



Sligo County Council
Comhairle Chontae Shligigh

Sligo.

N59 Ballisodare Pedestrian Crossing Road Safety Improvement Scheme

Section 38 PUBLIC CONSULTATION – POST CONSULTATION REPORT



Document Control Sheet

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1. Executive Summary

This report presents the outcome of the Section 38 public consultation for the N59 Ballisodare Pedestrian Crossing Road Safety Improvement Scheme. The consultation process ran from 27th November to 18th December 2025 and included an in-person event on 10th December 2025. A total of ten submissions were received, representing 29 members of the public. The primary concern raised was the loss of five on-street parking spaces. Following a comprehensive review, it is recommended that the scheme proceed as proposed, as it addresses an immediate pedestrian safety risk identified through TII Network Safety Analysis. Next steps include completion of Stage 2 Road Safety Audit and coordination with other projects to mitigate parking impacts.

2. Introduction

Section 38 of the Road Traffic Act 1994 empowers a Roads Authority to provide traffic calming measures on public roads. This report outlines the consultation process and outcomes for the N59 Ballisodare Pedestrian Crossing Road Safety Improvement Scheme, initiated to address a critical pedestrian safety issue identified through TII Network Safety Analysis.

3. Description of Scheme

The proposed Road Safety Improvement Scheme will introduce a controlled zebra pedestrian crossing on the N59 National Secondary Route in Ballisodare town centre. The location has been selected based on pedestrian count data and the planned bus stop relocation project. To improve safety and accessibility, the design incorporates widened footpaths and kerb buildouts on both sides of the N59 at the crossing point. These buildouts are essential to comply with road design standards and to ensure clear visibility between pedestrians and approaching vehicles, creating a safer crossing environment for all road users.

The scope of the scheme is limited to the crossing facility and does not include public realm works, landscaping, or bus stop relocation. Design drawings for the scheme are included in Appendix C. In addition to improving pedestrian safety, the new crossing will act as a traffic-calming measure, helping to reduce vehicle speeds through the town centre and create a safer, more accessible environment for all.

4. Consultation Process

Details of the proposed scheme were published on the Sligo County Council Consultation Portal on 27th November 2025. Information was shared via social media, local newspapers, and postcards to residents. A pre-consultation meeting was held

with elected members, and an in-person Public Consultation Event took place on 10th December 2025. The consultation closed on 18th December 2025, with ten submissions received, representing 29 individuals.

5. Summary of Submissions

A total of ten submissions raised concerns relating to the scheme's scope, loss of parking spaces, timing, potential traffic impacts, and alternative crossing locations. Common issues and corresponding responses are summarized below, while a comprehensive schedule of all identified issues and detailed responses is provided in Appendix A.

Issue	Response
Scope of Scheme	Scheme is limited to pedestrian safety; other works under separate projects.
Parking Loss	Acknowledged but outside the scope of this Safety Scheme; alternative parking to be considered in other schemes being progressed by Sligo County Council.
Timing and Coordination	Deferral not recommended; addresses immediate safety concern.
Traffic and Side Street Safety	Road Safety Audits will address, relevant design standards applied.
Alternative Locations	TII confirmed current location as only acceptable option.
Speed and Traffic Calming	Speed surveys show speed is not an issue at this location and therefore ramps are not included.
Lighting and Sightlines	Addressed through compliance with relevant design standards and safety audits.

6. Conclusion & Recommendation

Following a comprehensive review of all submissions, the primary concern identified relates to the loss of on-street parking spaces. While this scheme cannot provide replacement parking, coordination with other ongoing projects is underway to seek to address this issue. It is recommended that the scheme proceed as proposed, as it resolves an immediate pedestrian safety risk and falls within the remit of Section 38 of the Road Traffic Act.

The next steps include completing the Stage 2 Road Safety Audit and preparing contract documents for scheme construction. If the scheme proceeds, further engagement with relevant departments will take place to explore parking mitigation measures.

Appendix A – Schedule of Submission issues / Responses

Comprehensive responses to all issues raised during the Public Consultation process are provided in the Table below.

