

COMHAIRLE CHONTAE MHAIGH EO

MAYO COUNTY COUNCIL

TO: Catherine McConnell, Director of Services Planning	DATE: 17/1/23
FROM: John McMyler Senior Planner	
SUBJECT: The project will comprise of the following: Segregated footpaths and one way cycle facilities on both sides of the N60 within the 60km/h zone, shared pedestrian/cycle facilities corridor on one side of the N60 in the 80 km/h and 100km/h zones, provision of a periodic 60km/h zone at Breaffy primary school, removal of the hard shoulder at Breaffy village, provision of new jug handle crossing, 3 new cycle and pedestrian crossings, 2 new bus bays at Breaffy village and upgrade of Kilkenny Cross Roundabout to accommodate active travel provisions, total scheme length 4.2km in the townlands of Drumconlan, Knockrawer, Kilkenny, Doogary, Drumaleheen, Carrownurlaur, Knocknageehy, Demesne, Breaghwy, Roemore, Lisgowel, Carrick Hill, Corratanvally & Drumdoogh, Castlebar, Co. Mayo	

REPORT.

The following is my report on the proposed project which comprises of the following: Segregated footpaths and one way cycle facilities on both sides of the N60 within the 60km/h zone, shared pedestrian/cycle facilities corridor on one side of the N60 in the 80 km/h and 100km/h zones, provision of a periodic 60km/h zone at Breaffy primary school, removal of the hard shoulder at Breaffy village, provision of new jug handle crossing, 3 new cycle and pedestrian crossings, 2 new bus bays at Breaffy village and upgrade of Kilkenny Cross Roundabout to accommodate active travel provisions, total scheme length 4.2km in the townlands of Drumconlan, Knockrawer, Kilkenny, Doogary, Drumaleheen, Carrownurlaur, Knocknageehy, Demesne, Breaghwy, Roemore, Lisgowel, Carrick Hill, Corratanvally & Drumdoogh, Castlebar, Co. Mayo and this report has been made in accordance with the Planning and Development Acts 2000-2017 Section 179(3) (as amended).

I have examined the plans and documents for the scheme as advertised under Part 8 of the Planning and Development regulations 2001-2018 and inspected the site.

(A) DESCRIPTION OF THE PROPOSED DEVELOPMENT.

The project will comprise of the following:
Segregated footpaths and one way cycle facilities on both sides of the N60 within the 60km/h zone, shared pedestrian/cycle facilities corridor on one side of the N60 in the 80 km/h and 100km/h zones, provision of a periodic 60km/h zone at Breaffy primary school, removal of the hard shoulder at Breaffy village, provision of new jug handle crossing, 3 new cycle and pedestrian crossings, 2 new bus bays at Breaffy village and upgrade of Kilkenny Cross Roundabout to accommodate active travel provisions, total scheme length 4.2km in the

townlands of Drumconlan, Knockraver, Kilkenny, Doogary, Drumaleheen, Carrownurlaur, Knocknageehy, Demesne, Breaghwy, Roemore, Lisgowel, Carrick Hill, Corratanvally & Drumdoogh, Castlebar, Co. Mayo

(B) CONSISTENCY WITH THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA AND THE DEVELOPMENT PLAN.

I have had regard to the following policies and objectives of the Mayo County Development Plan 2022-2028.

MTP 3 To support and facilitate any ‘Smarter Travel’ initiatives that will improve sustainable transportation within the county, including public transport, electric and hybrid vehicles, car clubs, public bike schemes, improved pedestrian and cycling facilities, as appropriate.

MTP 8 To promote the transition to a low carbon integrated transport system by firstly reducing the need for travel through the use of design solutions and innovative approaches with regards to the Design Manual for Urban Roads and Streets, and subsequently to shift to environmentally sustainable modes of transport.

MTO 5 To retrospectively provide public transport, walking and cycling infrastructure and facilities in existing development areas to achieve growth in sustainable mobility

MTP 11 To support safer cycling/walking routes to encourage people to be more physically active for transport and leisure purposes.

MTO 8 To encourage and facilitate the maintenance and further development of the public footpath network, walking and cycling routes and associated infrastructure and where possible the retrofitting of cycle and pedestrian routes into the existing urban road network.

MTO 11 To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town/neighbourhood centres, residential, educational, employment, recreational developments and other uses, with the design informed by published design manuals, including the Design Manual for Urban Roads, Streets and the NTA Cycle Manual and TII Standard DN-GEO-03084 ‘The Treatment of Transition Zones to Towns and Villages on National Roads, or any amending/superseding national guidance or manuals.

(C) LIST OF PERSONS AND BODIES WHO MADE SUBMISSIONS.

Submission number	Person/Bodies
1	Paul Gannon
2	Grainne Fahey
3	James O’ Shea
4	Sheila O’ Shea
5	Gerry Lavelle

6	Aidan O`Shea
7	Breaffy 2030 (subcommittee of Breaffy Community Council)
8	Tony Mannion
9	Fergal Hayes
10	Tom Canavan
11	Margaret Rooney
12	Tirawley Ltd. t/a Breaffy House Resort
13	Brian Courtney
14	Ann Walsh / Noel Costello
15	Elaine Heneghan
16	Mairead Maguire
17	Breaffy NS Parents Association
18 (2 repeat submissions)	Acorns Breakfast Club and Afterschool
19	Little VIP's Preschool
20 (17 repeat submissions)	Breaffy National School
21 (4 repeat submissions)	Breaffy Board of Management & Breaffy Church
22 (379 repeat submissions)	Parents of children attending Breaffy National School
23	Heneghan Plant Hire
24	Noel Rooney
25	Michael Golden
26	Martin Reddington
27	Kathleen Walsh - Noel Costello
28	Michael & Muriel Caulfield
29	Stephanie & Michael Heneghan
30	Jim & Susan O'Connor
31	Anto & Helen Heneghan
32	Martin Reddington - Chair Breaffy County Council
33	Damien & Maggie Glackin
34	Michael & Margaret Heneghan
35	Andrew Moore TII

(D)SUMMARY OF ISSUES RAISED IN THE SUBMISSION RECEIVED AND RESPONSE.

