

## Key Features

- The provision of a 2m wide protected cycle track and 2m footpath on both sides of Ballybane Road and Castlepark Road, reducing in places where constraints exist.
- Reduction in road carriageway widths (typically 3m wide lanes).
- Junction realignments and the introduction of raised crossings on all side roads to prioritise pedestrian movements.
- Straight-through cycle lane/track crossings on all side road junctions to prioritise cyclists movements.
- The provision of signalised crossings for pedestrians and cyclists.
- Upgrading of the R865 Ballybane Road / L5029 Castlepark Road junction and L5029 Castlepark Road / R339 Monivea Road junction to signalised junctions with provision for pedestrians and cyclists.
- The introduction of pedestrian and shared crossing points at several locations.
- The provision of landscaping along the routes.



## Share your feedback...

Details of the scheme are available on



<https://www.galwaycity.ie/ballybanecastlepark>

Galway City Council welcomes your support, questions and feedback on the Ballybane Road and Castlepark Road Cycle Network proposals:



post to **Planning Department**, Galway City Council, College Road, Galway



email to [planning@galwaycity.ie](mailto:planning@galwaycity.ie)



phone **091-536 599**

All submissions will be considered, and incorporated into the proposed design, where feasible within the design constraints, and beneficial for the scheme.



## Introduction

Galway City's generally flat topography is conducive to cycling. However, the volume of vehicular traffic on the city streets contributes to an environment that is neither appealing nor perceived as safe for cycling. The current mode share of cycling in the City is approximately 5%. As is evident with the bus network, and noted within the Galway Transport Strategy (GTS), the existing network of cycle infrastructure is limited and discontinuous.

In order to deal with the ever-growing congestion problem in the city it is important to reduce the

number of vehicles entering the city by **facilitating access by alternative, more sustainable, modes**. As an area of relatively flat topography and a compact city centre, **Galway is well suited to cycling as a means of transport**.

The overall purpose of the **Ballybane Road and Castlepark Road Cycle Network** project is the delivery of a cycle network on the east side of the city which will provide safe and attractive cycle routes, catering for all cycle users including commuters, leisure and family cycling groups.



Ultimately when the routes are delivered, they will **improve safety, reduce vehicle speeds, and contribute towards an increased number of trips in the area by pedestrians and cyclists.**

