

Salmon Weir Bridge

Pedestrian Crossing

SECTION 38 REPORT TO COUNCIL

May 2025



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Document Control

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1 Introduction

The Galway Transport Strategy (GTS) aims to address the current and future transport needs of the city. A shift is required towards sustainable travel, reducing the dependence on the private car. The bus and cycle network proposed in the GTS are intended to maximise the provision of high-quality dedicated bus and cycling facilities and to improve measures giving priority to pedestrians, cyclists, and public transport, encouraging uptake in modal shift both for commuting and as a leisure activity in the city and surrounding areas.

The GTS sets out the following aims (as per GTS Table 7.4):

- To provide improvements for pedestrians along city centre public transport corridors.
- To increase priority given to pedestrians over road traffic.
- To increase legibility and wayfinding.
- To increase the quality, comfort and safety of the pedestrian facilities.

The GTS sets out that it will ensure that “the needs of pedestrians, including the mobility impaired and disabled, are fully considered in the design of all new facilities and upgrades of existing facilities.”

This report outlines the Salmon Weir Bridge Pedestrian Crossing Project, in particular the preliminary design, and the Section 38 process, including public consultation.

1.1 Salmon Weir Bridge Pedestrian Crossing Project Description

The Salmon Weir Bridge Pedestrian Crossing project has been proposed by Active Travel to facilitate the safe movement of both pedestrians and cyclists from the north side of University Road (R863) to the newly constructed Droichead an Dóchais (pedestrian and cyclist bridge).

The purpose of this project is to design and construct a temporary pedestrian crossing on University Road (R863) that will encourage the public to use active travel modes, such as walking, cycling or wheeling, for short term journeys and access to public transport for medium term journeys. This project is an interim pedestrian crossing until the construction of the Cross City Link.

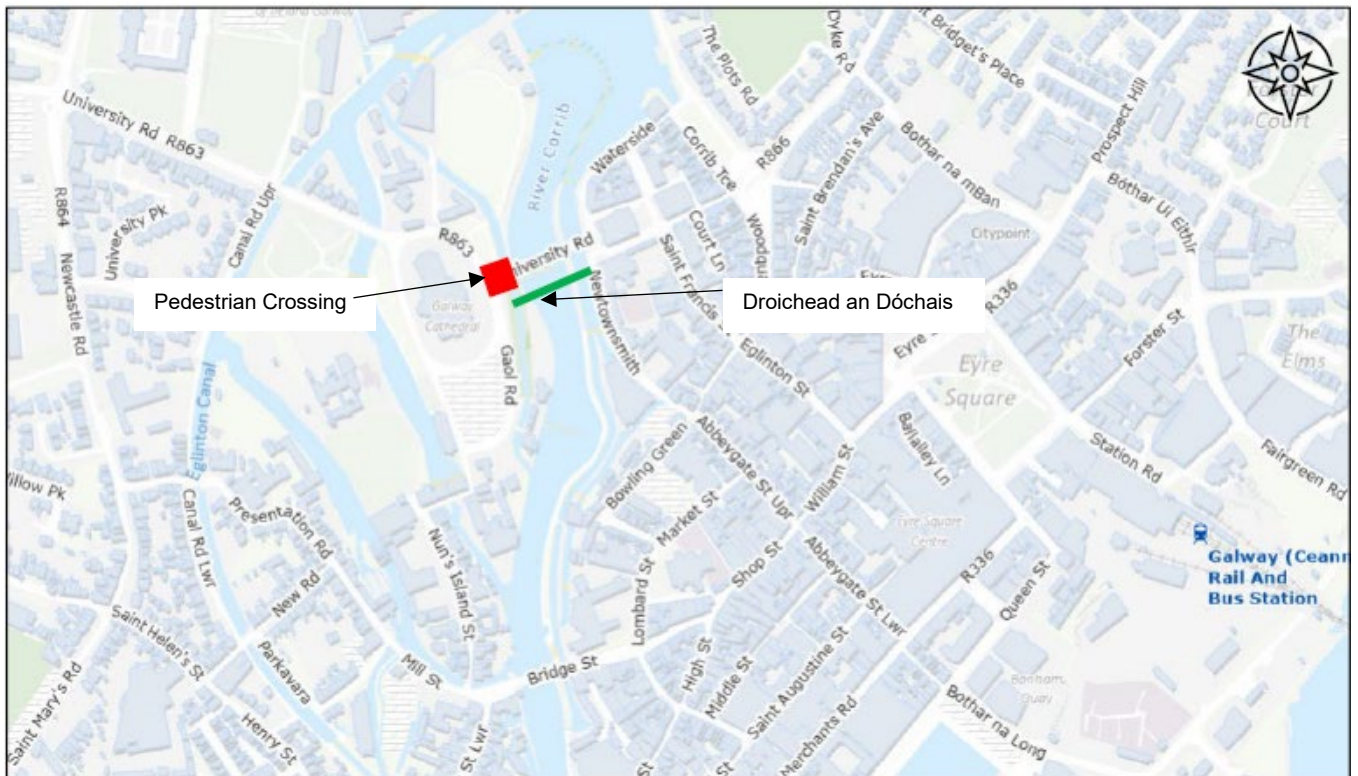


Figure 1 Site Location Map

2 Project Aims & Objectives

2.1 Salmon Weir Bridge Pedestrian Crossing - Aims

The proposed project aims:

- to provide improvements for pedestrians along city centre public transport corridors.
- to increase priority given to pedestrians over road traffic.
- to increase legibility and wayfinding
- to increase the quality, comfort and safety of the pedestrian facilities

2.2 Salmon Weir Bridge Pedestrian Crossing - Objectives

The overall purpose of the project is the delivery of a pedestrian crossing which will provide safe, accessible and access to cycling routes, public transport and amenities (i.e. UoG, Cathedral, the City etc).