<p>1. Paul Gannon</p> <p><u>Summary:</u></p> <ol style="list-style-type: none">1. In general, supportive of the scheme2. The footpath and cycle lane should be kept separate as much as possible for both safety and experience of all road users3. Provide physical segregation between the active travel provisions and the existing carriageway4. Align the design of the two roundabouts with international best practices like 'Dutch roundabout' design5. Bicycle parking facilities to be provided at Breaffy Village, Breaffy GAA pitch etc6. The proposed 80km/h speed limit is insufficient, and the speed limit through the village should be further reduced to 50km/h7. Indicate how the speed limit reduction will be enforced
<p><u>Response:</u></p> <ol style="list-style-type: none">1. Support noted.2. The proposed shared use two way cycle facility with pedestrians has been developed in the rural area of the N60 scheme (the 80km/h & the 100km/h sections) following the current TII standards and guidelines, taking into consideration the space available, volume of traffic, speed of travel and lateral clearance. In this low volume shared space, it is not possible to provide full segregation for pedestrians and cyclists travelling in two directions and therefore in accordance with the National Cycle Manual (NCM) cyclists are encouraged to consider that they are being permitted to cycle on the footpath. For the semi-urban areas of the N60 (the 60km/h sections) the proposed active travel measures are one-way segregated cycle tracks and footpaths as per the current national guidelines for urban areas (NCM).3. Throughout the entire length of the scheme a segregation area has been provided. The segregation in the 60km/h speed limit sections has been achieved using kerbs and an additional edge 0.5m width added to the cycle lane. In the 80km/h & 100km/h sections segregation is achieved by the proposed hard strip and verge, which varies in width depending on the local constraints, as shown on the plans and typical cross sections.4. The proposed roundabout arrangements are in line with existing National Transport Authority recommendations and guidelines.5. It is intended that bicycle parking will be provided at key locations like Breaffy School, Breaffy GAA, Breaffy Post Office through accommodation works agreements with the relevant parties.6. The Network Safety Ranking Assessments by TII Safety Section no longer classify the N60 at Breaffy as a high collision location and the National Speed Limit Review by the TII has recommended the proposed 80km/h speed limit. TII have agreed the reduction from 100km/h to 80km/h, with the addition of a periodic 60km/h speed restriction during school drop-off and pick-up times, as proposed.7. Enforcement is a matter for the Gardai and will be supported by clear signage and appropriate narrowing of the carriageway cross section, which has been

shown to be the most effective means of discouraging excessive speeds. This can be identified in the Typical Cross Section drawings.

2. Grainne Fahey

Summary:

1. There should be an extra pedestrian crossing/island type provided as close to the first entrance to Breaffy House Resort
2. The proposed speed limit of 80km/h for a significant portion of the N60 and the plans for a periodic speed limit of 60km/h at school start/finish times is welcomed
3. A permanent speed limit reduction to 60km/h from just before the main entrance to Breaffy House Resort to just passed the entrance to Breaffy GAA pitch would be preferential

Response:

1. Given the collision history at this location priority has been given to formalising vehicle movements at this location. There is insufficient width available to both provide visibility for vehicles exiting the hotel and surrounding properties and introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and re-construction of boundaries/retaining walls. Pedestrian and cycle safety is best served by directing them to use the proposed facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex at Breaffy Woods entrance.
2. Support noted.
3. The Network Safety Ranking Assessments by TII Safety Section no longer classify the N60 at Breaffy as a high collision location and the National Speed Limit Review by the TII has recommended the proposed 80km/h speed limit. TII have agreed the reduction from 100km/h to 80km/h, with the addition of a periodic 60km/h speed restriction during school drop-off and pick-up times, as proposed.

3. James O'Shea

Summary:

1. Fully supportive of the proposed developments including the proposed zebra crossings along the road
2. Would like to have full public lighting & if possible, controlled crossings

Response:

1. Support noted, however these are uncontrolled pedestrian crossings with a central island, as appropriate to the rural high speed road. Zebra crossings will not be installed.
2. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval. Controlled crossings are not appropriate to the rural environment and anticipated demand.

4. Sheila O`Shea

Summary:

1. Fully supportive of the proposed developments including the proposed zebra crossings along the road.
2. Would like to have full public lighting & if possible, controlled crossings

Response:

1. Support noted, however these are uncontrolled pedestrian crossings with a central island, as appropriate to the rural high speed road. Zebra crossings will not be installed.
2. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval. Controlled crossings are not appropriate to the rural environment and anticipated demand.

5. Gerry Lavelle

Summary:

1. No overall objections to the scheme
2. Existing landscape that is affected/removed to be replaced
3. An existing drain is highlighted on the north side of the N60 at the cottage road junction. Ensure that land is adequately drained

Response:

1. No overall objections noted
2. Existing screening planting is to be replaced as indicated on the fencing and boundary treatment drawings through accommodation works to be agreed with the adjoining relevant parties.
3. Any works for the scheme will consider the impact on the existing drainage system and will provide suitable solutions to maintain the necessary drainage requirements.

