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N60 BREAFFY ACTIVE TRAVEL AND SAFETY MEASURES SCHEME

Part VIII Planning Application Report

ROD
ROUGHAN & O'DONOVAN

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1. INTRODUCTION

1.1 Site location

N60 Breaffy Active Travel and Safety Measures Scheme is located in County Mayo – Figure 1. The Site Location Plan can be found in Appendix A.

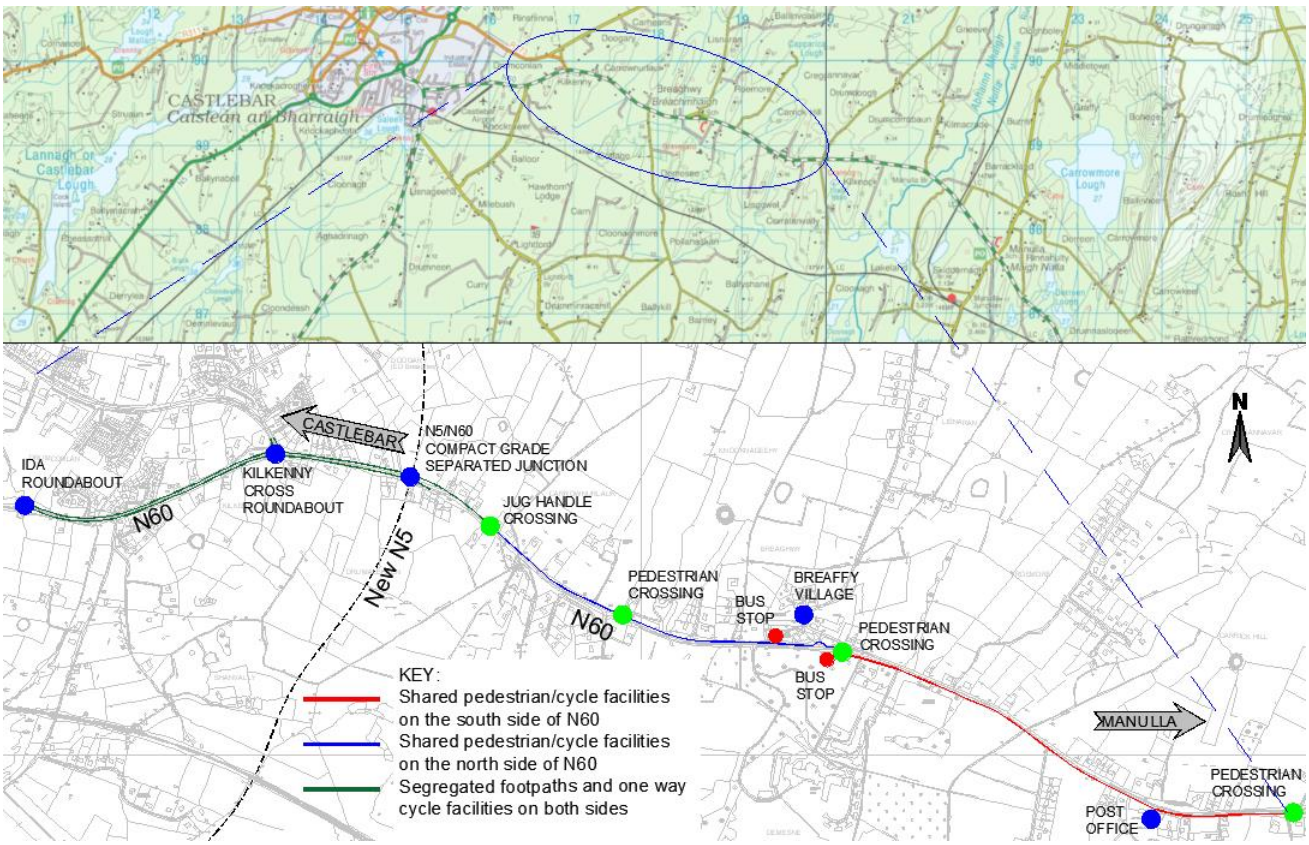

Figure 1

1.2 Background

The HD 15 (2012 - 2014) safety assessment that was completed in December 2015 highlighted a high collision rate (pedestrians and right & rear end collisions) on the bypass section of N60 beside Breaffy Village. In response a study was undertaken by Roughan & O'Donovan – AECOM Alliance in 2016 which recommended various measures to improve safety. These included improvements to the pick-up, drop-off and parking provisions for the school and rationalising of the junctions onto the N60, and then to narrow the cross section of the N60 and implement an 80kph speed restriction. Following this study extensive works were completed in the village. However, the narrowing of the N60 and introduction of an 80kph speed limit have not been implemented to date.

In 2017 a National Speed Limit Review was undertaken by Tobin Consulting Engineering in collaboration with different Local Authorities; relevant extracts of this report are included in Appendix B of this report. Different speed limit alterations have been taken into consideration and the study summarises whether the proposed speed limits satisfy the relevant guidelines and have been accepted in full, accepted in part or rejected. The section of N60 that is considered in this report (N60 at Breaffy village) has been assessed and it has been proposed that the following speed limits to be adopted:

- Manulla to Breaffy – 100kph
- Breaffy Village – 80kph
- Breaffy to Kilkenny Cross – 80kph.

In 2020 Roughan and O`Donovan Consulting Engineering (ROD) were commissioned by Mayo County Council (MCC) to undertake a Feasibility Study (Proposed Safety Improvement Measures on N60 at Breaffy) to examine the proposals of the National Speed Limit review (Appendix B), considering the imminent introduction of a Compact Grade Separation junction (CGSJ – ch. 1+220) between the existing N60 and the new N5 Westport to Turlough Road Project and developing proposals for a dedicated cycle provision on the N60 between Castlebar and Breaffy.

1.3 Proposed Development

The scheme is to deliver the objectives of the Proposed Safety Improvement Measures on N60 at Breaffy Feasibility Report and integrate with wider plans for the provision of active travel facilities between Castlebar and Claremorris.

The extents of the N60 Breaffy Active Travel & Safety Measures Scheme commence in Castlebar from the IDA Roundabout on the N60 to Kilkenny Cross Roundabout, then continues along the N60 from Kilkenny Cross passing through Breaffy Village, ending just beyond Breaffy Post Office at Corratanvally at the junction with the L5760. A General Location Plan on OS Map and a General Location Plan on Aerial Map can be found in Appendix A.

The proposal includes:

- segregated footpaths and one way cycle facilities on both sides of the N60 within the 60km/h zone in accordance with DMURS
- shared pedestrian/cycle facilities corridor on one side of the N60 in accordance with DMRB on the 80 km/h zone and 100km/h zone
- provision of a periodic 60km/h zone at school drop-off and pick-up times at Breaffy Village
- eliminate hard shoulder parking at Breaffy village
- provision of new Jug Handle crossing at ch. 1+475 (at 80km/h speed limit change to 60km/h speed limit)
- provision of new pedestrian crossing at ch. 1+955 (in the vicinity of local road L5757)
- provision of new pedestrian crossing (ch. 2+650) and two bus bays at Breaffy Village
- provision of new pedestrian crossing at ch. 4+105 (in the vicinity of local roads L5782 & L5760)
- update of Kilkenny Cross Roundabout to accommodate active travel provisions.

2. NEED FOR THE SCHEME

2.1 Collision History

Between 2014 and 2019 a number of accident and collisions have occurred on the sections of the N60 under consideration, i.e. between the IDA Roundabout and Kilkenny Cross Roundabout and between Kilkenny Cross Roundabout and the junction of the N60/L5760 Corrantavally. Six of these collisions involved pedestrians, resulting in two fatalities and another four of the collisions resulted serious injuries.

Details of these incidents are noted in Table 1.0. The information in Table 1.0 is based on information received by TII from the Road Safety Authority and Local Authorities.