ISSUE REF NO.	ISSUE / RESPONSE
A	<u>Scheme Scope</u> This is a low-cost Road Safety Improvement Scheme, funded by Transport Infrastructure Ireland (TII), comprising a stand-alone intervention to address identified pedestrian safety issues associated with crossing the N59 through Ballisodare town centre. Accordingly, the remit of the scheme is limited to the provision of a pedestrian crossing only. Elements such as street landscaping, public-realm enhancements, broader active-travel measures, and the relocation of bus stops fall outside the scope of this scheme, and TII will not provide funding for works beyond those necessary to address the specific pedestrian safety issue identified. It is noted that bus stop relocation represents a separate scheme, funded by the National Transport Authority (NTA), and does not form part of this Road Safety Improvement Scheme. While the location of the proposed pedestrian crossing has been informed by pedestrian usage data and the planned relocation of bus stops, the delivery of bus stop relocation works is not included within the scope of this scheme.
B	<u>On-Street Parking Impact</u> Implementation of the scheme will result in the loss of five on-street parking spaces. The potential negative impact arising from this reduction in parking provision has been outlined in the Public Consultation Report submitted to the Chief Executive. In parallel, a request has been made to the relevant Council departments responsible for the development of other larger schemes currently being progressed in Ballisodare (refer to Issue Ref no. C – Related Schemes) to consider the provision of alternative parking by Sligo County Council, should a decision be taken to proceed with the scheme.
C	<u>Related Schemes</u> The National Transport Authority (NTA), through Sligo County Council's Roads Department, is currently progressing a bus stop relocation scheme for Ballisodare Village. Sligo County Council's Regional Design Office is advancing planning for an Active Travel Scheme along the N59 in Ballisodare town and environs. This Scheme is funded by the TII. Sligo County Council through the Town Regeneration Office is also developing the 'Connecting Ballisodare RRDF' and 'Ballisodare Town First' projects for the village.

ISSUE REF NO.	ISSUE / RESPONSE
	These are all separate and generally larger schemes, each with broader remits and distinct funding streams, and all are currently at preliminary stages of development. Throughout the design process for this road safety scheme, Sligo County Council has liaised with, informed, and sought input from the relevant departments involved in these other initiatives.
D	<u>Scheme Timing</u> Ideally, Ballisodare Village would ultimately benefit from a coordinated masterplan; however, there is no guarantee that all these separate schemes will progress, and even in a best-case scenario, it is likely to be five to seven years before such schemes would reach construction stage. This scheme is intended to address a specific and identified road safety issue, and deferring its delivery for several years—on the basis of potential future projects that may or may not proceed—is not considered acceptable. A serious or fatal collision could occur in the interim period that this scheme is intended to help prevent.
E	<u>Crossing Width</u> The proposed pedestrian crossing width at the crossing will be sufficient to allow two large vehicles (including HGVs and buses) travelling in opposite directions to safely pass each other at speeds of 50 km/h or less.
F	<u>Traffic Impact</u> The introduction of a pedestrian crossing at this location is not anticipated to give rise to significant traffic delays or congestion.
G	<u>Adjacent Side Streets</u> Recent and permitted residential development on Fairgreen Lane is acknowledged, and submissions have highlighted a perceived potential conflict between the proposed pedestrian crossing and the adjacent side street used by residents accessing Fairgreen. A Stage 1 Road Safety Audit has already been completed for this scheme. A Stage 2 Road Safety Audit will also be undertaken, and this issue will be explicitly brought to the attention of the Road Safety Auditors in advance of that audit. Vehicle turning movements, pedestrian visibility, and junction interactions associated with this specific side street will be examined as part of the Stage 2 Road Safety Audit, and any safety issues identified will be addressed in accordance with the Road Safety Audit process.
H	<u>Utilities Coordination</u> In advance of construction, all known applicable utility providers and relevant Sligo County Council departments will be formally notified of the proposed works, with the objective of facilitating the coordination of any other planned works at the same time. Where Sligo County Council Regional Design Office is not made aware of, or notified of, other planned works, it is not possible to incorporate them within the scope of this scheme.

