

Appendix A.1

Report to Councillor issued 17th September in response to Motion received on the 19th July 2021.

Motion proposed by Cllr. Colette Connolly, seconded by Cllr. N Murphy at July Ordinary Meeting

Date Received: 19th July 2021

"That Galway City Council shall urgently seek to create a two way segregated cycle track on a temporary basis along the coastal side of Salthill promenade, specifically the R336 from the junction with Grattan Road up to where the R336 meets with the R337, and shall immediately apply for COVID-19 funding or any available alternative source of funding to facilitate this"

Response:

The above Motion was proposed and seconded at the adjournment of the July City Council meeting held on the 19th July 2021 under Agenda Item 4 (b) Cycle Networks Projects Update.

Below is our response to the Motion for consideration by members.

With the onset of the Covid-19 pandemic in 2020, and the associated restrictions on travel and movement, Galway City Council sought to undertake a number of Active Travel schemes to provide more road space for walking and cycling. One such project was the design of a cycle scheme along Salthill. The project was generally referred to as a 'Pop-Up' cycle lane.

A temporary cycle scheme was designed with cycle lanes on both sides of the road along the promenade in Salthill and the NTA had approved the design and provided funding for its implementation.

A fundamental element of that proposed scheme, was that there was minimum hard engineering works associated with implementing a cycle lane on both sides of the roadway along the promenade and generally the works were to replace the parking with a cycle lane and would have been accommodated with a change in road markings. A temporary pop-up cycle lane was then considered 'below threshold' for the requirement of a statutory planning consent process under the Planning and Development Act or a Section 38 under the Roads Act and as such no statutory public consultation would have been carried out in relation to that proposal.

A number of meetings were held in July 2020, with The Village Salthill Representatives Group, with the West Ward Councillors and at main Council Meetings. Concerns were raised

in relation to the 'trial' cycle scheme, generally in relation to knock-on implications such as causing overflow of parking into the residential areas of Salthill and a lack of public consultation on the proposed scheme. These meetings in July 2020 culminated in a decision made at the July City Council Meeting, to postpone the works on the provision of a temporary cycleway along Salthill Promenade, and the executive of Galway City Council have respected that decision.

This Motion's proposal is for a two-way cycle track on a temporary basis along the coastal side of the promenade. I advise Councillors that there is a discord in the objective of creating such a two-way scheme on a temporary basis. In regard to a two-way cycle scheme, as was discussed and communicated in July 2020, a two-way cycle scheme cannot be provided in accordance with safety standards by just the removal of parking on the coastal side of the Salthill promenade and the replacement of this parking area with a two-way cycleway. The provision of a two-way cycle track would require hard engineering measures such as the removal of the central islands, a need for acquisition of land (possible CPO) and the need to realign the road and footpaths and parking to allow a two-way cycle lane. Bus Stops may also need to be removed or relocated.

Therefore, I advise that a two-way cycle on a temporary, trial, or pop-up basis cannot be accommodated without such hard engineering changes as outlined above. Furthermore, as such hard engineering measures are required, such a scheme could not be provided without going through a statutory public consultation process as part of a planning consent under the Planning and Development Act or the Roads Act 1993, as appropriate.

Galway City Council would also need to take into consideration the recent high court ruling on a two-way cycle lane on Strand Road in Sandymount, a similar proposal to the Salthill cycleway proposal. In that scheme, the High Court Judge ruled that the Council cannot provide a cycleway that requires engineering road changes, key extracts from the judgement were as follows; "this was within the nature of building or construction" and the judge was satisfied that the cycleway is "road development" for the purposes of section 50 of the Roads Act, 1993 and therefore fell within the provisions of the Environmental Impact Assessment Directive requiring an EIA.

As such, a two-way temporary cycleway cannot be accommodated along the Salthill promenade as to proceed without going through a planning consent process and undertaking environmental screening would be in contravention of the statutory provisions of the Planning and Development Act and the Environmental Impact Assessment Directive.

Fáiltítear roimh chomhfhreagras i nGaeilge / Correspondence in Irish is welcome



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Galway City Council remains committed to exploring the delivery of cycling infrastructure in Salthill in the longer term. We have started the process of gathering information, with the Salthill Parking Survey. The outcome of this survey will be key to informing the design team when looking at a transport proposal for Salthill, including provisions for cycling. That project will be developed in line with the Project Management Guidelines under the Public Spending Code, will be subjected to Options Assessment, Cost Benefit Analysis, Public Consultations, Environmental Assessments and Statutory Planning Consent and a dedicated resourced project team will be appointed to oversee the project.

Uinsinn Finn

A/Director of Services

Transportation, Planning, & Physical Development

Fáiltítear roimh chomhfhreagras i nGaeilge / Correspondence in Irish is welcome

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Appendix A.2

Report to Councillor issued 10th December, Item 4.(a) Council Meeting on the 13th December

Date: 10th December 2021

Report to Councillors under Agenda Item 4. (a) of the Ordinary Meeting of the Council on the 13th December 2021 – Update on Proposed Temporary Cycle Lane in Salthill

1 Context

This memo has been prepared by Galway City Council in order to provide an update on the City Councils progress on the motion raised at the 13th of September Council meeting. The motion passed at Council was as follows;

Amended Motion:

“That Galway City Council shall urgently seek to create a two-way segregated cycle track on a temporary basis along the coastal side of Salthill promenade, specifically the R336 from the junction with Grattan Road up to the junction of the Prom/Blackrock Tower and a one-way cycle track from the latter junction up to where the R336 meets with the R337, and shall immediately apply for COVID-19 funding or any available alternative source of funding to facilitate this”.

