



Comhairle Contae Mhaigh Eo
Mayo County Council



DRAFT

Ballina Local Transport Plan 2023

Executive Summary

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The Ballina Local Transport Plan (LTP) will guide future transport investment in the area. The LTP is a short to medium-term plan that will be used to guide the towns transport strategy for the period to 2028, but also looks beyond to 2040. As such, it should be under consistent review and updated accordingly, with a proposed 2 year review period for short term proposals, 3-5 year review for medium term proposals and 10 year review for long term proposals.

To meet the required level of emissions reduction as set out in the Climate Action Plan 2023 by the Government of Ireland, transport related emissions are set to reduce by 50% by 2030 and reduce vehicle kilometres travelled by 20%. This is to be done through active travel infrastructure, improved public transport, planning, innovation and financial supports for improved system, travel, vehicle and demand efficiencies.

The strategic aim of the Ballina LTP is to provide for the planning and delivery of transport infrastructure and services in Ballina that will allow for the generation of a sustainable transport network that can cater for demand.

The Ballina LTP examines all transport modes and how they interact both in the town centre and throughout its environs, specifically including linkages with active travel modes and public transport modes. The development of a sustainable transport network has the potential to contribute positively to both the local area and to its residents through a combination of direct and indirect benefits.

The Ballina LTP examines all transport modes and how they interact both in the town centre and throughout its environs, specifically including linkages with active travel modes and public transport modes. The overriding concept of the Ballina LTP is to design a functional and accessible active travel network from the town centre outwards.

Ballina has a relatively flat topography that is well suited to active travel modes. Local trips within the Ballina urban area are largely within the active travel catchment of a 15-minute walk or 10min cycle. The town centre itself is largely accessible for active travel modes (as shown by the ATOS analysis) with an expansive and permeable network. However, this accessibility needs to be capitalised on with enhanced active travel facilities (mobility hubs, frequent bike parking locations etc) and regular maintenance.

The provision of active travel infrastructure (dedicated cycle facilities, bike parking, e-bike charging etc) and mobility hubs will enhance the sustainable transport network to make it the most affordable, accessible, convenient and efficient choice of transport within the town centre.

The key transport challenges and barriers to active travel identified from the baseline assessment have shown that the town centre periphery is not conducive to active travel modes and this is creating a car dominant environment within the town centre itself. Therefore, by addressing these severances to active travel and encouraging a modal shift for commuter, school and leisure trips within the town, traffic volumes will reduce within the town centre.

The LTP will propose schemes to deliver the on-street infrastructure necessary to provide continuous and consistent Active Travel links. These links will cater for commuting, leisure, tourist and family cycling, as well as improved accessibility for pedestrians. It is recommended that an approach towards building Sustainable Drainage Systems (SuDS) is followed while implementing these schemes.

The proposals must not only increase accessibility and permeability within the immediate study area, but also provide enhanced and safer connectivity with other areas and routes. Ultimately the routes should be delivered to improve safety, reduced vehicle speeds, reduce journey times, and contribute towards increased numbers of trips being made by bicycle and by foot in the local catchment.

As demonstrated by the ATOS analysis, the town centre is relatively permeable with the need identified for small interventions such as increased crossing points, traffic management measures, mobility hubs and frequent bike parking.

The car-dominant environment will abate with the improvement of linkages to the town centre for active travel modes for education, commuter and shopping trips. These linkages need to be improved in a logical and coherent way that provides maximum yield potential. Transit routes that pass through high trip attractor locations and where multiple desire routes overlap will have the greatest level of uptake.

Priority will be assigned to radial and orbital routes based on the concentration of trip attractors and the number of connecting/overlapping linking routes through which they pass. The feasibility of implementation and scope to encourage modal shift is also vitally important.

The LTP network is divided into five strategic proposals and an auxiliary proposal with implementation timeframes ranging from short, medium to long-term. Proposals 1 and 2 are short term (2-3 years), Proposals 3 and 4 are medium term (3-5years) and Proposal 5 is long term (5+ years). Along with these five proposals, an Auxiliary Proposal has been developed to support the wider network containing elements that can be delivered in parallel with other proposals. Figure 8-1 presents the extent of the five proposals and the Auxiliary Proposal.

Proposal 1 includes the N26 from St Joseph's National School (Rehins NS) to the Font Junction. The proposal also covers adjacent local streets in the area and provides a route for cyclists to access the Town Centre. Teeling Street is excluded from the proposal as it is a national road and lacks space to provide dedicated cycle facilities in the short-term. As shown in the LAM model, the N26 currently also has one the highest vehicular traffic volumes which could be reduced with a modal shift to active travel and public transport. The area south of the town along the N26 corridor has the highest local trip demand after the town centre. Providing active travel facilities along the N26 to the town centre will increase connectivity to the train station, bus stops, schools, leisure centres, major residential areas, employment area and town centre via active travel. The proposal will also provide standard connections to the existing greenway in the south and active travel bridge (Salmon Weir Bridge) by means of upgraded permeability links. Along most of the stretch of this road, there is enough space to provide the active travel facilities. Therefore, this proposal could be reasonably delivered in a short period of time.

Proposal 2 focuses on reducing congestion caused by the school run and providing safe active travel facilities around schools, particularly around McDermott Street and Killala Road which is a primary objective of the LTP. Along with this, the proposal includes components to enhance active travel permeability of the town centre and increasing potential for public realm projects in the future such as pedestrianisation of streets.

Proposal 3 includes the Upper and Lower Bridge area, N59 Clare Street, Quay Road, Creggs Road and Riverslade Road. This is proposed to be a medium-term solution as it requires further detailed design and environmental impact assessment to overcome the noted barriers/severances in the areas, majorly linked to River Moy and space constraints. This includes widening of the existing cross section, provision of an active travel bridge adjacent to the Lower Bridge, significant junction redesign and traffic management proposals to be informed through stakeholder consultation. The proposal presents a strong opportunity to encourage modal shift for local trips

within the town centre through the removal of excess traffic travelling along the quays between the Upper and Lower Bridges, and provision of active travel infrastructure close in the town centre which would provide a link between residential areas, town centre and major schools along West and East of the town divided by River Moy.

Proposal 4 facilities a tie-in with the N26 Ballina Bypass Phase 1 and other active travel proposals which are to be considered in the context of the bypass. The N26 Ballina Bypass Phase 1 will connect future and present employment zones to residential zones and reduce congestion along N26. Through diverting traffic away from the Font Junction, Lord Edward Street can be reimagined to provide for active travel modes to create an active travel corridor to the town centre. Provision of active travel facilities along Crossmolina Road and north of McDermott Street will connect the peripheral employment zones with the town centre once the other components of this proposal are in place.