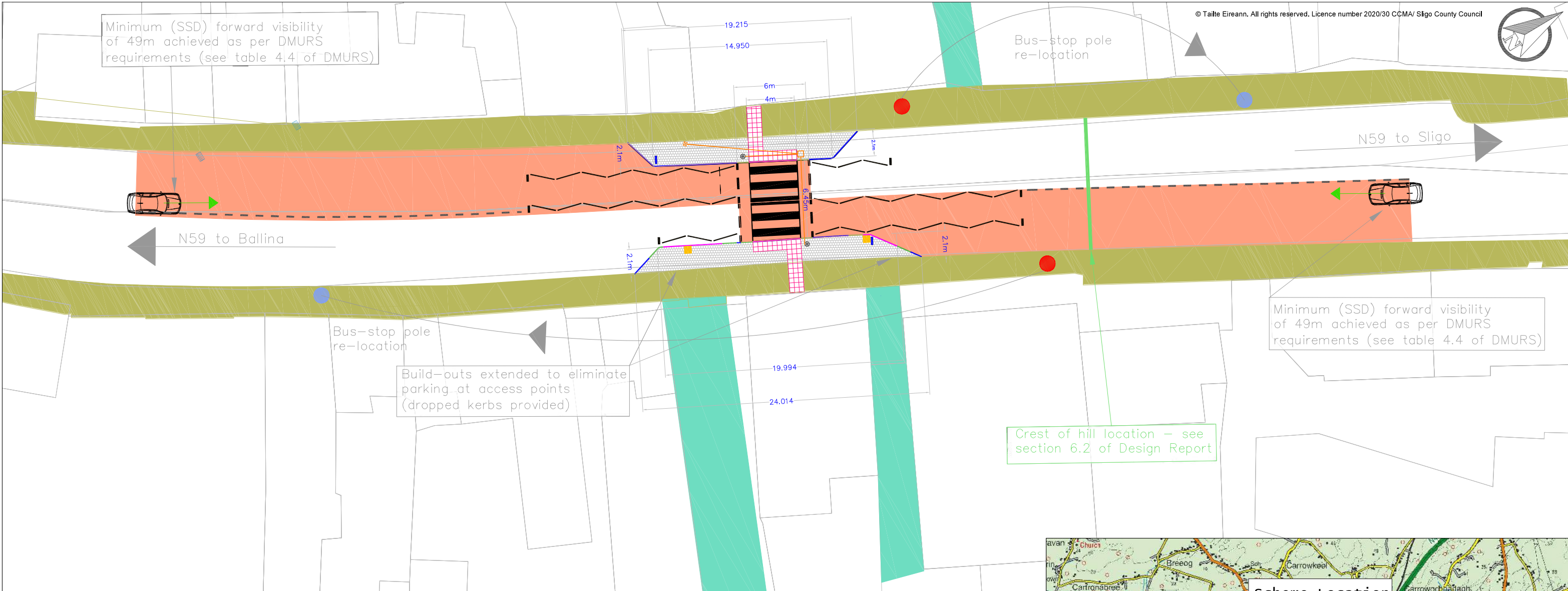
ISSUE REF NO.	ISSUE / RESPONSE
I	<u>Alternative Options</u> Sligo County Council is not obliged to hold public consultations for road safety improvement schemes involving the location of pedestrian crossings. Road Safety Improvement Schemes are funded by the TII which is the national authority responsible for setting standards and approving changes on the national road network, and Sligo County Council does not have the authority to make final decisions regarding such changes, including the siting of pedestrian crossings on national roads. The approval of a Road Safety Improvement Scheme is a lengthy process involving multiple reporting milestones and development stages, all of which require TII approval. At the feasibility stage, Sligo County Council engaged with TII regarding potential options. While a crossing at the SuperValu location was initially investigated by the Council, TII advised that this location was not acceptable and confirmed that the current proposal is the only option they would consider. Accordingly, there was no viable alternative option to consult on, and a public consultation seeking views on options that had already been ruled out by TII would have been inappropriate. TII has confirmed that the current proposal represents its preferred and sole acceptable option for a pedestrian crossing on the N59 through Ballisodare. If this proposal does not proceed, no pedestrian crossing scheme will be delivered.
J	<u>Speed & Ramps</u> A speed survey was undertaken at the proposed crossing location and found no significant speeding issues on the N59 at this location. Consequently, traffic-calming measures such as ramps do not form part of the scheme proposal.
K	<u>Lighting, Sightlines, Low Sun</u> The scheme has been designed in accordance with the relevant design standards. Matters relating to visibility, public lighting, and approach sightlines are governed by these standards and will be further assessed under these headings as part of the Road Safety Audit process for the scheme.
L	<u>Parking Enforcement / Yellow Boxes</u> Parking enforcement, yellow box markings, and traffic regulation enforcement lie outside the scope of this scheme and are operational matters.
M	<u>Road Surfacing / Noise Reduction Materials</u> Road surfacing on the approaches to the pedestrian crossing will be provided in accordance with applicable national standards as part of this Road Safety Improvement Scheme. Except for the required approach lengths in the vicinity of the crossing, no additional road resurfacing works within Ballisodare are included within the scope of this low-cost RSIS.

