



# Carrowroe to Cuilbeg Shared Cycleway and Footpath Scheme

## Part 8 Report

March 2025





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## SECTION 1: INTRODUCTION

### 1.1 Background

Egis (formally JB Barry & Partners / Barry Transportation) and Jennings O'Donovan & Partners are employed by Sligo County Council to provide technical consultancy services for Concept Development & Option Selection, Preliminary Design, Statutory Processes, Detailed Design, Tender and Construction for the Carrowroe to Cuilbeg Shared Cycleway and Footpath Scheme.

The scheme is located along the regional road R287 from Carrowroe roundabout to St Johns GAA pitch at Cuilbeg. The scheme is approximately 1.5km in length. The Regional Road R287 is located 5km from Sligo city centre and is viewed as a key route serving the rural areas Aughamore, Sliswood, and the villages of Ballintogher and Dromahair in Co. Leitrim. The project is located within the 60kph zone. .

The R287 serves as an important transport corridor, linking Sligo town with the eastern parts of the county and connecting smaller rural settlements to urban amenities. The surrounding landscape is characterized by a mix of agricultural land, scattered residential properties, and natural features such as Lough Gill, which lies to the north of the route. While development along this stretch of the road remains relatively low-density, there has been an increase in housing demand in nearby villages due to improved connectivity and the proximity to Sligo town.

Ballintogher and Dromahair, two key villages served by the R287, have experienced steady population growth in recent years. Ballintogher, located approximately 12km from Sligo, has a compact village centre with a mix of traditional buildings and more recent residential developments. Dromahair, situated closer to the Leitrim border, has seen the expansion of suburban-style housing estates alongside its historic core. The area is well-known for its scenic surroundings and heritage sites, such as Creevelea Abbey, making it an attractive location for both residents and visitors. The proposed works are as follows:

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- Provide and construct a 3-metre wide Shared Cycleway and footpath
- Remove existing roadside boundary and construct new boundaries to facilitate new cycleway and footpath
- Modifications to existing junctions
- New pedestrian/cycleway road crossing facilities along the route.
- New road markings and traffic signage
- Upgrade and extend existing surface water drainage network
- New public lighting along the length of the scheme, and
- Associated site development works and services.

The proposed scheme is needed to address the following.

- Health and safety of the pedestrians/cyclists travelling this route.
- Provide a dedicated link that can be a viable alternative to using the car for residents
- Reduce the risk of accidents and injuries by providing a designated area for pedestrians to cross, which is clearly marked and visible to drivers.
- To improve the safety and comfort of vulnerable road users at existing priority junctions and pedestrian crossings in the stretch by utilising Junction Tightening Schemes.

## 1.2 Route Overview

The route identified to be developed as part of this project is a circa 1,062m route along the regional Road R287, starting at the approach of Carrowroe roundabout and ending at the junction with Road of St. Johns GAA. The route is as highlighted in Figure 1.1

