

Cranmore Masterplan | Transport and Mobility

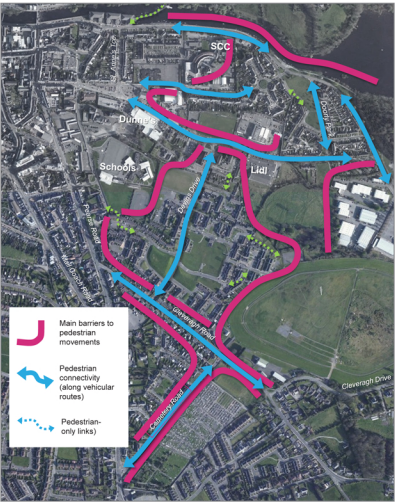
Key Principles

- Increase the **Permeability** of Cranmore for Pedestrians and Cyclists
- Enhance the **Accessibility** to Education, Health, Employment, Shopping and Leisure
- Raise the **Visibility** of Cranmore by encouraging multi-modal movement through the estate.
- Improve the **Quality of Public Spaces**, such as streets.

Existing Situation

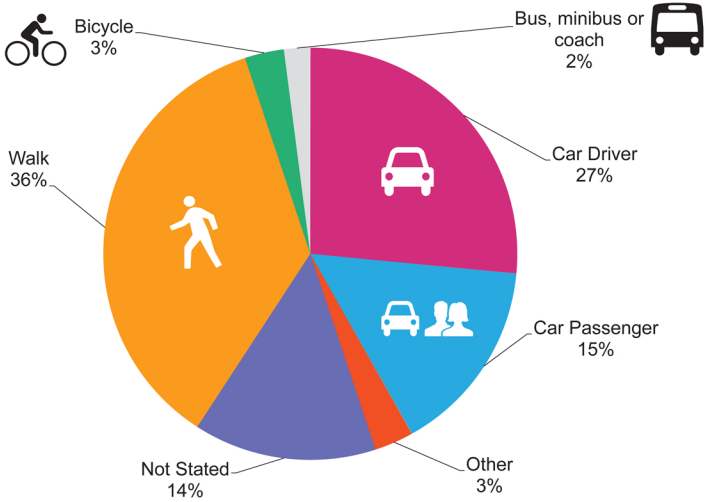


Existing Traffic Volumes



Pedestrian Barriers

The traffic flows, especially within Cranmore, are not significant. Localised congestion problems are likely to be a result of the capacity of specific arms at key junctions and occur for short periods of time. All roads to the east of Pearse Road and St. Anne's have less than 500 two-way hourly vehicles recorded on both peak periods. The percentage of HGVs along the roads is what would be expected at less than 5% of total traffic volumes during the peak hours. There are a number of barriers to pedestrian movements in the area such as the Garvoge River to the north, the racecourse to the east, the cemetery and the general urban layout in the area.



Mode Split

The modal splits for the Cranmore area have been analysed from the 2011 Census. Walking has the highest mode share with 35% followed by car driver (26%) and car passenger (15%). Both cycling (3%) and bus use (2%) are very low.

The mode share for each of the modes may be slightly higher as 14% of respondents didn't state their means of travel. The high walk mode share can be seen as a positive, sustainable outcome of the proximity of Cranmore to the city centre and the compact nature of the Sligo urban area. However, the poor bus service and the low car ownership are also elements that limit mode choice, and in some way, can be seen as negative from a social viewpoint.

Masterplan Proposal

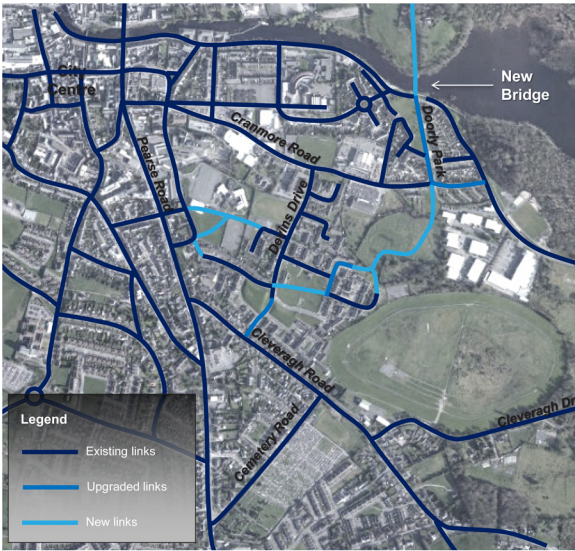


Proposed Pedestrian/ Cycle Network



Future Pedestrian Accessibility

The focus of the Masterplan on improving the pedestrian connectivity of Cranmore is clearly reflected on the wider reach of the 5, 10 and 15 minute walk catchments. Of particular relevance is the proposed bridge, which will open and new connection to the north side of Sligo, clearly illustrated in the contours. In addition to the bridge, the most relevant pedestrian infrastructure improvements are related to the new and improved links to the west at Mercy Green and at between Joe McDonnell Drive and Chapel Hill. The latter is a key component of the newly enhanced pedestrian axis that will lead from the city centre to the east, via the new development at the centre of Cranmore, and improved pedestrian routes through the racecourse as far as the Leisure Centre and Cleveragh Park. The Masterplan also proposes creating new local connections between Cranmore Place and Cranmore Road, as well as through Browns Field as part of new development.



Proposed Road Network

The Masterplan proposals related to road and traffic management take cognisance of the need to open Cranmore to the wider Sligo, and also accommodating the vehicular movement patterns likely to arise from the new bridge. The most relevant changes to the road network are proposed through the implementation of new road links between Cranmore and Chapel Hill, as well as by the new road network associated with the development of Browns Field that will connect Cranmore Road in the north to the eastern side of Cranmore estate, and to Cleveragh Road, via Devins Drive.