Proposal 5 is a long-term indicative proposal which may be delivered in a span of 10+ years, subject to detailed assessment and consultation. This proposal includes potential indicative routes for link roads and bypasses to free up road space on key routes leading to the town centre to provide for active travel modes in instances where the current road width is too narrow for dedicated facilities. In the context of the future planned land use development in Ballina, it is imperative that the vehicular traffic congestion decreases. Providing active travel infrastructure and improved public transport services has the potential to promote modal shift, however, the traffic which is bypassing the town is still expected to add to the vehicular congestion due to the expected background traffic growth from the development of the wider area.

The **Auxiliary Proposal** can be progressed in parallel with Proposal 1-4, which are short to medium term proposals. The proposal can be broken down into several smaller schemes, some with quick turnaround times, and will be generally well perceived by the public. This proposal includes components which would link peripheral agriculture, education, residential, employment and recreational areas, majorly in the North of Ballina, with the town centre by means of cycle facilities, permeability links, greenways, and active travel bridges. Other components include shared streets in the town centre, provision of new footpaths, upgrading permeability links, and providing cycle facilities in the areas which have sufficient space.

The individual projects will be subjected to public consultation, environmental assessments, heritage studies, relevant statutory procedures, and consultation with the relevant statutory stakeholders. Projects with potential impact on National Roads will be developed in consultation with TII in accordance with TII publication DN-GEO-03030, including the development of the appropriate design reports for TII approval.

Based on the analysis performed to date, the NTA considers that whilst LTP should continue to be as closely aligned and integrated with LAP as possible, the LTP should be viewed as a standalone plan, and considered as an input to the LAP. The NTA recommends that as part of the finalisation of the Ballina LTP, the LTP should consider, but not be bound by, the final amendments made to the LAP. This consideration should look to incorporate changes, as far as possible, where they would complement and enhance the LTP, but any changes should not materially impact on the LTP design or proposals and should align with the key transport planning principles of the plan.

Table 1 shows a schedule of the infrastructure proposed on a short and medium term basis as well as the proposals that can be carried out in parallel with these depending on the associated construction schedule. Figure 1 shows a map of the outline proposals.

Table 1 Schedule of Proposals

Infrastructure	Timeline				Total
	Short Term (Proposals 1 & 2)	Medium Term (Proposals 3 & 4)	Long Term (Proposal 5)	Concurrent (Auxiliary Proposal)	
Proposed/Upgraded Two-Way Cycle Facilities (km per direction)	23.5	10.0		1.6	35.1
Proposed/Upgraded One-Way Cycle Facilities (km per direction)	0.6	0.6		1.1	2.3
Upgraded Pedestrian Facilities (km)	22.6	15.6		22.4	60.6
Proposed Pedestrian Facilities (km)	2.2			0.4	2.6
Proposed Shared Streets (km)	0.7	1.0		5.7	7.4
Proposed Greenway (km)	0.5		-	7	7.5
Proposed Active Travel Bridge	-	1		2	3
Proposed Junction Upgrades	13	11		6	30
Proposed Traffic Management with by Changing Direction of Traffic Flow	1		-		1
Proposed Traffic Management with Two-Way Traffic Flow		1	-		1
Proposed Mobility Hub	1		-		1
Proposed 'Park and Stride'	2	-	-		2
Proposed Permeability Link	3	-	-	10	13
Upgraded Permeability Link	8	3	-	4	15
Proposed Permeability Link to Tie-In with SRTS	4		-	3	7
Proposed Road Link (total length in km)	0.2				0.2
Proposed Controlled Crossings	43	33	-	10	86
N26 Ballina Bypass Phase 1		2.5			2.5

Infrastructure	Timeline				Total
	Short Term (Proposals 1 & 2)	Medium Term (Proposals 3 & 4)	Long Term (Proposal 5)	Concurrent (Auxiliary Proposal)	
Future Active Travel Proposal (to be considered in context of N26 Bypass)		0.8			0.8
Future Link Road (total length in km) (Indicative)			5.5		5.5
Future Eastern Bypass (total length in km) (Indicative)	-		7.5		7.5

