

# Ballybane Road & Castlepark Road Cycle Scheme

Part 8 Report

Galway City Council

April 2023



# Notice

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## Document history

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## Client signoff

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# 1. Project Description

The Ballybane Road and Castlepark Road Cycle Scheme has been commissioned to Atkins by Galway City Council (GCC) in October 2019, under the National Transport Authority's (NTA) Consultancy Services framework (2016) and has been developed in consideration of current GCC policies included in the Galway Transport Strategy (GTS) (August 2016).

Ballybane Road and Castlepark Road are located to the east of Galway City, as shown in Figure 1. These routes are corridors along existing roads and have been identified within the GTS and within the scope of this commission as follows:

- Ballybane Road approx. 140m north of Skerritt roundabout and Monivea Road junction, excluding the N6 and Dublin Road junctions.
- Castlepark Road (full extent)

The extent of the scheme is as noted in the Drawings presented in Appendix A.

The purpose of this report is to present the proposals for Ballybane Road and Castlepark Road, which are to be progressed in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended.

**Figure 1 - Proposed Routes**



## 2. Purpose of the Scheme

### 2.1. Background

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. However, the existing cycle facilities in the city and surrounding areas are limited and discontinuous.

At present the car accounts for 60% of the traffic mode in the city. The high levels of commuter and local car usage gives rise to significant congestion on the road network which seriously impacts on the economy and the experience of the urban environment. The aim of the GTS is to try and reduce dependency on the car as a mode of transport by 20%. This is seen as possible due to the short nature of many journeys in Galway City. With this the GTS notes that it is envisaged that cycling will increase to almost 10% and this will be facilitated by making the cycling network in the city more attractive and safer to use.

The routes have been identified to link residential estates, schools/colleges, commercial/retail sites, recreational areas and hospitals in the east of Galway City. The new scheme will create an attractive facility for cyclists and help encourage cycling in, and through, the area. In addition to the cycling provision, the proposed scheme will also result in improved pedestrian facilities along the route.

The routes have no formal cycling facilities at present. The scheme along these routes will look to improve cycle linkage between a number of residential, educational, commercial, retail and recreational sites.

### 2.2. Project Aims & Objectives

Galway City Council (GCC) propose to deliver high-quality cycle routes to the east of the city. The proposed scheme will aim to deliver a level of service in line with the National Cycle Manual. It will provide a re-balance of provisions between the various transport modes, improving the provisions for cyclists, while taking cognizance of constraints, and competing demands for space along the routes.

The objectives of the proposed upgrade are outlined in this section. The objectives are assessed based on multi criteria headings outlined by the Department of Transport in their report '*Common Appraisal Framework for Transport Projects and Programmes*'. The multi-criteria headings are as follows:

- **Safety:** To reduce the potential for conflict between all road users along the routes through the provision of a facility which is in line with the current standards. The Scheme will seek to:
  - Reduce the frequency of conflict between all road users by providing a safer route for all users.
  - Allow priority for cyclists at junctions.
  - Improve safety for cyclists and vulnerable road users and provide a better environment for cyclists and vulnerable road users within the study area.
- **Physical Activity:** Provide improved opportunities for cyclists thereby promoting physical activity.
- **Environment:** To minimise impacts on the receiving environment.
- **Accessibility & Social Inclusion:** To improve accessibility for all road users and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit.
- **Integration:** To support the strategies set out in national and regional policies and guidelines.
- **Economy:** To provide an investment that offers good value for money.

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 cycle network proposed in the GTS is intended to maximise the provision of high-quality

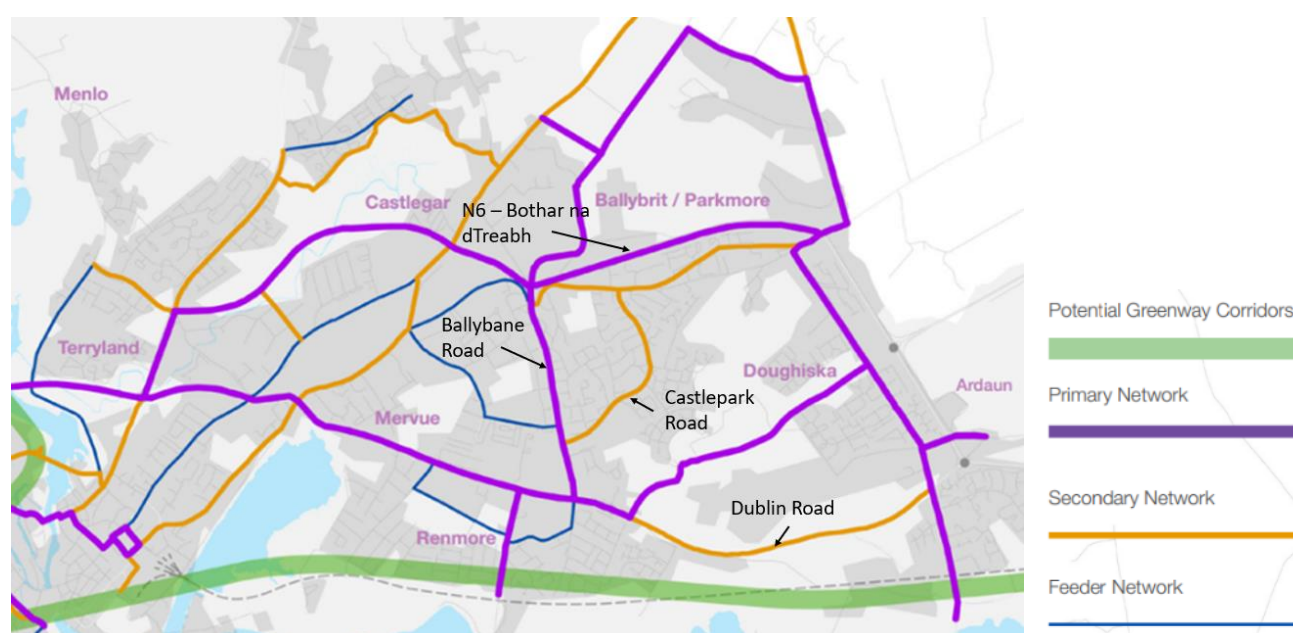
dedicated cycling facilities and to improve measures giving priority to cyclists, encouraging uptake in cycling both for commuting and as a leisure activity in the city and surrounding areas.

In order to achieve this, a set of objectives have been set out in the GTS as follows:

- To provide a primary 'trunk' cycle network which will provide a convenient and safe route for medium-distance radial commuter / leisure journeys.
- 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.
- To increase options for cycling in and across the city centre.
- Pedestrian facilities will also be enhanced along these routes, in line with the Galway Transport Strategy.

The primary, secondary and feeder networks on the east side of the city are shown in Figure 2.

**Figure 2 - Extract from GTS Executive Summary Fig.7.1**



As can be seen from the above, the Ballybane Road & Castlepark Road cycle scheme connects to a number of other routes; notably:

- BusConnects Galway: Dublin Road, which in turn provides a direct link to the city centre. **Ballybane Road**, connects to this corridor.
- Bothar na dTreabh (N6, with raised adjacent cycle infrastructure) which provides linkage east to west and will eventually tie-in to the Ballybrit junction (i.e. **Ballybane Road**)
- Other future primary, secondary, feeder and greenway routes.

### 2.3. Route Specific Objectives

The Route-specific objectives for Ballybane and Castlepark include all Scheme Objectives noted in Section 2.2 and the following:

- **Route Development:** To develop Ballybane Road as a Primary Route, and Castlepark Road as a Secondary Route, as per the GTS proposals.
- **Education Facilities:** To provide for improvements for those working or studying in Atlantic Technology University (ATU) Dublin Road campus in terms of cycling facilities along Ballybane Road to ATU. In addition to this the scheme will look to improve cycling links to schools on streets adjacent to the routes (e.g. Radharc na Mara Primary School).

- **Public Transport:** To provide for improvements to bus stop infrastructure for the existing bus services.
- **Other Schemes:** To allow for future tie-ins to the proposed schemes noted in Section 2.2 (i.e. BusConnects Galway: Dublin Road and any proposed cycle improvements on Bothar na dTreabh) and also works associated with the Parkmore Strategic Framework.

## 3. Scheme Context

The following National, Regional and Local planning policies have been considered as part of this study, with the relevant sections summarised below.

### 3.1. National Policy

#### 3.1.1. National Investment Framework for Transport in Ireland (NIFTI)

The purpose of NIFTI is to plan for how Ireland will invest in its transport system over the coming years and decades. As part of Project Ireland 2040, it notes that the population of Ireland will grow to almost 5.7 million people by 2040. This framework aims to improve the transport system while focusing on the most environmentally sustainable modes of transport so that the increase in demand brought on by the increased population is met sustainably.

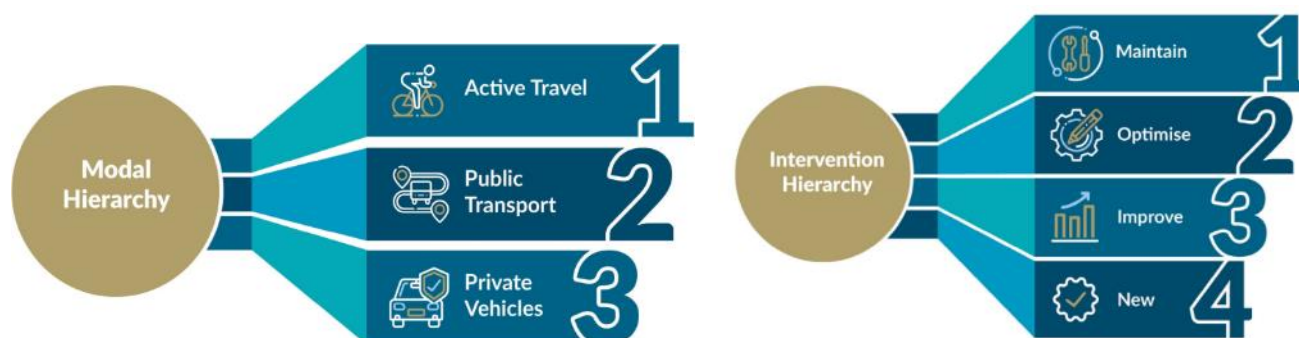
NIFTI notes that decarbonising the transport sector is an urgent priority in the context of our climate change targets, and so aims to support sustainable mobility wherever it is feasible and encourage modal shift to these modes, namely active travel, and public transport. The Framework recognises that many of the same measures that reduce greenhouse gas emissions can also have a beneficial impact for other elements of environmental sustainability. Increased public transport and alternative fuel usage can help to improve air quality and reduce noise pollution, while active travel brings health benefits.

The four NIFTI Investment Priorities, which identify what will be invested in, are supplemented by modal and Intervention Hierarchies, which set out how NIFTI will undertake investment. It can be seen below in Figure 3 **Error! Reference source not found.** and Figure 4 that active travel is a core element of the four identified Investment Priorities and that NIFTI emphasises active travel as the most desirable mode of transport in the framework.

**Figure 3 - NIFTI Four Investment Priorities (source: gov.ie/transport)**



**Figure 4 - NIFTI Modal and Intervention Hierarchies (source: gov.ie/transport)**



As per the Intervention Hierarchy, NIFTI places emphasis on the use of existing assets (through maintenance, optimisation, or improvement), over the development of new. NIFTI recognises that investments in transport networks and services, and the policies that drive these investments, can impact on the environment, and several environmental assessments have been carried out in parallel with its development, which includes a Strategic Environmental Assessment (SEA), which highlighted several potential impacts associated with the outcomes, Investment Priorities and Hierarchies proposed by NIFTI, as follows:

- Negative Impacts include, but are not limited to:
  - Short-term/localised negative impacts on water quality and increased noise pollution during construction.
  - Localised increases in pollution or increased CO2 emissions, or localised climate vulnerability such as flooding.
  - Long-term impacts on biodiversity, landscape, or cultural heritage features because of new infrastructure developments.
  - Long-term impacts because of land-take and changes in land use required for new developments.
- Positive Impacts include, but are not limited to:
  - Positive impacts to population and human health because of increased safety, with improvements to signage, adequate road surfacing, junction upgrades or realignment works.
  - Benefits for the economy, tourism and regional connectivity providing better social inclusion.
  - Reduced carbon emissions and improved air quality because of sustainable mobility developments.
  - Reduction in localised noise pollution and vibration because of development in sustainable and active travel modes and actions to promote electric vehicles.

### 3.1.2. National Cycle Policy Framework (NCPF) (2009 – 2020)

The National Cycle Policy Framework (NCPF) sets out a suite of interventions to improve the ease and safety of cycling in order to achieve greater mode share. The framework states that the focus needs to be on:

- Reducing volumes of through-traffic, especially HGVs, in city and town centres and especially in the vicinity of schools and colleges;
- Calming traffic/enforcing low traffic speeds in urban areas;
- Making junctions safe for cyclists and removing cyclist-unfriendly multi-lane one-way street systems;
- Paying special attention to integrating cycling and public transport.

Other interventions include the following:

- Schools will be a strong focus of the NCPF;
- Supporting the provision of dedicated signed rural cycle networks for Cycling Tourism;
- Ensuring surfaces used by cyclists are maintained to a high standard and are well lit;
- Ensuring that all cycling networks are sign-posted to a high standard;
- Supporting the provision of secure cycle parking at all destinations of importance;
- Integrating cycling and public transport, including cycle parking at stations, and the capability to carry bikes on public transport services;
- Creation of municipal bike systems to complement an improved public transport system.

The NCPF states that making provision for cyclists in the urban environment does not merely consist of providing dedicated cycling facilities, but also involves wider traffic interventions that benefit all vulnerable road users.

### 3.1.3. National Cycle Manual 2011 – Present

The National Cycling Manual (NCM) embraces the principles of Sustainable Safety, as this will offer a safe traffic environment for all road users including cyclists. The five principles of Sustainable Safety are described in the NCM (Section 1.1) and noted below:

- Functionality – i.e. the design which is fit for purpose is safer.
- Homogeneity – i.e. reducing the relative speed, mass and directional differences of different road users sharing the same space increases safety.
- Legibility – i.e. a road environment that all road users can read and understand is safer.
- Forgivingness – i.e. environments that contribute to benign outcomes of accidents are safer (“passive safety”).
- Self-awareness – i.e. where road users are aware of their own abilities and limitations to negotiate a road environment, the environment is safer.

The NCM offers guidance on integrating the bicycle in the design of urban areas. Throughout the design process of this scheme the NCM is utilised.

### 3.1.4. Climate Action Plan 2021

The Climate Action Plan sets out a course of action over the coming years to address climate disruption, which is acknowledged as having diverse and wide-ranging impacts. The document outlines the aims for each sector of industry in Ireland. Electricity, Transport, Built Environment, Industry, Agriculture and waste have all been assessed in the document with a roadmap laid out to deliver a reduction of emissions in each of these sectors between 2021 and 2030, and to reach net zero nationally by no later than 2050.

### 3.1.5. Regional Spatial and Economic Strategy (2020 – 2032)

The Regional Spatial and Economic Strategy provides a roadmap for effective regional development identifying key strategic assets, opportunities and challenges and sets out policy responses to ensure the people’s needs are met. The document delivers a combination of response, design and innovation; in how the Northern & Western Region does business, delivers homes, builds communities and values land-use – creating healthy places and promoting sustainable communities. The RSES introduces the concept of a Growth Framework to achieve this integration as it is considered that regional growth cannot be achieved in linear steps.

## 3.2. Regional/Local Policy

### 3.2.1. Metropolitan Area Strategic Plan 2019

The Galway Metropolitan Area Strategic Plan (MASP) is used to form part of the RSES mentioned in Section 3.1.5. The plan sets out a strategy to help identify the key change parameters for the Galway area, work out a sequence for infrastructure prioritisation and helps deliver compact regeneration and growth. The plan supports employment, population growth and a high quality of life in the Galway region. The MASP specifically mentions the provision of core, primary, secondary and feeder cycle networks. The MASP is currently under review for 2022 – 2028 but has not yet been adopted.

### 3.2.2. Galway Transport Strategy

The Galway Transport Strategy (GTS) was developed by Galway City Council, in partnership with the National Transport Authority and Galway County Council and published in August 2016. The GTS was adopted by Galway City Council into the Galway City Development Plan (2017 – 2023) in 2017, sets out the proposed cycle network for the Greater Galway Area. There are a number of proposals within the Galway Transport Strategy (GTS) relating to the routes and road network within the study area. The summary of measures proposed in Appendices D and F of the GTS are presented in Table 1.

**Table 1 - GTS recommended measures within the study area**

Route	Scheme Extents	GTS Proposals <i>(including some areas outside of the scheme extents)</i>
Ballybane Road	Skerrit roundabout to N6 Junction	<p>GTS Appendix F – F4.10 Renmore &amp; Dublin Road It identifies Route 1 Ballybane Road as a Primary Cycle Link.</p> <p><b>Concept Design for Junctions:</b> <i>Skerritt Roundabout will be upgraded to a signalized junction with crossing facilities for pedestrians and cyclists. The off-road cycle path along the Dublin Road will cross the Ballybane Road at this junction.</i></p> <p>GTS Appendix F – F4.11 Ballybane and Doughiska It identifies Ballybane Road as a Primary Cycle Link.</p> <p><b>Proposal:</b> <i>Install raised adjacent cycle lanes on both sides of Ballybane Road from Skerrit Roundabout to the N6 junction. Total length identified as 1.3km.</i></p> <p><b>Concept Design for Junctions:</b> <i>The junctions at the northern end of Ballybane Road, with the Monivea Road and the N6, may require reconfiguration also, depending on future traffic use of the N6</i></p> <p><b>Concept Design for Links:</b> <i>At this conceptual design stage, it is envisaged that cycle lanes will be 2m wide. Proposed cycle lanes will require 2m of the carriageway or land on either side of existing road. Traffic management measures will be designed on a case by case basis. for each route.</i></p>
Castlepark Road	Full length	<p>GTS Appendix D – D2.2.15 Castlepark Road</p> <p><b>Proposal:</b> <i>On-road cycle lanes are proposed on both sides of the route (~2520m total two-way) There are no proposed bus priority measures. There are no major junction upgrades proposed. Where feasible pedestrian facilities will be improved, including provision of additional crossings if required. Furthermore, complementary facilities, such as bus shelters are proposed, to enhance pedestrian comfort at these waiting areas.</i></p> <p>GTS Appendix F – F4.11 Ballybane and Doughiska It identifies Castlepark Road as a Secondary Cycle Link.</p> <p><b>Proposal:</b> <i>Install on-road cycle lanes on both sides from Monivea Road to Ballybane Road. Total length identified as 1.3km.</i></p>

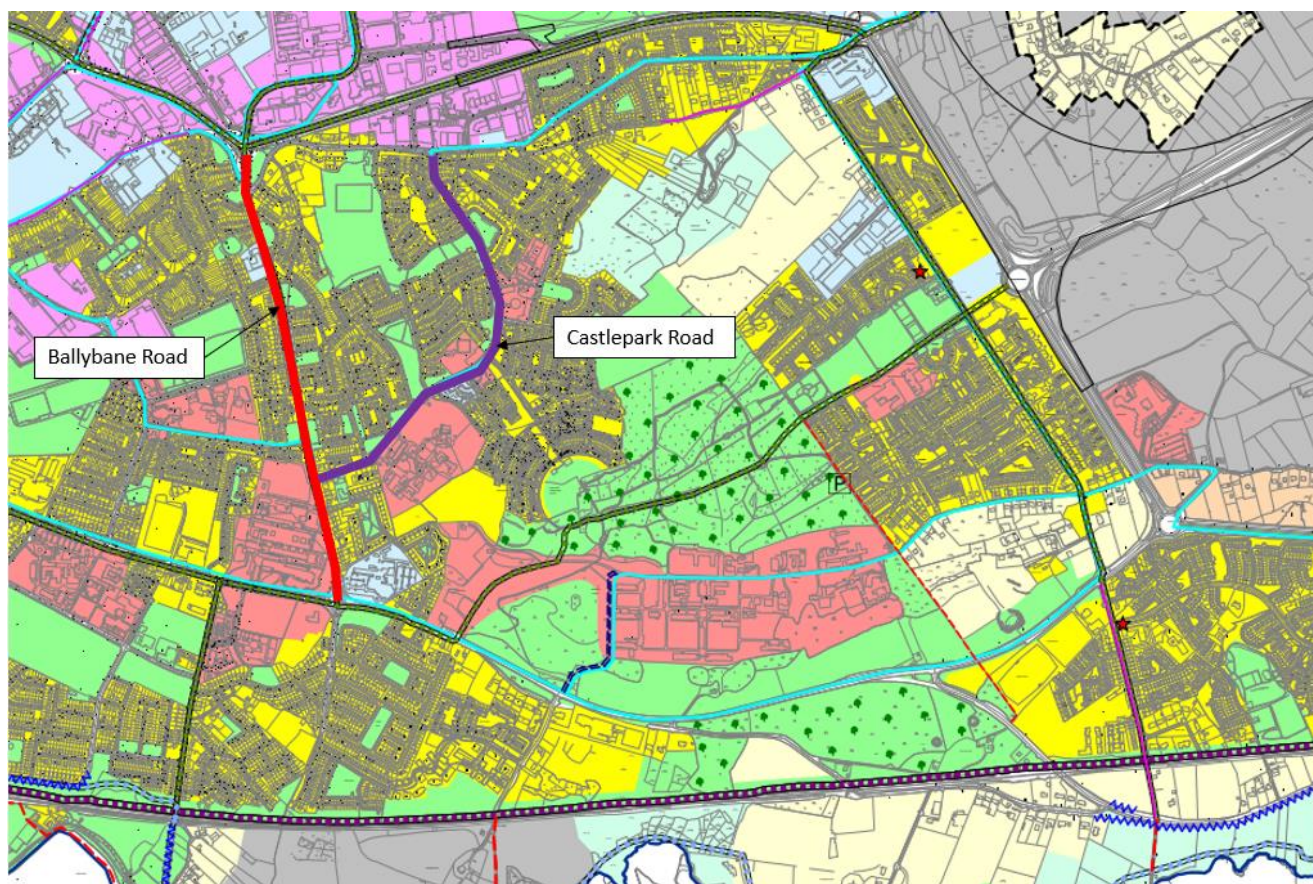
Route	Scheme Extents	GTS Proposals <i>(including some areas outside of the scheme extents)</i>
		<p><b>Concept Design for Junctions:</b> No junction upgrades identified at Castlepark Road.</p> <p><b>Concept Design for Links:</b> <i>At this conceptual design stage, it is envisaged that cycle lanes will be 2m wide. Proposed cycle lanes will require 2m of the carriageway or land on either side of existing road.</i></p>

### 3.2.3. Galway City Development Plan (2023 – 2029)

The Galway City Development Plan 2023 - 2029 sets out to promote and facilitate movement within and to the City through the integration of land use with a sustainable transport system, with priority given to walking, cycling and public transport. There are several relevant chapters in the Development Plan which relate to walking and cycling. The main objectives relevant to this scheme are summarised below:

- Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.
- Support the Galway Transport Strategy proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.
- Improve bicycle parking at key destinations and near bus stops /interchanges.
- Ensure facilities for cyclists are designed in accordance with national standards.
- Introduce segregated cycle lanes across the city, where possible.
- Prioritise improvements to pedestrian movements and safety within the city centre including extension of pedestrianisation, provision of wider footpaths and shared streets.
- Continue to encourage an increase in the use of sustainable transport modes including public transport through targeted promotion.
- Support the concept of having safe routes to school.

Figure 3 - Galway Development Plan Map (2017-2023)



**GALWAY CITY DEVELOPMENT PLAN 2017-2023 Land Use Zoning and Specific Objectives**



SCALE 1: 10,000

NOTE: (i) Map to read in conjunction with the Written Statement.  
(ii) Specific Objectives where shown are indicative.  
(iii) Additional detail with respect to certain Land Use Zonings and Specific Objectives is included in the Written Statement.