A report was provided to councillors for consideration, circulated to members on the 17th September, 2021. At the council meeting of the 11th of October, further clarification was provided by members in relation to the proposal to provide the cycle track in Salthill, that the proposal is temporary for a period of six months, and that all interventions are easily reversible at the end of the temporary period. Also, at the meeting on the 11th, it was requested to bring a report back to Council for further consideration of the proposal. A supplementary report was also issued dated the 5th November, 2021. The City Council Executive have undertaken further consideration of the Motion and the proposal to provide a temporary cycleway, including on site surveys, preliminary concept drawings and considerations of impacts of each proposal as well as reviewed possible options with other Authorities with a view of capturing all relevant experience & knowledge to inform cycleway proposals as stated within the Motion.

2 Statutory Procedures:

A legal opinion was sought so as to give advice to the City Council to ensure that we are not in contravention of any statutory procedures. A summary of that advice is attached in Appendix A. Some of the key extracts of that legal advice are as follows;

- (i) The “temporary cycleway” cannot be implemented in a legislative vacuum and the Council (*the Executive*) must comply with any and all relevant legal requirements that arise in relation to the implementation of same.
- (iii) The description of the cycleway as “temporary” does not relieve the Council from having to comply with its legal obligations, including any potentially applicable legislative requirements under, *inter alia*, the Planning and

Development Act 2000 (as amended), the Planning and Development Regulations 2001 (as amended), the Road Traffic Act 1994 and/or the Roads Act 1993; the Habitats Directive, the Environmental Impact Assessment ('EIA') Directive and/or any other legal requirement applicable to the proposed implementation of such a cycleway.

- (v) It should be noted that the use of the word “*temporary*” is not, in fact, defined in the Motion – no estimated duration is provided in respect of the said cycleway. This, in and of itself, if left undefined, has the potential to cause problems.

Having received and considered the legal advice, at the council meeting of the 11th of October, further clarification was provided by members in relation to the proposal to provide the cycle track in Salthill, that the proposal is temporary for a period of six months, and that all interventions are easily reversible at the end of the temporary period.

3 Existing Infrastructure:

An assessment of how the existing area functions was undertaken to better understand what effects the cycleway proposal would have on the current users of the area, such as pedestrians, motorists, bus passengers etc. In addition, an initial assessment was undertaken on the existing road layout constraints to determine the implications of providing a 2-way cycle track.

The assessment area has been broken down into two sections between the junctions of Grattan Road / Doctor Colohan Road and the junction of Barna Road / Kingston Road as shown in figure 1.0 below and listed here:

Section 1: Blackrock to Grattan Road

Section 2: Barna Road to BlackRock

The extents of the route is 3.1 km in length, with a posted speed limit of 50km/h.

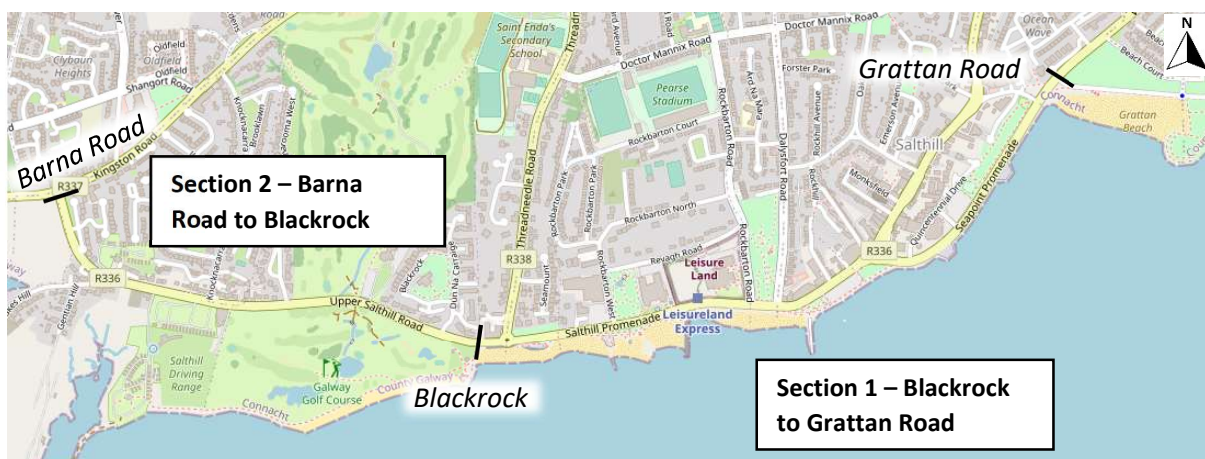


Figure 1.0 : Section 1 - Blackrock to Grattan Road & Section 2 - Barna Road to Blackrock

3.1 Car parking:

The section from Grattan Rd to Blackrock beach is 1.8km. The route comprises of a traffic lane in each direction and footpaths on either side of the carriageway. A total of approximately 225 car parking spaces are located along the southern / seaboard side of this section of roadway.