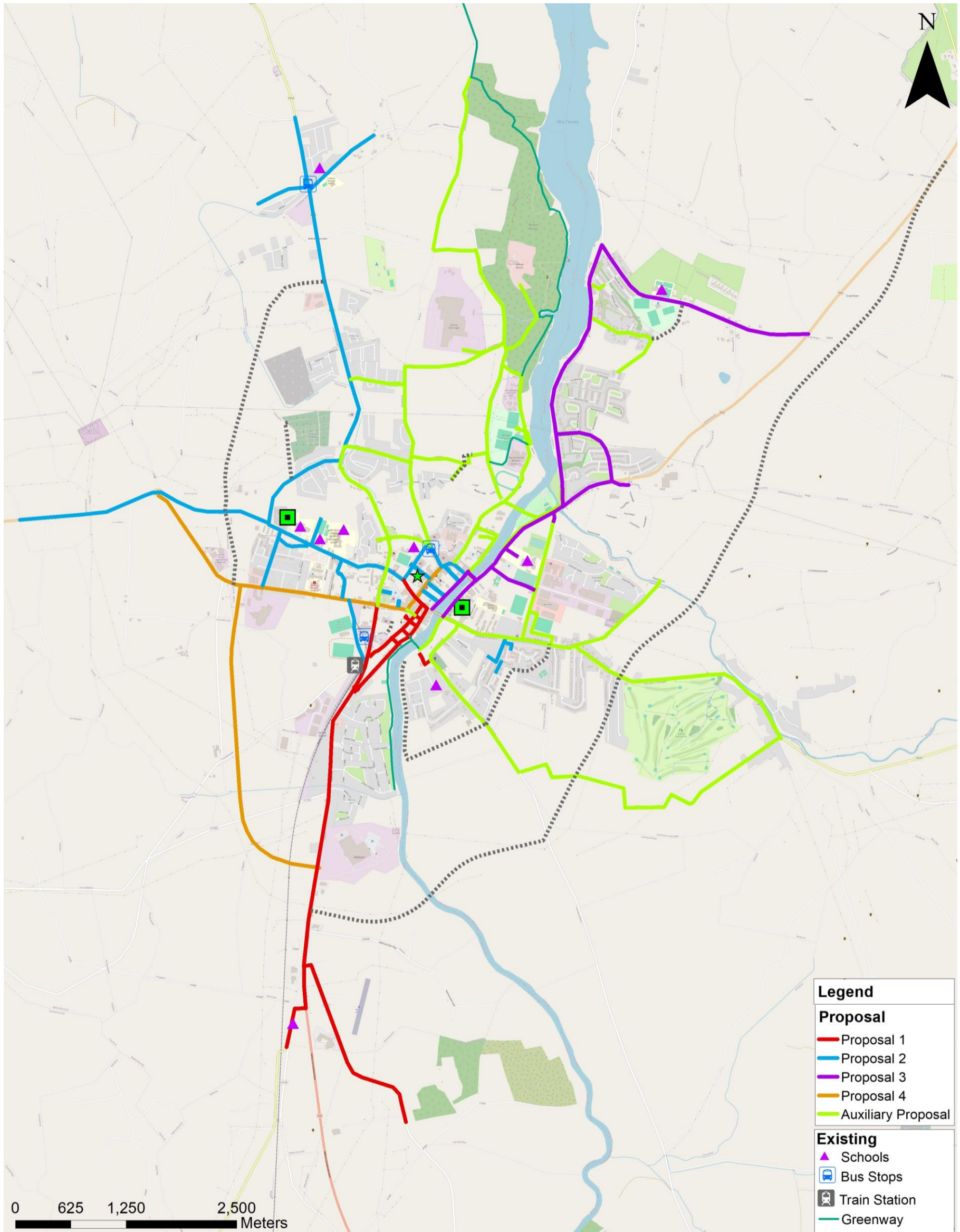


Figure 1 Map of Outline Proposals

Proposal 1

Details of Proposal 1 are shown in Figure 2 and Table 2.

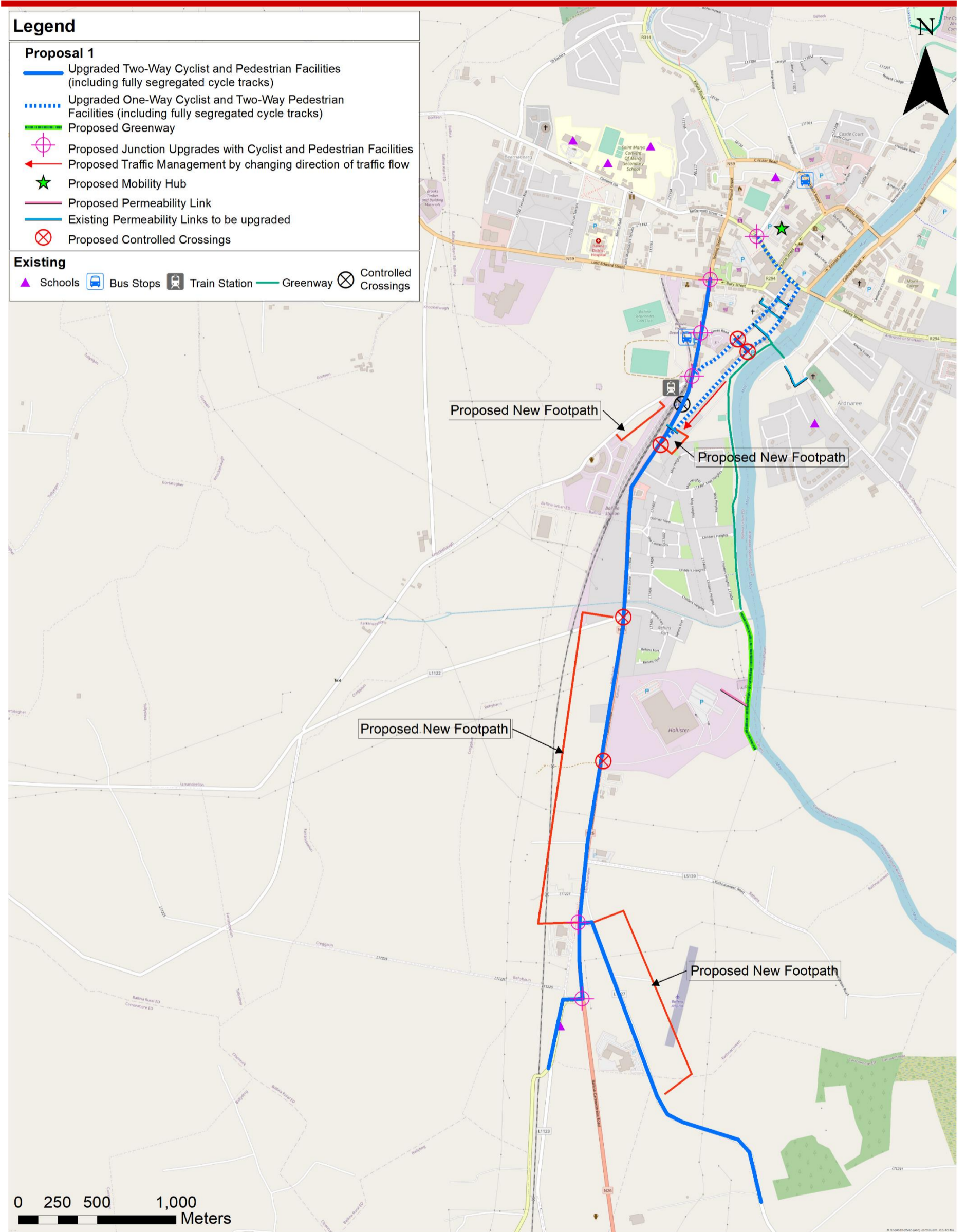


Figure 2: Proposal 1

Table 2 Proposal 1 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	Sifting	MCA	EPO	Obj. Achieved
Proposed/Upgraded Cycle Facilities (2-way length)	9.6km	<ul style="list-style-type: none"> N26 South N26 Kevin Barry Street Water Lane L1127 R310 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed/Upgraded One-Way Cycle Facilities	0.6km	<ul style="list-style-type: none"> Morrison Terrace James Conolly Street Hill Street Barret Street Tone Street (Lower) Tolan Street 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Upgraded Pedestrian Facilities (2-way length)	7.4km	<ul style="list-style-type: none"> N26 South N26 Kevin Barry Street James Conolly Street Hill Street Water Lane Morrison Terrace Tone Street (Lower) Tolan Street Barret Street L1127 R310 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Pedestrian Facilities (2-way length)	2.2km	<ul style="list-style-type: none"> N26 – southwest Moy Valley Business Park Morrison Terrace 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Greenway	0.5	<ul style="list-style-type: none"> River Moy (Southwest extent behind Hollister) 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Junction Upgrades	6	<ul style="list-style-type: none"> N26 and James Connolly Street N26 and James Road N59 Lord Edward Street, N26 Kevin Barry Street, Bury Street, N26 Teeling Street Tone Street, Garden Street, Market Street N26 and L1127 N26 and R310 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Traffic Management by Changing Direction of Traffic Flow	1	<ul style="list-style-type: none"> Morrison Terrace 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Mobility Hub	1	<ul style="list-style-type: none"> Market Square 	Short Term	3	4.1	5.1	6.1	7.1	8.1