The objectives for the project are based on multi-criteria analysis as outlined by the Department of Transport's 'Transport Appraisal Framework, Appraisal Guidelines for Capital Investments in Transport' (July 2024). The multi-criteria headings are as follows:

- **Transport User Benefits and Other Economic Impacts:** To improve travel time, transport costs, journey reliability and journey quality benefits to those for whom

non-motorised means are the predominate form of transit (i.e. walking, cycling and wheeling).

- **Accessibility Impact:** To improve accessibility for all road users to those for whom non-motorised means are the predominate form of transit. Benefit to vulnerable road users including visually and mobility impaired, elderly, young children.
- **Social Impact:** To improve accessibility for all, including disadvantaged geographic areas and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit. Provide improved opportunities for pedestrians and cyclists thereby promoting physical activity
- **Land Use Impacts:** All works within the existing roadway, so no impact on the current land use. However, added benefit of allowing for connectivity to other land uses in the area via a more active / physical activities via a safe crossing location.
- **Safety Impacts:** To reduce the potential for conflict between all road users through the provision of a facility which is in line with the current standards. The project will seek to:
 - Reduce the frequency of conflict between all road users by providing a safer location for all users to cross the road.
 - Allow priority for pedestrians and cyclists at junctions.
 - Improve safety for vulnerable road users and provide a better environment for vulnerable road users within the area.
- **Climate Change Impacts:** Provide reduction on carbon and improved air and noise quality, through modal shift to alternative to the motor vehicle.
- **Local Environment Impacts:** A modal shift to walking and cycling will benefit the local infrastructure and buildings through a reduction in harmful pollutants, generation of noise and vibrations by motorised vehicles.

In tandem with the above objectives, the aim of the Galway Transport Strategy (GTS) is to address the current and future transport needs of the city. A shift is required towards sustainable travel, reducing the dependence on the private car. The bus and cycle network proposed in the GTS are intended to maximise the provision of high-quality dedicated bus and cycling facilities and to improve measures giving priority to pedestrians, cyclists, and public

transport, encouraging uptake in modal shift both for commuting and as a leisure activity in the city and surrounding areas.

3 Project Options

3.1 Design Manual for Urban Roads & Streets

The project has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS). The user priority hierarchy promotes and prioritises sustainable forms of transportation.

Pedestrians are placed at the top of the hierarchy. Walking is the most sustainable forms of transport. By prioritising design for pedestrians first, the number of short journeys taken by car can be reduced and public transport more accessible.

3.2 Transport Appraisal Framework, Appraisal

Guidelines for Capital Investments in Transport

All significant publicly-funded transport capital projects must be assessed under the “Transport Appraisal Framework, Appraisal Guidelines for Capital Investments in Transport”.

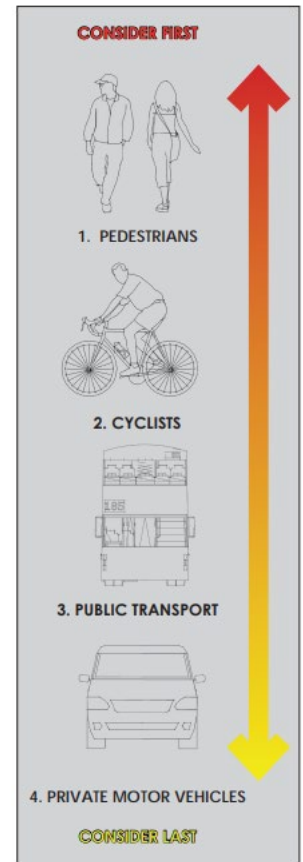
A number of options are developed and a multi-criteria assessment is undertaken, under the following headings:

- Accessibility
- Social Land Use
- Safety
- Climate Change
- Local Environment

3.3 Emerging Preferred Option

The options assessment considered 3 options in the determination of the appropriate option to progress. The following options were considered:

- Do – Nothing Scenario
- Do – Minimum Scenario – Uncontrolled Crossing
- Do - Something Scenario – Controlled Crossing



Each option was assessed in a comparative manner to the baseline (i.e. Do Nothing), and ranked. A preferred option was determined based on the Multi Criteria Analysis (MCU), with the highest ranked option carried forward to become the 'Preferred Option'.

The Emerging Preferred Option for the Salmon Weir Brideg Pedestrian Crossing, identified through the multi-criteria assessment, is the **Do Something Scenario – Controlled Crossing**.

3.4 Post Option Selection Recommendations

Traffic speeds and volumes were measured in December 2024, to inform the proposed design. Pedestrian volumes were measured in December 2019 and November 2023 (i.e. pre and post construction of Droichead an Dóchais).

The existing traffic volume (2024) at the pedestrian crossing location is 17,873 AADT (Annual Average Daily Traffic), and the 85th percentile speed is 27km/h.

4 Preliminary Design

The preferred option is a controlled crossing. An initial pedestrian crossing design, a Zebra Crossing, was originally investigated. However, due to safety factors the preferred option is a Toucan Crossing. The Toucan Crossing design was brought forward to the Non-Statutory Public Consultation in April 2025. Full details of the preliminary design are available in the Section 38 Report.

The initial preliminary design was subject to a Stage 1 Road Safety Audit (RSA) and a subsequent RSA Stage 2 will be carried out to conclude the Detailed Design, subject to progression of this Section 38 Process. Public Consultation

Galway City Council commenced a non-statutory Public Consultation on the proposed scheme in March to April 2025, as part of a 'Section 38' Planning Consent process.

The public consultation was advertised on the Galway City Council website, social media pages, the local press, and via photomontages located with the Site Notices of the Section 38 onsite.