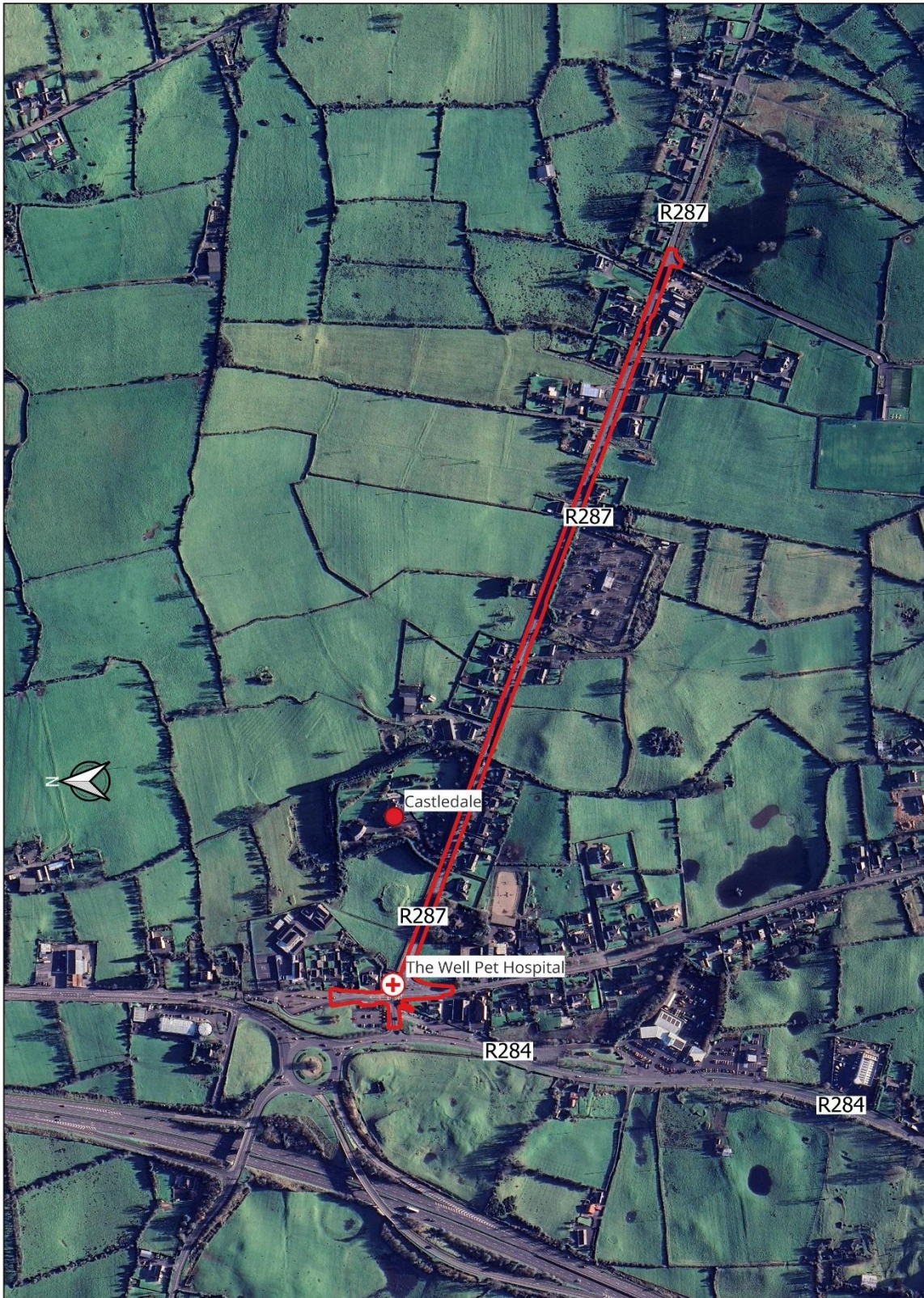


Figure 1.1: Carrowroe to Cuiibeg Road Terrain

## SECTION 2: PROJECT OBJECTIVES AND STRATEGY

### 2.1 Overview

The objectives of the scheme as described in the Project Brief are:

- Detailed Design and recommended options for pedestrian/cycle link along R287 between Carrowroe roundabout and junction with Road of St. Johns GAA covering a total length of approximately 1km.
- The review and upgrade of junction of regional roads R-284 and R-287.
- Provision of further pedestrian crossings at identified desire lines along the route.
- The provision of all other ancillary works associated with these pedestrian/cycle link lanes along the length of the scheme.

The objectives are then further developed based on multi criteria requirements outlined by the Department of Transport in their report 'Transport Appraisal Framework for Transport Projects and Programmes (June 2023)'. The multi-criteria headings used for the appraisal are as follows:

#### 2.1.1 Economy

The scheme is located along the regional road R287 from Carrowroe roundabout to St Johns GAA pitch at Cuiibeg. The scheme is approximately 1.5km in length. The Regional Road R287 is located 5km from Sligo city centre and is viewed as a key route serving the rural areas of Aughamore, Slishwood, and the villages of Ballintogher and Dromahair in Co. Leitrim.

The project location is specifically positioned in the Carrowroe area, a locality that has witnessed significant residential and commercial development in recent years. This growth has led to an increased demand for safe and accessible pedestrian and cycling infrastructure.

Furthermore, the scheme's proximity to Cuiibeg, a popular destination for outdoor enthusiasts and tourists, highlights the potential for increased foot and bicycle traffic. The region's natural attractions and growing tourism sector present a compelling opportunity to promote active travel as a sustainable and enjoyable means of transportation, contributing to the local economy and reducing reliance on private vehicles.

Community facilities in Carrowroe to Cuiibeg Road consist of St John National School, St. John Church Carrowroe, Carrowroe Social Centre, ESB substation, Veterinary Clinic "Well Pet Hospital" and St Johns GAA pitch. Recent population growth will eventually result in demands for more or enhanced community facilities. Therefore, while some lands have been specifically zoned to accommodate additional community facilities, a flexible approach will be taken towards proposals for community developments on other suitable sites.

The key economic objectives are:

- To increase the number of activity-based tourists around Carrowroe to Cuiibeg Road
- To increase the health and safety of the pedestrians and cyclists travelling this route.
- To increase the number of people living/staying in surrounding village accessing the roads by foot which will increase footfall to villages and benefit local businesses.
- To increase local tourism. As the schemes proximity to popular destinations like Cuiibeg and the presence of community facilities such as St. John National School, St. John Church, Carrowroe Social Centre, and St Johns GAA pitch make it an attractive location for tourists. By providing safe and convenient walking and cycling routes, the project will enhance the appeal of the area to visitors and encourage them to explore the local amenities.
- To improve public health by promoting active travel, the scheme will contribute to the health and well-being of the local community. Walking and cycling are excellent forms of exercise that can reduce the risk of chronic diseases and improve overall quality of life.

