

A photograph of a forest path with a blue overlay. The path is made of dirt and gravel, winding through a dense forest of tall, thin trees. The trees have light-colored bark and some have dark spots. The ground is covered with green grass and other vegetation. The sky is visible in the distance, appearing blue.

# Appendices

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**Table 1: National Planning Objectives**

<b>NPO 4</b>	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	<b>NPO 18a</b>	To support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.
<b>NPO 5</b>	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	<b>NPO 21</b>	Enhance the competitiveness of rural areas by supporting innovation in rural economic development and enterprise through the diversification of the rural economy into new sectors and services, including ICT-based industries and those addressing climate change and sustainability.
<b>NPO 6</b>	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.	<b>NPO 27</b>	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
<b>NPO 7</b>	Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities	<b>NPO 28</b>	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.
<b>NPO 14</b>	Protect and promote the sense of place and culture and the quality, character and distinctiveness of the Irish rural landscape that make Ireland’s rural areas authentic and attractive as places to live, work and visit. The Action Plan for Rural Development will support this objective up to 2020; thereafter a review of the Action Plan will be undertaken to ensure continued alignment and consistency with the National Policy Objectives of this Framework.	<b>NPO 58</b>	Integrated planning for Green Infrastructure and ecosystem services will be incorporated into the preparation of statutory land use plans.
<b>NPO 15</b>	Support the sustainable development of rural areas by encouraging growth and arresting decline in areas that have experienced low population growth or decline in recent decades and by managing the growth of areas that are under strong urban influence to avoid over-development, while sustaining vibrant rural communities.		
<b>NPO 16</b>	Target the reversal of rural decline in the core of small towns and villages through sustainable targeted measures that address vacant premises and deliver sustainable reuse and regeneration outcomes.		
<b>NPO 17</b>	Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.		

**Table 2: Regional Policy Objectives**

<b>RPO 3.2 (c)</b>	Deliver at least 30% of all new homes that are targeted in settlements with a population of at least 1,500 (other than the Galway MASP and the Regional Growth Centres), within the existing built-up footprints.		
<b>RPO 3.3</b>	Deliver at least 20% of all new housing in rural areas on brownfield sites.		
<b>RPO 3.4</b>	To support the regeneration and renewal of small towns and villages in rural areas.		
<b>RPO 3.5</b>	Identify and develop quality green infrastructure, within and adjacent to City, Regional Growth Centres and Key Towns.		
<b>RPO 3.6</b>	Support a coherent and consistent approach in the identification and monitoring of the scale of housing vacancy within the region, identifying vacancy hotspots and informing the setting of actions, objectives and targets in Action Plans and identify how these might best be achieved.		
<b>RPO 3.8</b>	Support the design of new/replacement/ refurbished dwellings to high energy efficiency standards that fully avail of renewable technologies, maximise solar gain, utilising modern materials and design practices.		
<b>RPO 3.9</b>	Identify suitable development opportunities for regeneration and development that are supported by a quality site selection process that also addresses environmental constraints and opportunities.		
<b>RPO 3.10</b>	Ensure flood risk management informs development by avoiding inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places. Development plans should assess flood risk by implementing the recommendations of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).		
<b>RPO 3.13</b>	To support the role of smaller and medium sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of		
			the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy
<b>RPO 4.4</b>			That the Wild Atlantic Way (WAW) touring network and visitor attractions within the region shall be upgraded and improved to cater for the growth in visitor cars, buses, and cyclists using the route.
<b>RPO 4.14</b>			Promote the development of integrated walking, cycling and bridle routes throughout the region as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.
<b>RPO 4.21</b>			Promote innovative new building design and retrofitting of existing buildings, both private properties, and publicly owned, to improve building energy efficiency, energy conservation and the use of renewable energy sources following National Regulations, and Policy.
<b>RPO 4.23</b>			To create a stronger and more resilient region by protecting and stimulating gastronomy as part of our cultural heritage and also by identifying new opportunities for economic development.
<b>RPO 4.24</b>			To support the growth of the region's agrifood industry, and its SME's. This includes the expansion of the sector where already established in rural areas, as well as in small towns, and villages, where expansion should be supported.
<b>RPO 4.45</b>			To support retail in town and village centres through the sequential approach, as provided within the Retail Guidelines, and to encourage appropriate development formats within the town and village centres.
<b>RPO 4.46</b>			To encourage new (and expanding) retail developments to locate close to public transport corridors, to enable sustainable travel to and from our Town and Village Centres, where applicable.
<b>RPO 4.47</b>			To adopt a presumption in favour of the reuse, and restoration of town centre buildings for use as retail space, subject to satisfying other planning criteria and standards

<b>RPO 5.13</b>	Protect, enhance and harness the potential of the region’s cultural and heritage assets.		
<b>RPO 5.14</b>	Support the conservation of the region’s National Monuments and built heritage, being structures that are of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest that are of Regional Significance or above.		
<b>RPO 5.17</b>	Support the adaptation and re-use of heritage buildings and places.		
<b>RPO 5.18</b>	The Regional Assembly shall collaborate with Local Authorities, Fáilte Ireland, Waterways Ireland, DTAS, and other relevant stakeholders in developing an integrated network of Greenways across the region’s catchments. To support, and enable the development of sustainable Greenway projects, the NWRA will encourage and promote: (a) The advancement and growth of Greenways through several Key National and Regional Greenway Projects, which are high capacity, and which can in the medium/long term be extended and interlinked across County Boundaries and with Local Greenways, and other cycling/walking infrastructure. (b) Prioritisation of Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to the region and are regularly used by overseas and domestic visitors, and locals, thereby contributing to a healthier society through increased physical activity. (c) The appropriate development of local businesses, and start-ups in the vicinity of Greenway Projects. (d) The development of Greenways in accordance with an agreed code of practice. (e) Collaborative development of Greenways and Blueways, including feasibility and route selection studies to minimise impacts on environmentally sensitive areas.		
<b>RPO 5.19</b>	The Assembly supports the further development of Greenways as part of the Outdoor Recreational Plan for Public Lands and Waters in Ireland 2017-2021’, as part of an overall improvement of facilities to enhance health and wellbeing across society.		
<b>RPO 6.13</b>	(a) It shall be an objective to deliver the Athenry - Tuam - Claremorris - Sligo Rail to an appropriate level of service and to a		standard capable of facilitating passenger and freight transport. (b) It shall be an objective to progress through pre-appraisal and early planning the extension of the railway from Athenry - Tuam - Claremorris - Sligo.
		<b>RPO 6.22</b>	Provide new interchange facilities and enhanced bus waiting facilities together with enhanced passenger information, utilising smart technology in appropriate circumstances.
		<b>RPO 6.23</b>	To provide sustainable travel which will be supported by providing walking and cycling facilities (including Greenway and Blueway projects) as a priority across the region.
		<b>RPO 6.26</b>	The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle, through: (b) Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual. (c) Development of a network of Greenways.
		<b>RPO 6.29</b>	The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life.
		<b>RPO 6.30</b>	Planning at the local level should promote walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services and other services at the local level such as schools.
		<b>RPO 6.31</b>	New development areas should be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, to give a competitive advantage to these modes. Prioritisation should be given to schools and areas of high employment density.
		<b>RPO 6.36</b>	Support the roll-out of the National Broadband Plan within the lifetime of this strategy and grow the regional digital economy.

<b>RPO 6.38</b>	The Assembly supports the provision of Wifi Hotspots at appropriate publicly accessible locations.
<b>RPO 6.39</b>	Provide information to businesses on the opportunities available through broadband connections.
<b>RPO 6.41</b>	Promote technology interventions and best practice that enhance sustainability in public places, parks, waterways and building management.
<b>RPO 7.9</b>	Promote the provision of high-quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling
<b>RPO 7.10</b>	Support the Health Service Executive and other statutory and voluntary agencies and private healthcare providers in the provision of healthcare facilities to all sections of the community, at appropriate locations, with good public transport links, parking and accessible facilities.
<b>RPO 7.12</b>	Ensure local planning, housing, transport/ accessibility and leisure policies are developed with a focus on meeting the needs and opportunities of an ageing population and people with disabilities and younger persons.
<b>RPO 7.13</b>	Aim to make this region an Age-Friendly one by working with constituent Planning Authorities and recognising the demographic challenges that face the region and ensure the provision of suitable facilities and services at appropriate locations.
<b>RPO 8.22</b>	Prioritising investment to improve stormwater infrastructure to improve sustainable drainage and reduce the risk of flooding in the urban and rural environment.
<b>RPO 9.1</b>	Build Inclusive and Compact Places by: a) Planning for Inclusive Communities through regional cooperation and collaboration, to support the wider economic and social development agendas of the region and integrating health and wellbeing outcomes across all activities, ensuring that spaces are made available for community use. b) Accommodating Growth and Delivering Housing through

