
Castlebar Active Travel Scheme

Phase one - Early Engagement Report

February 2025

1. About the project

Mayo County Council Active Travel is delighted to announce the initiation of the first proposal in the recently approved Castlebar Local Transport Plan.

This scheme will assist Mayo County Council in delivering on national & local policy objectives, and MCC Active Travel team is very keen to ensure that the scheme also considers the priorities of local stakeholders where possible.

This report provides an overview of the key points raised during the initial public consultation period, which took place from 15th November to 12th December 2024.

At this early stage in the project, written submissions and observations were gathered for review and consideration by the design team. While no formal scheme documentation is yet available, this feedback forms an important part of the ongoing development process. The following summary highlights the main themes emerging from these early contributions.



2. Scheme Objectives

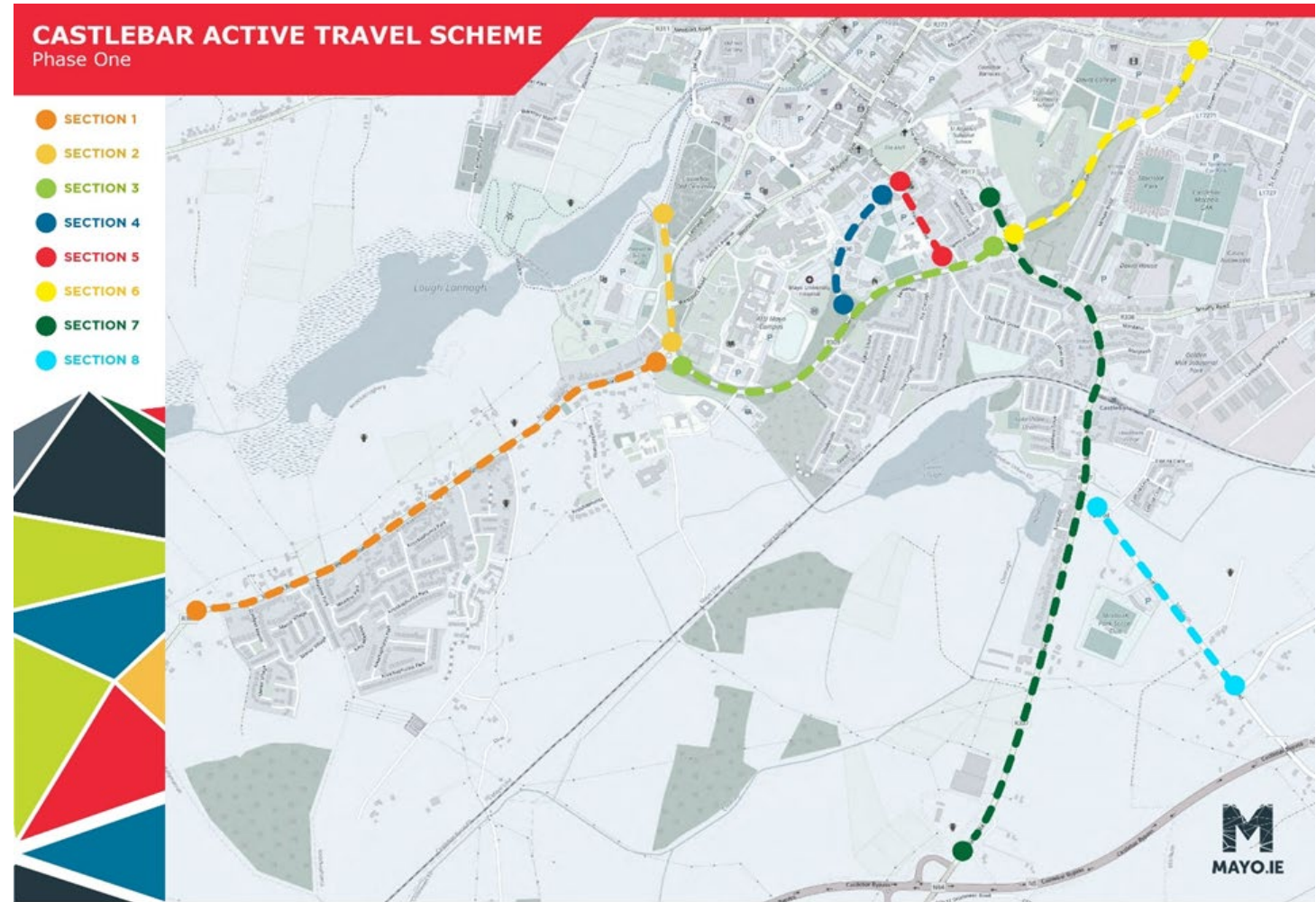
- Enhanced connectivity for pedestrians & cyclists
- Improved safety for pedestrians & cyclists
- Safe & convenient junction layouts
- Improve accessibility to public transport
- Provide sustainable alternatives to car trips
- Improve accessibility from park-and-stride locations
- Contribute to climate action targets
- Facilitate continued & future sustainable growth of Castlebar