6. Aidan O`Shea

Summary:

1. Delighted to see the proposals

Response:

1. Support noted.

7. Breaffy 2030 (subcommittee of Breaffy Community Council)

Summary:

1. Welcome the proposed scheme
2. Provision of bike parking and bike maintenance stand in village centre
3. Provide, in conjunction with Bus Éireann, a bus shelter ideally with green roof/ solar panels
4. Provide sustainable low-energy lighting
5. Provide controlled pedestrian crossings
6. Use of sustainable drainage methods such as swales and filter strips as described in the TII sustainable drainage guidelines
7. Investigate the possibility of installing a rain garden in the green at chainage 2+620
8. Consider pollinator-friendly planting and a biodiversity corridor along the length of the scheme
9. Minimise the removal of established trees and shrubs. Replanting
10. Best practice measures should be employed during construction to ensure no adverse impacts to wildlife and the biodiversity of the area

Response:

1. Support noted.
2. It is intended that bicycle parking and a potential bike maintenance stand will be provided at key locations through accommodation works agreements with the relevant parties.
3. Consideration of a bus shelter will form part of further discussions between Mayo County Council and Bus Éireann but any provision must fit within the available space without blocking sightlines.
4. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval. Any lighting provided along the scheme will follow the Mayo County Council sustainability objectives.
5. The proposed uncontrolled crossings with central islands will enable pedestrians and cyclists to cross the road in two stages, thereby availing of suitable gaps in the traffic flow. Controlled crossings are not appropriate to the rural environment and anticipated demand.
6. Detail design of the drainage system will endeavour to maximise the use of sustainable drainage to ground in accordance with TII guidelines.
7. This is beyond the scope of this project.
8. Pollinator-friendly planting with native species will form an integral part of proposals for re-seeding the green areas post construction.
9. The impact on existing trees and shrubs has been minimised in the proposed layouts. Replacement of affected vegetation will be provided for in accommodation works agreements with the relevant parties and in public spaces.
10. Noted and agreed. The works will be carried out in accordance with relevant TII best practice guidance.

8. Tony Mannion

Summary:

1. Provisions for a right turn traffic island at L5757 to be considered
2. Public lights to be considered due to volume of cars, pedestrians and cyclists

Response:

1. The reduced 80km/h speed limit and associated reduction in the road cross section is designed to cause drivers to stay in their lanes and eliminate attempted undertaking manoeuvres, enhancing safety for right turning traffic. Consideration of the introduction of a right turn lane at the L5757 is beyond the scope of this scheme.
2. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.

9. Fergal Hayes

Summary:

1. Provisions for a right turn traffic island at L5757 – Cottage Road to be considered
2. Provisions for a right turn traffic island at Breaffy House Resort to be considered
3. Provisions for a right turn traffic island at Breaffy School to be considered
4. Provisions for a traffic island at L57831 (Lisgowel) to be considered

Response:

1. The reduced 80km/h speed limit and associated reduction in the road cross section is designed to cause drivers to stay in their lanes and eliminate attempted undertaking manoeuvres, enhancing safety for right turning traffic. Consideration of the introduction of a right turn lane at the L5757 is beyond the scope of this scheme.
2. The reduced 80km/h speed limit and associated reduction in the road cross section is designed to cause drivers to stay in their lanes and eliminate attempted undertaking manoeuvres, enhancing safety for right turning traffic. Space constraints do not permit the introduction of a right turning lane at the entrance to Breaffy House.
3. The reduced 80km/h speed limit and associated reduction in the road cross section is designed to cause drivers to stay in their lanes and eliminate attempted undertaking manoeuvres, enhancing safety for right turning traffic. The introduction of right turning lanes only serves to facilitate higher speeds for through traffic which would be inappropriate in this busy location, especially during the periodic 60km/h restriction times.
4. The existence of a locally hardened narrow verge at this location which encourages drivers to attempt high speed undertaking manoeuvres is noted. Consideration will be given to the best means to prevent such manoeuvres. The introduction of a centre island would further increase the earthworks and drainage impacts on the properties south of the N60 at this location and is beyond the scope of this scheme.

10. Tom Canavan

Summary:

1. Full support for the proposed developments
2. The proposed periodic 60km/h speed limit combined with the road crossings and the footpaths will greatly enhance the safety of our most vulnerable - school children. The school has staggered start and end times to help reduce the traffic congestion. This will mean longer than normal periods to allow for this regime and occasionally the school may close at different times. This question needs to be considered in setting up the periodic 60km/h speed limit times
3. Clarify the scope of the public lighting proposed along the footpath and cycle lane

Response:

1. Support noted.
2. Noted and agreed, the periodic 60km/h speed limit operation times to be established in consultation with Breaffy National School.
3. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.

11. Margaret Rooney

Summary:

1. Compensation for the land affected by the scheme to be provided
2. The existing stone wall to be replaced with a suitable stone wall
3. The existing wall sits on top of the existing embankments, the proposed wall to be located similarly i.e. on top of the embankment as opposed to in the valley below it.

Response:

1. Land compensation is to be agreed at a later stage along with accommodation works agreements.
2. The replacement boundary treatment within the clear zone of a high-speed road must be passively safe in the event of impact from an errant vehicle. The appropriate boundary treatment will be discussed as part of the accommodation works agreement, any sections of boundary treatment within the clear zone must use the TII standard tensioned mesh fence, as developed in conjunction with the IFA.
3. The location of the boundary treatment will be discussed as part of the accommodation works agreement, any sections of boundary treatment within the clear zone must use the TII standard tensioned mesh fence, as developed in conjunction with the IFA.

12. Tirawley Ltd. t/a Breaffy House Resort

Summary:

1. Support for the scheme, considered a key piece of infrastructure.
2. Provision of right turn facilities at the L5757 Cottage Road junction
3. Provision of right turn facilities at both entrances to Breaffy Hotel Resort
4. Adoption of permanent speed limit of 60km/h should be considered at Breaffy village
5. Proposals to deter parking should be incorporated along the proposed widened grass verge on the southern side of the N60
6. Provision of a suitable crossing facility near the western Breaffy House Resort access junction
7. Provision of an appropriate pedestrian and cycle facility on the south side of the N60 along the desire line between L5757 Cottage Road junction to Breaffy GAA Club access junction.