The consultation for the scheme took place online from Thursday 27th of March to Monday 28th of April 2025. Submissions or observations could be submitted online, via email or in writing by the 28th of April 2025.

The plans for the proposed scheme are available at Planning Office in City Hall, or online at <https://www.galwaycity.ie/services/active-travel/salmon-weir-bridge-pedestrian-crossing>

4.1 Submission Summary

A total of 5 No. submissions were received before the 28th April 2025 deadline. All 5 No. submissions were received via the online form. Outside of the deadline 1 No. submissions was received via email. 1 No. submission was received from An Garda Síochána (AGS).

The following aspects of the proposals received positive comments during the Section 38 process:

- The provision of a controlled crossing.
- The improved accessibility for vulnerable road users.

In addition to this, the online form showed that 4 No. of the 5 No. submissions welcome the addition of a crossings at this location, with the 5th submission providing no comment in favour / against the crossing.

4.2 Comments by Theme

During the review of the Section 38 submissions, concerns were grouped into common “themes”, as outlined below, to enable them to be addressed holistically by the design team.

Table 1 Public Submission Themes

Theme	No. of times raised	Percentage of Submissions
Recommendation for Zebra Crossing	2	40%
Pedestrian Priority (Wait Times)	2	40%
Traffic Calming (i.e. Speed Ramp / Raised Table)	3	60%
3-Arm Pedestrian Crossing	1	20%
Exacerbate Congestion	1	20%
Red Light Breaking Camera	1	20%
Narrow Footpaths	1	20%
Confusing Junction Configuration	1	20%

Note:

1. The submission from AGS supported the recommendation for a controlled signal crossing (i.e. Toucan Crossing).
2. The submission from AGS had a concern with regards congestion at peak traffic times.

4.3 Responses to Concerns / Themes

The design team considered all submissions with respect to the preliminary design.

Where a submission was generally beneficial for the scheme, and within scope, it is proposed to incorporate the change in the Detailed Design stage. Where these suggestions are in line with current best practice and feasible, they will be adopted as part of the design. Where a proposal was not possible, the reasons for this are outlined below, on a thematic basis.

The following recommendations from the submissions will be adopted into the detailed design:

- Cyclist push button as per the Cycle Design Manual (2023), section 4.4.5.3 Cycle Detection - Push Button Units
- Kerb side detectors will be incorporated to facilitate cancelling of green pedestrians' times to mitigate traffic congestion.
- Access for cyclists from the carriageway to / from the crossing.

4.3.1 Recommendation for a Zebra Crossing

A number of considerations in the design resulted in the selection of the Toucan Crossing over the initially assessed Zebra Crossing. The principal reason is safety as detailed here:

- The required visibility between pedestrians and drivers from the southern footway to oncoming traffic over the Salmon Weir Bridge was not achievable.

A speed surveys was undertaken to inform the required stop distance. The design considered the building out of the southern kerbline to increase visibility between pedestrians and drivers. However, it was identified that the visibility will still be obstructed by the Salmon Weir Bridge parapet.

As a matter of safety an alternative design was considered, the Toucan Crossing.

Visibility between the drivers and the signals and the pedestrians / cyclists and their signals are achievable.

- Considering the pedestrian volumes at peak time (i.e. 1 every 10 seconds), with an expected crossing time of 10seconds, there is almost a continuous stream of pedestrians with little to no movement of vehicle on the road. This may lead to driver frustration and drivers not obeying the pedestrian priority at the zebra crossing, resulting in an unsafe environment.

4.3.2 Concern on Pedestrian Priority

A zebra crossing would result in better pedestrian priority and reduced wait time for pedestrians. However, due to obstructed visibility this option is considered unsafe for the proposed location. To prioritise pedestrians, it is proposed to incorporate the following:

- The signal timing will be well within the recommendation of DMURS section 4.4.3 Junction Design, which recommends minimise waiting with pedestrian cycle times of no more than 90 seconds at signalised junctions. GCC endeavour to achieve higher pedestrian priority than specified in DMURS, with the hope to reduce waiting time to half this length (conditions permitting).

4.3.3 Concern on Traffic Calming

3 of the 5 submissions referred to the provision of traffic calming (i.e. speed ramps / raised tables) as part of a zebra crossing design. The initial zebra crossing design considered the provision of a raised zebra crossing. The Road Safety Audit identified the following:

- the angle on the bend may have a destabilising effect on larger vehicles (note this is a bus route),
- available space between the crossing and yellow box was insufficient for a single car length.

Other factors that impacted the selection of the at-grade crossing on the road include:

- based on obstructed visibility, a zebra crossing was not the preferred option and hence a raised table was not required.
- the speed survey indicates slow speeds, with the 85th percentile speed at 27km/h, without any speed ramps / raised tables / marked crossings.
- the Cross City Link is at Judicial Review at present. The Cross City Link has a crossing proposed adjacent to this crossing and raising the road would result in abortive works with associated additional costs (i.e. pavement, drainage etc).

4.3.4 Concern Toucan Crossing Exacerbating Congestion

The primary aim of this project is to promote and improve the Active Travel facilities, in accordance with the Galway Transport Strategy, which has been directed by National policy. Where quality pedestrian and cycle infrastructure in line with best practice is provided on existing sections of road networks, it is not unusual for there to be impacts to vehicular traffic, considering the physical constraints and available space.

- A traffic signal sequence should be achievable such that this crossing will supply as much traffic as can currently pass through the junctions at both ends of University Road (i.e. Court House and University Hospital Galway) in each single cycle. This sequence should not add to traffic congestion.