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### 3.2.4. Parkmore Area Strategic Transport Framework

The Parkmore Area Strategic Transport framework is a transport framework for the Parkmore area of Galway City which looks at enabling the efficient movement of people and goods. The Parkmore area is a key area of the City with high employment numbers. The aim of the strategy is to increase the number of people commuting to and from the area while reducing single car journeys and travel time in the area. In relation to the Ballybane Road & Castlepark Road cycle scheme the following has been set out as an objective of the strategy:

- Enhancement of existing cycling facilities.
- Improved junction design, with acceptable pedestrian and cycling provisions for both signalised and non-signalised junctions.
- Continuity of footpaths and cycle tracks along routes.
- The delivery of new cycle routes in the east of the city to provide a network that will provide a link for the residents in East Galway to the Parkmore area.

## 4. Existing Transport Network

### 4.1. Ballybane Road

The existing Ballybane Road is classified as a Regional Road (R865) extending from its junction at the N6 Bothar na dTreabh to the north and the R338 Dublin Road at Skerritt Roundabout to the south. The northern extent of the route studied as part of this scheme is the Ballybane Road / Monivea Road junction. The southern extent is just north of Skerritt Roundabout, where the scheme will tie in to the existing Ballybane Road (allowing for a future tie-in with the proposed BusConnects Galway: Dublin Road scheme). This route is circa 1.2km long.

The road serves mainly residential developments, ATU and some commercial development along with providing links to Radharc na Mara Primary School. In line with the Design Manual for Urban Roads and Streets (DMURS) Table 3.1 Ballybane Road is a Link Road (“Local Collector” as per the NCM).

#### 4.1.1. Road Network

The cross section of Ballybane Road varies throughout. Some sections are narrower with footways adjacent to the carriageway and stone or block walls either side. Between St James Road and McHugh Avenue there are areas of wide verges and grassed buffer zones with trees (between the road and footway).

Ballybane Road is a single carriageway circa 7m wide kerb-to-kerb. It widens up to circa 9m to accommodate turning lanes at junctions with ATU, Glasán and Castlepark Road. The total width of the corridor (boundary-to-boundary) is generally 14-15m (shown in Figure 5), with the exception of areas between St James Road and McHugh Avenue, where the addition of grassed buffer zones significantly increases the existing road cross section up to circa 24m, shown in Figure 6. Note that there are no loading areas along this road.

**Figure 5 - 14m - 15m Corridor along Ballybane Road**



**Figure 6 - 24m Corridor between St. James Road and McHugh Avenue**



Based on traffic surveys undertaken in December 2019 the AADT<sup>1</sup> on Ballybane Road is 10,691 with 85<sup>th</sup> percentile speed of 53km/h. 4.9% of traffic is comprised of Heavy Goods Vehicles. The existing speed limit is 50km/h.

### 4.1.2. Junctions

This route is circa 1.2km long. There are ten junctions along this road, four of these are with Local Roads, i.e. Castlepark Road, St James Road, Walter Macken Road, Rahylin Glebe and a staggered junction with Monivea Road. The existing junctions have wide junction mouths and large radii.

In addition to the junctions, there are four commercial entrances, including two entrances to the ATU campus, one entrance at Joyce's supermarket and the entrance to the closed site of Corrib Great Southern Hotel near Skerritt Roundabout (the latter being just outside the scheme extents). 19 residential entrances (i.e. direct access driveways) are located along this route.

### 4.1.3. Public Transport

Along the ATU boundary wall there is an existing 3-car taxi rank and a bus bay (both inset). One more inset bus bay (with a shelter) and a further 3 in-line bus stops (4 of them with shelters) are located along Ballybane Road and serve the 401 and 405 City service routes.

### 4.1.4. Pedestrian & Cycle Facilities

Pedestrian movements are facilitated by footways, both sides of the road. Formal crossings are intermittent, and are a mix of controlled and uncontrolled (in some instances supplemented by school wardens in the vicinity of schools). The use of tactile paving and dropped kerbs is present at most but not all side road crossings.

There are no cycling facilities on the route – and so cyclists must use the carriageway with vehicular traffic.

## 4.2. Castlepark Road

The existing Castlepark Road is a Local Road extending between the junction with Ballybane Road to the south and Monivea Road to the north. It serves mainly residential areas and a community / worship area to the east. It is mainly bounded by green open spaces without boundary walls. Some property walls adjacent to the road edge are located near the junctions with Ballybane and Monivea Roads. In line with DMURS Table 3.1 Castlepark Road is a Local Street, i.e. it provides access within communities and to Link Streets; and classified as an Access road in the NCM. The length of this route is circa 1.24km.

### 4.2.1. Road Network

The cross section of Castlepark Road is generally consistent throughout with some areas of extensive verge or footpath adjacent to the carriageway. It is a single carriageway circa 9m wide kerb-to-kerb with total width extending to 13-15m including footpaths on both sides of the road. This cross section is shown in Figure 7.

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<sup>1</sup> Annual Average Daily Traffic

**Figure 7 - Typical cross section on Castlepark Road**



There are no loading areas along this road.

A traffic survey was carried out over the course of a week in December 2019 along Castlepark Road. The results showed that the AADT of the road is 8,053 and the 85<sup>th</sup> percentile speed along the route is 61km/h. 3.9% of traffic is comprised of Heavy Goods Vehicles. The existing speed limit along this route is 50km/h.

#### 4.2.2. Junctions

There are 18 junctions along Castlepark Road. The existing junctions have wide junction mouths and radii.

In addition to the junctions, there are two residential and two commercial entrances onto Castlepark Road. There is also an entrance to St Brigid's Church car park.

#### 4.2.3. Public Transportation

There are nine bus stops serving the 401 City service along this route, six of them with shelters and one with inset bus bays.

#### 4.2.4. Pedestrian & Cycle Facilities

Pedestrian movements are facilitated by footways, both sides of the road. The use of tactile paving and/or dropped kerbs is present at some but not all side road crossings. There is one signalised pedestrian crossing on the route (at St Brigid's Church).

There are no existing cycling facilities along this road – currently cyclists must use the carriageway with vehicular traffic.

## 5. Options Assessment Process

### 5.1. Option Assessment

An Option Selection Report was compiled by Atkins with the following aims and objectives:

- To consider the context of the scheme in terms of Local and Regional Planning Policy.
- To identify significant engineering and environmental constraints.
- To set out the route options considered and to summarise their feasibility and relative ranking in terms of various relevant criteria.
- To appraise the route options and make a recommendation in relation to a preferred concept route option.

### 5.2. Methodology for Options Assessment

Each of the routes were assessed individually with various cross section and junction options assessed using a Multi-Criteria Analysis based on their performance in terms of the needs of the cyclist and impacts on the community and environment.

Each option was assessed in a comparative manner to each other and the highest ranked option carried forward to become part of the Preferred Option. The following options were assessed:

1. Do Nothing
2. Shared Street
3. Mandatory Cycle Lane
4. Raised Adjacent Cycle Lane
5. Raised Cycle Track

### 5.3. Preferred Options

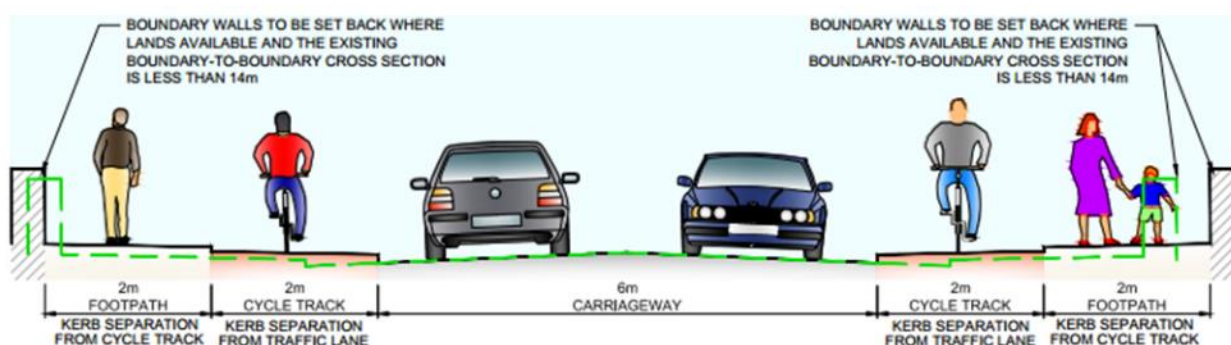
A summary of the findings of the Options Phase are included here, for each Route.

#### 5.3.1. Ballybane Road

It was considered that both Options 4 and 5 were equally suitable in terms of the quality of service provided, for all road users. However, given the volume of traffic on Ballybane Road is greater than 10,000 AADT, and notwithstanding the envisaged reduction in speeds, the higher kerb segregation afforded by Option 5, the Raised Cycle Track, is considered to result in a marginal preference for this option. An example of this cross section is shown in Figure 8.

Notwithstanding this, in localised areas, it was noted in the Options Selection Report that the constructability of Option 5, in terms of the ability to tie-in vertical levels, may reduce the favourability of this option and a Raised Adjacent Cycle Lane may be provided locally, or a Raised Cycle Track with a 75mm high kerb upstand – subject to Preliminary and Detailed Design.

Figure 8 - Raised Cycle Track (Atkins sketch 5193732/HTR/SK/0004)



The Emerging Preferred Option on Ballybane Road at the end of the Options Assessment stage noted the following:

- A raised adjacent cycle track as the preferred option, with the possibility of a raised cycle lane to help with tie-in levels (i.e. at the rear of the existing footway).
- The existing grassed verges with trees between Walter Macken Road and McHugh Avenue will be adjusted to accommodate a segregated cycle track.
- Removal of a number of existing trees will be required (subject to detailed design). The alignment of the route has been designed to reduce the impact on existing trees. However, at some locations, a number of existing trees will be required to be removed to facilitate the proposed cross section. Replacement trees will be proposed at adjacent locations, where possible and as noted on the Preliminary Design Drawings.

### 5.3.2. Castlepark Road

It was considered that both Options 4 and 5 were equally suitable in terms of the quality of service provided, for all road users. In terms of constructability and cost for this route both were also considered equal.

However, given the volume of traffic and the likely speeds, the 100mm high kerb segregation afforded by the raised cycle track was considered to result in a marginal preference for this option. Whilst speeds will reduce through the proposed changes to the carriageway (i.e. narrowing, junction treatments, etc), the existing boundary-to-boundary width and its effect on driver behaviour could impact on the total effectiveness of these measures.

The emerging preferred route on Castlepark Road at the end of the Options stage included for:

- A raised cycle track is proposed along the full length of the scheme. An example of this cross section is shown in Figure 8.
- A possible change of one inset bus bay to an in-line bus stop.
- The inclusion of raised table treatments at pedestrian crossings and/or junctions

## 6. Preliminary Design

The following sections summarise the Preliminary Design features which have been designed in accordance with the National Cycle Manual, DMURS and BusConnects Galway guidance. The Preliminary Design Drawings are contained in Appendix A. The preliminary design was subject to a Stage 1 Road Safety & User Audit, the report is contained in Appendix B.

### 6.1. Link Design

As noted in Chapter 5, the preferred route for Ballybane Road and Castlepark Road is a Raised Cycle Track as per the Link Types in the NCM Section 4.3.

### 6.2. Junctions

The junction of Ballybane Road and Castlepark Road is to be upgraded to a fully segregated style arrangement, with reduced corner radii throughout. This features details where kerb upstands and concrete islands are proposed at corners to enhance protection to cyclists waiting to cross. The cyclists passing through the junction will do so on their own cycle tracks with dedicated traffic signal phases which are separate to the pedestrian phasing. Tactile paving shall be provided at the crossings to advise visually impaired pedestrians.

The junction of Monivea Road and Castlepark Road is designed to provide a segregated facility for right turn cyclists only from Monivea Road to Castlepark Road. This being carried out as an interim measure and further measures will be put in place as part of future schemes on Monivea Road to be designed by others. It is proposed that separate signal phasing will be applied for pedestrians, vehicles and right turning cyclists at this junction.

### 6.3. Pedestrian Crossings

The existing controlled pedestrian positions are to be retained where applicable and raised tables added where appropriate. Additional controlled facilities are to be included along the route as denoted within the Preliminary Design Drawings. All controlled crossings shall be either segregated signalised crossings or Toucan crossings (to cater for both pedestrians and cyclists).

Uncontrolled pedestrian crossing facilities are proposed across all side roads.

All crossings will be designed as per the minimum required within DMURS (Section 4.3.2) and the Traffic Signs Manual (Section 7.16).

### 6.4. Public Transport

All existing bus stops along Ballybane Road and Castlepark Road are to be upgraded as part of the works. All the existing bus stops have been assessed to determine the best position to ensure the location is practical. New bus shelters will be provided at all bus stops along the route. All bus stops shall have kassell kerbs along their length, to improve accessibility for those with mobility impairments and to reduce the risk of vehicles mounting the kerb. Bus stops shall be 18m in length, as per NCM guidelines, unless constrained by adjacent immovable features, whereby they shall be min. 12m in length as permissible in the Traffic Signs Manual Chapter 7.

### 6.5. Drainage

Typically, drainage will be provided using new gullies and existing or new storm drainage pipes where appropriate. The new facilities will generally slope towards the road in order to minimise the need for additional drainage collection measures. In some areas, where this may not be possible, additional channels or measures may be required.

### 6.6. Pavements

In order to give the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used with 10mm aggregate as recommended by the National Cycle Manual, with sufficient base and foundation layers to prevent failure.

## 6.7. Services

At the outset of the project, utility companies were contacted seeking information relating to their plant and ducting within the route corridor. The following information was received, as contained in Table 2.

**Table 2 - Summary of Utility Companies' Infrastructure**

Service Provider	Services Present
ESB	Yes – Numerous underground lines, and overhead lines
Virgin Media	Yes – underground network.
Irish water	Yes – Watermain present, and network of foul water services
GNI	Yes – Medium pressure gas mains.
ENet	No
BT	Yes

A Ground Penetrating Radar (GPR) and utility survey, including slit trenches for verification, has been carried out to determine the location of services to the most accurate extent possible. Any service diversions or protection works will be determined during the detailed design stage. Given the nature of the scheme, which is contained within the existing boundary extents for the majority of the length of the routes, service diversions are expected to be minimal.

## 6.8. Land Take

At this preliminary design stage, it has been identified that landtake of approximately 260m<sup>2</sup> is required from ATU. The landtake will extend from CH0+260 to CH0+360 and will facilitate the construction of the segregated junction between Castlepark Road and Ballybane Road.

## 6.9. Proposals for Tree Removal and Planting of new trees

To accommodate the provision of the necessary cyclist infrastructure, the proposed scheme requires the removal of a number of trees at various locations along the scheme (as noted within the Preliminary Design Drawings). A targeted tree survey has been undertaken based on the preliminary design and the expert advice of an arboriculturist has been used to determine the value, age and condition of all trees along the proposed route and any mitigation required where affected.

A full landscaping design of Castlepark Road and Ballybane Road has been carried out with all existing trees that are removed being replaced. As part of the design proposals new trees and bulb mixes are proposed throughout, particularly in existing large grass areas, to enhance the aesthetics of both routes.

## 6.10. Phase 2 Preliminary Design

The foregoing represents the scheme's "Phase 1" works. To facilitate a future tie in with the proposed BusConnects Galway: Dublin Road Scheme, a Preliminary Design has been produced and presented in Appendix A.4 to demonstrate the tie-in proposals of the Ballybane Road and Castlepark Road Cycle Network Scheme to the BusConnects Dublin Road Scheme. This "Phase 2" tie in design will be required to be considered following statutory approval of the BusConnects Galway: Dublin Road Scheme.

At the time of writing this report, preliminary design of the BusConnects Dublin Road Scheme is ongoing and subject to change and will be subject to a statutory approval process. As such, the Phase 1 design of the Ballybane Road & Castlepark Road Cycle Scheme is required to tie into the existing road network.

## 7. Route Assessment

### 7.1. General

The routes have been designed to provide the highest quality of service possible for all users, within the constraints identified. Segregation along the majority of the routes allows for minimal conflicts between pedestrians and cyclists, increasing comfort and attractiveness for both.

### 7.2. Quality of Service

The National Cycle Manual provides five criteria on which the Quality of Service (QoS) for cyclists is assessed. These are:

- **Pavement Condition Index (PCI):** a measure of the physical integrity of the cycling surface. It is determined by comprehensive visual inspection as set down by the Department of Transport. In the absence of a formal PCI score, use a locally derived marking system out of 100.
- **Number of adjacent cyclists:** this describes the capacity for cycling two abreast and/or overtaking. “2 + 1” accommodates two abreast plus one overtaking.
- **Number of conflicts:** a measure of the potential interruptions to a cyclist per 100m and may include bus stops, side roads, driveways<sup>2</sup>, entrances, junctions, pedestrian crossings<sup>3</sup>, parking and loading etc.
- **Junction time delay:** a measure of the actual time delay at junctions as a percentage of the overall journey time, assuming an average journey speed of 15 km/h.
- **HGV influence:** a measure of the number of HGVs and buses adjacent to cyclists as a percentage of the total traffic during peak hours.

**Table 3** below outlines the range within each criterion that the proposed scheme must fall within to obtain a ranking. To achieve a particular QoS, at least four of the five criteria must be achieved with the fifth no more than one ranking lower.

**Table 3 - Quality of Service Criteria**

Quality of Service	PCI Range	No. Adjacent Cyclist	No. of Conflicts (per 100m)	Journey Time Delay	HGV Influence
Level A+	86 – 100	2 + 1	0 – 1	0 – 5%	0 – 1%
Level A	66 – 85	1 + 1	0 – 1	6 – 11%	0 – 1%
Level B	51 – 65	1 + 1	1 – 3	11 – 26%	2 – 5%
Level C	41 – 50	1 + 0	4 – 10	26 – 50%	6 – 10%
Level D	20 – 50	1 + 0	> 10	> 50%	> 10%

The paragraphs following show the quality of service assessment for the proposed scheme. Assumptions for the delay calculation are set out below.

- 30 seconds average delay at each signalised junction.
- 30 second average delay at each signalised crossing; however, considering the suburban nature of the scheme, and therefore relatively low pedestrian demand for crossings, it is considered that the likelihood of any one cycle journey on a route encountering a red-light would only be at 1 in every 4 pedestrian crossings. This assumption has been made so as not to mis-represent the likely actual delay as a result of signalised pedestrian crossings.
- No delay at each zebra crossing.

<sup>2</sup> For the purposes of this scheme driveways have been excluded when quantifying conflicts. All cycle facilities proposed have priority over those entering/exiting driveways.

<sup>3</sup> For the purposes of this scheme uncontrolled crossings have been excluded when quantifying time delays.

- Average journey speed of 15 kph.

The calculations for the number of conflicts and delay were carried out in both directions (northbound and southbound) and the worst case used for the QoS calculation. These are summarised below.

## 7.3. QoS Assessment

### 7.3.1. Ballybane Road

**Table 4 - Number of conflicts per 100m Calculation**

Conflict Type	Northbound	Southbound
Number of side roads	8	4
Number of bus stops	3	2
Number of signalised junctions	1	1
Number of conflicts	12	7
Length of the route	1.2km	1.2km
<b>No. of conflicts per 100m</b>	1.0	0.6

**Table 5 - Journey Time Delay Calculation**

Conflict Type	Northbound	Southbound
Number of Signalised Crossings Encountered on One Journey ( <i>i.e. 1 in 4 of the Actual number [in brackets]</i> )	1 [ Actual = 4 ]	1.25 [ Actual = 5 ]
Number of Zebra Crossings	0	0
Number of Signalised Junctions	1	1
Total Delay	60 Sec.	67.5 Sec.
Total Journey Time (incl. Delay)	348 Sec.	355.5 Sec.
<b>Journey time delay</b>	17.2%	19.0%

### 7.3.2. Castlepark Road

**Table 6 - Number of Conflicts per 100m**

Conflict Type	Northbound	Southbound
Number of side roads	9	11
Number of bus stops	4	5
Number of signalised junctions	0	0
Number of conflicts	13	16
Length of the route	1.24km	1.24km
<b>No. of conflicts per 100m</b>	1.0	1.3

**Table 7 - Journey Time Delay**

Conflict Type	Northbound	Southbound
Number of Signalised Crossings Encountered on One Journey <i>(i.e. 1 in 4 of the Actual number [in brackets])</i>	1.25 [ Actual = 5 ]	1.25 [ Actual = 5 ]
Number of Zebra Crossings	0	0
Number of Signalised Junctions	0	0
Total Delay	37.5 Sec.	37.5 Sec.
Total Journey Time (incl. Delay)	335.1 Sec	335.1 Sec.
<b>Journey time delay</b>	11.2%	11.2%

### 7.3.3. QoS Summary

As shown in Table 8, which is based on the Quality of Service (QoS) assessment outlined in the National Cycle Manual, Ballybane Road and Castlepark Road both achieve a QoS Level B. As noted in Section 7.2, to achieve a particular QoS Level, at least four of the five criteria must be achieved with the fifth no more than one ranking lower; and as such it is simply a metric-based assessment of Quality, for comparison purposes.

**Table 8 - Quality of Service Summary**

Route	PCI Range	No. Adjacent Cyclists	No. of Conflicts (per 100m)	Journey Time Delay	HGV Influence	Resultant Quality of Service
Ballybane Road	90 (Level A+)	1+1 (Level A)	1.0 (Level A+)	19.0% (Level B)	4.9% (Level B)	Level B
Castlepark Road	90 (Level A+)	1+1 (Level A)	1.3 (Level B)	11.2% (Level B)	3.9% (Level B)	Level B

## 8. Summary & Conclusion

### 8.1. Pedestrian, Cyclist & Vehicular Impacts

The new route will provide a safe, accessible and attractive route for cyclists. The provision of this high-quality cycle infrastructure will provide an attractive route for cyclists linking a number of residential, recreational and educational areas. In addition to the improvements along the route for cyclists the scheme will also provide benefits for pedestrians by including new and improved crossings.

In general, there will be limited impacts to the existing vehicular traffic on the surrounding road network, however given the nature of the proposals (e.g. reduction in carriageway width, reduction in junction radii and an increase in pedestrian crossings) there will be a slowing of traffic speeds compared to the existing, and therefore some increase in journey time. This however is a necessity in order to provide a scheme which is safe and in line with best practice and guidelines.

A traffic modelling exercise has been carried at both the Ballybane Road / Castlepark Road junction and the Monivea Road / Castle Park junction. The results showed that there is some negative impacts on vehicular traffic flows at these junctions, however the junctions have still been shown to operate within their capacity. These impacts are a function of the requirement to bring the junctions in line with current design guidance, so as to reduce the likelihood of conflicts between all road users.

### 8.2. Environmental Impacts

As part of the Preliminary Design Phase an Environmental Impact Assessment (EIA) Screening Report was prepared (Atkins ref. 5193732DG0129). This found no significant adverse impacts to the receiving environment will arise as a result of the proposed development.

Also, as part of the Preliminary Design Phase a Screening for Appropriate Assessment (AA) Report was undertaken (Atkins ref. 5193732DG0134). The report concluded that due to the scope and nature of the proposed project, it is considered that the proposed project, either alone or in combination with other plans or projects, will not result in likely significantly effects on the Galway Bay Complex SAC or Inner Galway Bay SPA, or any other European site, in view of their conservation objectives.

*Note: The EIA and AA screening determinations will be made by Galway City Council after the Part 8 process.*

### 8.3. Conclusions

The preliminary design for the scheme has been undertaken in line with DMURS and the NCM, developing the preferred options as determined in the Option Selection Phase.

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

- The potential for conflicts shall be reduced through the provision of formalised crossing facilities throughout.
- Where traffic volumes and speeds require it, the potential for conflicts shall be reduced by the segregation of cyclists from vehicular traffic.
- The potential for conflicts between cyclists and pedestrians shall be reduced through the implementation of segregated facilities for the vast majority of the scheme. The cycle scheme will also benefit pedestrians and vulnerable road users through formalised crossing facilities, footways and the provision of kerbing and tactile paving in line with best practice.
- The provision of the proposed facilities shall bring enhancements cyclists, thereby promoting physical activity, particularly for those travelling to the adjacent residential, recreational and commercial areas; in addition to providing safe routes to schools and educational areas.
- Likewise, accessibility and social inclusion shall be improved for those road users who rely on a non-motorised means of transport, or access to public transport.
- The proposals integrate with national and local policies and strategies, and in particular meet the minimum objectives for the cycle routes as outlined in the Galway Transport Strategy. The proposals also facilitate the future tie-in / connectivity to other proposed cycle schemes within the GTS (namely those on the Dublin Road and any proposed cycle improvements on Bothar na dTreabh).

