



Castlebar Active Travel – Orbital Connect Route

Accessible Descriptions of Non-Statutory Public Consultation Drawings

Introduction

There is a total of 13 pages of drawings in the set, each showing a portion of the scheme. They generally indicate where new interventions are proposed.

Where there is a reference to a “cycle track” this generally means the cycle track is separated from the road by a kerb, and also stepped down from the footpath by a kerb. In some case the cycle track would be at the same level as the footpath, but an appropriate delineator kerb would be provided.

Where there is a reference to a “raised pedestrian crossing” this generally means where the footpath continues across a side road at the same level as the approaching footpath, and appropriate tactile paving would be provided.

Sheet 1

This drawing reads left to right from the start of the scheme on the Westport Road about 200 metres west of the entrance to Oakfield Manor, and shows as far as College View.

The drawing shows a new 4- to 5-metre-wide path on the northern side of Westport Road where there is generally no footpath provided. Where space allows there are pockets of grass verge proposed for planting and/or trees. Due to the width proposed, cyclists would be able to share the path, and appropriate signage and tactile paving would be provided as a result. All driveway accesses are to be maintained.

The main roadway would be narrowed to 6.5m, with the turning lanes into side roads removed. On the southern side a new section of footpath is shown from Oakfield Manor eastwards to Manor Village, where there is currently no footpath. Generally, the existing footpath on the southern side would be maintained as is, with improvements at side roads to provide raised pedestrian crossings – notably at Oakfield Manor, Manor Village, Meadow Park, Knockaphunta Park and College View.

A new signalised toucan crossing for pedestrians and cyclists is proposed east of Meadow Park.

Sheet 2

This drawing reads left to right continuing from College View past Mount Gordon. The shared path on the northern side is shown continuing 125m east of College View where it would then split to a footpath alongside a two-way cycle track, with appropriate signage and tactile paving provided. A new signalised toucan crossing for pedestrians and cyclists is proposed at this transition.

The two-way cycle track continues along the northern side of the road with a 2m wide footpath generally maintained alongside. The existing grassed areas and roadside trees are intended to be retained.

On the southern side, the existing footpath would be maintained as is, with improvements at side roads to provide raised pedestrian crossings – at the side road east of College View and at Mount Gordon.

Sheet 3

This drawing shows a view of the Westport Road Roundabout centred, with the approaches from Westport Road, Lannagh Road, and Humbert Way shown.

The Westport Road Roundabout is shown to be upgraded to provide safe pedestrian and cyclist crossings and connections throughout. This is achieved by narrowing the approach roads to a single, more perpendicular lane, and making the roundabout itself more compact.

On Westport Road a proposed two-way cycle track approaches from along the northern side of the road with the existing footpath behind grassed areas generally maintained.

On Lannagh Road a proposed two-way cycle track continues northwards from the roundabout along the western side of the road – far as the T-junction with the Old Westport Road, where improved crossings are provided for pedestrians and cyclists. The existing footpath would be generally retained on both sides of Lannagh Road as far as the T-junction.

On Humbert Way a proposed two-way cycle lane protected by a new kerb continues eastwards from the roundabout along the southern side of the road – with raised pedestrian and cyclist crossings on side roads shown. The existing footpaths would be generally retained on both sides of Humbert Way.

Sheet 4

This drawing shows proposals on Lannagh Road, from the junction with the Old Westport Road to north of the entrance to Lough Lannagh Walk car park – where the scheme ties in with the existing road.

A proposed two-way cycle track continues northwards from the T-junction with the Old Westport Road, where improved crossings are provided for pedestrians and cyclists, then connecting to the existing amenity path towards Lough Lannagh Walk. Appropriate signage and tactile paving would be provided at this transition. A one-way cycle track is shown on each side of the road from here to the scheme end to the north.



Comhairle Contae Mhaigh Eo
Mayo County Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Sheet 5

This drawing reads left to right continuing from Sheet 3, showing Humbert Way past John Moore Road to the Fire Station entrance.