### 2.1.2 Safety

The current regional road R287 from Carrowroe roundabout to ST Johns GAA pitch does not have any continuous dedicated footpath or cycle track. While there are intermittent footpaths along the route, they are narrow and do not provide a consistent and safe pedestrian and cycling environment. The Road 60 km/h speed limit unsafe pedestrian environment and creates several potential conflict points between vehicles and cyclists/ pedestrians. The implementation of a dedicated shared path, accommodating both cyclists and pedestrians, is essential to improve safety and accessibility along this corridor.

The key safety objectives are therefore:

- Enhance pedestrian and cyclist safety through the provision of a safe segregated route for non-motorised road users at existing junctions with further points at recognised desire lines.
- Improve safety and encourage active travel for students by providing active travel along the routes to schools.
- Improve safety for pedestrians and cyclists at the existing junction with R284 serving Ballygawley.
- Improve safety for pedestrians at existing Junction with Car Park and School.
- Enhance on-street parking capacity by providing additional parking spaces along the road connecting to the car park and school. This will help alleviate parking congestion and improve accessibility to these facilities.
- The proposed shared path facilities will also complement the existing footpath in the project.
- To complement the Governments Road Safety Strategy.

### 2.1.3 Integration

The proposed scheme is required to integrate with Transport, Land-Use, Geographical and Government policies. The following integration objectives have been defined:

- To be compatible with land use objectives as set out in regional and local land use plans.
- The larger population centres.

### 2.1.4 Environment

The use of motorised vehicles to travel between Carrowroe roundabout to St Johns GAA pitch along road R287 results in the emission of CO2 and particulate emissions which are contributing factors to health issues such as asthma, emphysema, and other respiratory issues, as well as potential noise issues and impacts on climate change:

- Maintain or reduce existing CO2 and particulate emissions through a reduction in fuel consumption in addition to other Government initiatives.
- To improve the environment in the context of noise and air quality on regional Road R287 and its environs with reduction in volume of vehicles travelling between Carrowroe roundabout to St Johns GAA

### 2.1.5 Accessibility and Social Inclusion

There is a lack of continuous pedestrian facilities that does not benefit those who may be socially excluded, the following objective is defined:

- Promote and facilitate the provision of pedestrian/cycle links around Carrowroe to Cuilbeg Road.
- Improve the active travel connectivity to the existing Community facilities in around Carrowroe to Cuilbeg Road including the St. John National School, St. John Church, Carrowroe Social Centre, and St Johns GAA pitch.
- Improve activity-based tourists and students around Carrowroe to Cuilbeg Road.

## 2.1.6 Physical Activity

It is an objective of Sligo County Council to promote walking and cycling as sustainable transport modes and healthy recreational activities. The key objectives are therefore:

- **Safe & Inclusive Movement:** Dedicated walking and cycling lanes separate traffic, encouraging residents of all ages and abilities to get active outdoors in Sligo.
- **Active Commuting Options:** Improved connections within Sligo make walking or cycling a viable choice for everyday commutes, integrating exercise into daily routines.
- **Reduced Car Dependence, More Movement:** By offering a safe alternative to cars, the project could lead to more active transportation choices, reducing traffic congestion and promoting physical activity.
- **Small Trips, Big Impact:** Increased walkability allows residents to choose active travel for errands and exploring Sligo, contributing to significant increases in daily physical activity.

Improved facilities for mobility of pedestrians and cyclist would be provided for the extents of the scheme. The provision of new and improved cyclists and pedestrian facilities will provide a safer environment for road users. A major benefit of the scheme would be increased physical activity associated with health benefits for both recreational and commuter pedestrians and cyclists. This would encourage a modal shift to cycling and walking which would have the benefit of reducing traffic congestion.

To achieve these objectives the existing road layout and cross section were reviewed to determine the optimum arrangement to facilitate these improved pedestrian and cyclist facilities. Furthermore, the assessment also recognised the significance of pedestrian and cyclist movement at the existing junction with R284 serving Ballygawley, the junction with car park and school and junction with private road serving ST Johns GAA pitch.

The design is to be undertaken in accordance with guidance set out in the Design Manual for Urban Roads (DMURS), National Cycle Manual, and Active Travel Guidance Note on Low-Cost Junction Tightening Schemes. This will prioritise the user hierarchy set out in DMURS, which promotes sustainable forms of transport.

## SECTION 3: PROJECT RELATED POLICIES

### 3.1 Overview

The scheme is strongly supported by policy at all levels (i.e., National, Regional and Local), as well as in multiple policy areas. This section provides an overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

### 3.2 National Policy

#### 3.2.1 National Planning Framework - Project Ireland 2040

The National Planning Framework (NPF) was published in 2018 and provides a framework to guide public and private investment, and to create and promote opportunities, while protecting and enhancing the environment. The NPF sets out the Government’s high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. Its overarching visions are to:

- Develop a new region-focused strategy for managing growth.
- Linking this to a new 10-year investment plan, the Project Ireland 2040 National Development Plan 2018 - 2027.
- Using state lands for certain strategic purposes.
- Supporting this with strengthened, more environmentally focused planning at local level; and
- Backing the framework up in law with an Independent Office of the Planning Regulator.

