



Comhairle Contae Mhaigh Eo
Mayo County Council



Castlebar Local Transport Plan 2024

Executive Summary

Executive Summary

The Castlebar 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 2029, 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 Castlebar LTP is to provide for the planning and delivery of transport infrastructure and services in Castlebar that will allow for the generation of a sustainable transport network that can cater for demand.

The Castlebar 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 Castlebar LTP is to design a functional and accessible active travel network from the town centre outwards.

Castlebar has a relatively flat topography that is well suited to active travel modes. Local trips within the Castlebar 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 that is enhanced by the Castlebar Urban Greenway. 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.

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.

The outline proposals will focus on the town centre initially and expand to cover the entire catchment area. The town centre links the majority of the residential areas in Castlebar with the identified main travel trip attractors and is therefore considered as a destination and transit route.

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.

Proposal 1 and Proposal 2 are proposed to be implemented in the short term as there are few constraints impeding their delivery. Both proposals are well suited to early implementation due to the opening of the N5 bypass. This represents an opportune time to provide active travel infrastructure in tandem with the expected traffic reduction in the areas. They both represent flagship projects that will be visible to all residents and visitors. They will showcase the best practice standards and will generate a positive public perception and a high level of uptake. Proposal 1 runs the north/south length of the town and Proposal 2 is concentrated in an employment/industrial area but provides a link to residential areas leading to the town centre. As such, there is significant demand from potential users who are not currently catered for with the current active travel provision.

Proposal 3 and Proposal 4 are proposed to be medium-term solutions as they require further detailed design to overcome the noted barriers/severances in the areas. This includes widening of the existing cross section and significant junction redesign to be informed through stakeholder consultation. The proposals present a strong opportunity to encourage modal shift for local trips within the town centre through the removal of through traffic and hence provision of active travel infrastructure.

Proposal 5 is considered a long-term aspirational proposal that maybe required at a future time in the context of future development of Castlebar. Indicative Potential Northern Orbital Ring Road (NORR) is an indicative future transport corridor to be utilised as necessary and as such will require feasibility and options development assessment when required.

Several Auxiliary Proposals are proposed that can be progressed in parallel to Proposals 1-4. They can be broken down into several smaller schemes with quick turnaround times and will be generally well perceived by the public. As these schemes span the town, there is scope to improve public realm through streetscape/landscape design along the links and to create a sense of cohesion.

The individual projects will be subjected to public consultation, environmental assessments, heritage studies, relevant statutory procedures, and consultation with the relevant statutory stakeholders. 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 Castlebar 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 0-1 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 0-1 shows a map of the outline proposals.

Table 0-1 Schedule of Proposals

Infrastructure	Timeline				Total
	Short Term (Proposals 1 & 2)	Medium Term (Proposals 3 & 4)	Long Term (Proposal 5)	Concurrent/ Parallel (Auxiliary Proposals)	
Upgraded Cycle Facilities (including segregated cycle tracks) (km per direction)	27.6 km	14.1 km		6 km	47.4 km
Upgraded Pedestrian Facilities (km)	25.3 km	12.5 km		17 km	54.6 km
Proposed Pedestrian Facilities (km)	2.3 km	1.5 km			3.8 km
Proposed Shared Street (km)				5.5 km	5.5 km
Proposed Junction Upgrade with Cyclist and Pedestrian Facilities	8	7		1	16
Proposed Traffic Management with One-Way Traffic Flow		2			2
Proposed Active Travel Bridge				1	1
Proposed Controlled Crossing	38	24		2	64
Proposed Permeability Link	2	1		9	12
Existing Permeability Link to be upgraded				8	8
Proposed Access Links				4	4
Proposed Park & Stride	5				5
Proposed Mobility Hub	1	1			2
Proposed Road Link (Curradrish Link Road)		740 m			740 m
Proposed Potential Route (Indicative Potential NORR)			6 km		6 km

Legend

Proposed Scheme

- Proposal 1
- Proposal 2
- Proposal 3
- Proposal 4
- Proposal 5
- Auxiliary Proposal
- Proposed Park & Strides
- ★ Proposed Mobility Hubs