Response:

1. Support noted
2. The reduced 80km/h speed limit and associated reduction in the road cross section is designed to cause drivers to stay in their lanes and eliminate attempted undertaking manoeuvres, enhancing safety for right turning traffic. Consideration of the introduction of a right turn lane at the L5757 is beyond the scope of this scheme.
3. The reduced 80km/h speed limit and associated reduction in the road cross section is designed to cause drivers to stay in their lanes and eliminate attempted undertaking manoeuvres, enhancing safety for right turning traffic. Space constraints do not permit the introduction of a right turning lane at the entrance to Breaffy House Hotel. Consideration was given to the introduction of a right turn lane into the eastern entrance, but road safety advice was to prefer reductions in the road cross section to force drivers to stay in their lanes and wait behind right turning traffic. The introduction of right turning lanes encourages higher speeds for through traffic which would be inappropriate in this busy location, especially during the periodic 60km/h restriction times.
4. The Network Safety Ranking Assessments by TII Safety Section no longer classify the N60 at Breaffy as a high collision location and the National Speed Limit Review by TII has recommended the proposed 80km/h speed limit. TII have agreed the reduction from 100km/h to 80km/h, with the addition of a periodic 60km/h speed restriction during school drop-off and pick-up times, as proposed.
5. The proposed scheme includes the replacement of the existing N60 southern hard shoulder with a kerbed verge that will require drivers to park in the church car park and in the spaces adjacent to the Breaffy National School. Considerations will be given to additional means of restriction to ensure drivers do not mount the kerb.
6. There is insufficient width available to both provide visibility for vehicles exiting the hotel and surrounding properties and introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and re-construction of boundaries/retaining walls. Given the collision history at this location priority has been given to formalising vehicle movements at this location. Pedestrian and cycle

safety is best served by directing them to use the proposed facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex.

7. Consideration was given to locating the active travel measures between Cottage Road, Breaffy House Resort and Breaffy GAA on the south side of the N60 prior to the Part 8 submission. This option had greater impacts on existing properties requiring more extensive land purchase, relocation and reconstruction of new boundaries and accesses south of the N60, including the entrance at Breaffy House Resort that would have to be completely reconfigured to achieve minimum visibility requirements. As the impact generated by this design solution was costly and significantly more invasive it was considered more suitable to locate the facilities on the north side of the N60 between Cottage Road and Breaffy National School. Crossing facilities are provided at both ends of the “desire line” between Cottage Road and the GAA Club.

13. Brian Courtney

Summary:

1. Fully supportive of the proposed developments

Response:

1. Support noted.

14. Ann Walsh/ Noel Costello

Summary:

1. Agreement with the provision of a cycle lane
2. The level of the road has been raised over the years to such an extent that it is almost impossible to turn right on exiting the gate for fear of scraping the undercarriage of the car on the crest of the incline. The development of a cycle pathway along the steep incline outside the gateway will increase safety risks for both drivers and cyclists
3. The proposal to take a strip 13m deep along the road is extraordinary. There seems to be no effort made to reduce the impact on the field and our house. Proposal for a retaining wall on the existing boundary
4. The field in question is surrounded by a stone wall which is a permanent structure that is maintenance free, the existing stone wall to be replaced with a suitable stone wall
5. Considerations to be given to the maintenance of the proposed embankment for a more suitable visual impact similar to existing conditions
6. Loss of parking in front of the house
7. Existing flooding issues in the adjoining field
8. The proposed development is contrary to the proper planning and development of the area

Response:

1. Support noted.
2. The difficulties associated with the existing arrangements in front of the house are noted. The proposed design solution for the active travel provisions in front to the existing gate will require not to change the existing configuration of the long fall and cross fall. The proposed shared facility either side of the private access crossing will be colour treated, and both hazard signage and high friction surfacing will be provided to minimise the potential for conflict or side slip. The active travel facility is positioned to ensure full visibility from the house driveway.

3. The existing arrangement along the field boundary presents an un-protected hazard to traffic. As part of the embankment widening required to make provision for the active travel facility it is also necessary to design the new arrangements to meet current forgiving roadside standards with a much gentler slope. The provisions of an embankment slope will avoid active travel users being trapped between any errant vehicle and the required parapet that will be introduced over a significant length on top of the retaining wall to protect traffic from the vertical drop. A gentle vegetated slope is both the safest option for all users and the least visually intrusive solution in the surrounding environment, efforts will be made at detailed design and in accommodation works discussions to minimise the required land take.
4. The replacement boundary treatment within the clear zone of a high speed road must be passively safe in the event of impact from an errant vehicle. The location of the boundary treatment will be discussed as part of the accommodation works agreement, any sections of boundary treatment within the clear zone must use the TII standard tensioned mesh fence, as developed in conjunction with the IFA.
5. The proposed embankment slope will be maintained by Mayo CC. Alternative planting options will be discussed with the affected landowner.
6. The loss of informal parking in front of the house is an inevitable consequence of the re-allocation of road space to make provision for active travel.
7. The existing drainage issues in the field are noted and should not be exacerbated by the proposed works. Consultation will be undertaken with the relevant parties to explore options to improve the situation as a matter of accommodation works.
8. The development is consistent with national, regional and local planning policy.

15. Elaine Heneghan

Summary:

1. A footpath to be provided between Cottage Road and Breaffy House entrance on both sides of the road
2. Use of sustainable drainage methods as per the TII sustainable drainage guidelines to improve the water quality of waterbodies in the vicinity
3. Pollinator-friendly planting is strongly encouraged, provision of a wildlife corridor along the length of the scheme
4. Provision of bike parking in the village centre and school
5. Bike shelter with green roof/ solar panels
6. Any lighting installed should be low-energy and of a design that ensures no impact on biodiversity
7. Provide controlled pedestrian crossings, particularly at school
8. Trees and shrubs removed should be minimised and where unavoidable, re-planted

Response:

1. Consideration was given to locating the active travel measures between Cottage Road and Breaffy House Resort on the south side of the N60 prior to the Part 8 submission. This option had greater impacts on existing properties requiring more extensive land purchase, relocation and reconstruction of new boundaries and accesses south of the N60, including the entrance at Breaffy House Resort that would have to be completely reconfigured to achieve minimum visibility requirements. As the impact generated by this design solution was costly and significantly more invasive it was considered more suitable to locate the facilities on the north side of the N60 between Cottage Road and Breaffy National School. Crossing facilities are provided at both Cottage road and Breaffy House to provide access to the proposed facility. Provision on both sides of the road is not considered an appropriate response to the current demand.
2. Detail design of the drainage system will endeavour to maximise the use of sustainable drainage to ground in accordance with TII guidelines.