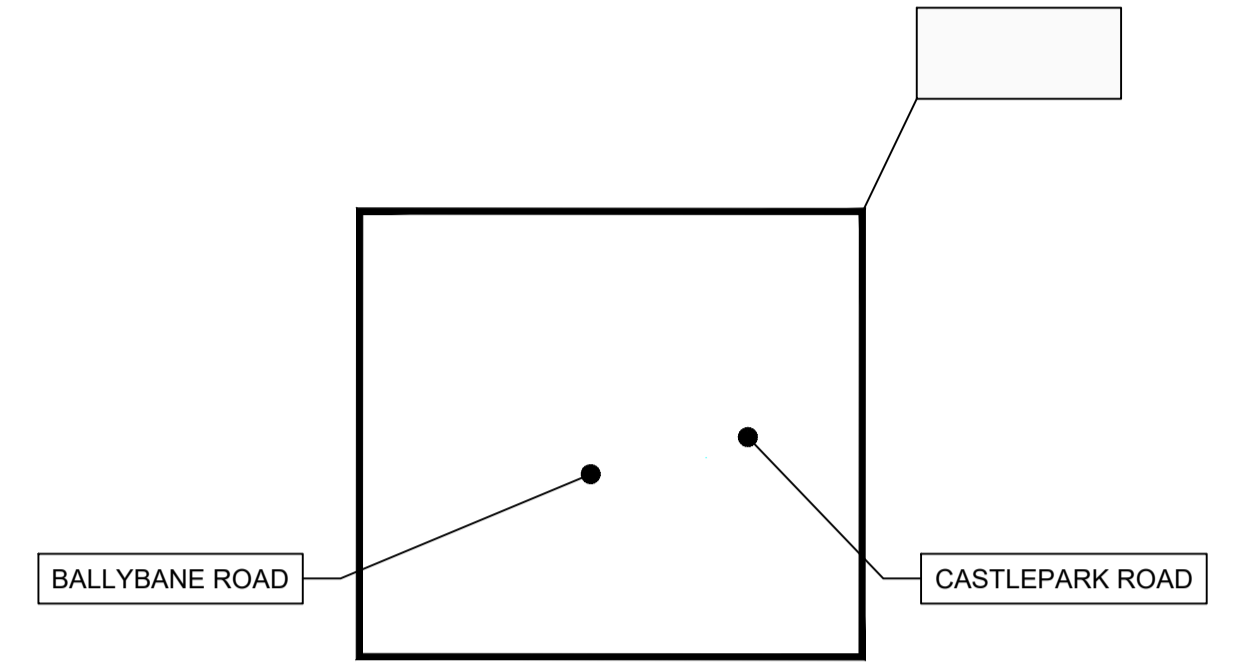
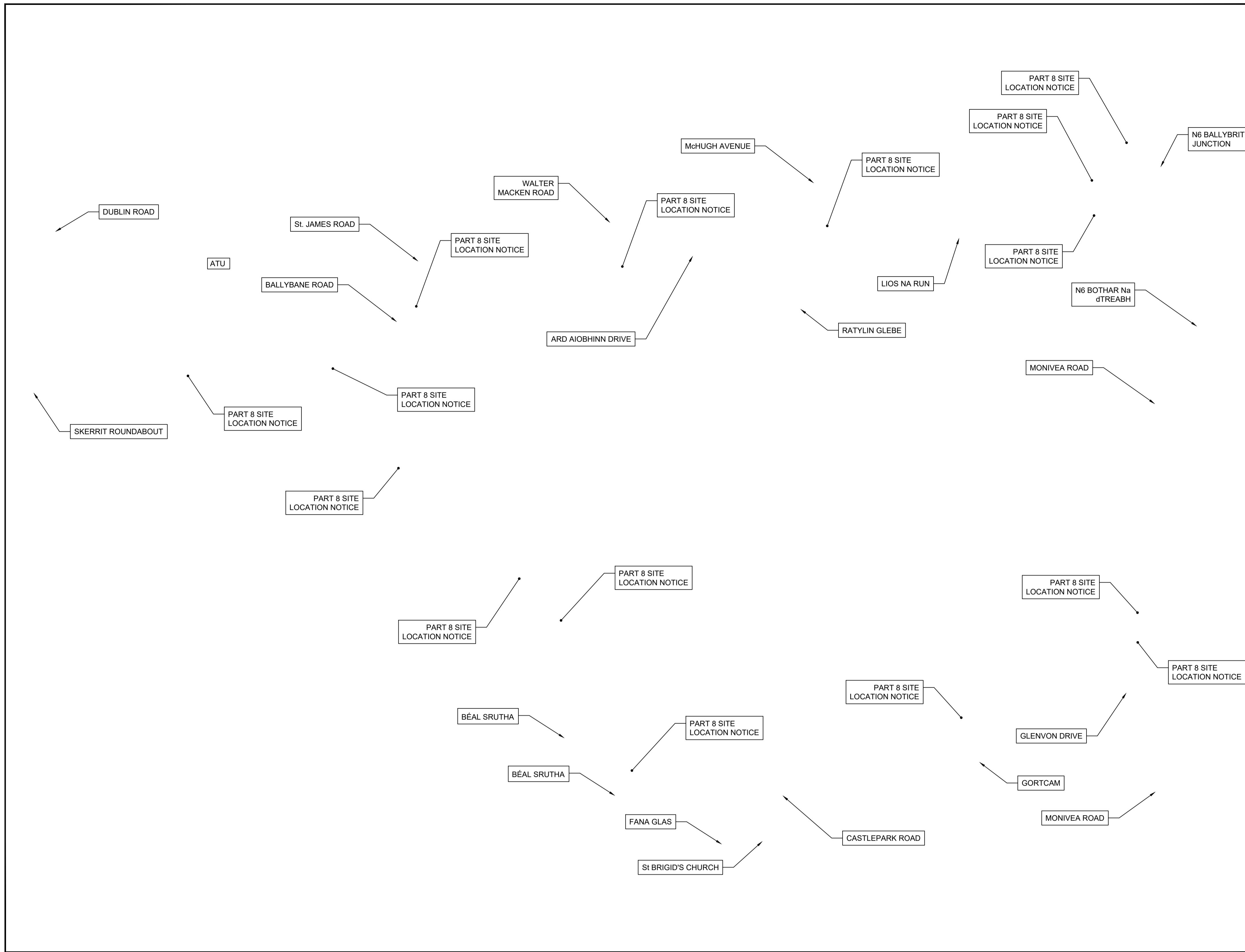
- The proposal is also in line with the National Investment Framework for Transport Ireland in terms of both the Modal Hierarchy, which places Active Travel schemes at the top, and the Intervention Hierarchy as it looks to improve on the existing infrastructure.
- The impact on the environment will be minimal.
- From these benefits the proposals will offer good value for money, both at a strategic level, and also to those individual users for whom the scheme shall enable a modal switch from the private car to walking / cycling.

# Appendices



# Appendix A. Drawings

## A.1. Site Location Maps



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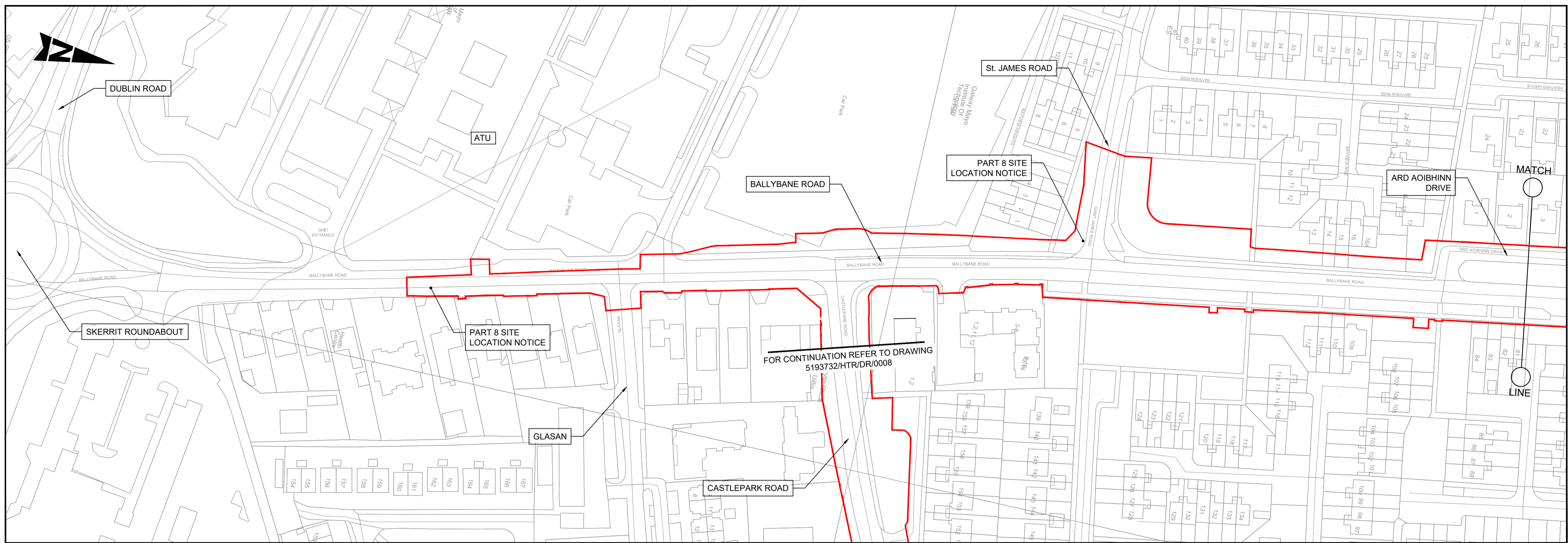
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Client	GALWAY CITY COUNCIL		
Project	BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK		

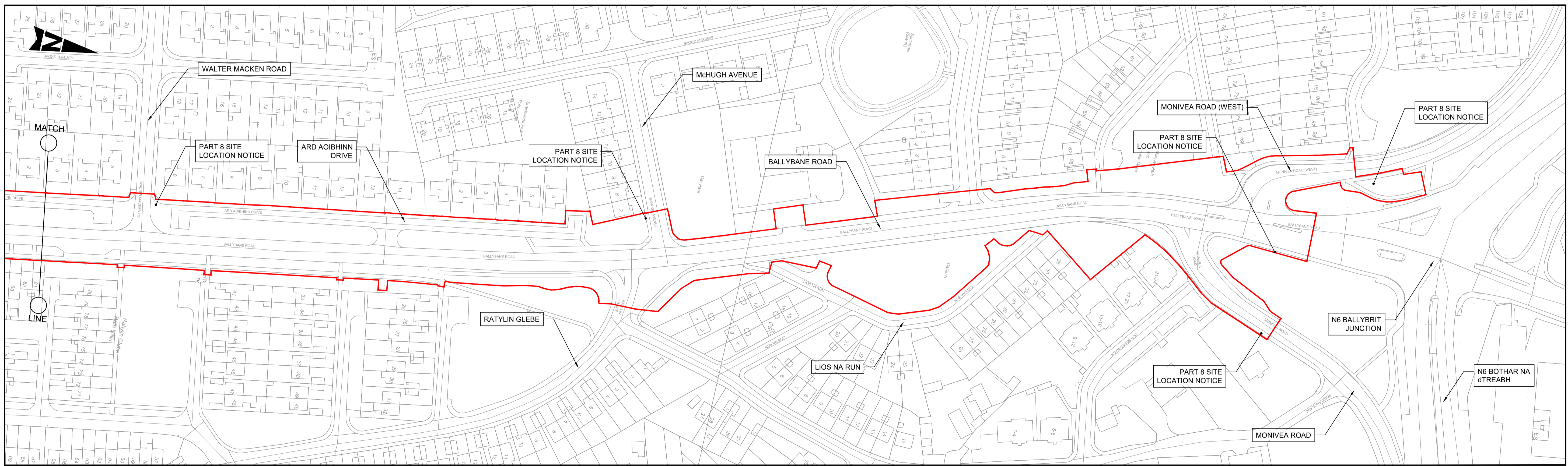
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Date	23.03.23	Date	23.03.23	Date	23.03.23
Status	P8	Drawing Number	5193732 / HTR / DR / 0006	Rev	-

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  4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR



SITE LOCATION MAP - BALLYBANE ROAD - CYCLE NETWORK

Scale at A1 1:1000  
Scale at A3 1:2000

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Project	BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

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Title	BALLYBANE ROAD SITE LOCATION MAP						
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Date	23.03.23	Date	23.03.23	Date	23.03.23		
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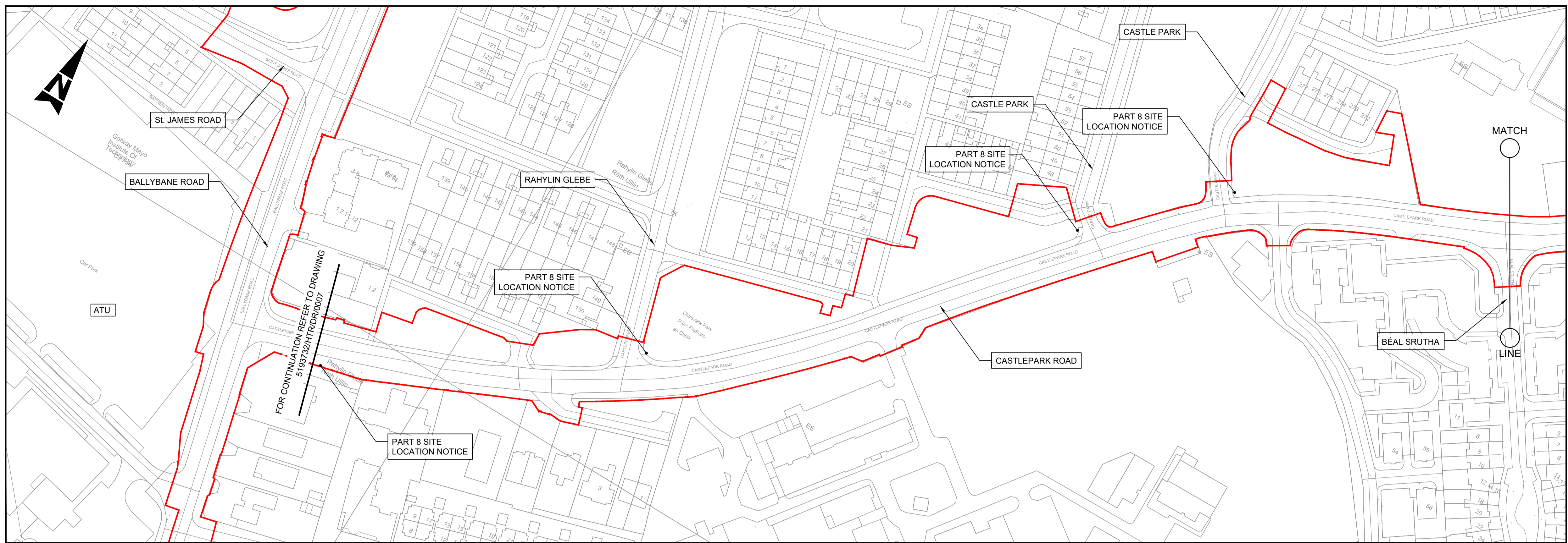
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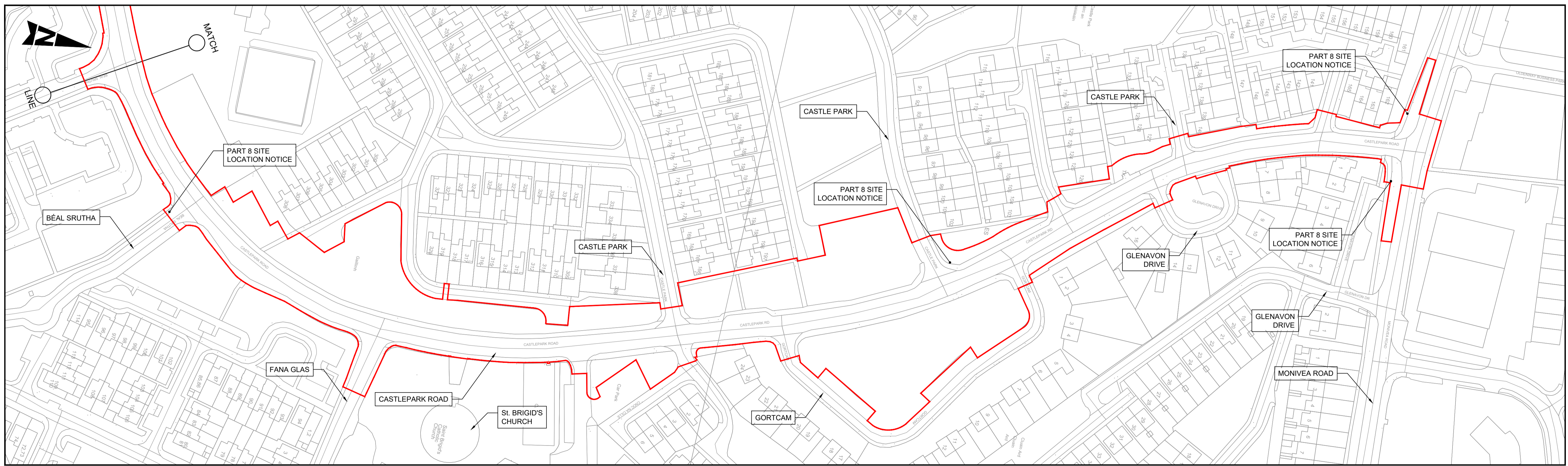
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**SITE LOCATION MAP - CASTLEPARK ROAD - CYCLE NETWORK**

Scale at A1 1:1000  
Scale at A3 1:2000

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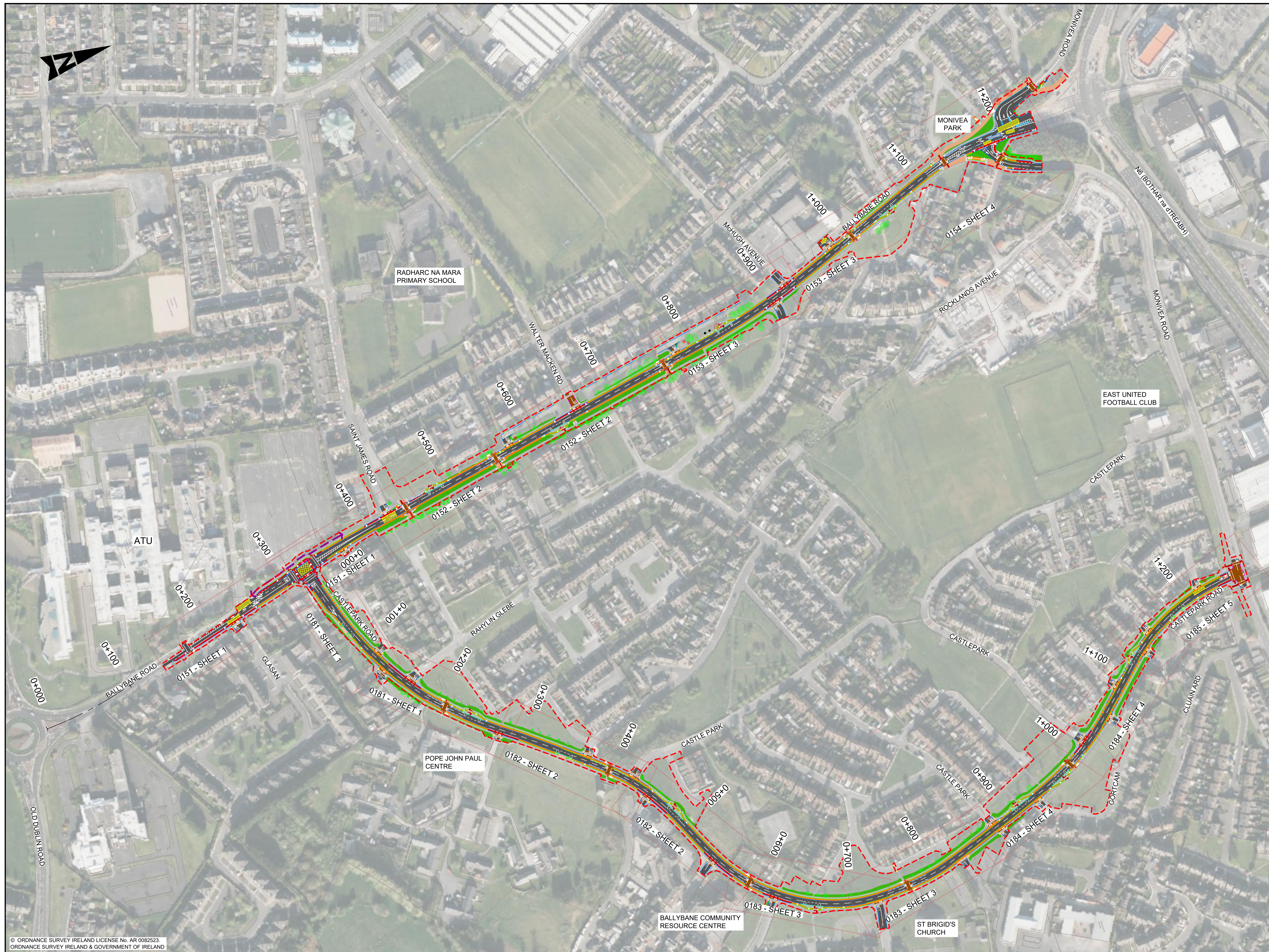
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Fax (+353) 091 779 830

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Shown	Date	Date	Date	Date			
23.03.23	23.03.23	23.03.23	23.03.23	23.03.23			
Status	Drawing Number	Rev					
P8	5193732 / HTR / DR / 0008	-					

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  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- SITE BOUNDARY
  - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
1. DO NOT SCALE FROM DRAWING.
  2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE
  3. REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.

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Title	BALLYBANE ROAD AND CASTLEPARK ROAD KEY PLAN		
Original Scale	Design/Drawn	Checked	Authorised
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1:4000 @ A3	Date 23.03.23	Date 23.03.23	Date 23.03.23
Status	Drawing Number		Rev
P8	5193732 / HTR / DR / 0003		-

## A.2. Phase 1 Works: Ballybane Road

### A.2.1. Engineering Drawings

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  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
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  - PROPOSED TACTILE PAVING (UNCONTROLLED)
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  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
1. DO NOT SCALE FROM DRAWING.
  2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE
  3. REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.