	compact growth where housing opportunities are close to schools, community facilities, health facilities, shopping, and employment; Prioritising the (re-)use of existing underutilised land and buildings, and other infill opportunities. c) Accessing Quality Services by maximising the use of transport and digital infrastructure to ensure people can access quality education and health services, building on the quality health and education infrastructure that exists on a cross-border basis and building more shared services and nurturing greater collaboration between actors and agencies in the co-design of new services. d) Valuing Cultural Heritage by creating appealing places through attractive and imaginative building design, street layout, civic space and public realm design; Developing new offerings in support of existing ventures in the tourism sector, such as greenways, walking trails and other inter-urban connections, based on the wealth of natural and cultural heritage assets and providing links to the Wild Atlantic Way and the Causeway Coast.
<b>RPO 9.3</b>	Planning for a vibrant economy through: b) Nurturing the rural economy through protecting and promoting the sense of place and culture and the quality, character and distinctiveness of the rural landscape, whilst facilitating the appropriately-scaled development of rural enterprise initiatives, including the appropriate development of tourism, delivering business start-up programmes and development support to rural communities experiencing economic disadvantage, whilst also meeting appropriate rural housing need having due regard to all material considerations.

**Table 3: Sligo Development Plan Policy Objectives**

<b>SP-S-2</b>	Promote economic development in the Key Support Towns of Tobercurry, Ballymote and Enniscrone	<b>P-UD-3</b>	Generally maintain a continuous building line along streetscapes. Car parks, loading bays and service yards shall be located to the rear of buildings
<b>SP-S-6</b>	Reinforce the economic roles of the County's main urban centres by facilitating retail development on the basis of the Retail Hierarchy which designates the following: Tier 1 Sligo City – Primary Retail Centre Tier 2 Tobercurry, Ballymote, Enniscrone – Key Support Retail Centres	<b>P-UD-4</b>	Promote the principles of contextual compatibility for all new buildings within the historic built environment and require carefully-designed architectural solutions in compliance with the guidance set out in Section 13.2.4 Development in historic streetscapes (development management standards). Planning applications for new buildings or shopfronts shall be accompanied by a site context analysis (including streetscape elevations) that demonstrates an understanding of the key urban design issues and illustrates how these have been addressed in the proposal.
<b>SP-ED-1</b>	Ensure that sufficient and suitable land is reserved for new enterprise development at key locations in Sligo City, Tobercurry, Ballymote and Enniscrone, and promote the Key Support Towns as secondary employment centres, after Sligo City.	<b>P-UD-5</b>	Require the retention and restoration of historic windows, doors, renders, roof coverings, chimneys, rainwater goods and other significant features of structures of architectural heritage merit, whether protected or not. Where retention is not possible, the replacement of original or historic features should be executed in a manner sympathetic to the original fabric and design intent of the building. Replacement with modern materials (such as PVC windows and doors) or designs that may be insensitive in their detailing or relief to traditional façades and roofs will be discouraged.
<b>SP-RP-3</b>	Support the provision or extension of retail facilities in the Key Support Retail Centres (Tier 2) of Tobercurry, Ballymote and Enniscrone. The location of new retail outlets with a floorspace greater than 500 sq.m. will be subject to the sequential approach. The Council will encourage site assembly to support convenience retail provision in these key locations.	<b>P-UD-6</b>	Require the retention and refurbishment of historic shopfronts.
<b>P-RP-7</b>	Promote initiatives or programmes to enhance the character and urban design quality of the Key Support Towns (Tobercurry, Ballymote, Enniscrone) and Gateway Satellites (Ballysadare, Collooney, Coolaney, Grange and Strandhill), to ensure that they become and remain attractive for investment in commerce and retailing.	<b>P-UD-7</b>	Encourage the replacement of inappropriate modern shopfronts with traditionally detailed shopfronts, based on historical evidence, or with appropriately-designed and well-detailed contemporary shopfronts.
<b>P-UD-1</b>	Seek the retention and refurbishment of historic buildings in traditional town and village streetscapes. Demolition will be considered only in exceptional circumstances	<b>P-UD-8</b>	Require shopfronts and advertisement signs to match the overall form and structure of the buildings on which they are installed, and ensure that they adhere to the guidelines set out in the Retail Design Manual (DECLG, 2012) and to the guidance in Section 13.5.9 Shopfronts and signage (development management standards) of this Plan
<b>P-UD-2</b>	Maintain the traditional plot width within historic streetscapes, particularly where the building façade is manifested on the streetscape. In exceptional circumstances, a new building with a broader plot width may be permitted, but the façade will be required to include some form of articulation that emulates the original plot widths or fits in with the traditional streetscape character.		

<b>P-UD-9</b>	Create a strong urban edge for every town and village by preventing ribbon development on the approaches to built-up areas and by restricting unnecessary development within the green belts around towns and villages.
<b>P-UD-10</b>	Ensure that new development in towns or villages takes place in accordance with the principle of sequential development.
<b>P-CAM-1</b>	Support the implementation of the National Climate Change Adaptation Framework 2012, by including relevant measures in any forthcoming adaptation plans. Such plans shall be in accordance with national guidance issued by the DoECLG and EPA and undertaken in collaboration with the Northern and Western Regional Assembly, Mayo County Council, Roscommon County Council, Leitrim County Council and Donegal County Council.
<b>P-CAM-3</b>	Raise public awareness and build local resilience in relation to climate adaptation.
<b>P-CAM-4</b>	Facilitate and assist County Sligo's transition to a low-carbon economy and society.
<b>P-CAM-5</b>	Promote, support and implement measures that reduce man-made GHGs, including energy management, energy efficiency, compact development patterns, low-carbon buildings and sustainable transport.
<b>P-CAM-6</b>	Consult and encourage partnerships with stakeholders when addressing climate change matters, particularly through the development plan process.
<b>P-CAM-8</b>	Promote and support the use of renewable energy in all sectors.
<b>P-CAM-9</b>	Support community participation in, and benefit from, renewable energy and energy efficiency projects.
<b>P-CAM-10</b>	Support local innovation, economic activity and job creation in the "green" economy by encouraging investment in products, services and technologies needed in a low carbon future.
<b>P-CAM-11</b>	Support the repair of old structures where possible, in particular the repair of the stone arch bridge stock, in preference to replacement with high carbon materials.

<b>P-FRM-2</b>	Direct strategically significant growth, projects and infrastructure to areas with a low risk of flooding.
<b>P-FRM-5</b>	<p>Restrict development in areas at risk of flooding unless:</p> <ul style="list-style-type: none"> <li>- it is demonstrated that there are wider sustainability grounds for appropriate development;</li> <li>- the flood risk can be managed to an acceptable level without increasing flood risk elsewhere;</li> <li>- the overall flood risk is reduced, where possible. Developments considered necessary in order to meet the objectives of this Plan, or required on wider sustainability grounds, will be subject to the development management justification test outlined in chapter 5 of the Planning System and Flood Risk Management Guidelines.</li> </ul> <p>Measures such as flood compensation storage works or new hard-engineered flood defences alone will not be acceptable as justification for development in flood risk areas. Such measures will be subject to compliance with the Habitats Directive and will only be considered as part of a proposal if the development is warranted by the justification test on planning and sustainability grounds in the first instance, and where no alternative site is available.</p>
<b>P-FRM-6</b>	Require development proposals, where appropriate, to be accompanied by a detailed flood risk assessment in accordance with the provisions of the DoEHLG's Planning System and Flood Risk Management Guidelines for Planning Authorities and to address flood risk management in the detailed design of development, as set out in Appendix B of the Guidelines.
<b>P-FRM-7</b>	Assess flood risk in Local Area Plans in accordance with the DoEHLG's Planning System and Flood Risk Management Guidelines for Planning Authorities in a manner that is appropriate to the scale and circumstances of each area and having regard to the priorities set out in the SFRA that accompanies this Plan.
<b>P-CW-1</b>	Promote walking and cycling as sustainable transport modes and healthy recreational activities.