On Humbert Way a proposed two-way cycle lane protected by a new kerb continues along the southern side of the road – with raised pedestrian and cyclist crossings on side roads shown. The existing footpaths would be generally retained on both sides of Humbert Way.

The junction with John Moore Road would be upgraded with improved, signalised, pedestrian and cyclist crossings on the Humbert Way west and John Moore Road arms.

The drawing also shows a portion of John Moore Road, where a new two-way cycle track continues northwards from the junction with Humbert Way along the western side of the road.

Sheet 6

This drawing shows a view of the John Moore Road, Pavilion Road, and a portion of Humbert Way. A new two-way cycle track continues northwards from the junction with Humbert Way along the western side of John Moore Road – ending at the Mayo County Council car park entrance, where cyclists would transition to the roadway. A new signalised toucan crossing for pedestrians and cyclists is proposed at this transition.

The interventions on Pavilion Road comprise Safe Route to Schools measures. The junction with John Moore Road to the north would be tightened and the current raised table extended, to allow for safer crossing and to slow traffic. Some existing on-street Pay and Display Parking would be repurposed as school set-down and/or coach park, depending on school requirements. Generally, the western footpath would be widened to 3m, with raised crossings on side roads and entrances.

At the southern end, the existing opening to Humbert Way would be widened to allow more permeability for pedestrians and cyclists. The existing signalised pedestrian crossing on Humbert Way at this location would be upgraded to a toucan crossing, and brought more in line with the opening, allowing for connectivity across to Chestnut Grove.



Comhairle Contae Mhaigh Eo
Mayo County Council



Sheet 7

This drawing shows a view of the Cathal Duffy Roundabout centred, with the approaches from Humbert Way, Spencer Street, Lawn Road, and Station Road shown.

It is proposed to convert the existing roundabout into a signalised cross-roads junction, with pedestrian and cyclist crossings on all four arms. This is largely achieved within the extents of the existing roundabout, allowing for landscaping and additional walking routes around the junction. This will mean that when approaching from each of the four arms, pedestrians will be brought to a dedicated signalised crossing, guided by appropriate tactile paving. Each arm would be crossed in one single movement when the pedestrian signal is green, as opposed to crossing the roundabout exit and entry lanes.

To allow continued access to driveways and parking in front of the houses on the eastern side of the junction, separate access routes for vehicles would be accommodated away from the junction both north and south of Lawn Road – separated from pedestrian routes.

Approaching from Humbert Way, the proposed two-way protected cycle lane on the southern side would lead cyclists off-line via the existing separate access road (eventually leading to Modern Tyres and other businesses), where a new modal filter would be introduced restricting through car traffic. The two-way cycle track would then recommence and connect to the proposed main junction.

On Spencer Street there is some realignment of the roadway proposed before tying back to the existing road.

On Lawn Road, there is an existing cycle track at the same level as the footpath on each side. It is proposed to retain this arrangement but due to the poor existing surface, both the cycle track and footpath would be resurfaced. A delineator kerb would also be provided separating the two. On Station Road, the existing on-road cycle lanes would be improved with the addition of a kerb, and / or new red surfacing. There is one section where cycle lanes with no kerb are proposed due to space constraints.

Access to driveways and the petrol station would be maintained, with a new footpath introduced where there is none currently – notably on the western side approaching the petrol station.

Sheet 8

This drawing reads left to right continuing from Sheet 7, showing Lawn Road continuing northwards past the junction to McHale Park.

There is an existing cycle track at the same level as the footpath on each side. It is proposed to retain this arrangement but due to the poor existing surface, both the cycle track and footpath would be resurfaced. A delineator kerb would also be provided separating the two. Raised pedestrian and cycle crossings would be provided on side roads and accesses.

The existing signalised pedestrian crossing north of the McHale Park junction would be upgraded to a toucan crossing to allow for both pedestrians and cyclists to cross, with appropriate tactile paving provided.



Comhairle Contae Mhaigh Eo
Mayo County Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Sheet 9

This drawing shows a view of the Moneen Road Roundabout centred, with the approaches from Lawn Road, Moneen Road and Dublin Road shown.

