis.

(b) Construction by the council of the multi-storey car park in the Temple Gate area as identified in the original Ennis 2040 strategy document.

(c) A third Ennis Town bus route to be funded and completed.

(e) Gort Road to Tulla Road connection road via Roslevan Shopping Centre

(but not through Oakleigh Woods) (LTP R3).

(f) Quin road to N85 connection (LTP R1).

(g) Quin road to Clonroad connection (LTP R2).

(h) Shanaway Road junction upgrade solution.

(i) Lahinch Road connection to Gort Road (LTP R5).

(j) Pedestrian Footbridge at Drochaid na Gabhair bridge.

2. The LTP should have removed from it any plans for segregated or new cycle

lanes, other than those already funded and permitted, until all other options,

such as the town bus and essential infrastructure in point **1.** above, are in

place and assessed.

3.

4. In light of the strategic importance of the 'Ennis Traffic Circulation Route',

described in the Ennis 2040 strategy as comprising Carmody Street, Mill Road,

Clare Road, Clonroad, Lifford Road and Highfield Park, particularly in terms of

efficient orbital traffic flow to relieve town centre congestion - any or

all

references or plans to reduce two lane access/exit from existing roundabouts

must be removed from the LTP in order to retain current existing free flowing

roundabouts, and the existing two-carrage widths on the Circulation Route.

6. Ensure Removal from the LTP of the previous proposed one-way traffic plan for Carmody

Street and a proposed re-routing of traffic via Old Mill Street (Considine

Terrace), Pound Lane (L4568) and Circular road.

7. Removal from the LTP of any proposed closure of O'Connell Street, as

closure based on any non-statutory form of consultation, by executive order,

would seriously undermine public confidence in the Statutory Part 8 Planning

system used by Clare County Council. In the past, Part 8 Planning permission

was granted, without a single objection from a business or individual, for the

Public Realm upgrades to O Connell St, The Square, High St. and Bank Place,

because the application stated that one-way traffic would be returned to

O'Connell Street.

8. Removal from LTP of the proposed footbridge and cycleway via Corrovorrin

Avenue.

9. Removal from the LTP of the proposed pedestrian bridge at the CBS

Primary School/Fergus Park.

10. Removal from the LTP of proposal to close the public and private tight of

way at McDonalds/Gort Road Shopping Centre entry route from the Hospital Roundabout.

Regards

Cllr Tom O'Callaghan