<b>P-CW-2</b>	Plan and make provision for the safe and efficient movement of cyclists and pedestrians in and around built-up areas.
<b>P-CW-3</b>	Make provision for the integration of pedestrian and cycle facilities (i.e. bicycle parking) at public transportation nodes and village/town centres, public car parks and Institutions.
<b>P-CW-4</b>	Ensure that adequate cycle facilities are provided in all new institutions, employment centres, sports complexes and leisure facilities, in the form of sheltered bicycle parking and locker rooms with shower facilities.
<b>P-CW-5</b>	Promote cycling as a viable commuting mode of transport.
<b>P-CW-6</b>	Require that all new developments are designed to integrate into a cycling network linking with adjoining development areas and schools, and provide cycle and pedestrian-friendly development layouts, infrastructure and facilities.
<b>P-CW-7</b>	Provide appropriate facilities for pedestrians and for people with special mobility needs.
<b>P-CW-8</b>	Consider the use of off-road routes, such as disused railway lines and bridle paths, for both walking and cycling to improve access to rural tourist attractions. Where feasible, provide separate trails for walkers and cyclists in the interests of safety and convenience, with appropriate surfaces for each type of user and subject to compliance with the Habitats Directive.
<b>P-CW-9</b>	Provide, improve and extend cycle and pedestrian routes on existing roads, proposed roads, roads being upgraded and green corridors (including river corridors), where feasible and practical and subject to compliance with the Habitats Directive.
<b>P-CW-10</b>	Implement the relevant policies of the Department of Transport's National Cycle Policy Framework 2009–2020, and support the provision of a national cycle network.
<b>P-CW-11</b>	Implement the relevant provisions of the Department of Transport's Walking Policy, when published.
<b>P-CW-12</b>	Implement the measures in Sligo's Cycling Strategy and update the Strategy as appropriate.



# Appendix B - Mobility Strategy Strategic Interventions

Sligo Council

# Mobility Strategy Tubbercurry

Draft report  
Prepared by LUC  
September 2023

LUC

Sligo Council

## Mobility Strategy Tubbercurry

Project Number  
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## Chapter 1 Introduction

### Purpose of this Report

**1.1** LUC has been appointed by Sligo Council to prepare a Mobility Strategy to accompany the Town Centre First (TCF) project. The TCF aims to improve the access to Tubbercurry, enhance the public realm and to improve the living quality for residents and visitors to the town.

**1.2** Tubbercurry is a small town of approximately 2,300 people as measured at the last Census. It lies approximately 30km to the east of Ballina and 30km to the south of Sligo. The town is mainly rural in nature and its transport system is dominated by infrastructure to support the private vehicle. The main road network is the N17 which lies to the north and west of Tubbercurry as well as providing access to the wider strategic road network to the north and south of Ireland. The R294 is the main west to east route connecting the town with Ballina to the west and Ballymote to the east.

**1.3** Tubbercurry's facilities mainly lie off the north to south running Teeling Street and Humbert Street, with Wolfe Tone Square being the main focal point of the town centre.

**1.4** There are limited facilities for cycling and walking within the town and the public transport service is commensurate with the rural nature of the setting with approximately one bus in either direction every two hours.

**1.5** This mobility strategy is to compliment the work undertaken by the TCF plan but is primarily here to make mobility fair and just for all and to promote the use of more sustainable modes whilst recognising the need to provide infrastructure for the appropriate use of the private vehicle especially for those with mobility impairments. The report therefore concentrates on providing a holistic strategy encompassing all modes but focusses on encouraging the most sustainable means of travel.

**1.6** The mobility strategy aims to help achieve the following objectives of the TCF:

- Strengthening Tubbercurry as a welcoming destination town;
- Creating attractive and people- focused spaces; and
- Supporting active lifestyles and access to enhanced green spaces.

**1.7** Traffic calming and accessibility improvements were considered important traffic management options during stakeholder engagement. Potential solutions discussed include junction improvements, additional and enhanced crossing points and restricting large vehicles through the town where possible. Due cognisance of these areas will be taken as the mobility strategy emerges from the data.

### Report Structure

**1.8** Following this short introductory chapter, the report is set out as follows:

- **Chapter 2** provides a summary of the relevant local and national planning policy and guidance and existing best practice;
- **Chapter 3** explores the context of the town and the existing situation including the opportunities and constraints;
- **Chapter 4** Identifies the opportunities;
- **Chapter 5** sets out a mobility strategy; and,
- **Chapter 6** provides a summary of the findings of the study.

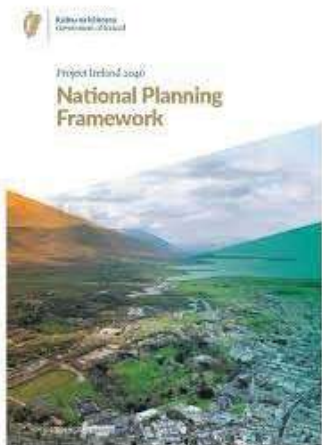
## Chapter 2 Planning Policy Review

### Introduction

**2.1** This chapter outlines the relevant local, regional, and national policies which relate to transport for the Mobility Strategy. The proposals have been developed to fully align with the policies detailed below.

### National Policy

#### National Planning Framework



**2.2** The National Planning Framework for Ireland sets out the vision for Ireland and its future;

*"It is a framework to guide public and private investment, to create and promote opportunities for our people, and to protect and enhance our environment - from our villages to our cities, and everything around and in between".*

**2.3** The framework identifies many goals including the following:

- Compact Growth - Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work;
- Strengthened Rural Economies and Communities;
- Sustainable Mobility including the electrification of the fleet and alternatives to private car usage;
- A Strong Economy, supported by Enterprise, Innovation and Skills – Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure.;
- Environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;

- Enhanced Amenities and Heritage- This will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. One of the keys to this is patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places; and
- Transition to a low carbon and climate resilient society – transport can play a key part of this transition.

#### National Spatial Strategy

**2.4** Preceding the National Planning Framework was the National Spatial Strategy (NSS) 2002-2020 which

*"aimed to achieve a better balance of social, economic and physical development across Ireland, supported by more effective planning. In order to drive development in the regions, the NSS proposed that areas of sufficient scale and critical mass would be built up through a network of gateways and hubs"*

**2.5** The mobility strategy will build on the transport objectives within the National Spatial Strategy of:

- Maximising access to and encouraging use of public transport, cycling and walking; and
- developing sustainable urban and rural settlement patterns and communities to reduce distance from employment, services and leisure facilities and to make better use of existing and future investments in public services, including public transport.

**2.6** Whilst the NSS may no longer be the extant document for planning in Ireland the considerations within lay the groundwork for the National Planning Framework and still hold relevant weigh.

#### National Sustainable Mobility Policy

**2.7** The National Sustainable Mobility Policy "sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car".



**2.8** The Mobility Policy is based on three main principles which are as follows:

- Avoid: Reduce the frequency and distance of trips;
- Shift: Move towards more environmentally friendly modes of transport such as walking, cycling or using public transport; and
- Improve: Promote efficient fuel and vehicle technologies.

**2.9** The Mobility Policy is backed up by an Action Plan which specifically has goals that expand availability of sustainable mobility in regional and rural areas including developing pedestrian enhancement plans and to encourage people to use sustainable mobility over the private car.

**2.10** It is very clear that the national policy is promoting more sustainable travel options over private vehicle use in both the major metropolitan areas, but more saliently for Tubbercurry, also in the rural areas. This mobility strategy therefore will build on the direction the national policy is focussed on but will also be cognisant of the need to retain facilities for the appropriate use of private vehicle.

## Regional Policy

### Sligo County Development Plan

**2.11** The Sligo County Development Plan is the over-arching strategic framework document for sustainable development in spatial, economic, social and environmental terms for Sligo. It sets out how the county will develop over the period of the plan which has recently been extended into 2024 and therefore remains the extant document. The plan currently has a number of transport policies including:

- SP-TRA-1 Support the creation of an integrated and environmentally-sound transport system, in particular with regard to accessibility and choice of transport, with a quality intercity bus and rail service, alongside the promotion of cycle facilities and pedestrian movements;
- SP-TRA-3 Encourage the shift from car use to more environmentally-friendly modes of transport and ensure the provision of quality interchange facilities between road, rail, bus and bicycle in relevant settlements;
- SP-TRA-6 Facilitate and encourage the provision of adequate car-parking facilities in Sligo City and the County's towns and villages

**2.12** Sitting alongside the policies are objectives, the first being:

- SO-TRA-1 Develop a strategy to promote and facilitate greater use of sustainable modes of travel such as walking and cycling

**2.13** Within the Development Plan there is also an aspiration to improve and realign the N17 to the west of Tubbercurry however there is currently no date set for this. Therefore for the purposes of this strategy, this will be considered as a future development which the strategy will take due cognisance of in terms of not inhibiting its delivery, but will not rely upon for any recommendations.