Accident No.	Primary Collision Type	Date	Time	Collision Type	Severity	Surface	Light
3	Front collision	22/01/2014	12:20:00	Traffic Collision	Non Serious Injury	Wet	Day-Good Visibility
4	Angle, Right Turn	06/02/2014	-	Traffic Collision	Non Serious Injury	Dry	Dark-No Lighting
5	Wall - Brick	20/03/2014	18:30:00	Traffic Collision	Non Serious Injury	Wet	Day-Good Visibility
6	Side Swipe	31/03/2014	12:30:00	Traffic Collision	Non Serious Injury	Dry	Day-Good Visibility
7	Rear End, Right Turn	09/04/2014	10:10:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
11	**Pedestrian**	13/12/2014	17:30:00	Traffic Collision	Non Serious Injury	Wet	Dark-Poor Lighting
12	Tree	13/12/2014	22:30:00	Traffic Collision	Material Damage Only	Wet	Dark-No Lighting
13	Rear End, Straight	27/02/2015	19:45:00	Traffic Collision	Material Damage Only	Wet	Dark-No Lighting
14	Side Swipe	18/04/2015	10:45:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
15	Fence - Timber	10/05/2015	14:30:00	Traffic Collision	Material Damage Only	Wet	Day-Poor Visibility
16	**Pedestrian**	16/05/2015	-	Traffic Collision	Fatal	Wet	Dark-No Lighting
17	Side Swipe	19/05/2015	12:00:00	Traffic Collision	Material Damage Only	Wet	Day-Good Visibility
18	Wall - Brick	24/05/2015	23:26:00	Traffic Collision	Non Serious Injury	Wet	Dark-No Lighting

Accident No.	Primary Collision Type	Date	Time	Collision Type	Severity	Surface	Light
19	Rear End, Straight	31/05/2015	13:50:00	Traffic Collision	Material Damage Only	Wet	Day-Good Visibility
20	Side Swipe	08/06/2015	12:40:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
21	Animal - Domestic	15/07/2015	00:40:00	Traffic Collision	Material Damage Only	Dry	Dark-No Lighting
23	**Pedestrian**	30/07/2015	17:04:00	Traffic Collision	Fatal	Dry	Day-Good Visibility
24	Rear End, Straight	02/08/2015	21:00:00	Traffic Collision	Material Damage Only	Not Specified	Not Specified
28	Angle, Both Straight	21/01/2016	15:25:00	Traffic Collision	Material Damage Only	Not Specified	Not Specified
30	Rear End, Straight	25/03/2016	16:40:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
32	Rear End, Straight	07/07/2016	17:45:00	Traffic Collision	Material Damage Only	Not Specified	Not Specified
34	Rear End, Straight	08/11/2016	13:35:00	Traffic Collision	Material Damage Only	Wet	Day-Good Visibility
35	Wall – Pillar of Wall	06/12/2016	-	Traffic Collision	Non Serious Injury	Wet	Dark-No Lighting
36	Rear End, Straight	03/02/2017	14:05:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
37	Road Verge - Embankment	20/02/2017	19:55:00	Traffic Collision	Material Damage Only	Wet	Dark-Poor Lighting
38	**Pedestrian**	24/03/2017	17:40:00	Traffic Collision	Serious Injury	Dry	Day-Good Visibility
39	**Pedestrian**	30/04/2017	00:15:00	Traffic Collision	Material Damage Only	Dry	Dark-No Lighting
40	Rear End, Straight	18/05/2017	15:00:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
41	Rear End, Left Turn	03/06/2017	11:45:00	Traffic Collision	Serious Injury	Dry	Day-Good Visibility
42	Not Specified	09/07/2017	02:40:00	Traffic Collision	Material Damage Only	Not Specified	Not Specified
43	Angle, Right Turn	09/10/2017	09:20:00	Traffic Collision	Material Damage	Wet	Day-Poor Visibility

Accident No.	Primary Collision Type	Date	Time	Collision Type	Severity	Surface	Light
					Only		
44	Rear End, Left Turn	30/04/2018	17:40:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
45	Side Swipe	31/05/2018	18:15:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
46	Side Swipe	03/09/2018	09:30:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
47	Rear End, Straight	12/09/2018	08:50:00	Traffic Collision	Material Damage Only	Wet	Day-Good Visibility
48	Rear End, Straight	21/09/2018	-	Traffic Collision	Serious Injury	Dry	Day-Good Visibility
49	**Pedestrian**	29/09/2018	22:45:00	Traffic Collision	Serious Injury	Wet	Dark-Poor Lighting
50	Angle, Right Turn	17/04/2019	19:53:00	Traffic Collision	Non Serious Injury	Dry	Day-Good Visibility
51	Rear End, Straight	30/05/2019	09:11:00	Traffic Collision	Material Damage Only	Wet	Day-Poor Visibility
52	Rear End, Straight	17/07/2019	15:02:00	Traffic Collision	Material Damage Only	Dry	Day-Good Visibility
53	Rear End, Right Turn	16/08/2019	17:10:00	Traffic Collision	Non Serious Injury	Dry	Day-Good Visibility
54	Rear End, Straight	15/11/2019	18:00:00	Traffic Collision	Material Damage Only	Dry	Dark-No Lighting
55	Parked Vehicle	22/11/2019	14:30:00	Traffic Collision	Material Damage Only	Wet	Day-Poor Visibility

Table 1.0 –Collisions/Accidents

The locations of collisions are included on the drawings in Appendix C of this report.

2.2 Scheme Objectives

National, regional and local policies seek to improve climate impact, quality of life, air quality and physical and mental health by making active travel better and more accessible.
The provision of Active Travel projects in general will:

- promote cycling and walking and sustainable mobility / smarter travel
- improve road safety by segregating vulnerable road users from vehicular traffic
- reignite and renew the economy through tourism
- promote more physical exercise among all sections of the community
- promote compact and sustainable growth of our towns and villages
- strengthen Rural Economies and Communities
- enhance Amenities and Heritage by supporting transformational public realm initiatives from a cultural, tourism and promotional perspective.

The objectives for the scheme are as follows:

1. to improve safety for all users of this route with particular emphasis on vulnerable road users;
2. to reduce speeds on the N60 in accordance with the national speed limit review and introduce a school time 60kph limit on the section of N60 adjacent to the school;
3. to eliminate hardshoulder parking/drop off/pick up associated with Breaffy School, diverting users to the facilities provided within the village;
4. to provide a facility that caters for commuting and school trips as well as for recreational and tourism use;
5. to be part of a 24km long linear Cycleway/Walkway route from Castlebar to Claremorris of which this scheme forms 1 of 6 sections;
6. to connect with key nodes in the area, the village centre, community facilities, businesses, housing developments, schools and hotels;
7. to provide a facility which is well designed and comfortable while also being consistent, attractive and interesting while also being integrated in the surrounding environment;
8. to provide a dedicated Cycle and Pedestrian route along the N60 from the Townland of Drumconlan to L5760 and provide for safer crossing points of the N60.

2.3 Planning Policy

The need for the N60 Breaffy Active Travel and Safety Measures Scheme has been identified and/or is consistent with the following European, National, Regional, and Local planning documents set out below.

2.3.1 European Planning Policy

EU Cycling Strategy (2017-2030)

The EU Cycling Strategy constitutes the first consolidation of a systematic review of all EU policies related to cycling. It reviews the current scenario and trends in cycling in the EU and identifies the benefits offered by greater uptake of cycling. It subsequently sets out its vision for cycling in the EU to 2030 through its four overall policy objectives, as follows:

1. *"Cycling should be an equal partner in the mobility system. Users pay for the full external costs of motorised transport while the societal benefits of active mobility are fully taken into account in transport*

planning and investment decisions. In addition, it will show the path towards prioritising cycling over individual motorised transport."

2. *"Cycle use in the EU will increase by 50% in the decade from 2019/2020–2030. Its share in the transport modal split will be at least 12%, which means 0.48 cycle trips per person per day on average."*
3. *"The rates of fatalities and seriously injured among cyclists (per kilometre cycled) will be halved in the decade 2019/2020–2030."*
4. *"The EU should double its investments in cycle projects to EUR 3 billion during the Multiannual Financial Framework 2021–2027 (from EUR 1.5 billion in 2014–2020) and aim for another doubling to EUR 6 billion during the 2028–2034 period."*

In order to achieve these objectives, the Strategy sets out a suite of recommended policy changes for EU, national, regional and local levels, including to *"Develop and maintain regional and local cycle route networks"*.

