Comhairle Chontae Liatroma
Leitrim County Council

Comhairle Contae
Ros Comáin
Roscommon
County Council

Appendix 5:
Local Transport Plan

Leitrim County Council

Carrick-on-Shannon Local Transport Plan

Local Transport Plan Report

Reference: \\global\europe\Dublin\jobs\290000\299505-00\4. Internal\4-04 Reports\4-04-02 Consulting\Transport\Local Transport Plan

1 | 19 May 2025

Job number 299505-00

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1. Introduction

This report provides a high-level summary of the Local Transport Plan report prepared for Carrick-on-Shannon and Cortober. Further detail can be found in the full Local Transport Plan report.

1.1 Purpose of the Study

Arup has been commissioned by Leitrim County Council (LCC) on behalf of itself and Roscommon County Council to complete a Local Transport Plan (LTP) for Carrick-on-Shannon and Cortober. The LTP will inform the Local Area Plan (LAP) that is being prepared for Carrick-on-Shannon and Cortober as recommended in the Regional Spatial and Economic Strategy (RSES). The aim of the transport plan is to establish a strategic framework for investment in transport in Carrick-on-Shannon and Cortober, and it is anticipated to be fully reflected in the Draft LAP. Each of the proposals will be subject to further detailed assessment of their impacts and benefits prior to implementation.

The overall strategy presents a comprehensive analysis of the current transport situation in Carrick-on-Shannon and Cortober. The opportunities and constraints associated with the transport network are identified and are used to inform potential solutions to improve the transport network for all users. The study area for this project includes all land within the Local Area Plan extents, as shown in Figure 1-1.

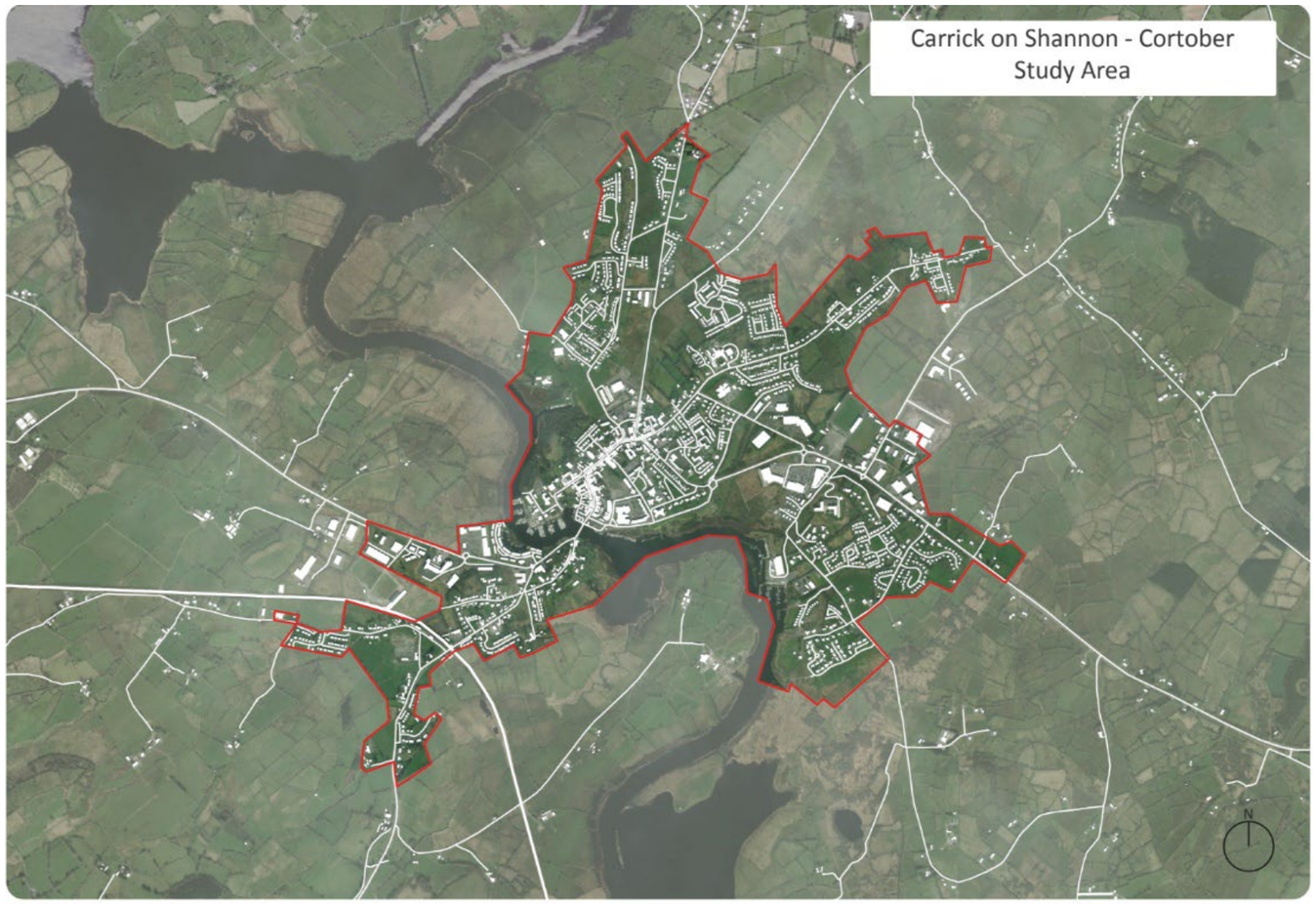

Figure 1-1 Carrick-on-Shannon and Cortober Study Area

1.2 Background

Carrick-on-Shannon is the largest town in Leitrim, and Cortober is located to the west and is part of County Roscommon. Carrick-on-Shannon is the key town of the County, with established employment areas and substantial administrative and retail functions. To strengthen the economic competitiveness and social advancement of the town, an effective transportation network is required to ensure adequate linkages between Carrick-on-Shannon, the North and Western region and beyond.

Given its location on the crossing point of the River Shannon, Carrick-on-Shannon and Cortober are strategically positioned as a portal to the Northern and Western Region, with the County well served by transport links in the form of the Sligo-Dublin railway line, and several strategic national primary and secondary routes which traverse the County from East to West and North to South. This includes the N4 which is a component of the Trans-European Transport Networks (TEN-T) Comprehensive Network. This high degree of accessibility has helped retain and enhance a range of enterprises within the County, as well as attract new businesses and industries to the locality.

In recent decades, much of the retail and commercial development in Carrick-on-Shannon has expanded to the south towards the River Shannon, enabled by the construction of the N4. Similarly, in Cortober most of the recent retail and commercial developments are along the N4 corridor.

Carrick-on-Shannon Town Core is a compact and walkable centre with a distinct layout, built heritage and strong identity. Its history is reflected through The Dock, a 19th Century former Courthouse, St. George's Church and the Workhouse. The town retains these functions and acts as a service and administrative centre for its wider hinterland. This plan aims to build on these strengths for maximum social, environmental and economic benefits.

Cortober is located south of the River Shannon. Due to the close proximity of Carrick-on-Shannon and Cortober, Leitrim and Roscommon County Councils have commenced the preparation of the Joint Carrick-on-Shannon Local Area Plan 2024-2030. The Plan will be the first joint Plan for the town and will have a strong focus on the development of both the Carrick-on-Shannon and Cortober areas of the town.

Residential developments have been constructed along the radial routes (e.g., Lis Cara towards the R280 as well as along the N4, east of the town (e.g., Dun Ri, Cnoc na Sí)). In the 2022 Census, the population of Carrick-on-Shannon town area was approximately 4,700 people. The study area for the LTP is shown in Figure 1-1. It includes both Carrick-on-Shannon and Cortober, to reflect the joint LAP study area.

1.3 Assessment Methodology

The methodology for this assessment follows that laid out in the Area Based Transport Assessment (ABTA) Guidance Notes 2018 published by Transport Infrastructure Ireland (TII), along with the supplementary 'ABTA How To Guide Pilot Methodology' document prepared by TII and the National Transport Authority (NTA).

As part of this process, an initial baseline assessment is undertaken along with establishing context. Following this, options are developed, which in this case are specific infrastructure or soft measures for each of the proposed strategies. The Options Assessment is conducted utilising a Multi-Criteria Analysis (MCA), in which the options are compared based on criteria which are specific to the different proposed strategies. The outcome of the MCA process informs the implementation and priority plan, with some schemes being discounted, and the remaining schemes being sorted by priority. Monitoring and Evaluation will be conducted following the implementation of the plan and the schemes therein.

Figure 1-2 Area Based Transport Assessment Methodology

2. Part 1: Baseline Assessment

2.1 Strategic Context

2.1.1 Policy Context

The following national, regional and local policies were reviewed as part of the LTP:

National Policy

- Project Ireland 2040 – National Planning Framework (NPF)
- National Investment Framework for Transport in Ireland
- The Climate Action Plan 2024
- The National Sustainable Mobility Policy
- Pathfinder Programme
- The Spatial Planning and National Roads Guidelines for Planning Authorities, 2012
- Transport Appraisal Framework (TAF)

Regional Policy

- The Regional Spatial and Economic Strategy (RSES) for the Northern and Western Regional Assembly (NWRA) 2020 - 2032

Local Policy

- Leitrim County Development Plan (LCDP) (2023-2029)
- Roscommon County Development Plan (RCDP) (2022-2028)
- Town Centre First

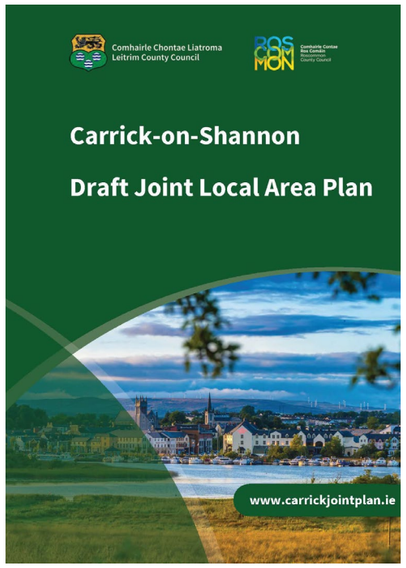

Figure 2-1 Carrick-on-Shannon Joint LAP

Figure 2-2 Town Centre First Policy Approach

National and regional policy and legislation (including the NPF and RSES) set out a clear requirement to increase travel by sustainable modes – walking, cycling and public transport – and to reduce demand for travel by private car. It is a requirement for these policies to be reflected at other levels of plan making (which includes Development Plans and LAPs) to ensure consistent policy making and objective setting. The purpose of identifying applicable policies as part of the baseline assessment process is to ensure that all relevant information is collated to enable a robust appraisal of options at later stages of the process.

2.1.2 Design Standards and Guidelines

As part of the implementation of the proposed infrastructure measures, a number of design standards and guidelines should be followed. These include but are not limited to the following:

- Design Manual for Urban Roads and Streets (DMURS) and supplementary interim note
- Spatial Planning and National Roads Guidelines for Planning Authorities
- Cycle Design Manual
- Safe Routes to School Design Guide
- Rural Cycleway Design (Offline and Greenways)
- TII Publications (Standards), including The Treatment of Transition Zones to Towns and Villages on National Roads, Rural Cycleway Design (Offline and Greenways) and Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes
- Design Guidelines for the Creation of Public Transport Information

2.1.3 Other Key Plans

The following key plans were considered when developing the LTP:

- Connecting Ireland Rural Mobility Plan
- National Cycle Network
- CycleConnects
- N4 Carrick-on-Shannon to Dromod Project
- Carrick-on-Shannon Flood Relief Scheme
- Destination Towns Initiative
- Carrick-on-Shannon to Battlebridge Blueway
- Carrick to Lough Key Greenway

2.2 Baseline Assessment Analysis and Outputs

Following on from the review of strategic context, the list below highlights key output from the baseline assessment.

Plan Area Characteristics

- Data and/or maps on the location and concentration of land uses categorised by trip generators (residential / population) and trip attractors (destinations, e.g. employment)

Area of influence identification

- Map showing the trip movements of interest and the plan area

Existing Travel Patterns

- Maps of trip origins and destinations
- Trip distribution graphs by mode

Transport Infrastructure and Services

- Public Transport Services (including local infrastructure)
- Access to Public Transport
- Local Road Network Hierarchy
- Existing Accessibility levels to key services

Environmental Conditions

- Maps of relevant Environmental Conditions

Examples of outputs from the baseline analysis are shown in Figure 2-3 and Figure 2-4.