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	Sifting	MCA	EPO	Obj. Achieved
Proposed Permeability Link	1	<ul style="list-style-type: none"> Hollister and Proposed Greenway 							
Existing Permeability Link to be Upgraded	4	<ul style="list-style-type: none"> Morrison Terrace and N26 James Connolly Street and Barrett Street Barrett Street and Wesley Ct Link from Church Road to Salmon Weir Bridge 	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Controlled Crossings (Additional to Junction Upgrades)	5	<ul style="list-style-type: none"> N26 Hollister N26 Rehins Fort Morrison Terrace Water Lane and James Connolly Street Water Lane and Barrett Street 	Short Term	3	4.1	5.1	6.1	7.1	8.1

Proposal 2

Details of Proposal 2 are show in Figure 0-3 and Table 3

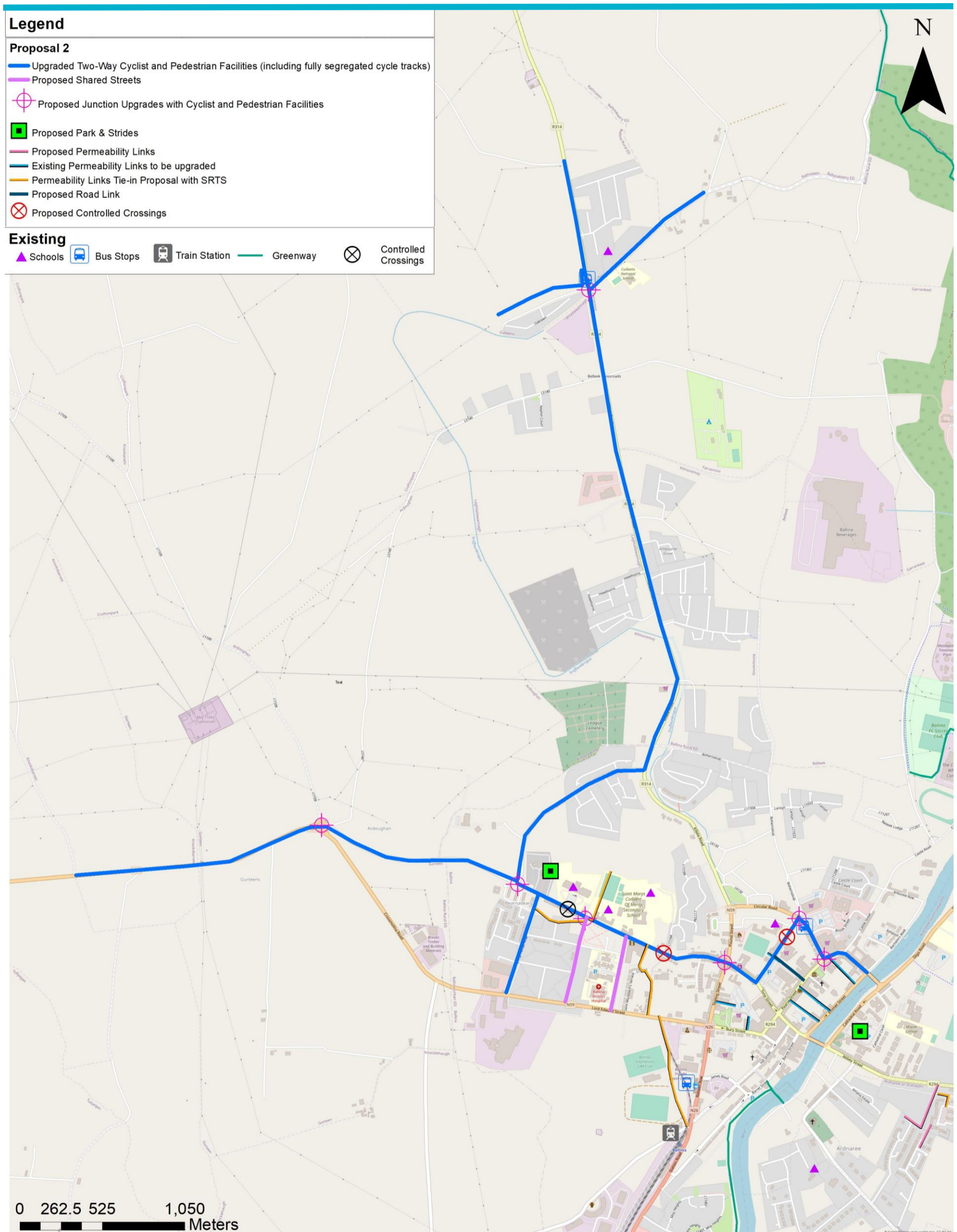


Figure 3: Proposal 2

Table 3 Proposal 2 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	MCA	Sifting	EPO	Obj. Achieved
Proposed/Upgraded Cycle Facilities (2-way length)	13.9km	<ul style="list-style-type: none"> N59 Dillon Terrace N59 Humbert Street Market Square Tone Street (Upper) McDermott Street Fenian Terrace Killala Terrace Gurteens Road N59 Crossmolina Road 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Upgraded Pedestrian Facilities (2-way length)	15.2km	<ul style="list-style-type: none"> N59 Dillon Terrace N59 Humbert Street Market Square Tone Street (Upper) McDermott Street Fenian Terrace Killala Terrace Gurteens Road N59 Crossmolina Road Ferran Terrace Mercy Road 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Shared Street	0.7km	<ul style="list-style-type: none"> Ferran Terrace Mercy Road 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Junction Upgrades	7	<ul style="list-style-type: none"> Dillon Terrace, Humbert Street and Nally Street Market Square, Bohernasup, Circular Road and Humbert Street Circular Road, Teeling Street, Pound Street and McDermott Street McDermott Street and Mercy Road McDermott Street and Fenian Row Gurteens Road and N59 Roundabout Killala Road, R314 and Oaklawn Road 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Park & Stride	2	<ul style="list-style-type: none"> Cathedral Road Car Park St Patricks Church Car Park 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Permeability Link	2	<ul style="list-style-type: none"> Abbey Street to The Spires 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Existing Permeability Links to be Upgraded	4	<ul style="list-style-type: none"> McAndrew Lane Emmet Street and Pearse Street Teeling Street Bury Street 	Short Term	3	4.2	5.2	6.2	7.2	8.2

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	MCA	Sifting	EPO	Obj. Achieved
Proposed as part of Safe Routes to School Programme	4	<ul style="list-style-type: none"> St Patricks Estate Link from Mercy Road to Roces Terrace Link from Ballina Train Station to Lord EDWARD Stret (via the back of Stephenites GAA Club) Link from Church Rod to St. Michaels NS 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Road Link	0.2km	<ul style="list-style-type: none"> Market Square Car Park to Pearse Street 	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Controlled Crossings	2	<ul style="list-style-type: none"> Market Square McDermott Street 	Short Term	3	4.2	5.2	6.2	7.2	8.2

Proposal 3

Details of Proposal 3 are shown in Figure 0-4 and Table 4.