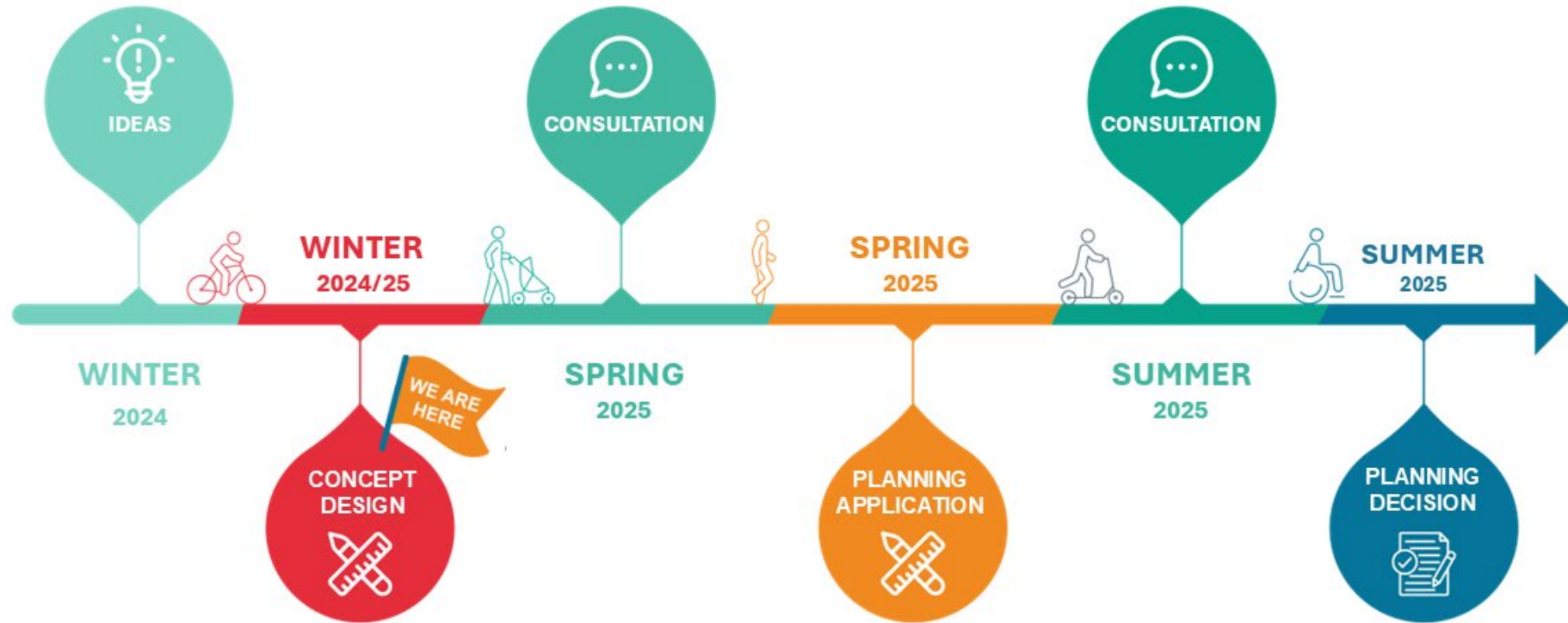
3. Scheme Overview

- Section 1: R309 Westport Road
- Section 2: Lannagh Road
- Section 3: Humbert Way
- Section 4: John Moore Road
- Section 5: Pavilion Road
- Section 6: Lawn Road
- Section 7: Spencer Street + Station Road + Ballinrobe Road
- Section 8: Milebush Road

Existing conditions along these routes are of varying quality, with many parts of the area currently unsafe for pedestrians & cyclists. This is a real barrier for anyone who would like to avail of more active modes of travel in the town. This phase of the Castlebar Active Travel Scheme will deliver high quality, safe and attractive pedestrian and cyclist facilities, connecting the residential and employment areas within the south/southwest of Castlebar town centre. We also want to better connect key destinations in the town, such as the train station, the hospital and the university. We're excited for this scheme to contribute to people's personal health, as well as the health of our climate.



4. Project Timeline



Summary of Feedback



How many people participated?

