



30. The plan recognises the need for an integrated land use and transportation system, which has the potential to cater for different modes.

## 9. Transportation and Circulation Network

### 9.1 Vehicular Modes

The circulation framework is outlined in Figure 16. It shows existing roads, planned roads and possible route systems. It is an objective to improve and realign the R286 - all applicants of proposed developments along this route should consult with the Roads Section of the respective Council, prior to submitting a planning application. The principle roadway through the Masterplan is the Hazelwood Road (R286). Development throughout the Masterplan and on either side of this route will be able to feed into it and get direct access to the town centre, either via The Mall or the Ash Walk (N16). In accordance with the Sligo and Environs Development Plan 2004 - 2010, there will be two additional routes affecting the site. One of these is an additional north-south crossing of the Garvoige River (Objective T1.3 in the Development Plan) which will link the Cleveragh area to Ash Walk in the vicinity of Molloway Hill junction. The second route links Objective T1.3 with the R286 and continues northbound to link into the N16 (refer to map 16).

The route of the eastern crossing (Objective T1.3 and T2.1) should be designed to accommodate any new junction layout where they intersect with the N16. In the interests of ensuring an adequate provision of the Road Objectives T1.3 and T2.1, it will be necessary to reserve an adequate corridor (of around 50m). Following the preparation of detailed designs for these roads, it is likely that the carriageway, footpaths and/or cycle lanes will amount to less than 50 metres. The matter will be assessed at planning application stage or following the preparation of detailed designs for the routes.

The road network provides a high degree of permeability throughout the plan area and will connect different phases of development and developments of different social and design mixes. This sense of permeability is important. Within this road network a distorted grid system could be considered in preference to a road layout dominated by cul-de-sac. Though cul-de-sacs have benefits (as places where children can play in relative safety) they limit the ease of movement for pedestrians, cyclists and sometimes for public transportation systems. Therefore, cul-de-sacs must be added to the permeable layout, not substituted for it. Traffic can be calmed along certain routes by incorporating shorter streets (to reduce speeding) that terminate with T-junctions in addition to road pinching and other techniques on the local streets (in preference to speed ramps at a later date).

### 9.2 Public Transportation

Bus Eireann has recently introduced a series of new bus services on local routes, which includes a mid-morning and mid-afternoon service to Hazelwood (return). The route goes as far as St. Joseph's G.A.A. pitch before returning along the same route. Although the service only runs twice daily, it is envisaged that with the development of the masterplan, the service could be developed into a twenty minute separate leg service. Virtually all future developments will be within a 5-10 minute walk of the Hazelwood Road, the main arterial route leading to town and the route of the public bus network. In addition the existing public road to the immediate east of Development Cell 4 could enable a simple circuit route for such a service. The road layouts in Development Cells 2, 4, 5 and 6 also have been designed to accommodate loop or circuit systems which could also facilitate such a public transit service (Areas within Development Cells 1 & 3 will be less than 4 minutes walk from the main arterials and therefore do not require such provisions).



31. An existing and attractive narrow road bounding the masterplan to the east.



32. (Above): There will be a need for providing quality cycle stands at the neighbourhood centres, the business technology park, community facilities and playing fields.