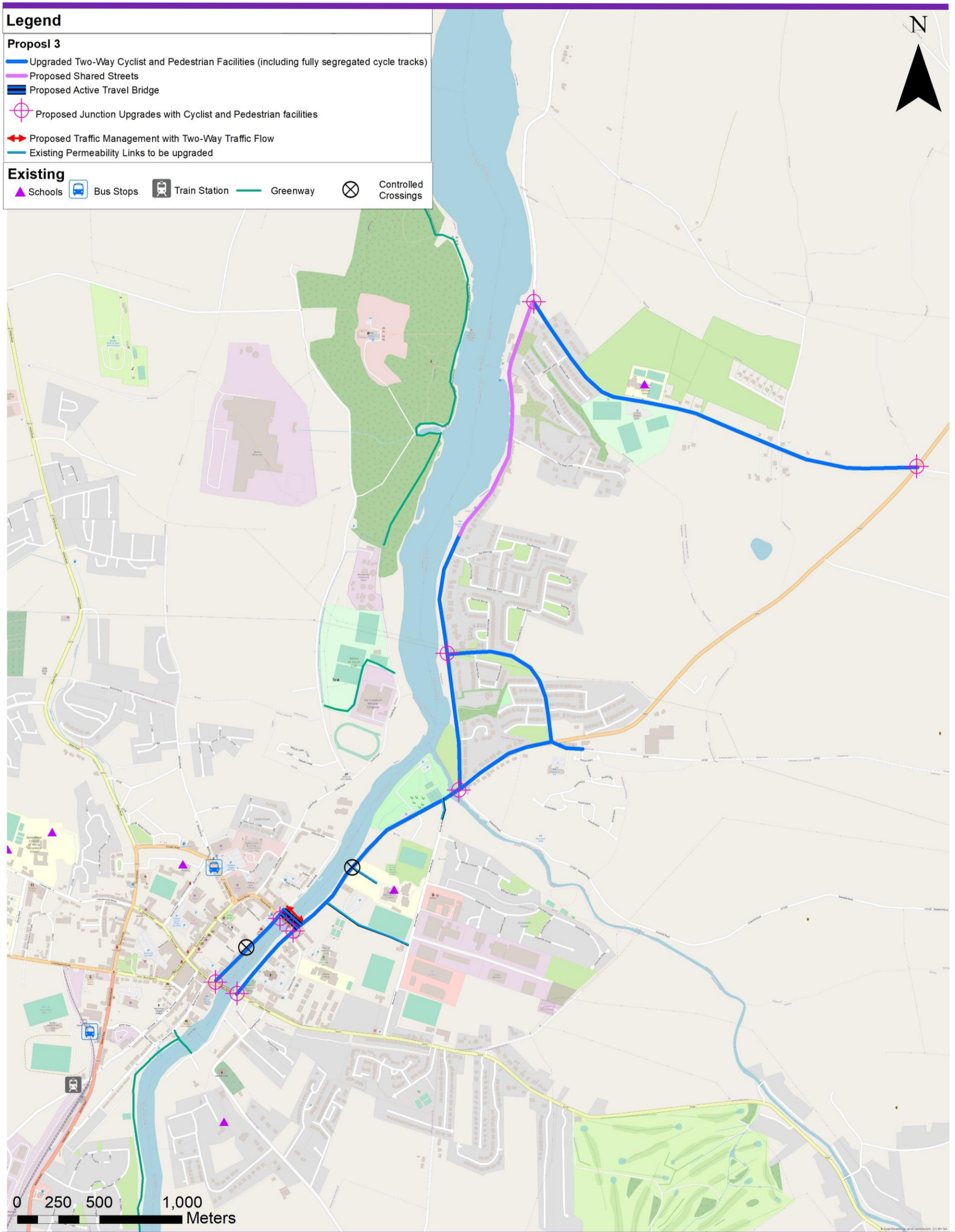


Figure 4: Proposal 3

Table 4 Proposal 3 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	MCA	Sifting	EPO	Obj. Achieved
Proposed/Upgraded Cycle Facilities (2-way length)	8.0km	<ul style="list-style-type: none"> • Creggs Road • Riverslade • Quignalecka • N59 Sligo Road • Behy Road • N59 Clare Street • N59 Lower Bridge • N59 Cathedral Street • N59 Upper Bridge • N59 Emmet Street 	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Upgraded Pedestrian Facilities (2-way length)	8.08km	<ul style="list-style-type: none"> • Creggs Road • Riverslade • Quignalecka • N59 Sligo Road • Behy Road • N59 Clare Street • N59 Lower Bridge • N59 Cathedral Street • N59 Upper Bridge • N59 Emmet Street 	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Proposed Shared Street	1km	<ul style="list-style-type: none"> • Quay Road 	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Proposed Active Travel Bridge	1	<ul style="list-style-type: none"> • Lower Bridge 	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Proposed Junction Upgrades	8	<ul style="list-style-type: none"> • Riverslade and Quignalecka • Sligo Road, Downhill, N59 and Riverslade • Sligo Road-Lower Bridge-Cathedral Road • Cathedral Road-Abbey Street-Lower Bridge Road-Upper Bridge • Upper Bridge-Tolan Street-Emmet Street • Emmet Street-Pearse Street-Bachelors Walk-Lower Bridge • Creggs Road and Quay Road • Creggs Road and N59 	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Proposed Traffic Management with Two-Way Traffic Flow	70m	<ul style="list-style-type: none"> • Lower Bridge 	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Existing Permeability Links to be Upgraded	3	<ul style="list-style-type: none"> • Link from Bunree Road to Sligo Road • Links from Sligo Road • Link to St Muredachs College 	Medium Term	3	4.3	5.3	6.3	7.3	8.3