**2.14** The plan also further states the promotion of cycling and walking within its policies as follows:

- P-CW-1 Promote walking and cycling as sustainable transport modes and healthy recreational activities.
- P-CW-2 Plan and make provision for the safe and efficient movement of cyclists and pedestrians in and around built-up areas.
- P-CW-3 Make provision for the integration of pedestrian and cycle facilities (i.e. bicycle parking) at public transportation nodes and village/town centres, public car parks and Institutions

**2.15** The aim for Sligo Council is to create vibrant pedestrian and cyclist-friendly environments, with a good provision of public transport, reduced congestion and an attractive place which is not dominated by the car.

### Climate Ready Sligo

**2.16** The climate adaption strategy for Sligo recognises the risks associated with climate change and the role that transport plays in a low carbon future. Within the document it states that over 70% of people relied on private cars to get to work/school, while only around 1.5% of people used public transport, but nearly 10% walked or cycled and that there is a need for more sustainable transport options at both the rural and urban levels.



## Existing Best Practice for Mobility

**2.17** There are a number of similar examples where improvements to sustainable travel networks and public realm have benefited an area and its economy. Tubbercurry should be following these examples of how improved public realm and transport options can increase dwell time, spend and usage of the town centre.

**2.18** A public realm and movement strategy has been developed for Bath to address similar issues to that experienced by Tubbercurry including reducing the dominance of the motor vehicle within the city centre. Bath & North East Somerset Council confirm that 'the strategy sets out proposals to:

- Rebalance the movement hierarchy giving priority to pedestrians, cyclists and public transport;
- Refashion the public realm creating a lattice of connected streets and spaces and utilising high quality materials, bespoke furniture and exceptional landscape and lighting design;
- Reveal the city through the introduction of a new multi-channel information and wayfinding system for all modes of movement;
- Reanimate the city centre through an imaginative and pioneering programme of public art, events and activities.'

**2.19** Newry, Mourne and Down District Council are investing £20m to improve theatre, conference and civic hub facilities, with this supported by an additional £8m provided by the Belfast Region City Deal fund towards public realm improvements in the city centre. This is aimed at generating both economic and social benefits for the city.

**2.20** The following table provides a summary of the key benefits generated by active travel measure promotion and well designed, inclusive public realm schemes delivered in the past decade:

Scheme	Intervention	Benefit
Altrincham	Public realm improvements	Footfall Increased by 22% and reduced retail vacancy of 22%
Kensington High Street	Re design of the street environment, including new crossings, changed road alignments, cycle parking, footway widening and re paving, and new street trees	7% increase in pedestrians and 30% increase in cyclists and accident reduction
Coventry Pedestrianisation	New Civic Square, rationalisation of street furniture	25% increase on footfall on Saturdays
Kelso	Public realm improvements and street furniture rationalisation	28% increase in footfall
Sheffield Peace Gardens	New open space and public realm	35% increase in shopping visits and net increase in spending of £4.2m
Bangkok	Pedestrianisation	44% of retailers report increase in sale, 33% no change and 23% reduction – so net positive gain
New York	Pedestrian Intersection improvement	48% increase in local sales
Brussels	Car free zone	85% of local shopkeepers and 80% of visitors from abroad are in favour of the improvements

Source: Economic Benefits of the Reallocation of Street Space: Low, McAlpine, Russell 2021

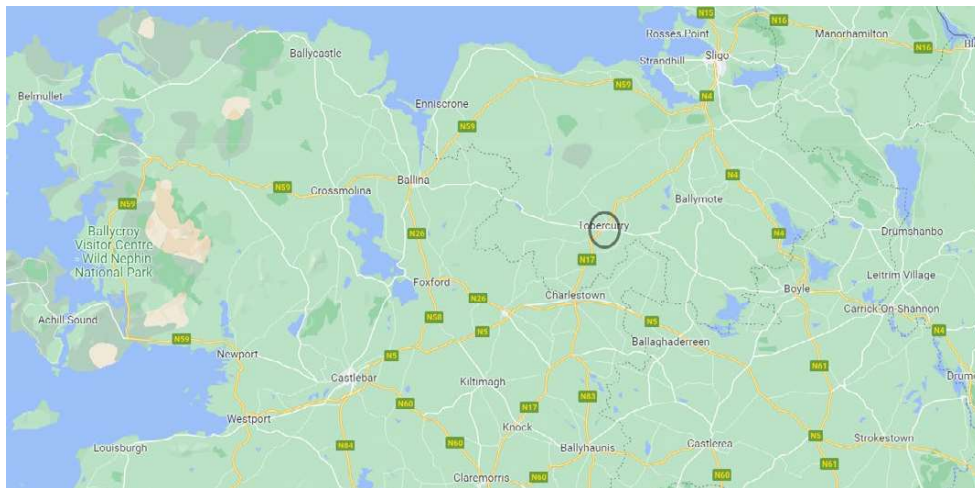
## Chapter 3 Existing Situation

### Site Location

**3.1** Tubbercurry is a small town situated near the west coast of Ireland with a population of approximately 2,300. The town is mainly rural in nature with facilities associated with a town of this nature such as a shopping, educational and leisure facilities. There is limited public transport provision, limited walking and wheeling facilities with the predominant mode of transport being via the private vehicle.

**3.2** The main road network is the N17 which lies to the north and west of Tubbercurry as well as providing access to the wider strategic road network to the north and south of Ireland. The R294 is the main route connecting the town with Ballina to the west and Ballymote to the east. Figure 3.1 below shows Tubbercurry in relation to its surrounds.

Figure 3.1: Tubbercurry Location



**3.3** The existing transport provision is very car dominant and is described in further detail in the sections below.

### Pedestrian Facilities

**3.4** Pedestrian facilities within the town tend to be in the form of footways at the road side. These footways along the main routes of the N17, Teeling Street and Humbert Street tend to be 1.8m wide, lit and in relatively good condition. There are crossing points facilitated at locations in the form of traffic signal controlled junctions or controlled crossing points such as zebra crossing. These are often associated with drop kerbs and tactile paving to aid those with mobility and visual impairments such as that shown on Teeling Street in Figure 3.2 below.

Figure 3.2: Teeling Street



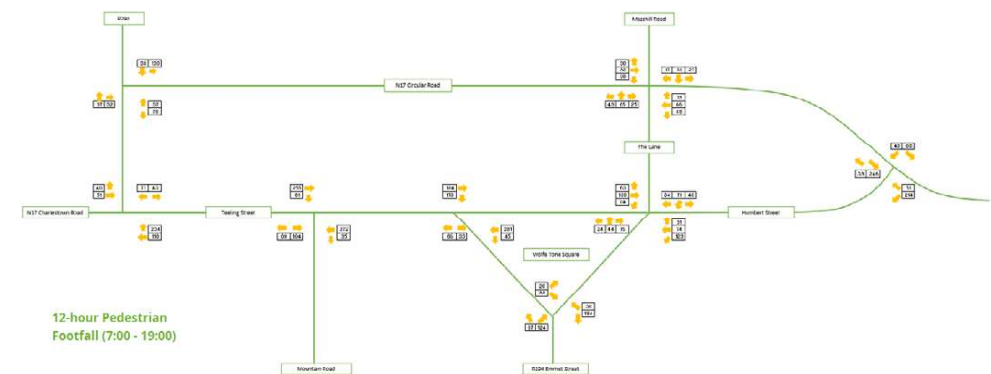
**3.5** However many of the side streets are narrow with limited or not to standard pedestrian facilities which inhibit or discourage east/west movements including access to the bus stops on the N17.

**3.6** Surveys were undertaken to determine pedestrian flows throughout Tubbercurry which indicated that pedestrian flows are significantly lower than vehicle flows in the town. Approximately 915 pedestrians travel through the town centre every day between 7am and 7pm, compared to 4,500 vehicles.

**3.7** The Highest footfall is experienced along Teeling Street between Mountain Road and The Lane. c. 360 pedestrians were recorded in each direction between 7am and 7pm with most pedestrians approach the town centre from the south:

- 30% from Teeling Street (south)
- 25% from Emmet Street (south- east)
- 21% from Humbert Street (north)
- 12% from Mountain Road
- 12% from The Lane (south- east)

Figure 3.3: Pedestrian Flows



**3.8** As indicated in Chapter 2 it is widely recognised that pedestrians spend more than vehicle users as they pass more shops walking to and from their destination increasing discretionary spend. It is therefore important to encourage more pedestrians into the town centre and to provide facilities such as benches, points of interest and general placemaking improvements which will increase their dwell time. In addition removing barriers such as heavy traffic flow or inappropriate levels of parking increases the attractiveness of an area, extending dwell time and increasing spend.

**3.9** There are currently limited offroad pedestrian facilities although it is recognised that the Tubbercurry Greenway which is currently in planning, will help to provide some traffic free facilities along the old railway route and will strengthen the east/west links.