3. Pollinator-friendly planting with native species will form an integral part of proposals for re-seeding the green areas post construction.
4. It is intended that bicycle parking will be provided at key locations like Breaffy School, Breaffy GAA, Breaffy Post Office through accommodation works agreements with the relevant parties.
5. Options for bike shelters with green roof/solar panels will be discussed as part of the above accommodation works agreements.
6. Any lighting will be low-energy and time limited and restricted to the active travel facilities to minimise any potential impact on biodiversity.
7. The proposed uncontrolled crossings with central islands will enable pedestrians and cyclists to cross the road in two stages, thereby availing of suitable gaps in the traffic flow, controlled crossings are not appropriate to the rural environment and anticipated demand.
8. The impact on existing trees and shrubs has been minimised in the proposed layouts. Replacement of affected vegetation will be provided for in accommodation works agreements with the relevant landowners.

16. Mairead Maguire

Summary:

1. High speed has a negative impact on pedestrians safety
2. Lack of pedestrian crossing increases the safety concerns

Response:

1. The existing speed limit will be reduced to 80km/h with a periodic 60km/h during school pick-up and drop-off times.
2. Uncontrolled pedestrian crossings with centre island have been designed to enable pedestrians to cross in two stages, thereby availing of shorter gaps in traffic.

17. Breaffy NS Parents Association

Summary:

1. Supportive of the proposals submitted by the Board of Management which welcome the proposals and seek the following additions.
2. A periodic 60km/h speed limit to be in operation from 8:20am – 3:30pm
3. The need for an extra pedestrian crossing in Breaffy Village west of the Church
4. The provision of a footpath on the east side of the school to Roemore Village to remove the potential hazard of pupils and parents crossing from Heneghan's to the proposed path on the south side of the road adjacent to the GAA pitch

Response:

1. Support noted.
2. To be effective a 60 km/h periodic speed limit must be limited to periods when drivers can observe the associated high levels of school activity. Breaffy National School will be consulted when developing the appropriate timings for the periodic speed limit.
3. An extra uncontrolled pedestrian crossing with a central island located west of the Church would have impacts north and south of its location to widen the road and provide visibility. There is insufficient width available to provide visibility for vehicles exiting the hotel and surrounding properties and also introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and re-construction of boundaries/retaining walls. Given the collision history at this location priority has been given to formalising vehicle movements at this location. Pedestrian and cycle safety is best served by directing them to use the proposed

facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex.

4. The provision of separate pedestrian connection from Breaffy to Roemore village on the north side of the N60 and the associated land take required to comply with TII standards is beyond the scope of the current proposals and as such cannot be considered further within this particular scheme

18. Acorns Breakfast Club and Afterschool (2 repeat submissions)

Summary:

1. Fully supportive of the proposed developments
2. The need for an extra pedestrian crossing in Breaffy Village west of the Church
3. A periodic 60km/h speed limit to be in operation from 8:20am – 3:30pm
4. The provision of a footpath on the east side of the school to Roemore Village to remove the potential hazard of pupils and parents crossing from Heneghan's to the proposed path on the south side of the road adjacent to the GAA pitch

Response:

1. Support noted.
2. An extra uncontrolled pedestrian crossing with a central island located west of the Church would have impacts north and south of its location to widen the road and provide visibility. There is insufficient width available to provide visibility for vehicles exiting the hotel and surrounding properties and also introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and re-construction of boundaries/retaining walls. Given the collision history at this location priority has been given to formalising vehicle movements at this location. Pedestrian and cycle safety is best served by directing them to use the proposed facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex.
3. To be effective a 60 km/h periodic speed limit must be limited to periods when drivers can observe the associated high levels of school activity. Breaffy National School will be consulted when developing the appropriate timings for the periodic speed limit.
4. The provision of separate pedestrian connection from Breaffy to Roemore village on the north side of the N60 and the associated land take required to comply with TII standards is beyond the scope of the current proposals and as such cannot be considered further within this particular scheme

19. Little VIP's Preschool

Summary:

1. Fully supportive of the proposed developments
2. The need for an extra pedestrian crossing in Breaffy Village west of the Church
3. A periodic 60km/h speed limit to be in operation from 8:20am – 3:30pm
4. The provision of a footpath on the east side of the school to Roemore Village to remove the potential hazard of pupils and parents crossing from Heneghan's to the proposed path on the south side of the road adjacent to the GAA pitch

Response:

1. Support noted.
2. An extra uncontrolled pedestrian crossing with a central island located west of the Church would have impacts north and south of its location to widen the road and provide visibility. There is insufficient width available to provide visibility for vehicles exiting the hotel and surrounding properties and also introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and re-construction of boundaries/retaining walls. Given the collision history at this

location priority has been given to formalising vehicle movements at this location. Pedestrian and cycle safety is best served by directing them to use the proposed facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex.

3. To be effective a 60 km/h periodic speed limit must be limited to periods when drivers can observe the associated high levels of school activity. Breaffy National School will be consulted when developing the appropriate timings for the periodic speed limit.
4. The provision of separate pedestrian connection from Breaffy to Roemore village on the north side of the N60 and the associated land take required to comply with TII standards is beyond the scope of the current proposals and as such cannot be considered further within this particular scheme.