- The toucan crossing will require pedestrians / cyclists to wait to cross the road. However, the signals will be timed that both the pedestrian crossing to the Cathedral and this new crossing will run together with all vehicles stopped on the road.
- The detailed design will incorporate kerb side detectors, to cancel crossing greens times if the crossing is no longer occupied / required, alleviating potential congestion.
- Considering the original zebra crossing design, the impact at peak pedestrian times on the vehicles on the road would be significant. At peak pedestrian times, 1 pedestrian crosses the road every 10 seconds. Taking typical walking speed of 1.2m/s to cross the road at this location, it would take approximately 10 seconds. At peak times (i.e. lunch time), the movement of pedestrian could be continuous with little to no movement of vehicle on the road resulting in significant congestion.

4.3.5 Recommendation for a 3-Arm Crossing

The recommendation for a crossing on each arm of the junction, aligns with the guidance in section 4.3.2 Pedestrian Crossings of the Design Manual for Urban Roads and Streets. It should be noted this is a temporary crossing, with additional crossings incorporated in the Cross City Link. As part of the Cross City Link, Gaol Road East will be pedestrianised, and the T-Junction will not be accessible to traffic in the future.

4.3.6 Concern of Red Light Breaking

Concerns with regards to red light breaking are an enforcement issue for An Garda Síochána. GCC is awaiting policy from The Department of Transport. At present, no red light cameras are proposed as part of this project.

4.3.7 Concern on Narrowing Footpaths

There is not proposal to narrow any footpaths as part of the design.

The location of the crossing is along desire lines with ample room at the crossing locations for pedestrians / cyclists to queue without blocking passing movements on the footway.

4.3.8 Concern on Confusing Junction Configuration

A concern on the junction configuration was submitted, in particular for vehicles right turning from Gaol Road. The proposed road layout remains similar at the junction of Gaol Road.

There is approximately 10m of straight-ahead lane towards the bridge available from the stop line at the pedestrian crossing, for vehicles exiting from Gaol Road to turning into on approach to the bridge. As per the existing road layout, vehicles turning right will be required to cross

over the University Road to Gaol Road right turn lane. To alleviate concerns a Stage 2 Road Safety Audit will be undertaken at detailed design.

4.4 Public Consultation Conclusion

It is concluded that there have been no significant items submitted as part of the process to date that warrants a delay or significant change to the proposal at this stage, notwithstanding that a number of minor design elements have been incorporated following the Public Consultation process, and as such the Detailed Design Drawings will be reflective of these.

5 Conclusion & Recommendation

5.1 Conclusion

The preliminary design for the Salmon Weir Bridge Pedestrian Crossing has been undertaken in line with DMURS, and the Galway Transport Strategy. Following Multi-Criteria Assessment and public consultation, the preliminary design will be developed and progressed to the Detailed Design Stage.

This project is an opportunity to connect, by means of a safe crossing point, the existing walking and cycling culture by delivering a safe pedestrian crossing at this location. The crossing will not only increase accessibility and permeability but will also provide enhanced and safer connectivity with other areas (i.e. Droichead and Dóchais, Fisheries Field, Eglinton Canal). The purpose of the project is to deliver improved safety, reduced journey times, and contribute towards increased numbers of trips being made by active travel modes in the local area.

This project provides improved safety by delivering infrastructure to current design standards and best practice and will provide high quality infrastructure for all active transport users including the mobility impaired and those with other disabilities.

The proposed scheme will provide increased opportunity for the residents and commuters to engage in physical activity through the provision of high-quality safe pedestrian facilities. This will assist in encouraging modal shift from vehicular traffic to healthier and sustainable modes of travel such as walking and cycling.

The proposed improvements realised as part of this project align with the aims and objectives, as follows:

- The potential for conflicts will be reduced (i.e. improved **safety**) through the provision of **formalised crossing facility**.

- **Vulnerable road users and improved accessibility** will be catered for through the formalised crossing facility, footways and the provision of kerbing and tactile paving in line with best practice.
- To improve accessibility for all (i.e. **Social Impact**), including disadvantaged geographic areas and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit. Provide improved opportunities for pedestrians and cyclists thereby promoting physical activity
- The potential to improve travel time, transport costs, journey reliability and journey quality benefits to those for whom non-motorised means are the predominate form of transit (i.e. walking, cycling and wheeling). - **Transport User Benefits and Other Economic**
- **Land Use Impacts:** All works within the existing roadway, so no impact on the current land use. However, added benefit of allowing for connectivity to other land uses in the area via a more active / physical activities via a safe crossing location, such as the University, Hospital, Cathedral and City Centre.
- **Climate Change Impacts:** Provide reduction on carbon and improved air and noise quality, through modal shift to alternative to the moto vehicle.
- **Local Environment Impacts:** A modal shift to walking and cycling will benefit the local infrastructure and buildings though a reduction in harmful pollutants, generation of noise and vibrations by motorised vehicles.

The proposed project will provide increased opportunity for the residents of the surrounding areas to engage to access destinations on foot or by bike. This will encourage modal shift from the private vehicle to healthier, more sustainable modes of travel and will also improve permeability to the existing public transport facilities in the area.