By providing cycling infrastructure along the N60, the proposed development will contribute to the achievement of the policy objectives of the EU Cycling Strategy.

2.3.2 National Planning Policy

'Project Ireland 2040' National Planning Framework

Project Ireland 2040 is the Government's overarching policy for spatial planning and development in Ireland to 2040. It is comprised of two major policy documents, the *National Planning Framework to 2040* (NPF) and the *National Development Plan 2021 – 2030* (NDP). The NPF presents a broad national-level policy to guide strategic planning and development across Ireland, while the NDP sets out the 10-year public capital investment strategy required to support its implementation.

The NPF also contains 10 National Strategic Outcomes (NSOs) which are the overarching goals of the National Planning Framework.

The proposed active travel scheme supports the NPF NSOs key among them is the NSO 1 Compact Growth, NSO 4 Sustainable Mobility and NSO 8 Transition to a low carbon and climate resilient society.

NSO 1 - Compact Growth focuses on delivering a greater proportion of residential development within existing built-up areas. NSO 1 states the following in relation to active travel:

> *"Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within smaller towns and villages and rural areas"*

NSO 4 – Sustainable Mobility aims to provide a well-functioning, integrated public transport system, and enable sustainable mobility choices for citizens. NSO 4 states the following in relation to active travel:

> *"Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate."*

NSO 8 –The scheme supports the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. The objective is supported by the proposed scheme in that it will support more sustainable transport choices and has the potential to reduce the emissions from short journeys by car (particularly to/from schools) over the coming decades, in line with the in line with climate policy and commitments.

The National Planning Framework also sets out a number of **National Policy Objectives** (NPOs) in relation to walking and cycling, which are as follows:

NPO 26: *Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.* (p. 82)

NPO 27: *Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages*. (p.82)

NPO 64: *Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.* (p.167)

The proposed development will provide safe cycling facilities from Breaffy Village to Castlebar, as well as a pedestrian walkway, which supports and is consistent with the policies and objectives of the National Planning Framework.

'Project Ireland 2040' National Development Plan 2021-2030

The National Development Plan (NDP) 2021-2030 supports the National Planning Framework and details the governments priorities for investment in infrastructure projects over the lifespan of the plan, with particular emphasis being placed on housing, climate, transport, healthcare and job growth. The NDP outlines the governments investment across a variety of sectors including active travel infrastructure and introduces the new 'National Active Travel Programme' which will receive €360 million annually between 2021-2025. The National Active Travel Programme aims to provide enhanced regional connection between towns and villages through the provision of active travel infrastructure (walking and cycling infrastructure). Active travel is designated as a 'Strategic Investment Priority' supporting the NPF National Strategic Objective 2, 3 and 4 relating to: Enhanced Regional Accessibility, Enhanced Regional Accessibility and Sustainable Mobility respectively.

The proposed development is consistent with the strategic investment priorities of the National Development Plan as it will provide active travel infrastructure, connecting villages with urban areas and providing sustainable transport alternatives to private car use.

Sustainable Mobility Policy

The Department of Transport Sustainable Mobility Policy sets out a strategic framework for active travel (walking and cycling) and public transport journeys to help to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030.

The policy target is to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy is centred upon three overarching principles:

- Safe and Green Mobility
- People Focused Mobility, and;
- Better Integrated Mobility.

The new policy is closely aligned with the NPF and in particular support

- NSO 1: Compact Growth;
- NSO 2: Enhanced Regional Accessibility;
- NSO 3: Strengthened Rural Economies and Communities;
- NSO 4: Sustainable Mobility and;
- NSO 8: Transition to a Low Carbon and Climate Resilient Society.

It will also support the actions in the Climate Action Plan to reduce transport emissions in line with necessary EU and Irish targets in respect of active travel and public transport. The proposed scheme supports and is consistent with Sustainable Mobility Policy through the provision of a walking and cycling on existing road infrastructure and improving safety improving connectivity between Breaffy and Castlebar and supporting safe active travel.

Road Safety Authority Road Safety Strategy 2021-2030

The Government's new road safety strategy 'Road Safety Strategy, 2021-2030', seeks to build on its predecessor, which saw Ireland achieve the lowest number of annual road deaths since records began and the second lowest rate of road deaths in the EU in 2019.

The new strategy is deemed to be the first step in achieving the 2020 Programme for Government commitment of bringing Ireland to 'Vision Zero' – eliminating all road deaths and serious injuries on Irish roads by the year 2050.

The plan seeks to reduce the deaths on Ireland's roads from 144 to 72 or lower by the year 2030. The plan also seeks to reduce serious injuries from 1,259 to 630 or lower by the same year. The Strategy outlines a Safe System approach with seven areas of intervention to achieve the targets as follows: -

1. Safe roads and roadsides;
2. Safe speeds;
3. Safe vehicles;
4. Safe road use;
5. Post-crash response;
6. Safe and healthy modes of travel; and
7. Safe work-related road use.

The actions outlined for Safe roads and roadsides will focus on progressively embedding the Safe System approach into the national, regional and local road networks over the next decade and will be achieved by assessing the safety quality of Ireland's road network and implementing priority engineering treatments to reduce fatalities and serious injuries.

The N60 Breaffy Active Travel and Safety Measures Scheme will support the Road Safety Strategy through the provision of new pedestrian and cycling infrastructure, segregating vulnerable road users from vehicular traffic. Additionally, the proposed development will implement several safety measures such as removing the hard shoulder in Breaffy Village and the provision of a periodic 60km/h zone at school drop off/pick up time at Breaffy Village. These safety measures also support the Road Safety Strategy.

National Investment Framework for Transport in Ireland (NIFTI)

National Investment Framework for Transport in Ireland (NIFTI) published by the Department of Transport will ensure that future investment in the transport network will support the delivery of the ten National Strategic Outcomes (NSOs) of the National Planning Framework. Future transport investment and sectoral strategies e.g. NTA City Strategies and Regional Spatial and Economic Strategies, will be required to alignment with this framework. The framework acknowledges that to achieve decarbonisation of the transport sector, investment will be required to promote sustainable modes of transport and states it will support "*investment in public transport, walking and cycling to encourage modal shift away from the private car*". This framework sets out a modal hierarchy for transport in Ireland, which is as follows:

1. Active Travel
2. Public Transport
3. Private Vehicles

The document also highlights some key issues with transport in Ireland, such as:

> "*The transport sector is a significant contributor to air pollution in Ireland. It is the primary source of nitrogen oxide emissions, with passenger cars and heavy goods vehicles the most significant emitters*,"

> "*Transport currently accounts for approximately 18% of Ireland's greenhouse gas (GHG) emissions"*

The proposed development will address the above key issues and supports the modal hierarchy outlined in this framework. By providing walking and cycling infrastructure, the proposed development has the potential to reduce the need for car-based travel between Breaffy and Castlebar and promote environmentally sustainable modes of transport.

2.3.3 Regional Planning Policy

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

The Northern and Western Regional Assembly Regional Spatial and Economic Strategy (NWRA RSES) supports the implementation of the NPF and the relevant economic policies and objectives of Government and provides a strategic development framework for the Northern and Western Region to 2032 and beyond. The vision of the strategy is:

> *"To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live".*

The Northern and Western RSES acknowledges that sustainable transport can be extremely beneficial for health and wellbeing, while also potentially reducing carbon emissions. The Strategy aims to promote sustainable modes of transport including walking and cycling and reduce the dependency on the private car by delivering improved sustainable transport options. Some of the key relevant he Regional Policy Objectives (RPOs) of the Strategy are as follows:

> **RPO 6.26**: *The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle through: (b) Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual.* (p. 226)
>
> **RPO 6.29**: *The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life.* (p.228)
>
> **RPO 6.50**: *Continue to encourage Active Travel initiatives and where possible leverage technology and digital platforms to enhance the delivery of cycleway and walking infrastructure, particularly in our urban centres.* (p. 243)
>
> **RPO 7.9**: *Promote the provision of high quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling*. (p.255)

The proposed development will aid in achieving the aforementioned RPOs by providing a safe pedestrian walkway and cycle track which will act as a sustainable transport linkage between Breaffy village and Castlebar town.