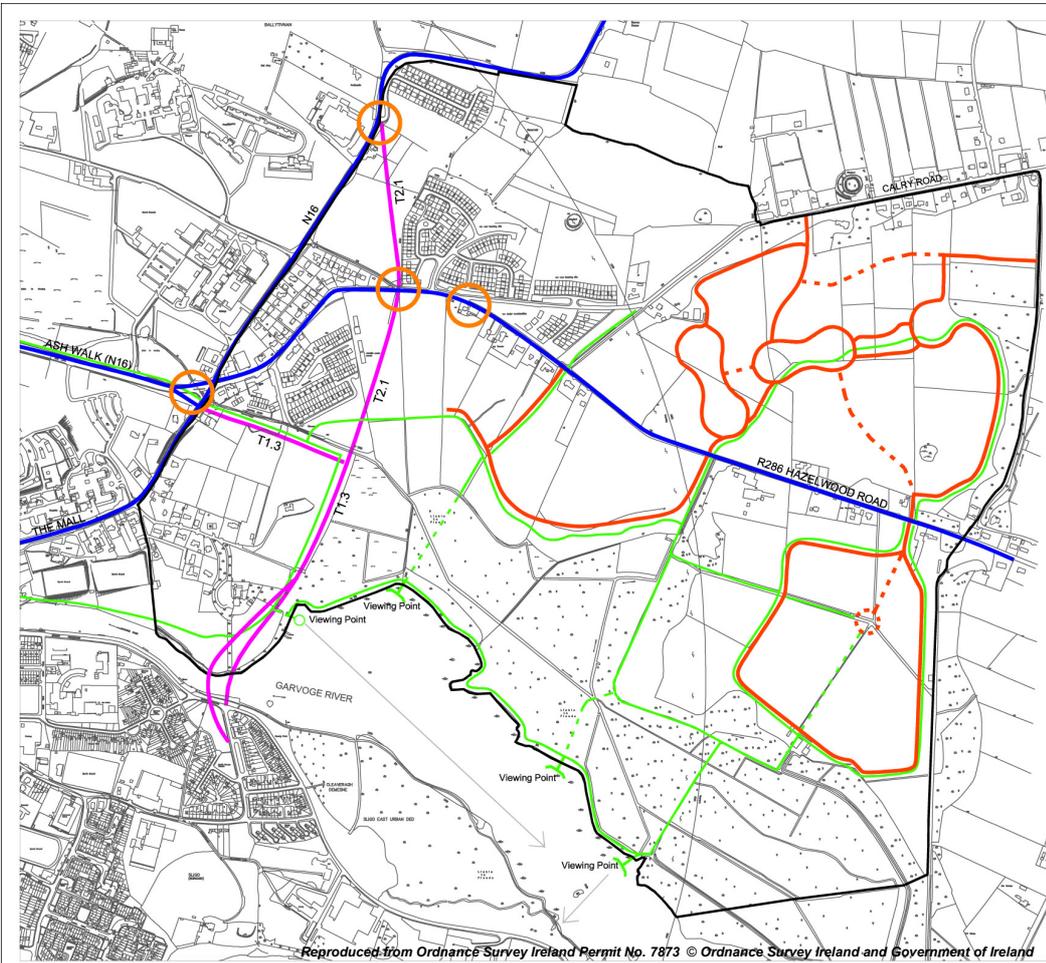
33. (Below): The provision of shared surfaces for pedestrians and cyclists can sometimes lead to conflicts over the use of space. Routes therefore need to be either segregated or alternatively of adequate width to cater for both users.

34. (Right): Existing tree lined passage connecting the Hazelwood and Calry Roads, which is proposed for a pedestrian and cycling route.



### 9.3 Pedestrian and Cycling Networks.

A comprehensive set of pedestrian and cycling routes are planned for throughout the masterplan. These are provided in association with the open space network and in particular the linear park system. They serve the dual purpose of providing an attractive and safe network of amenity walks/cycle ways as a means of recreation, but the main routes also provide an attractive alternative to the car as a means of travel. Specifically, it is proposed that the existing segregated cycle path along Ash Walk be extended eastwards into the site, providing a more direct route from the proposed Hazelwood Neighbourhood Centre, and from here north into the centre of Development Cells 5 & 6 along the central open space network proposed in this area (see Figure 15 & 16). A cycle lane will also be required of the main circuit road within the proposed Business Technology Park.



**Hazelwood - Ballinod  
Local Area Plan 2004**

**Figure 16:**  
Transportation and Circulation Routes

- Study Area
- Existing Primary Circulation Routes Through Masterplan
- Proposed Primary Circulation Route Through Masterplan
- Principle Local Roads Serving the Masterplan
- - - Possible Minor Roads in Masterplan
- Proposed Cycle/Pedestrian Routes
- - - Possible Alternative Cycle/Pedestrian Routes
- Proposed Junction Alignment /Improvement (Possible Roundabout)

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