Existing

- ▲ Schools
- Bus Stops
- Train Station
- Greenway

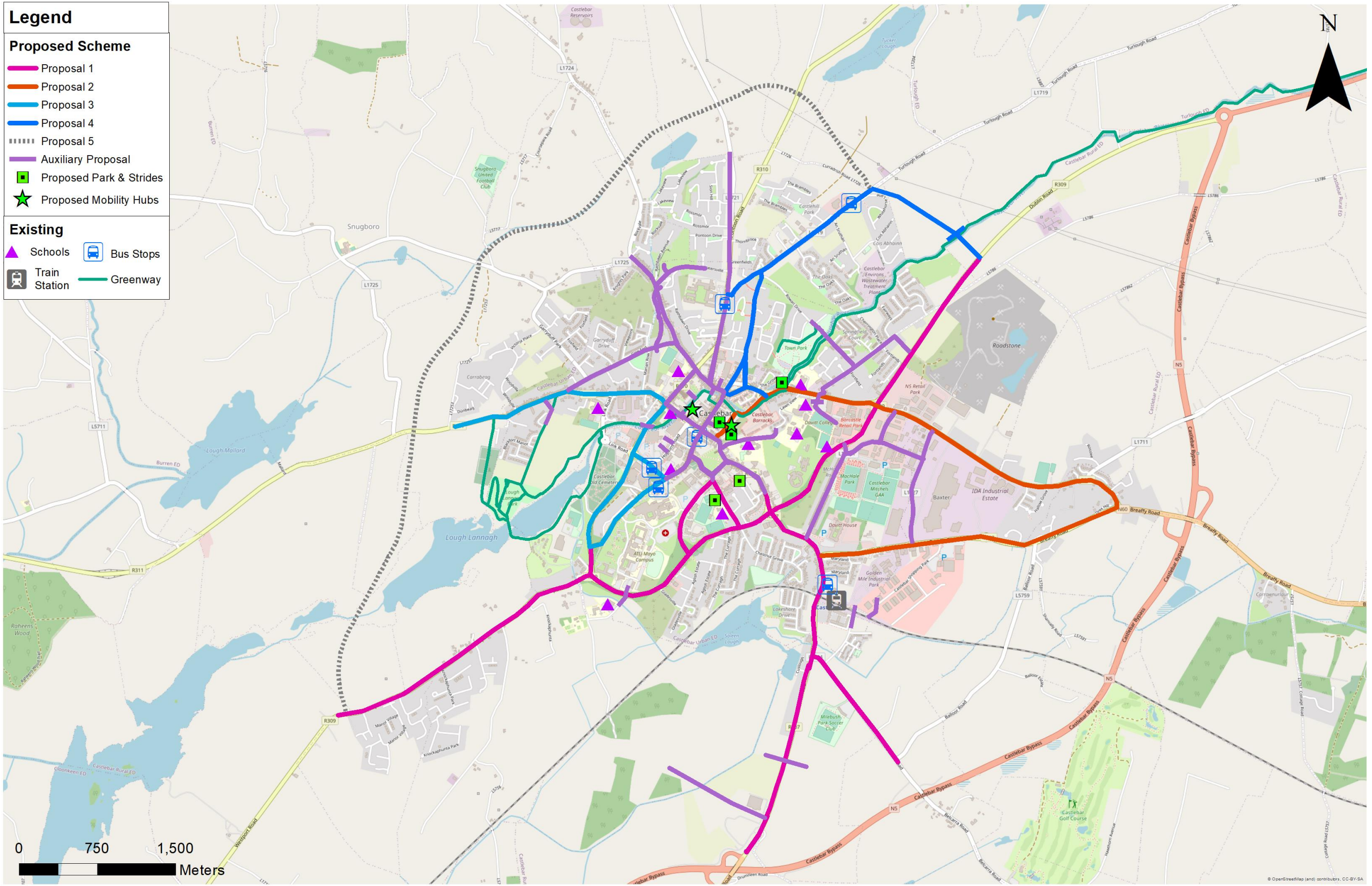


Figure 0-1 Map of Outline Proposals

Proposal 1

Proposal 1 is shown in Figure 0-2 with the schedule shown in Table 0-2.