- 12 of which are located between the pedestrian crossing at Colm's Amusements Centre and the next pedestrian crossing point outside of the Omniplex Cinema.
- 102 spaces are located between the D'arcy Roundabout and Grattan Junction
- 111 between Blackrock and Colm's Amusements.

3.2 Bus services:

A number of bus service operate on this corridor, bus services include:

- CityDirect: 410 Eyre Square – Salthill – Knocknacarra – 10 times daily at weekdays and 8 times daily on weekends,
- Bus Eireann: 401 Parkmore Industrial Estate - Dr Mannix Rd (Rockbarton Rd) - Every 20 minutes weekday & Saturday & 40 minutes Sunday
- Bus Eireann: 424 Galway Bus Station - Lettermullen– 12 times daily
- Lally Coaches: 524 - Queen Street – Rossaveal – Twice daily

**The list of bus services above is not exhaustive*

In Section 1 there are three bus stops located on both the northern and southern / promenade side of the carriageway between Grattan Rd & Blackrock along the R336.

In Section 2 there are a further two bus stops located on the northern side of the carriageway between Barna road & Blackrock with one stop located on the southern side.

3.3 Taxi Ranks:

At present there are two taxi ranks located on the southern / seaboard side of the R336 between the D'Arcy roundabout and the Junction with Darlysfort Rd. Both taxi ranks have an approx. total of 9 spaces.

3.4 Disabled parking bays:

Six disabled parking bays are currently positioned along the seaboard side of the promenade.

3.5 Existing controlled crossings:

5 no existing controlled pedestrian crossings are present along the section between Grattan Rd junction and Blackrock.

3.6 Emergency Access:

Emergency services require access to the promenade at a number of locations along the R336.

3.7 Turning pockets:

One vehicle turning pocket is marked out for traffic heading westbound entering into the Galway Bay Hotel. A further two turning pockets are located at the entrance to Dun Carraige & Cashelmara.

3.8 Roundabouts:

Two roundabouts are located along this area. One mini roundabout is position on the R336 at the Threadneedle Road & the D'Arcy Roundabout.

3.9 Traffic Flow:

The following traffic flows have been taken from the Traffic Base Year West Regional Model which has been calibrated and validated, at a strategic level, to 2016 travel conditions. Refer to figure 2.0 which indicates the location of where the traffic flows are extracted from and Table 1.0 lists the peak hour flows at each location. Refer to Fig 2.0 for traffic flow locations.

Traffic Flows Western Regional Model 2016				
Location of Traffic Flows	Westbound No. of Vehicles per hour (AM Peak)	Eastbound No. of Vehicles per hour (AM Peak)	Westbound No. of Vehicles per hour (PM Peak)	Eastbound No. of Vehicles per hour (PM Peak)
Location A D'Arcy Roundabout to Grattan Rd	329	585	601	247
Location B Threadneedle Road to D'Arcy Roundabout	372	735	691	334
Location C Barna Junction to Blackrock	386	925	774	330

Table 1.0 Traffic Flows Western Regional Model 2016



Figure 2.0 - Locations A, B & C for traffic flows. Westbound and Eastbound

4 Section 1 (Grattan Road to Blackrock along the R336)

The main section of the Salthill Promenade is between Grattan Road and Blackrock. This is 1.8km in length and generally made up of two-way traffic with parking over the fullest of extents to the

southern side and parking over approximately 50% of the roadway to the northern side. It is bounded to the southern side by the Salthill coastline and a popular walking promenade, and on the northern side by a mix of commercial, retail and hospitality including café's, restaurants and hotels.

In considering the Motion to provide a two-way cycle track along this section of roadway, we had regard to the National Cycle Manual and the Design Manual for Urban Roads and Streets (DMURS) and also cognisant of the Motion to providing a temporary cycleway. In considering the motion and having regard to the design standards and guidance, we had developed two options for consideration.

Both options meet with the objective of the Motion to provide a two-way cycletrack between Grattan Road and Blackrock, and a one-way cycleway between Blackrock and the Barna Road.

Option 1: This option includes making the Salthill Promenade one-way to general traffic from West to East, between the Barna Road and Seapoint. This option then creates the greatest space available to provide for the Cycleway to be fully in accordance with the recommendations and guidance in the National Cycle Manual. It also retains an element of parking on the Salthill promenade.

Option 2: This retains two-way traffic along the Salthill Promenade between the Treadneedle Road and Grattan Road, but provides for one-way traffic in a West to East Direction between the Barna Road and the Treadneedle Road junction. This option reduces the impact from traffic diversions as a result of the one-way system on the main Promenade, but requires going below the recommended 3m width for a two-way cycleway as contained within the Cycle Design Manual.

The following road cross sections and drawings in Appendix give further details in relation to both of these options for your consideration. A summary of the impacts of both options are also shown in the table 4.0 below.