Proposal 4

Details of the proposal are shown in Figure 0-4 and Table 4

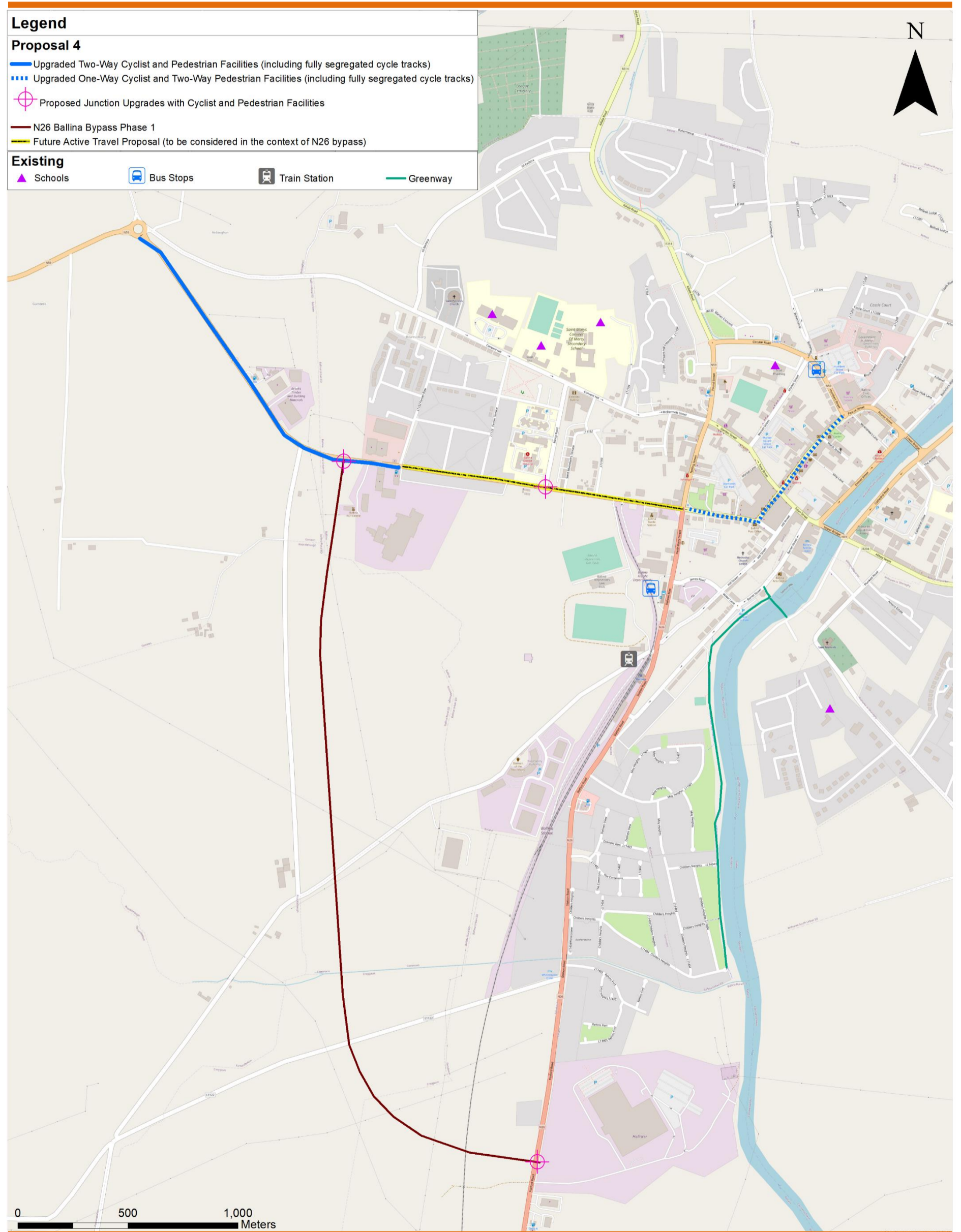


Figure 5: Proposal 4

Table 5 Proposal 4 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	Sifting	MCA	EPO	Obj. Achieved
Proposed/Upgraded Two-Way Cycle Facilities (2-way length)	2.0km	<ul style="list-style-type: none"> N59 Crossmolina Road 	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed/Upgraded One-Way Cycle Facilities (2-way length)	0.6km	<ul style="list-style-type: none"> Bury Street O'Rahilly Street Pearse Street 	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Upgraded Pedestrian Facilities (2-way length)	6.6km	<ul style="list-style-type: none"> N59 Crossmolina Road Bury Street O'Rahilly Street Pearse Street 	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed Junction Upgrades	3	<ul style="list-style-type: none"> Mercy Road and N59 Lord Edward Street N26 Ballina Bypass Phase 1 and N26 N26 Ballina Bypass Phase 1 and Crossmolina Road 	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed Bypass	2.5 km	<ul style="list-style-type: none"> N26 Ballina Bypass Phase 1 	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Future Active Travel Proposal (to be considered in context of N26 Bypass)	0.8km	<ul style="list-style-type: none"> N59 Lord Edward Street 	Medium Term	3	4.4	5.4	6.4	7.4	8.4