20. Aine Donoghue of Breaffy National School Staff (17 repeat submissions)

Summary:

1. Fully supportive of the proposed developments
2. The need for an extra pedestrian crossing in Breaffy Village west of the Church
3. A periodic 60km/h speed limit to be in operation from 8:20am – 3:30pm
4. The provision of a footpath on the east side of the school to Roemore Village to remove the potential hazard of pupils and parents crossing from Heneghan's to the proposed path on the south side of the road adjacent to the GAA pitch

Response:

1. Support noted.
2. An extra uncontrolled pedestrian crossing with a central island located west of the Church would have impacts north and south of its location to widen the road and provide visibility. There is insufficient width available to provide visibility for vehicles exiting the hotel and surrounding properties and also introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and reconstruction of boundaries/retaining walls. Given the collision history at this location priority has been given to formalising vehicle movements at this location. Pedestrian and cycle safety is best served by directing them to use the proposed facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex.
3. To be effective a 60 km/h periodic speed limit must be limited to periods when drivers can observe the associated high levels of school activity. Breaffy National School will be consulted when developing the appropriate timings for the periodic speed limit.
4. The provision of separate pedestrian connection from Breaffy to Roemore village on the north side of the N60 and the associated land take required to comply with TII standards is beyond the scope of the current proposals and as such cannot be considered further within this particular scheme.

21. Breaffy Board of Management & Breaffy Church (4 repeat submissions)

Summary:

1. Fully supportive of the proposed developments
2. The need for an extra pedestrian crossing in Breaffy Village west of the Church or a footpath on the south side of the N60 connecting Breaffy House to Cottage Road and relocation of the Cottage road crossing further east. Reference made to RSA item 6.20
3. A periodic 60km/h speed limit to be in operation from 8:20am – 3:30pm
4. The provision of a footpath from the Roemore Village to Breaffy School
5. Solar lighting on the footpaths in the village centre to encourage pedestrians

Response:

1. Support noted.
2. An extra uncontrolled pedestrian crossing with a central island located west of the Church would have impacts north and south of its location to widen the road and provide visibility. There is insufficient width available to provide visibility for vehicles exiting the hotel and surrounding properties and also introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and reconstruction of boundaries/retaining walls. Given the collision history at this location priority has been given to formalising vehicle movements at this location. Pedestrian and cycle safety is best served by directing them to use the proposed facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex. Internals signage within the Breaffy House Resort will be discussed as part of the accommodation works agreement to ensure pedestrians are not directed towards the western exit. Consideration was given to locating the active travel measures between Cottage Road and Breaffy House Resort on the south side of the N60 prior to the Part 8 submission. This option had greater impacts on existing properties requiring more extensive land purchase, relocation and reconstruction of new boundaries and accesses south of the N60, including the entrance at Breaffy House Resort that would have to be completely reconfigured to achieve minimum visibility requirements. As the impact generated by this design solution was costly and significantly more invasive it was considered more suitable to locate the facilities on the north side of the N60 between Cottage Road and Breaffy National School. Crossing facilities are provided at both Cottage road and Breaffy House to provide access to the proposed facility. Provision on both sides of the road is not considered an appropriate response to the current demand. The Cottage road crossing is located in an optimal position for all the Cottage road users traveling to Breaffy or Castlebar and maximises the crossing points permitted by TII on the scheme. The reference to item 6.20 of the road safety audit related to a short section of footpath west of Cottage road and as advised in the designer's response, is to be removed. The auditor accepted this response.
3. To be effective a 60 km/h periodic speed limit must be limited to periods when drivers can observe the associated high levels of school activity. Breaffy National School will be consulted when developing the appropriate timings for the periodic speed limit.
4. The provision of separate pedestrian connection from Breaffy to Roemore village on the north side of the N60 and the associated land take required to comply with TII standards is beyond the scope of the current proposals and as such cannot be considered further within this particular scheme.
5. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.

22. Parents of children attending Breaffy National School (379 repeat submissions)

Summary:

1. Fully supportive of the proposed developments
2. The need for an extra pedestrian crossing in Breaffy Village west of the Church
3. A periodic 60km/h speed limit to be in operation from 8:20am – 3:30pm
4. The provision of a footpath from the Roemore Village to Breaffy School

Response:

1. Support noted.
2. An extra uncontrolled pedestrian crossing with a central island located west of the Church would have impacts north and south of its location to widen the road and

provide visibility. There is insufficient width available to provide visibility for vehicles exiting the hotel and surrounding properties and also introduce a pedestrian crossing with a centre island without very extensive land take, earthwork and reconstruction of boundaries/retaining walls. Given the collision history at this location priority has been given to formalising vehicle movements at this location. Pedestrian and cycle safety is best served by directing them to use the proposed facilities on the north side of the N60 and the proposed crossing at the alternative entrance to the hotel complex.

3. To be effective a 60 km/h periodic speed limit must be limited to periods when drivers can observe the associated high levels of school activity. Breaffy National School will be consulted when developing the appropriate timings for the periodic speed limit.
4. The provision of separate pedestrian connection from Breaffy to Roemore village on the north side of the N60 and the associated land take required to comply with TII standards is beyond the scope of the current proposals and as such cannot be considered further within this particular scheme.

23. Heneghan Plant Hire

Summary:

1. Fully supportive of the proposed developments
2. The measures proposed in the vicinity of the business would hinder the access and exit, consultations on the matter are welcomed to find an amicable solution
3. Public lighting to be considered
4. Bicycle parking to be considered

Response:

1. Support noted.
2. Mayo County Council will be meeting with relevant parties to agree appropriate accommodation works and will engage with Heneghan Plant Hire to explore alternative access solutions.
3. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.
4. It is intended that bicycle parking will be provided at key locations like Breaffy School, Breaffy GAA, Breaffy Post Office through accommodation works agreements with the relevant parties.