### Cycling Facilities

**3.10** The current dedicated cycling facilities are shown on Figure 3.4 below:

Figure 3.4: Dedicated cycling links



**3.11** There is also the Forest Trail to the west of Tubbercurry which provides an opportunity for leisure cycling and walking however there are no cycling facilities linking the town to the trail. There is also the provision of cycle parking at Wolfe Tone Square in the form of Sheffield Stands.

**3.12** The cycling and walking facilities are similar to many rural towns but are limited in nature and offer an opportunity for improvement.

### Public Transport Facilities

**3.13** Tubbercurry is serviced by bus stops as shown on Figure 3.5 below:

Figure 3.5: Bus Stops



#### Bus Network

■ One stop in either direction on Teeling Street and the N17 which serve the community as follows:

Stop Location	Service Number	Route	Frequency
Teeling Street	64	Londonderry - Galway	Approx every 2 hours
	476	Ballymote - Ballymote	3 times daily on a Wednesday
N17	964	Galway - Donegal	2 times daily

**3.14** There is limited public transport provision and the services provided do not have an attractive timetable for those wishing to use them for commuting and educational reasons. The stops are flag stops with no additional infrastructure in the form of shelters, bus boarding kerbs or real time information. The bus stop at Wolfe Tone Square is situated behind car parking spaces which could potentially provide issues for those with mobility impairment and implicitly prioritises the private vehicle over public transport which is contrary to national and local policy.

**3.15** Whilst the service provision is similar to many other rural towns, there is limited potential for its use as a viable alternative mode to the private car for educational and work trips. The lack of shelter and additional facilities also exacerbate the problem of public transport not providing a realistic alternative mode.

### Parking

**3.16** Throughout the public consultation parking was a key issue for the residents of Tubbercurry. The town centre is currently dominated by on street parking in addition to parking around Wolfe Tone Square. Over and above the on street parking there are five off street car parks as shown in Figure 3.6 below:

Figure 3.6: Existing Off Street Parking



**3.17** In total of c. 227 parking spaces within the town centre. This is determined as Wolfe Tone Square, Humbert Street, Teeling Street, Teach Laighne and Tubbercurry Health Centre.

**3.18** A survey was undertaken of these spaces over a 12 hour period which indicated that parking in the town was an average of 61% occupied. It is accepted theory that 90% of spaces being occupied is considered optimum parking as this facilitates spaces being available and a healthy turnover of spaces throughout the day. Figure 3.7 below shows the total car park occupancy over the surveyed period:

Figure 3.7: Car Park Occupancy



**3.19** The car park by the Tubbercurry Health Centre is the only zone experiencing capacity issues. This is likely mostly used by Health Centre patients and staff.

**3.20** It is important to note that all spaces surveyed are a maximum of 250m (c.3- minute walk) from Wolfe Tone Square and therefore within recommended walking distances as set by the Chartered Institute of Highways and Transportation.

**3.21** Tubbercurry, despite the public perception, therefore has an overprovision of spaces against the surveyed demand providing an opportunity to reallocate space to public realm and more sustainable modes.

### Road Network

**3.22** The N17 is the primary national route which lies to the west of Tubbercurry and acts as a bypass for the town centre, limiting the amount of strategic movements, including HGVs, accessing the town. The N17 road is a national primary road in Ireland beginning in County Galway and ending in County Sligo and is approximately 95km long. It provides strategic access to the rest of Ireland for the residents of Tubbercurry especially north to south. The route is single carriageway and is accessed to the south of Tubbercurry via a signal controlled junction, and to the north via a simple priority junction with Humbert Street. The speed limit is 50km per hour adjacent to Tubbercurry but increases to 60km per hour as it moves away from the town. Despite the road being a national road, there are crossing points and footways adjacent to the carriageway. Figure 3.8 below shows the general configuration of the N17 in the vicinity of Tubbercurry.

**3.23** The main arterial route west to east is the R294 which is a single carriageway 50km per hour lit road with footways in the vicinity of the town centre. The route connects Tubbercurry with Ballina to the west and Ballymote to the east.

**3.24** Within the town centre the main road is Teeling Street which changes its name to Humbert Street to the north. The road is the main shopping and parking area for Tubbercurry and provides a means of access to Wolfe Tone Square. The road varies from 6 to 8 metres wide and also has parking restrictions on the east side for the majority of its length. The west side is in the majority unrestricted parking. There are two controlled crossing points in the form of one signal controlled and one zebra crossing facilitating a modicum of pedestrian movements across the road.



Figure 3.8: N17

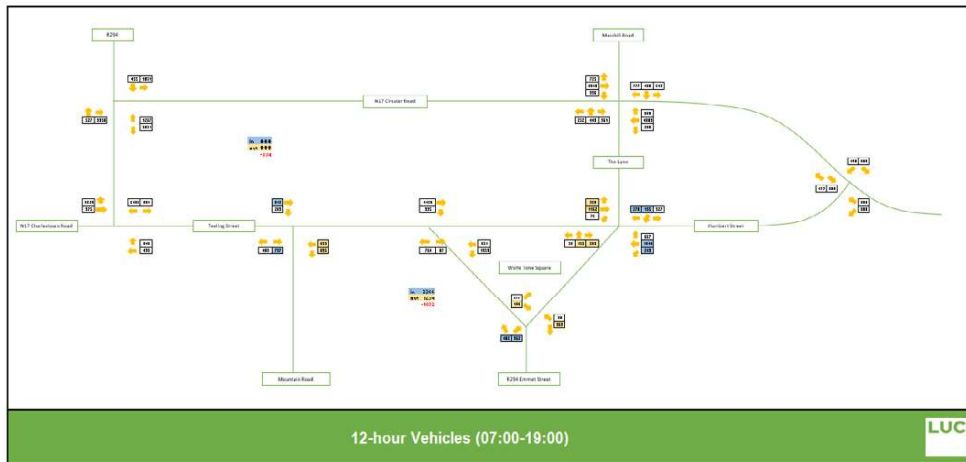


**3.25** Wolfe Tone Square is the main focal point of the town centre and acts as a gyratory and access to the eastern R294. The roads around the square are wide two lane single carriageway with parking facilitated at all points including electric vehicle charging points. There are no formal pedestrian crossing points inhibiting pedestrian movement across the square. The bus stop is also accessed from behind parking spaces to the west of the Square.

**3.26** Many of the minor roads such as The Lanes and Teeling Grove are narrow and primarily serve as access roads to residential development rather than as a connection route. Mountain Road is wider and acts as a connection to the south east of Tubbercurry, however, it only has pedestrian facilities on one side and terminates with Teeling Street beside public realm with an obstructed visibility splay.

**3.27** Flow surveys were conducted over a 12 hour period and indicated that approx.4,500 vehicles travel through the town centre every day between 7am and 7pm, which amounts to one vehicle every 10 seconds. Figure 3.9 shows the results of those surveys.

Figure 3.9: Surveys



**3.28** The survey highlighted that:

- Vehicle speeds were observed to be over the speed limit at some locations, particularly on Mountain Road.
- Speeds on Wolfe Tone Square are highest on the north- eastern arm.
- The town centre does not experience high HGV traffic flows - 95% of vehicle traffic is from cars.
- Zero pedal cycles were observed in the town centre on the day of the surveys.
- Approximately 4,500 vehicles travel through the town centre every day between 7am and 7pm (one vehicle every 10 seconds on average).

**3.29** Within the public consultation traffic management was identified as the third most important issue for the TCF to address, indicating that there is an appetite for change within the local community.

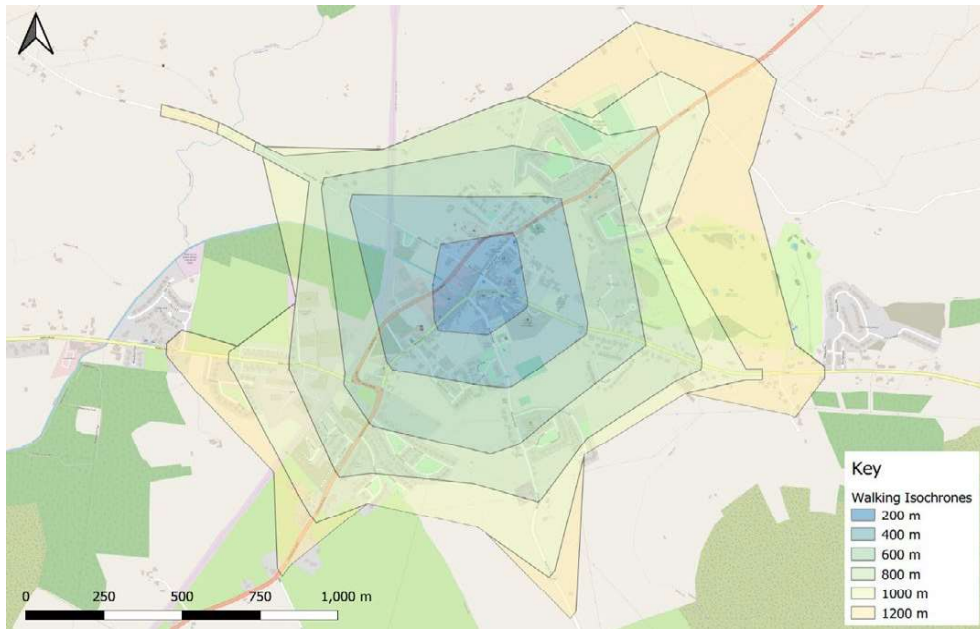
## Chapter 4 Opportunities

**4.1** The TCF aims to provide an improved public realm and landscape for the residents and visitors of Tubbercurry and there is an appetite from those that attended the public consultation for change in the traffic conditions within the town centre. This provides the greatest opportunity for change, as these designs will mirror the national and local policy for encouraging the more sustainable modes and to ensure that the town centre will be open to all and encourage people to walk and dwell more within Tubbercurry which evidence would indicate will increase their spend and bring economic and cultural advantages to the town centre.