The purpose of the NPF is to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland’s regions and cities other than Dublin, while also recognising Dublin’s ongoing key role. The NPF identifies 10 National Strategic Outcomes, as illustrated in Figure 3-2, which are the shared goals and benefits for every community across the country.



Figure 3-2 - Project Ireland 2040 National Strategic Outcomes

Improved road infrastructure combating urban congestion will support the National Strategic Outcomes as follows:

**Compact Growth – NSO1**

This involves managing the sustainable growth of cities, towns, and villages to create more attractive places in which people can live and work. Provision of pedestrian infrastructure will enhance the attractiveness, viability and vibrancy of smaller towns and villages and rural areas as a means of achieving more sustainable patterns and forms of development.

**Strengthened Rural Economics and Communities – NSO3**

This involves retaining and strengthening rural economies and communities and ensures that the countryside remains as a living and working community. The provision of improved pedestrian facilities will ensure safe access for the rural community in the Carrowroe to Cuilbeg area.

**Sustainable Mobility – NSO4**

This is the provision of safe pedestrian infrastructure which will encourage walking within the area. The scheme aims to support sustainable mobility and encourage a shift from private cars to reduce transport emissions.

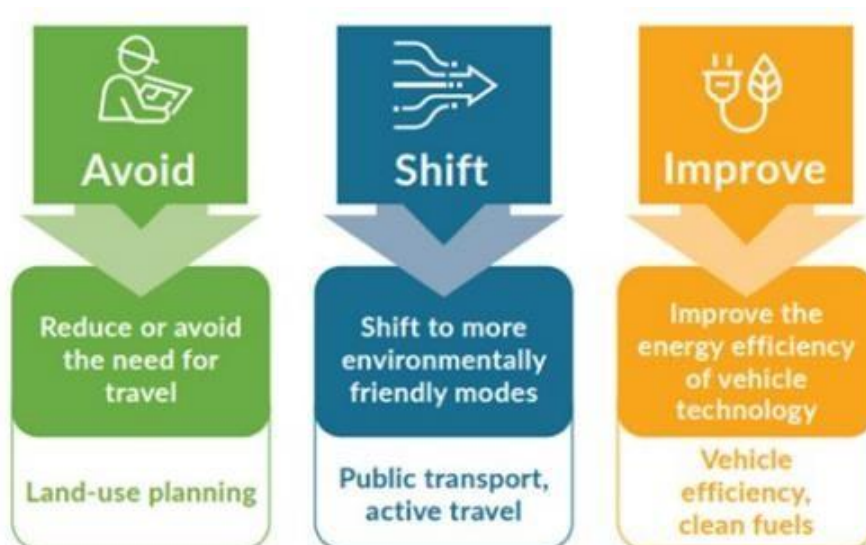
**Sustainable Management of Water, Waste and other Environmental Resources – NC09**

The scheme aims to improve environmental quality by integrating green infrastructure (i.e., vegetation, SUDs etc) into the planning and design, where possible.

**3.2.2 Climate Action Plan 2023**

The Climate Action Plan 2023 sets out the ongoing urgent response to the climate crisis. Within the Plan, it calls for a significant cut in transport emissions by 2030 in order to meet the sectoral emission ceiling. The previous 2021 Climate Action Plan targets have been revised including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share.

The ‘Avoid-Shift-Improve’ approach to transport decarbonisation is shown below in Figure 3-3. It is a hierarchical framework that prioritises actions to achieve the change needed.



**Figure 3-3 – Avoid-Shift-Improve Framework, Climate Action Plan 2023**

The improved pedestrian facilities and road infrastructure proposed for the Carrowroe to Cuilbeg Shared Cycleway and Footpath Scheme would support and complement the Climate Action Plan.

### 3.2.3 RSA Road Safety Strategy 2021 – 2030

The Road Safety Authority (RSA) Road Safety Strategy 2021 - 2030, sets out targets to be achieved in terms of road safety in Ireland as well as policy to achieve these targets. At the core of the 2021–2030 strategy is the aim to achieve Vision Zero in Ireland by 2050. The primary target of the 2021 – 2030 strategy is:

*"To reduce road deaths and serious injuries by 50% by 2030."*

The plan sets out strategies for engineering and infrastructure in terms of the benefits that they can have in terms of reducing collisions. The plan acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel and are generally higher for pedestrians and cyclists and recognises the importance of providing safe and healthy modes of travel from societal, environmental and health perspectives.

By providing improved pedestrian facilities and road infrastructure in the Carrowroe to Cuilbeg area would support and complement this RSA strategy.