4.1 Road cross sections options at Blackrock Beach:

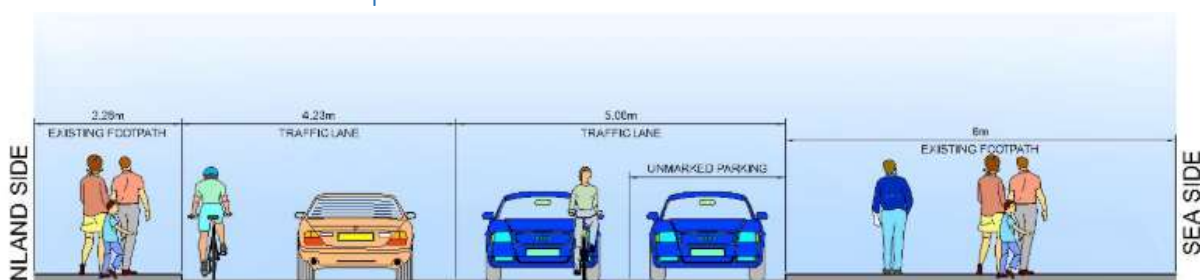


Fig 3.0 Existing Cross Section at Blackrock Beach – Two-way traffic system

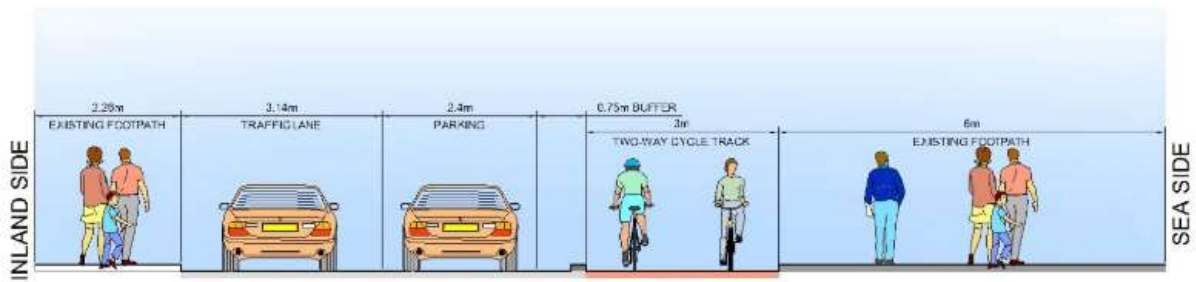


Fig 4.0 Option 1 Cross Section at Blackrock Beach - one way traffic



Fig 5.0 Option 2 Cross Section at Blackrock Beach - two way traffic

4.2 Road cross section options at Salthill Public Park:



Fig 6.0 Existing layout Cross Section at Salthill Public Park– Two-way traffic system

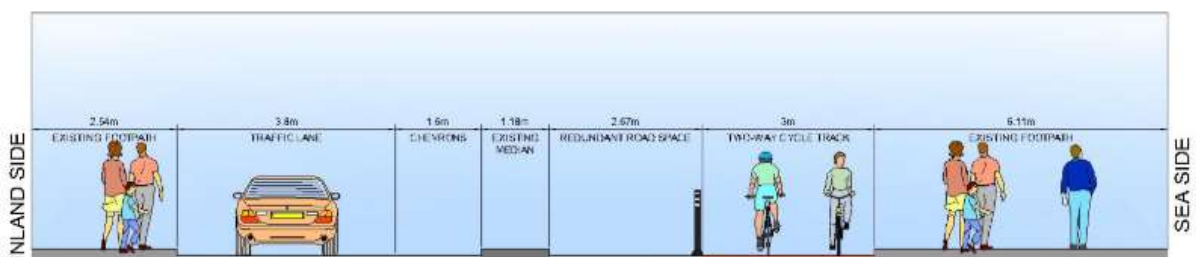


Fig 7.0 Option 1 Cross Section at Salthill Public Park – one way traffic

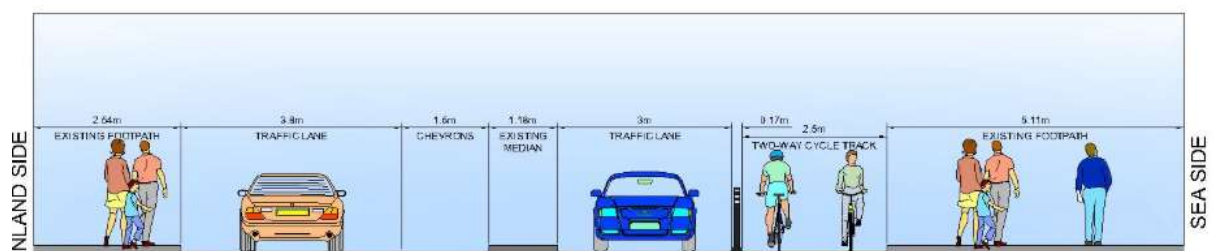


Fig 8.0 Option 2 Cross Section at Salthill Public Park – two way traffic

4.3 Road cross section options at Seapoint Promenade:

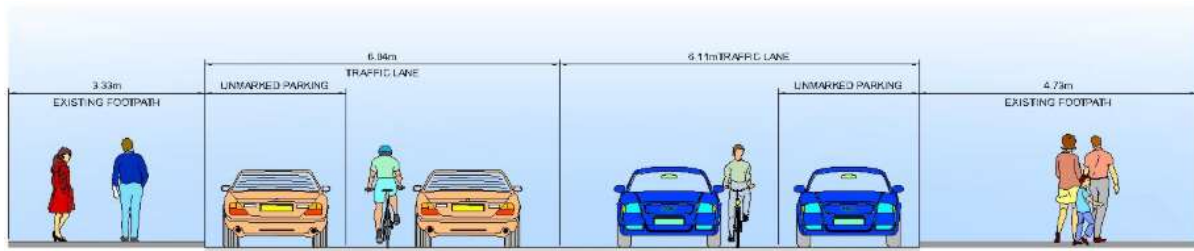


Fig 9.0 Existing layout Cross Section at Seapoint Promenade– Two-way traffic system

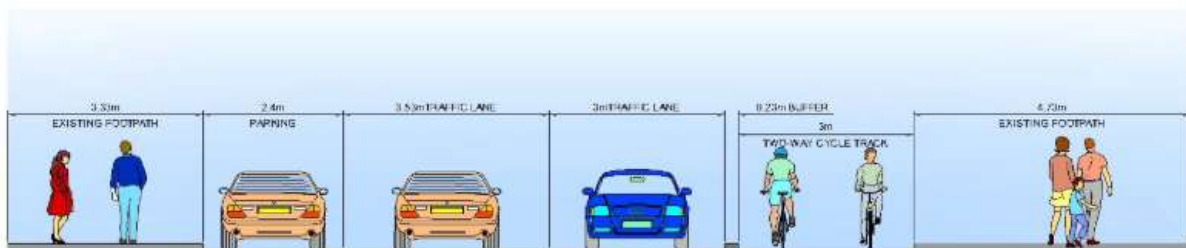


Fig 10.0 Option 1 Cross Section at Seapoint Promenade – one way traffic

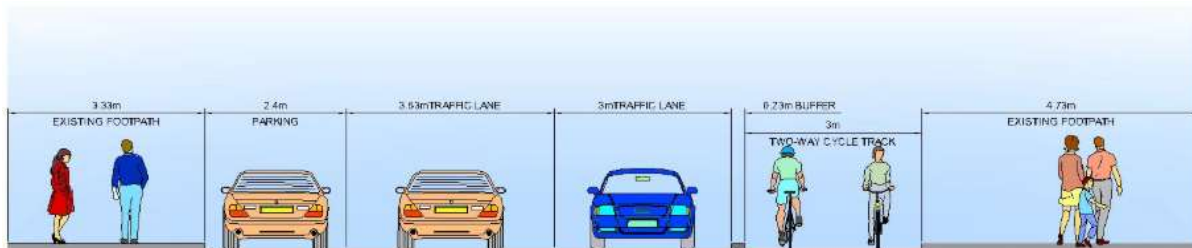


Fig 11.0 Option 2 Cross Section at Seapoint Promenade – two way traffic

Summary of options between Grattan Road to Blackrock Two-way Cycle track			
Item	Existing – Do Nothing (Retain existing layout)	Option 1 – One-way traffic with a 3m wide two-way cycle facility with min 0.5m buffer	Option 2 – Two-way traffic with a 3m wide two - way cycle facility with localised pinch points and 0.23m buffer
Car Parking	No change – total spaces 310 no.	Parking total 202 no.	Parking total 94 no. & maintaining two-way traffic flow.
Bus Service	Existing services operating	Bus Servicing in the inbound direction only, diversions required for bus services, which will increase journey times	Bus service remains as existing, bus stops moved onto traffic lane
Disabled Bays	6 no. bays remain	12 no disabled bays provided (additional spaces provided in the carpark)	8 no disabled bays provided (additional spaces provided in the carpark)
Taxi Ranks	No change – 9 spaces	Relocated and reduced rank space to 2 spaces	Relocated and reduced rank space to 5 spaces
Emergency Access	Drop kerb access onto Salthill Promenade remains	Drop kerb onto Salthill Promenade remains. Restricted access for emergency vehicles with one-way traffic flow.	Drop kerb onto Salthill Promenade remains
Turning pocket into Galway hotel	Remains	Turning pockets Removed	Turning pockets Removed
Pedestrian Access	Existing crossings & footpaths remain	Existing crossings & footpaths remain – option to use the additional space on the road for parklets or other.	Existing crossings & footpaths remain
Vehicular Traffic	Two way vehicular traffic. Buses stop are not located in-line, vehicles can bypass buses at bus stops.	Vehicles restricted in travel in the Westbound direction from D'Arcy Roundabout to the Junction with Threadneedle. Rd.	Traffic flow can flow in both directions as per existing layout. Bus will stop in-line with traffic flow in this option.
Cycle Provision	No Change	3m two-way cycleway, with a min of 0.5m safety buffer zone to traffic.	3m two-way cycleway, reducing to 2.5m in isolated locations due to pinch points. Safety buffer zone between cyclists reduced below 0.5m recommended min at pinch point locations.

**Note figures provided are approximates and are subject to change following further assessment*

Table 2.0 Grattan Road to Blackrock Two-way options summary

5 Section 2 (Blackrock to the R336/337 Junction)

As per the motion for a one way between Blackrock towards the junction with the R337. Galway City Council has assumed that the request is for a cycle track to be provided in the Westbound direction along the southern side of the R336. Following an initial review, it was determined that there is at least one pinch point along this section of roadway where there is insufficient width to provide for two-way traffic and a one-way cycleway. Therefore the only solution to provide for the cycleway as per the motion is to make this section of road one-way to traffic in a west to east direction.

Further details are provided in the figures below, Fig 12.0 & Fig 13.0 which illustrates this pinch point & Figure 14.0 which shows the proposed cycle track . A minimum of 3m traffic lane widths are required.

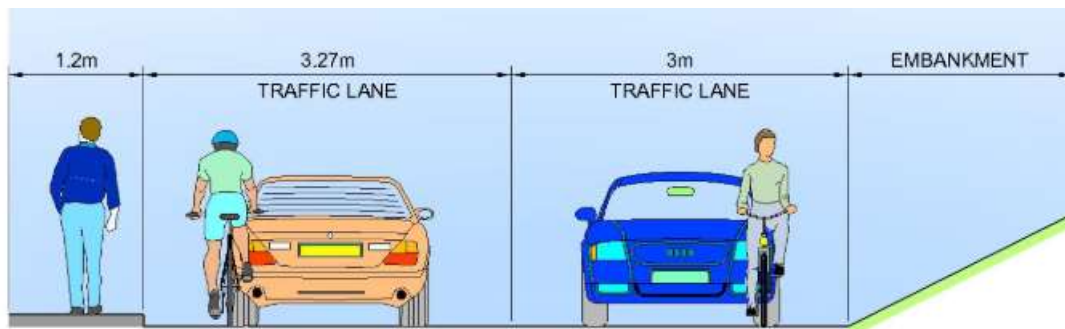


Fig 12.0 Existing cross section – on R336 west of Gentian Hill Junction



Fig 13.0 Existing cross section – on R336 west of Gentian Hill Junction

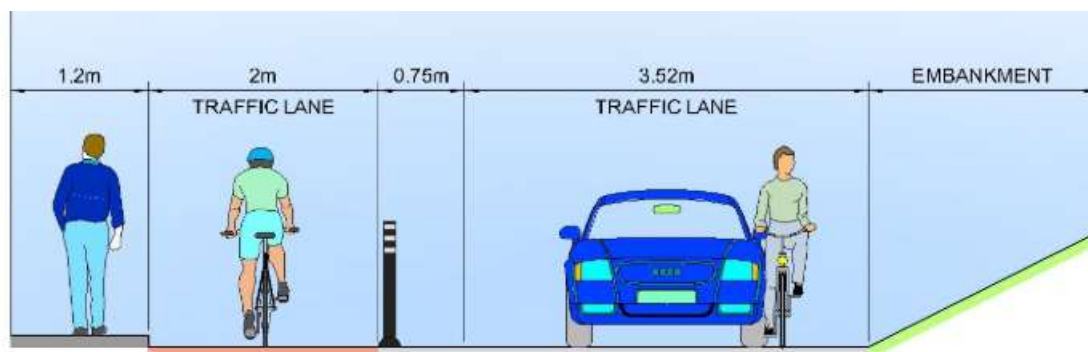


Fig 14.0 Proposed one-way cycletrack cross section – on R336 west of Gentian Hill Junction

Blackrock to the R336/337 Junction Cycle track summary		
Item	Existing – Do Nothing (Retain existing layout)	Option – One-way cycletrack
Bus Service	Existing services operating	Bus Servicing in the Eastbound direction only, diversions required for bus services, which will increase overall journey times
Vehicular Traffic	Two way vehicular traffic	Vehicles restricted in travelling in the Eastbound direction from Threadneedle. Rd to the R336/337 junction.
Consultation – next steps	No Action required	Consultation required with representative groups in diverting bus services. Modelling of the dispersed traffic required to establish the effect on the surrounding network.

Table 3.0 Blackrock to the R336/337 Junction Cycle track summary

6 Design Principles

Safe & effective separation between vehicles and cyclists has been request as part of the motion for a segregated two-way cycletrack. Segregation provides protection & reassurances for cyclists and prevents vehicle encroachment. One of the most significant factors to enable less confident cyclists, especially children, to cycle safely on roads is that they feel safe. Segregation instils a sense of safety within cyclists and provides a level of comfort that is rarely achieved with a line marking.



Figure 15.0 Some examples of segregated facilities in Dun Laoghaire Rathdown

6.1 Segregation Options

In order to facilitate a potential 2-way cycleway, segregation is required to separate users from on-road vehicular traffic. Outlined below are a number of potential segregation options.

6.1.1 Rosehill Kerb

The Rosehill narrow lane defender has been installed across a number of mobility projects in 2020. Rosehill kerbs prevent vehicles entering the cycle lane by introducing robust physical segregation between the cycle lane and the road and are made of recycled tyres.



Figure 16.0 Rosehill Kerb in Blackrock Village , Dublin

6.1.2 Extruded Concrete Kerb



Figure 17.0 Extruded concrete kerb Benildus Avenue , Dublin



Figure 18.0 Extruded concrete kerb , Griffith Avenue Dublin

A concrete extruded kerb could also be used to provide segregation between the cycle lane and vehicular traffic. Given the temporary nature of the scheme, this option may not be suitable for a temporary trial, however it may be considered for a more permanent option and has been included for context.

6.1.3 Bollards

Orca Cycle Lane Separators

The Orca separator provides separation to cyclists by offering a concave profile for safety and a half-battered profile on the vehicular traffic side.



Figure 19.0 Orca cycle lane separators

Orca bollards have been implemented across Dublin City, however there has been issues of vehicular traffic parking in the cycle lanes and ignoring the segregation. In conclusion they may not present a robust enough form of segregation to deter vehicles.

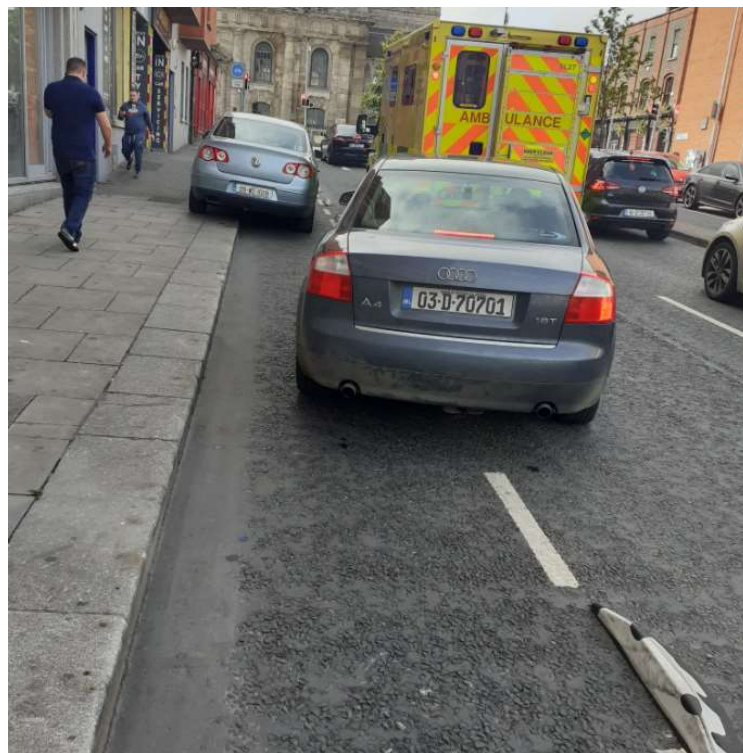


Figure 20.0 Vehicles parking in Orca protected cycle lane

Tiger Wand Cycle Lane separators

Tiger Wand cycle lane separators are black and white striped lane separator/delineators that provide light segregation for cyclists. Tiger Cycle Lane separators are also available without the wand unit attached to suit individual location requirements. However, foregoing the wand may encourage vehicles to encroach on the cycle facility and / or park in the 2-way track.



Figure 21.0 Tiger Wand Cycle Lane Separators

Cycle Track Segregation - Options	
Type	Comment
Rosehill kerb	Provides continuous segregation
Extruded Concrete kerb	This option is more of a permanent option and not 'temporary'
Orca Cycle Lane Separators (Bollards)	Provides a minimum deterrent for vehicles wanting to park on the cycle track
Tiger Wand Cycle Lane separators (Bollards)	Provides a minimum deterrent for vehicles wanting to park on the cycle track

Table 4.0 Cycle Track Segregation - Options

6.2 Bus stops with Two-way Cycle-track

A temporary two-way cycle track between Grattan Road and Blackrock will interact with the three existing Bus stops position along this route. In order to mitigate conflict between pedestrians and cyclists a temporary platform can be installed at the three bus stop locations to facilitate users alighting and boarding buses. This system allows for both cyclists and bus users to share the same space.



Figure 2 Carysfort Avenue, Blackrock, Co. Dublin. (Developed by DLRCC)



Figure 23.0 Carysfort Avenue, Blackrock, Co. Dublin. (Developed by DLRCC)

7 Summary of options between Grattan Road & R337 Barna Road

Overall options between Grattan Road & R337 Barna Road					
Item	Two-way Cycletrack from Grattan Rd to Blackrock (Option 1 one way traffic) only.	Two-way Option from Grattan Rd to Blackrock (Option 2 two way traffic) only.	Two-way Cycletrack from Grattan Rd to Blackrock (Option 1 one way traffic) & One way Cycletrack from Blackrock to R337 Road	Two-way Cycletrack Option from Grattan Rd to Blackrock (Option 2 two way traffic) & One way Cycletrack from Blackrock to R337 Road	One-way Cycle track between Blackrock & R337 Road.
Car Parking	Parking total 202 no.	Parking total 94 no. & maintaining two-way traffic flow.	Parking total 202 no. (Parking between Threadneedle & R337 Barna Rd TBC)	Parking total 94 no. & maintaining two-way traffic flow. (Parking between Threadneedle & R337 Barna Rd TBC)	(Parking between Threadneedle & R337 Barna Rd TBC)
Bus Service	Bus Servicing in the inbound direction only, diversions required for bus services, which will increase journey times	Bus service remains as existing	Diversions required for bus services between Dàrcy Roundabout & R337 Barna Rd, Bus Journeys times will increase.	Diversions required for bus services between Threadneedle Rd & R337 Barna Rd, Bus Journeys times will increase	Diversions required for bus services between Threadneedle Rd & R337 Barna Rd, Bus Journeys times will increase
Disabled Bays	12 no disabled bays provided (additional spaces provided in the carpark)	8 no disabled bays provided (additional spaces provided in the carpark)	12 no disabled bays provided (additional spaces provided in the carpark)	8 no disabled bays provided (additional spaces provided in the carpark)	No change to existing
Taxi Ranks	Reduced rank space to 2 spaces	Reduced rank space to 5 spaces	Reduced rank space to 2 spaces	Reduced rank space to 5 spaces	No change to existing
Emergency Access	Drop kerb onto Salthill Promenade remains. Restricted access for emergency vehicles with one-way traffic flow.	Drop kerb onto Salthill Promenade remains	Drop kerb onto Salthill Promenade remains. Restricted access for emergency vehicles with one-way traffic flow.	Drop kerb onto Salthill Promenade remains	No change to existing