The Regional Spatial and Economic Strategy has classified Castlebar as a Key Town and has set out several key future priorities for the area. A key future priority for Castlebar is as follows:

Improve cycle and walking tourism/recreational infrastructure and connectivity of the Great Western Greenway at Castlebar and the Wild Atlantic Way and other tourism related infrastructure.

Key future priorities identified in the Development Plan for Castlebar include to "*Remove barriers to development through enhanced road and rail connectivity to and*

from Castlebar including: Upgrading of the entirety of the N5 to a TEN-T 'High-Quality Road'(ii) Upgrade of N60 from Castlebar to Claremorris (critical link to the N17(AEC and Ireland West Airport Knock and SDZ)."
The proposed development supports and is consistent with the objectives and policies of the Northern and Western Regional Assembly Regional Economic and Spatial Strategy by providing safe cycling and walking facilities from Breaffy village to Castlebar. The proposed development will also form part of a larger 24km cycling/walking route from Claremorris to Castlebar. As the proposed development will aid in providing a sustainable transport link between Claremorris and the Great Western Greenway, the proposed development will support the above key priority for Castlebar.

2.4 Local Planning Policy

Mayo County Development Plan 2022-2028

The Mayo County Development Plan 2022 - 2028 provides a roadmap for the overall proper planning and sustainable development of County Mayo. The plan provides for and manages the physical, economic, and social development of the County. It sets out the overarching strategic aims, and development objectives for the county across various sectors such as including, but not limited to, housing, tourism development, movement and transport, sustainable communities, natural environment etc.

Castlebar is the largest town in Mayo identified as a 'Key town' or strategic growth town in the County settlement hierarchy. It is defined as a strategic employment centre of significant scale that can act as regional driver that complements and supports the higher-order urban areas within the settlement hierarchy.

Breaffy is a Tier V 'rural village' in the settlement strategy of the Development Plan. The consolidation of these villages is encouraged with development to be delivered in a sustainable, sequential manner from the village core outwards, while promoting the reuse and redevelopment of vacant and derelict sites and buildings.

Settlement Strategy Policies and objectives include:

SSP7 *To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.*

SSO 12 *To ensure the promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to – (i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources, (ii) reduce anthropogenic greenhouse gas emissions, and (iii) address the necessity of adaptation to climate change; in particular, having regard to location, layout and design of new development.*

The Mayo County Development plan sets out several **Strategic Aims**, is the key one of relevance to the proposed development is:

Movement and Transport: *To support increased use of sustainable modes of transport; the integration of spatial planning with transport planning; enhanced county and regional accessibility; the transition to a low carbon energy efficient transport*

system; and the development of a safer, more efficient, effective, and connected transport system within Mayo.

The Plan supports the development of sustainable transport including cycling and walking facilities and the implementation of road safety measures. This is evidenced through the following planning objectives and policies:

Strategic County Development Plan Objectives

SO4 *Low carbon and Climate Resilience: To transition to a low carbon and climate resilient county, by promoting sustainable settlement patterns, the integration of land-use and sustainable modes of transport, encourage walking, cycling and public transport, increasing reliance on green energy sources, encouraging urban and rural communities to facilitate effective change and by building climate change resilience and climate action into all services and functions of Mayo County Council.*

SO5 *Development of Sustainable Communities: To support and develop sustainable communities and competitive county that enhances the health and well-being of our people and places from rural to urban, with access to employment opportunities, accessibility to high quality housing and physical, social and community infrastructure, including quality transport infrastructure and new digital technologies, where people of all ages can enjoy a good quality of life and a sense of pride in their place."*

SO11 *Urban Renewal and Regeneration: Continue to enhance the towns and villages of County Mayo, through renewal and regeneration, improvements to public realm infrastructure, healthy place-making and by improving the visual amenity, urban design, viability, vibrancy of these areas so that people can live, work and invest in these areas.*

SO12 *Integrated Land Use and Transportation Planning: Integrate land use planning and sustainable transportation planning, promote the consolidation of development, encourage sustainable travel patterns by reducing the need to travel particularly by private transport, while prioritising walking, cycling and public transport.*

Settlement Strategy Policies

SSP 6 *To support the creation of healthy and sustainable communities that encourages and facilitates walking and cycling and general physical activity through the implementation of best practices in urban design that promotes permeability and interconnecting spaces.*

SSP 7 *To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.*

Integrated Land Use and Transportation Policies

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.*

Sustainable Mobility Policies

MTP 7 *To support sustainable mobility, enhanced regional accessibility and connectivity within County Mayo in accordance with the National Strategic Outcomes of Project 2040 and the Regional Spatial and Economic Strategy for the Northern and Western Region*.

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.*

Sustainable Mobility Objectives

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

Pedestrian and Cyclist Policies

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

MTP 12 *To promote the design and construction of new developments to create low carbon, walkable neighbourhoods and workplaces containing high quality green and blue infrastructure.*

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.*

MT0 15 *To seek to advance the walking/ cycling projects listed in the table 6.4 below.*

National Roads Policies

MTP 20 *To enhance regional accessibility between key urban centres of population and their regions through the protection of the capacity, efficiency and safety of the national road network in County Mayo.*

MTP23 *To protect the capacity, efficiency and safety of the national road network in Mayo by complying with the 'Spatial Planning and National Roads -Guidelines for planning authorities' (2012).*

MTO24 *To seek to progress the National Road projects, listed in Table 6.5 subject, to required environmental assessments*.

Road Projects in Co. Mayo			
National Roads		**Regional & Local Roads**	
Road Number	**Project Title**	**Road Number**	**Section**
N60	N60 upgrades: N60 Bypass of Breaffy Village N60 Manulla Cross N60 Lagnamuck N60 Heathlawn N60 Claremorris Inner Relief Road	R320	N17/R320 Junction at Lisduff

Figure 1-1 Extract from Table 6.5 - Road Projects in Mayo. Source: Chapter 6, Mayo County Development Plan 2022-2028

MTO25 *To seek to review, in conjunction with TII, a reduction of the maximum speed limit along National Routes, where such routes pass through identified settlements in the Settlement Strategy of this Plan.*

Rural Settlement and Village Settlement Plan Policies

RSVP 6 *To support public realm enhancements in rural settlements and villages, including signage, public lighting (Dark Sky Friendly), public seating, hard and soft landscaping and improvements to the road and footpath network, where appropriate.*

RSVP 11 *To support the creation of cycling infrastructure within the rural villages and settlements, their hinterlands and at areas of interest and attractions.*

RSVO 6 *To seek the improvement, consolidation and expansion of the public lighting and footpath network in rural settlements and village, including a footpath / cycle link, where appropriate and feasible.*

RSVO 15 *To facilitate public realm improvements in rural settlements and villages, including signage, public seating, hard and soft landscaping and improvements to the road and footpath network, where appropriate and feasible.*

Castlebar and Environs Development Plan 2008-2014

The Castlebar and Environs Development Plan 2008-2014 outlines the future land-use principles for the area and aims to ensure that future growth requirements are met in an economic and environmentally sustainable manner. The plan notes that Castlebar has no cycling facilities while also lacking adequate footpaths which discourages those living in new developments on the edge of the town from walking or cycling into Castlebar.

The plan has 4 general development management principles, one of which is to "*provide for sustainable forms of transport*" (p.111). The plan set out following policies and objectives in relation to walking, cycling and active travel, which are as follows:

TO5 *It is an objective of the Council to work together with developers with a view to enhancing cycle and pedestrian facilities on roads approaching the town within the plan area.*

TP11 *It is the policy of the Council to promote the development of cycling and walking as important forms of movement in the county and to minimise the conflict between pedestrians and other modes of transport.*

The proposed development will provide a walking and cycling path from Breaffy Village to Castlebar which supports the policies, objectives, and general development principles of the Development Plan.

The proposed development will provide a walking and cycling path from Breaffy Village to Castlebar which supports the policies, objectives, and general development principles of the Development Plan.

In 2021, Mayo County Council is commencing the preparation of a Local Area Plan (LAP) for Castlebar town and its environs. The purpose of this LAP is to set out a land use strategy for the proper planning and sustainable development of the area incorporating a framework for the development of transportation, housing, retail, heritage, employment, social and community facilities.