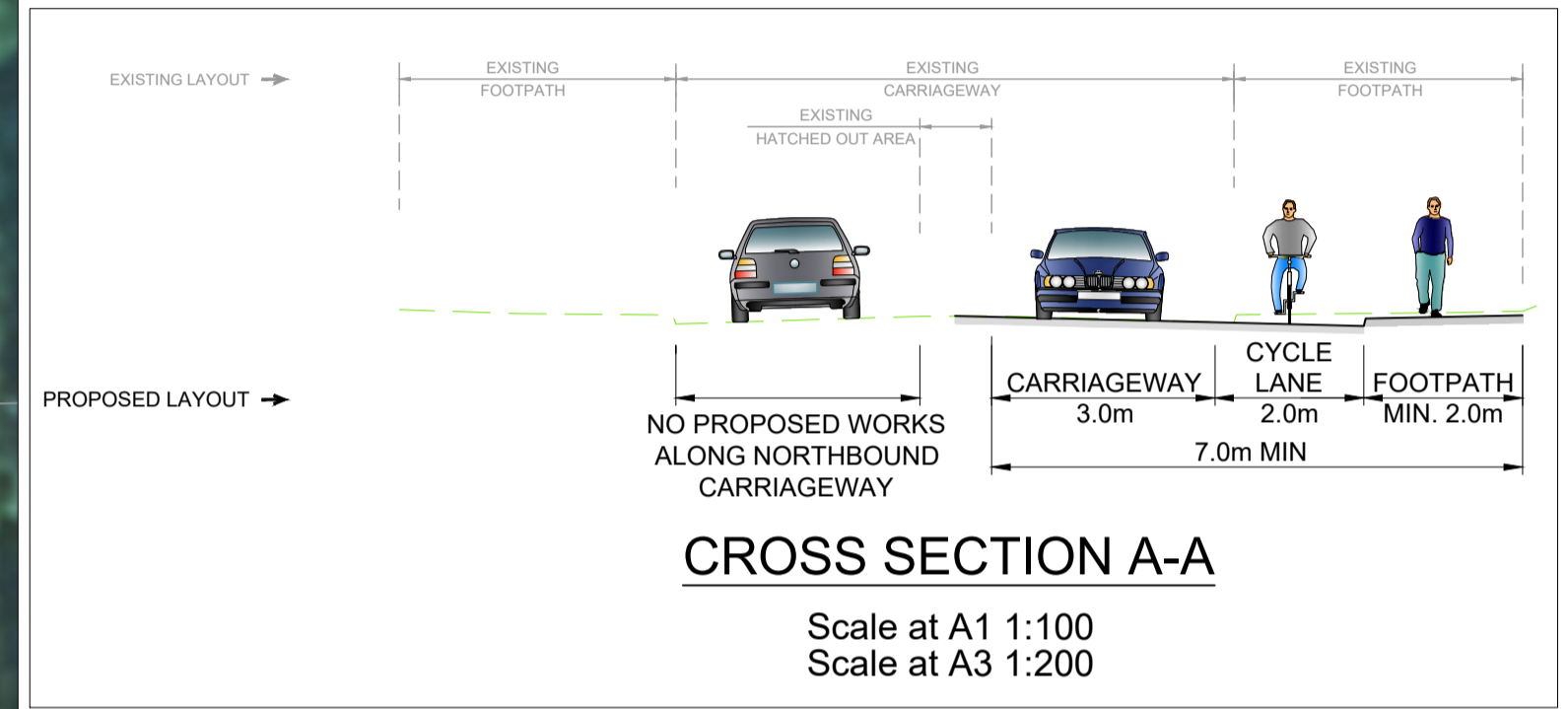
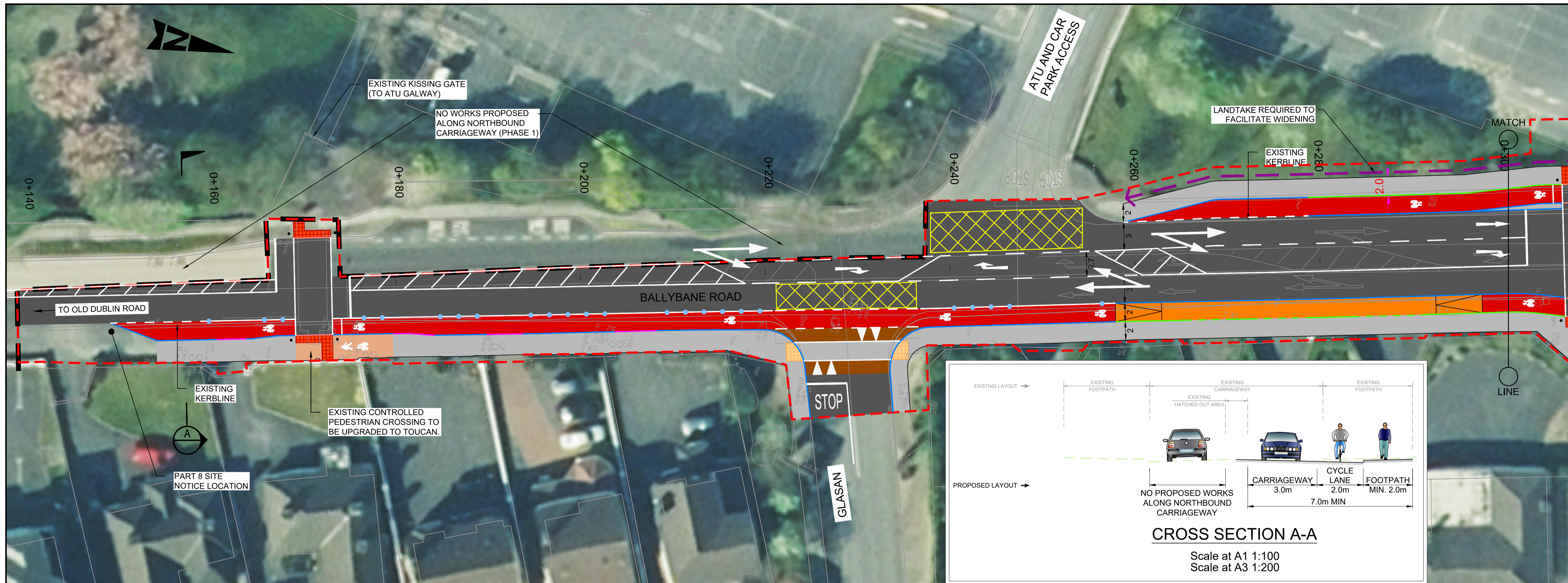
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ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND

File: 5193732\_LRP\_DR\_0001.dwg

	<p>Member of the SNC-Lavalin Group</p>	GALWAY CITY COUNCIL BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK	FOR PART 8 SUBMISSION		
			BALLYBANE ROAD KEY PLAN		
ISSUED FOR PART 8 SUBMISSION	XX 03.04.23 XX XX	Original Scale: 1:1000 @ A1 1:2000 @ A3	Design/Drawn: XX Date: 23.03.23	Checked: XX Date: 23.03.23	Authorised: XX Date: 23.03.23
Rev Description	By Date Ck'd Auth	Client: GALWAY CITY COUNCIL Project: BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK	Status: P8	Drawing Number: 5193732 / HTR / DR / 0004	Rev: -

A1

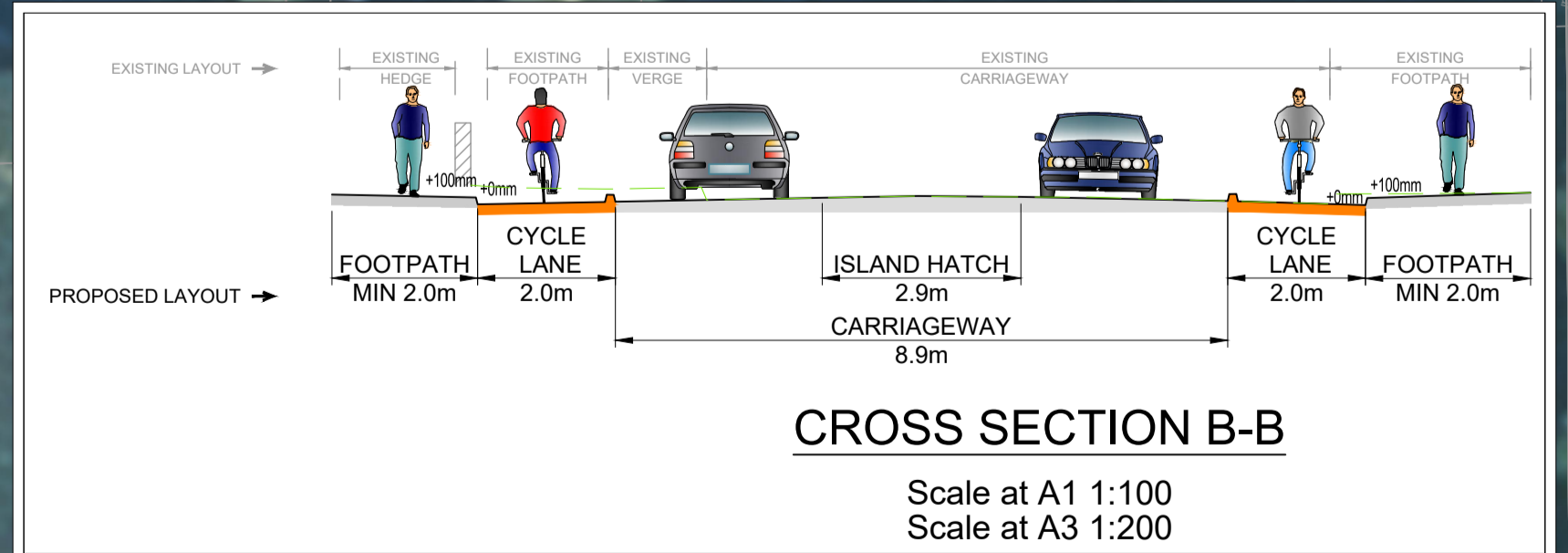
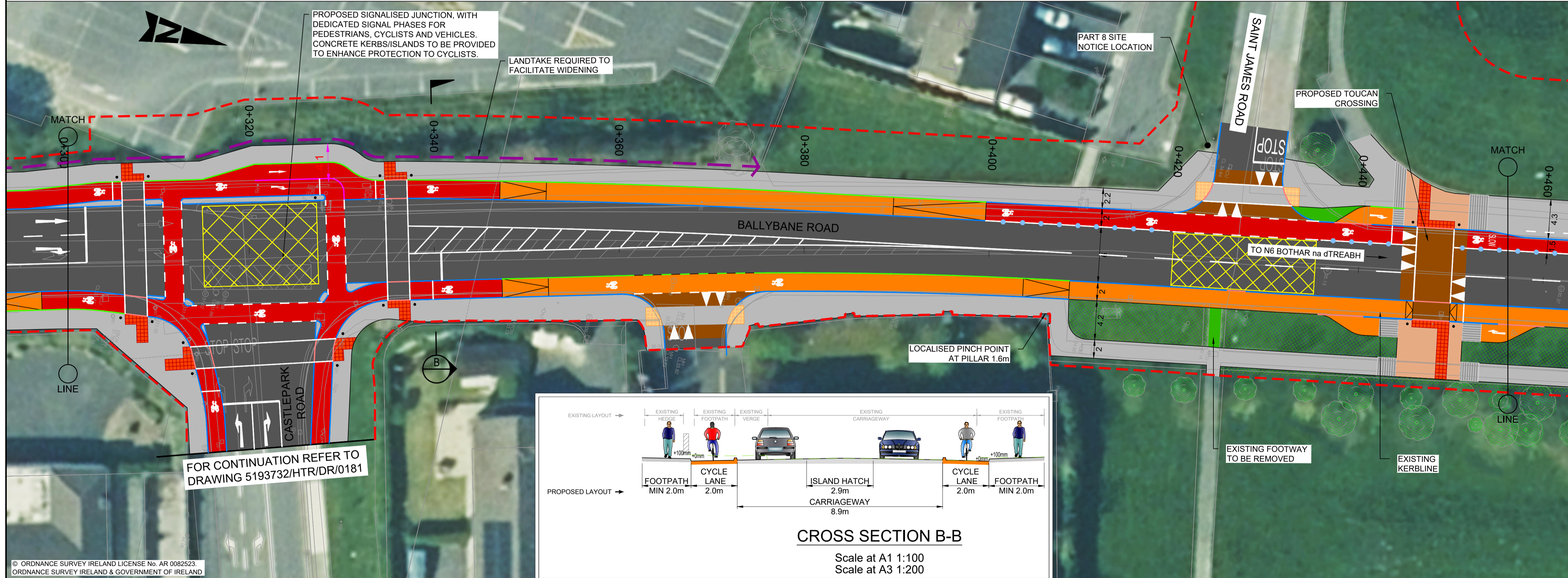
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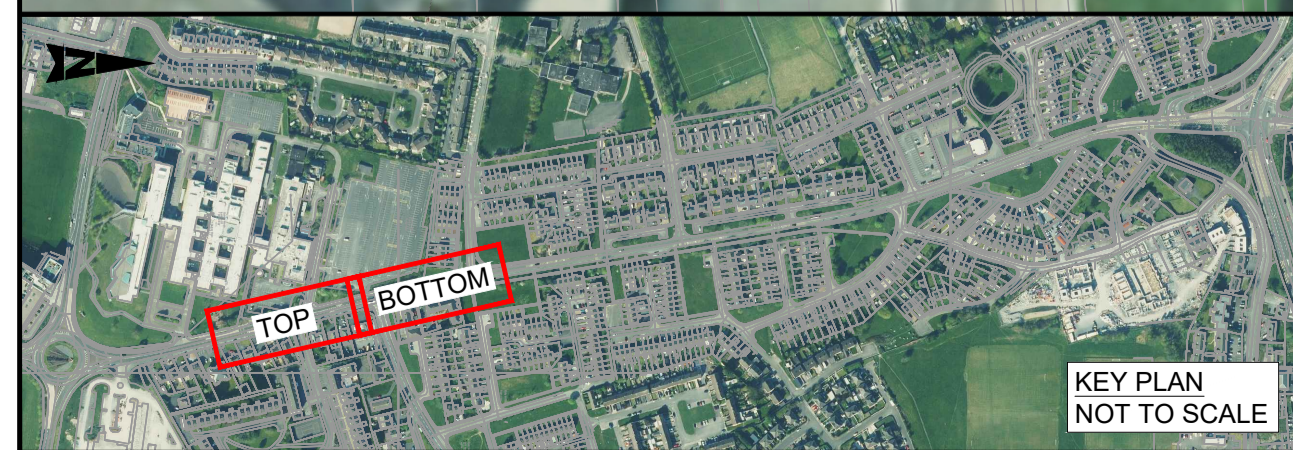
- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
  2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
  3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
  4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- - - SITE BOUNDARY
  - - - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELIMITER POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
1. DO NOT SCALE FROM DRAWING.
  2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE
  3. REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.



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File: 5193732\_HTR\_DR\_0151.dwg



Rev	Description	By	Date	Chk'd	Auth
-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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Tel (+353) 01 810 8000 Fax (+353) 01 810 8001

Unit 2B, 2200 Cork Airport Business Park, Cork  
Tel (+353) 021 429 0300 Fax (+353) 021 429 0360

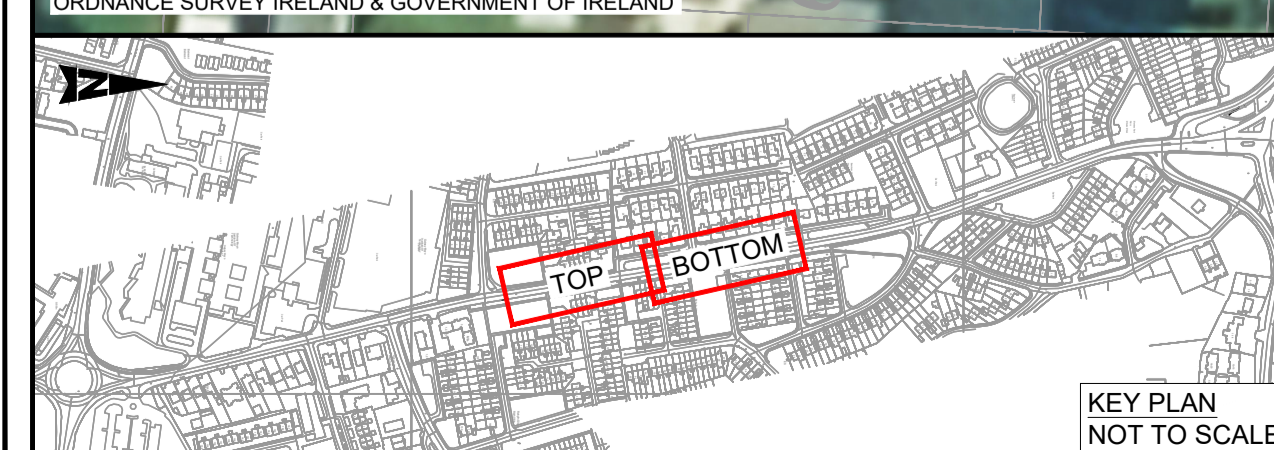
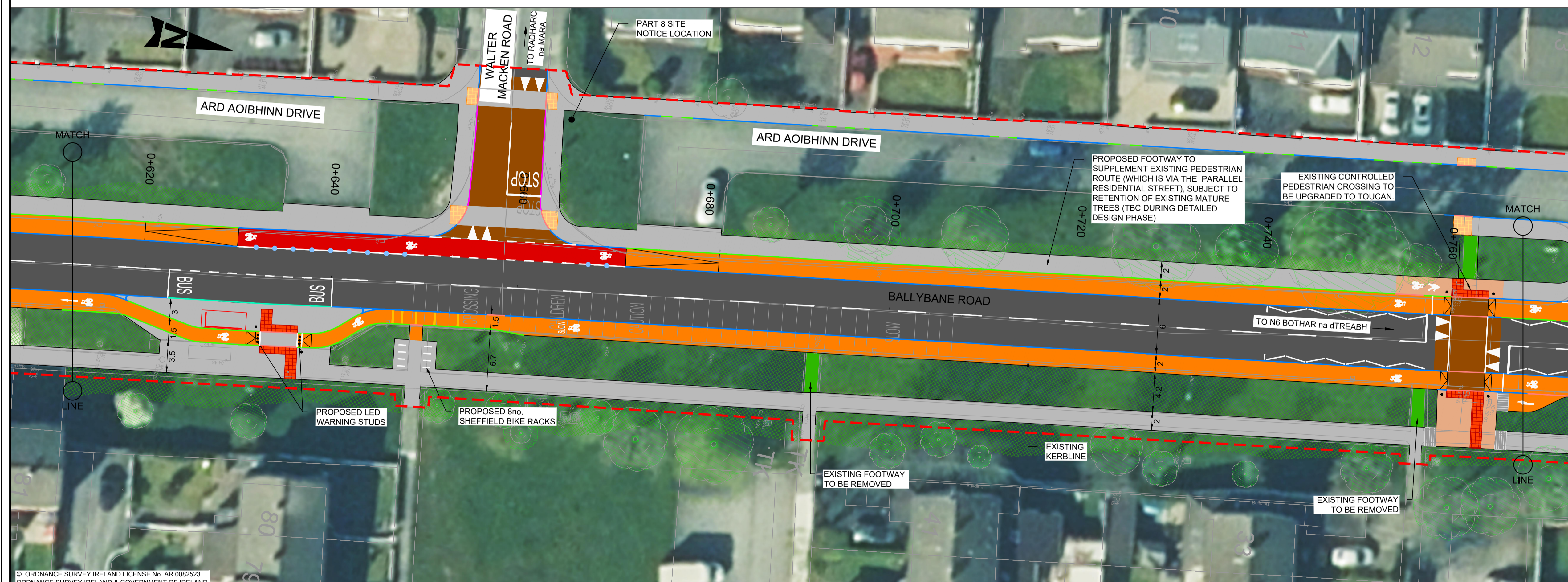
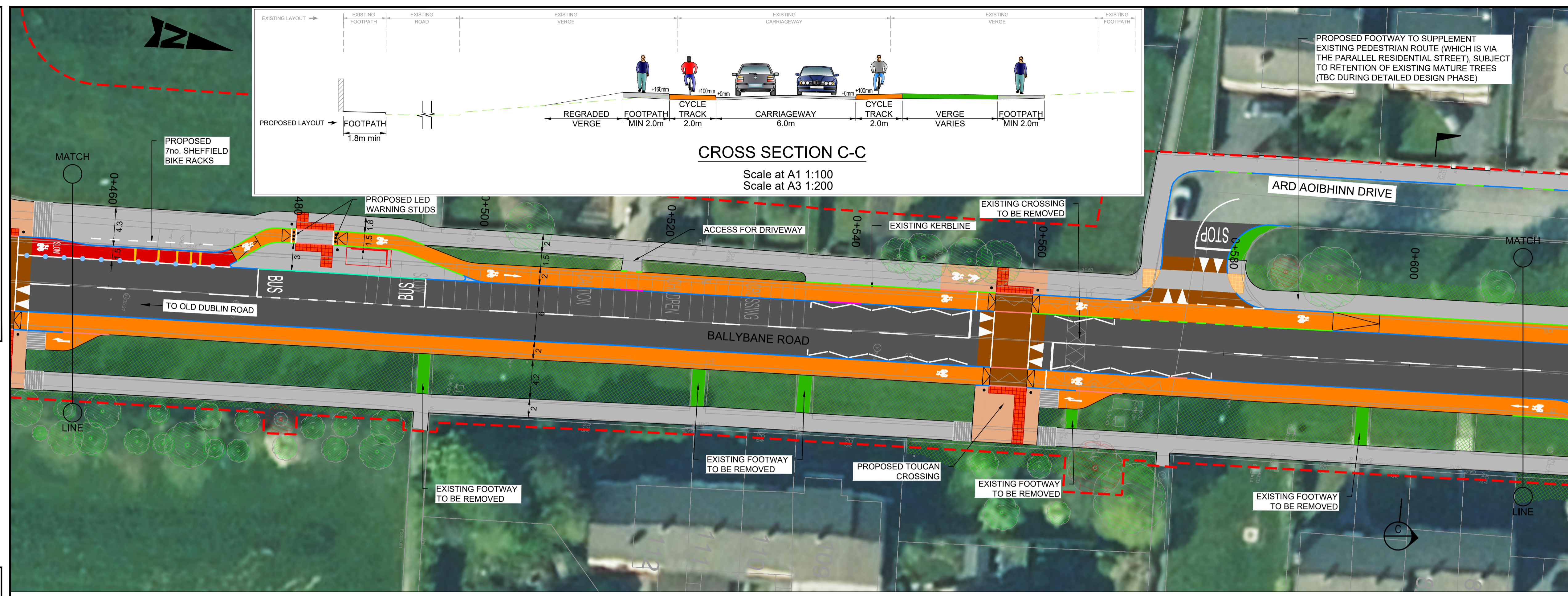
1st Floor Technology House Parkmore Technology Park, Galway  
Tel (+353) 091 786 050 Fax (+353) 091 779 830

Client	GALWAY CITY COUNCIL
Project	BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose	FOR PART 8 SUBMISSION
Title	BALLYBANE ROAD PRELIMINARY DESIGN SHEET 1 OF 4
Original Scale	1:250 @ A1
Design/Drawn	XX
Checked	XX
Authorised	XX
Date	03.04.23
Date	03.04.23
Date	03.04.23
Status	P8
Drawing Number	5193732 / HTR / DR / 0151
Rev	-

A1

DO NOT SCALE



- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
  2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
  3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
  4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- SITE BOUNDARY
  - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED SHARED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

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File: 5193732\_HTR\_DR\_0152.dwg



Rev	Description	By	Date	Chk'd	Auth
-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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Tel (+353) 01 810 8000 Fax (+353) 01 810 8001