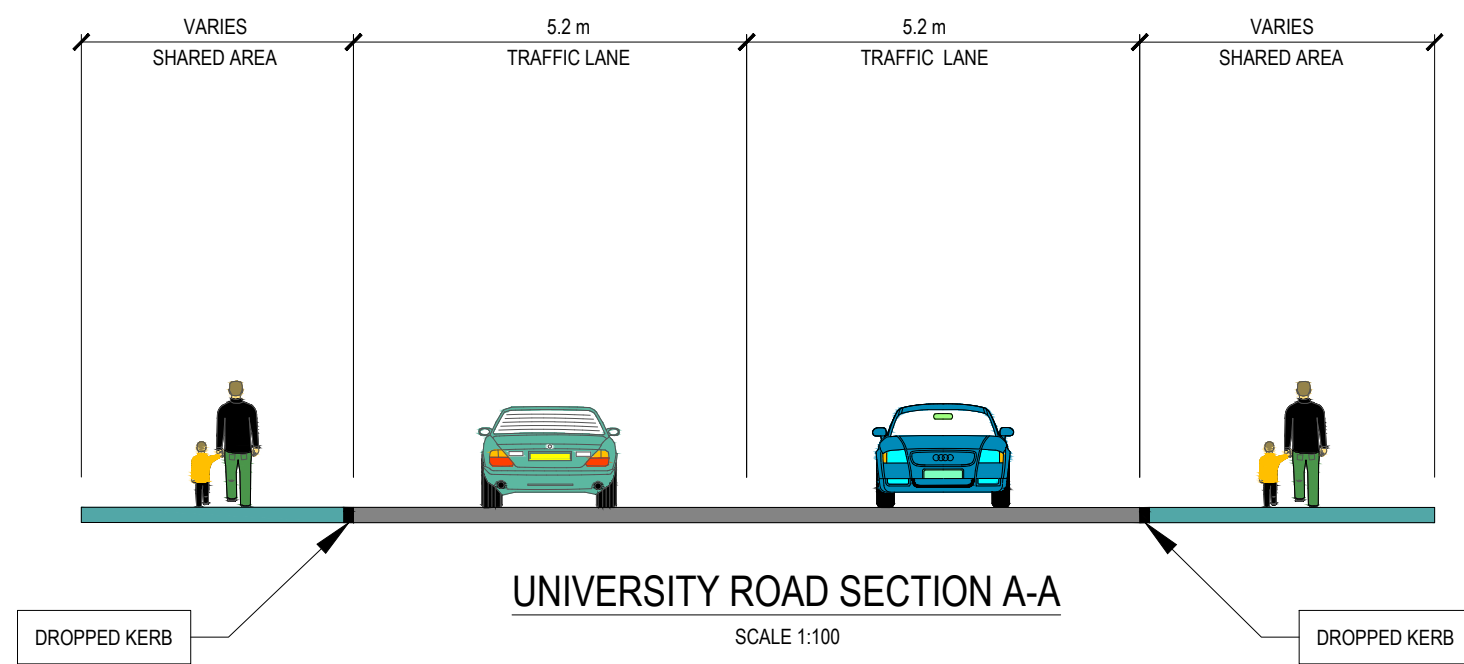
5.2 Recommendation

It is recommended that the scheme is approved in accordance with Section 38 of the Road Traffic Act 1994, inclusive of the amendments adopted by Design Team as a result of the public consultation process, as outlined above.

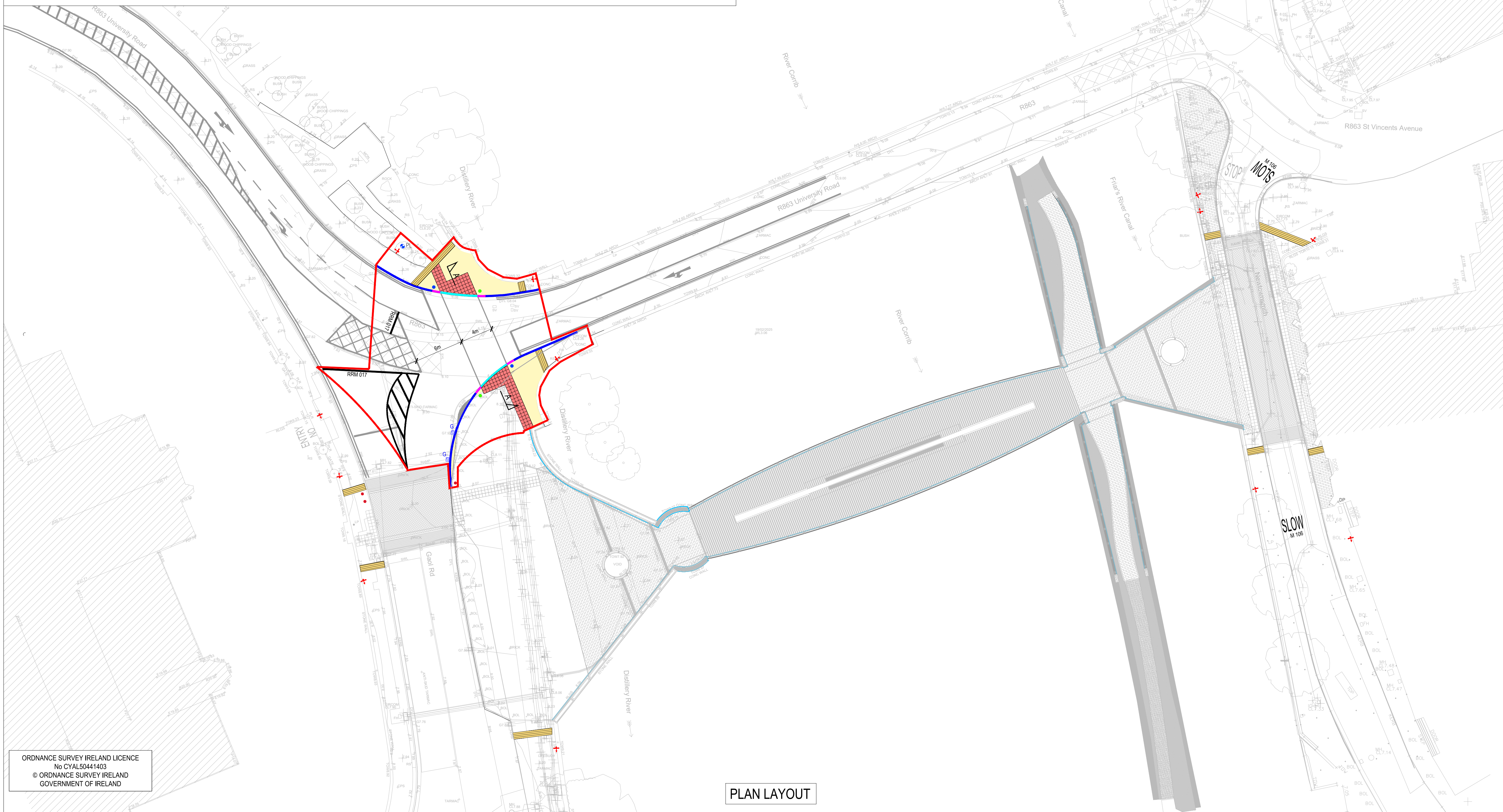
Following approval by Galway City Council, the Appropriate Assessment Screening Report, and Environmental Impact Assessment Screening Report should be completed, taking cognisance of the changes incorporated as part of the completed Non-Statutory Public Consultation.