24. Noel Rooney

Summary:

1. Supportive of the scheme considering the number of accidents that have happened
2. Compensation for the land affected by the scheme to be provided
3. Existing boundary to be replaced by a stone wall
4. Replacement wall to be erected at top of the new embankment

Response:

1. Support noted.
2. Compensation for land acquisition will be agreed at a later date.
3. The replacement boundary treatment within the clear zone of a high speed road must be passively safe in the event of impact from an errant vehicle. The appropriate boundary treatment will be discussed as part of the accommodation works agreement, any sections of boundary treatment within the clear zone must use the TII standard tensioned mesh fence, as developed in conjunction with the IFA.

4. The location of the boundary treatment will be discussed as part of the accommodation works agreement, any sections of boundary treatment within the clear zone must use the TII standard tensioned mesh fence, as developed in conjunction with the IFA.

25. Michael Golden

Summary:

1. Installation of double dry field stone wall
2. Installation of gates on both entrance
3. Installation of 50mm ESB ducting to be brought into pillar on the Castlebar side
4. Existing field to be landscaped appropriately following the works and any embankment to be tapered off gradually
5. Installation of double-sided dry-stone wall along existing dwelling
6. Installation of improved drainage at side road to prevent water running into the farmyard
7. Installation of stone road and tar spray from the field entrance at side of house back to farmyard
8. Installation of water connection at field entrance

Response:

1. The replacement boundary treatment within the clear zone of a high speed road must be passively safe in the event of impact from an errant vehicle. The appropriate boundary treatment will be discussed as part of the accommodation works agreement, any sections of boundary treatment within the clear zone must use the TII standard tensioned mesh fence, as developed in conjunction with the IFA.
2. Gate details will be considered as part of the accommodation works agreement and should existing opening be in place.
3. Any services interfered with during the works by the contractor are to be maintained operational at all times and on completion of said works are to be reinstated fully. Specific services requirements will be considered as part of the accommodation works agreement.
4. Appropriate grading and planting will be considered as part of the accommodation works agreement.
5. The existing boundary to the residential property will not be affected.
6. Existing side road drainage issues are beyond the scope and impact of this scheme.
7. Mayo County Council will meet with the landowners and their representatives to reach appropriate accommodation works agreements.
8. Specific services requirements will be considered as part of the accommodation works agreement and existing services will be retained.

26. Martin Reddington

Summary:

1. Public lights to be considered
2. Rumble strips or equivalent to be installed approx. 500 meters prior to the main entrance to Breaffy House
3. All pedestrian crossings to be appropriately lit with flashing lights and to be button controlled

Response:

1. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.

2. The provision of rumble strips is not appropriate on a high speed road with a periodic speed limit and would cause undue noise nuisance in the locality.
3. Controlled crossings are not appropriate to the rural environment and anticipated demand, the islands provided will enable pedestrians and cyclists to cross the road in two stages, thereby availing of suitable gaps in the traffic flow, and the crossings will be suitably lit.

27. Kathleen Walsh - Noel Costello

Summary:

1. Intention to support the proposal but do not wish to sell the required land.
2. The current proposal will remove a large portion from the existing field, a strip of 13m deep along the road.
3. Existing car park available in front of the house will be absorbed into the active travel provisions. Provisions to be made to accommodate the traffic generated by the property
4. Existing lack of drainage provisions in the field to be addressed.
5. Propose a retaining wall along the existing boundary
6. The proposed development will have a significant negative impact on the existing property

Response:

1. Support noted, albeit without necessary lands.
2. The existing arrangement along the field boundary presents an un-protected hazard to traffic. As part of the embankment widening required to make provision for the active travel facility it is also necessary to design the new arrangements to meet current forgiving roadside standards with a much gentler slope. Efforts will be made at detailed design and in accommodation works discussions to minimise the required land take.
3. The loss of informal parking in front of the house is an inevitable consequence of the re-allocation of road space to make provision for active travel.
4. The existing drainage issues in the field are noted and should not be exacerbated by the proposed works. Consultation will be undertaken with the relevant parties to explore options to improve the situation as a matter of accommodation works.
5. The existing arrangement along the field boundary presents an un-protected hazard to traffic. As part of the embankment widening required to make provision for the active travel facility it is also necessary to design the new arrangements to meet current forgiving roadside standards with a much gentler slope. The provisions of an embankment slope will avoid active travel users being trapped between any errant vehicle and the required parapet that will be introduced over a significant length on top of the retaining wall to protect traffic from the vertical drop. A gentle vegetated slope is both the safest option for all users and the least visually intrusive solution in the surrounding environment.
6. While there will be no direct impact on the residential property it is acknowledged that there will be a land take impact on the adjoining field.

28. Michael & Muriel Caulfield

Summary:

1. Welcome the proposed developments
2. The proposed speed limit to start at local road L5782
3. Provisions of footpath on both sides of the N60 in the vicinity of the GAA pitch
4. Public lighting to be considered

5. Bicycle parking facilities to be provided at Breaffy GAA pitch, Breaffy National School and Breaffy Post Office

Response:

1. Support noted.
2. The proposed speed limit start is in accordance with the 'Guidelines for Setting and Managing Speed Limits in Ireland'. The level of development density is below that required in the Guidelines for the purpose of applying a speed limit from local road L5782.
3. The provision of a second footpath on the north of the N60 opposite the GAA pitch and the associated land take required to comply with TII standards is beyond the scope of the current proposals and as such cannot be considered further within this particular scheme.
4. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.
5. It is intended that bicycle parking will be provided at key locations like Breaffy School, Breaffy GAA, Breaffy Post Office through accommodation works agreements with the relevant parties.

29. Stephanie & Michael Heneghan

Summary:

1. Welcome the proposed developments
2. Provision of a footpath from the local road L5783 to the Breaffy National School, Church and Pub
3. Public lighting to be considered along the entire length of the scheme
4. Bicycle parking facilities to be provided at Breaffy GAA pitch, Breaffy National School and Breaffy Post Office

Response:

1. Support noted.
2. The provision of a second footpath on the north of the N60 from the L5783 to Breaffy school/church/pub and the associated land take required to comply with TII standards is beyond the scope of the current proposals.
3. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.
4. It is intended that bicycle parking will be provided at key locations like Breaffy School, Breaffy GAA, Breaffy Post Office through accommodation works agreements with the relevant parties.