**4.2** As previously highlighted, Tubbercurry is compact, providing excellent opportunity to introduce measures to promote active travel, i.e. walking and cycling, but this could also include e-mobility measures and incentives to facilitate shorter trips which start and finish within the town. This can provide an attractive means for pupils and students to travel when accessing schools and encourage those who work within the town to use these modes.

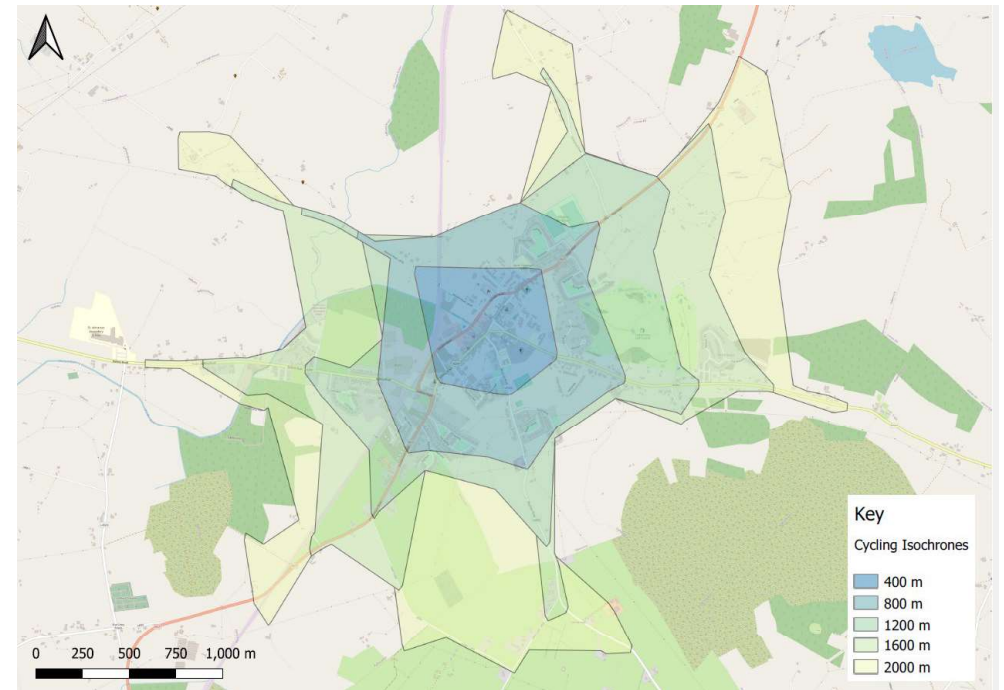
**4.3** The compact nature of the town is highlighted by the following figure which show that all of Tubbercurry is within the CIHT recommended walking distances. This provides opportunity to increase walking journeys both amongst local origin to destination journeys, and through longer-distance journeys utilising opportunities for out of centre parking locations providing a 'park and walk' option. Furthermore, relocation of town centre parking to out of centre locations will enable greater provision of walking and cycling facilities.

Figure 4.1: Walking Isochrone



**4.4** The cycling isochrone in Figure 4.2 also indicates that all of Tubbercurry and the surrounding residential areas, leisure facilities and education are within recommended cycling distances providing a good opportunity for cycling to become a viable alternative to the private vehicle for many residents.

Figure 4.2: Cycling Isochrone



**4.5** As indicated in Chapter 3, only 61% of the car parking is utilised on a daily basis. This provides an opportunity over time to reduce the car parking levels, freeing up space for infrastructure for more sustainable modes and to increase public realm and attractiveness of the town centre especially around Wolfe Tone Square.

**4.6** The public transport frequency is commensurate with that expected in a small rural town, but there is opportunity to provide better facilities at the bus stops to increase the attractiveness of this mode. Beginning with small-scale improvements such as this can contribute to longer-term business cases to increase service provision, destinations and frequency over time.

**4.7** The mobility strategy will build on these opportunities, to presenting a pathway to providing a more balanced transport environment within Tubbercurry in line with the national and local policy and to facilitate better traffic management as per the conclusion of the public consultation event.

## Chapter 5 Strategy

**5.1** This chapter sets out a strategy which is aimed at bringing the mobility environment within Tubbercurry in line with local and national policy, setting out measures under the main transport modes. Measures are split into short, medium and long term timescales as per Table 5.1.

Table 5.1: Timescales

Period	Timescale
Short Term	Up to one year
Medium Term	One to three years
Long Term	Over Three years

### Parking

**5.2** Space is required to deliver a strategy which builds on the national and local policy of encouraging more sustainable mobility. The current landscape of Tubbercurry town centre is dominated by parking at 5 off site locations and on street along Teeling Street and at Wolfe Tone Square. The reallocation of this space would provide space for sustainable modes and the continued economic growth of the town, allowing the TCF to be fully enacted.

**5.3** Despite the views expressed at the public consultation that there is insufficient parking within the town centre, the parking surveys indicated that there was an average of 61% of the spaces used over the 12 hour period, equating to 88 out of the 227 spaces not being utilised. The maximum usage was 78% which occurred only briefly throughout the survey period. Even with maximum usage, there remains opportunity to immediately reduce a small number of spaces with minimal impact on the parking environment within Tubbercurry. Over the medium to longer term, additional spaces at alternative locations can then be removed and re-provided.

#### Short Term

**5.4** In the short term the 9 spaces to the west of Wolfe Tone Square, see Figure 5.1 below, could be removed and any displaced car parking demand could be accommodated on Humbert Street or the Library Car park, both of which have spare capacity and are within just 100m of the removed spaces.

Figure 5.1: Wolfe Tone Square



**5.5** The removal of these spaces would have the added benefits of bringing the bus stop to the carriageway edge, space to provide additional public transport facilities, and increased potential for new public realm at the square.

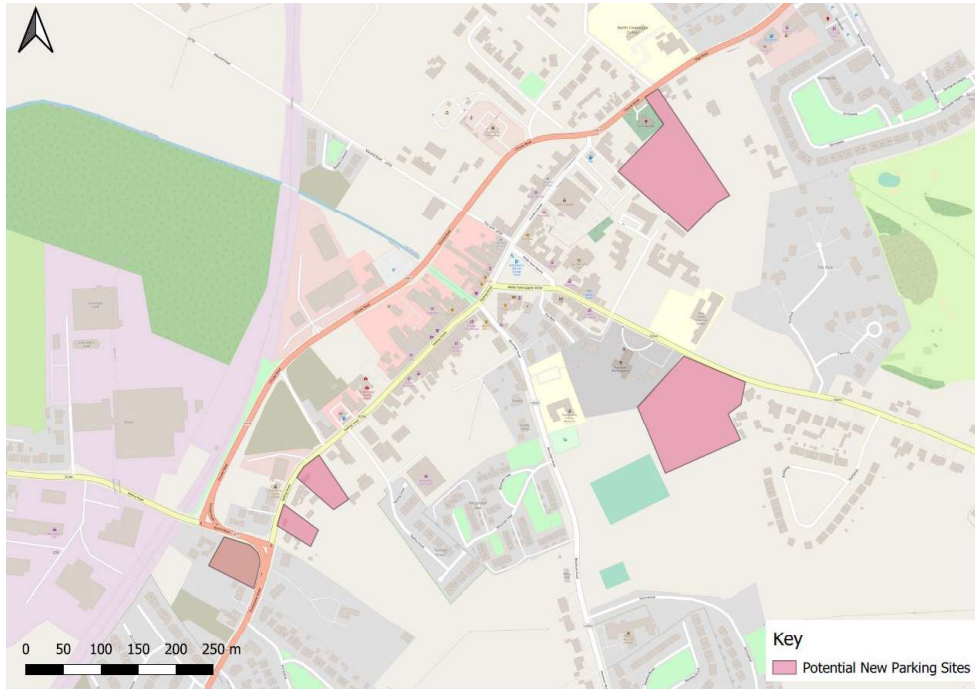
#### Medium to Long Term (over one year)

**5.6** It is recognised that parking remains a concern and a top priority for those who responded to the public consultation on the TCF, however, the evidence from the surveys does not support their concerns with the Health Centre car park to the south of the town being the only parking area under stress. This is likely due to its usage for medical appointments rather than as an access point or parking area for the town centre.