Proposal 5

Details of the proposal are shown in Figure 0-4 and Table 4

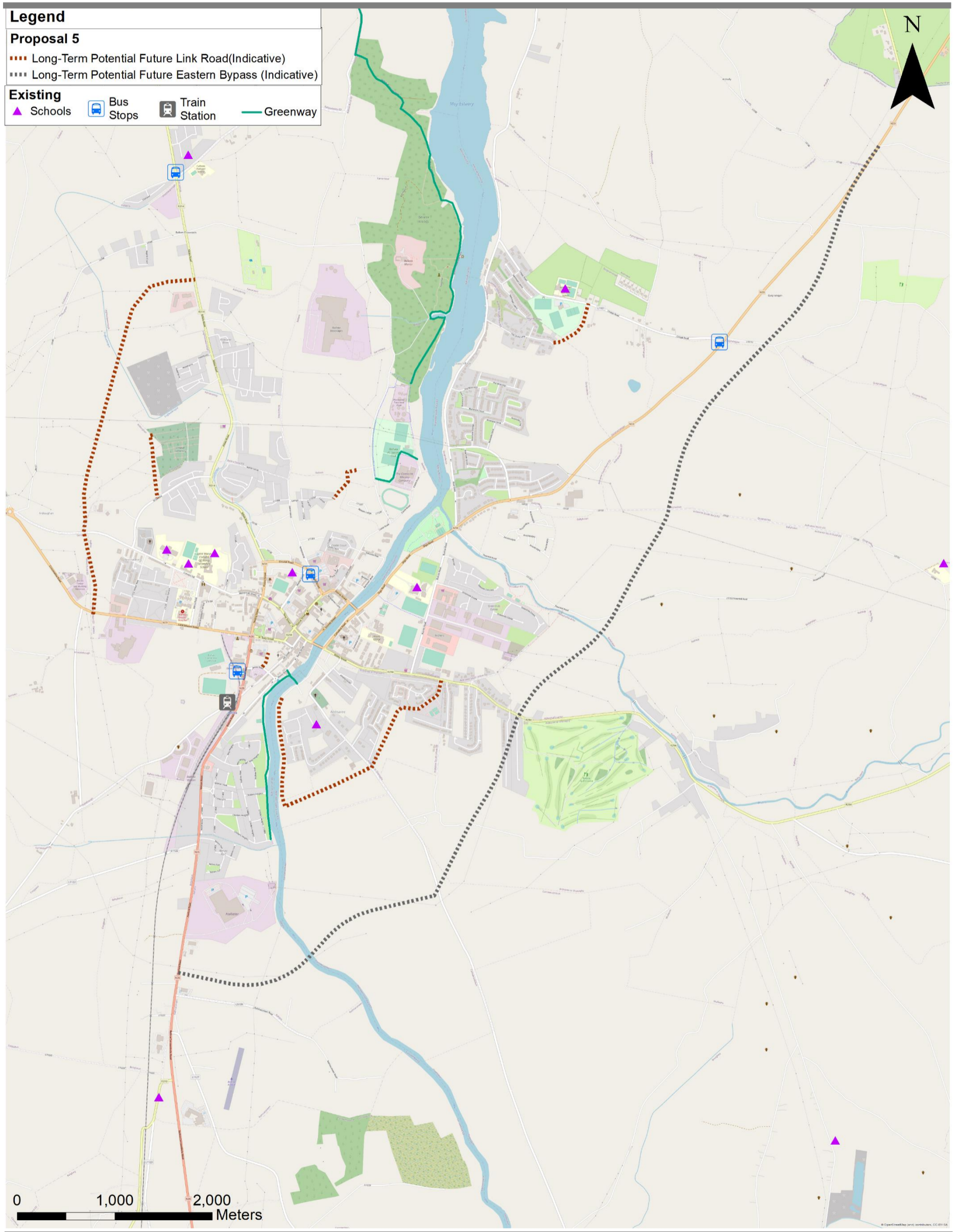


Figure 6: Proposal 5

Table 6 Proposal 5 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	Sifting	MCA	EPO	Obj. Achieved
Proposed Future Link Road (Indicative)	5.5km	<ul style="list-style-type: none"> • Link between Lord Edward Street to Kilala Street • Church Road to Healy Terrace via Cluain Na Rí • Lower Bridge Road to Glebe Road • James Road to Lidl • Sli Ectra to Leigue Cemetery • Creggs Road to The Quay Lane 	Long Term	-	-	-	-	-	8.5
Proposed Future Eastern Bypass (Indicative)	7.5km	<ul style="list-style-type: none"> • Eastern Bypass (N26 Station Road to Sligo Road) 	Long Term	-	-	-	-	-	8.5

Auxiliary Proposal

Details of the Auxiliary Proposal are shown in Figure 0-4 and Table 4

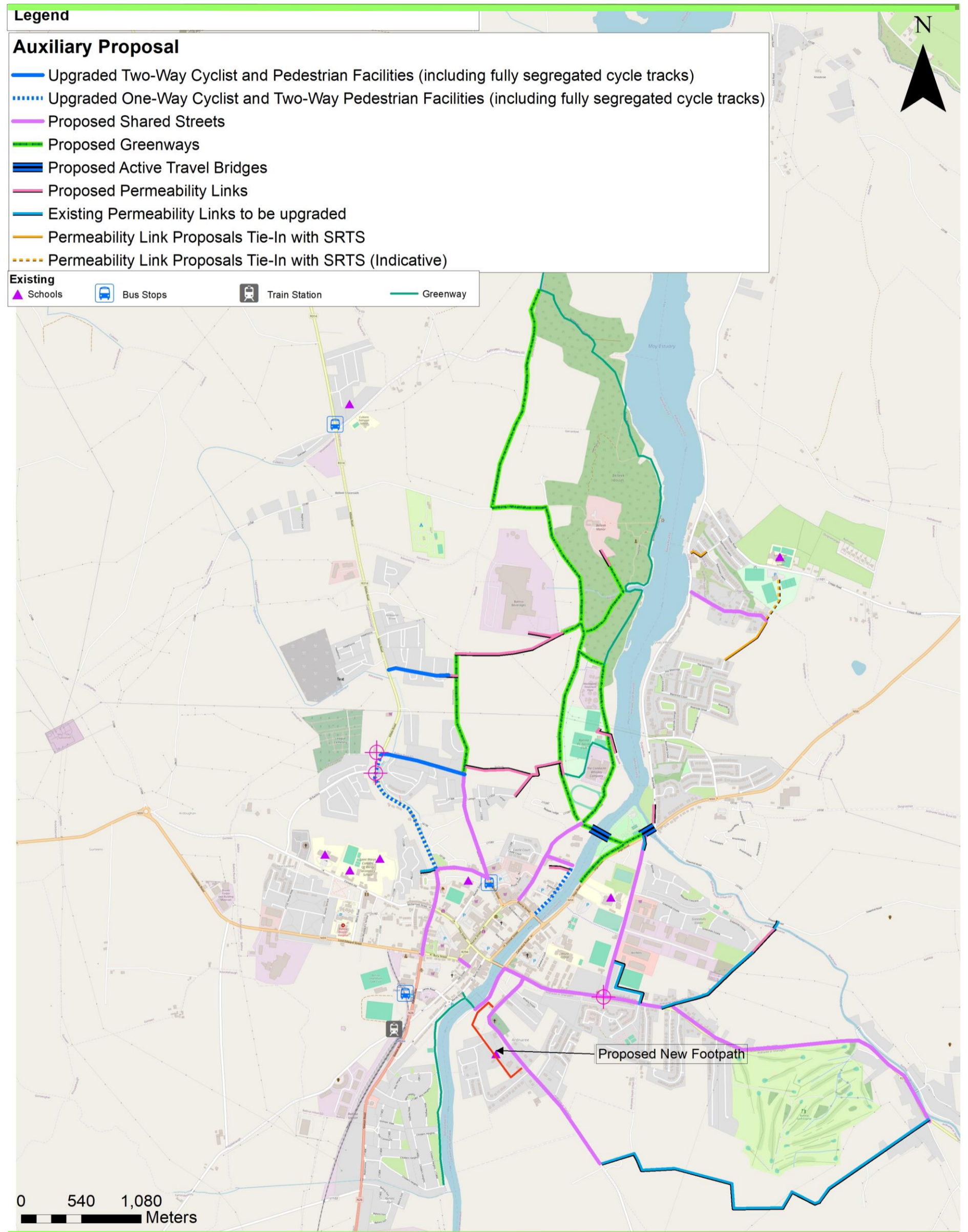


Figure 7: Proposal 5

Table 7 Auxiliary Proposal Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	Sifting	MCA	EPO	Obj. Achieved
Proposed/Upgraded Two Cycle Facilities (2-way length)	1.m	<ul style="list-style-type: none"> • Libradore • Castlefield Manor 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Proposed/Upgraded One-Way Cycle Facilities (2-way length)	1.1km	<ul style="list-style-type: none"> • Kilala Road • Bachelor's Walk 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Proposed Pedestrian Facilities (2-way length)	0.4km	<ul style="list-style-type: none"> • Church Road 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Upgraded Pedestrian Facilities (2-way length)	22.4km	<ul style="list-style-type: none"> • Church Road • Abbey Street/Healy's Terrace • Bunree Road • Lower Bridge Road • Nally Street • Bohernasup • N59 Circular Road • N59 Pound Street • N59 Teeling Street • Kilala Road • Bachelor's Walk 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Proposed Shared Streets	5.7km	<ul style="list-style-type: none"> • Church Road • Abbey Street/Healy's Terrace • Bunree Road • Lower Bridge Road • Nally Street • Castle Road • Bohernasup • N59 Circular Road • N59 Pound Street • N59 Teeling Street 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Proposed Greenway	7.0km	<ul style="list-style-type: none"> • Beleek Woods to Bachelor's Walk • Old French Road • Tom Ruane Park 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Proposed Active Travel Bridges (Additional to Permeability Links)	2	<ul style="list-style-type: none"> • River Brusna at Bunree Bridge • River Moy at Castle Road 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Proposed Junction Upgrades	6	<ul style="list-style-type: none"> • Beleek Manor • Abbey Street and Bunree Road • Libradoe and Kilala Road • Sli Eachtra and Kilala Road • Creggs Road and Car Park 	Medium Term	3	4.5	5.5	6.5	7.5	8.6