It is proposed to convert the existing roundabout into a signalised cross-roads junction, with pedestrian and cyclist crossings on all four arms. This is largely achieved within the extents of the existing roundabout, allowing for landscaping and additional walking routes around the junction. This will mean that when approaching from each of the four arms, pedestrians will be brought to a dedicated signalised crossing, guided by appropriate tactile paving. Each arm would be crossed in one single movement when the pedestrian signal is green, as opposed to crossing the roundabout exit and entry lanes.

On Lawn Road, there is an existing cycle track at the same level as the footpath on each side. It is proposed to retain this arrangement but due to the poor existing surface, both the cycle track and footpath would be resurfaced. A delineator kerb would also be provided separating the two. On the remaining arms the proposals would tie back to the existing facilities.

Sheet 10

This drawing reads right to left continuing southwards from Sheet 7, showing Station Road from McHale Road, past the train station access, and over the railway bridge towards Ballinrobe Road. The existing on-road cycle lanes on both would be improved with the addition of a kerb, and / or new red surfacing. There is one section where cycle lanes with no kerb are proposed due to space constraints.

Raised pedestrian and cyclist crossings are shown across side roads and entrances, notably McHale Road, the Centra car park access, Curragh estate, and the train station access road. At McHale Road junction provision would also be made to allow continued access and egress for the drive through coffee shop.

The junction with Breaffy Road would be upgraded with improved, signalised, pedestrian and cyclist crossings. The layout proposed removes the need for two existing driveways to exit directly into the junction.

Between the Curragh estate junction and train station access new signalised, separate, pedestrian and cyclist crossings are proposed. This enables a transition to a wide shared path on both sides of the road which continues southwards over the railway bridge. This is proposed in place of cycle tracks due to space constraints on the road over the bridge. There is also a short section of two-way cycle track connecting the new crossing to the train station access, and a strip of formalise parking intended as taxi or coach set-down.



Comhairle Contae Mhaigh Eo
Mayo County Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Sheet 11

This drawing reads right to left continuing southwards from Sheet 10, showing Station Road and Ballinrobe Road. The shared paths either side over the bridge are shown to transition back to separate cycle tracks and footpaths north of Lakeshore Drive, with appropriate tactile paving provided.

The existing on road cycle lanes on Ballinrobe Road are to be upgraded to cycle tracks with the introduction of a kerb. Generally, along Ballinrobe Road the existing footpaths, landscape areas, and treelines would be retained, with improvements at side roads to provide raised pedestrian and cyclist crossings – such as Lakeshore Drive, Milebush Road, and Cuslough.

This drawing also shows the L1704 Milebush Road connecting from Ballinrobe Road. A new raised zebra crossing is proposed where the existing footpath on the western side of Milebush Road ends. It is also proposed to widen the existing footpath on the eastern side of Milebush Road where feasible.

Sheet 12

This drawing reads right to left continuing southwards from Sheet 11, showing Ballinrobe Road as far as the end of the scheme at Pat Kelly Auto. The existing on road cycle lanes on Ballinrobe Road are to be upgraded to cycle tracks with the introduction of a kerb.

Generally, along Ballinrobe Road the existing footpaths, landscape areas, and treelines would be retained.

Sheet 13

This drawing reads right to left continuing southwards from Sheet 11, showing the continuation of Milebush Road from Umbro Park to the junction with local road L5759 Lisnakirka / Balloor Road.

It is proposed to widen the existing footpath on the eastern side of Milebush Road where feasible as far as Umbro Park.

At Umbro Park a new toucan crossing is proposed with a build out to form a waiting area for pedestrians, and to act as traffic calming.

From Umbro Park southwards there is no existing footpath, however it is intended to provide a new footpath at a minimum width of 1.2m along the eastern side to improve safety for pedestrians who currently have to walk on road.

A raised pedestrian crossings is also shown across L5759 Lisnakirka / Balloor Road with some junction tightening.

This forms the end of the scheme.



Comhairle Contae Mhaigh Eo
Mayo County Council



NTA
Údairis Náisiúnta Iompair
National Transport Authority