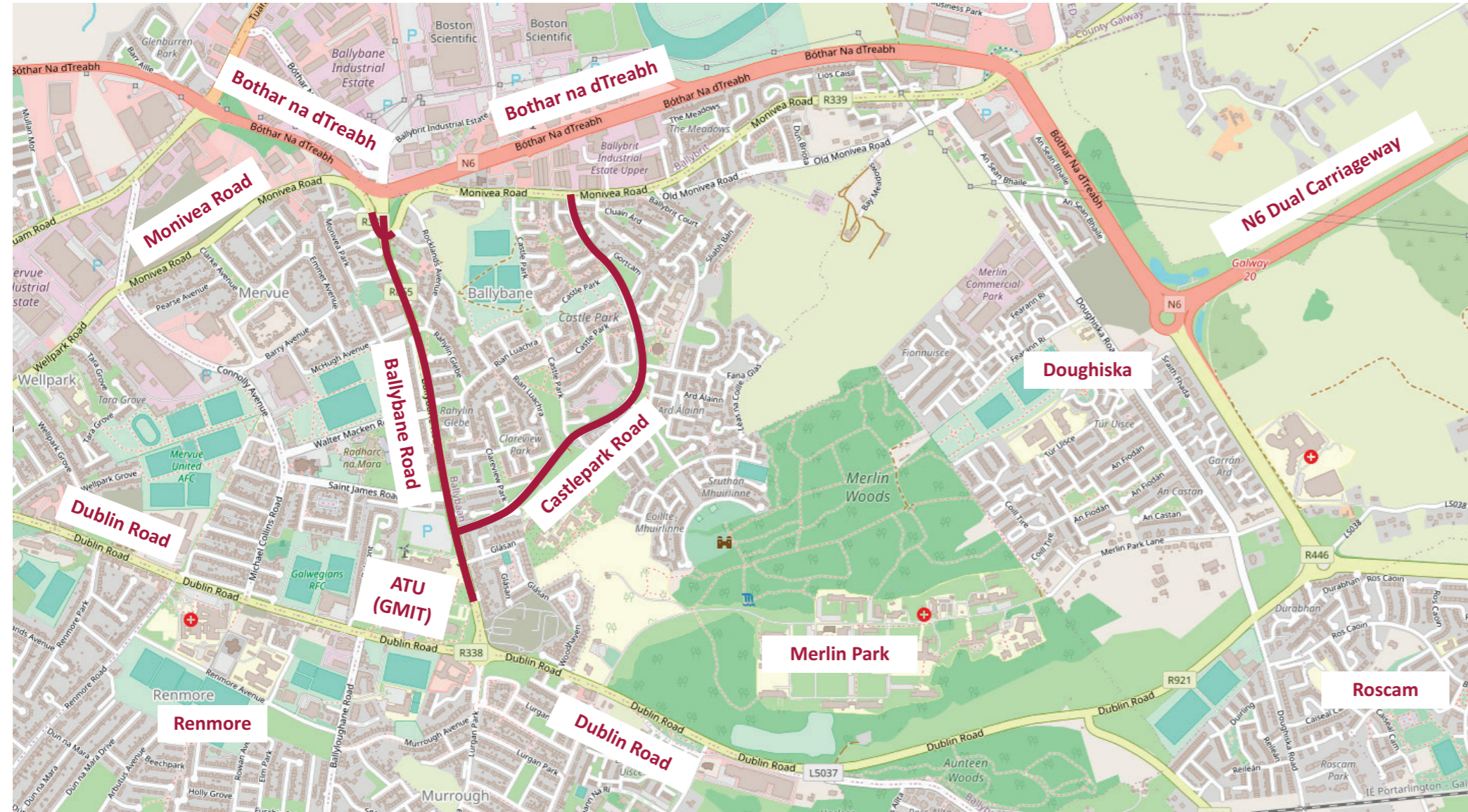
This proposal comprising of Ballybane Road and Castlepark Road (which are identified in the GTS

as a Primary Cycle Route, and a Secondary Cycle Route, respectively) is now being progressed under Part VIII, Article 81 of the Planning Development Regulations 2001 (as amended).

**Ballybane Road** will extend from a point approx. 130 metres north of the Skerritt

Roundabout, up to and including the junction with Monivea Road, a distance of approximately 1.2km. Improvements proposed to the Skerritt Roundabout (Dublin Road junction) will form part of a separate scheme.

**Castlepark Road** will extend from its junction with Ballybane Road towards its junction with Monivea Road, a distance of approximately 1.24km. Improvements proposed to the Monivea Road will form part of a separate scheme.



## Galway Transport Strategy Objectives

### Primary Cycle Network

To provide a primary 'trunk' cycle network which will provide a convenient and safe route for medium distance radial commuter / leisure journeys.

### Secondary Cycle Network

To provide a secondary cycle network which will provide a recognisable grid network for local journeys and will be connected to the primary network for longer journeys.

## Route Objectives

### Route Development

To develop Ballybane Road as a Primary Route, and Castlepark Road as a Secondary Route, as per the GTS proposals.

### Public Transport

To provide for improvements to bus stop infrastructure for the existing bus services on all routes.

### Education Facilities

To provide for improvements for those travelling to Education Facilities (e.g. ATU (previously GMIT), adjacent primary & secondary schools) in terms of cycling and pedestrian facilities.

### Other Schemes

To allow for future tie-ins to adjacent proposed schemes (i.e. the proposed BusConnects Galway- Dublin Road scheme, and any proposed cycle improvements on Bothar na dTreabh).