Appendix B – Schedule of Submissions

A complete schedule of all submissions received, including cross-references to the corresponding issues outlined in Appendix A, is provided below;

REF. NO	SUBMITTER NAME(S)	SUBMISSION METHOD	ISSUES IDENTIFIED FROM SUBMISSION (SEE APPENDIX A FOR CROSS-REFERENCE)
1	Éilís	E-mail	A, B, C, D, E, F, J, L & M
2	Orla Gilligan	E-mail	A, B, C, D, E, F, G & H
3	Cllr. Thomas Healy	E-mail	A, B, C, D & I
4	Gavin Phelan	E-mail	A, B, C & D
5	Joe McLoughlin	Portal	A, B, C, D, I & J
6	Mick T	Portal	A, B, C, & K
7	Shane Carr	Portal	A, B, C, D, F, G & I
8	Declan Rafter	Portal	A, B, C, G & I
9	Ballisodare Residents & Business Owners Group Submission; Mary Sherlock, Sherlock Butchers JK, Beauty Vision Ltd Genie Kelly, Barber Shop Shawana Moriarty, Dog Groomers Illegible, The Salley Gardens Brian O'Reilly, Sherlock Butchers Dereck Sherlock, Sherlock Butchers T Cala, Roberto's Takeaway Aidan Kelly, Tempo Café Ylli Cala, Roberto's Takeaway James O'Malley Illegible Hanna Marszaled Gemma Crossan, Gemma Crossan Ltd Karina Cunniffe, Salus Beauty Ltd. Brendan O'Neil, Salley Gardens Geraldine Clancy Leah Mariah Walsh Rob Walsh Trish Haran	Post	A, B, C, D, E, F & I
10	Geraldine Clancy	Post	A, B, C, F, I & J