### 3.2.4 Project Ireland - National Development Plan 2018 – 2027

The National Development Plan 2018 - 2027 was published along with the National Planning Framework in February 2018. The National Development Plan (NDP) will drive Ireland's long term economic, environmental, and social progress across all parts of the country over the next two decades and will underpin the successful implementation of the new National Planning Framework (NPF). It will guide national, regional and local planning investment decisions over the coming two decades. It also illustrates the commitment to reforming how public investment is planned and delivered. This will be done through a decisive shift to integrated regional investment plans and stronger co-ordination of sectoral strategies.

The NDP provides €116 billion, which will underpin the NPF and drive its implementation over the next ten years. This will ensure accessibility between key urban centres of population and their regions which will include the Northern and Western Regions. It will also ensure rural areas are strengthened and rural contribution is harnessed as a major part of Ireland's strategic development.

## 3.3 Regional Policy

### 3.3.1 Regional Spatial and Economic Strategy (RSES) 2020-2032

The Regional Spatial and Economic Strategy (RSES) for the North & Western Regional Assembly provides a high-level development framework for the region and supports the implementation of the NPF and relevant economic policies and objectives of the Government at a regional level. Local authorities are required to give effect to the policies of RSES when developing county and local area plans.

The Sligo Regional Growth Centre Strategic Plan sets out a vision that Sligo is to be an inclusive place, with a human-scale urban fabric and a vibrant core, attractive streets, friendly and safe for the young and old. People should have easy access to affordable homes, education, healthcare, culture, leisure and recreation. They should enjoy multifunctional public spaces that can regenerate civic engagement, attract tourists and support adjoining businesses.

The improved pedestrian facilities and road infrastructure proposed for the Carrowroe to Cuilbeg shared Cycleway and Footpath Scheme would support and complement the Sligo Regional Growth Centre Strategic Plan.

## 3.4 Local Policy

### 3.4.1 Sligo County Development Plan 2017- 2023 - Extended to 2024

Sligo County Council has extended the duration of the Sligo County Development Plan 2017-2023 by one year to allow for the preparation of the new CDP to be completed in 2024.

Sligo County Development Plan (2017 – 2023) outlined the following relevant objectives:

- **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.

The Sligo County Development Plan (2017-2023) set out the policies and objectives for sustainable development in the county. The plan aims to integrate transport and land use to provide a sustainable framework for economic and social development.

The peripheral location of County Sligo requires a strong transportation network, to allow Sligo City to perform its important regional role, which is essential to the competitiveness and vitality of the county.

The following are the transport strategic objectives of Sligo County Council:

- **SO-TRA-1** Develop a strategy to promote and facilitate greater use of sustainable modes of travel such as walking and cycling, in line with the Department of Transport's Smarter Travel, Cycle and Walking Strategies.
- **SO-TRA-2** Implement the relevant transportation policies of the DTTAS policy document Investing in our Transport Future - Strategic Investment Framework for Land Transport, in partnership with funding agencies and subject to compliance with the Habitats Directive.
- **SO-TRA-3** Initiate the preparation of a Transportation Study for Sligo City & Environs, subject to available funding, and implement the recommendations of this Study subject to compliance with the Habitats Directive

By the provision of improved cyclists and pedestrian facilities and road infrastructure, the Carrowroe to Cuilbeg Road – Active Travel Project would support and complement the Sligo County Development Plan.

### 3.4.2 Cycle Connects – Sligo Cycle Network

The NTA Cycle Design Office has developed a draft Cycle Network for all cycle user types across each county in Ireland, including County Sligo. As part of the Sligo Cycle Network, the Carrowroe to Cuilbeg Road is designated as 'Urban Secondary' with the following classification description:

*'Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment areas.'*

## SECTION 4: ALTERNATIVES CONSIDERED

### 4.1 Options Assessment Process

A scope for Carrowroe to Cuilbeg Road was prepared by Sligo County Council with the following objectives:

- Investigate the adequacy of the current position in relation to the Carrowroe to Cuilbeg Road in terms of pedestrian/cycling facilities along the route – pedestrian facilities, health, and safety etc.
- Examine the current policy documents and context in terms of closing the link road connecting regional roads R287 and R284.
- Target design elements that will improve the accessibility in Carrowroe to Cuilbeg Road.
- Target design elements that will provide a modal shift from the private car to a pedestrian and/or cycling environment.
- Provide and construct a viable, safe cost-effective link between approach of Carrowroe roundabout to ST Johns GAA pitch.

### 4.2 Assessment of Available Options

The following options were considered in terms of providing a formal link in Carrowroe to Cuilbeg Road from approach of Carrowroe roundabout and junction with road.

- **Option 1** – A cycle track on each side, one traffic lane in each direction and a footpath on the southern side.
- **Option 2** – A cycle track on the southern side, one traffic lane in each direction and a footpath on the southern side
- **Option 3** – One traffic lane in each direction and a shared footpath/ cycle track on the southern side
- **Option 4** – A 2m wide footpath on the southern side and one traffic lane in each direction.
- **Option 5** – Do nothing.