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Dev.	Sifting	MCA	EPO	Obj. Achieved
		<ul style="list-style-type: none"> Creggs Road and Rathmeel 							
Proposed Permeability Link	10	<ul style="list-style-type: none"> Riverslade (Tom Ruane Park) Link to Ballina Soccer Club Link to Beleek Castle Beleek Lodge to Lansyn Link to Coca-Cola Factory Link from proposed Greenway to Castlefield Manor Libradore Link from Beleek Manor to Bohernasup Bachelors Walk to Ashhpool Link along ESB Access Road to Downhill Road 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Existing Permeability Links to be Upgraded	4	<ul style="list-style-type: none"> Link along ESB Access Road to Downhill Road Link from R294 to Bunree Road Link from R294 to Church Road through Ballina Golf Course Link from Killala Road to Convent Hill Crescent 	Medium Term	3	4.5	5.5	6.5	7.5	8.6
Proposed Permeability Link to Tie-In with SRTS	3	<ul style="list-style-type: none"> The Moorings to Quay Lane Quay Lane to Creggs Road (Quay School) Quay Road to Rathmeel Lawns 	Short Term	-	-	-	-	-	-

Rail

The rail network improvements focus primarily on service connections from the train station to the Town Centre for sustainable modes and on increased frequency of rail services (to be determined with Irish Rail).

Bus

The bus network improvements similarly incorporate increased frequency of the existing Local Link service (to be determined with the NTA) but also incorporate infrastructural changes to facilitate the delivery of a high frequency linear potential bus route to service the town. An indicative potential bus route, traversing the town in an east/west direction has been developed. The indicative route have been designed to connect the main residential areas to the town centre, employment areas, schools, Ballina District Hospital, Ballina Train Station, Busáras and the greenspaces.

Mode Shift Impact

The Ballina LTP will support the CAP23 and contribute to reducing Ireland’s transport related emissions. The promotion of active travel schemes will be crucial to encourage the mode shift needed to meet the target of a 50% reduction by 2030 as well as a 20% reduction in vehicle kilometres travelled.

The potential impact of the measures proposed in the various proposals has been assessed by considering the existing car trips local to the area of influence of the individual schemes that could be attracted to active modes as a result of the provision of the infrastructure.

The catchment area per Proposal is defined as Local Area Model zones within 200m of the proposed scheme. The travel demand has been extracted from the NTA WRM for a 2016 calibrated base year. The daily demand includes trips of all purposes.

The percentage of existing car trips that will be attracted to move to active modes is difficult to accurately predict because there are many variables in addition to new active travel infrastructure that influence behavioural change, including incentive schemes, safe routes to school programmes, fuel price, willingness to change for climate action reasons etc. For this reason, the potential impact has been calculated assuming that 20% and 30% of car trips with origins and destinations local to the infrastructure route can be encouraged to change to active modes. Table 8 shows the mode shift impact per proposal.

Table 8 Mode Shift Impact per Proposal

Trips in Catchment (2016 Base Year)		Private Car Trips Remaining with		Increase in Sustainable Mode Trips with	
All Modes	Private Car	30% Mode Shift to Sustainable Modes	20% Mode Shift to Sustainable Modes	30% Mode Shift to Sustainable Modes	20% Mode Shift to Sustainable Modes
12420	8041	5629	6433	2412	1608

Of the trips that were reassigned from private car to sustainable modes, it was assumed that 60% of these trips would become walking trips and 40% would become cycling trips. The larger percentage increase in cycle trips over and above the current is due to the fact that the proposals provide a greater increase in the level of service offered to cyclists and hence a greater uptake is expected. Table 9 and Table 10 show the mode shift increase and the potential carbon reduction.

Table 9 Mode Shift Impact per Mode (Carbon Emissions are calculated as per Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections)

	30% Mode Shift to Sustainable Modes	20% Mode Shift to Sustainable Modes
Increase in Cycle Mode Share	965	643
Increase in Walking Mode Share	1447	965
Decrease in Private Car Mode Share	2412	1608
Carbon Reduction	727t per annum	484t per annum

Table 10 Potential Mode Share

	Mode Share		
	2016 Census	30% shift from car for local trips influenced by schemes	20% shift from car for local trips influenced by schemes
Private Car	66%	37%	42%
Cycle	3%	10%	8%
Walk	29%	47%	44%
Public Transport	3%	6%	6%

Monitoring and Review

As part of the implementation of the LTP, a comprehensive monitoring and evaluation framework should be established.

The review process shall be iterative and be carried out upon the completion of each scheme or deployment of each strategy. Method can include, but not limited to:

- NTA Household Travel Surveys;
- Census Data;
- Surveys;
- Quality/Accessibility Audits;
- Automatic Counters; and
- Consultation with schools and businesses to encourage the reporting of progress with their Mobility Management plans.

The performance of the LTP will be measured in relation to the progress made towards the LTP objectives, evidence of increased use of sustainable modes of transport, evidence of reduced reliance on private car travel and scheme appraisals.

The review findings shall be used to adapt the LTP implementation and refocus investment where necessary to ensure the mode split targets are met.

The LTP should be noted as being subject to change from these review findings and any notable changes in national or regional policy.

Therefore, the LTP can be considered as the output of an iterative process to ensure the delivery of a sustainable transport network that best suits the needs of the ever-changing community it is designed to serve. As such, it should be under consistent review and updated according, with a proposed 2-year review period for short term proposals, 3-5 year review for medium term proposals and 10 year review for long term proposals.

The monitoring results should facilitate adjustments to the plan delivery as appropriate. Whether the plan is yielding value for money should also be assessed, bearing in mind the difficulty of achieving significant growth in active travel numbers at an early stage of network development.

Given the urgent need for change and the political challenges often facing implementation, the use of trials and temporary interventions can be effective, quick, and provide crucial early data on what works and what needs to be adapted in a given context.