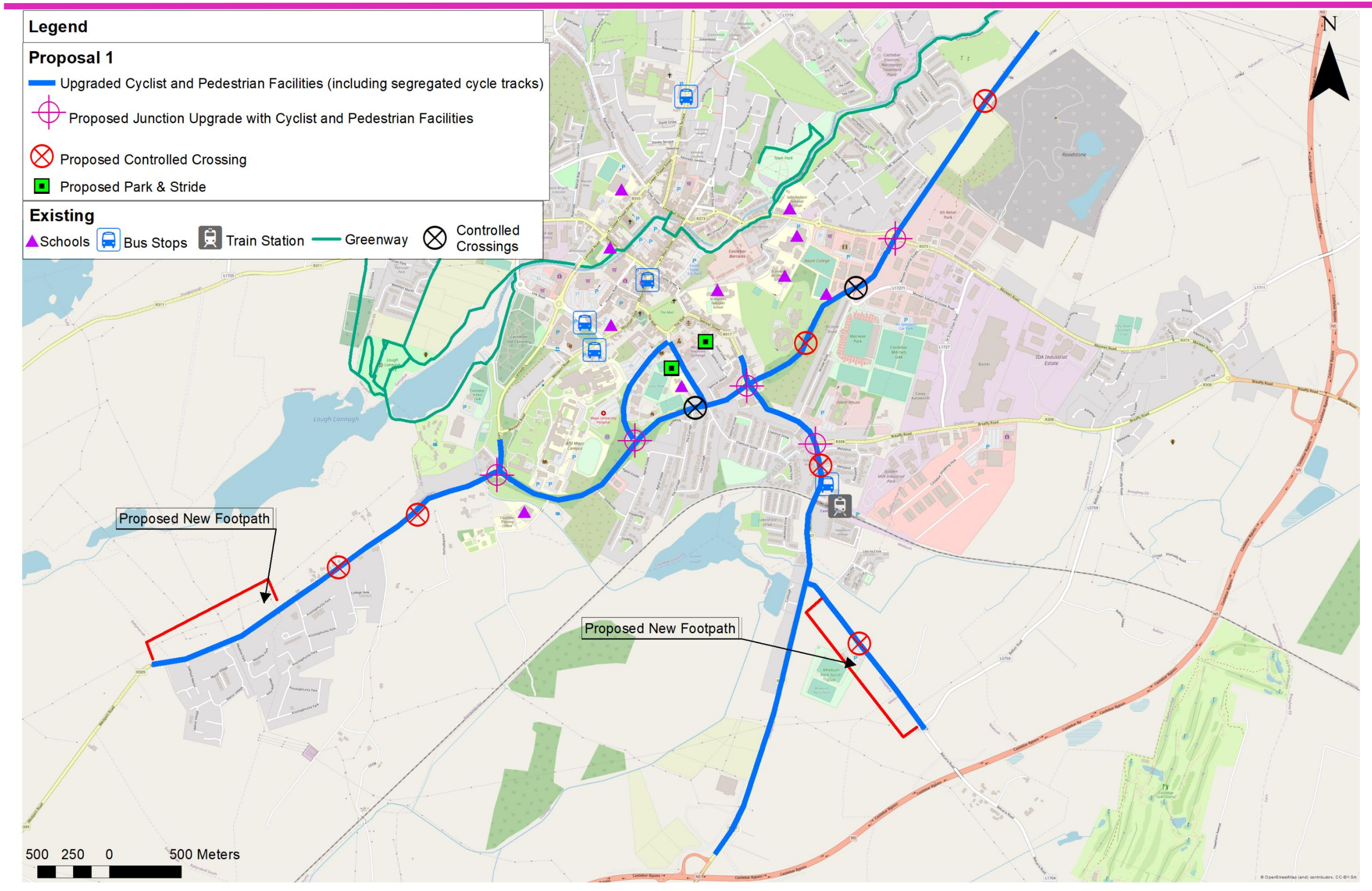


Figure 0-2: Proposal 1

Table 0-2 Proposal 1 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Development	MCA	Sifting	EPO	Objectives Achieved
Upgraded Cycle Facilities (including segregated cycle tracks) (2-way length)	19.4 km	N5 Old Dublin Road N5 Lawn Road N5 Humbert Way N5 Westport Road N84 Station Road John Moore Road Pavillion Road L1704	Short Term	3	4.1	5.1	6.1	7.1	8.1
Upgraded Pedestrian Facilities (2-way length)	17.8 km	N5 Old Dublin Road N5 Lawn Road N5 Humbert Way N5 Westport Road N84 Station Road John Moore Road Pavilion Road	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Pedestrian Facilities (2-way length)	1.6 km	N5 Westport Road L1704	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Junction Upgrade with Cyclist and Pedestrian Facilities	5	N5 Moneen Roundabout N5 Spencer Street Roundabout N5 Lannagh Road Roundabout N60 Breaffy Road and N84 Station Road Junction N5 Old Dublin Road and L5786 Junction	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Controlled Crossing (including crossing as part of proposed junction upgrades)	24	Additional to junctions: 1 x N5 Old Dublin Road 1 x N5 Humbert Way 2 x N5 Westport Road 1 x N84 Station Road 1 x L1704	Short Term	3	4.1	5.1	6.1	7.1	8.1
Proposed Park & Stride	2	Pavilion Road Car Park John Moore Road Car Park	Short Term	3	4.1	5.1	6.1	7.1	8.1

Proposal 2

Proposal 2 is shown in Figure 0-3 with the schedule shown in Table 0-3.