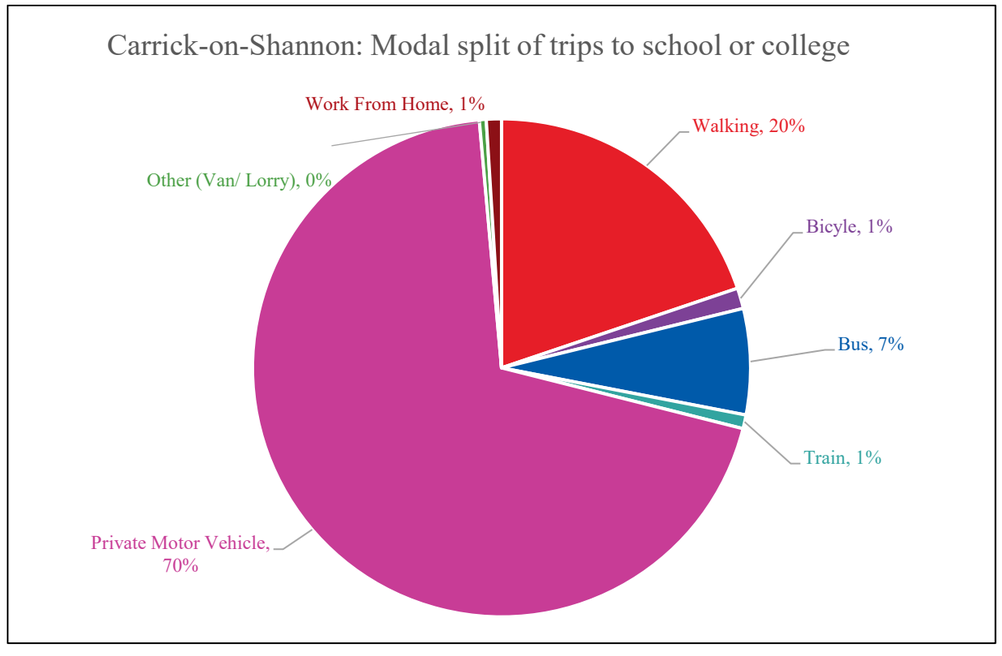

Figure 2-3: Mode Split - Trips to School or College (Census 2022)

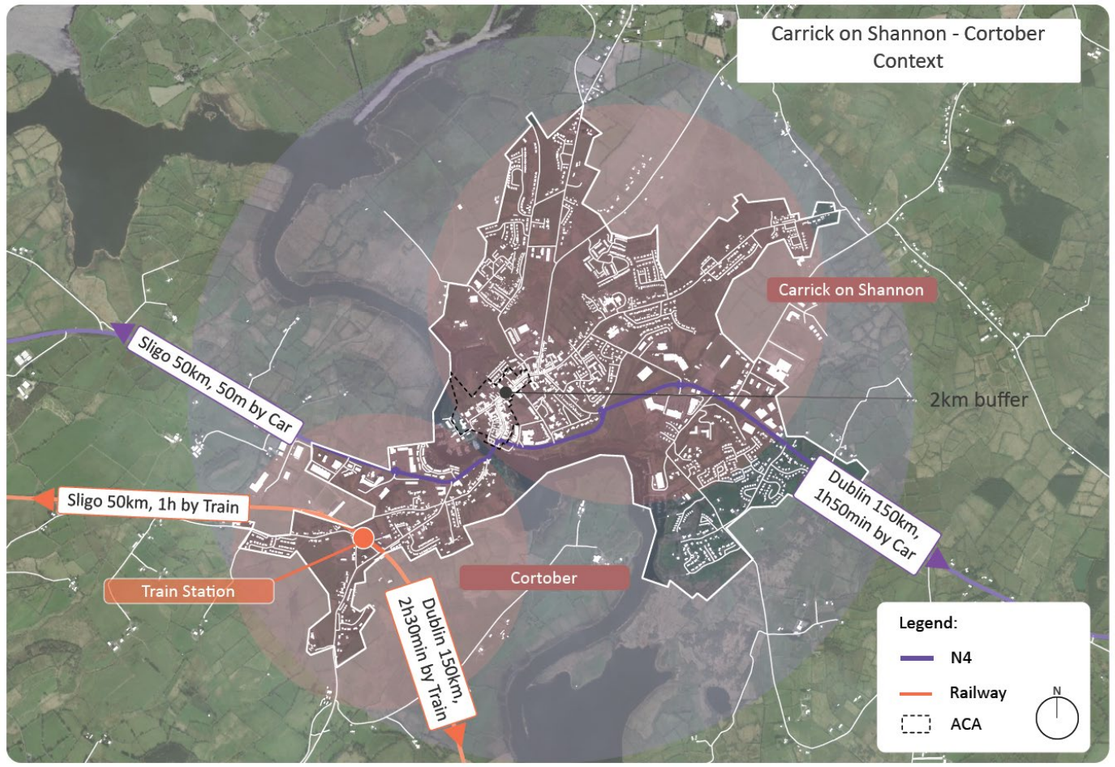

Figure 2-4 Land Use Context

2.3 Strength, Weaknesses Opportunities and Threats (SWOT) Analysis

By the end of Part 1: Baseline Assessment, a wide range of background data and information will have been gathered in relation to influencing policy, area characteristics, travel patterns and transport infrastructure for the Plan's study area.

At this stage it is advisable to summarise the findings of the baseline assessment as a Strength, Weaknesses Opportunities and Threats (SWOT) Analysis. The strengths and weaknesses should focus on the existing characteristics of the Plan area, whilst the opportunities and threats focus on the external or long-term influences on the Plan.

The consolidation of the baseline assessment into a SWOT analysis will help inform the latter stages of the plan, including:

- Part 2a: Establish Context – SWOT will support the development of objectives and principles
- Part 2b: Options Development- SWOT will guide the development of transport and demand management options
- Part 3: Options Assessment – SWOT can be used to screen the initial long list of options

STRENGTHS

- Growing population and employment
- Destination town
- Compact town centre
- Located in proximity of a rail corridor
- Clusters of retail, services and employment
- Planned by-pass of town centre
- Attractive riverside amenity - Attraction of the River Shannon
- Sections of cycleways completed
- Sections of accessible, connected public open space
- Attractive public realm scheme under construction in town centre

WEAKNESSES

- High level of car dependency and ownership
- Peripheral train station location - Poor train service
- Lack of parking at train station
- Limited bus services and connectivity
- Out of town trip attractors (schools, shopping centres and employment)
- Low housing densities and urban sprawl
- Residential cul-de-sac design and perimeter walls
- Fragmented and poor-quality cycling facilities
- Wide, car-centric junction designs
- Connectivity issues with Cortober caused by N4, River Shannon and lack of crossings
- High traffic volumes and HGV % through N4
- Poor crossing facilities for pedestrians at junctions
- Poor connectivity between radial routes
- Traffic/parking issues at school start/finish times

OPPORTUNITIES

- Facilitating latent demand for public transport, walking and cycling
- Relocating parking spaces to facilitate public realm improvements
- Removing barriers to improve permeability
- Boosting tourism along river amenity
- New pedestrian and cycle links to reduce journey times between residential areas and key destinations
- Development of a comprehensive cycle network
- Reduction in traffic through the town due to new by-pass to facilitate change in N4 design
- Several greenfield and potential in-fill sites in urban area
- Creation of school streets/zones
- New technologies

THREATS

- Objections from local businesses and residents to measures
- Lack of funding for infrastructure proposals
- Further construction of low-density, single use developments
- Insufficient co-ordination of land-use and transport plans
- Future peripheral education, employment and retail development
- Bypass may increase appeal of car travel to town centre as a result of reduced through traffic
- Reliance on bypass for N4 improvements

3. Part 2a: Establish Context

The purpose of this part of the ABTA process is to apply the information gathered from the baseline assessment (including the SWOT analysis) to determine the principles and objectives for the Plan and the forecast change in travel behaviour.

3.1 Vision

The vision, principles and objectives for the transport strategy were based on the Baseline Assessment, which formed the SWOT analysis and are discussed in this section.

The vision for this transport strategy is to:

"Improve the connectivity and ease of access for all by sustainable travel modes, ensuring Carrick-on-Shannon and Cortober are attractive places to live, visit and do business."

To achieve this vision, several guiding principles have been set to guide the sub-strategies within this document. They are an important set of criteria to ensure future decisions align to achieve the vision and aspirations of the strategy. Consistent with local and national policy, a hierarchy of users has also been established to promote the use of sustainable and active travel modes. Providing for pedestrians is the highest priority while providing for single occupancy private car is the lowest.

3.2 Key Project Principles

The key principles of this project are based on the Transport Appraisal Framework criteria used for Transport and Accessibility Appraisals (TAA). These are:

- Accessibility
- Social Impacts
- Land Use Impacts
- Safety Impacts
- Climate Change
- Economic Impacts

3.3 Key Project Objectives

The strategy is framed by a comprehensive set of objectives that encapsulate the desired outcomes for Carrick-on-Shannon and Cortober. These include aspects pertaining to quality, sustainability, safety, resilience, all of which relate to the quality of life of residents and visitors. They will be used to assess the interventions proposed Maintaining and enhancing the strategic capacity of the N4 is an important objective given its role in providing connectivity between Dublin and the north-western region.

The key objectives are:

- Improve walking and cycling access to key services, employment and recreational facilities.
- Improves walking and cycling routes to schools.
- Improve walking and cycling access to key services, employment and recreational facilities for deprived groups.
- Improve connectivity with existing public transport facilities and residential areas.
- Improve existing public transport services frequency
- Improve safety for pedestrians, cyclists and vulnerable road users.
- Encourage mode share from private vehicles to public transport and active modes.
- Improvement to interchange between modes.
- Improves attractiveness and space allocation of streets to active travel and public realm
- Provide feasible and cost-effective solutions, which provide value for money.
- Maintain the strategic function, capacity and safety of the national road network

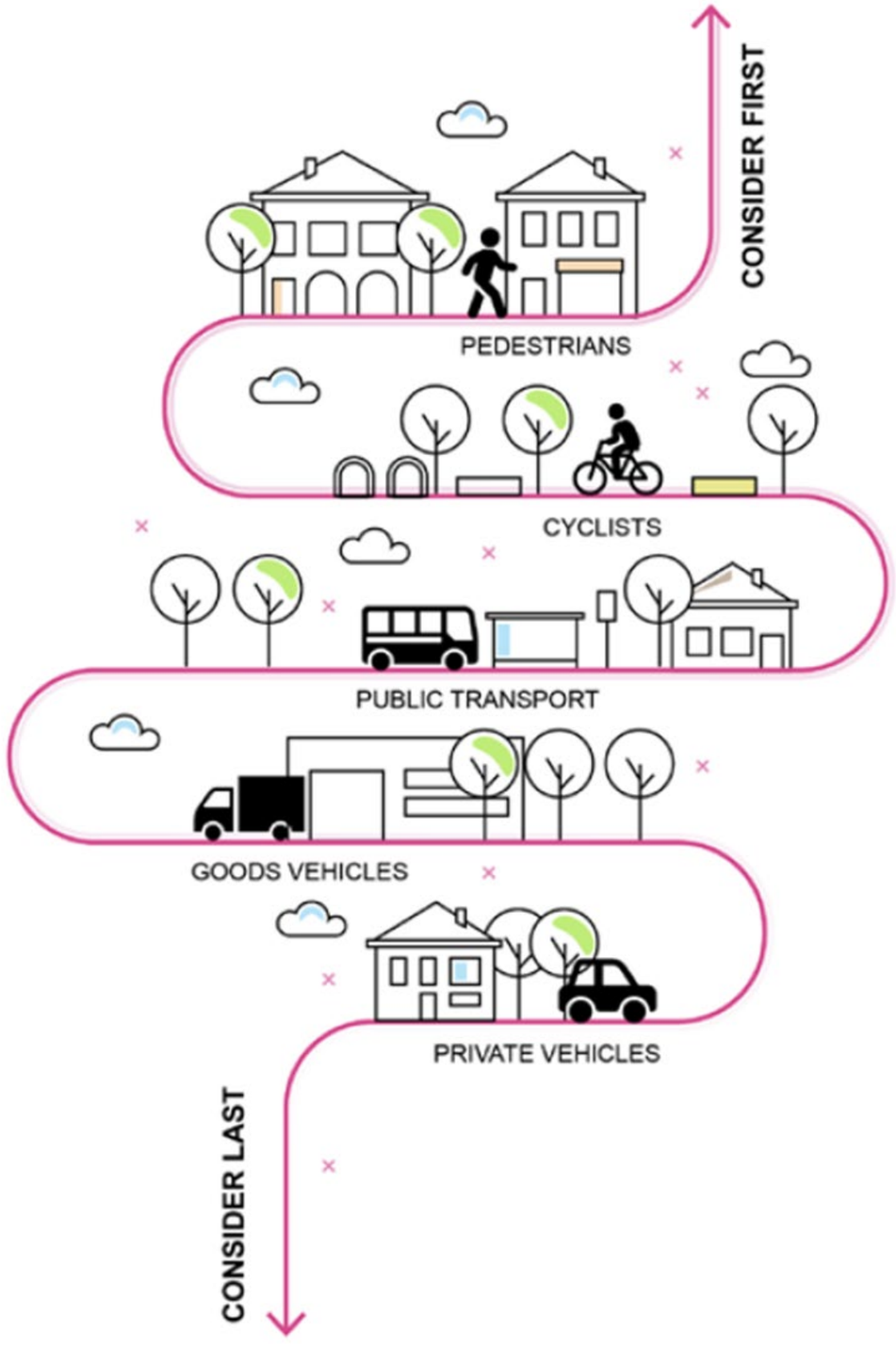

Figure 3-1 Modal Hierarchy

4. Part 2b: Options Development

Part 2b covers the process of identifying a series of measures which have potential to address the objectives of the ABTA that have previously been defined during Part 2. Collectively, packages of measures are referred to as Options for the purposes of the ABTA process. Options were developed for the following networks:

A. Permeability

Seeks to improve permeability between neighbourhoods enhancing attractiveness and promoting connectivity through the provision of:

- New walking and cycling links;
- New connections between residential areas;
- Increased quality of existing connections, including crossings;
- Removal of existing obstacles/barriers; and
- Planning for links through future development lands.

Issues and opportunities addressed

- Connecting poorly connected residential areas with other residential areas and nearby streets;
- Addressing key pedestrian desire lines;
- Improving the attractiveness of poorly designed existing connections; and
- Making walking and cycling more attractive by reducing journey times by active modes.

B. Active Travel

Seeks to improve walking and cycling connections and routes through the provision of:

- New/improved cycle tracks, lanes, and shared paths;
- Safer crossings at junctions;
- New/improved cycle parking; and
- Lower traffic speeds where traffic is mixed (e.g., outside of schools).

Issues and opportunities addressed

- Address the fragmented nature of the existing cycle network to connect key residential areas with attractions such as schools, retail, and employment;
- Make walking and cycling safer through the provision of safer crossing at junctions, especially roundabouts;
- New cycle links can reduce the journey times and encourage trips by bike, especially for trips to school; and
- Dedicated infrastructure can address safety concerns for low confidence cyclists who are forced to share the road with cars at present.