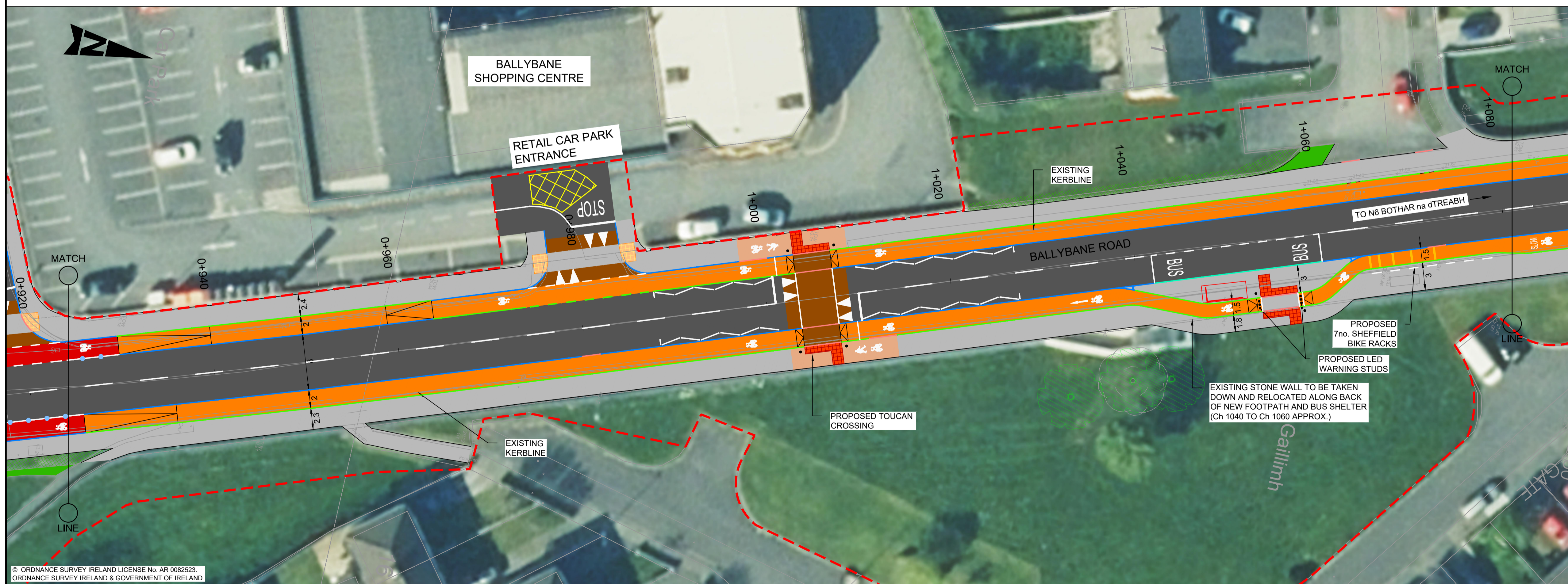
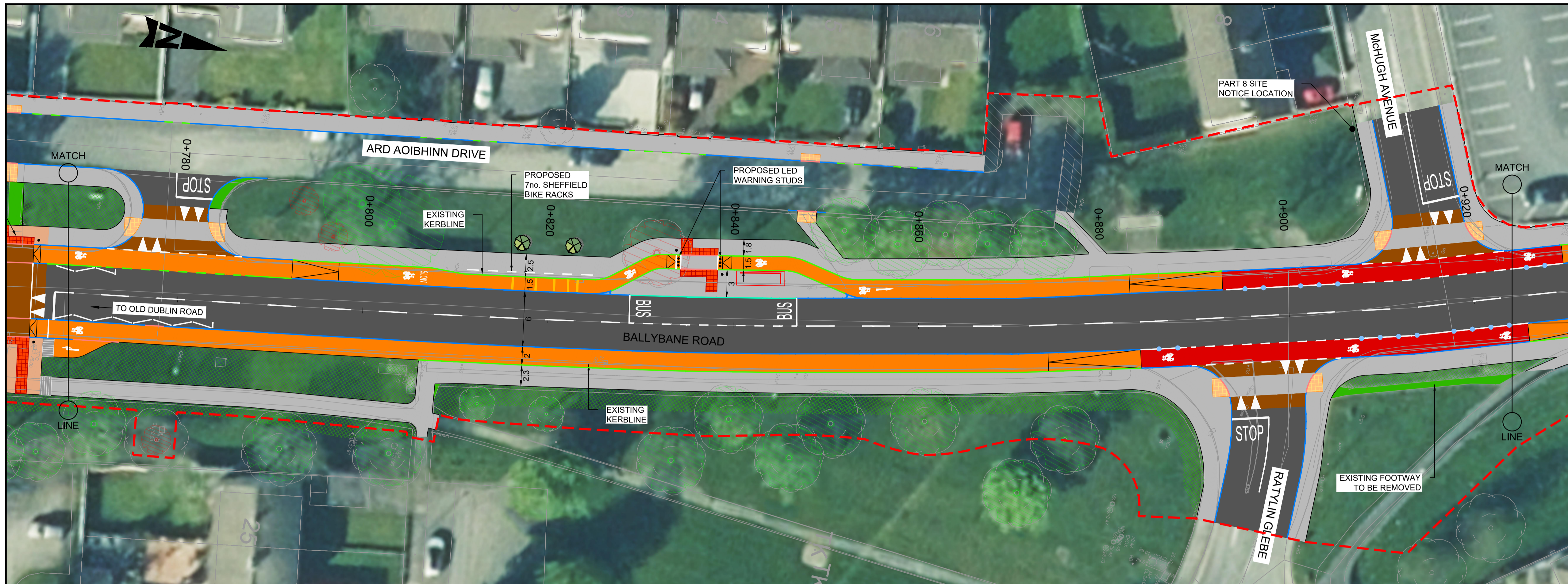
1st Floor Technology House Parkmore Technology Park, Galway  
Tel (+353) 091 786 050 Fax (+353) 091 779 830

Client	GALWAY CITY COUNCIL
Project	BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose	FOR PART 8 SUBMISSION		
Title	BALLYBANE ROAD PRELIMINARY DESIGN SHEET 2 OF 4		
Original Scale	1:250 @ A1	Design/Drawn	XX
1:500 @ A3	Date 03.04.23	Checked	XX
Status	P8	Date 03.04.23	Authorised
Drawing Number	5193732 / HTR / DR / 0152	Date	03.04.23
Rev	-	Date	03.04.23

A1

DO NOT SCALE

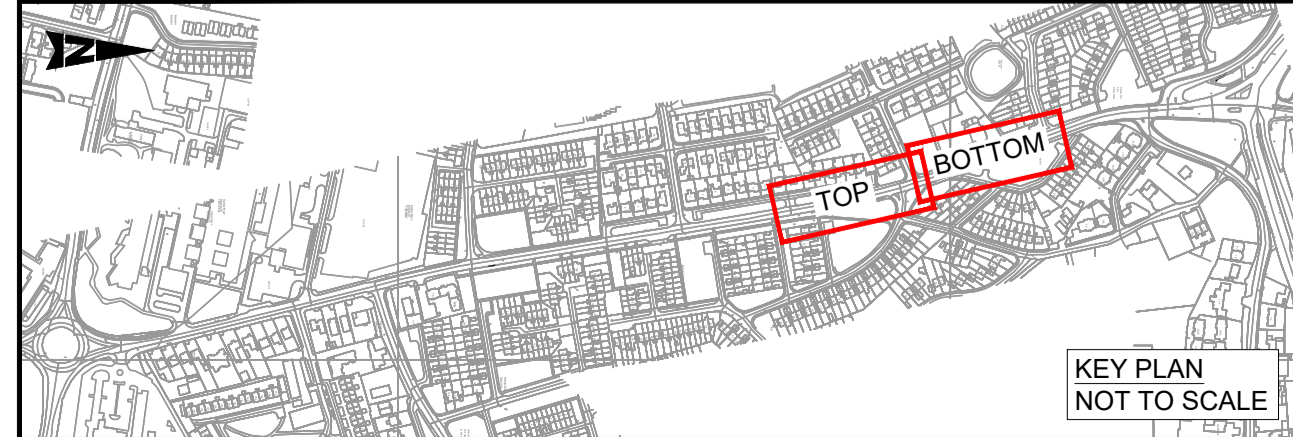


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  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- - - - - SITE BOUNDARY
  - - - - - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
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File: 5193732\_HTR\_DR\_0153.dwg

Riailtas na hÉireann  
 Government of Ireland

Tionscadal Éireann  
 Project Ireland  
 2040

NTA  
 Udarás Náisiúnta Iompair  
 National Transport Authority

Rev	Description	By	Date	Chk'd	Auth
-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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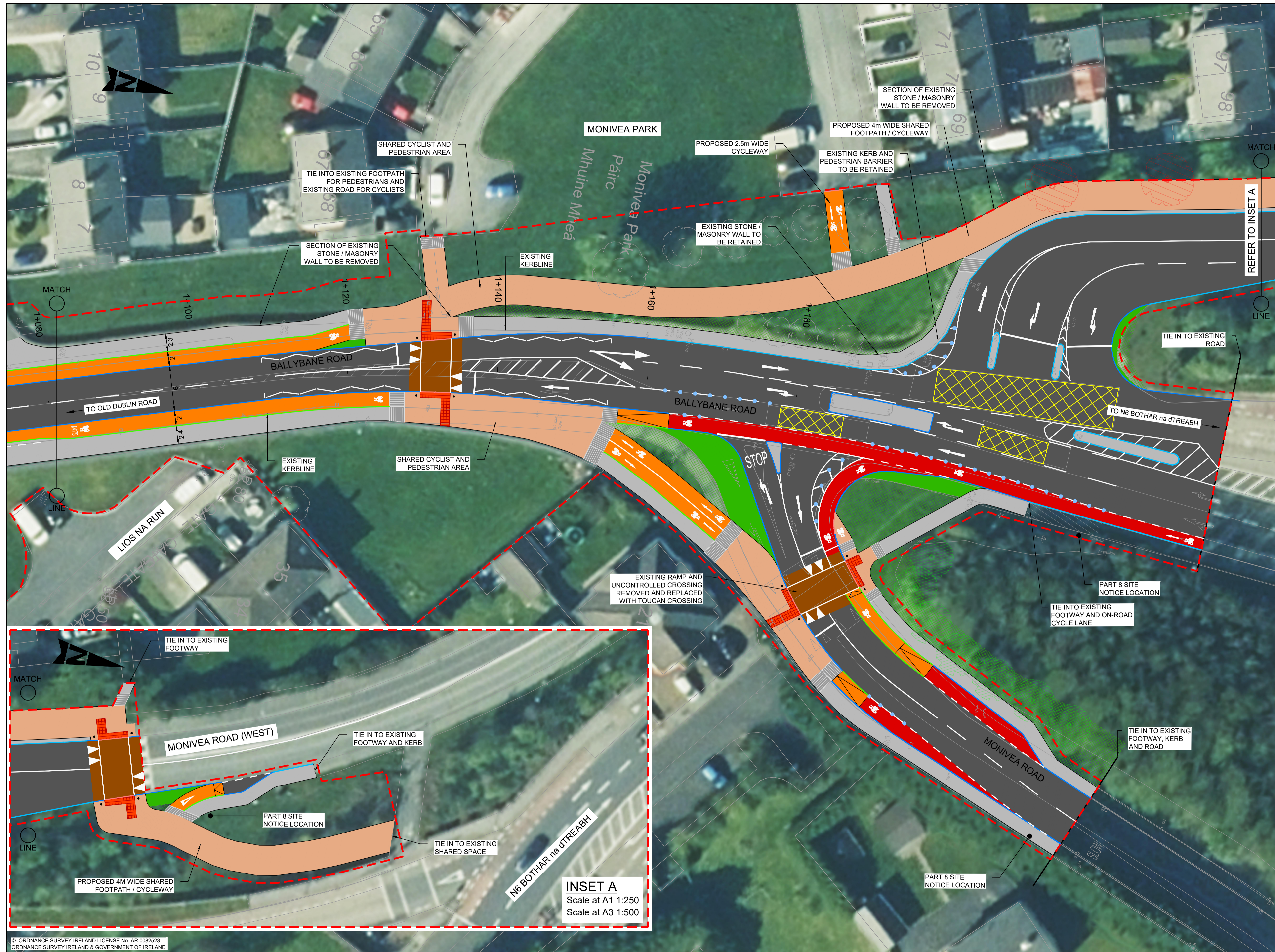
Client: GALWAY CITY COUNCIL

Project: BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose: FOR PART 8 SUBMISSION		Title: BALLYBANE ROAD PRELIMINARY DESIGN SHEET 3 OF 4	
Original Scale: 1:250 @ A1	Design/Drawn: XX	Checked: XX	Authorised: XX
1:500 @ A3	Date: 03.04.23	Date: 03.04.23	Date: 03.04.23
Status: P8	Drawing Number: 5193732 / HTR / DR / 0153	Rev: -	

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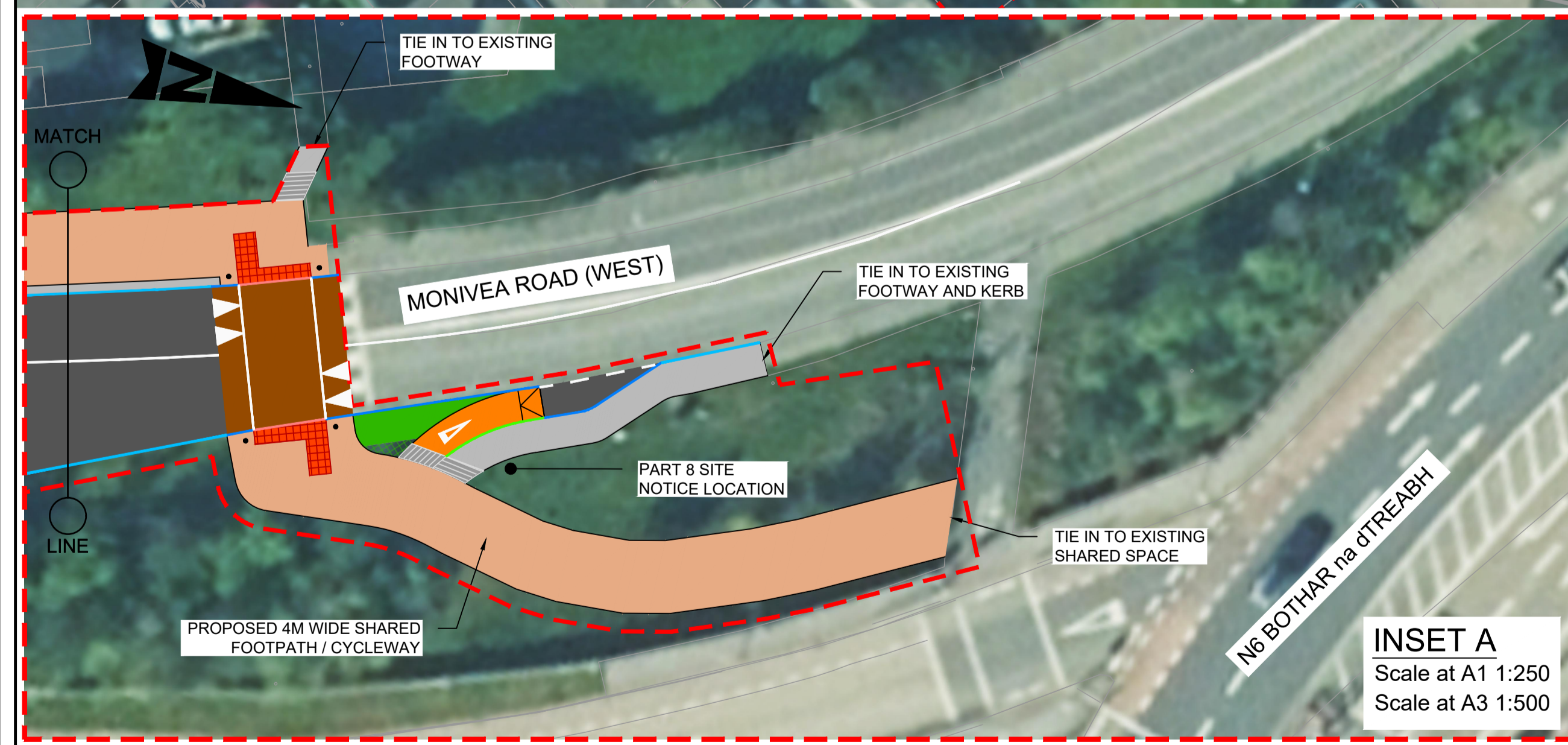
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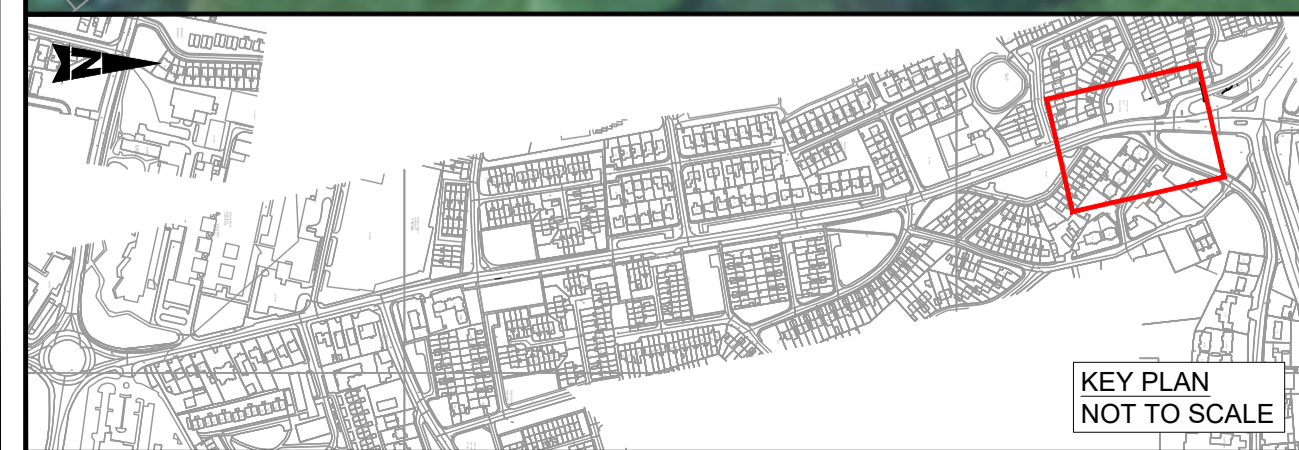
- GENERAL NOTES**
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  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

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  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
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  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
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  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
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  3. REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.



**INSET A**  
Scale at A1 1:250  
Scale at A3 1:500



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File: 5193732\_HTR\_DR\_0154.dwg

Rialtas na hÉireann  
Government of Ireland

Tionscadal Éireann  
Project Ireland  
2040

NTA  
Udarás Náisiúnta Iompair  
National Transport Authority

Rev	Description	By	Date	Chk'd	Auth
-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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1st Floor Technology House  
Parkmore Technology Park, Galway  
Tel (+353) 091 786 050  
Fax (+353) 091 779 830

Client: GALWAY CITY COUNCIL

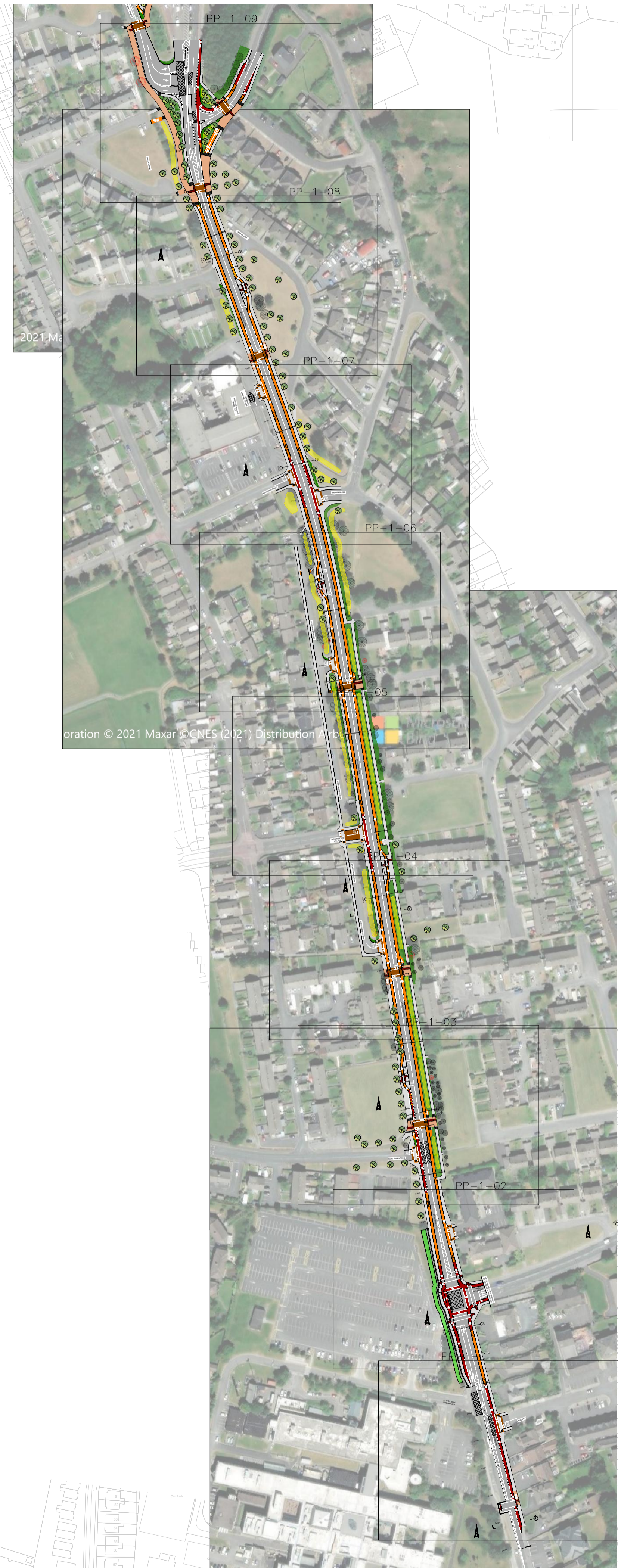
Project: BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose: FOR PART 8 SUBMISSION

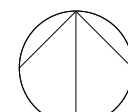
Title: BALLYBANE ROAD PRELIMINARY DESIGN SHEET 4 OF 4

Status	Drawing Number	Rev
P8	5193732 / HTR / DR / 0154	-

## A.2.2. Landscaping Drawings








KEY PLAN:



- NOTES:
1. THIS DRAWING IS NOT VALID FOR CONSTRUCTION OR OTHER PURPOSES UNLESS APPROVED AND CERTIFIED.
  2. DO NOT SCALE DRAWING. USE THE WRITTEN DIMENSIONS ONLY.
  3. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
  4. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH WORK. REPORT ALL OMISSIONS & ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECTS IN WRITING.
  5. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS, AND DRAWINGS.
  6. THIS DRAWING AND DESIGN IS COPYRIGHTED AND NO PORTION MAY BE REPRODUCED WITHOUT THE PRIOR PERMISSION OF THE LANDSCAPE ARCHITECTS.
  7. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY AND STATUTORY UTILITY PROVIDERS.