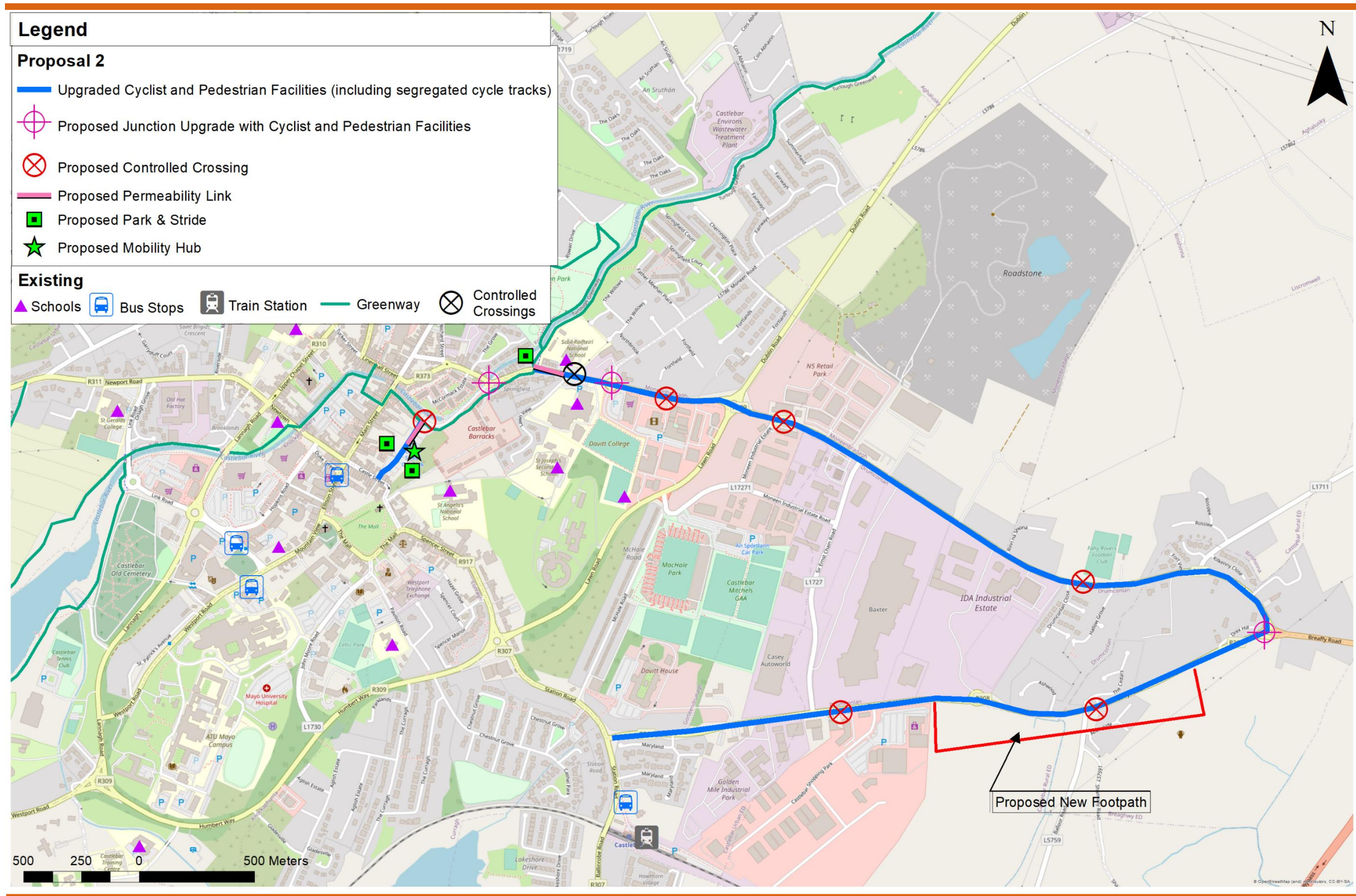


Figure 0-3: Proposal 2

Table 0-3 Proposal 2 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Development	Sifting	MCA	EPO	Objectives Achieved
Upgraded Cycle Facilities (including segregated cycle tracks) (2-way length)	8.2 km	Moneen Road N60 Breaffy Road Humbert Mall	Short Term	3	4.2	5.2	6.2	7.2	8.2
Upgraded Pedestrian Facilities (2-way length)	7.5 km	Moneen Road N60 Breaffy Road Humbert Mall	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Pedestrian Facilities (2-way length)	0.7 km	N60 Breaffy Road	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Junction Upgrade with Cyclist and Pedestrian Facilities	3	Mini Roundabout at Springfield, Castlebar Barracks and Lucan Street Roundabout of Moneen Road, L5786/Fortville Estate and Lidl Kilkenny Cross	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Controlled Crossing (including crossing as part of proposed junction upgrades)	14	Additional to junctions: 2x Springfield 2x Moneen Road 2x N60 Breaffy Road	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Permeability Link	2	Gaelscoil Raiferti Castle Street Car Park	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Park & Stride	3	Castle Street Car Park Mill Lane Car Park Turlough Greenway Car Park	Short Term	3	4.2	5.2	6.2	7.2	8.2
Proposed Mobility Hub	1	Castle Street Car Park	Short Term	3	4.2	5.2	6.2	7.2	8.2

Proposal 3

Proposal 3 is shown in Figure 0-4 with the schedule shown in Table 0-4.