C. Public Transport

Seeks to encourage the use of public transport, to help reduce the environmental impacts of transportation.by:

- Improving interchange between public transport modes
- Provision of shelters at bus stops, where feasible
- Investigating the potential for new bus routes in the study area
- Improving frequency of public transport to make it more competitive with private car journeys
- Improving station facilities

Issues and Opportunities addressed:

- Improve the bus network as part of the Connecting Ireland Rural Mobility Plan;
- Increase public transport mode share for commuting trips;
- Potential to reduce car dependency with improves to public transport network; and
- Support households with no access to car.

D. Car Parking

Seeks to utilise existing on-street car parking zones along certain streets to improve the public realm and provide other functions such as wider footpath, cycle parking, outdoor dining areas.

- The strategy also includes improved connections from existing off-street car parks to these streets while accommodating loading and access for mobility impaired.
- Installation of bollards along edge of footpaths to prevent carparking on footpaths.

Issues and Opportunities addressed

- On-street parking brings traffic into the town centre streets reducing the amenity of those streets;
- On-street parking encourages people to circulate town centre streets to search for a space, causing air and noise pollution where pedestrian activity is highest; and
- Space can be reallocated for outdoor dining (which supports businesses), improved public realm and additional pedestrian and cyclist space.

E. Traffic Management

Seeks to reduce through traffic through the town and to improve conditions at junctions for all roads users but especially for pedestrians and cyclists through the provision of:

- Safe crossing facilities at roundabouts;
- Reduced junction radii at minor arms;
- Placemaking features where space is made available;
- Periodic speed limits outside of schools;
- Traffic calming solutions including narrowed roads and speed bumps.
- Reduction of car dependency in favour of active transport modes;
- Enhancement of existing walking and cycling facilities along key routes; and
- Diversion of through traffic/strategic traffic, especially HGVs from roads and key junctions used by pedestrians and cyclists.
- Creating one-way streets to reduce congestion and improve safety.

Issues and Opportunities addressed

- Wide junctions encourage vehicles to turn at speed creating an unsafe environment for pedestrians and cyclists;
- Roundabouts can be difficult to navigate for pedestrians and cyclists;
- High vehicle speeds can make it difficult to cross roads, especially where crossing facilities are limited;
- Speed limits of 30km/hr are becoming more common in urban areas as well as outside of schools;
- Lower speeds improve the amenity of the area, encouraging people to use sustainable modes of travel.
- Many trips to work, school or college made by car can be easily made by active travel modes;
- Enable more effective traffic management within and around the study area and re-allocation of town core road-space in favour of bus-based public transport services and walking/cycling facilities.

5. Part 3: Options Assessment

In order to assess the schemes developed, a qualitative Multi Criteria Analysis (MCA) was undertaken in order to inform the prioritisation of the various network improvement and interventions.

MCA is an appraisal tool used to evaluate alternatives based on identified criteria and ranked on the basis of an aggregation procedure. The criteria would normally reflect policy, programme or project objectives and other considerations as appropriate, such as value for money, environment, social inclusion, etc. The detailed MCA process can be found in the LTP report.

5.1 Rating Scale

The proposed transport networks are assessed based on a five-point scale, based on the benefit or disadvantage the improvements and interventions may have. The benefit/disadvantage is broadly scaled based on comparison with other options, but this particular MCA process is not a direct comparative MCA, as it is not comparing distinct options with a single chosen outcome, rather a broader assessment of the network under the different criteria which is used to inform their priority. This is defined in Table 5-1.

Table 5-1: Appraisal rating scale

	Significant advantage over other options
	Some advantage over other options
	Neutral compared to other options
	Some disadvantage compared to other options
	Significant disadvantage compared to other options

5.2 Options Appraisal Criteria

The network improvements and interventions have been compared and assessed using the principles of an MCA in line with the ABTA guidance. Specific criteria have been developed for each network in order to compare the improvement and interventions against the most suitable criteria, these criteria are shown in the figure below, Figure 5-1. The criteria used were taken from the Transport Appraisal Framework (TAF) recommend appraisal criteria.

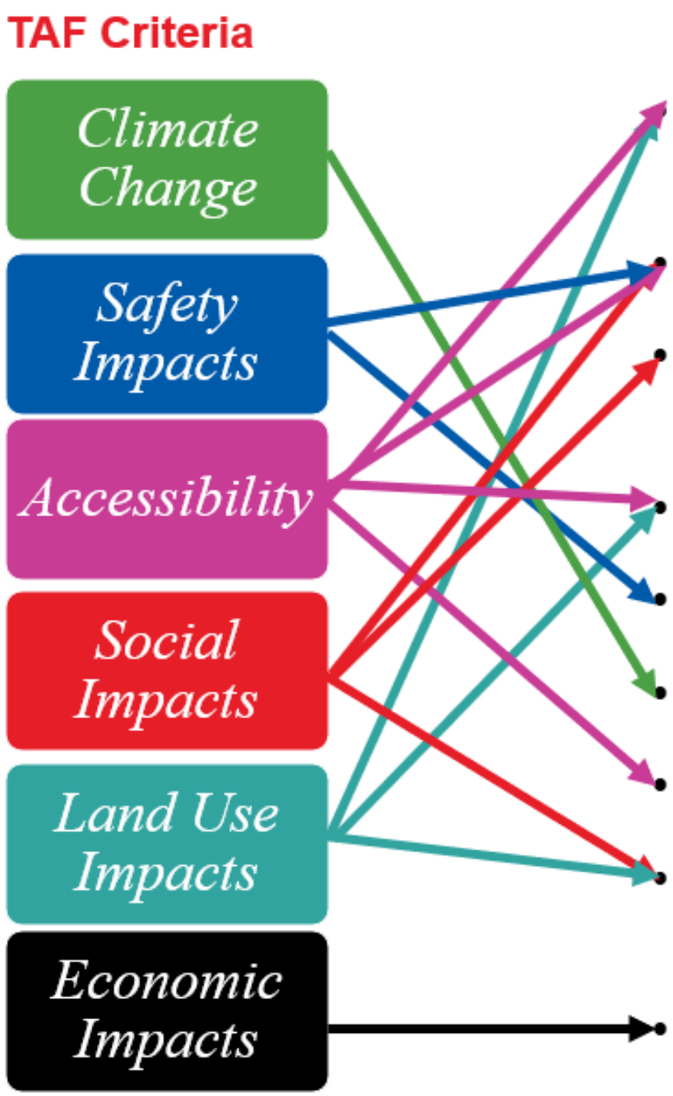

Figure 5-1: MCA Sub-Criteria

6. Parts 4 and 5: Plan Preparation and Finalisation

Based on the results of the Multi Criteria Analysis undertaken in the previous section, certain schemes have been removed from recommendation, and the remaining schemes have been categorised into Priority 1 and Priority 2 schemes.

The Priority 1 schemes are those that demonstrate the greatest overall impact and alignment with objectives according to the assessment criteria. These schemes will be prioritised for early implementation, subject to required statutory processes, availability of funding and engineering feasibility following the detailed design process.

The Priority 2 schemes also demonstrate net benefits and alignment with objectives but to a lesser extent than the Priority 1 schemes. These schemes will be implemented once the Priority 1 schemes have been completed, again subject to required processes, funding, and engineering feasibility following the detailed design process.

Schemes that were ranked lowest or negatively in terms of benefits and highest in terms of negative impacts have been removed from further consideration. Limited funds and resources mean concentrating on higher priority schemes is the most prudent course of action.

The following sections will provide details of the priority that has been assigned to each of the remaining transport strategy schemes, along with indicative timelines for implementation and estimates of potential high-level costs.

6.1 Recommended Permeability Schemes

Table 6-1 High priority permeability schemes

Priority 1 Schemes	
No.	Scheme
PY-6	Provide a pedestrian/ cycle link from the Intreo centreo on the N4 to the bridge
PY-8	Improve pedestrian connection link between Quay Road and St Georges Terrace through Peoples Park
PY-9	New pedestrian connection via archway connecting Bridge Street and Cryans Hotel Access Road to be well-lit and detailed to compliment the townscape.
PY-10	New pedestrian link between Flynn's Field car park and Shannon Court.
PY-16	New pedestrian and cycle link from Lis Cara to Autumn View
PY-17	New pedestrian link connecting Summerhill (near St. Patricks Community Hospital with Leitrim Road (south of Hartley's Cross junction)
PY-18	New pedestrian and cycle link from Mount Temple Mews to Summerhill
PY-19	Improve pedestrian/ cycle link between Bridge Street and Cortober
PY-20	New pedestrian/cycle link north of Páirc Seán Mac Diarmada to connect schools, residential estates with employment, leisure, and retail areas around the N4, at Castlecara Road to Cara Court
PY-21	New pedestrian/cycle link connecting Ath Na Rí to Gaelscoil Liatroma and Castlecara Rd. This connection will benefit from the existing cycle path along Castlecara Rd. The route has the potential to blend well with existing landscape patterns, drumlins, and other features at Correen to Gaelscoil Liatroma
PY-22	New pedestrian/ cycle link between Shannnonside View and Rosebank Retail Park
PY-26	New pedestrian/cycle link from Leitrim Road, north of Liscara, to Summer Hill
PY-27	New pedestrian/cycle link from Summer Hill to Castlecara Road

Table 6-2 Low priority permeability schemes

Priority 2 Schemes	
No.	Scheme
PY-12	Ensure proposed Blueway is connected with future east-west links at Priests Lane (Fire Station to Patricks Park)
PY-14	New pedestrian and cycle link from Cloonsheebane to Ballynamony
PY-15	New pedestrian and cycle link between Lis Cara estate and Oaklands estate
PY-23	New pedestrian link along the riverside to connect to the Riverfront Park to Attyrory
PY-24	New pedestrian and cycle link from Dún Rí to Ros na Hinse bus stop

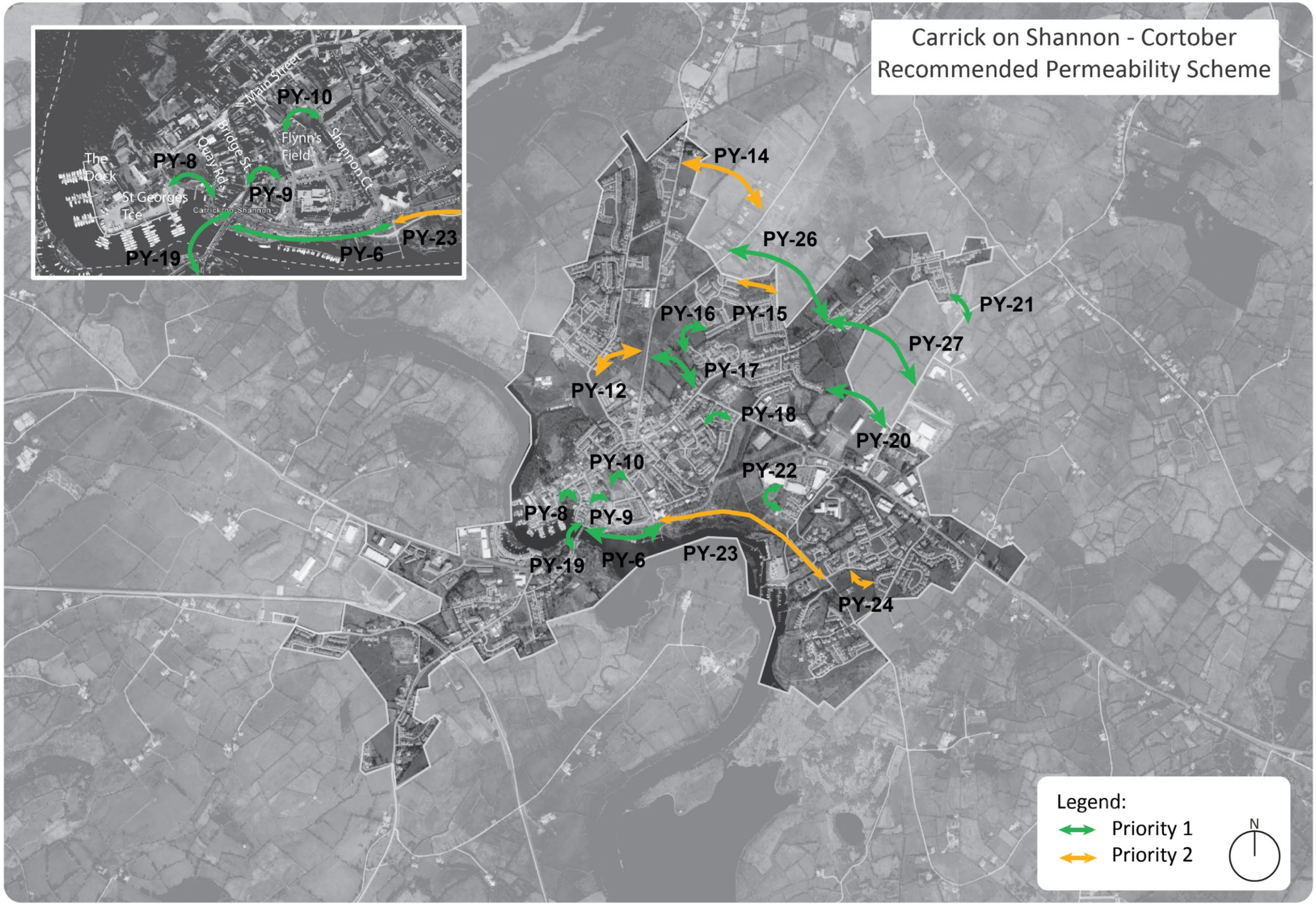

Figure 6-1 High and low priority permeability schemes

6.2 Recommended Active Travel Schemes

6.2.1 Pedestrian Infrastructure

The following pedestrian infrastructure changes are recommended for Carrick-on-Shannon and Cortober, see Table 6-3 and Table 6-4.

Table 6-3 High priority pedestrian infrastructure schemes

Priority 1 Schemes	
No.	Scheme
W-2	Improve the footpath along the R368, from the View towards the N4/ R368 roundabout. Includes widening of the footpath, resurfacing, and implementing new footpath on south side of the road where missing.
W-3	Improve footpath outside of St Marys GAA
W-5	Investigate signalisation of junction in order to widen footpath under railway bridge
W-12	Improve the footpath along Castlecara Rd to tie to the existing path/ cycle path to the north
W-13	Add a safe, wide footpath along R903 Quay Road to allow pedestrians to walk safely from Quay Road car park towards St. Georges Terrace in sections where there is no existing footpath
W-14	Periodic pedestrianisation of Main Street
W-15	Create a more legible pedestrian route to Main Street at Shannon Court, Bridge Street, and from Flynn's Field. Footpaths to be widened and resurfaced.
W-17	Improve the footpath along the N4 (Bridge Street to the R280 roundabout). Includes extending the footpath on the south side from where it ceases at the Boardwalk towards the roundabout.
W-18	Widening footpath and providing street trees, especially south of the Scoil Mhuire, Dublin Road (N4 roundabout to Summerhill) and Shannon Lodge.
W-19	Widening pavements (particularly along the park) and reducing carriageway widths at Circular Road (Shannon roundabout to Attifinlay (L3412))
W-20	Widen footpaths at Summerhill (Main Street to Community School junction)
W-21	Improve footpath on R280 from Main Street toward Lis Cara. Especially widening and resurfacing along western side of road outside of Main Street and adding a footpath on the side of the road where it is missing past Hartley Cross. To accommodate for potential new developments.
W-28	Improve footpath toward Aura Leitrim, widening and resurfacing. Add a path to the side missing one.
W-29	Implement a footpath where one is missing on the southern side of the road from Summerhill to Attifinlay Roundabout
W-34	Add a new footpath along N4 from the L365 to N4 junction as there currently is none.

Table 6-4 Low priority pedestrian infrastructure schemes

Priority 2 Schemes	
No.	Scheme
W-4	New footpath connecting R368 Mullaghmore to train station at R370
W-6	Improve and widen the footpath in Glenpatrick estate
W-7	New footpath at Cortober Heights
W-8	Add new footpaths to roads perpendicular to Shannon View
W-9	Improve existing on-street footpath along Shannon View, adding preventative bollards to prevent cars parking on footpath, adding new footpath to side of road missing it.
W-10	Add new footpath along Shannon View where footpath ceases
W-22	Improve the footpaths from Main Street, along Priests Lane towards Cluain Ard. These improvements include the adjacent roads, such as the footpath between the fire station and the Intreo Centre, the footpath north of Hartley Cross, and the footpath connecting Cluain Ard and Cluain Si.
W-23	New footpath from the north of Cluain Ard.
W-24	Improve the footpath from Hartleys Cross to Cluain Si. To accommodate for potential new developments.
W-25	New footpath from Cluain Si toward Hartley Court
W-26	New footpath north of Clenahoo House towards Drumlumman
W-27	Improve footpath from Summerhill junction toward Ath na Ri, to the Castlecara Rd junction.
W-30	Widen footpaths (particularly on the southern edge) at N4 (Attyrory roundabout to L3655 Attyrory)
W-31	Improved footpath path at L3655 (Rosebank), includes widening and resurfacing, and adding a footpath on the side of the road where missing if feasible
W-33	Add a new footpath where there currently is none, off the L365 towards Glas na hAbhainn.

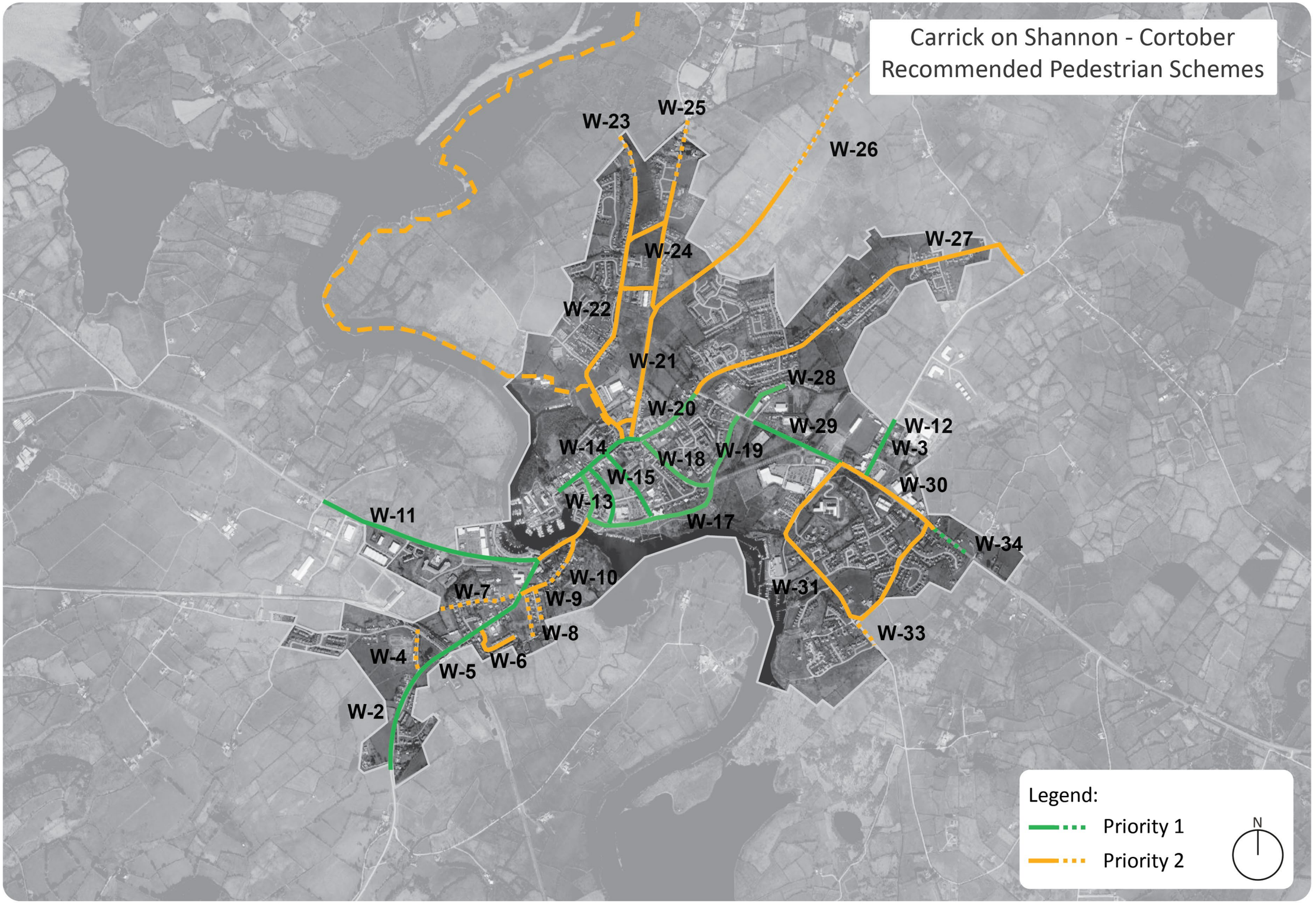

Figure 6-2 High and low priority pedestrian infrastructure schemes

6.2.2 Bicycle Infrastructure

The following bicycle infrastructure changes are recommended for Carrick-on-Shannon and Cortober, see Table 6-5 and Table 6-6.

Table 6-5 High priority bicycle infrastructure schemes

Priority 1 Schemes	
No.	Scheme
C-5	New cycle path from Carrick Retail Park to the R368 roundabout (Urban Primary route in CycleConnects)
C-6	New cycle path along Sligo Road connecting to a new segregated cycle path on the pedestrian bridge (Urban Primary route in CycleConnects)
C-7	New cycle path from the Dock, along St. Georges Terrace, to Quay Road (Urban Secondary route in CycleConnects)
C-9	New cycle route along Main Street (Urban Primary route in CycleConnects)
C-10	New cycle path along Flynn's field, with bicycle connection through the laneway from Bridge Street (Urban Secondary route in CycleConnects)
C-11	New cycle path connecting Shannon Court to Flynn's Field (Urban Secondary route in CycleConnects)
C-12	New cycle route along Shannon Court with a connection adjacent to Central Park (Urban Secondary route in CycleConnects)
C-13	New cycle route along N4 (Bridge Street to the Shannon roundabout) (Urban Primary route in CycleConnects)
C-14	New cycle paths along all roads in Shannon Lodge (Urban Secondary route in CycleConnects)
C-15	New cycle path between N4 roundabout to Summerhill. (Urban Primary route in CycleConnects)
C-16	Improve bicycle path along L3412 Summerhill from the Summerhill roundabout, implementing bollards etc. Also Improve cycle path within the park adjacent to L3412 Summerhill (Greenway route in CycleConnects)
C-17	New bicycle path along Summerhill from main street towards Carrick-on-Shannon Community School (Urban Primary route in CycleConnects)
C-18	New cycle path along Priests Lane, to accommodate for potential Blueway (Urban Secondary route in CycleConnects)
C-19	New cycle path along St Patricks Park to accommodate for potential Blueway (Urban Secondary route in CycleConnects)
C-20	Improve existing cycle path from north of St Patricks Park towards Cloonsheebane (Urban Secondary route in CycleConnects)
C-24	Improve existing L3412 Summerhill cycle route (forms part of existing proposed scheme)
C-25	Improve existing cycle route from Summerhill roundabout toward Castlecara Rd (Urban Secondary route in CycleConnects), includes making off road/ adding safety bollards
C-26	New cycle route connecting Ath na Ri to Gaeilscoil Liatroma
C-27	Improve existing cycle route from Summerhill roundabout to Attifinlay Roundabout (Urban Primary route in CycleConnects), includes making off road paths to segregate from traffic/ adding safety bollards to on-road paths
C-28	Improve existing cycle route from Attifinlay Roundabout to where the speed limit changes on the N4 (Urban Primary route in CycleConnects), includes making off road paths to segregate from traffic/ adding safety bollards to on-road paths
C-30	Improve existing cycle route from Attyrory Roundabout to St Marys GAA (Urban Secondary route in CycleConnects), includes making off road paths to segregate from traffic/ adding safety bollards to on-road paths
C-31	New cycle path along Castlecara Rd to tie to the existing path/ cycle path to the north

Table 6-6 Low priority bicycle infrastructure schemes

Priority 2 Schemes	
No.	Scheme
C-1	New cycle path along the R368, from south of the View towards the N4/ R368 roundabout. (Inter-Urban/ Urban Primary route in CycleConnects)
C-2	New cycle route from the train Station along R370 towards Shannon Gael estate (Urban Secondary route in CycleConnects)
C-3	New cycle path connecting R368 Mullaghmore to train station at R370
C-4	Proposed Carrick-on-Shannon to Boyle Greenway
C-8	New cycle path along Bridge Street (Urban Primary route in CycleConnects)
C-22	New cycle path from Main Street along R280 heading north (Inter-Urban/ Urban Primary route in CycleConnects)
C-21	New cycle path from Ballynamony road along Cloonsheebane road toward Hartley Court (Urban Secondary route in CycleConnects)
C-23	New cycle route from the Hartley Cross junction on the R280 connecting to St Patricks Community Hospital. (Urban Secondary route in CycleConnects)
C-29	New cycle route connecting The Shannon roundabout to Shannonside View to improve connectivity to Rosebank Retail Park.
C-32	New cycle path along the L365 road
C-33	New cycle path from where the speed limit changes along the N4
C-34	Development of Blueway from Carrick-on-Shannon to Leitrim Village and Battlebridge Lock

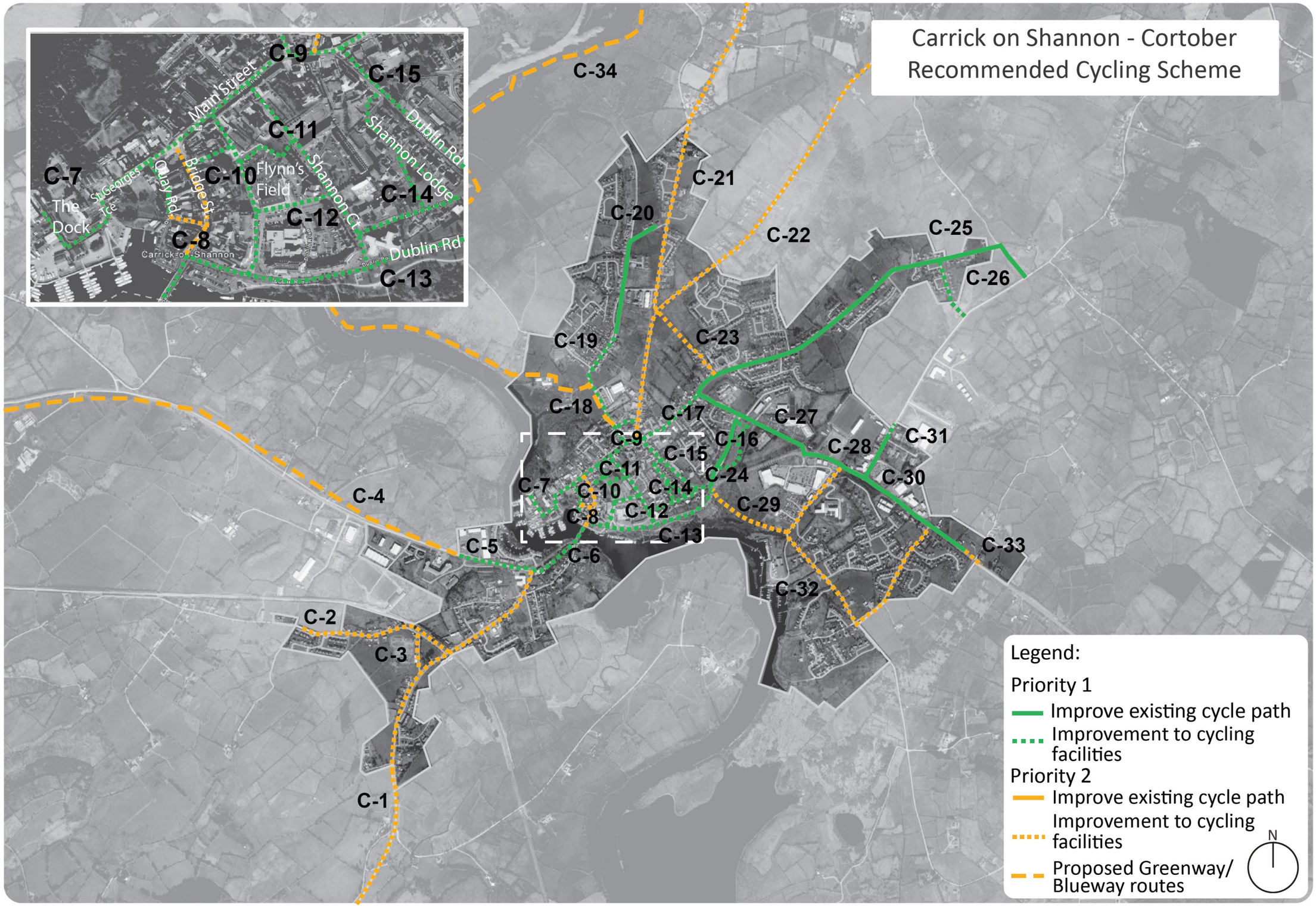

Figure 6-3 High and low priority bicycle infrastructure schemes

6.2.3 Bicycle Parking

The following new or improved bicycle parking are recommended for Carrick-on-Shannon and Cortober, see Table 6-7 and Table 6-8.

Table 6-7 High priority bicycle parking schemes

Priority 1 Schemes	
No.	Scheme
BP-2	Improved bicycle parking at Train Station
BP-4	Implement bicycle parking near the bus stop at Glancy's Bar
BP-7	Implement bicycle parking near Carrick Retail & Business Park
BP-8	Implement bicycle parking near The Dock
BP-9	Implement bicycle parking along main street
BP-10	Implement bicycle parking at Flynn's Field car park
BP-11	Improved bicycle parking at the Bridge Street, N4 roundabout and implement at the car park at Quay Rd
BP-12	Implement bicycle parking at River Front Amenity Park/ along the N4
BP-13	Improve bicycle parking at Scoil Mhuire
BP-14	Implement bicycle parking at the junction of Summerhill and Dublin Road
BP-15	Improved bicycle parking at Fire Station
BP-25	Additional bicycle parking at Cumann Mhuire Naofa
BP-26	Additional bicycle parking at Rosebank Retail Park

Table 6-8 Low priority bicycle parking schemes

Priority 2 Schemes	
No.	Scheme
BP-3	Implement bicycle parking near the petrol stations along R368
BP-5	Implement bicycle parking near West Gate Business Park
BP-6	Implement bicycle parking near Cortbober Showground
BP-16	Implement bicycle parking at Park Lane
BP-17	Implement bicycle parking at Hartley Business Park
BP-18	Implement bicycle parking at KinderKare Preschool
BP-19	Implement bicycle parking at Lis Cara estate
BP-20	Implement bicycle parking at St Patricks Community Hospital
BP-21	Implement bicycle parking at Beeches estate
BP-22	Improve bicycle parking at Gaelscoil Liatroma
BP-23	Implement bicycle parking at Aura Leitrim Leisure Centre
BP-24	Implement bicycle parking at Páirc Seán Mac Diarmada
BP-28	Implement bicycle parking at Shannonside Retail Park

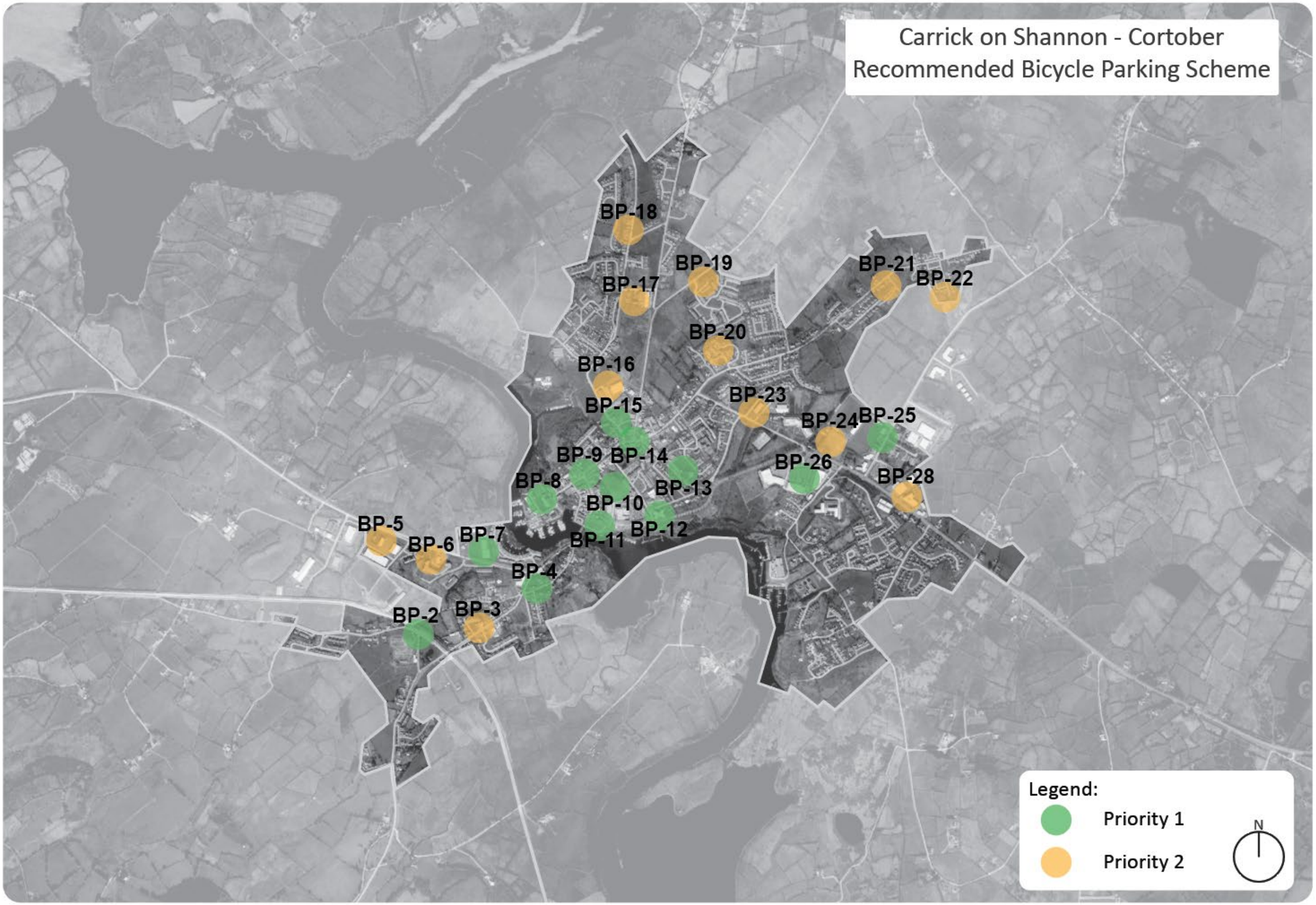

Figure 6-4 High and low priority bicycle parking schemes

6.3 Recommended Public Transport Schemes

The following public transport improvements are recommended for Carrick-on-Shannon and Cortober, see Table 6-9 and Table 6-10.

Table 6-9 High priority public transport schemes

Priority 1 Schemes	
No.	Scheme
PT-2	Train Station parking area to accommodate adequate and legible turnaround for bus services (e.g., Local Link).
PT-3	Wayfinding improvements to train station
PT-4	Improve bus stop at train station, improve lighting, pathway, add shelter and signage
PT-5	New bus stop north of Glenpatrick along R368
PT-9	New bus stop along Bridge St.
PT-10	Eastbound bus stop upgraded at N4 Bus Stop (near Cryans hotel) - Electronic signage?
PT-11	Westbound bus stop upgraded as part of 'Destination Towns' initiative at N4 Bus Stop (near landmark hotel) - Electronic signage?
PT-12	Designate section of on-street parking along N4 (east of Shannon Court junction) as 'coach' parking during busy summer months at N4 (between Shannon Court and Shannon roundabout)
PT-14	Improve Leitrim Village bus stop, improve lighting, pathway, add shelter and signage
PT-15	Improve Park Lane bus stop, improve lighting, pathway, add shelter and signage
PT-16	Improve Park Lane bus stop, improve lighting, pathway, add shelter and signage
PT-22	Improve Lis Cara bus stop, improve lighting, pathway, add shelter and signage
PT-31	Improve Ros na hInse bus stop, improve lighting, pathway, add shelter and signage
PT-32	Improve Rockingham bus stop, improve lighting, pathway, add shelter and signage
PT-33	Improve Ard na Sí bus stop, improve lighting, pathway, add shelter and signage

Table 6-10 Low priority public transport schemes

Priority 2 Schemes	
No.	Scheme
PT-1	New bus stop at the entrance to The Well housing estate to accommodate proposed bus route
PT-6	New bus stop west of West Gate Business Park along N4
PT-7	New bus stop near Carrick Business and Retail Park along N4
PT-8	Improve bus stop at Glancy's Bar, improve lighting, pathway, add shelter and signage
PT-13	Improve Summerhill bus stop, improve lighting, pathway, add shelter and signage. Dependent on future bus services utilising the bus stop.
PT-17	Improve Breffni Estate, Hartley Hall, bus stop, improve lighting, pathway, add shelter and signage. Dependent on future bus services utilising the bus stop.
PT-18	Improve St Patricks Park, Hartley Hall, bus stop, improve lighting, pathway, add shelter and signage. Dependent on future bus services utilising the bus stop.
PT-19	Improve Hartley, Hartley Hall, bus stop, improve lighting, pathway, add shelter and signage. Dependent on future bus services utilising the bus stop.
PT-20	New bus stop at St Marys Cemetery to accommodate potential bus route
PT-21	New bus stop at Clenahoo House along existing bus route
PT-23	New bus stop at Summerhill Roundabout to accommodate potential bus route
PT-24	New bus stop outside Oaklands estate to accommodate potential bus route
PT-25	New bus stop along Kilboderry Rd, near the Beeches in Drumnagh to accommodate potential bus route
PT-26	New bus stop outside Ath Na Rí estate to accommodate potential bus route
PT-27	New bus stop at Rosebank Retail Park to accommodate potential bus route and existing bus route
PT-28	New bus stop along Castlecara Rd south of St. Mary's GAA to accommodate potential bus route
PT-29	New bus stop at North West Business Park to accommodate potential bus route
PT-30	New bus stop at Shannonside Retail Park to accommodate potential bus route
PT-34	New bus route extending from the south, stopping at the train station, towards main street
PT-35	Improve frequency of train services at Carrick-on-Shannon station.
PT-36	New bus route extending from Hartley Court towards main street
PT-37	New bus route extending from the L3408, towards main street
PT-38	New bus route exteM3:N40nding from the L3408, passing Attitrory, towards main street

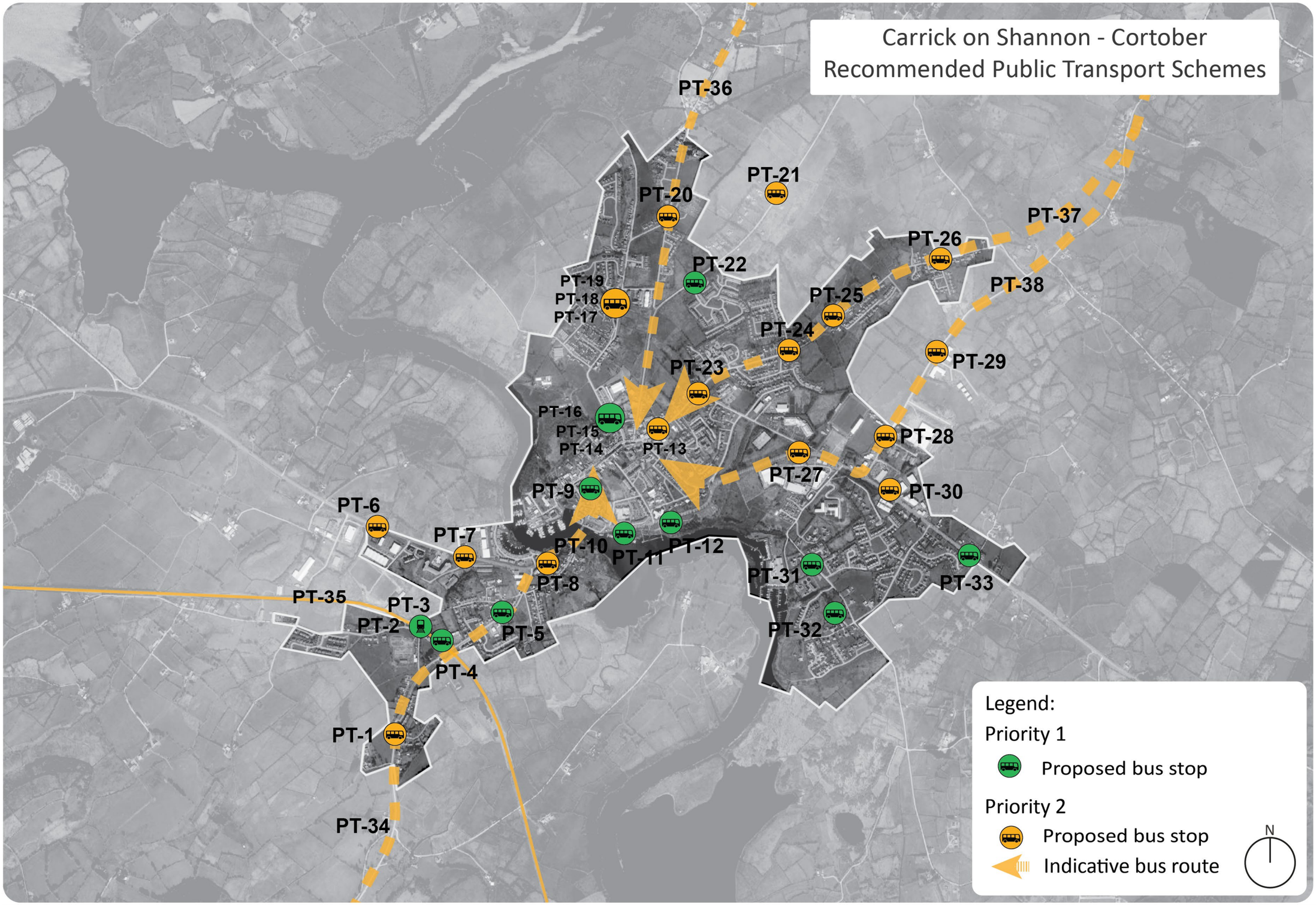

Figure 6-5 High and low priority public transport schemes

6.4 Recommended Car Parking Schemes

The following car parking changes are recommended for Carrick-on-Shannon and Cortober, see Table 6-11 and Table 6-12.

Table 6-11 High priority car parking schemes

Priority 1 Schemes	
No.	Scheme
CP-3	Reorganisation of parking within the Quay Road car park and the re-purposing of parking areas for public realm. Route to be made legible and connect with the proposed Blueway, Townspark, the proposed new boardwalk and the ramp to River Shannon Bridge.
CP-4	Public realm scheme which reduces the amount of on-street car parking along Bridge Street, replacing it with new build-outs for seating, trees, and outdoor dining. Potential to create 'chicane' type traffic calming features. High quality paving and materials to compliment townscape and public realm upgrades.
CP-5	Re-examine car parking at Cryans Hotel Access Road
CP-6	Re-examine car parking at Landmark Hotel Access Road
CP-7	Reduce on-street parking (with new buildouts accommodating street trees and SUDs tree-pits where possible) at N4 (Bridge Street to Shannon roundabout)
CP-11	Identification of appropriate 'park and stride' locations, peripheral to the core town centre area.

Table 6-12 Low priority car parking schemes

Priority 2 Schemes	
No.	Scheme
CP-1	Identify new off-street car parking in proximity of the train station
CP-8	Re-examination of car parking at Shannon Court
CP-9	Reduce on-street parking (with new buildouts accommodating street trees and SUDs tree-pits where possible) at Main Street
CP-10	Explore opportunities for long-stay car park, with active travel connections into town centre.

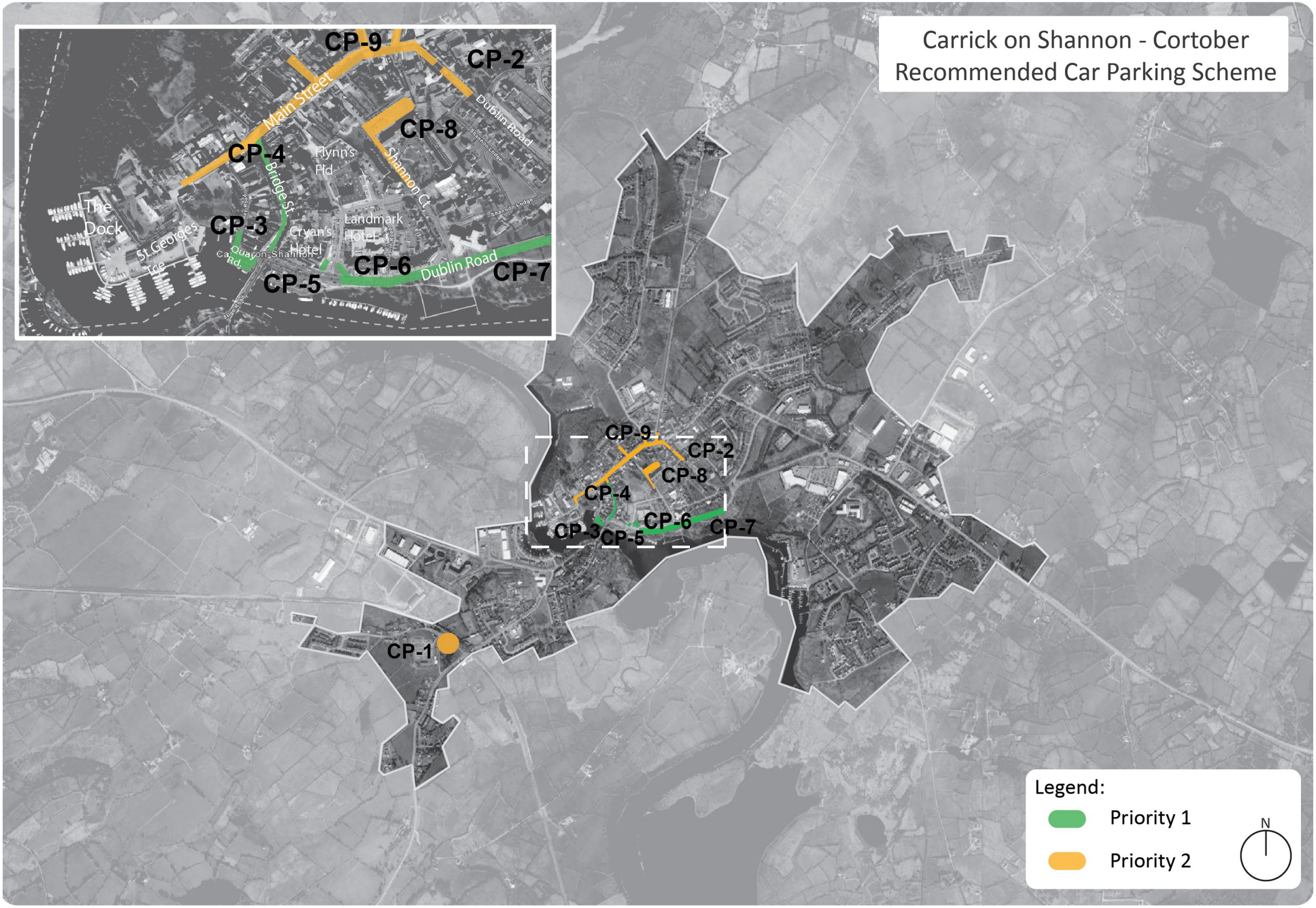

Figure 6-6 High and low priority car parking schemes

6.5 Recommended Traffic Management Schemes

The following traffic management changes are recommended for Carrick-on-Shannon and Cortober, see Table 6-13 and Table 6-14.

Table 6-13 High priority traffic management schemes

Priority 1 Schemes	
No.	Scheme
TM-1	Reduced junction radii at junctions with Station Road and Sli an Iarainn estate. A transition zone is proposed along this section of the R368 to the village of Cortober which includes reduced traffic lane widths (to accommodate active travel routes)
TM-2	Formal crossings provided at roundabout junction with Carrick Retail & Business Park
TM-3	Formal crossings provided at roundabout junction with R368 (between railway bridge and N4 roundabout), integrate new crossings to calm traffic, prioritise pedestrian movements and indicate the arrival into Cortober.
TM-9	Improved crossing facilities along N4 in proximity of the bus stops at N4 Bus Stop (near Landmark Hotel and Cryans Hotel)
TM-10	Integration of high quality, sculptural wayfinding aids designed to complement and create a node at the junction of Shannon Court and the N4
TM-11	Reduction of the road width to facilitate a shared path at N4 (between Shannon roundabout and Bridge Street). And review options to reduce median and remove turn lanes as part of 'Gateway' options (potentially supported as a result of reduced traffic along N4 as part of N4 Carrick-on-Shannon to Dromod project)
TM-12	Provide formalised crossings at Shannon roundabout
TM-14	Reduced road widths at Shannon Court
TM-15	Create places to sit and rest in incidental spaces created by tightened junctions. Dublin Road (N4 roundabout to Summerhill) and Shannon Lodge.
TM-17	Provide crossing at northern end of local shops where footpath ends at Priests Lane (Fire Station to Patricks Park)
TM-18	Improve crossing where footpath switches at Leitrim Road (north of Hartley's Cross)
TM-19	Provide formal crossings at roundabout close to Community school at Summerhill (Main Street to Community School junction)
TM-20	Tighten the junction leading into the Summerhill Estate. Install raised tables
TM-21	Reducing the radii of the junction into Cara Court at L3413 (Elysian Meadows / Summerhill)
TM-23	Provide formal crossings on all arms of the Attifinlay roundabout
TM-24	Reduce junction radii at junction with Rosebank
TM-26	Formal crossings on all arms of the Attyrory roundabout

Table 6-14 Low priority traffic management schemes

Priority 2 Schemes	
No.	Scheme
TM-4	Reduced junction radii at junction with Inver Gael
TM-5	Extension of the 30kph speed limit zone from Cortober Village, across River Shannon Bridge to the N/4R280 (Dublin Road) roundabout.
TM-6	An enhanced transition zone is proposed along this section of the N4 to the village of Cortober. This includes the removal of the hard shoulders, the consolidation of roadside signage, the development of a town gateway feature / space, reduced traffic lane widths and the introduction of pinch points to reduce traffic speeds.
TM-7	Formal crossing provided on northern arm of roundabout at Bridge St. Removal of through traffic as part of N4 Carrick-on-Shannon to Dromod Project would likely support further enhancements at this junction.
TM-8	Removal of turning lanes at N4 (Bridge Street to the Shannon roundabout)
TM-13	Introduce raised tables at junctions with Shannon Lodge junctions to reinforce street function, Dublin Road (N4 roundabout to Summerhill) and Shannon Lodge.
TM-16	Junction tightening into the carpark at Shannon Court
TM-22	Reduce to one lane on N4 eastbound approach to R280 roundabout junction
TM-25	Changes in surfaces to emphasise pedestrian crossing points at N4, introduction of pinch points to reduce traffic speeds (Attifinlay roundabout to Attyrory roundabout).

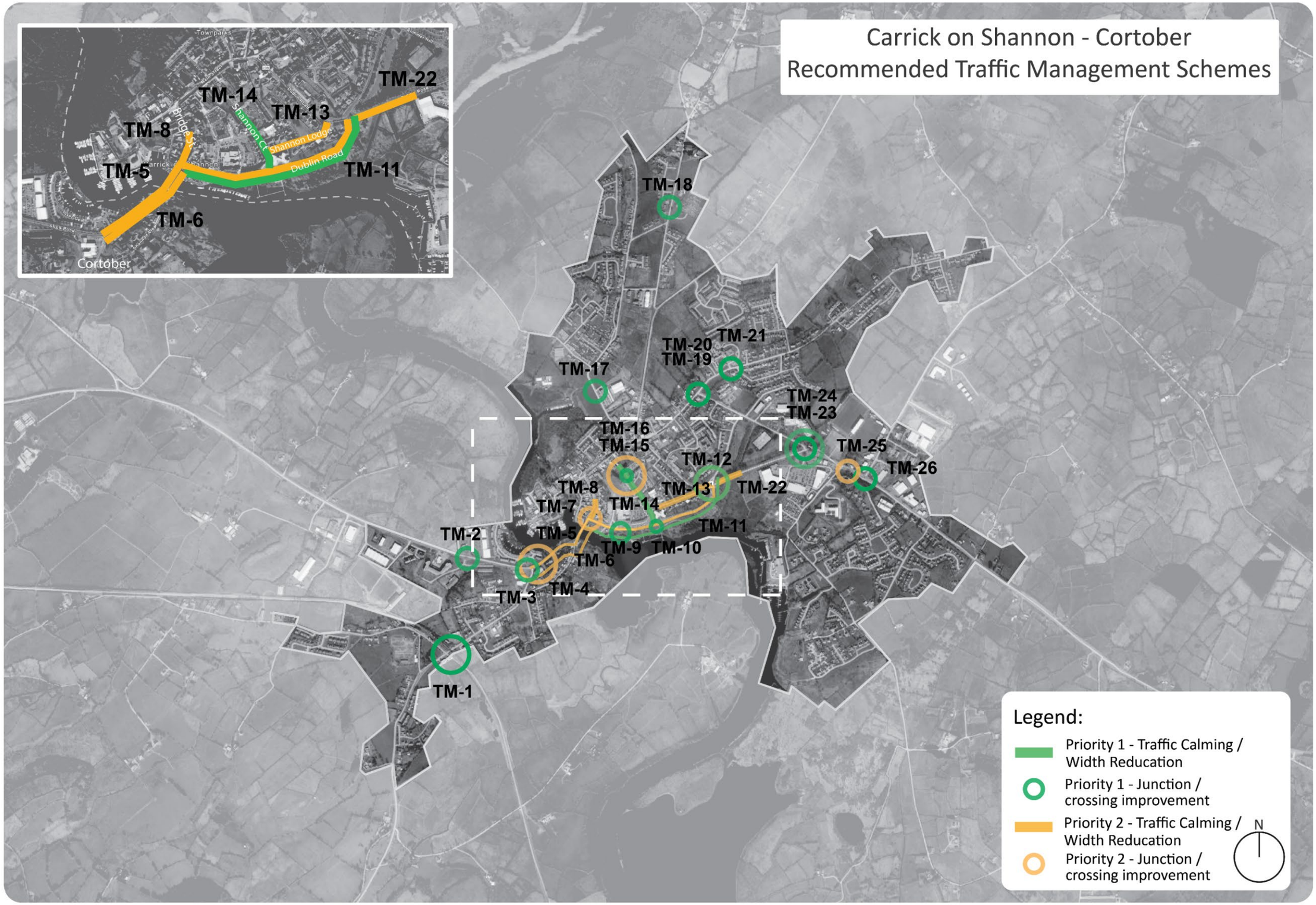

Figure 6-7 High and low priority traffic management schemes

7. Overall Network

The map below, Figure 7-1, shows the indicative overall network plan for Carrick-on-Shannon and Cortober.

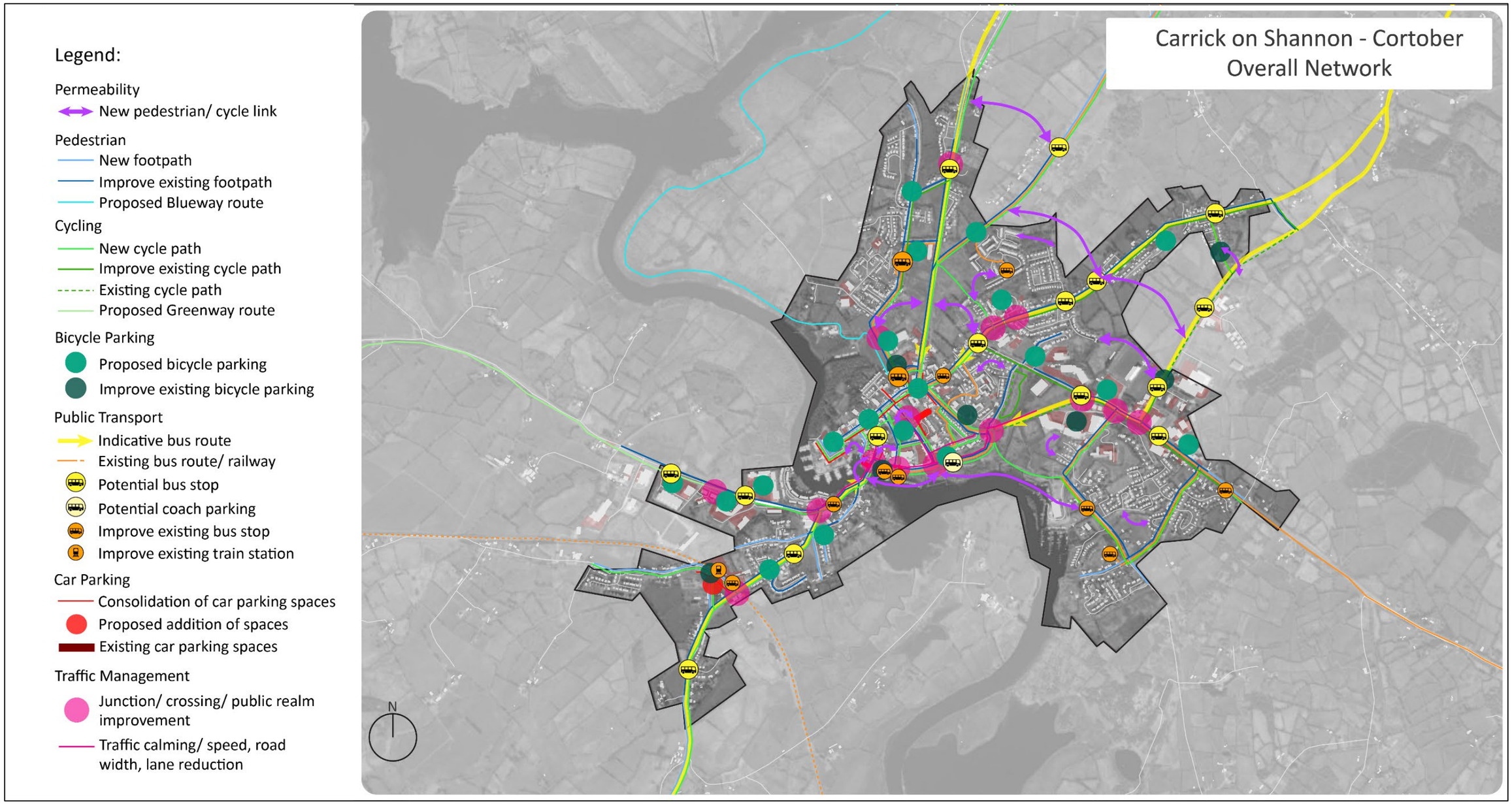

Figure 7-1 Overall Proposed Network for Carrick-On-Shannon and Cortober

7.1 Sub Sections of Network

The overall network has been sub-divided into 5 sections for clearer viewing.

7.1.1 Section 1 – Lisnagat / Hartley

Figure 7-2 Section 1 of Overall Network

7.1.2 Section 2 – Summerhill / Dublin Road / Castlecara Road

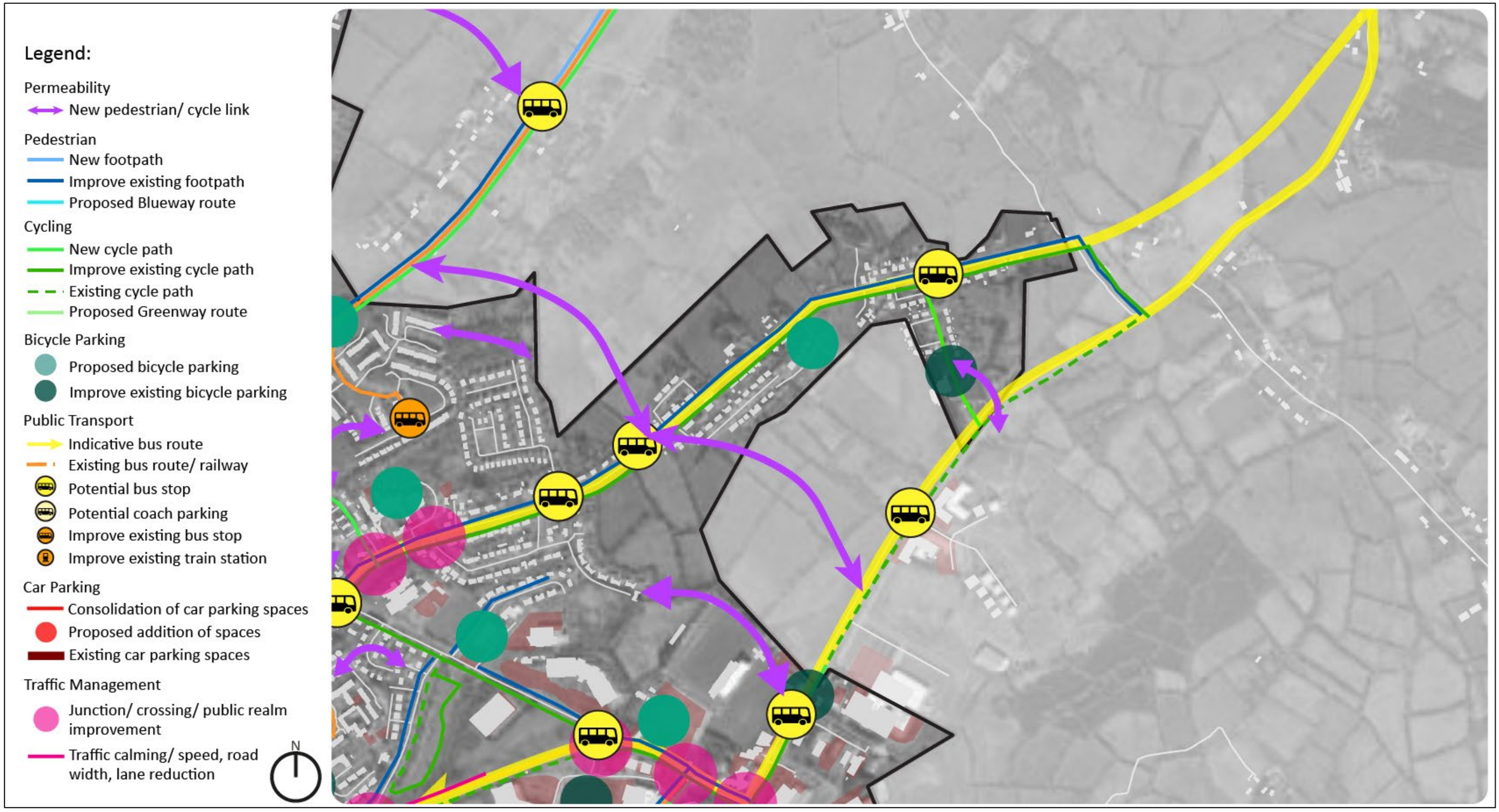

Figure 7-3 Section 2 of Overall Network

7.1.3 Section 3 - Cortober

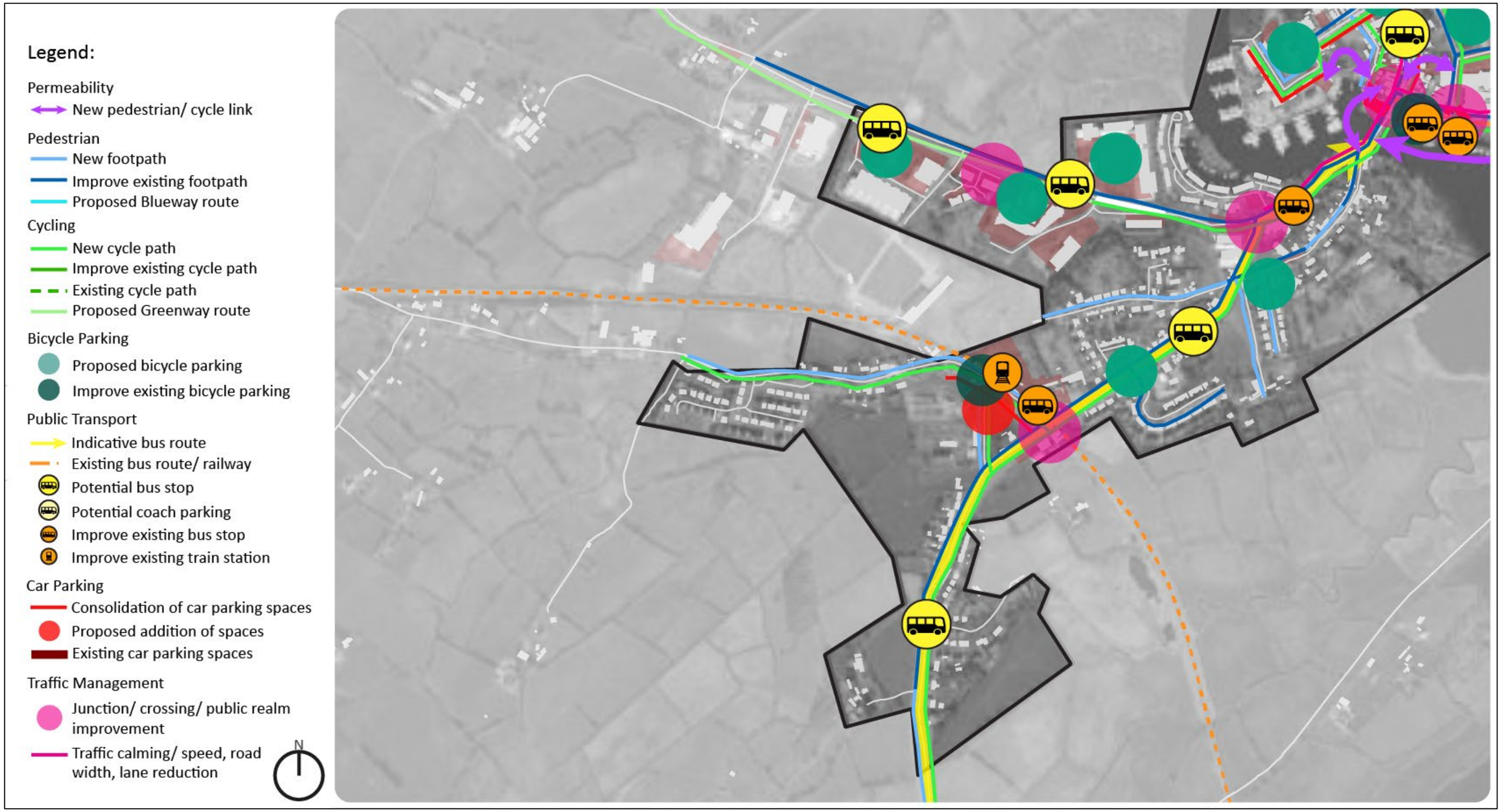

Figure 7-4 Section 3 of Overall Network

7.1.4 Section 4 - Attyrory

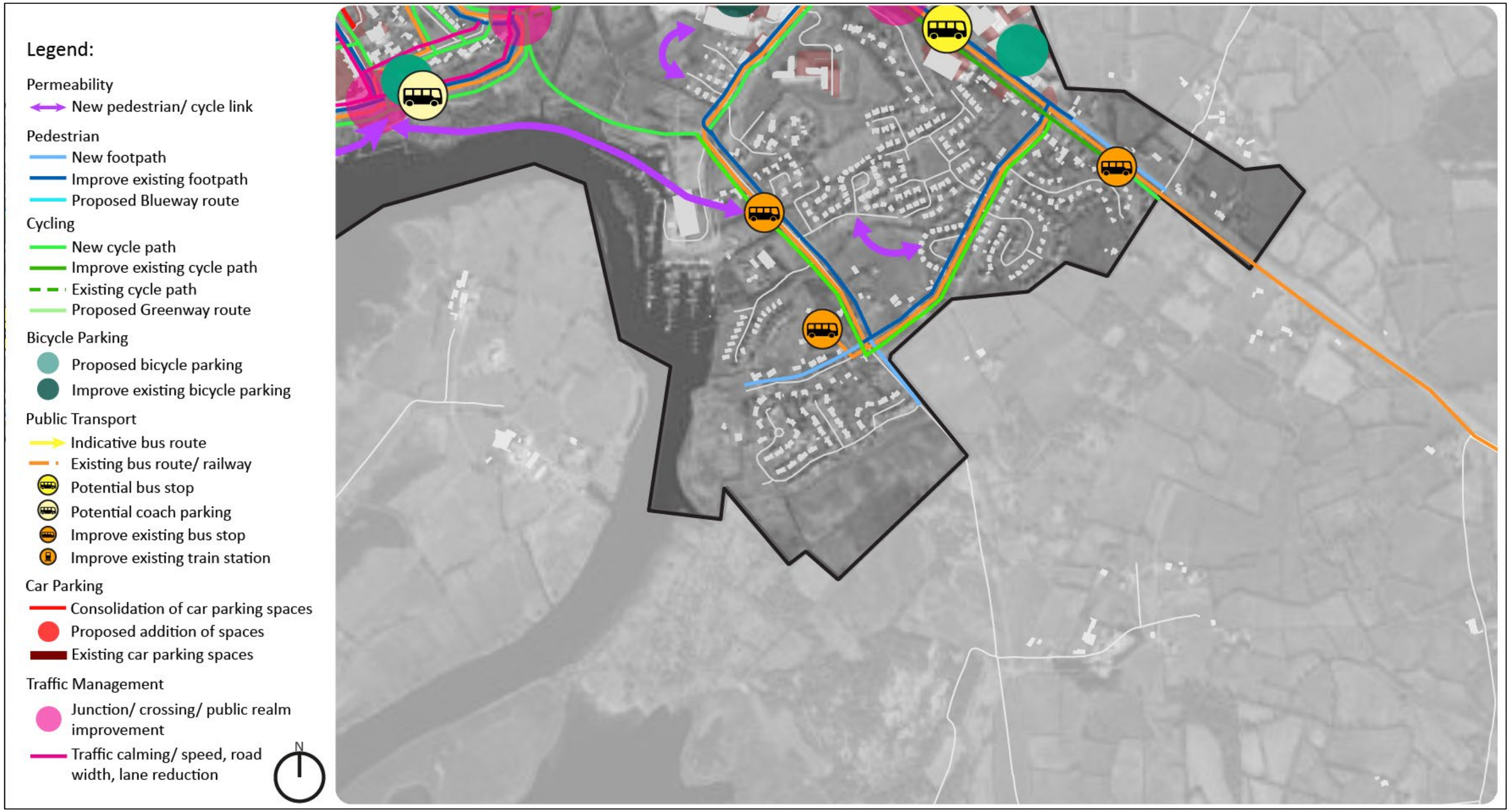

Figure 7-5 Section 4 of Overall Network

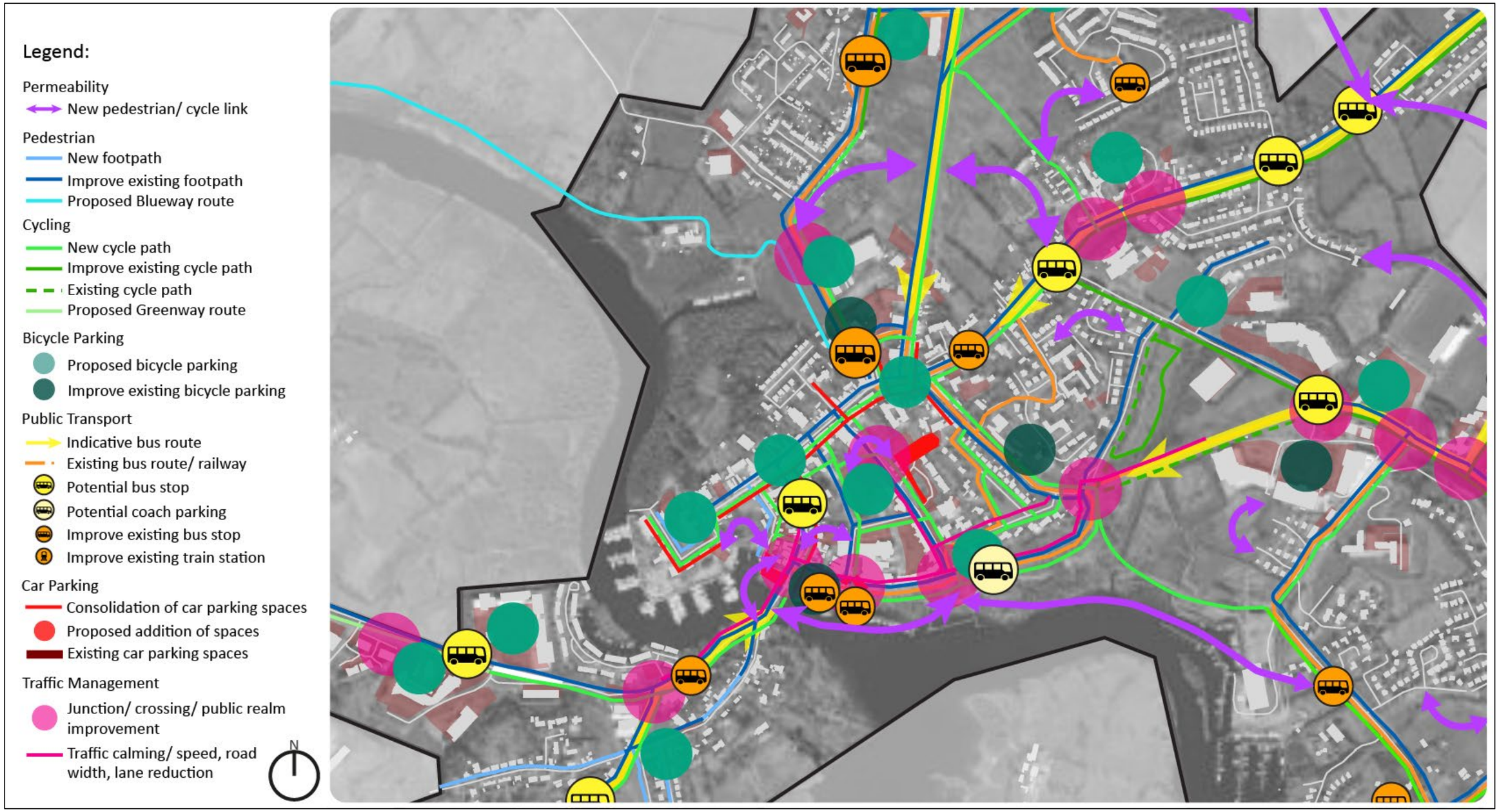

Figure 7-6 Section 5 of Overall Network

7.2 Bus Network

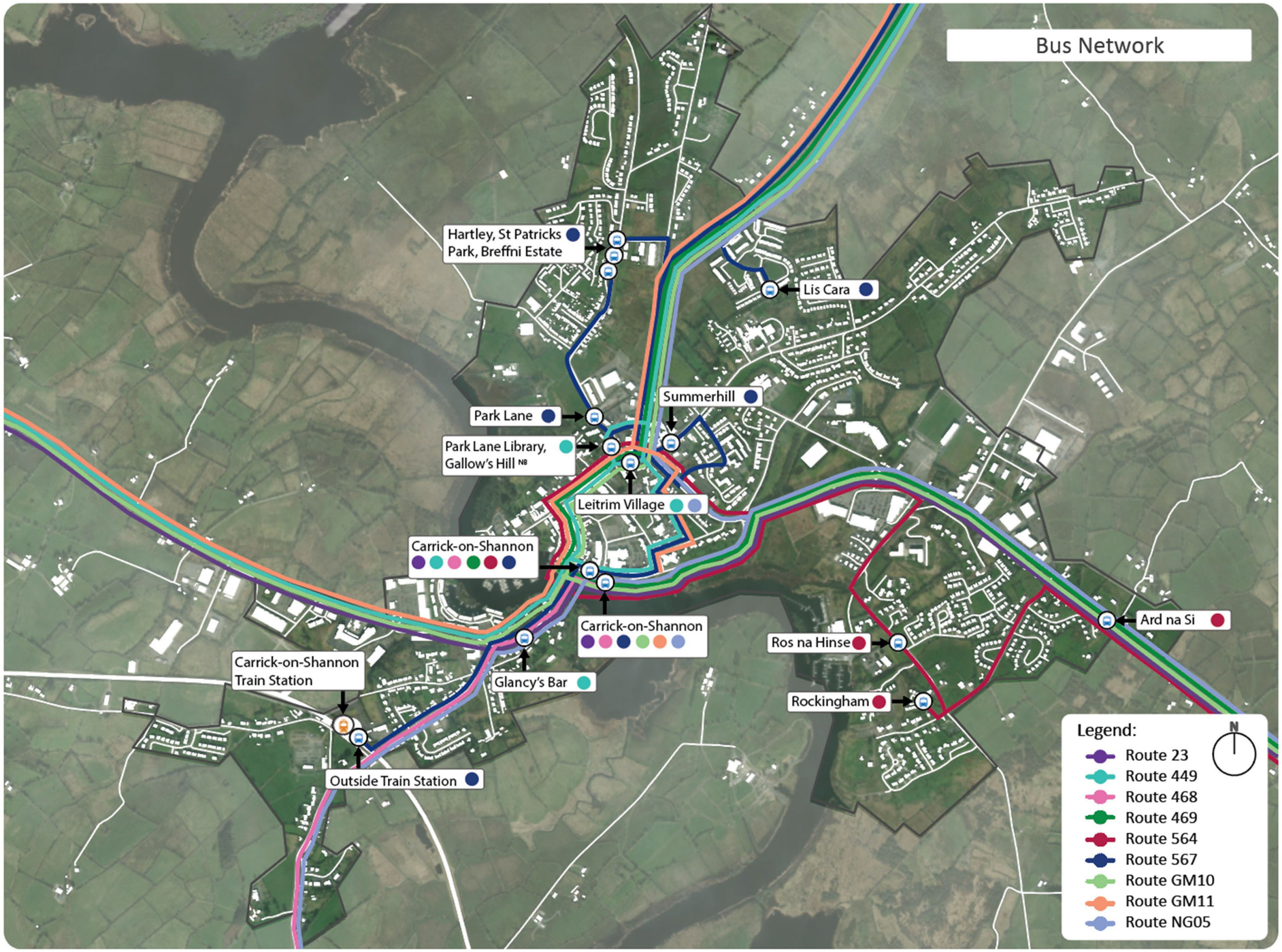

Figure 7-7: Bus network

8. Part 6: Monitoring and Evaluation Plan

It is recommended that the Carrick-on-Shannon and Cortober LTP should be reviewed approximately 3 years into the period of the JLAP, in order for progress toward JLTP objectives to be gauged. This review may include the following:

- Progress on implementation of preferred options by transport mode.
- Cross-check of assumptions, including availability of new traffic survey or strategic model data.
- Appraisal of development which has taken place in Carrick-on-Shannon and Cortober and whether this is consistent with the assumptions made in the JLAP.

The NTA guidance recommends undertaking reviews during defined periods (e.g. short term 1-2 years; medium 2-5 years; long term 5 to 10 years; future-term 10 to 15 years). At the end of each period, monitoring can be conducted to establish the following:

- Progress on the implementation of all infrastructure measures for each mode of transport.
- Progress on the implementation of all public transport service measures for each mode of transport.
- Progress on the implementation of all demand management and supporting smarter travel measures.
- Cross-checking of assumptions in the LTP against current transport patterns and population at the time of monitoring.
- Assessment of actual development and land use outcomes within the LTP Study Area at the time of monitoring against the original LTP assumptions related to land use.

Evaluation of the outcomes of the LTP can also be undertaken within similar periods including evaluating the following:

- Sustainable Travel Mode Share – for example via updated Census POWSCAR data, Employment and School Mobility Management Plan data, local residents' surveys, cycling and walking counts and bus patronage data.
- Economic Benefits – for example via town centre footfall and spend surveys, distinguishing between those who travelled to the town centre by car and by sustainable means.
- Health and Safety Benefits – for example via analysis of available local road safety statistics.
- Environmental Benefits – for example via Air Quality and Noise monitors at key locations within the Town Centre. User surveys can also be conducted to determine user satisfaction levels with new active travel infrastructure and public transport services and waiting environments.
- Accessibility and Social Inclusion – updated catchment analysis for access into and within town centre, including for those without access to a car.

The following assessments, Table 8-1, are recommended for monitoring and evaluation:

Table 8-1 Assessment Types recommended for each strategy

Assessment Type	Applicable Strategies
Air Quality Assessment	Traffic Management Strategy
Noise Monitoring	Traffic Management Strategy
Quality/Accessibility Audits	Permeability Strategy Pedestrian Strategy
Consultations (Schools and Business)	Permeability Strategy Pedestrian Strategy Bicycle Strategy Cycle Parking Strategy Parking Strategy
Traffic Counts / Speed Surveys	Traffic Management Strategy
Intercept Surveys	Pedestrian Strategy Bicycle Strategy Bicycle Parking Strategy
Cycle Count Surveys	Bicycle Strategy
Public Transport Journey Time	Public Transport Strategy Traffic Management Strategy
Public Transport Passenger Numbers	Public Transport Strategy Traffic Management Strategy
Car Park Occupancy Surveys	Parking Strategy

9. Conclusion

This strategy has examined the transport context of Carrick-on-Shannon and Cortober. Key constraints and opportunities have been identified which have informed the development of strategies and schemes for each mode.

A number of transport strategies have been developed which aim to deliver on the transport objectives laid out, in line with the established principles, all of which contribute to creating the vision set out for Carrick-on-Shannon and Cortober. The pedestrian, cycling, and permeability strategies aim to increase the attractiveness and reduce the journey times of active travel modes. The public transport strategy aims to improve the catchment and use of public transport along with improving existing facilities. The traffic management and car parking strategies aim to rationalise vehicular movements and street space in the town core.

A suite of schemes and measures have been developed for each of these strategies which were assessed using a Multi Criteria Assessment, with criteria tailored specifically to each individual assessment. The outcome of this assessment informed the Implementation and Priority Plan, which sorted the individual measures into Priority 1 and Priority 2 measures, along with removing certain measures deemed unsuitable or too costly.

These combined strategies and the measures contained within them, when implemented will contribute to a considerable increase in trips made using sustainable transport, with Carrick-on-Shannon and Cortober playing its part in meeting the Climate Action Plan and National Sustainable Mobility Policy targets.


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