Consideration of the above options is summarised below:

- **Option 1: Land Acquisition Concerns** - A significant concern identified with Option 1 was the land acquisition required to achieve the overall width of 12m.
- **Option 2: Land Acquisition Concerns:** Option 2 proposed a feasible solution with 2-meter-wide cycle lane and an additional 2m wide footpath on southern side, requiring a 10 -metre overall width. similar to option 1, additional land acquisition would be required.
- **Option 3: Cost-Effective Solution:** A single 3-metre shared path on the south side with one lane each direction offered a cost-effective option, meeting NTA guidelines and Council development plan objectives.
- **Option 4: Do Minimal:** This option envisages the upgrade of the existing footpath to 2m width along the entire length of the route from Carrowroe to Cuilbeg. While this option creates the link required, it is viewed as the 'Do-minimal' option.
- **Option 5: Do Nothing:** Maintaining the current conditions (Do-Nothing Option) would not address the identified need for improved pedestrian and cycling infrastructure, failing to achieve the project's overall objectives.

The table below is a summary of a multi criteria on the options above.

**Table 4.1 Assessment of available options**

Carrowroe to Cuilbeg						
Assessment Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4	Option 5
<b>Economy</b>	Capital Cost	Red	Orange	Yellow	Green	Dark Green
<b>Integration</b>	Public Transport Integration	Yellow	Yellow	Yellow	Yellow	Yellow
	Traffic Network Integration	Yellow	Yellow	Yellow	Yellow	Yellow
	Cyclists Integration	Dark Green	Green	Green	Red	Red
	Pedestrian Integration	Dark Green	Green	Green	Red	Red
<b>Accessibility and Social Inclusion</b>	Mobility and Vision Impaired Road User	Dark Green	Dark Green	Dark Green	Red	Red
<b>Safety</b>	Road Safety	Dark Green	Dark Green	Dark Green	Red	Red
<b>Environment</b>	Archaeological, Architectural and Cultural Heritage	Yellow	Yellow	Yellow	Yellow	Yellow
	Biodiversity	Yellow	Yellow	Yellow	Yellow	Yellow
	Soils and Geology	Yellow	Yellow	Yellow	Yellow	Yellow
	Water Resources	Yellow	Yellow	Yellow	Yellow	Yellow
	Landscape and visual	Yellow	Yellow	Yellow	Yellow	Yellow
	Noise, Vibration & Air Quality	Yellow	Yellow	Yellow	Yellow	Yellow
	Land Use and the Built Environment	Red	Orange	Dark Green	Yellow	Yellow
	Climate	Green	Green	Green	Yellow	Yellow
<b>Physical Activity</b>	Active Transport	Dark Green	Dark Green	Dark Green	Red	Red

Colour	Description
	Significant advantages over the other options
	Some advantages over the other options
	Neutral compared to other options
	Some disadvantages over other options
	Significant disadvantages compared to other options

*NOTE: Where all options assessed are considered comparatively equal in terms of advantage/disadvantage they all ranked as neutral*

The emerging preferred option is Option 3. This option envisages the provision of a 3-metre shared path on the south side with one lane each direction offered a cost-effective option.

### 4.3 Preferred Option

The output of the multi-criteria analysis resulted in Option 3 (provision of a 3m wide shared cycleway and footpath) being chosen as the most advantageous design configuration for this project.

## SECTION 5: CONSULTATION

### 5.1 Statutory Bodies

As part of the Feasibility Design, Options Selection and Preliminary Design regular meetings were held with Sligo County Council (the Client). These meetings consisted of progress updates, highlighting any issues that arose and discussing potential solutions or variations to the design. There have been no issues in relation to the works to date.

As part of the planning process for this project, the project proposals including scheme drawings will be available for public consultation at the offices of Sligo County Council in Sligo.

### 5.2 Non-Statutory Public Consultation Day

A Non-Statutory Consultation process was initiated by Sligo County Council. Details of the proposed scheme was shared with the public on the Councils Online Consultation Portal<sup>1</sup> from 24<sup>th</sup> June 2024 to 12<sup>th</sup> July 2024.

In addition, a Non-Statutory Consultation Day was held in Sligo Park Hotel on the 9<sup>th</sup> of July 2024. Public representatives and key stakeholders were invited to review the design and share their comments.

This event was advertised on Sligo's consultation website portal with submissions being accepted for up to two weeks after the event. All submissions have been recorded.

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<https://consult.sligococo.ie/en/consultation/carrowroe-cuilbeg-shared-active-travel-facilities>

## SECTION 6: EXTENT OF PROPOSED WORKS

### 6.1 Existing Site Layout

#### 6.1.1 Existing Route Description

The proposed scheme commences along the regional Road R287 starting at the approach of Carrowroe roundabout to ST Johns GAA pitch. Currently, there are intermittent footpaths along the route, they are narrow and do not provide a consistent and safe pedestrian and cycling environment. However, a gap exists in between these sections, with no continuous pedestrian and cycle path for those walking and cycling from approach of Carrowroe roundabout to ST Johns GAA pitch. Furthermore, the existing footpaths throughout the project corridor are generally narrow, potentially limiting pedestrian comfort and safety.