Mayo County Council Climate Adaptation Strategy 2019-2024

The Mayo County Council Climate Adaption Strategy 2019-2024 outlines the strategic priorities, measures, and responses for adaption for Mayo. This is the first strategy of its kind to be prepared by MCC which aims to identify the risks, challenges and opportunities that must be considered and take coordinated action. The Strategy outlines 5 overarching goals, each of which has a series of objectives and actions. The goals of the Strategy are as follows:

1. Establish a Climate Adaption Governance Structure to ensure successful implementation of the adaption strategy.
2. Increase the resilience of critical infrastructure & buildings to climate change by planning and implementing appropriate adaption measures.
3. Increase the resilience of natural and cultural capital.
4. Increase the resilience of Water Resources and Flood Risk Management.
5. Increase the resilience of Community Services.

The Strategy acknowledges that Ireland aims to reduce CO2 emissions across energy generation, built environment and transport by 80% on 1990 levels by 2050 and that the private car is the primary form of transport in the region. The proposed development will help facilitate decarbonisation of the transport sector by providing safe walking and cycling options for all road users travelling from Breaffy Village to Castlebar. The scheme will also deliver resilient critical road infrastructure and act as community infrastructure over the long-term.

3. PROPOSED DESIGN

3.1 General considerations

The 2020 Feasibility Study Report (Proposed Safety Improvement Measures at Breaffy) presented 3 options including the Do-Nothing option. Out of the 3 Options, Option 1 - Implementation of the National Speed Limit Review plus a school time periodic lower limit was recommended.

The current design (General Road Layout – Appendix E) detailed in this report is based on Option 1 and includes:

1. Implementation of an 80kph speed limit (recommended in the National Speed Limit Review and accepted by TII) from the new N60/N5 junction (ch. 1+460) to the eastern edge of Breaffy village (ch. 3+040 N60/L5783 junction)

2. Introduction of a periodic 60kph speed limit during school drop-off and pick-up times over a 0.5km distance. This measure targets speed limit compliance at the specific locations and times most likely to reduce collisions, but requires the introduction of VMS signage

3. Maintain a 100km/h speed limit from the eastern end of Breaffy village (ch. 3+040) to the eastern extend of the scheme (L5760 ch. 4+090)

4. Formalise a pedestrian crossing point between the available footpaths (ch. 2+645 where, as it can be seen in Figure 2, children and teachers from the school are taking walks into the woods or to the GAA sport ground from time to time and have no pedestrian crossing available), with the introduction of splitter islands. This will require some extension of the footpath into the village

Figure 2

5. Provide Shared use two way cycle facility with pedestrians north of the N60 from the new CGSJ (ch. 1+460) to the proposed pedestrian crossing (ch. 2+645) and south of the N60

from the proposed pedestrian crossing (ch. 2+645) to L5760 (ch. 4+090), following the DMRB standard recommendations

6. Provision of bus laybys (south and north of the N60) to allow buses to continue to pull off the traffic lane when stopping

7. Narrowing of the road cross section to achieve the self-explaining or self-regulating recommendations of the Speed Limit Guidelines Para. 5.3.6

8. In addition, it is now proposed to provide pedestrian and cycle facilities on both sides of the road in accordance with Design Manual for Urban Roads and Streets (DMURS) from the IDA roundabout (ch. 0+000) up to the new CGSJ (ch. 1+460) on the N60.

Following consultations with TII Safety team it was decided that the following to be added to the scheme:

a. A new Jug Handle crossing at ch. 1+475 (at 80km/h speed limit change to 60km/h speed limit) to support cyclists that will be using the proposed cycle facilities to cross the N60 at right angles and not to have to dismount while negotiating the crossing

b. Provision of new pedestrian crossing at ch. 1+955 (in the vicinity of local road L5757), to facilitate access to the proposed active travel provisions on the north side of the N60

c. Provision of new pedestrian crossing at ch. 4+105 (in the vicinity of local roads L5782 & L5760) to allow cyclists to join local road L5782 on the north side of the N60 or to continue their journey on the correct side of the road to Manulla pending delivery of the aspiration to connect the currently proposed facility to that being delivered at Balla.

3.2 Proposed speed limits

3.2.1 Cycle design

The design speed for the cycle facility will be 30km/h.

3.2.2 N60 Speed limit

The National Speed Limit Review (NSLR) undertaken by Tobin Consulting Engineering in collaboration with different Local Authorities in 2017 assessed the section of N60 that is considered in this report and proposed that the following speed limits to be adopted:

- Manulla to Breaffy village – 100kph
- Breaffy village – 80kph
- Breaffy village to Kilkenny Cross – 80kph

The proposed speed limits have been approved by TII. Mayo County Council agreed with the 80kph in general but requested that a 60kph be introduced from the junction of the N60/L5760 at Corratanvally to the Junction of the N60/L5757 at Carrownurlaur (Extracts Draft By-Laws Appendix D). This request was rejected in accordance with the Speed Limit Guidelines - Para. 5.3.6. Following a subsequent feasibility study that considered the various options along this section of the N60 it is proposed that the recommended 80kph limit be applied generally but that during school time drop-off and pick-up times a periodic 60 km/h speed limit to be adopted.

The proposed design has been developed considering that for the N60 section between the new N5 Compact Grade Separated junction, Kilkenny Cross Roundabout and IDA roundabout a 60km/h speed limit will be adopted, consistent with the design requirements of the N5 Westport to Turlough construction contract.

3.3 Horizontal and Vertical alignment

The horizontal alignment of the N60 will not be changed. The proposed horizontal alignment for the shared cycle/pedestrian facilities will follow the 30km/h design speed geometric alignment recommendations located within the roadside verges. In areas where provisions for vulnerable road users currently exists (footpaths) the proposed horizontal alignment will broadly follow the existing geometry.

The vertical alignment of the N60 will follow the existing alignment. The proposed vertical alignment for the shared cycle/pedestrian facilities will consider the comfort and attractiveness of cycleways and the physical limitations of the users. The proposed gradients will be between 3% (Desirable maximum) and 5% (One step below desirable minimum), as required to suit the local topography and boundary constraints.

3.4 Facilities for Vulnerable Road Users

The proposed facilities for vulnerable road users will depend on the studied section speed limit:

- 60 km/h from the IDA roundabout on the N60 to the new CGSJ – DMURS and National Cycle Manual apply
- 80km/h from the new CGSJ to the eastern end of Breaffy village – DMRB standards apply
- 100km/h from eastern end of Breaffy village to L5760 – DMRB standards apply

Following DN-GEO-03036 – Cross Sections and Headroom, the minimum overall width requirement for a low volume of pedestrian/cycle users (less than 1500/day) is a 3.0m shared use two-way cycle facility with pedestrians. This should be separated from the traffic lane by a 2.0m grassed verge. Where space is limited a relaxation to one step below desirable minimum allows these widths to be reduced to 2.0m for the shared space and 1.5m separation distance. In addition, a minimum lateral clearance of 0.5m is required beside the road boundary.

DMURS cross references to the National Cycle Manual (NCM). According to the National Cycle Manual (NCM) the width of the cycle lane or track will be determined by three basic elements (Figure 3 – cycle lane/track width components):

- The space available to the left of the cyclists (A)
- The space to support the cycling regime (B)
- The space to the right of the cyclists (C)

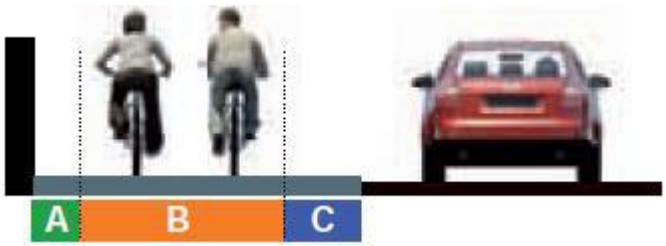

Figure 3

The proposed Outer edge for the current design is 0.50m (C - raised kerb), the Cycling regime is 0.75m or 1.25m (B – Single file or Single file + Overtaking). The Inside edge(A) in the proposed design is the proposed 1.8m footpath, providing sufficient space between the cyclists and the existing constraints (fence, walls).