Devins Dr/Cranmore Rd Junction (priority junction)

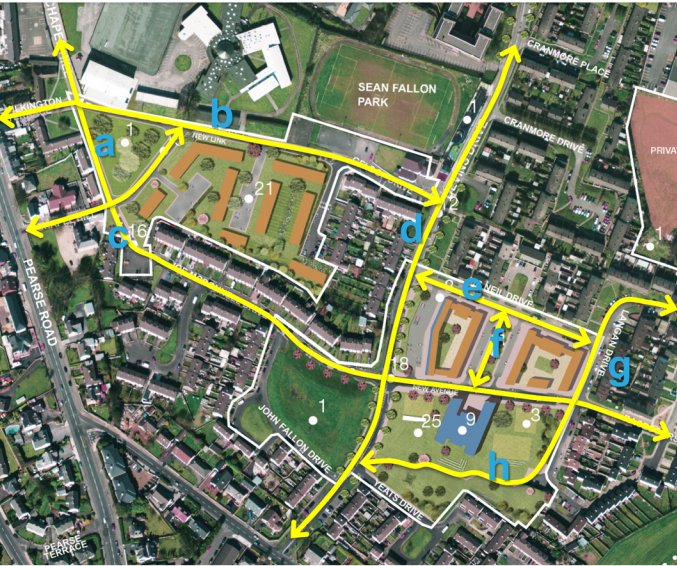
It is suggested that the junction of Devins Drive and Cranmore Road is treated as a gateway to Cranmore, and through careful redesign, provides a more attractive environment for pedestrians and cyclists. The concept is based on the acknowledgement that this is an important node within the wider area, and that it vulnerable roads users are presently poorly catered for.

The uncertainty regarding the impact that the bridge will have on this particular junction has lead us to illustrate two concepts for this junction: One that improves the junction by reallocating road space to pedestrians and is based on the present traffic volumes; and another that takes account of an increase in traffic volumes as a result of the new bridge.

The former remains a priority junction, albeit with improved pedestrian facilities, and the latter is proposed as a signalised junction with right-turning pockets to ensure adequate junction operations.



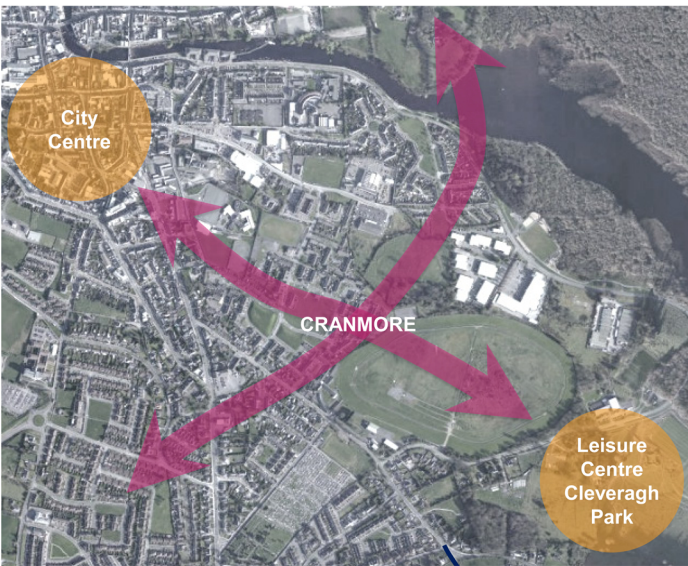
Devins Dr/Cranmore Rd Junction (signalised junction)



Mercy Green Proposals

The masterplan proposals for Cranmore will be reflected on a significantly improved movement network, with a strong focus on pedestrian and cycle linkages. The diagram opposite concentrates on the proposals for the central Cranmore area and its linkages with Sligo city centre. The main interventions area as follows:

- A new movement node around the proposed Mercy Green, providing a gateway to Cranmore from the west, as well as enhancing the connectivity and attractiveness of the top of Chapel Hill and Mercy School.
- A new connection between Devins Drive and the Mercy Green achieved through the extension of Geldof Drive. This is proposed to be a traffic calmed environment to discourage unnecessary car movements, while providing an attractive environment for pedestrians and cyclists along this key new link to the school and the city centre.
- An improved connection between Joe McDonnell Drive and the Mercy Green, further enhancing the openness of this new urban space. For the reasons described above, this will be a traffic calmed link, with priority given to pedestrians and cyclists.
- Improvements to the existing Devins Drive, especially through landscaping and provision of pedestrian crossing facilities at key locations. The nature of these pedestrian crossing facilities can range from zebra crossings to signalised pedestrian-activated facilities (push-button), and will need to be assessed in light of the impact of the new bridge.
- Improved pedestrian facilities along McNeill Drive, associated with the new neighbourhood proposals for the central cleared site.
- New linkages associated with the proposals for the central cleared site, which will include a new street between Langan Drive and Devins Drive. This will form part of a key pedestrian and cycle connection between the city centre and Cleveragh Park, via the racecourse.
- New improved pedestrian facilities to the racecourse and to the proposed neighbourhood on Browns Field.
- New pedestrian and cycle connection between the top of Devins Drive and Langan Drive. This facility will be integrated with the active open space proposals for this area, and will play an important role on the attractiveness and active usage of this area by all.



Main Connectivity

The suite of schemes proposed will be influential in opening Cranmore to the rest of Sligo, which is considered to be of great benefit to the population as it will reduce travel distances to education, health, employment, retail and leisure. The main new or improved connections will be those to:

- The city centre and schools to the west;
- Cleveragh Park and the leisure centre to the east; and
- Hospital, Sligo IT to the north.