30. Jim & Susan O'Connor

Summary:

1. Welcome the proposed developments
2. Public lighting to be considered along the entire length of the scheme
3. Relocate the proposed active travel measures from the south of the N60 to the north of the N60 between L5783 (Roemore Village) and Breaffy National School or provide a second footpath on the north side.
4. Reconfiguration of the junction between L5757 (Cottage Road) and the N60, providing a right turn lane

Response:

1. Support noted.

2. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.
3. Consideration was given to locating the active travel measures between Roemore Village and Breaffy National School on the north side of the N60. However, it is considered important to connect Breaffy village, the GAA pitches and the post office on the same side of the road with the crossing provided within Breaffy village adjacent to the school. The alternative design on the north side of the N60 would also have greater impacts on existing properties requiring relocation of boundary lines and accesses to achieve minimum visibility requirements. The provision of separate pedestrian connection from Breaffy to Roemore village on the north side of the N60 and the associated land take required to comply with TII standards is beyond the scope of the current proposals.
4. The reduced 80km/h speed limit and associated reduction in the road cross section is designed to cause drivers to stay in their lanes and eliminate attempted undertaking manoeuvres, enhancing safety for right turning traffic. Consideration of the introduction of a right turn lane at the L5757 is beyond the scope of this scheme.

31. Anto & Helen Heneghan

Summary:

1. Very pleased with the proposed development
2. Provision of raised footpath between Breaffy House Resort and Cottage Road on the south side of the N60 or as a minimum the hard shoulder retained. Pedestrians walking along the new forest trail from Breaffy House onto Cottage Road are more likely to complete their loop walk to Breaffy House by staying on the hotel side of the road rather than crossing two pedestrian crossings.
3. Clarify the proposed pedestrian crossings. We require zebra crossings with flashing lights
4. Low level lighting to be a priority

Response:

1. Support noted.
2. Consideration was given to locating the active travel measures between Cottage Road and Breaffy House Resort on the south side of the N60 prior to the Part 8 submission. This option had greater impacts on existing properties requiring more extensive land purchase, relocation and reconstruction of new boundaries and accesses south of the N60, including the entrance at Breaffy House Resort that would have to be completely reconfigured to achieve minimum visibility requirements. As the impact generated by this design solution was costly and significantly more invasive it was considered more suitable to locate the facilities on the north side of the N60 between Cottage Road and Breaffy National School. Crossing facilities are provided at both Cottage road and Breaffy House to provide access to the proposed facility. Provision on both sides of the road is not considered an appropriate response to the current demand. Crossings are provided at both ends of the Breaffy-Cottage loop. Pedestrians should not be encouraged to use the Breaffy House Hotel entrance. Removal of the hard shoulder east of the Breaffy House Hotel entrance is necessary to allow vehicles exiting the hotel to move forward to a position where they have sufficient visibility.
3. Uncontrolled crossings with central islands are to be provided, which will enable pedestrians and cyclists to cross the road in two stages, thereby availing of suitable gaps in the traffic flow. Zebra crossings are not appropriate to a rural high speed environment or the anticipated demand.
4. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.

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32. Martin Reddington – Chair Breaffy Community Council

Summary:

1. Fully supportive of the proposed developments

Response:

1. Support noted.

33. Damien & Maggie Glackin

Summary:

1. Welcome the proposed developments
2. Provision of a footpath from the local road L5783 to the Breaffy National School, Church and Pub
3. Public lighting to be considered along the entire length of the scheme
4. Bicycle parking facilities to be provided at Breaffy GAA pitch, Breaffy National School and Breaffy Post Office

Response:

1. Support noted.
2. The provision of a second footpath on the north of the N60 from the L5783 to Breaffy school/church/pub and the associated land take required to comply with TII standards is beyond the scope of the current proposals.
3. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.
4. It is intended that bicycle parking will be provided at key locations like Breaffy School, Breaffy GAA, Breaffy Post Office through accommodation works agreements with the relevant parties.

34. Michael & Margaret Heneghan

Summary:

1. Welcome the proposed development
2. Would welcome further consultation in relation to the new design at their premises and garage
3. Provision of a footpath from the local road L5783 to the Breaffy National School and Church
4. Public lighting to be considered along the entire length of the scheme
5. Bicycle parking facilities to be provided at Breaffy GAA pitch, Breaffy National School and Breaffy Post Office

Response:

1. Support noted.
2. Mayo County Council will be meeting all affected relevant parties to conclude accommodation agreements and will arrange a meeting to discuss local details.
3. The provision of a second footpath on the north of the N60 from the L5783 to Breaffy school and church and the associated land take required to comply with TII standards is beyond the scope of the current proposals.
4. The provision of lighting on the active travel facility has been progressively discussed with TII and awaits technical approval.
5. It is intended that bicycle parking will be provided at key locations like Breaffy School, Breaffy GAA, Breaffy Post Office through accommodation works agreements with the relevant parties.

35. Andrew Moore TII

Summary:

1. Transport Infrastructure Ireland wishes to indicate its support for Active Travel schemes.
2. TII's Preliminary Design Report and Road Safety Audit requirements have been provided and approved.
3. The subject development shall be undertaken in accordance with the Design Report and Road Safety Audit and any recommendations arising shall be incorporated into the subject development for construction
4. Works to the N60 national road, shall comply with TII Publications

Response:

1. Support noted.
2. Approvals noted.
3. The detailed design will be developed in accordance with the approved preliminary design.
4. The detailed design will be developed in accordance with TII Publications.

(E) RECOMMENDATION.

Having considered the documentation of the Part VIII consultation it is recommended that the development subject of this Part XI Report proceed in accordance with the documentation submitted.



John McMyler
Senior Planner

Agreed.



18/01/2023