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LEGEND

-  EXISTING TREES TO BE REMOVED
-  EXISTING TREES TO BE RETAINED
-  PROPOSED TREES (LOCATION INDICATIVE)
-  BULB MIX
-  PROPOSED HEDGE

REVISION	DESCRIPTION	DATE
5		12.04.2023
4		05.04.2023
3		13.02.2023
2		02.02.2023
1		09.09.2022
0		08.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

**ebla** eamonn byrne  
landscape architects

5-4 Kings Court, York, YO1 7LD, UK  
T +44 (0)1904 623 144 E mail@eb-la.com www.eb-la.com

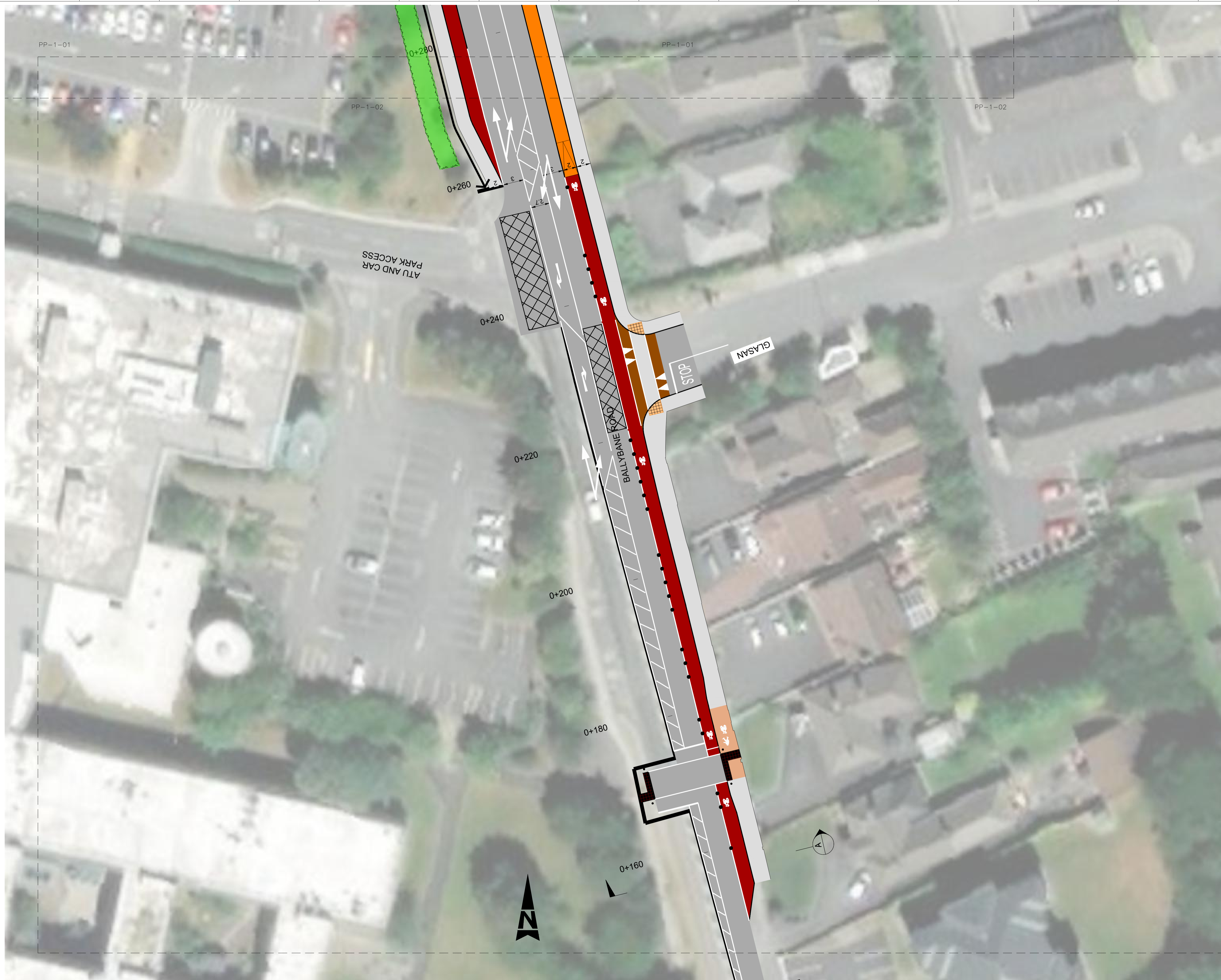
CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

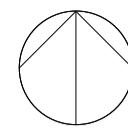
DRAWING TITLE:  
**KEY PLAN**

STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2000	8.8.2022	MM	EB	EB
PROJECT NO:	DRAWING NO:	REVISION:		
22039	LP-1-01	5		



KEY PLAN:



- NOTES:
1. THIS DRAWING IS NOT VALID FOR CONSTRUCTION OR OTHER PURPOSES UNLESS APPROVED AND CERTIFIED.
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- LEGEND
- EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - PROPOSED TREES (LOCATION INDICATIVE)
  - BULB MIX
  - PROPOSED HEDGE

167  
16

REVISION	DESCRIPTION	DATE
5		12.04.2023
4		05.04.2023
3		13.02.2023
2		02.02.2023
1		09.09.2022
0		08.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

**ebla** eamonn byrne  
landscape architects

5-4 King's Court, York, YO1 7LD, UK  
T +44 (0)1904 623 144 E mail@eb-la.com www.eb-la.com

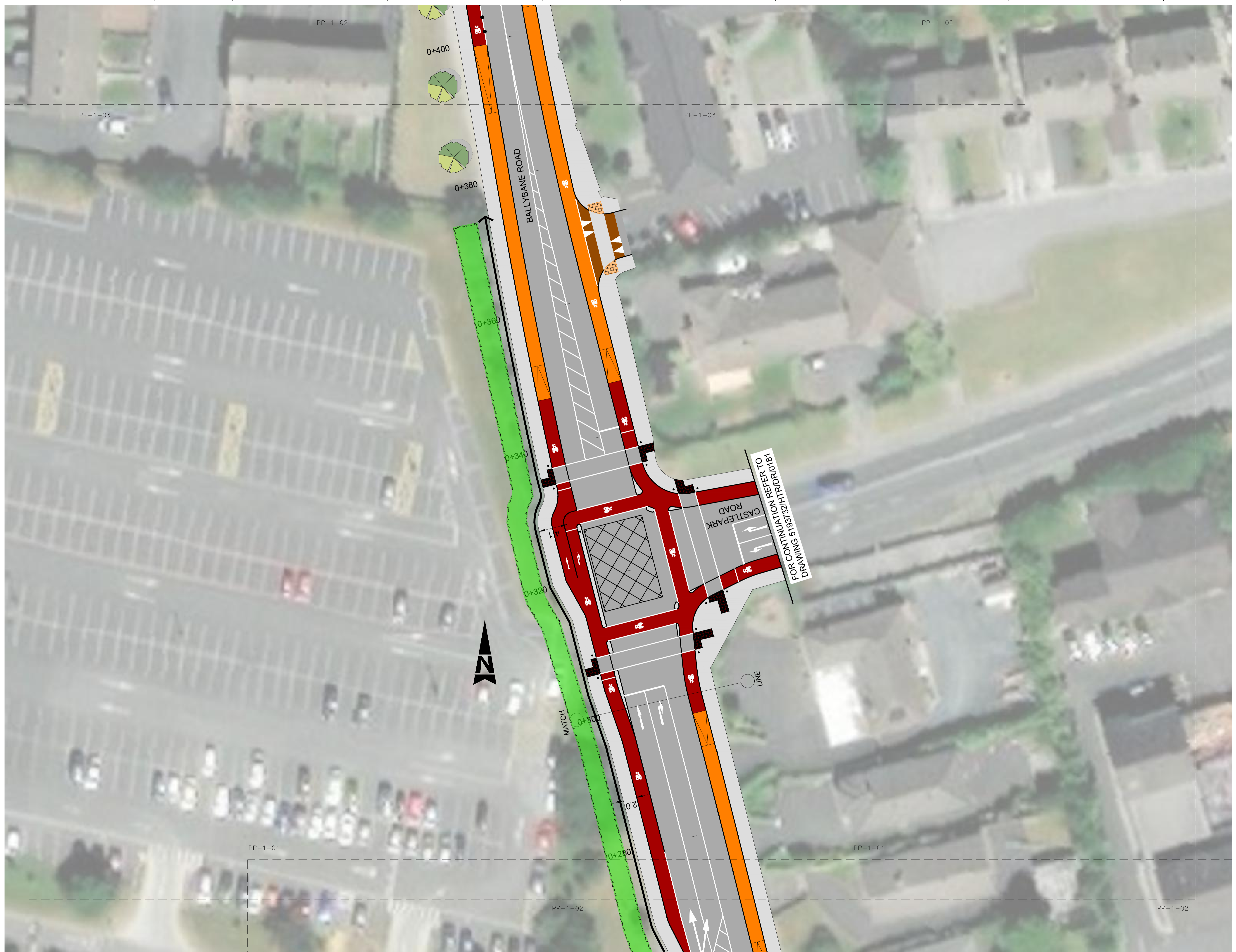
CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

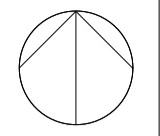
DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 1 OF 9)**

STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	8.8.2022	MM	EB	EB
PROJECT NO.:	DRAWING NO.:	REVISION:		
22039	PP-1-01	5		






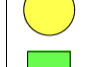

KEY PLAN:



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LEGEND

-  EXISTING TREES TO BE REMOVED
-  EXISTING TREES TO BE RETAINED
-  PROPOSED TREES (LOCATION INDICATIVE)
-  BULB MIX
-  PROPOSED HEDGE

REVISION	DESCRIPTION	DATE
5		12.04.2023
4		05.04.2023
3		13.02.2023
2		02.02.2023
1		09.09.2022
0		08.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

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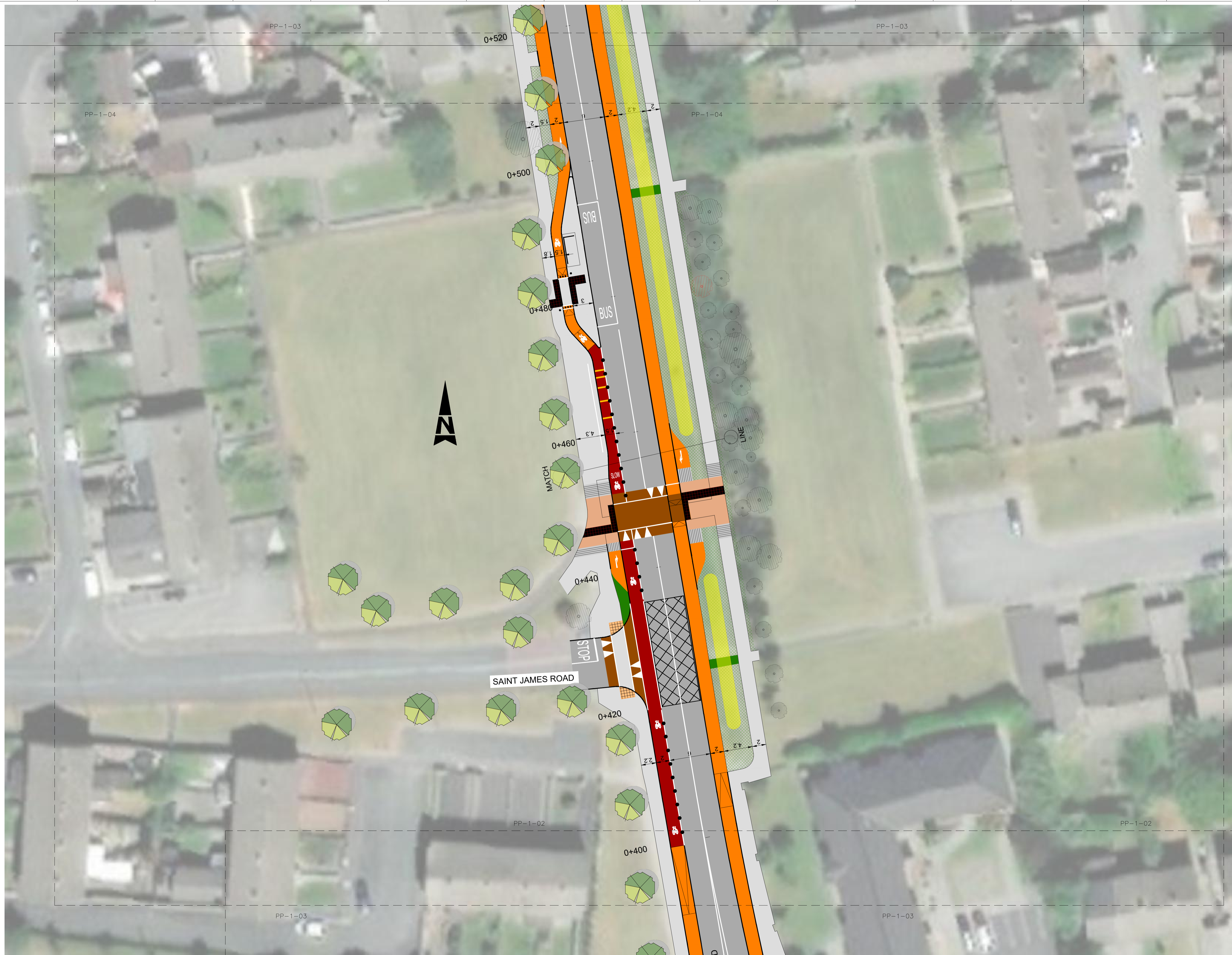
CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 2 OF 9)**

STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	8.8.2022	MM	EB	EB
PROJECT NO.:	DRAWING NO.:	REVISION:		
22039	PP-1-02	5		



KEY PLAN:



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- LEGEND
- EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - PROPOSED TREES (LOCATION INDICATIVE)
  - BULB MIX
  - PROPOSED HEDGE

REVISION	DESCRIPTION	DATE
5		12.04.2023
4		05.04.2023
3		13.02.2023
2		02.02.2023
1		09.09.2022
0		08.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

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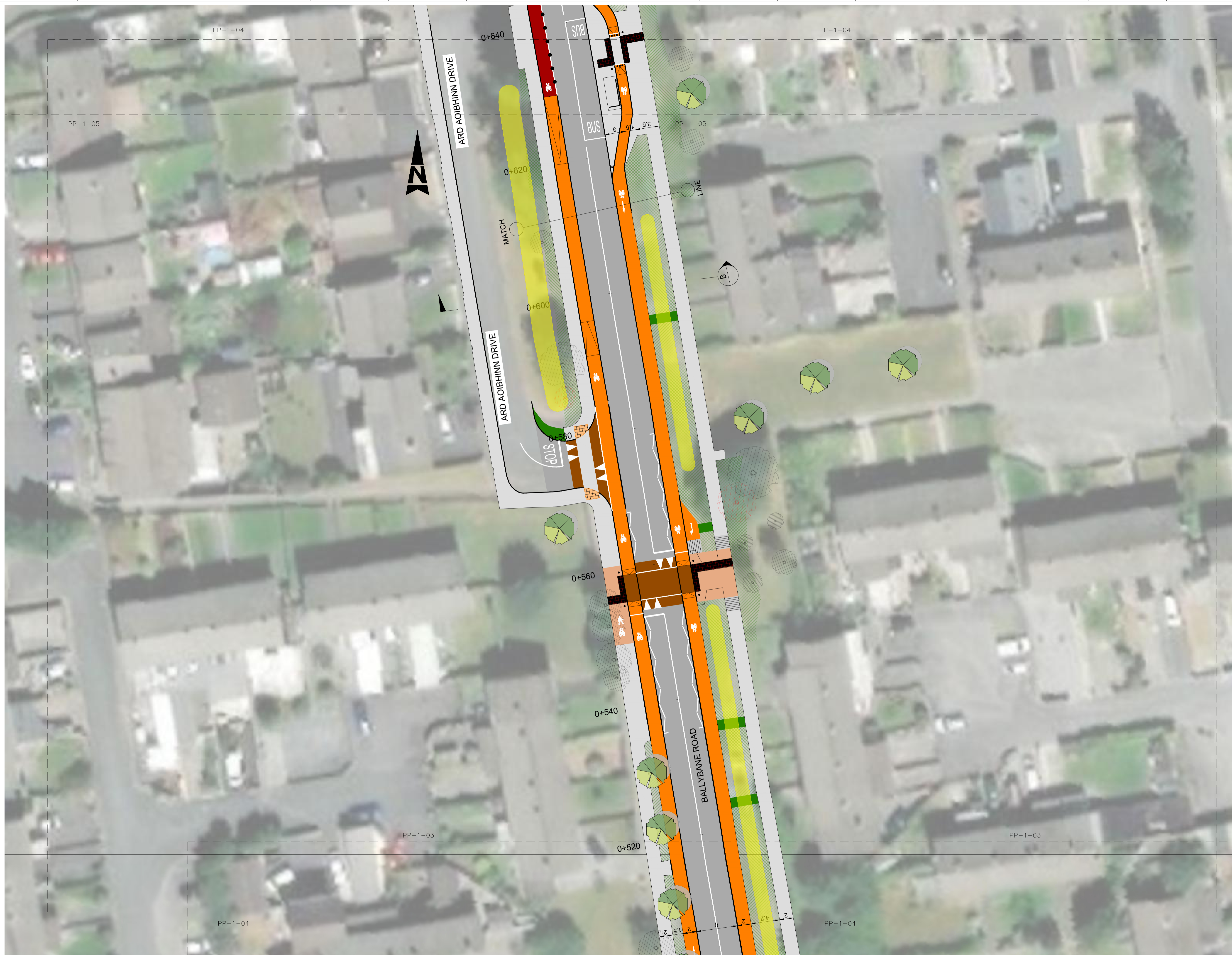
CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

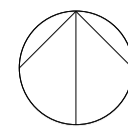
DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 3 OF 9)**

STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	8.8.2022	MM	EB	EB
PROJECT NO.:	DRAWING NO.:	REVISION:		
22039	PP-1-03	5		



KEY PLAN:



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- LEGEND
- EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - PROPOSED TREES (LOCATION INDICATIVE)
  - BULB MIX
  - PROPOSED HEDGE

REVISION	DESCRIPTION	DATE
5		12.04.2023
4		05.04.2023
3		13.02.2023
2		02.02.2023
1		09.09.2022
0		08.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

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CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 4 OF 9)**

STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	8.8.2022	MM	EB	EB
PROJECT NO.:	DRAWING NO.:	REVISION:		
22039	PP-1-04	5		

FILE REF:

# 2021) Distribution Airbu



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**LEGEND**

- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- PROPOSED TREES (LOCATION INDICATIVE)
- BULB MIX
- PROPOSED HEDGE

REVISION	DESCRIPTION	DATE
5		12.04.2023
4		05.04.2023
3		13.02.2023
2		02.02.2023
1		09.09.2022
0		08.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

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CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND CASTLEPARK ROAD CYCLE NETWORK PRELIMINARY DESIGN**

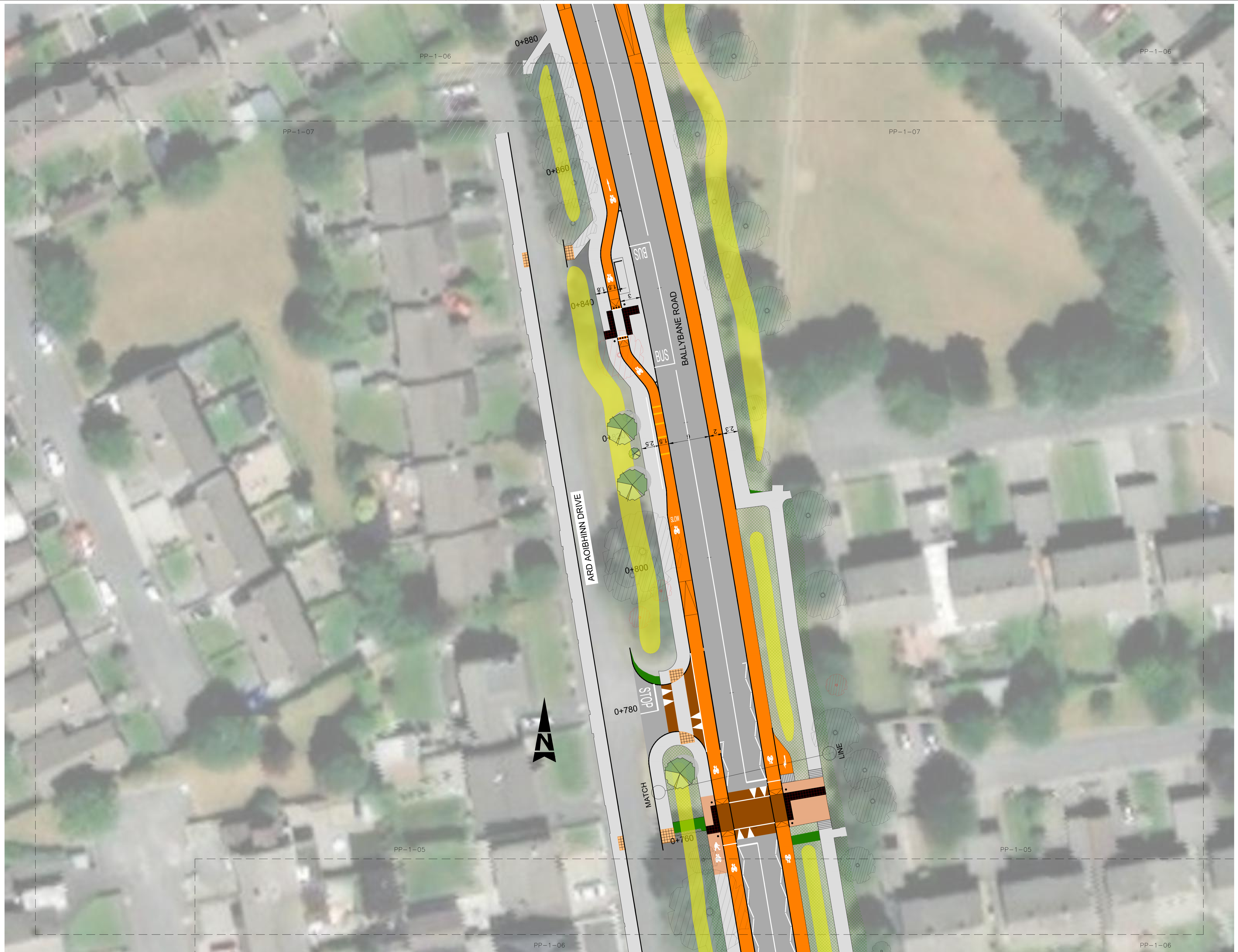
DRAWING TITLE:  
**PLANTING PLAN (SHEET 5 OF 9)**

STATUS:  
**CONCEPT DESIGN**

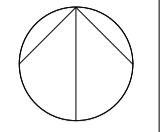
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1:250	8.8.2022	MM	EB	EB

PROJECT NO.:	DRAWING NO.:	REVISION:
22039	PP-1-05	5

FILE REF:



KEY PLAN:



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LEGEND

- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- PROPOSED TREES (LOCATION INDICATIVE)
- BULB MIX
- PROPOSED HEDGE

REVISION	DESCRIPTION	DATE
5		12.04.2023
4		05.04.2023
3		13.02.2023
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0		08.08.2022

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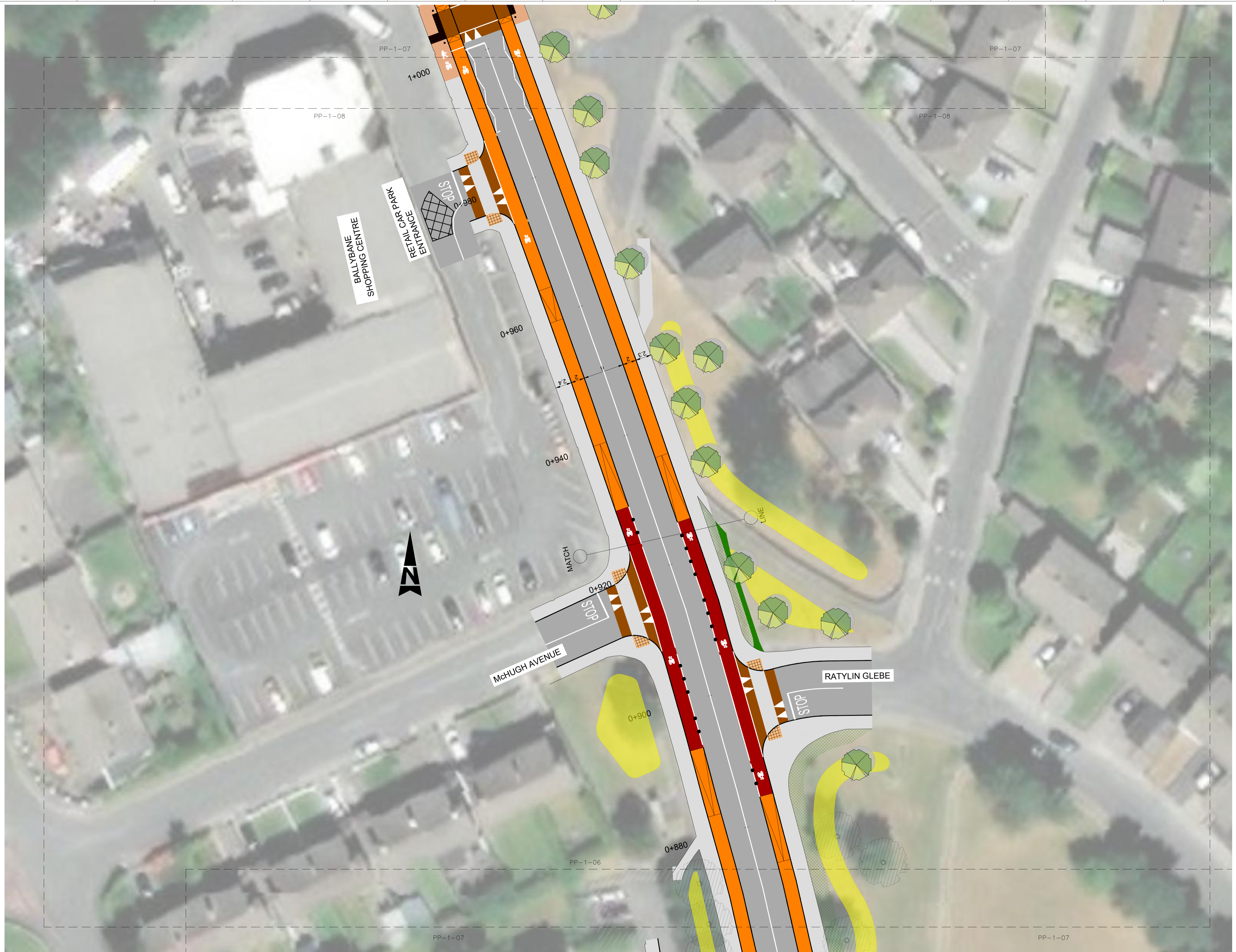
PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 6 OF 9)**

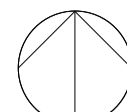
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1:250	8.8.2022	MM	EB	EB
PROJECT NO.:	DRAWING NO.:	REVISION:		
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**KEY PLAN:**








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**LEGEND**

-  EXISTING TREES TO BE REMOVED
-  EXISTING TREES TO BE RETAINED
-  PROPOSED TREES (LOCATION INDICATIVE)
-  BULB MIX
-  PROPOSED HEDGE

NO.	REVISION	DESCRIPTION	DATE
5	-		12.04.2023
4	-		05.04.2023
3	-		13.02.2023
2	-		02.02.2023
1	-		09.09.2022
0	-		08.08.2022

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CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

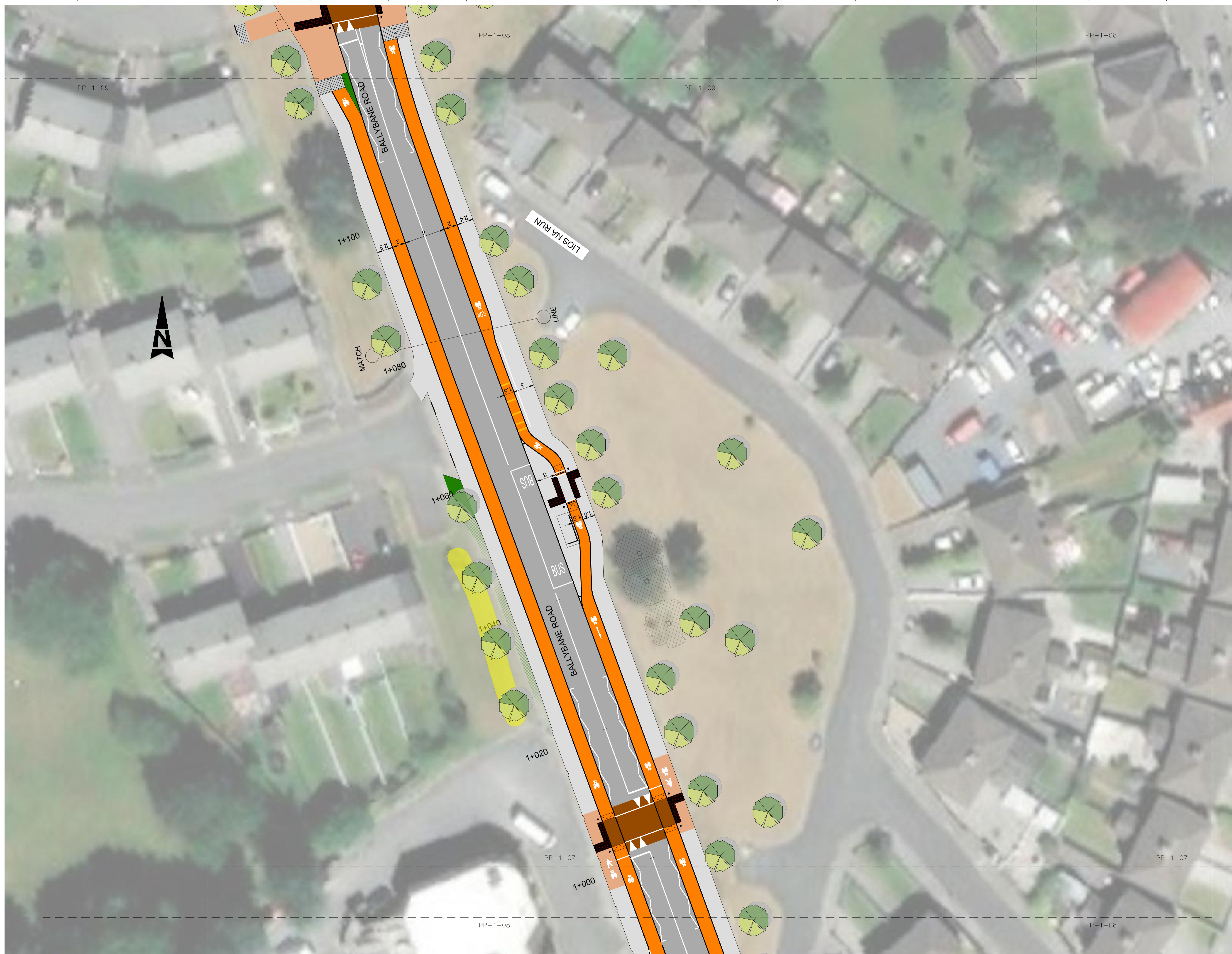
DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 7 OF 9)**

STATUS:  
**CONCEPT DESIGN**

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1:250	8.8.2022	MM	EB	EB

PROJECT NO.:	DRAWING NO.:	REVISION:
22039	PP-1-07	5

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- LEGEND
- EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - PROPOSED TREES (LOCATION INDICATIVE)
  - BULB MIX
  - PROPOSED HEDGE

REVISION	DESCRIPTION	DATE
5		12.04.2023
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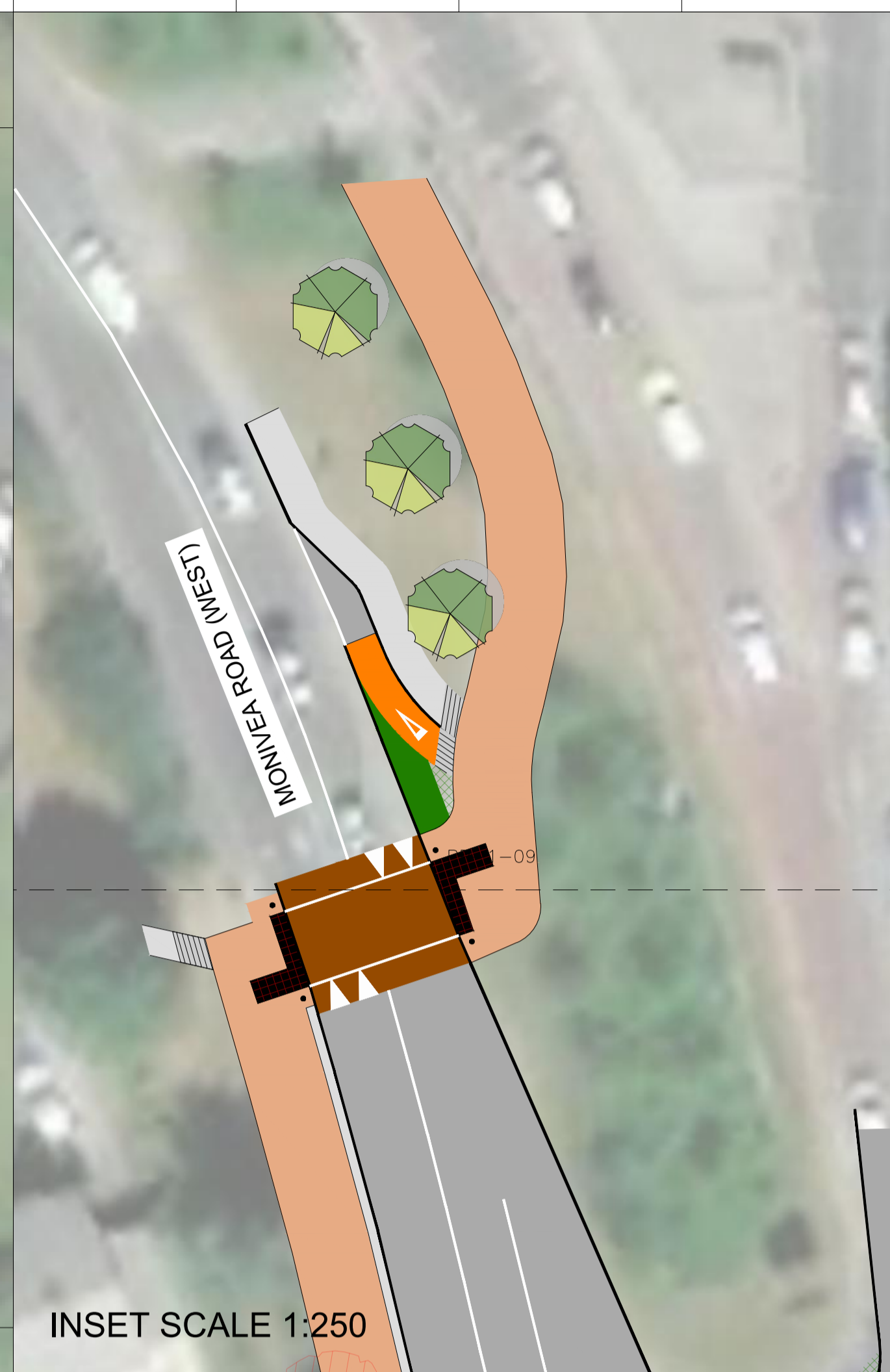
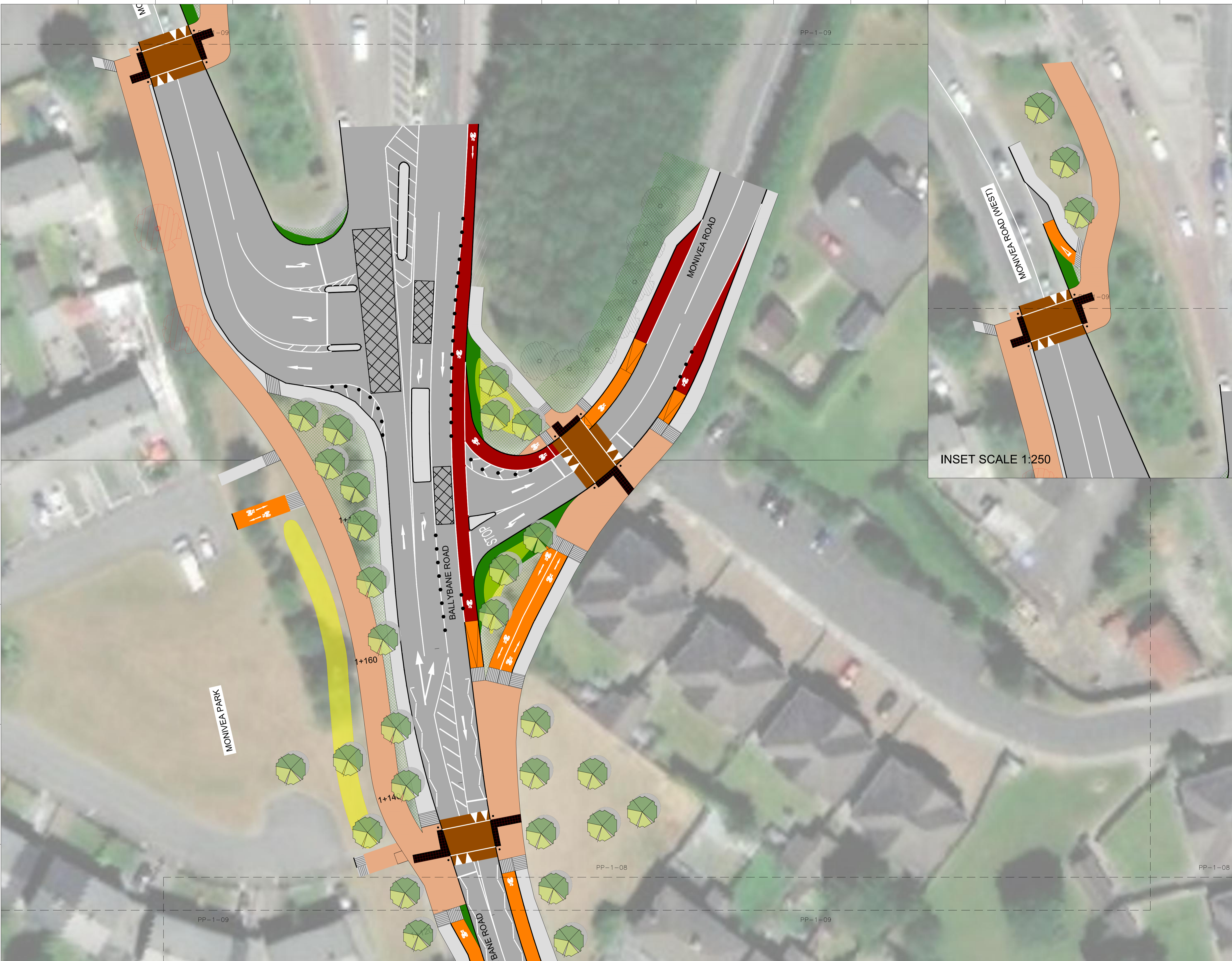
CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 8 OF 9)**

STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	8.8.2022	MM	EB	EB
PROJECT NO:	DRAWING NO:	REVISION:		
22039	PP-1-08	5		



**KEY PLAN:**

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**LEGEND**

- (Red circle with cross) EXISTING TREES TO BE REMOVED
- (Green circle with cross) EXISTING TREES TO BE RETAINED
- (Green circle with cross) PROPOSED TREES (LOCATION INDICATIVE)
- (Yellow circle) BULB MIX
- (Green rectangle) PROPOSED HEDGE

5	.	12.04.2023
4	.	05.04.2023
3	.	13.02.2023
2	.	02.02.2023
1	.	09.09.2022
0	.	08.08.2022

REVISION: DESCRIPTION: DATE:

CONSULTANT: LANDSCAPE ARCHITECT

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CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 9 OF 9)**

STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	8.8.2022	MM	EB	EB	EB
PROJECT NO.:	DRAWING NO.:	REVISION:			
22039	PP-1-09	5			

FILE REF:

## A.3. Phase 1 Works: Castlepark Road

### A.3.1. Engineering Drawings

100  
0 10  
A1  
DO NOT SCALE



**GENERAL NOTES**

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

**LEGEND:**

- SITE BOUNDARY
- EXISTING KERBLINE TO BE RETAINED
- 25mm CONCRETE KERB
- 60mm CONCRETE KERB
- 60mm BEVELLED KERB
- 75mm CONCRETE KERB
- 100mm CONCRETE KERB
- KASSEL KERB
- FLUSH KERB
- CARRIAGEWAY
- PROPOSED FOOTPATH
- PROPOSED SHARED SPACE
- PROPOSED RAISED CYCLE TRACK / LANE
- PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
- PROPOSED RAISED TABLE / ENTRY TREATMENT
- PROPOSED TACTILE PAVING (CONTROLLED)
- PROPOSED TACTILE PAVING (UNCONTROLLED)
- PROPOSED TACTILE PAVING (CORDUROY PAVING)
- PROPOSED GRASS VERGE
- EXISTING GRASS VERGE TO BE RETAINED
- EXISTING SHRUB TO BE RETAINED
- EXISTING FOOTWAY / CYCLEWAY
- AREA OF LANDTAKE
- PROPOSED CYCLE RAMP
- PROPOSED BUS SHELTER
- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- DELINEATOR POSTS
- TRAFFIC SIGNAL POST
- LANDTAKE REQUIRED TO FACILITATE WIDENING

**NOTES:**

1. DO NOT SCALE FROM DRAWING.
2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE
3. REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.

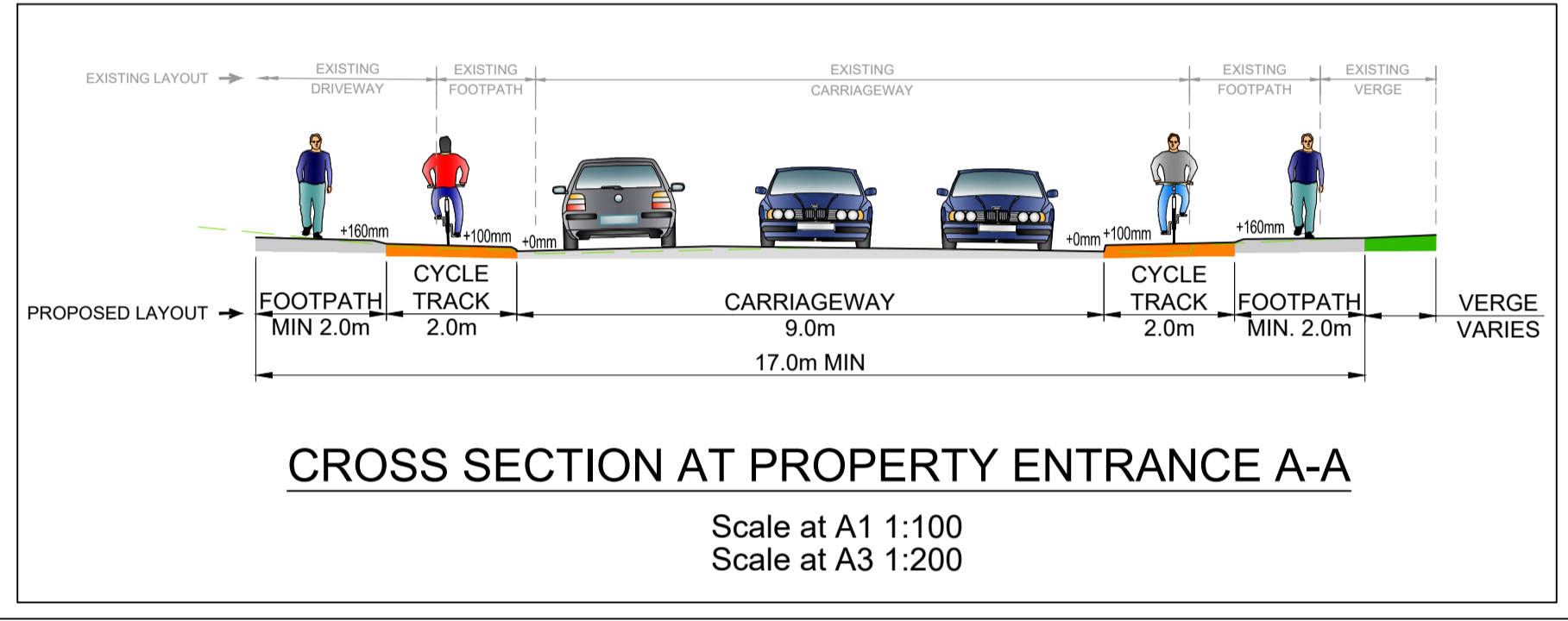
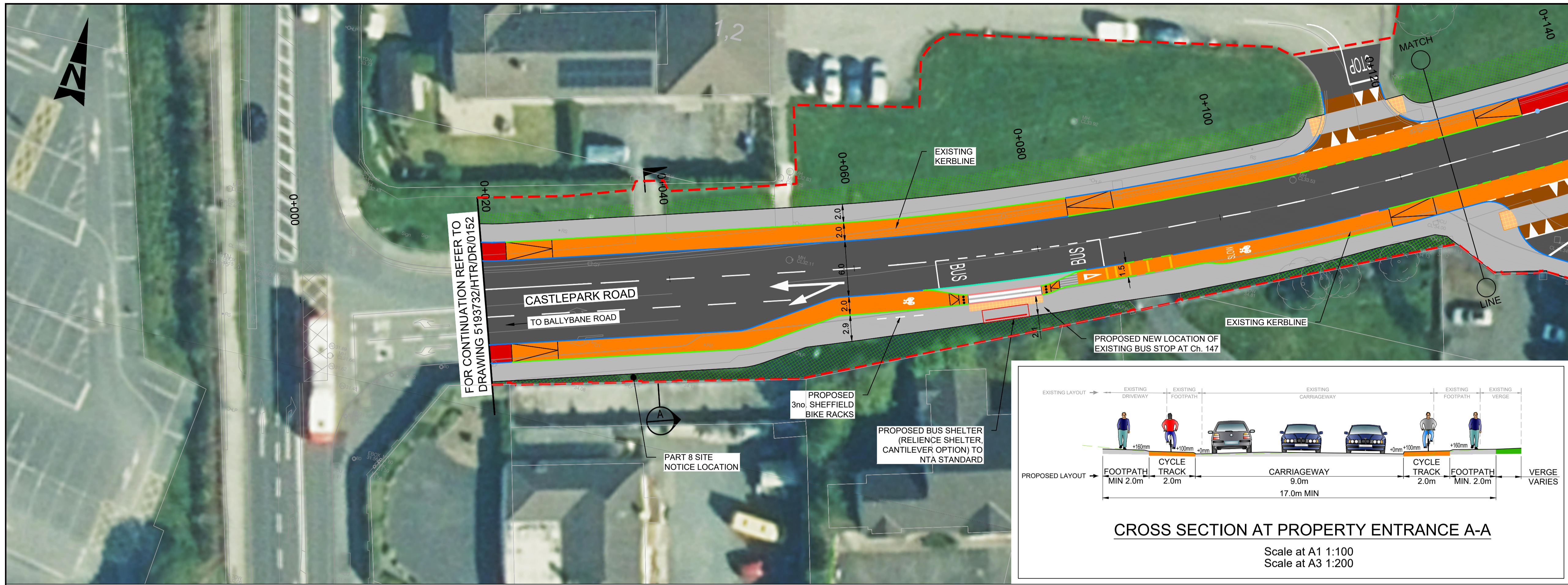
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File: 5193732\_HTR\_DR\_0002.dwg

 Rialtas na hÉireann Government of Ireland 2040	 Udarás Náisiúnta Iompartha National Transport Authority	 Member of the SNC-Lavalin Group	Client: GALWAY CITY COUNCIL Project: BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK	Title: CASTLEPARK ROAD KEY PLAN			
				Purpose: FOR PART 8 SUBMISSION			
Issued for Part 8 Submission: XX 03.04.23 XX XX			Original Scale: 1:1000 @ A1 1:2000 @ A3	Design/Drawn: XX Date: 23.03.23	Checked: XX Date: 23.03.23	Authorised: XX Date: 23.03.23	
Status: P8			Drawing Number: 5193732 / HTR / DR / 0005		Rev: -		

A1

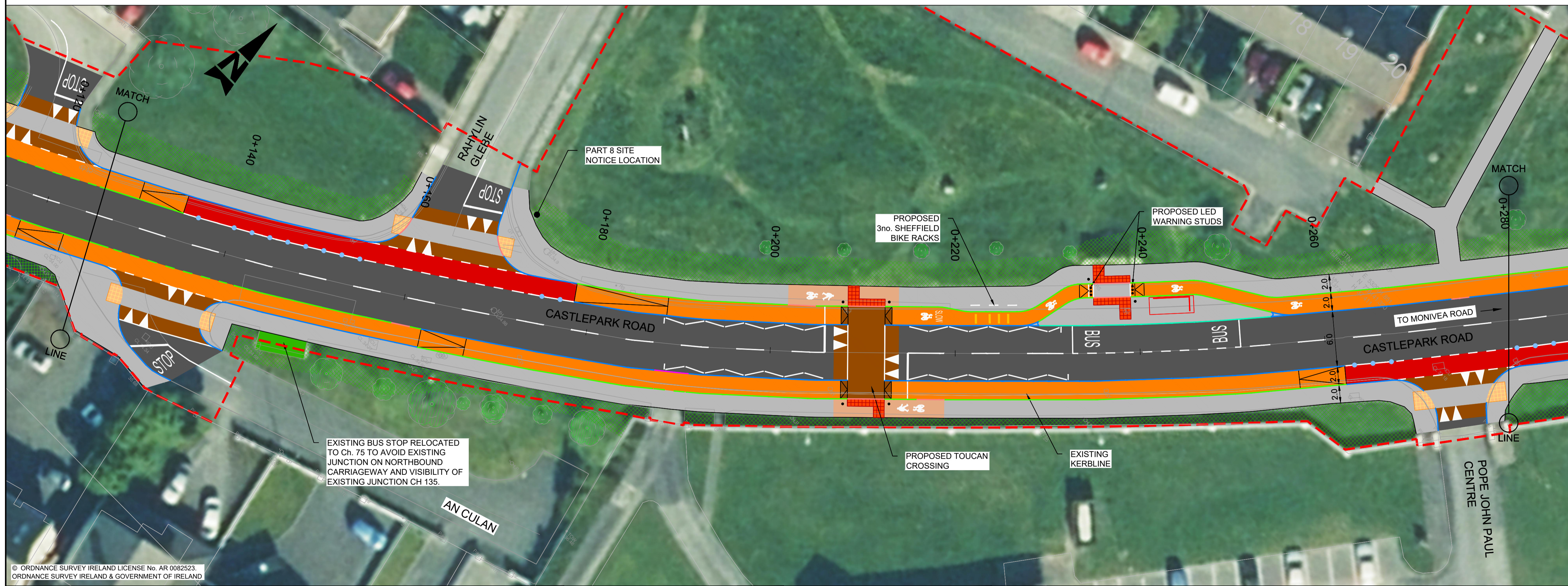
DO NOT SCALE



- GENERAL NOTES**
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  - ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
  - ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
  - ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
  - DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- SITE BOUNDARY
  - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
- DO NOT SCALE FROM DRAWING.
  - PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE
  - REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.