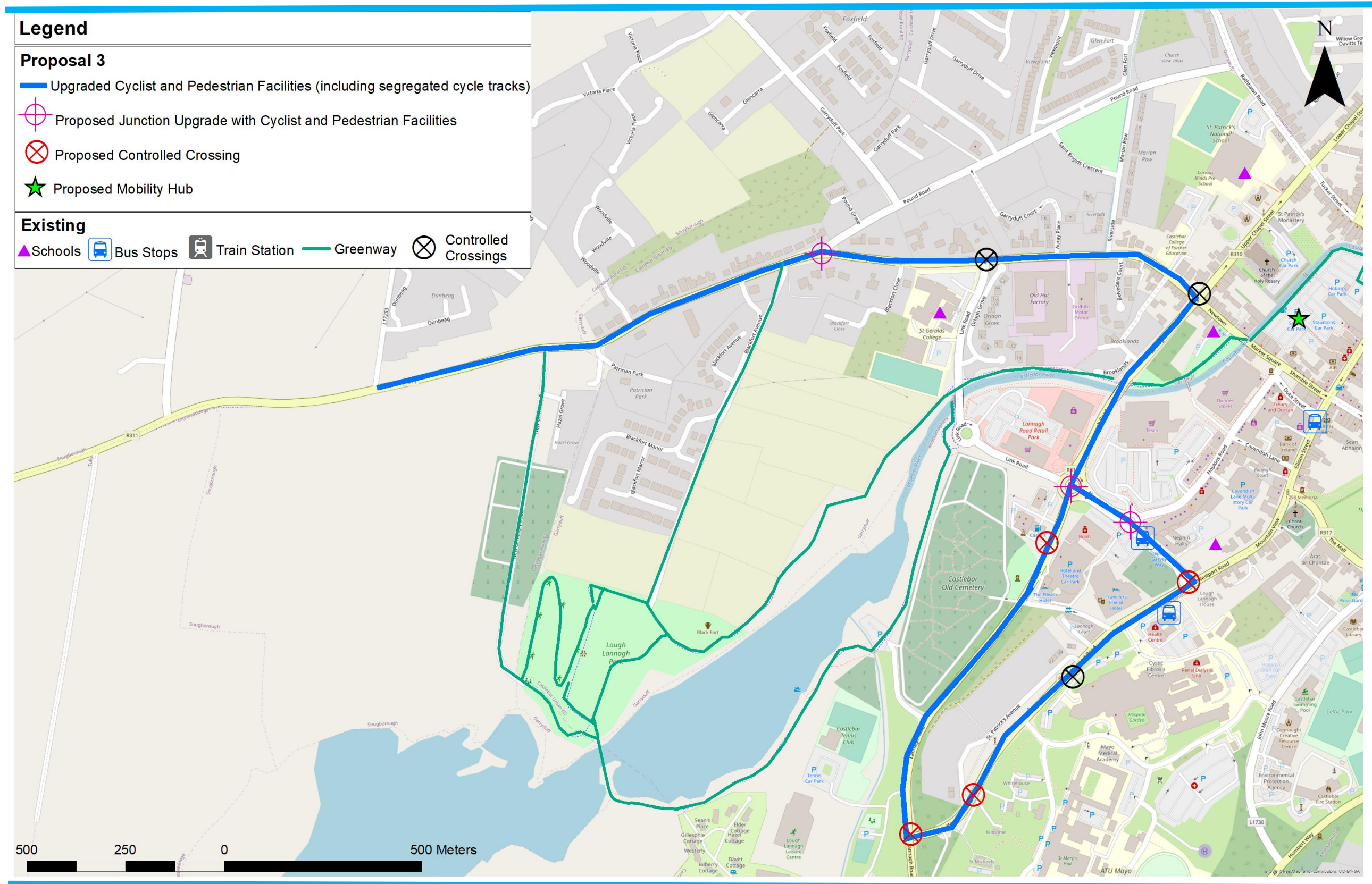


Figure 0-4: Proposal 3

Table 0-4 Proposal 3 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Development	Sifting	MCA	EPO	Objectives Achieved
Upgraded Cycle Facilities (including segregated cycle tracks) (2-way length)	7.2 km	Newport Road Lannagh Road Stephen Garvey Way Old Westport Road	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Upgraded Pedestrian Facilities (2-way length)	7.2 km	Newport Road Lannagh Road Hopkins Road/Stephen Garvey Way Old Westport Road	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Proposed Junction Upgrade with Cyclist and Pedestrian Facilities	3	Newport Road and Pound Road Lannagh Road and Hopkins Road Hopkins Road and Stephen Garvey Way	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Proposed Controlled Crossing (including crossing as part of proposed junction upgrades)	14	Additional to junctions: 1x Stephen Garvey Way 2x Lannagh Road 1x Old Westport Road	Medium Term	3	4.3	5.3	6.3	7.3	8.3
Proposed Mobility Hub	1	Mill Lane Car Park	Medium Term	3	4.3	5.3	6.3	7.3	8.3

Proposal 4

Proposal 4 is shown in Figure 0-5 with the schedule shown in Table 0-5.