#### 6.1.2 Junctions

The scheme includes a total of four (4) junctions, detailed as follows:

- Junction with local road L-3608 – serving Ballysadare
- Junction with Car Park and School
- Junction with R284 serving Ballygawley.
- Junction with L36036 – Serving houses – cul-de-sac
- Junction with private road serving St Johns GAA pitch

#### 6.1.3 Public Transport

The scheme includes a one bus stop, detailed as follows:

- Carrowroe Cross Bus stop.

#### 6.1.4 Pedestrian & Cycle Facilities

As discussed above, there are intermittent footpaths along the route, they are narrow and do not provide a consistent and safe pedestrian and cycling environment. However, a gap exists in between these sections, with no designated pedestrian and cycle path for those walking Carrowroe roundabout to ST Johns GAA pitch. Furthermore, the existing footpaths throughout the project corridor are generally narrow, potentially limiting pedestrian comfort and safety.

The scheme currently does not have any dedicated pedestrian crossing facilities.

### 6.2 Proposed Works Extents

As mentioned in the Section 4 - *Alternatives Considered* of this document, the preferred option is a 3-metre-wide shared cycleway and footpath on the south side of R287 (Carrowroe to Cuilbeg area)

The following is a list of the main proposals of Option 3:

#### 6.2.1 Link Design

The link design and desirable width for the Preferred Option is as follows:

Route Name	Link Type	Shared Cycleway & Footpath Width	Shared Cycleway & Footpath Restricted Width
Carrowroe to Cuilbeg	Raised Shared Cycleway & Footpath	3m	2.1m

**Table 6.1 – Link type and desired width**

To avoid impacting the existing boundary wall of the private property near to St. John's GAA on Carrowroe to Cuiibeg Road, the shared cycleway and footpath will be narrowed to a width of 2.1 meters within this section

## 6.2.2 Junctions & Entrances

An assessment of all junctions along the project corridor has been undertaken. In accordance with the Active Travel Guidance Note: Junction Tightening, specific junctions have been identified for improvement through the implementation of raised tables, detailed as follows:

- Junction with Car Park and School
- Junction with R284 serving Ballygawley.
- Junction with private road serving St Johns GAA pitch

## 6.2.3 Pedestrian Crossings

There are three crossings proposed along the Carrowroe to Cuiibeg Road stretch. The proposed crossings are shown within the Preliminary Design Drawings and tabulated in Table 6.3 below.

Given the location of the schemes (i.e., outside of town centre locations, which would have high pedestrian and cyclist activity) the widths of crossings shall be as per the minimum required within DMURS (Section 4.3.2) and the Traffic Sign Manual (Section 7.16).

- Min 2m at all pedestrian crossings.

Location	Proposed Type	Notes
At Junction with Car Park and School	Controlled	Proposed controlled crossing of 2.4m wide
At Junction with R284 serving Ballygawley.	Controlled	Proposed controlled crossing of 3.0m wide
At Junction with private road serving St Johns GAA pitch	Uncontrolled	Proposed controlled crossing of 3.0 m wide

**Table 6.2 – Pedestrian Crossings**

## 6.2.4 Drainage

For this scheme, drainage will be provided using new gullies (relocated to the proposed kerb positions) connecting to the existing surface water drainage system. The new shared cycleway and footpath will generally slope towards the road to minimise the need for additional drainage collection measures. New surface water drainage network will be required for this scheme.

## 6.2.5 Lighting

All shared cycleway and footpaths will be lit, in line with current best practice and design guidance in relation to public lighting.

## 6.2.6 Pavements

To give the highest quality of service for cyclists, it is likely that a smooth asphalt surface course will be used with 20mm wearing course as recommended by the Volume 7 Footway design with sufficient base and foundation layers to prevent failure. The exact construction depth for the shared cycleway and footpath pavements is subject to detailed design.

The existing road surfaces have been assessed visually for deficiencies. Multiple minor defects have been noted but no major issues have been noted.

Surfacing of the existing road is not part of the proposed scheme.

### 6.2.7 Services

Early in the project, utility companies were contacted seeking information relating to their infrastructure within the route corridor. The following information was received.

Service Provider	Services Present
ESB	Yes –overhead lines and EP mini-pillars
Uisce Eireann	Yes – Watermain present throughout the route,
ICT	Yes – Telecom Inspection Covers present through the route

**Table 4.3 – services**

### 6.2.8 Land Take

Acquisition of land will be required from only one Landowners. The extent of proposed land take is shown on the preliminary design drawings.

### 6.2.9 Tree Removal and Proposed Landscaping

Where land take is required, it is proposed to remove existing field boundary fence/hedgerows to facilitate construction of the 3m wide shared cycleway and footpath. It is proposed to replace with Timber post & mesh fence with native hedgerow.

Proposed boundary conditions are noted on the Preliminary Design Drawings.