3.5 Cross sections, Crossfalls and Superelevation

3.5.1 IDA Roundabout to N5 Grade Separated Junction

The proposed N60 cross section within the proposed 60 km/h speed limit (between IDA roundabout ch. 0+000 and the new CGSJ ch.1+025 will be reduced to provide two consistent 3.0m traffic lanes to support the self-regulation of the speed limit and to provide additional space for the proposed active travel facilities. In the vicinity of the grade separated junction between Ch. 1+025 and Ch. 1+460 the 3.0m traffic lanes will be maintained with the addition of 0.5m hard strips, as provided for in the ongoing construction of the junction.

Throughout the 60 km/h speed limited section from ch.0+00 to ch. 1+460, (except the last 475m detailed below) the proposed active travel provision will contain 2 x 1.75m cycle provisions (0.5m segregation from the kerb & 1.25 Single file plus overtaking cycling regime) and 2 x 1.8m footpaths. The proposed cycle/pedestrian facilities in this 60kph speed limited section follow the recommendations of the DMURS and the National Cycle Manual.
Between ch. 0+985 to ch. 1+460 along the development of the CGSJ the proposed cross section will facilitate a 2 x 3.0m traffic lanes and a 3.0m wide right turn lane with 2 x 0.5m hard strip and a 1.8m wide footpath north and south of the N60 with varying cycle provisions as described below.

On the north of the N60 from ch. 0+985 to ch. 1+025 the proposed 1.75m cycle provision (0.5m segregation included) tapers down to 1.25m cycle provision (single file). From ch. 1+025 up to ch. 1+175 the design is proposing a 1.25m single file cycle facility. From ch. 1+175 the 1.25m cycle facility tapers to the structures (1+187) cycle provisions 1.75m to facilitate overtaking. Over the structure the cycle facility continues at 1.75m (0.5m segregation included). From ch. 1+290 (after the link road) to ch. 1+460 a 1.25m single file cycle facility has been designed.

On the south of the N60 from ch. 0+985 to ch. 1+025 the proposed 1.75m cycle provision (0.5m segregation included) tapers down to 1.25m single file cycle provision. From ch. 1+025 to ch. 1+070 the single file cycle provision is 1.25m (0.5m segregation included). From ch. 1+110 (after the link road) to ch. 1+245 (including the structure) the proposed cycle facility is 1.75m (0.5m segregation included) to allow overtaking. From ch. 1+245 to ch. 1+255 the designed cycle facility tapers down to 1.25m, single file. The 1.25m single file cycle facility continues from ch. 1+255 to ch. 1+460.

3.5.2 N5 Grade Separated Junction to East of Breaffy

The N60 cross section on the 80km/h speed limit segment (CGSJ ch. 1+460 to eastern Breaffy village entrance ch. 3+040) will be narrowed to provide two consistent 3.0m lanes with local narrowing of the northern shoulder to provide a consistent 0.5m hard strip and provide space for the active travel provisions, retaining the existing shoulder and verge arrangements on the south of the N60. This section will follow the DMRB standards requirements.

From ch. 1+460 to ch. 2+645 a shared use two way cycle facility with pedestrians 3.0m (except from ch. 1+495 to ch. 1+570, ch. 1+595 to ch. 1+610 where a 2.0m shared use two way cycle facility with pedestrians has been provided to maintain visibility and minimise encroachment into gardens) will be developed on the north side of the N60, segregated by 2.0m (including the hard strip 0.5m), except from ch. 1+495 to ch. 1+570, ch. 1+595 to ch.

1+610, ch. 1+705 to ch. 1+720, ch. 2+280 to ch. 2+390 where a 1.0m segregation is proposed, a departure from standards has been sought to minimise property impacts.

From ch. 2+645 to ch. 3+040 a shared use two way cycle facility with pedestrians 3.0m (except from ch. 2+785 to ch. 3+015 where a 2.0m shared use two way cycle facility with pedestrians has been provided to maintain visibility and avoid impacting the boundary wall of the GAA pitch) moves on the south side of the N60, segregated by 2.0m (including the hard strip 0.5m), except from ch. 2+785 to ch. 3+015, where a 1.0m segregation is proposed, a departure from standards has been sought to minimise property impacts.

Both hard shoulders on the N60 Breaffy bypass section between ch. 2+200 and 2+700 will be removed to restrict parking in the vicinity of the school and improve visibility at the hotel entrance. However, the line of the nearside edge of the westbound traffic lane will be retained in the vicinity of the GAA and hotel entrances to ensure that existing visibility from these accesses along the southern side of the N60 are not affected. It is proposed that the existing westbound traffic lane will be kerbed, and the westbound hard shoulder topsoiled or paved. The Eastbound hard shoulder will also be removed over the Breaffy bypass section and the edge of the traffic lane kerbed. The available space on the north side will be reconfigured to make provision for pedestrians and cyclists.

Between ch.2+945 and 3+000 the northern hardshoulder is to be removed and kerbed islands created to formalise the junction with the L5783 and the entrances to the two adjoining premises.

3.5.3 East of Breaffy to Corratanvally

The N60 cross section on the 100km/h speed limit section (between the eastern Breaffy village entrance ch. 3+040 and the L5760 ch. 4+090) would be formed by the existing 2 x 3.5m lanes with local narrowing of the southern shoulder to provide a consistent 0.5m hard strip and provide space for the active travel provision, retaining the existing shoulder and verge arrangements on the north of the N60. The active travel facility is proposed to be in the southern verge throughout this section, providing a 3.0m shared use two way cycle facility with pedestrians, segregated by 2.0m (including the hard strip) from the traffic lane. This section follows the DMRB standards requirements. Over this section from ch. 3+870 to ch.3+945 a 1.0m segregation has been applied to maintain visibility and avoid unacceptable encroachment into a residential property, for which a departure from standards has been sought.

3.5.4 Crossfall and superelevation

No changes will be made to the existing N60 crossfall or superelevation. The proposed cycle and pedestrian provisions will require a crossfall between 1.0% and 3% for drainage considerations.

Typical cross sections can be found in Appendix E.

3.6 Junctions

The existing N60 junctions with the local roads and accesses have been studied at the locations where the new pedestrian and cycle facilities are to be provided.
Where the proposed cycling and pedestrian provisions intersect/cross and existing local roads, side roads or property accesses, a new layout of the existing junction has been proposed.

3.6.1 Priority Junctions in the 80km/h and 100km/h sections east of the N5 grade separated junction

Following DN-GEO-03060 – Geometric Design of Junction the crossing facilities shall be a bend out crossing, Figure 4. The priority at these junctions should lie with vehicular traffic.

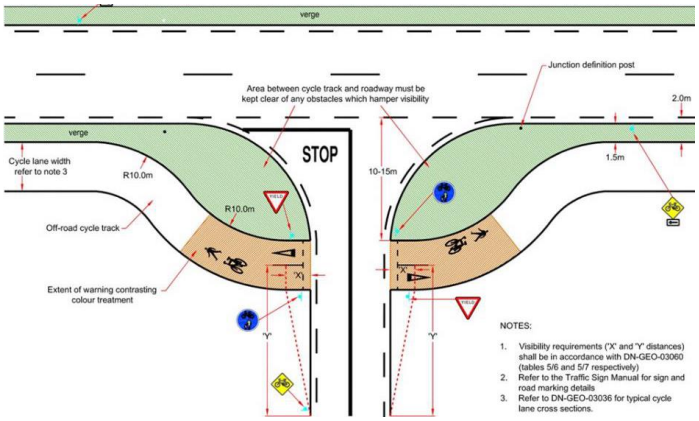

Figure 4

Departures from standard have been sought to reduce the 10-15m bend out to 5m on these lightly trafficked local roads in order to reduce property impacts. In the case of the L57601 local tertiary road a departure has been sought to treat this as a direct access to further reduce the property impacts.

3.6.2 Direct Accesses in the 80km/h and 100km/h sections east of the N5 grade separated junction

The proposed cycle facilities will cross numerous direct accesses such as farm and house entrances. Within the 100kph and 80kph sections the proposed design follows the requirements of DN-GEO-03060, such that the priority at these crossings lies with the cyclists, with local bend in arrangements to suit space and visibility restrictions, Figure 5.

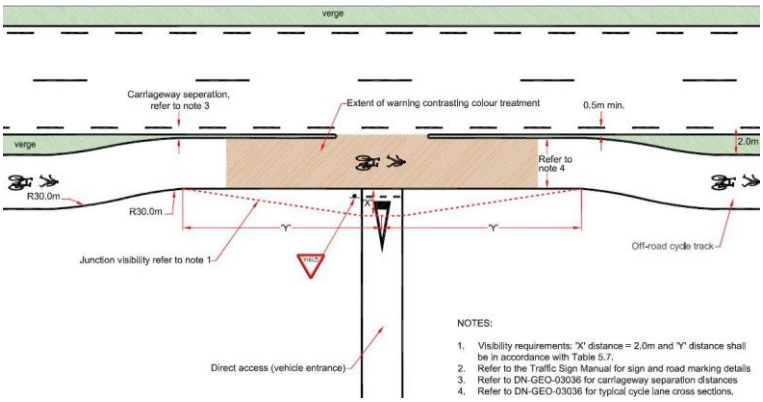

Figure 5

3.6.3 General Arrangement for Side Roads in the semi-urban sections west of the N5 grade separated junction

The general arrangement within the 60kph section follows the National Cycle Manual, see Figure 6. The main characteristics of the arrangement are:

- 10.0m length ramp is used to drop the cycle track at the existing pavement level

- red coloured surface commencing 20.0m in advance of the side road to improve legibility
- red coloured surface 5.0m in after the side road
- 10.0m length ramp to bring the cycle facility up
- cycle lane brought across mouth if junction
- the proposed kerb radii 6.0m
- the stop line behind rear of footpath

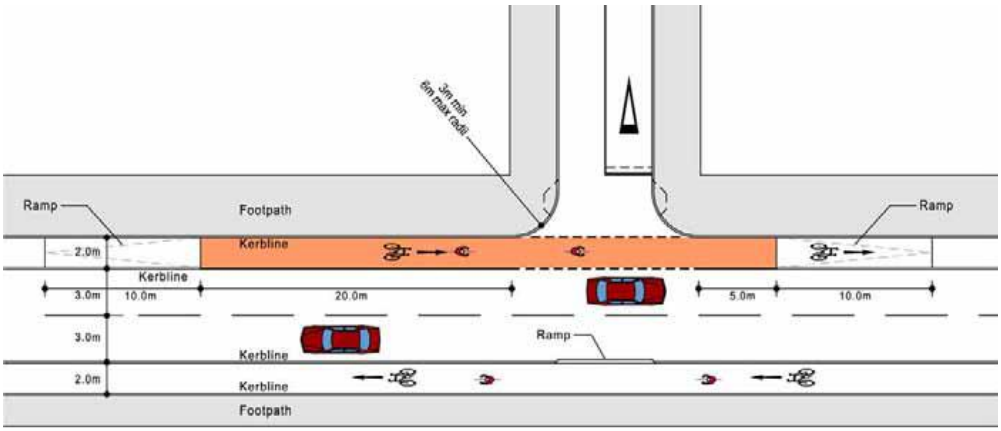

Figure 6

Within the 60km/h speed limit the active travel facilities continue un-interrupted across the various private accesses in accordance with the National Cycle Manual.

3.6.4 Roundabouts

The Active travel scheme under consideration intersects one existing three arm roundabout (Kilkenny Cross roundabout ch. 0+810) that currently has no provisions for cyclists. Existing footpaths and refuge areas on all three arms currently provide for pedestrian usage. It is proposed to re-configure this roundabout to include provision for cyclists in accordance with DMURS/ NCM with segregated cycle tracks, see layout illustrated in Appendix E.

The main characteristics of the design are:

- segregated (2.0m from the road) shared use two-way cycle facilities with pedestrians (3.0m) on all three roundabout arms connecting into proposed single file cycle provisions and footpaths
- built central and splitter islands clearly defined by solid kerbs
- single traffic lane approaches
- single traffic circulating lane
- providing dedicated space for cyclists and pedestrians to cross the N60/R373.

3.7 Fencing and boundary treatment

In several locations the existing highways boundary will have to be relocated to accommodate for the new proposed design or to accommodate for the visibility requirements.

The proposed fencing and boundary treatment design can be found in Appendix E. As indicated on the drawings, where relocation of the boundary will result in the loss of existing vegetation screening replacement planting will be provided.

3.8 Drainage

The existing surface water collection system for the N60 is composed of kerbs and gullies in the semi-urban section west of the N5 grade separated junction and over the edge/soakway arrangements in the extensive un-kerbed sections east of the N5 junction.

For the first part of the scheme on the N60 ch. 0+000 to ch. 1+460 rainfall will be directed to the existing kerbs and gullies drainage system. From ch. 1+460 to ch. 4+198 it is proposed that the existing over the edge and local drainage arrangements will be retained.

The existing culvert at ch. 3+245 will be extended on the south side of the N60 to accommodate the 3.0m shared use two way cycle facility with pedestrians; the existing damaged culvert headwall will be replaced.

A new pipe culvert will be provided beneath the L57831 to accommodate the proposed bend out crossing arrangement and the adjacent existing field ditch (ch. 3+340 to ch. 3+400) will be set back ca. 3.0m to facilitate widening of the road embankment. The new ditch will follow the same characteristics as the existing ditch.

The proposed drainage considerations can be found in Appendix E.

3.9 Road Pavement & kerbs, footpaths and paved areas

To accommodate the proposed design six areas on the N60 have been identified where the existing road pavement will have to be widened. A full depth pavement reconstruction will be needed. The location of the proposed widened areas can be found in Appendix E - proposed pavement & kerbs, footpaths and paved areas design.

The proposed pavement for the new cycle and pedestrian facilities will consist in a full depth construction, typically 150mm sub-base with 55mm bituminous base course and 20mm thin surface course. In-situ concrete pavement will be considered for narrow infill strips where access for a paver and roller is impractical.

The proposed pavement & kerbs, footpaths and paved areas design can be found in Appendix E.

3.10 Safety barriers

No barriers are currently envisaged except for those associated with the approach and departure to the culvert headwall parapet at ch. 3+245 where the culvert is required to be extended.

3.11 Traffic signs and road markings

Traffic signs and road markings will be provided in accordance with the Traffic Signs Manual and TII/DMURS guidance for cycle provisions.

3.12 Retaining wall

A 2.0m high ‘green’ retaining wall is required north of the N60 ch. 2+440 to ch. 2+540, to support the church car park at Breaffy while steepening the existing slope to accommodate the proposed 3.0m shared use two-way cycle facility with pedestrians and the proposed bus bay.

It is intended that the retained slope will involve soil nailing with a proprietary vegetated face similar to that shown in Figure 7 below.

Figure 7
Pre-seeded retained slope face as constructed (left) and once established (right)

4. UTILITIES AND LIGHTING

Existing lighting on the more urban area of N60 (60km/h speed limit zones) is to be maintained, with columns re-located to the back of the new facility where required under the scope of the proposed works. Similarly in the rural section (100km/h speed limit zone) a small number of overhead local distribution electricity and telecom poles will be relocated to the back of the new facility. Local diversions and protection measures of existing utilities will be carried out in accordance with the requirements of service providers. The diverted utilities shall be put in place and connections transferred prior to any utilities being removed.

Additional street lighting will be introduced at the new crossing points. Options for the incorporation of low-level lighting of the active travel facility will be further explored at the detailed design stage.

5. LAND ACQUISITION

5.1 Lands required

The majority of the proposed works are within the existing road boundary. To facilitate the proposed works and to provide the required visibility splays at various locations additional land will need to be acquired from several land/property owners, totalling ca. 0.60 hectares, subject to separate land acquisitions procedures.

To avoid the need for particularly intrusive land acquisition in front of some residential properties departures from standards are being sought to reduce the segregation between the shared facility and the road. The land to be acquired will be a combination of narrow strips of the front gardens of residential properties and agricultural lands.

5.2 Accommodation works

Accommodation works will be required as part of the scheme to set back existing boundary walls and access gates for the affected properties which will be designed in consultation with the landowners.