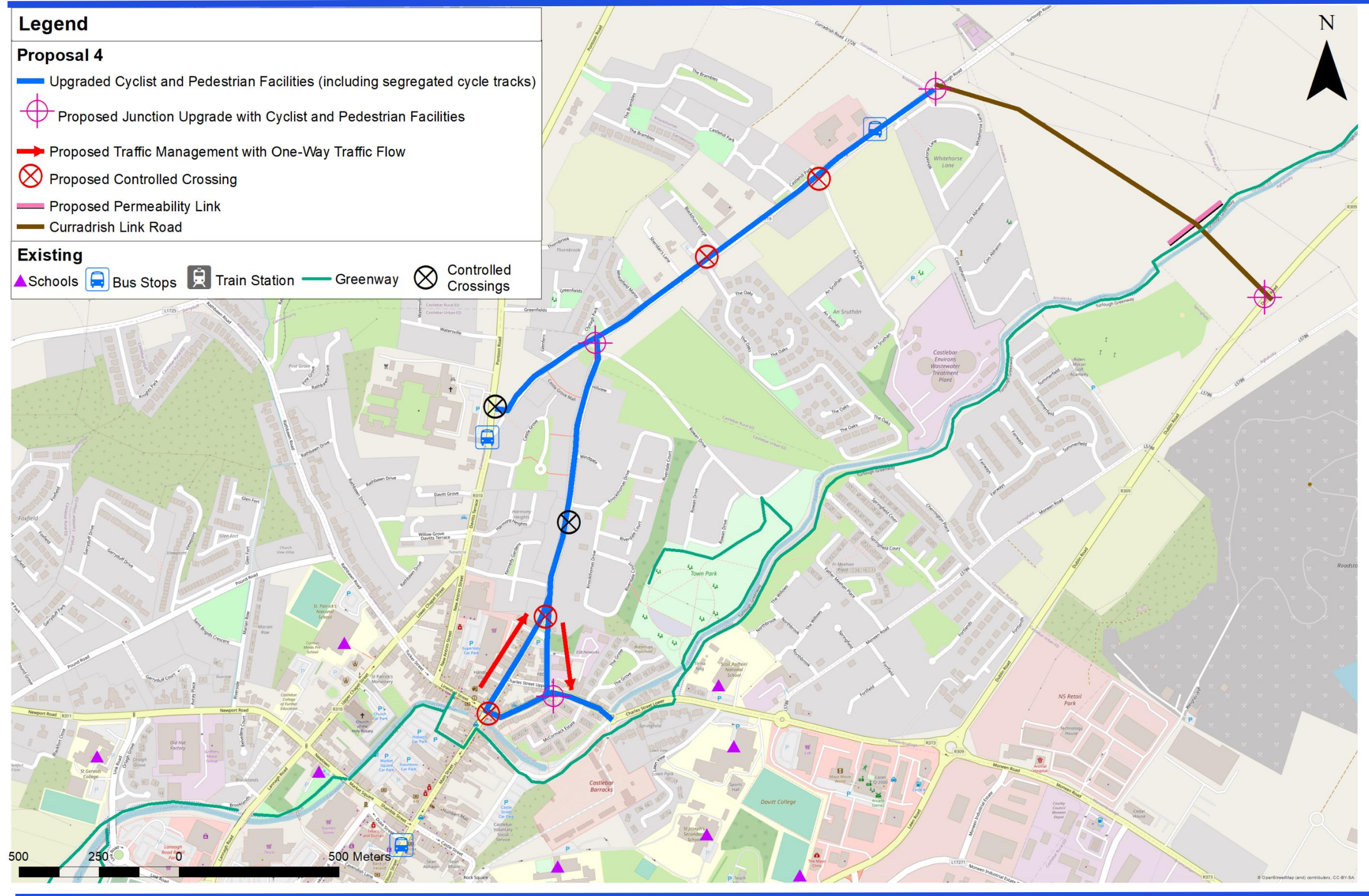


Figure 0-5: Proposal 4

Table 0-5 Proposal 4 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Development	Sifting	MCA	EPO	Objectives Achieved
Upgraded Cycle Facilities (including segregated cycle tracks) (2-way length)	6.9 km	Turlough Road Upper Thomas Street Thomas Street Lucan Street Richard Street	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Upgraded Pedestrian Facilities (2-way length)	5.4 km	Turlough Road Upper Thomas Street Thomas Street Lucan Street Richard Street	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed Pedestrian Facilities (2-way length)	1.5 km	Proposed Road Link	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed Junction Upgrade with Cyclist and Pedestrian Facilities	4	Curradrih Link Road, Turlough Road and Curradrih Road Curradrih Link Road, Turlough Road and N5 Upper Thomas Street and Turlough Road Lucan Street and Upper Charles Street	Medium Term	3	4.4	5.4	6.4	7.4	
Proposed Traffic Management with One-Way traffic flow	2	Thomas Street Richard Street	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed Controlled Crossing (including crossings as part of proposed junction upgrades)	10	2x Turlough Road 1x Upper Thomas Street 1x Lucan Street	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed Permeability Link	1	Curradrih Link Road	Medium Term	3	4.4	5.4	6.4	7.4	8.4
Proposed Road Link (Curradrih Link Road)	0.74 km	Curradrih Link Road	Medium Term	3	4.4	5.4	6.4	7.4	8.4

Proposal 5

Proposal 5 is shown in Figure 0-6 with the schedule shown in Table 0-6.