Appendix C – Drawings



LEGEND

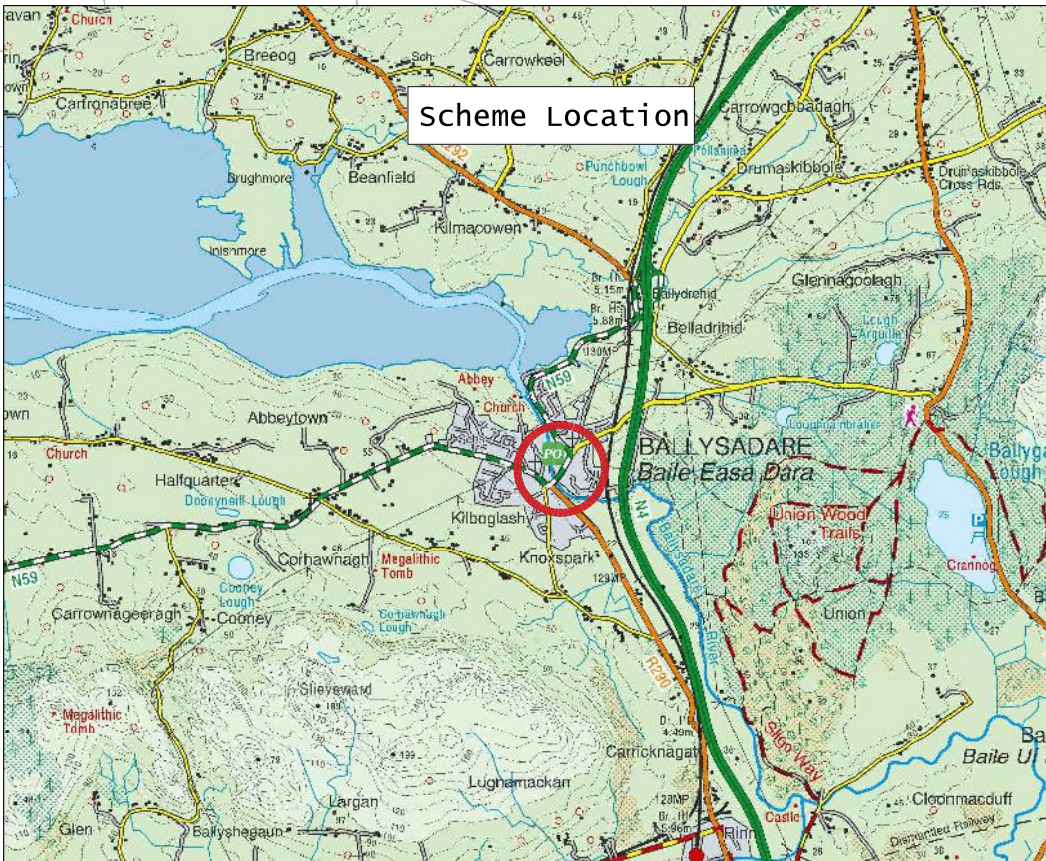
- 40mm of Surface Course (50m length on approach sides to pedestrian crossing) to be cold milled and 40mm surface course replacement to be installed. SMA Clause 5.1.3 (with Min PSV of 68+).
-
- Existing side street access to be retained

Existing footpaths to remain

Combined Belisha Beacon & Light to be installed as per CC-SCD-05134 & CC-SCD-05138Electricity Supply box to be installed for ESB supply to Belisha Beacon lightsESB ducting chamber to be installedKeep right Flexible bollard to be installedBus-stop pole re-location position

NOTES

1. Zebra crossing to be installed in accordance with CC-SCD-05125
2. Road markings to be installed as per Chapter 7 (Road markings) of The Traffic Signs Manual.



Sligo County Council
Comhairle Chontae Shligigh

Sligo.

Clients



An Roinn Iompair
Department of Transport

Designer



Sligo Deirthe Réigiúnaigh Shligigh.
Comhairle Chontae Shligigh, Áras 1, The Embankment, Srid an Chaisleáin, Sligoach, P91 B4XY
Sligo Regional Design Office,
Sligo County Council Unit 1, The Embankment, Glenties Street, Sligo, P91 B4XY.

Job Title

N59 Ballisodare
Road Safety Improvement Scheme

Scale at A1

n/a

Date:

Nov 25

Drawing Title

Section 38 - Public Consultation

Sheet 01 of 04

Drawing Status

Phase 3 - Design Approved Drawing

Job No

PO 1041

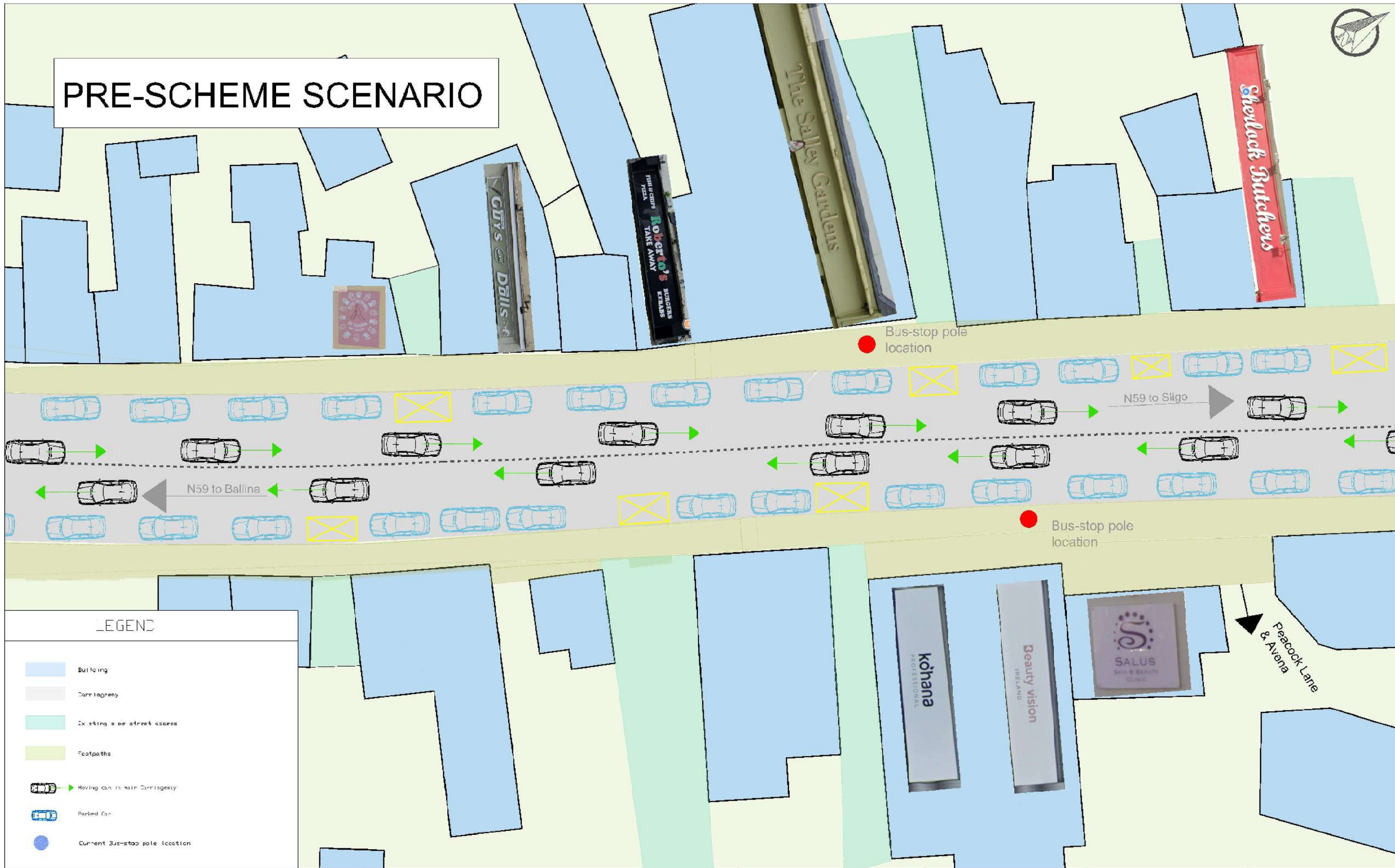
Drawing No

1041-N59-PC-001

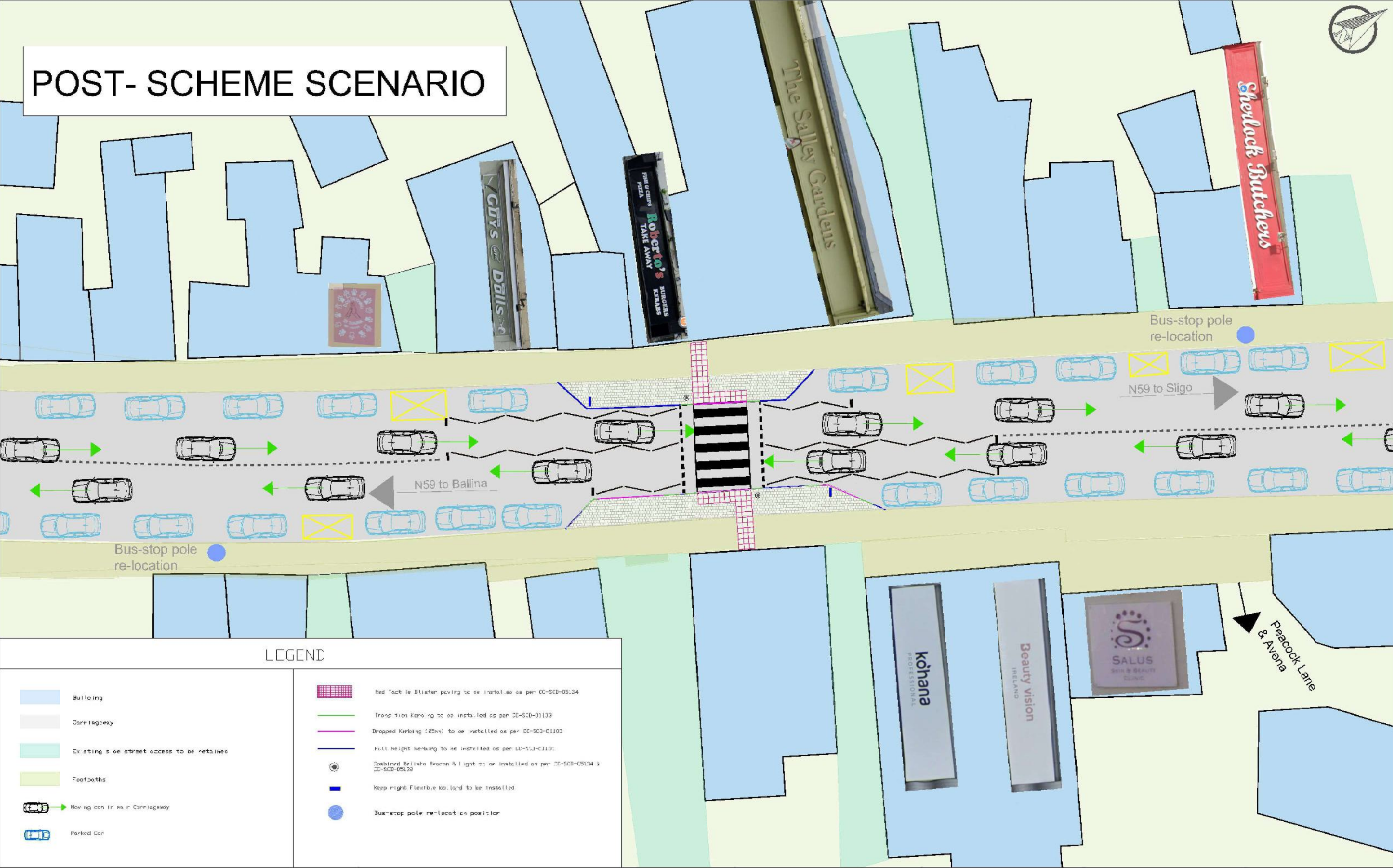
Issue

A

PRE-SCHEME SCENARIO



POST- SCHEME SCENARIO



LEGEND

Building

Carriageway

Existing or street access to be retained

Footpaths

Moving car in the Carriageway

Parked Car

Red Tactile Blister paving to be installed as per CC-SCD-05134

Transition Kerb to be installed as per CC-SCD-01103

Dropped Kerbing (25mm) to be installed as per CC-SCD-01103

Full height Kerbing to be installed as per CC-SCD-01101

Combined British Beacon & Light to be installed as per CC-SCD-05134 & CC-SCD-05138

Keep Right Flexible Kerb to be installed

Bus-stop pole re-location position

CURRENT SITUATION - NO SCHEME SCENARIO, - WITH APPROVED SCHEME OVERLAID