6. ENVIRONMENT ASSESSMENT

The likely significant environmental impacts have been assessed as part of the EIA Screening Report. This found that the proposed development is not likely to result in significant, negative, environmental effects. The EIA Screening Report has identified the following mitigation measures to be applied in respect of the proposed development:

- The contractor will be required to maintain access to all properties and give all landowners sufficient notice in advance of the boundary replacement works commencing.

- The contractor will be required to develop and implement a Construction Traffic Management Plan which will be required to be submitted and approved by the Roads Department of the Local Authority in advance of construction works commencing.

- Routine practice and procedures for the control of water pollution from construction sites (CIRIA document C532) will effectively control the risk of any spillage of pollutants and further restrict any pathways for pollutants between the works and watercourses. The widening of the existing culvert will involve the placement of a bottomless precast culvert extension on the riparian verge and while some minor riparian habitat loss will occur, these works will not directly interact with the stream itself and the design of the culvert extension provides sufficient riparian habitat for Otter along the banks of the stream. Therefore, the probability and magnitude of any water quality impacts are minimal and there will be no alterations made to aquatic habitats as a result of these works.

- Prior to felling, trees should be inspected for the presence of Bats by a suitably qualified Bat ecologist during daylight hours and, if trees support suitable roosting features, at night-time using a Bat detector. This survey should be carried out from dusk through the night until dawn to ensure bats do not re-enter the tree. Where examination of the tree has shown that Bats have not emerged or returned to a tree, felling may proceed the following day. Should any tree roosts be identified, a derogation licence from the National Parks & Wildlife Service will be required to fell or undertake works in close proximity these trees.

- Site clearance will take place outside the nesting bird season (1st March - 31st August inclusive). If site clearance is required during the nesting bird season, the area will be checked by a suitably qualified ecologist. If nesting birds are found to be present, the site clearance works will cease until the chicks have fledged, or, until the NPWS have been consulted to determine the course of action.

- In order to minimise the risk of the introduction or spread of invasive alien plant species (IAPS) during construction, all works shall be executed in accordance with best practice for biosecurity in construction. In particular, prior to commencement, the Contractor shall prepare a detailed Biosecurity Protocol describing his/her proposed approach to ensuring that IAPS are not imported or spread during the construction of the proposed development. The Contractor's Biosecurity Protocol shall be in accordance with *The Management of Invasive Alien Plant Species on National Roads – Technical Guidance* (TII, 2020) and subject to approval by a suitably qualified ecologist prior to its acceptance and implementation.

- It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS)

be undertaken in this location by a suitably qualified archaeologist prior to commencement of development.

The EIAR Screening Determination is attached at Appendix F

7. APPROPRIATE ASSESSMENT

An Appropriate Assessment Screening Report was undertaken to determine whether or not the proposed development, either individually or in combination with other plans or projects, is likely to have a significant effect on areas designated as being of European importance for nature conservation ("European sites"). This concluded on the basis of objective information, that the proposed development, either individually or in combination with other plans or projects, is not likely to give rise to impacts which would constitute significant effects on the River Moy SAC, in view of its Conservation Objectives. A copy of the Appropriate Assessment Determination is included at Appendix G.

8. ROAD SAFETY AUDIT

The design has been subject to Stage 1 Road Safety Audit, for which the report is attached at Appendix H. The report highlights various issues to be developed further at the detailed design stage including:

- Entry path curvature at the existing IDA roundabout to be clarified
- Road markings and signage to be detailed to ensure cyclist and drivers understand the priority at junctions, that drivers are aware of the changes in speed limit and that signs do not obstruct visibility of present a hazard to cyclists
- Measures to prevent inappropriate parking on the approaches to Kilkenny Cross roundabout
- Confirmation that heavy vehicles can access the shared street at ch.0+660 without mounting the kerb and signage to direct cyclists onto the shared street
- Ensuring the splitter island on the R373 prevents right turning from the adjacent access
- Specifying cycle friendly covers where chambers are retained within the cycle track
- Removal of the redundant footpath east of the L5757
- Ensuring traffic cannot cut across the corner of the junction at the L5783 and increasing the separation between the junction and the adjacent access.

These are all matters that will be addressed as part of the detailed design stage.

9. CONSTRUCTION PHASE

The construction phase of the scheme is likely to take approximately 8 months. The construction phase will be carried out on a phased basis so that traffic disruption is kept to a minimum. Works to the boundaries and extension of earthworks will primarily be undertaken from the existing verges. However kerbing, lining and construction works adjacent to the traffic lanes will require temporary traffic management including localised stop/go arrangements to protect workers. No road closures will be permitted during the construction phase. It is proposed that the road will remain open to traffic at all times during construction and that landowner access will be maintained during construction.

A potential construction compound has been identified between ch. 3+615 and ch. 3+670 on the south of the N60 (existing disused car sales area) adjacent to Breaffy Post Office.

Existing utilities have been identified. In advance of any construction works services diversions shall be agreed with the relevant service provider and progressed in a manner to facilitate construction.

The construction sequence will generally be as follows:

- Vegetation clearance back to highways boundary
- Construction of necessary earthworks
- Proposed fencing and boundary treatment
- Construction of propose retaining wall in Breaffy village for the proposed bus bay behind church car park
- Topsoiling striping along the affected verges and laying of sub-base
- Break out and repositioning of kerbs and gullies were present to narrow traffic lanes
- Roundabout reconfiguration
- Construction of uncontrolled pedestrian crossings and associate refuge islands
- Surfacing works
- Accommodation works
- Installation of road signage and re-marking of lines
- Landscaping – topsoil and seeding of remaining verges where the hard shoulder has been removed and replacement planting at amended boundaries.

10. PLANNING AND DEVELOPMENT REGULATIONS

A copy of the Newspaper and Site Notice for the proposed development as required by the Planning and Development Acts 2000 – 2021 and Planning and Development Regulations 2001 – 2021 is included in Appendix I.

11. CONCLUSION

This Part VIII Planning Report and supporting drawings provides a description of the nature and extend of the proposed N60 Breaffy Active Travel and Safety Measures Scheme.

The proposed development consists of 5.6km of dedicated pedestrian and cycle route with associated landscape (1480m x 2 single file cycle facility with associated footpaths and 2680m shared use two-way cycle facilities with pedestrians), 2 bus bays, 3 uncontrolled pedestrian crossings, 1 jug handle crossing to facilitate cyclists crossing the N60, 1 roundabout re-configuration, periodic speed limit signs at school drop-off and pick-up times in Breaffy village, 100.0m of new retaining wall, extension of one culvert and provision of a replacement pipe culvert.

The proposed development will:

- achieve the National Speed Limit Review objectives
- achieve the safety objectives
- accords with the objectives of the European, National, Regional and Local policies
- directly facilitate active transport modes through the provision of dedicated facilities which link with wider existing and planned cycle and pedestrian routes
- enhance the connectivity between Castlebar and Breaffy through physical connectivity
- form part of the future wider active travel network
- have a minimum impact on the existing environment

We would respectfully request that permission is granted by MCC for these proposed works in accordance with the proper planning and sustainable development of the area.

APPENDIX A
SITE LOCATION PLAN
GENERAL LOCATION PLAN ON OS MAP
GENERAL LOCATION PLAN ON AERIAL MAP

APPENDIX B
EXTRACTS NATIONAL SPEED LIMIT REVIEW

APPENDIX C
COLLISION MAP

APPENDIX D
EXTRACTS DRAFT BY-LAWS

APPENDIX E
GENERAL ROAD LAYOUT
TYPICAL CROSS SECTIONS
PROPOSED FENCING DESIGN
PROPOSED DRAINAGE DESIGN
PROPOSED PAVEMENT DESIGN & PROPOSED KERBS, FOOTPATHS AND PAVED AREAS DESIGN

APPENDIX F
ENVIRONMENT IMPACT ASSESSMENT SCREENING DETERMINATION

APPENDIX G
APPROPRIATE ASSESSMENT SCREENING DETERMINATION

APPENDIX H
ROAD SAFETY AUDIT STAGE 1 REPORT

APPENDIX I

COPY OF SITE NOTICE TEXT