## SECTION 7: IMPACT OF PROPOSED WORKS

### 7.1 Environmental Impacts

#### 7.1.1 Screening for Appropriate Assessment

As part of the Preliminary Design Phase a Screening for Appropriate Assessment Report was undertaken. The purpose of the Screening for Appropriate Assessment Report is to determine the likelihood of significant effects, if any, that the proposed project could have on Natura 2000 sites either alone or in combination with other plans or projects.

This Screening for Appropriate Assessment report is based on the best available scientific information. It is concluded by the authors of this report that there are not likely to be significant effects on any European Site because of the proposed shared cycleway and footpath along the regional road R287 starting at the approach of Carrowroe roundabout to road with ST Johns GAA pitch.

Thus, it is recommended that it is not necessary for the proposed project to proceed to Appropriate Assessment. The screening for Appropriate Assessment Report is contained within Appendix B.

## SECTION 8: PRELIMINARY PLANNING REPORT

The preliminary planning report will be completed and issued later in the Part 8 process.

## SECTION 9: CONCLUSION

### 9.1 Pedestrians

The new routes will provide safe, accessible, and attractive routes for pedestrians with minimum 3m wide shared cycleways and footpaths and restricted width of 2.1 m for all areas where new paths are to be provided, as noted on the Preliminary Design Drawings. The new pedestrian crossings as stated in Table 6.4 in the scheme will allow pedestrians to cross the road within the scheme extents in a safe manner.

Facilities for those users with visual or mobility impairments will be much improved, with tactile paving, flush kerbs and raised crossings provided throughout.

### 9.2 Cyclists

The provision of improved cycling facilities throughout the route will be very beneficial to cyclists travelling. The provision of this cycle infrastructure will provide attractive routes for cyclists linking many residential, educational, and commercial areas.

### 9.3 On Street Parking

The scheme incorporates additional on streetcar parking along the road, adjacent to the car park and school near R287. This added parking will alleviate congestion during peak times, enhancing safety and comfort for car users.

### 9.4 Vehicular Traffic

In general, there will be limited impacts to the existing vehicular traffic on the surrounding road network, however given the nature of the proposals (e.g., minor change in carriageway width, reduction in junction radii and an increase in pedestrian crossings) there will be a slowing of traffic speeds compared to that existing, and therefore some increase in journey time. This however is a necessity to provide a scheme which is safe and in line with best practice and guidelines. These proposals will help to reduce the likelihood of conflicts between all road users. The improvements to pedestrian and cycle infrastructure will encourage a modal shift away from the private vehicle, which should have a corresponding effect on reducing traffic volumes locally.

### 9.5 Alignment with Objectives

The proposed improvements realised as part of the scheme align with the aims and objectives, as follows:

#### Safety (Conflict)

- The potential for conflicts shall be reduced through the provision of formalised crossing facility.
- The potential conflicts between pedestrians and vehicles shall be reduced through the implementation of segregated shared cycleway and footpath.

#### Safety (Priority)

- Pedestrians and cyclists' priority shall be improved at Junction near the approach of Carrowroe Roundabout, at Junction R284 serving Ballygawley, and at Junction private road serving St Johns GAA pitch
- Pedestrian and cyclists' priority will be improved along the road with proposal of Junction tightening with crossings.

- The introduction of segregated shared cycleway and footpath along the entirety of the route will allow for greater pedestrian and cyclist safety.

### **Safety (Vulnerable Road Users)**

- Vulnerable road users shall be catered for through formalised crossing facility, footways, and the provision of kerbing and tactile paving in line with best practice.

### **Physical Activity**

- The provision of the proposed facilities shall bring enhancements for pedestrians and cyclists thereby promoting physical activity, particularly for those travelling to the adjacent residential, educational and community facilities like St John National School, Carrowroe, St John Church, Carrowroe, Social Centre, ESB substation, Veterinary Clinic Well Pet Hospital, St Johns GAA pitch.

### **Accessibility and Social Inclusion**

- Likewise, as with Physical Activity, accessibility and social inclusion shall be improved for those road users who rely on a non-motorised means of transport.

### **Environment**

- The impact on the environment will be minimal, and the scheme is recommended to be screened-out for AA.

### **Integration and Economy**

- From these benefits the proposals will offer good value for money, both at a strategic level, and to those individual users for whom the scheme shall enable a modal switch from the private car to walking/ cycling; and aligns with national, regional, and local policies, as outlined in Section 3.

### **Localised objectives**

- Connectivity along R287 road from approach of Carrowroe roundabout to St Johns GAA pitch for cyclists and pedestrians will be improved.
- Access to the education and community facilities like St John National School, Carrowroe, St John Church, Carrowroe, Social Centre, ESB substation, Veterinary Clinic Well Pet Hospital, St Johns GAA pitch will be improved.

## Appendix A – Part 8 Planning Drawings

## Appendix B – Environmental Reports

## Appendix C – Archaeological Report