34 Postal
Submissions

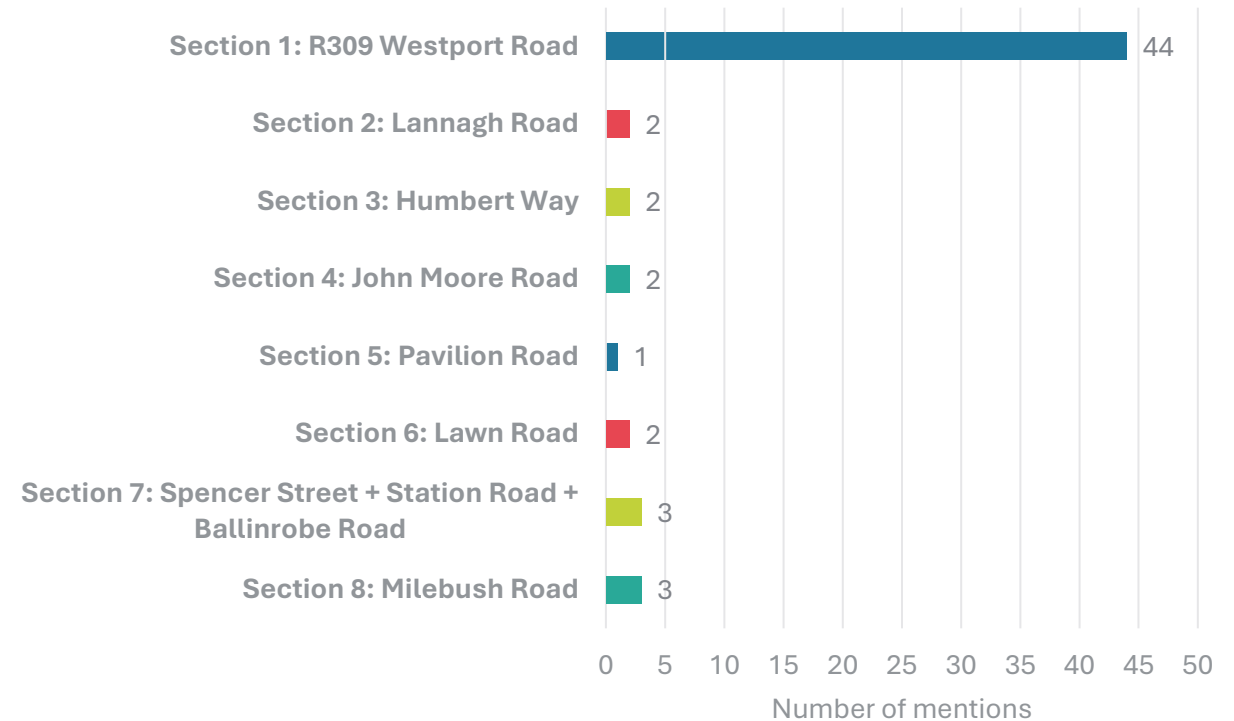
12
Responses
on
consult.ie

4 emails

**Total: 50
Responses**



Which sections were mentioned the most?



Summary of Feedback

Scheme extension

- Extend footpath past Oakfield Manor on Section 1: R309 Westport Road to the N5 roundabout.
- Extend cycle/pedestrian facilities over the N5 bridge, Aughadrian Hill, and Creeragh Straight.
- Extend the scheme from Milebush Road to Golf Course Road with dedicated pedestrian and cycling infrastructure.
- Connect the scheme to the Turlough Park Greenway at Gaelscoil Raifteirí for a sustainable link to Lough Lannagh.
- Extend the scheme along Ballinrobe Road: R307 over the N5 bridge to the N84.

Consultation process/other comments

- N5 construction missed an opportunity to accommodate active travel.
- Submission process was unclear, with poor visibility on Mayo CoCo website and consult.mayo.ie.
- Develop and implement Phase 2 of the Active Travel Plan after Phase 1 design.
- Conduct a conservation impact study on the historic limestone boundary wall along Milebush Road (L1704).

Summary of Feedback

Design of cycling infrastructure and pedestrian facilities

- Implement a 60 km/h speed limit for traffic along active travel routes.
- Preference for segregated cycle and pedestrian paths over shared spaces.
- Ensure cycle tracks are wide enough for two-abreast riding.
- Design two-way cycle tracks with clear lane markings and unobstructed flow.
- Provide safe crossings where cyclists and pedestrians have the right of way throughout the scheme.
- Explore alternative, shorter active travel routes off main roads (e.g., Rock Square through the Barracks).
- Narrow the junction from Section 2 to Old Westport Road and the hospital.
- Elevate cycle and pedestrian paths.
- Remove unnecessary on-street parking on both sides of Spencer Street (Section 7).
- Ensure parking on active travel routes is not just discouraged but physically impossible (reference to illegal parking during football matches at McHale park).
- Include sufficient cycle parking areas.
- Design cycle tracks to safely navigate roundabouts.
- Strong local support for safe walking and cycling routes from Knockaphunta to Pheasant Hill Roundabout.
- Widen and improve existing footpaths along Section 1.
- Upgrade Lawn Road footpath.
- Implement traffic calming on Westport Road, including speed reduction, HGV restrictions, and no-overtaking zones.
- Install speed ramps and pedestrian crossings along Section 1 to the roundabout.

NEXT STEPS

- All submissions will be reviewed as the design progresses through the concept design stage.
- Survey information that has been gathered over the last number of months will also be fed into the concept design to inform the emerging options for the scheme.
- The next round of public consultation will take place in the late Spring & early Summer. This will involve an in person drop-in session, an online webinar and consultation portal.
- Following this consultation, the design team will prepare the scheme design for submission as a Part 8 planning application. It is anticipated that this will be lodged in the late summer.
- This will provide a final opportunity for the public to input into the scheme design, where submissions will be considered by the council before the scheme is voted on by County Councillors in the Autumn.

THANK YOU



M-CO



DBFL CONSULTING ENGINEERS



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Mhaigh Eo
Mayo County Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority