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# Active Travel Towns Funding Scheme 2012-2013

## Project Proposal

for

### Sligo Town

by

### Sligo Local Authorities



## Introduction

Sligo's Walking & Cycling Strategy involves a combination of the provision of cycling and walking infrastructure linking the population centres to the main centres of Employment, Third Level College, Secondary & Primary Schools, and the Town Centre and the introduction of measures to help change peoples behaviour in the mode of transport they use in their everyday lives. The walking infrastructure is mostly in place, but the cycling infrastructure is lagging behind. While some improvements have been made in recent years, there is a large gap in the cycling infrastructure required to successfully provide the linkages outlined above. The Strategy covers a three year period 2012 – 2014, with yearly target figures for modal shift over a five year period 2012 – 2016. The Strategy covers a population of 19,154.

## Population

The Borough of Sligo, from its centre point at the Lady Eireann Statue at the bottom of Market Street, is a distance of 1.6km (1 mile) in all directions i.e. the population of Sligo Borough, 17,568, all live within 1.6km of the town centre. The Environs of the Borough includes the densely populated areas of the Strandhill Road to the west and the area south of the Pearse Road towards Carraroe. The population of Sligo & Environs is 19,154. This is the population that is targeted in the Strategy for the modal shift from car to bicycle or foot. The population of 1,586 the Environs of Sligo all live within 3km of the Town Centre.

## Modal Shift Targets

Using the 2006 Census figures, the following are the numbers and percentages travelling to work, school and college by the different modes of transport:

Total Population:	19,154	
Travelling by Foot:	3,855	30%
Travelling by Bicycle:	257	2%
Travelling by Bus:	642:	5%
Travelling by Car:	7068	55%
Other:	1028	8%
Total Travelling:	12,852	100%

92% of these people are travelling within 1.6km of Sligo Town Centre and 8% are travelling within 3km of Sligo Town centre. The figures show a very good percentage for those travelling by foot (30%) This is mirrored by the continuous investment in walking infrastructure – footpaths, pedestrian crossings and traffic light sequencing over the years. This strategy is therefore more focused on the provision of cycling infrastructure, with the continued improvements to the walking infrastructure.

While there may have been some slight improvements since 2006 with the provision of cycle lanes on the WDR, and the Strandhill to Sligo Commuter route, the figure for cycling at 2% is very low.

There is huge potential to increase the modal share of commuters to cycling over these short distances over the lifetime of the Strategy and beyond. The following are the target figures for modal shift over a five year period from 2012 – 2016:

Year	Total Population	Number by Foot	% by Foot	Number by Bicycle	% by Bicycle	Number by Bus	% by Bus	Number by Car / Car Passenger	% by Car / Car Passenger	Number of Other	% of Other	Total Travelling
2006	19,154	3,855	30%	257	2%	642	5%	7,068	55%	1028	8%	12,852
2012	19,154	3,855	30%	514	4%	642	5%	6,812	53%	1028	8%	12,852
2013	19,154	4,113	32%	900	7%	642	5%	6,169	48%	1028	8%	12,852
2014	19,154	4,113	32%	1,285	10%	642	5%	5,783	45%	1028	8%	12,852
2015	19,154	4,370	34%	1,671	13%	642	5%	5,141	40%	1028	8%	12,852
2016	19,154	4,370	34%	2,056	16%	642	5%	4,755	37%	1028	8%	12,852

The target is: To increase the modal share of cycling from 2% to 16%, an increase in numbers from 257 to 2,056 (1,799)

To increase the modal share of walking from 30% to 34%, an increase in numbers from 3,855 to 4,370 (515).

To decrease the modal share of car travel from 55% to 37%, a decrease in numbers from 7,068 to 4,755 (2,313).

The following summarises the target increase figures for walking and cycling and the consequent target decrease figures for car travel:

Year	Numbers Travelling by Foot	Increase in numbers Travelling by foot	Numbers Travelling by Bicycle	Increase in numbers Travelling by bicycle	Numbers Travelling by Car / Car Passenger	Decrease in Numbers Travelling by Car / Car Passenger
2006	3,855	0	257	0	7,068	0
2012	3,855	0	514	257	6,812	256
2013	4,113	258	900	643	6,169	899
2014	4,113	258	1,285	1,028	5,783	1,285
2015	4,370	515	1,671	1,414	5,141	1,927
2016	4,370	515	2,056	1,799	4,755	2,313

## Strategy Elements

The Strategy is divided into two parts:

1. The provision of infrastructure and
2. The introduction of Behavioural Change initiatives.

### **Provision of Infrastructure**

#### Spine Route & Link Roads - Origin and Destination Targets

Sligo's Strategy identifies the main residential areas of Sligo. These are as follows:

1. The Strandhill Road to Maugheraboy Area to the West
2. Cartron, Avondale & Rathbraughan Areas to the North (Ballytivnan)
3. Bellanode to the North East and
4. Caltragh, Cairns Road and the Cranmore/Carraroe areas to the South and South East

These are the areas that need to be linked to the Employment Centres, Schools, College and Town Centre. An obvious "Spine" Route is identified to link each of these areas to the Town Centre. These "Spine" (Access) Routes also serve as East-West and North-South linkages. These Access routes are:

1. Strandhill Road
2. Ballytivnan Road/Ash Lane
3. Bellanode Road (Hazelwood Rd)/ The Mall/Molloway Hill
4. Pearse Road

From these "Spine" routes are 'links' connecting to all the required institutions - Employment Centres, Schools & College.

The are 10 main Employment Centres identified in Sligo Town are:

1. Sligo County Council
2. Social Welfare Offices
3. Tax Office
4. Sligo General Hospital
5. St. John's Hospital
6. Abbott Ireland 1
7. Abbott Ireland 2
8. Sligo IT
9. Finisklin Industrial Estate
10. Cleveragh Industrial Estate

All 10 Employment Centres above are linked to the Access routes via existing and proposed walking and cycling infrastructure.

There are 6 Secondary Schools and 8 Primary Schools within the Borough of Sligo, with a total of 1,745 primary school pupils and 3,041 secondary school students. Sligo Institute of Technology has a student population of 5,800.

All 14 Schools and Sligo I.T. above are linked to the Access Routes via existing and proposed walking and cycling infrastructure.

(See Appendix 2 for details of all Routes and Linkages)

#### Circulatory Route around Sligo Core Town Centre & Traffic Calm Town Centre

The Sligo and Environs Development Plan provides for a Circulatory Route for vehicles around the core city Streets to enable traffic calming and cycling and Pedestrian priority within the core city Centre. The reduction of traffic flows and the introduction of traffic calming on core city centre streets including High Street, Market Street, Castle Street, Grattan Street and John Street is a specific objective of the Council. Consequently the circulatory route just outside the core city centre streets will be introduced which comprises Teeling Street, Old Market Street, Connolly Street, Temple Street, Adelaide Street, Wine Street, Lower Knox Street, Markievicz Road, Connaughton Road, Bridge Street and Thomas Street. The implementation of the Circulatory Route will include the provision extensive signage, changes to traffic light phasing and junction movements. This Circulatory Route is a fundamental part of Sligo's Walking and Cycling Strategy, and will be implemented in the early phase of the Strategy to enable further traffic calming in the core town centre streets. A 30km per hour speed limit will be introduced inside the Circulatory Route in the core Town Centre.

(See Appendix 3 for Map of Circulatory Route)

#### Commuter Routes

Sligo County Development Plan identifies five key satellite villages in which development will be promoted. Collooney and Ballisodare are identified as principle satellite villages while Strandhill, Rosses Point and Grange villages are identified as secondary satellite villages. (See Appendix 4 'Sligo Satellite Villages'). Four of these 5 villages (Grange being the fifth) are within 10km of Sligo City, a feasible commuting distance. Sligo's Cycling Strategy includes the provision of cycling infrastructure to encourage the modal shift from car to bicycle for commuting traffic from these villages. The populations of these villages have risen significantly between 2002 and 2006, Strandhill by 41%, Rosses Point by 13%, Ballisodare by 14% and Collooney by 44%.

Interpolating from the 2006 census figures, 69% of the population of the four villages commute. Of that 69%, only 1% of the population cycles to work, school or college. 7% walk, 6% take the bus while 78% travel by car, whether driver or passenger. The population of the total four village catchment areas targeted is 6,710 with a total of 4,630 commuters in this area. These population figures are not included in the population figures for Sligo & Environs therefore represent further huge potential for modal shift to bicycle for commuting.

The Strandhill to Sligo Commuter Route was provided successfully under Smarter Travel in 2011.

The Collooney / Ballisodare to Sligo Commuter Route forms part of the National Cycle Route Network for which separate funding has been applied for.

The Rosses Point to Sligo Commuter Route is included in this Active Travel Towns application.

#### Type of Infrastructure to be provided

Footpaths are provided on all roads, and depending on:

- The existing Cross Section,
- The Traffic Volumes
- The Location
- The Type of Road
- Road Users,

the cycle lanes will be provided as follows:

- Cycle track (on wide access routes)
- Raised Cycle Lane
- Mandatory Cycle Lane
- Advisory Cycle Lane
- Shared Streets

Each of these cycle route types have been provided for successfully in Sligo over the past few years. (See appendix 5 on pictures of each route design). The design of each proposed new route will be examined carefully, and may be modified in accordance with recently published National Cycling Guidelines.

Particular attention will be given to junctions. All junctions will be designed and provided for in accordance with the National Cycling Guidelines. The continuity of Cycle Routes is of paramount importance as “each route is only as good as its weakest link” (Quote from “Cars R Us - Solutions for a car addicted culture”).

#### **Behavioural Change**

According to a UK Study, there are 4 barriers to cycling:

1. Somebody else to do the repairs
2. More Cycle Lanes
3. Secure Parking At Work
4. Cycle Training

Item 2 above is dealt with by the provision of cycling infrastructure, so we need to look at the other 3 elements in order to encourage the modal shift and remove the ‘excuses’.

### Workplace Travel Planning

Sligo's Walking & Cycling Strategy involves working with the main employers to encourage commuting to work. Over the 3 year period, Sligo County Council will work with the 8 main Employers identified earlier on (2 of the main employment areas identified are Industrial Estates) to try to remove the barriers to cycling to work, and actively encourage it.

Year 1: Sligo County Council, Abbott Ireland 1

Year 2: Social Welfare Offices, Sligo General Hospital, Sligo I.T.

Year 3: Tax Office, St. John's Hospital, Abbott Ireland 2

This will involve Work Place Travel Planning within each organisation and encouraging employers to provide facilities for commuting cyclists at work, e.g. showers/lockers/bicycle parking and Cycle Training.

### Green Schools

Green Schools is very active in Sligo Town with 6 Primary Schools involved in the Sustainable Transport programme, with numbers increasing every year. Sligo's An Taisce's Green Schools Education Officer actively works with the Sligo schools on the travel theme, and Sligo County Council, in constant liaison with the Education Officer regarding improved safety issues at schools and the provision of Infrastructure. This positive relationship with the An Taisce's Green Schools Education Officer will continue, and Sligo County Council will work closely with the Education Officer regarding individual schools needs.

### Cycle Training

The provision of cycle training is often overlooked as a barrier to cycling. Through the Green Schools Programme, cycle training is being rolled out in some schools. This needs to be continued and encouraged.

The provision of Cycle Training for Adults is, however, not as common. Many adults have not cycled a bicycle since childhood, and are too nervous to get up on a bicycle after many years of not cycling. While the provision of safe cycling infrastructure is a must, this is not enough to give confidence to a large number of potential cyclists. The provision of subsidised Cycling Training is an element of Sligo's Cycling Strategy. This can be rolled out via workplaces and via Cycling Ireland's Bike for Life Programme. Sligo Town has an excellent location for bicycle training at its 10km totally off road cycling and walking track at Doorly Park and Cleveragh Regional Park. "People Start cycling on Leisure Routes"

### Project Promotion

Sligo County Council intends to roll out an extensive information dissemination campaign over a three year period (and beyond) to include the following:

- Regular local Media slots – radio and newspaper on project update, safe cycling and general cycling & walking issues.





Cycling Training for Adults

Mapping of Routes and development of Web based mapping

Ongoing P.R. Campaign

## **2013**

### **June – November**

Develop Spine Route: Hazelwood Road & Molloway Hill / The Mall (Upper)  
from the north east

Develop associated Link Roads: Wine St. / Stephen St. / The Mall (Lr)

Develop Link Road: Burton St. & High St.

Ongoing Footpath Improvements

Traffic Calming in City Centre

Workplace Travel Planning: Social Welfare Offices, Sligo General Hospital, Sligo I.T.

Ongoing Liaison with Green Schools

Continued Cycling Training for Adults

Continued Mapping of Routes and development of Web based mapping

Ongoing P.R. Campaign