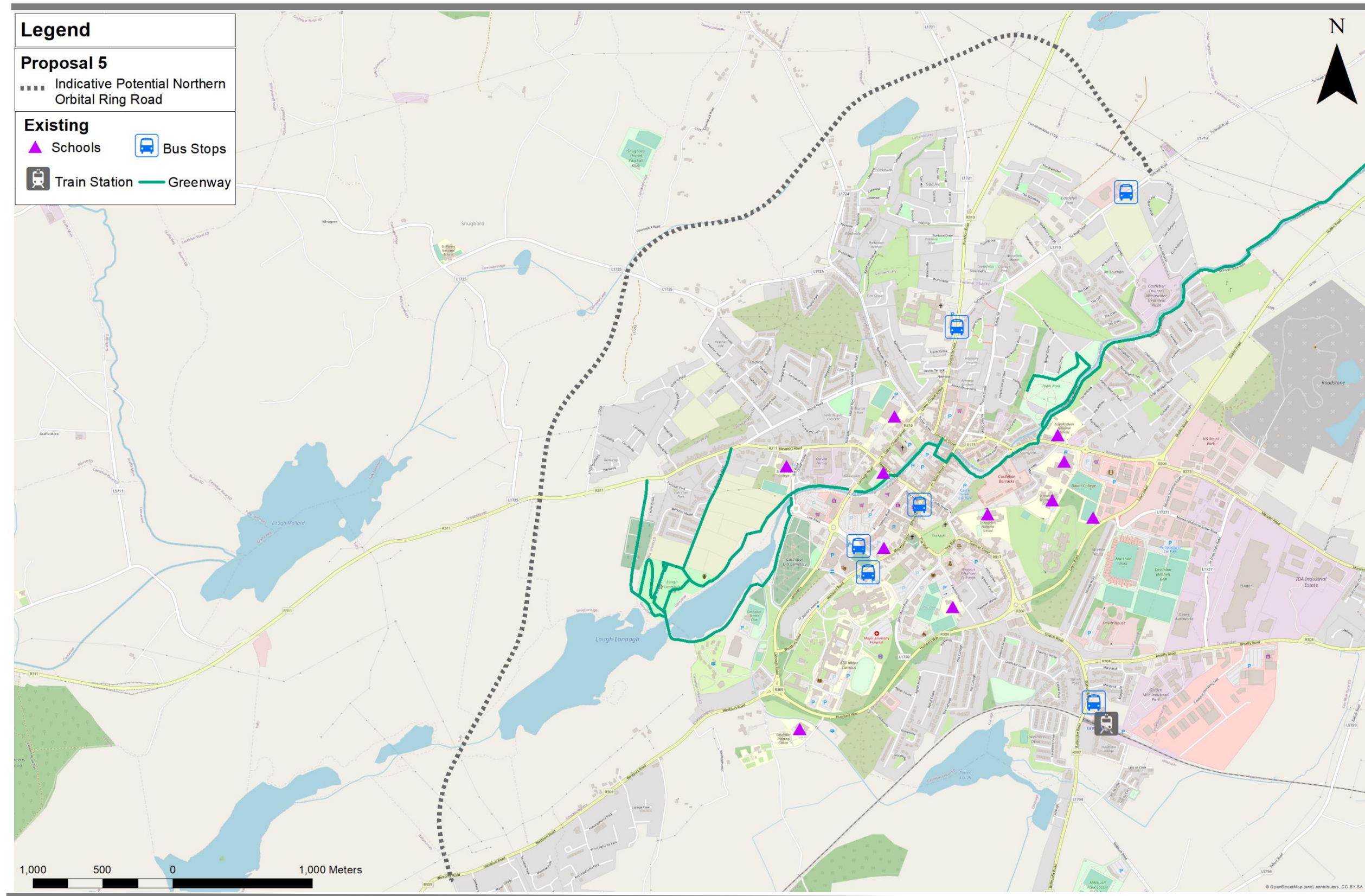


Figure 0-6: Proposal 5

Table 0-6 Proposal 5 Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Development	Sifting	MCA	EPO	Objectives Achieved
Proposed Potential Route (Indicative)	6 km	Indicative Potential NORR	Long Term	-	-	-	-	-	R6

Auxiliary Proposals

Auxiliary Proposals are shown in Figure 0-7 with the schedule shown in Table 0-7.