Overall options between Grattan Road & R337 Barna Road					
Item	Two-way Cycletrack from Grattan Rd to Blackrock (Option 1 one way traffic) only.	Two-way Option from Grattan Rd to Blackrock (Option 2 two way traffic) only.	Two-way Cycletrack from Grattan Rd to Blackrock (Option 1 one way traffic) & One way Cycletrack from Blackrock to R337 Road	Two-way Cycletrack Option from Grattan Rd to Blackrock (Option 2 two way traffic) & One way Cycletrack from Blackrock to R337 Road	One-way Cycle track between Blackrock & R337 Road.
Turning pocket into Galway hotel	Turning pockets Removed	Turning pockets Removed	Turning pockets Removed	Turning pockets Removed	No change to existing
Pedestrian Access	Existing crossings & footpaths remain – option to use the additional space on the road for parklets or other.	Existing crossings & footpaths remain	Existing crossings & footpaths remain – option to use the additional space on the road for parklets or other.	Existing crossings & footpaths remain	No change to existing
Vehicular Traffic	Vehicles restricted in travel in the Westbound direction from DÀrcy Roundabout to the Junction with Threadneedle. Rd.	Traffic flow can flow in both directions as per existing layout. Bus will stop in-line with traffic flow in this option.	Vehicles restricted in travel in the Westbound direction from DÀrcy Roundabout to the Junction with Threadneedle. Rd.	Traffic flow can flow in both directions as per existing layout. Bus will stop in-line with traffic flow in this option.	No change to existing
Consultation – next steps	Bye-law requires amending for the Taxi Ranks. Consultation required with representative groups in diverting bus services. Modelling of the dispersed traffic required to establish the effect on the surrounding network.	Bye-law requires amending for the Taxi Ranks	Bye-law requires amending for the Taxi Ranks. Consultation required with representative groups in diverting bus services. Modelling of the dispersed traffic required to establish the effect on the surrounding network.	Bye-law requires amending for the Taxi Ranks	Consultation required with representative groups in diverting bus services. Modelling of the dispersed traffic required to establish the effect on the surrounding network.

**Note figures provided are approximates and are subject to change following further assessment*

Table 4.0 Summary of Options between Grattan Rd & R337 Barna Road

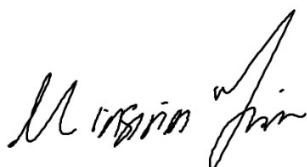
7.1 Next Steps

Given the pros and cons of both Option 1 and Option 2, and as both are feasible options, and as it would be beneficial to get the public views before determining which would be the preferred option. We therefore intend to proceed with a public consultation on these Options. We will report back to council on outcome and what emerges from the public consultation for consideration.

As it is intended to have the proposed cycle scheme in operation between March and September, the public consultation period is constrained and it is intended to commence consultation as early as possible with a limited period for submissions and observations.

It is also important to outline that both of these options have been developed to conceptual stage design only, without the detailed design and other assessment that would normally be undertaken. Any proposal that is brought forward will also need to undergo a Road Safety Audit and also Screening for Appropriate Assessment any closed out before any project can proceed to construction.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Uinsinn Finn', written in a cursive style.

Uinsinn Finn
Senior Engineer
Transport

Site Layout

Section 1 Road layout constraints: Grattan Rd to Blackrock Tower Via Salthill Road Upper (R336)



Fig. R336 typical Cross Section image between the Bus Stop at Salthill Hotel & the roundabout at Threadneedle Road



Fig. R336 typical Cross Section image between the Bus Stop at Salthill Hotel & the junction with Rockbarton road (East)



Fig R336 typical Cross Section image between the Salthill Roundabout & the junction with Rockbarton road (East)



Fig. R336 typical Cross Section image between the Salthill Roundabout & the junction with Grattan Road

Section 2: Road Layout Constraints between Blackrock Tower to Barna Rd Via R336

This section between the Blackrock tower & Barna Rd is 1.3km. Typical road widths vary on this section.



Fig R336 Typical Cross Section at Gentian Hill Junction – Section 2



Fig. R336 Cross Section at Cashelmara Junction – Section 2