Appendix A Preliminary Design Drawings

Preliminary Design Drawings utilised for Non-Statutory Public Consultation

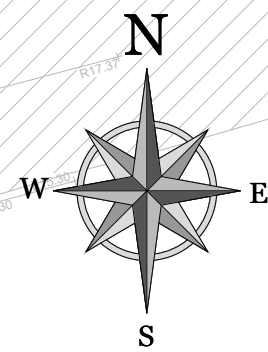
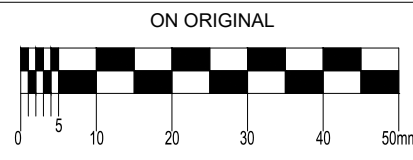


SECTION A-A: TYPICAL ROAD CROSS SECTION



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PLAN LAYOUT



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LEGEND:

- LANDS MADE AVAILABLE
- PROPOSED ROAD
- SHARED PATH (NEW PAVING TO MATCH EXISTING)
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED CORDUROY PAVING
- PROPOSED CONCRETE KERB
- PROPOSED DROPPED KERB
- PROPOSED TRANSITION KERB
- RELOCATED EXISTING GULLY
- PROPOSED PUBLIC LIGHTING POLE
- 114mm DIAMETER STAINLESS STEEL BOLLARDS TO MATCH EXISTING (TBO)
- 4m STAINLESS STEEL TRAFFIC SIGNAL POLE (POLE TO BE CRANKED)
- PUSH BUTTON UNIT FITTED WITH AUDIBLE SOUNDER AND TACTILE DEVICE (POLE TO BE CRANKED)

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STATUS CODES	
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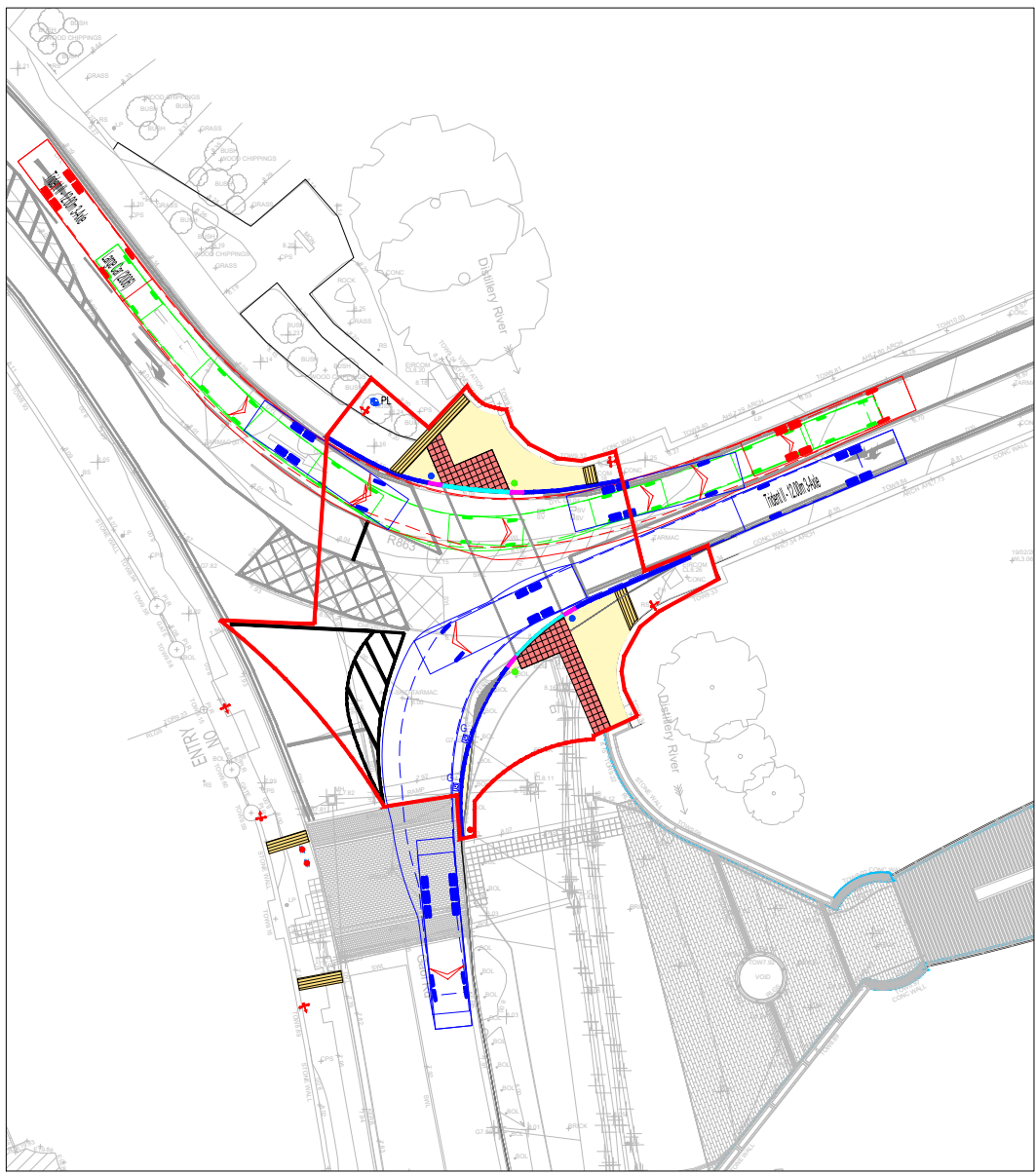
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project ref.
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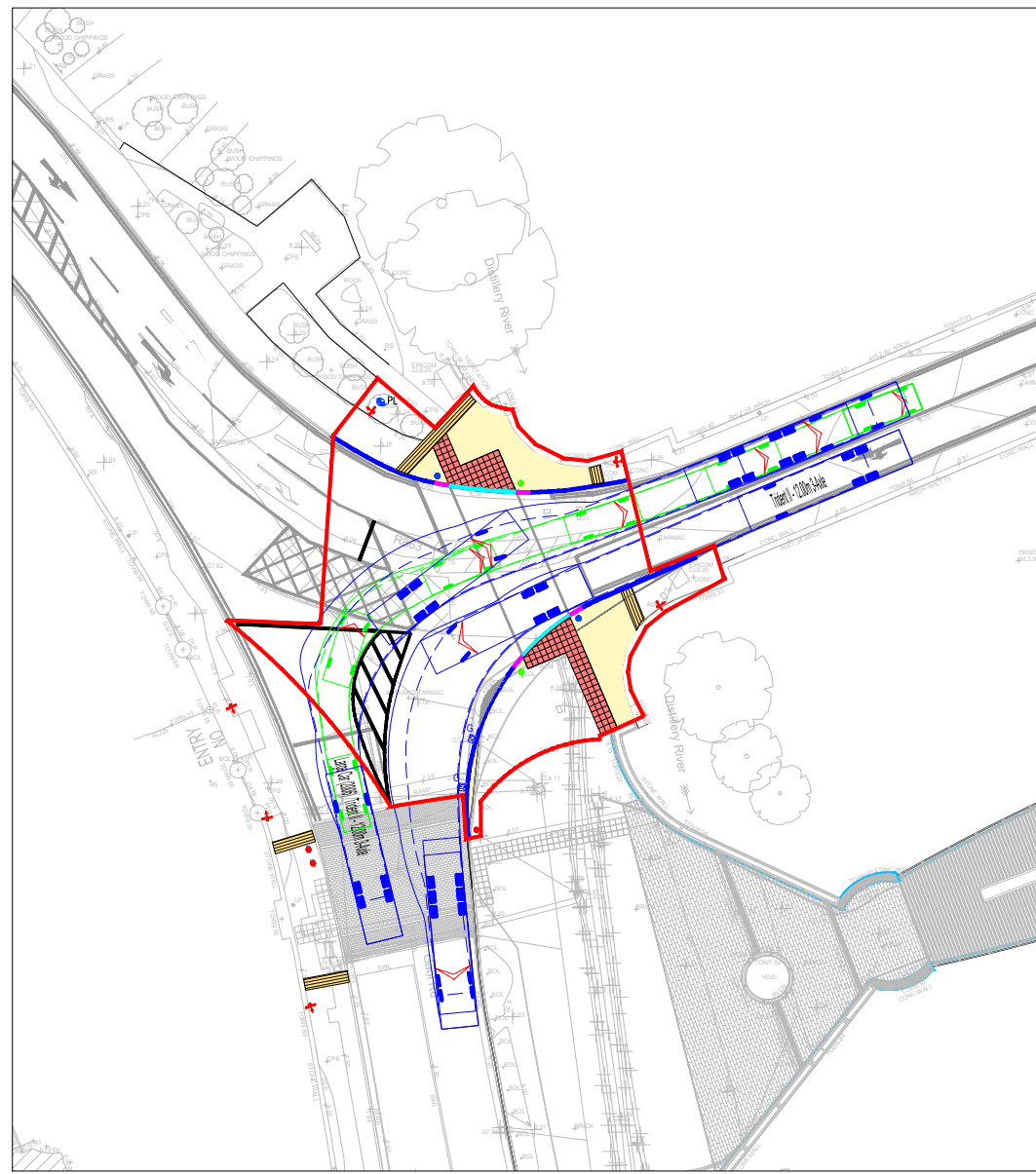
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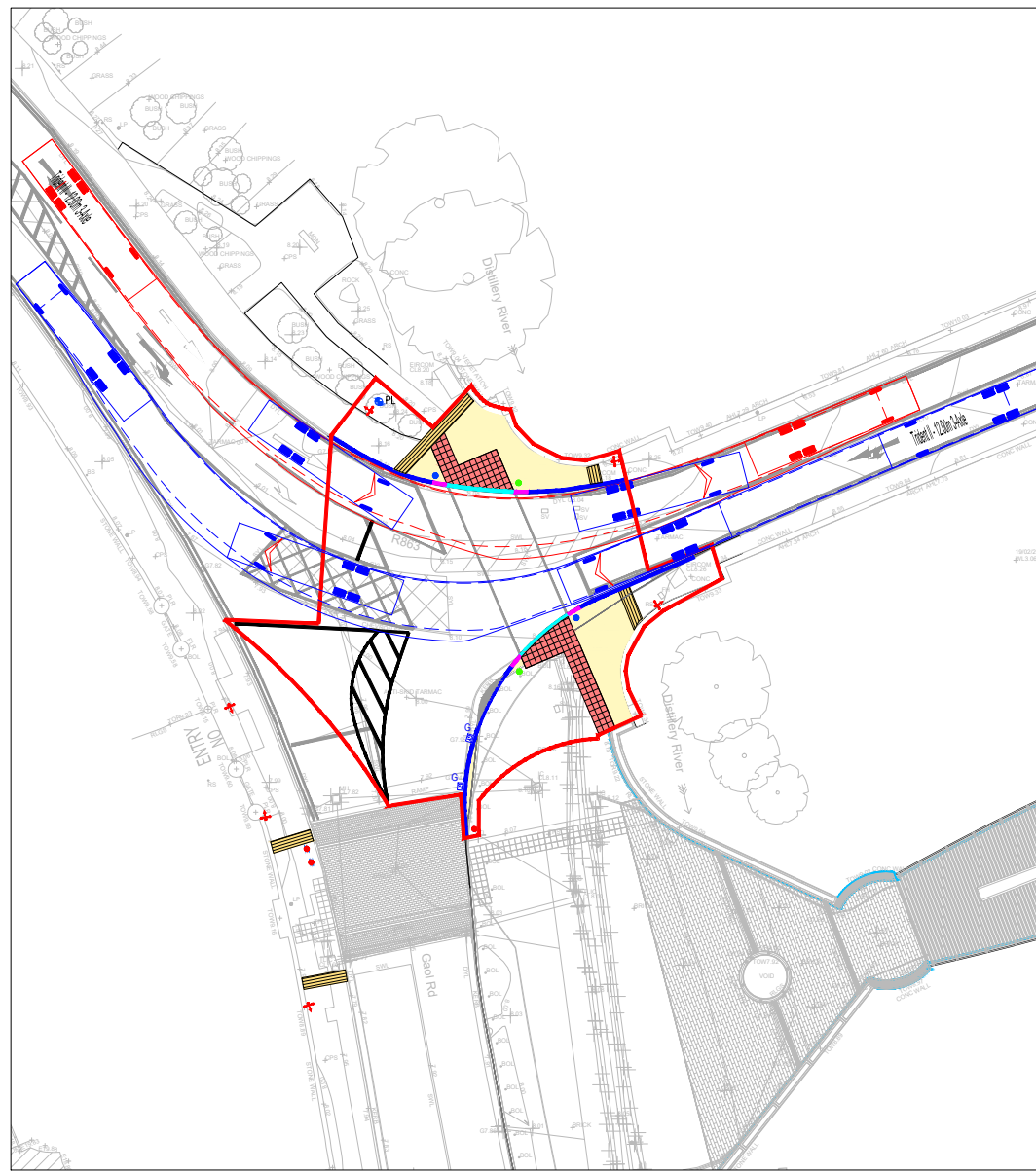