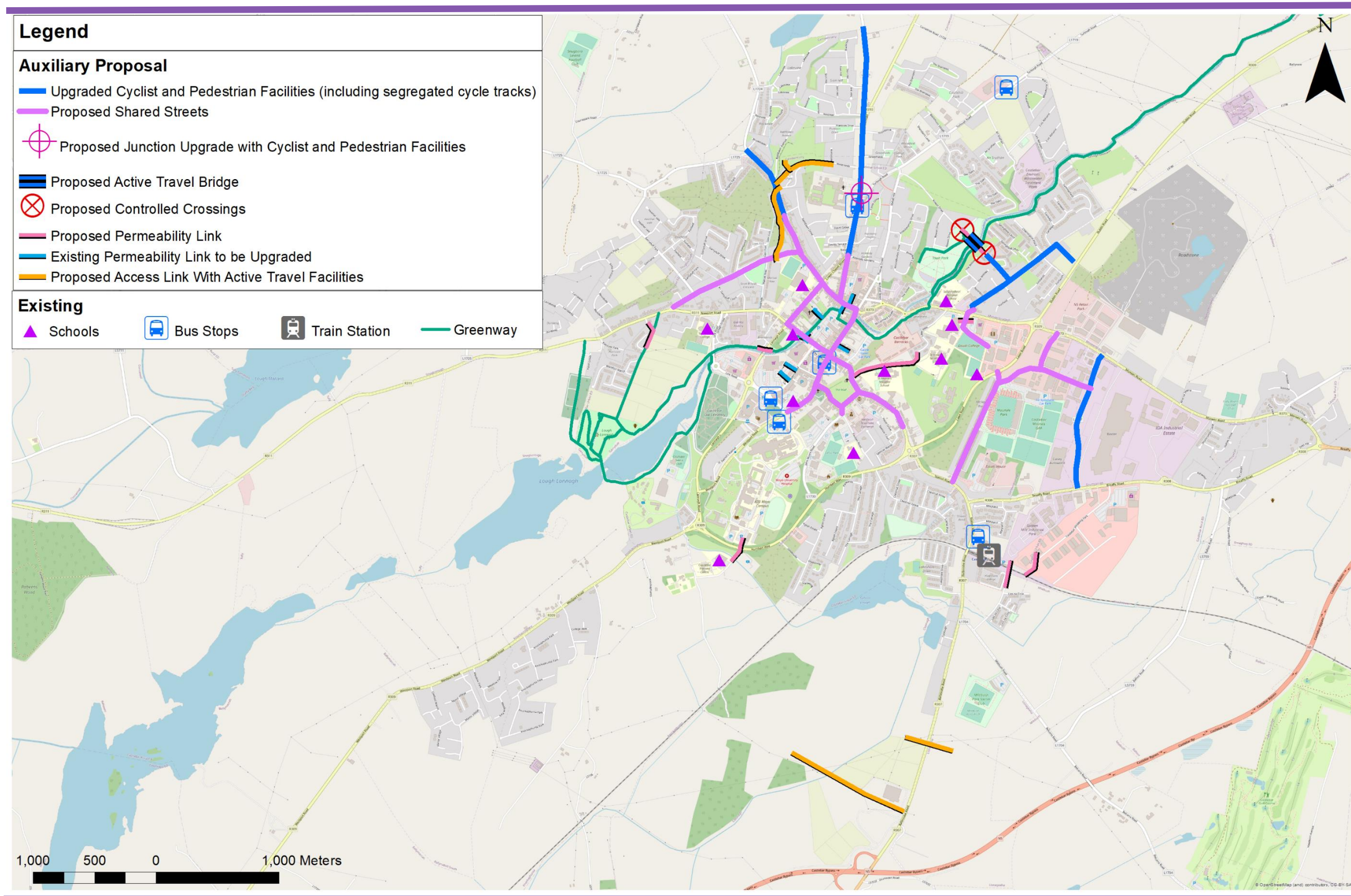


Figure 0-7: Auxiliary Proposal

Table 0-7 Auxiliary Proposal Schedule

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Development	Sifting	MCA	EPO	Objectives Achieved
Upgraded Cycle Facilities (including segregated cycle tracks) (2-way length)	6 km	Rathbawn Road Davitts Terrace Road Pontoon Road L5786/Fortville Estate Sir Ernst Chain Road	Medium Term	3	4.5	5.5	6.5	7.5	8.5
Upgraded Pedestrian Facilities (2-way length)	17 km	Rathbawn Road Davitts Terrace Road Pontoon Road L5786/Fortville Estate Sir Ernst Chain Road	Medium Term	3	4.5	5.5	6.5	7.5	8.5
Proposed Shared Street	5.5 km	Pound Road Pound Grove Churchview Villas Rathbawn Road Upper Chapel Street Market Square Tucker Street Linenhall Street New Antrim Street Castle Street The Mall Main Street Mountain View Ellison Street Spencer Street Pavilion Road Moneen Road Industrial Estate McHale Road	Medium Term	3	4.5	5.5	6.5	7.5	8.5
Proposed Junction Upgrade with Cyclist and Pedestrian Facilities	1	Turlough Road and Pontoon Road	Medium Term	3	4.5	5.5	6.5	7.5	8.5
Proposed Active Travel Bridge	1	Rowan Drive to Springfield Court	Medium Term	3	4.5	5.5	6.5	7.5	8.5
Proposed Controlled Crossing	2	Rowan Drive Springfield Court	Medium Term	3	4.5	5.5	6.5	7.5	8.5

Infrastructure	Targets	Locations	Timeline	Reference to Appendices					
				NMU Audit	Options Development	Sifting	MCA	EPO	Objectives Achieved
Proposed Permeability Link	9	Greenway to Blackfort Manor Greenway to Lannagh Road Castlebar Primary School to St Joseph's Secondary School St Joseph's Secondary School to Lawn Park Proposed Active Travel Bridge to Rowan Drive Proposed Active Travel Bridge to Springfield Court Lidl to Davitt College Train Station to Industrial Estate Train Station to Lios na Circe Humbert Way to St Anthony's Special School	Medium Term	3	4.5	5.5	6.5	7.5	8.5
Existing Permeability Link to be Upgraded	8	4x Mill Lane Car Park 2x Dunnes Car Park 1x Castle Street Car Park 1x Supervalu Car Park	Medium Term	3	4.5	5.5	6.5	7.5	8.5
Proposed Access Links	4	Future links to land zoned EE at Ballinrobe Road Future Links between Churchview Villas Road, Rathbawn Road and Watersville Road	Medium Term	3	4.1	5.1	6.1	7.1	8.1

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 2 high frequency linear potential bus routes to service the town. Two indicative potential bus routes, traversing the town in an east/west and north/south direction with an interchange location in the town centre, have been developed. The indicative routes have been designed to connect the main residential areas to the town centre, employment areas, schools, ATU Castlebar, Mayo University Hospital, Castlebar Train Station and the greenspaces.

Mode Shift Impact

The Castlebar 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 Schemes 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 0-8 shows the mode shift impact per proposal.

Table 0-8 Mode Shift Impact per Proposal

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
1	5124	3331	2331	2664	999	666
2	2896	1696	1188	1357	509	339
3	2046	1084	759	868	325	217
4	1603	946	662	757	284	189
5	-	-	-	-	-	-
Auxiliary	9715	5745	3832	4381	1643	1095
Total	21384	12533	8773	10026	3760	2507

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 0-9 and Table 0-10 show the mode shift increase and the potential carbon reduction.

Table 0-9 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	1504	1003
Increase in Walking Mode Share	2256	1504
Decrease in Private Car Mode Share	3760	2507
Carbon Reduction	621 t per annum	330 t per annum

Table 0-10 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%	44%	50%
Cycle	3%	10%	8%
Walk	29%	40%	36%
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.