**5.7** Within the public consultation it was also highlighted that volumes and speed of traffic was a concern and it is widely recognised that parking is a generator of trips and therefore encourages residents and visitors to bring their private vehicle into the town centre. As there is currently an underutilisation of the car parking in the town centre there is scope for some rationalisation of parking along Teeling Street, Humbert Street and on Wolfe Tone Square. Over a longer time frame the town centre would benefit from the removal of all on-street spaces, with the exception of mobility impaired spaces and a small number of residents only spaces, at these locations.

**5.8** However, it is recognised that parking remains a key economic driver for the town due to its rural nature and public transport coverage and therefore the overall town parking level should not be reduced below the current average utilisation and in the medium term any removal of parking spaces should be supported by the provision of new off street parking at locations to the north, south and east of the town centre. The overall aim would be to reduce the level of parking to approx. 150 spaces over a 10 year period. Possible locations for new parking areas are shown below.

Figure 5.2: Potential New Parking Locations



**5.9** The provision of off street parking at these locations would enable a phased reduction of the number of spaces in the town centre over a longer time frame whilst retaining the economic stimulus which the correct level of appropriately-located parking can provide. This is made possible by the compact nature of Tubbercurry and, as shown in Figure 4.1 that the whole of the town centre is within recommended walking distances.

**5.10** The provision of new off street car parks would also provide Sligo the opportunity to increase the number of Electric Vehicle Charging Points in line with the 2020-2025 Action Plan accompanying the National Mobility Strategy.

**5.11** Parking should remain unmanaged for the next 5 years to allow a transition to the more sustainable modes and to facilitate an improvement in the public realm. However, a longer term aspiration should be to manage and enforce these spaces either through a charge or time based system.

**5.12** If car ownership and usage continues to fall over time, and the car parks are under utilised, then the spaces can be opened up for new public realm, alternative uses such as pop up markets, play areas or sports pitches.

### Pedestrian Facilities

**5.13** The current pedestrian facilities along Teeling Street, Humbert Street and Wolfe Tone Square are similar to many small rural towns. There are currently pavements on both sides of the road at these locations and they provide an opportunity for north/south movements. However, they do little to encourage walking as an alternative mode and the two crossing points and the lack of facilities on the east/west movements means pedestrian activity is constrained.

**5.14** A key element of the strategy should be to widen these pavements, provide additional crossing points and to maintain a level surface over all junctions.

### Short Term

**5.15** Measures which can be undertaken in the short term would be to rationalise the signage and street furniture along Teeling Street, Humbert Street and Wolfe Tone Square. This would provide additional width along current pavements and also remove some barriers to crossing the street. An audit to rationalise and remove this furniture could take place in a short time period.

Figure 5.3: Excessive Street Furniture and Signage

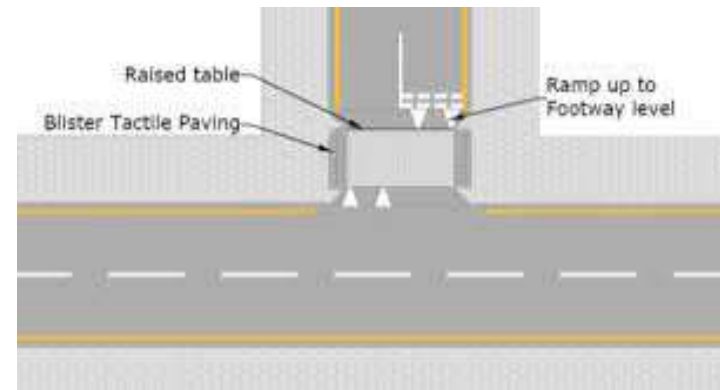


**5.16** Sheltered resting places to encourage those who currently could walk but are distance limited would aid residents to view walking as a viable alternative mode and also increase the dwell time of users in the town centre. Areas which do not impede general pedestrian flow e.g. the new public realm at Mountain Road and potentially in any new car parks should be examined for the provision of benches. If possible these should have electric points associated with the benches to allow for the charging of electric wheelchairs and to encourage those using the town centre to stop and charge their electronic devices.

### Medium Term

**5.17** In the medium term all junctions accessing Teeling Street, Humbert Street and Wolfe Tone Square should have raised tables across the junction to provide a continued level footway for pedestrians and to aid those with mobility impairments. This will improve the pedestrian experience and will be important as more car parking is removed from the main route to off street car parks at the north, south and east of the town.

Figure 5.4: Raised junction tables



**5.18** It is important to note that a key element of this is to have the vehicle stop line behind the table to enforce the view that pedestrians have priority.

**5.19** The junction visibility splay at Mountain Road is compromised by the presence of a wall and the narrow pedestrian footway in front of the public realm as shown in Figure 5.5 below.

Figure 5.5: Mountain Road junction



**5.20** As a safety measure and in line with the TCF the wall should be removed, the pedestrian footpath width increased, and a raised table provided at this junction.

**Long Term**

**5.21** As car parking is removed from the town centre, pavements widths should be increased to provide shared use paths of a minimum of 3m along one side of Teeling Street and Humbert Street where space facilitates.

**5.22** Wolfe Tone Square should have the parking removed with the exception of resident and mobility impaired spaces along the edge. This, in conjunction with the narrowing of the carriageway to 6m if two way running is maintained, will allow for a reallocation of space towards additional pedestrian facilities helping to connect those residential areas to the east of Tubbercurry as well as providing additional space for public realm.

**5.23** East/west pedestrian movements are currently not well served, although it is recognised that these will be improved by the Tubbercurry Greenway. It is important that these are more opportunities to travel east/west by foot in order to provide greater access to the employment opportunities at the South Sligo Enterprise Centre, leisure facilities such as the golf club and forest trail, summer music school and also access to the Public Transport stops on the N17.

**5.24** An opportunity exists at The Lane to pedestrianise this street providing access to Wolfe Tone Square and the Summer Music School, whilst retaining access as a fire route in the town centre. Further flow analysis of the use The Lane should be undertaken to determine the level of vehicle usage and provide this as a pedestrian and cycle link into the town centre similar to Figure 5.6.

Figure 5.6: Potential configuration for The Lane



Source: LUC

**Cycling**

**5.25** The recent flow survey of Tubbercurry indicated that there 0 cyclists recorded over the survey area in a 12 hour period. This is partially due to the rural nature of the town but also the lack of cycling facilities currently provided. There is a need to provide infrastructure to support cycling as a viable and credible alternative to the private vehicle. As shown in Figure 4.2 all of Tubbercurry and its residential areas are within recommended cycling distances indicating that this is a viable mode for shorter journeys of less than 2km.

**5.26** It is recognised that cycling infrastructure requires space which is currently at a premium in Tubbercurry and therefore until we can rationalise car parking there is limited infrastructure which can be provided. However ancillary measures such as a reduction in the speed limit along Humbert Street, Teeling Street and Wolfe Tone Square will help to increase the attractiveness of the road to cyclist and improve safety.

**Short Term**

**5.27** In the short term, the lack of cycle parking is a barrier to cycling with cycle parking only available at Wolfe Tone Square. Converting at least three of the on street parking 'spaces' to formal cycle parking would benefit the attractiveness of cycling as a viable mode. The spaces should be located in the vicinity of the Library, near the controlled zebra crossing point and as close to

Teeling Grove as possible. In addition, the design of the Tubbercurry Greenway should have cycle parking at the junctions with Tubbercurry and its town centre.

**5.28** The provision of segregated cycling infrastructure will not be possible in the short term and will only become viable once car parking is removed from the town centre, however, the provision of on street cycle lanes could be provided in the short term. These cycle lanes would be advisory and would form part of the running carriageway and be used by vehicles when there are no cyclists present, however, they would provide a delineated area for people to cycle in and would provide a priority to cyclists over vehicles increasing the attractiveness of this mode. An example from the Netherlands is shown below.