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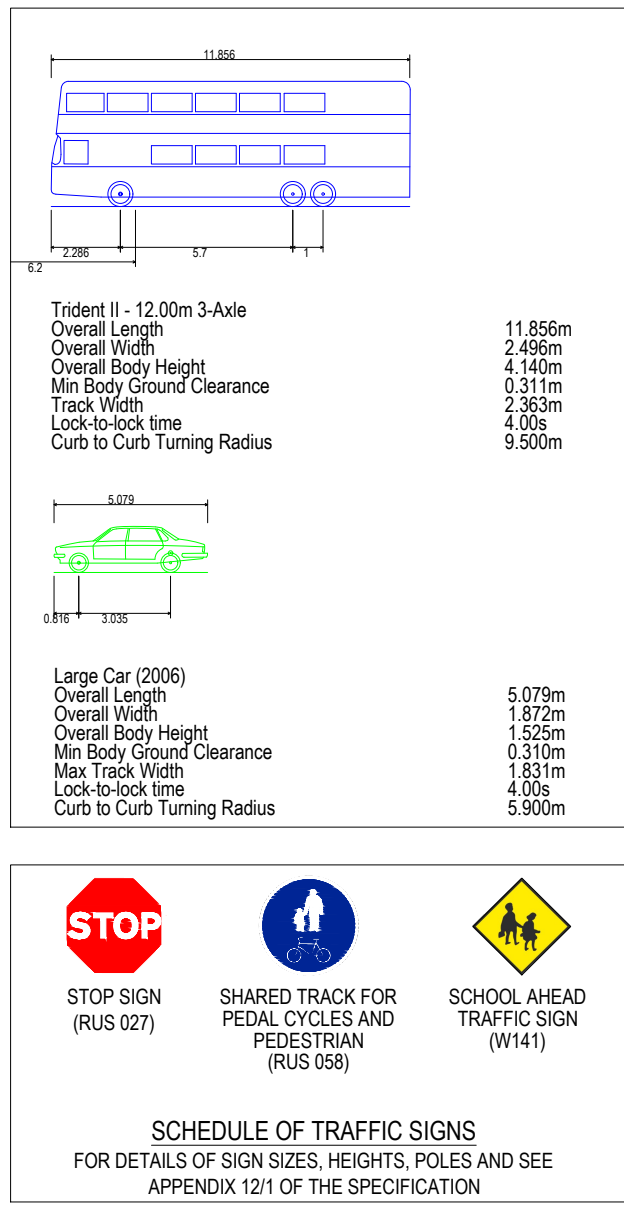
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3	03-03-25	UPDATED TOPOGRAPHIC SURVEY	MS	KP
2	25-02-2025	ISSUED FOR PLANNING	PV	KP
1	19-02-2025	ISSUED FOR FINAL COMMENTS	PV	KP
0	30-01-2025	ISSUED FOR DESIGN TEAM DISCUSSION	PV	KP

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drawing title

GENERAL ARRANGEMENT

client

GALWAY CITY COUNCIL

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