Figure 5.7: Advisory Cycle lane



**5.29** These advisory cycle lanes should be implemented along Teeling Street, Humbert Street, Mountain Road and also to connect the two formal cycle paths to the south of the town centre between the N17 and the R294.

#### Medium to Long Term

**5.30** In the medium to long term, as parking is reduced and space becomes available and as described in the pedestrian section above, dedicated cycle facilities should be provided along Teeling Street, Humbert Street and Wolfe Tone Square.

### Public Transport

**5.31** Public Transport provision in Tubbercurry is commensurate with the rural nature and small population, however, small measures can help to make this a more attractive mode. All stops in the vicinity of Tubbercurry are flag stops with no shelter or timetable information.

**5.32** As described in 5.5 above, the bus stop at Wolfe Tone Square is currently behind car parking spaces. The removal of these spaces would allow the bus stop to be brought to the fore of the square and allow provision of bus boarder kerbs and a shelter with timetable information easing the use of buses at this location.

**5.33** It is best practice not to have buses stop in a lay-by, as is currently the practice on the N17, as this disadvantages the bus in accessing the carriageway and on busy roads may cause delay. It is recognised that the N17 at this location does not have high volumes of traffic but reinforcing the primacy of the bus over the private vehicle would be considered beneficial and act as an informal traffic calming measure. The lay-by should be filled in and the bus stop brought to the edge of the carriageway. The additional space gained should be used to provide shelters and timetable information. The type of shelters should be in keeping with the nature of the town and examples are shown in Figure 5.8 below.

**5.34** Connection to the bus stops will be improved using the measures indicated in the pedestrian section above and also through the provision of the southern part of the Tubbercurry Greenway.

Figure 5.8: Bus Shelters



**5.35** The northbound bus stop on Teeling Street will require the removal of 5 spaces to facilitate building the kerb out to provide sufficient space for the provision of shelter. The removal of 5 spaces at this location will still ensure that parking levels remain above the average and maximum use.

**5.36** In the longer term an increase in the service frequency would be the optimum method of encouraging bus usage but this would need to be subject to a detailed business case and feasibility study.

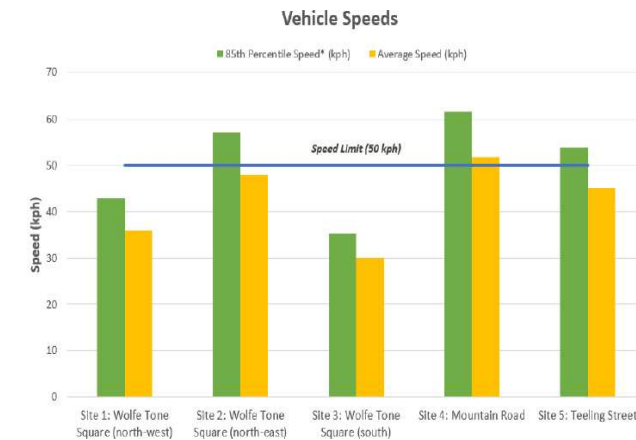
### Roads

**5.37** Whilst it is recognised that promotion of the more sustainable modes is the main element of the TCF and this mobility strategy it is important to acknowledge the role that the roads play in the economic vitality of the town. During the public consultation, traffic management and speeds were consistently forwarded as areas of concern. As such, many of the measures forwarded to date have been formulated to help with these issues and primarily to reduce the level of vehicles travelling through the town.

**5.38** It is, however, recognised, that it is necessary that vehicles will continue to enter the town and as such limiting the severance and safety impacts on vulnerable users is the main strategy when it comes to roads based interventions.

**5.39** The traffic survey indicated that vehicles were regularly exceeding the 50km per hour speed limit especially on Mountain Road, Teeling Street and Wolfe Tone Square as shown in Figure 5.9 below.

Figure 5.9: Vehicle Speeds from Survey



## Chapter 6 Summary

**5.40** This data would indicate that these roads would benefit from a reduction in the speed limit from 50km/hr to 30km/hr in line with the criteria set out for Special Speed Limits with Ireland. This lower speed limit reflects international best practice where 30km/hr or 20miles/hr is often the default in areas of high pedestrian use or with a higher than average number of vulnerable users such as outside schools.

**5.41** It is acknowledged that a simple reduction in the signed speed limit does not often immediately result in a vehicle speed reduction but that this needs to be reinforced with additional measures. These measures should include the following:

- Gateway features at the north and south on entry to the town centre on Teeling Street and Humbert Street;
- Gateway features on Mountain Road on approach to the town centre;
- Gateway feature on approach to Wolfe Tone Square on the R294;
- Build outs along Teeling Street and Humbert Street to slow vehicular traffic and to facilitate a narrowing of the carriageway using priority running measures;

**5.42** Vehicle speeds are also high on Wolfe Tone Square due to the width of the carriageway. To reduce vehicle speeds we would recommend that Wolfe Tone Square is reduced to one lane in either direction with the northern side facilitating eastbound movements and the southern side facilitating westbound movements. This will allow a narrowing of the carriageway to psychologically reduce speeds and provide additional space for public realm and cycling and walking measures whilst retaining the access to the businesses located around the Square. In addition, this would rationalise the junctions of Wolfe Tone Square accessing and egressing Teeling Street improving the safety for all users in this important part of the town centre.

**5.43** Whilst the traffic survey indicated that there was a low level of HGV penetration in the town centre this was raised as a concern by many attendees. We would recommend that three loading only bays are designated within the centre with two on Teeling Street and one on Wolfe Tone Square. This will necessitate the removal of 9 parking bays in total but will provide a safe and dedicated area for loading. It would be envisaged that these bays would have time management restrictions to discourage usage out of the traditional vehicle peak periods.

### Travel Planning

**5.44** A town-wide Travel Plan could be introduced to make residents, employees and students aware of the sustainable travel options in addition to monitoring the mode share of trips into the town.

**5.45** A Town Travel Plan (TTP) should be implemented to encourage the use of sustainable modes of travel by Tubbercurry residents and visitors to encourage sustainable travel. The TTP would be informed by an annual survey of residents' and visitors' travel habits with additional measures implemented if required.

**5.46** Residents could also be able to provide feedback on the suitability of introducing additional measures and incentives in addition to being offered the opportunity to suggest new ideas to encourage greater use of sustainable modes of travel.

**6.1** LUC has been appointed by Sligo Council to prepare a Mobility Strategy to accompany the TCF project. The TCF aims to improve the access to Tubbercurry, enhance the public realm and to improve the living quality for residents and visitors to the town

**6.2** Tubbercurry is typical of rural towns in that the existing mobility situation is dominated by the private vehicle and infrastructure to support its use, including on and off car parking, junction design, speed limits and street furniture. There is limited infrastructure to support the more sustainable modes of walking, cycling, wheeling and public transport.

**6.3** Both national and local policy have changed over the past 10 years due to the declaration of a climate emergency and the greater knowledge of the carbon impact of transport on the environment. In addition it is now widely recognised that vehicle dominance is not conducive for social and economic equality. This has led to a change in policy to support the more sustainable modes whilst retaining appropriate usage of the private vehicle and therefore the strategy has reflected this shift in policy. In addition the aims of the TCF are aligned with the provision of more infrastructure and measures to support cycling and walking in particular.

**6.4** The strategy has set out a series of short, medium and long term interventions for each of the modes as well as identifying the a town wide personalised travel plan would be beneficial in order to increase awareness of the potential to use alternatives to the private vehicle. These interventions are identified in Table 6.1 below.

Table 6.1: Strategy Interventions

Mode	Short Term (up to one year)	Medium Term (one to three years)	Long Term
Walking	<ul style="list-style-type: none"> <li>– Street furniture and signage audit and rationalisation</li> <li>– additional rest spots</li> <li>–</li> </ul>	<ul style="list-style-type: none"> <li>– raised tables over junctions to provide connected continuous walking route</li> <li>– Mountain Road visibility and junction improvement</li> <li>– Additional crossing points across Teeling Street/Humbert Street</li> </ul>	<ul style="list-style-type: none"> <li>– Pedestrianisation of the Lane</li> <li>– Widening footway on Teeling Street/Humbert Street on east side</li> <li>– Widening footways on Wolfe Tone Square and increasing size of public realm</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>– New cycle parking on Teeling Street/Humbert Street to replace car parking</li> <li>– Advisory cycle lanes along Teeling Street/Humbert Street/Mountain</li> </ul>	<ul style="list-style-type: none"> <li>–</li> </ul>	<ul style="list-style-type: none"> <li>– Dedicated segregated cycle facilities along Teeling Street/Humbert Street and around Wolfe Tone Square</li> </ul>