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2040

NTA  
Udarás Náisiúnta Iompair  
National Transport Authority

Rev	Description	By	Date	Chk'd	Auth
-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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Fax (+353) 021 429 0360

1st Floor Technology House Parkmore Technology Park, Galway  
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Fax (+353) 091 779 830

Client  
**GALWAY CITY COUNCIL**

Project  
**BALLYBANE ROAD & CASTLEPARK ROAD  
CYCLE NETWORK**

Purpose  
**FOR PART 8 SUBMISSION**

Title  
**CASTLEPARK ROAD  
PRELIMINARY DESIGN  
SHEET 1 OF 5**

Original Scale	Design/Drawn	Checked	Authorized
1:250 @ A1	XX	XX	XX
1:500 @ A3	XX	XX	XX

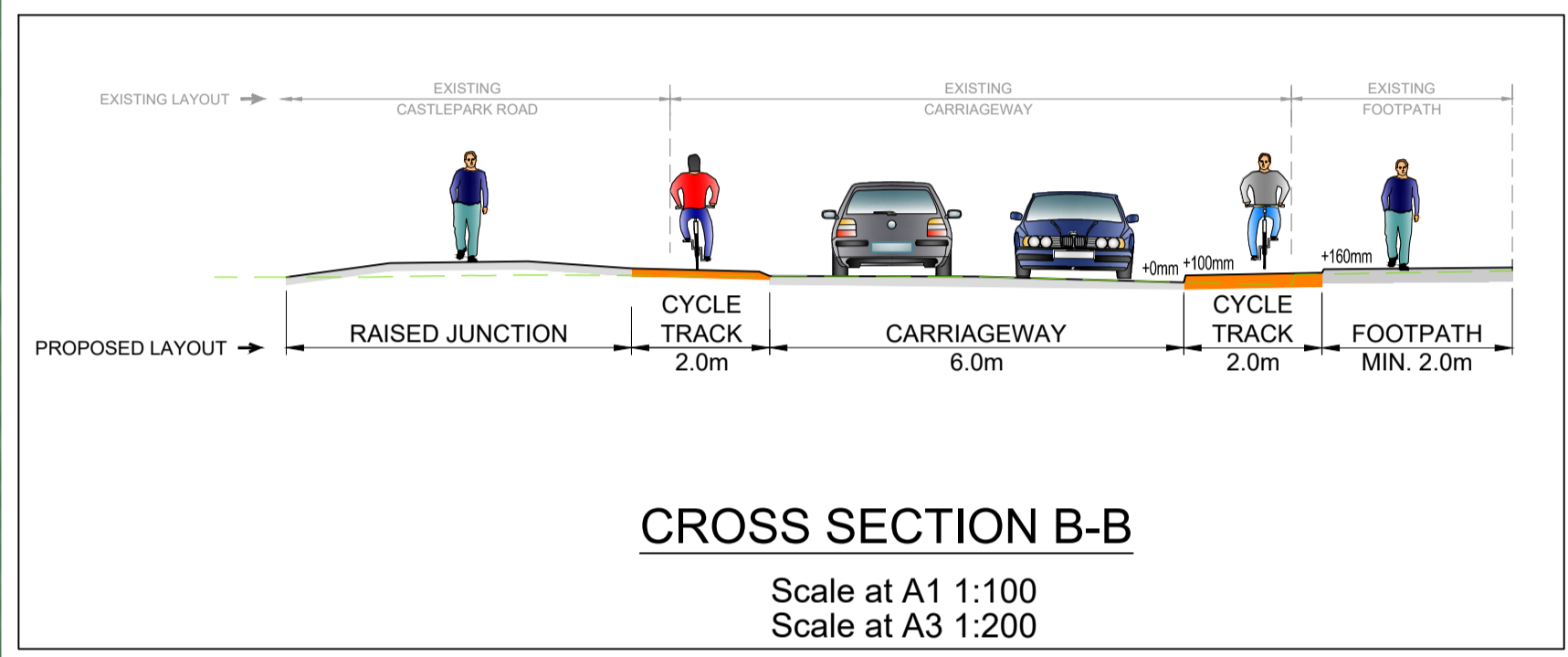
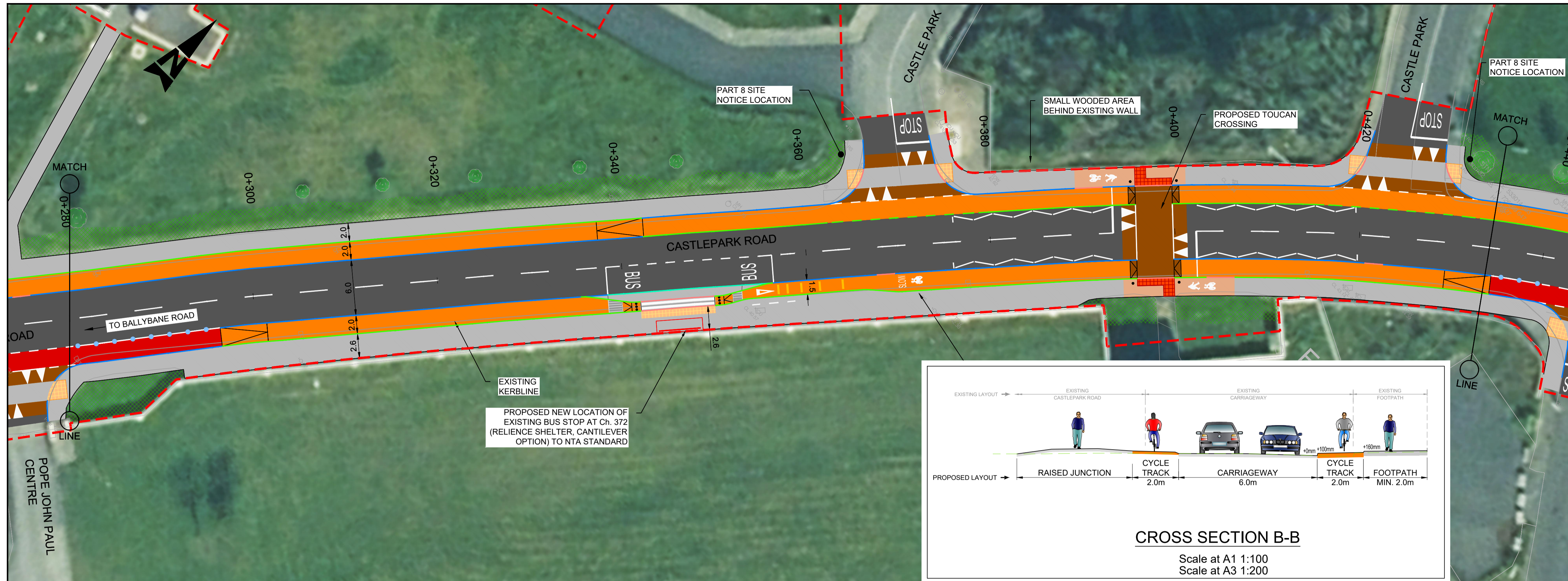
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Drawing Number  
5193732 / HTR / DR / 0181

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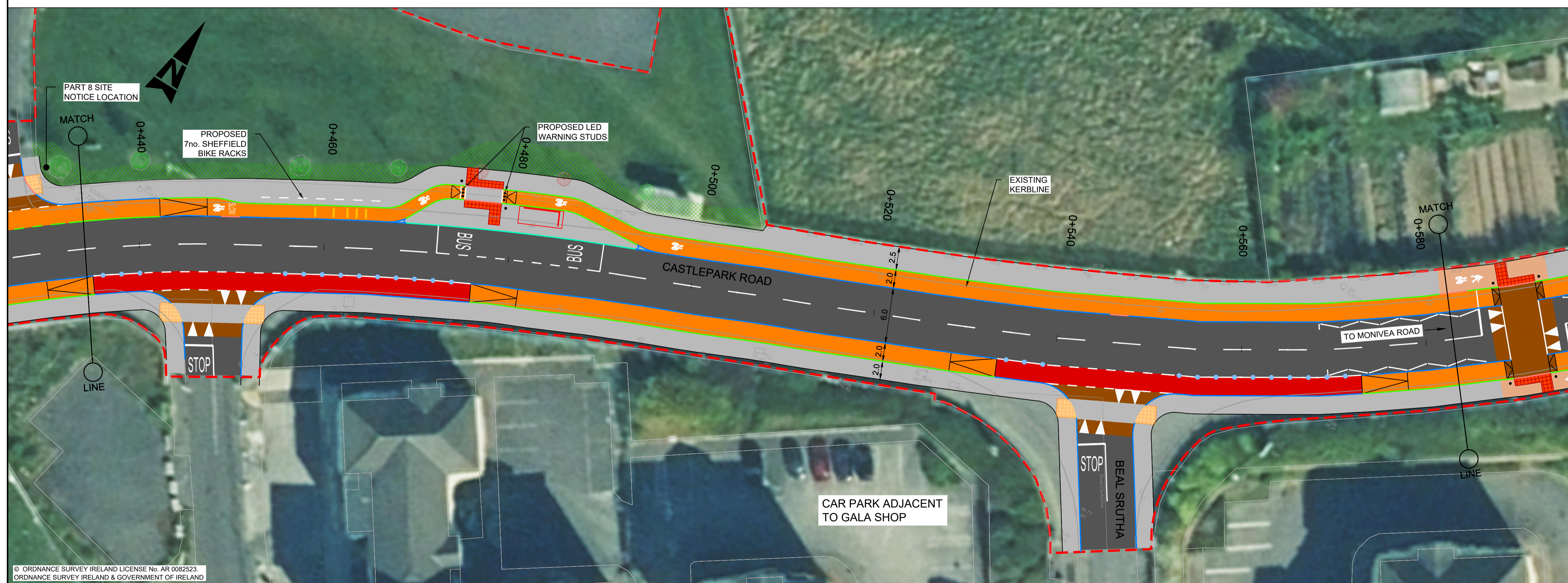
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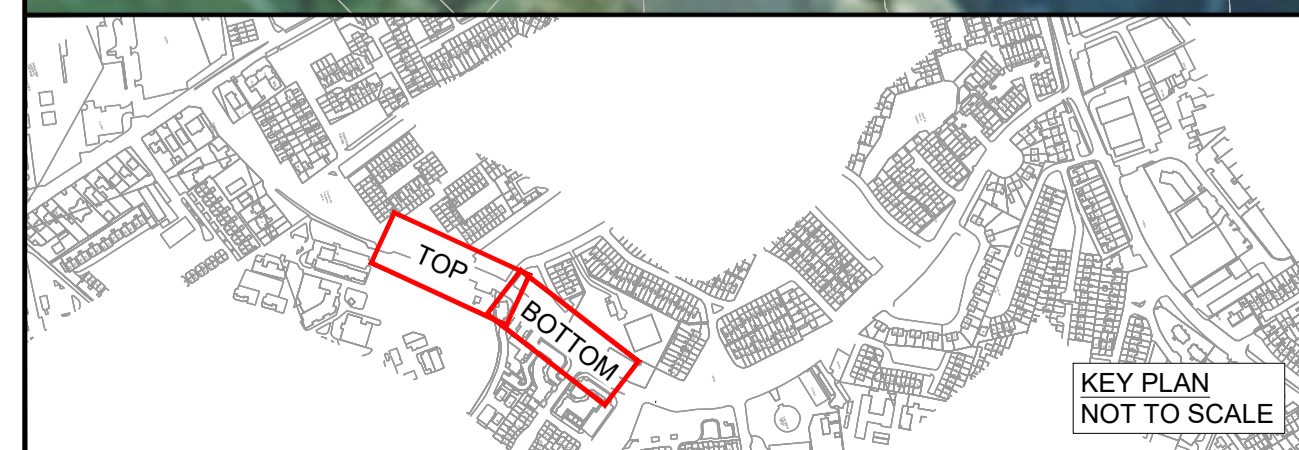
- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
  2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
  3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
  4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- SITE BOUNDARY
  - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
1. DO NOT SCALE FROM DRAWING.
  2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE
  3. REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.



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2040

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Rev	Description	By	Date	Chk'd	Auth
-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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Client  
**GALWAY CITY COUNCIL**

Project  
**BALLYBANE ROAD & CASTLEPARK ROAD  
CYCLE NETWORK**

Purpose  
**FOR PART 8 SUBMISSION**

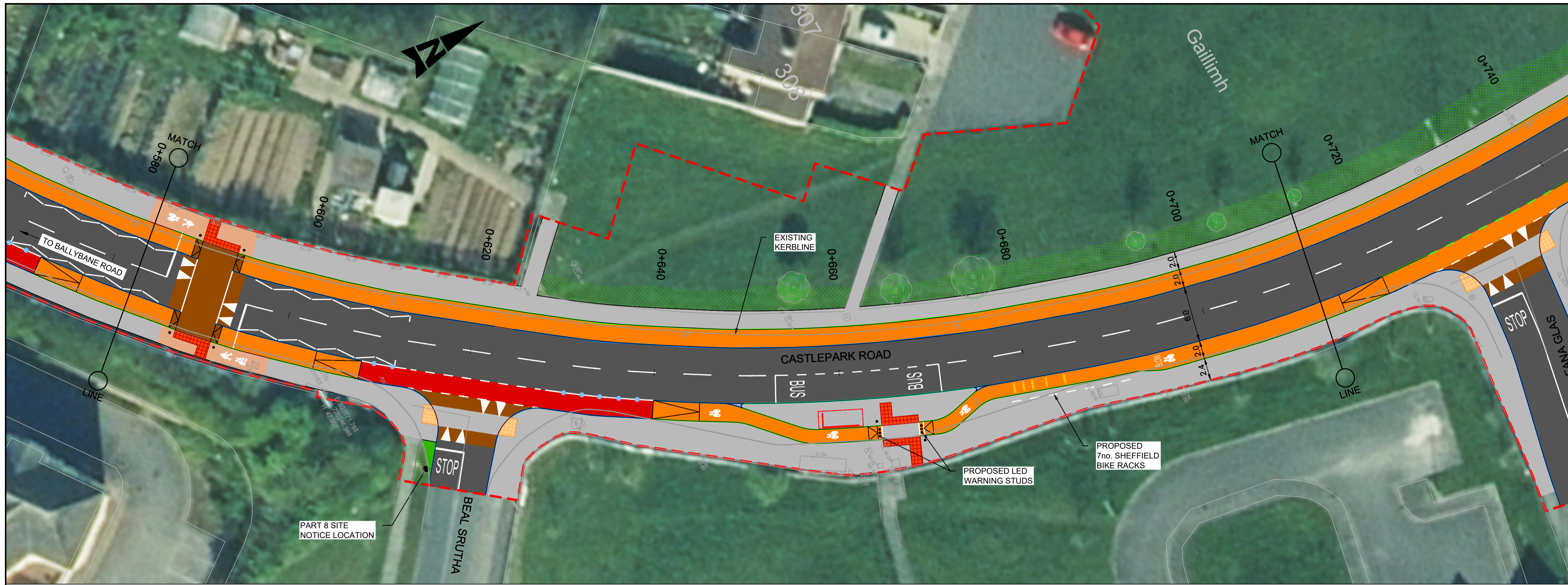
Title  
**CASTLEPARK ROAD  
PRELIMINARY DESIGN  
SHEET 2 OF 5**

Original Scale 1:250 @ A1 1:500 @ A3	Design/Drawn XX	Checked XX	Authorised XX
Date 03.04.23	Date 03.04.23	Date 03.04.23	Date 03.04.23
Status P8	Drawing Number 5193732 / HTR / DR / 0182	Rev -	

File: 5193732\_HTR\_DR\_0182.dwg

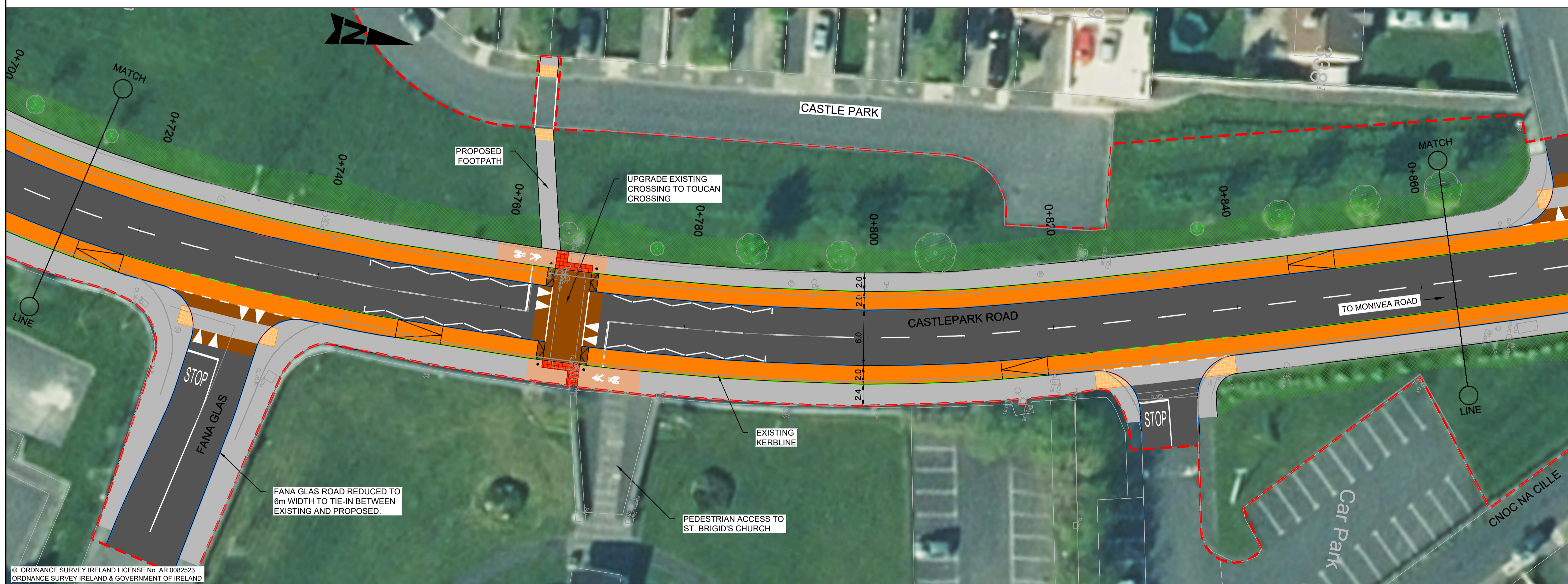
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A1  
DO NOT SCALE



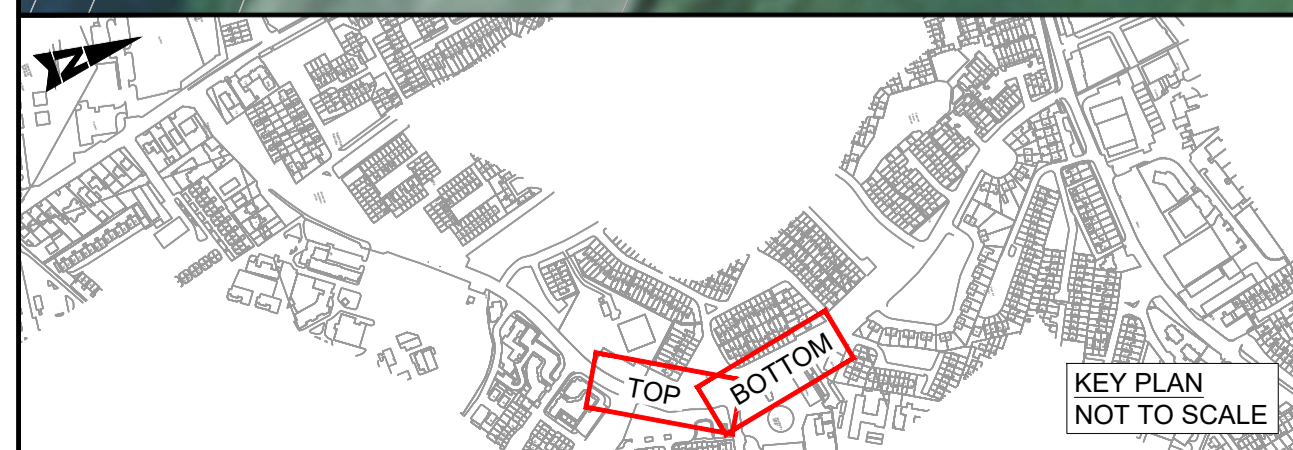
- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
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  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- SITE BOUNDARY
  - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING



- NOTES:**
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-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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Client: GALWAY CITY COUNCIL

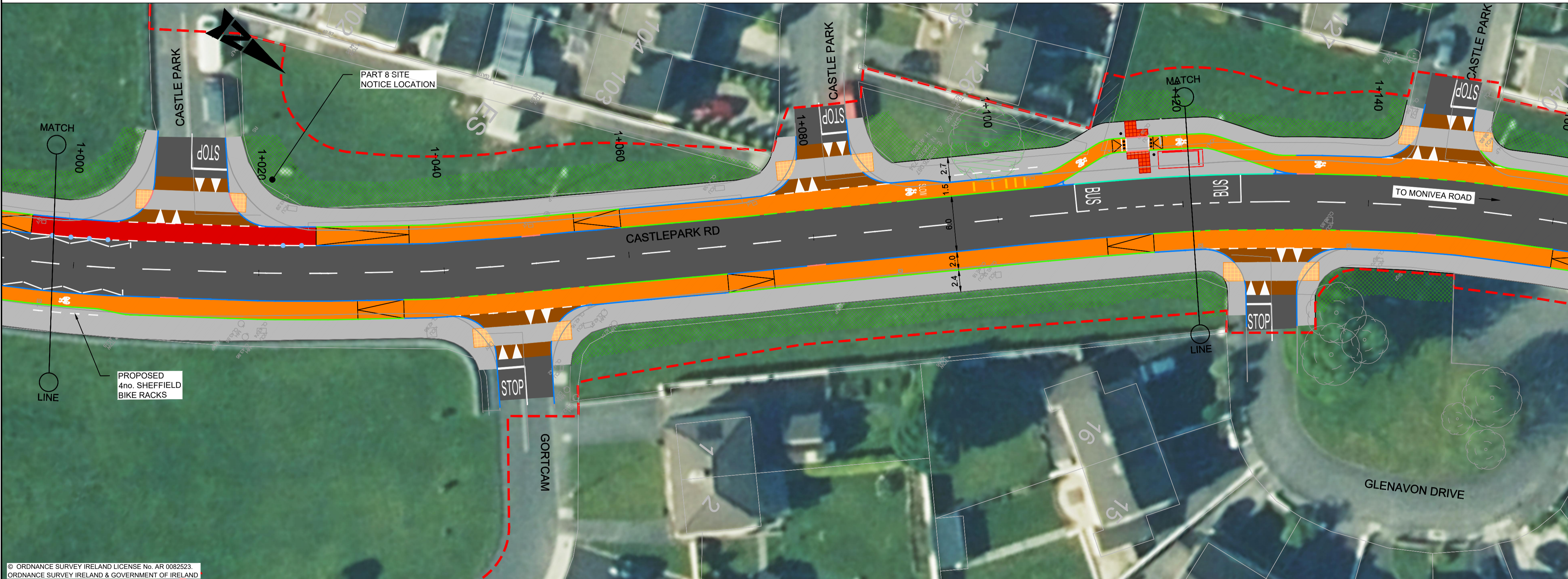
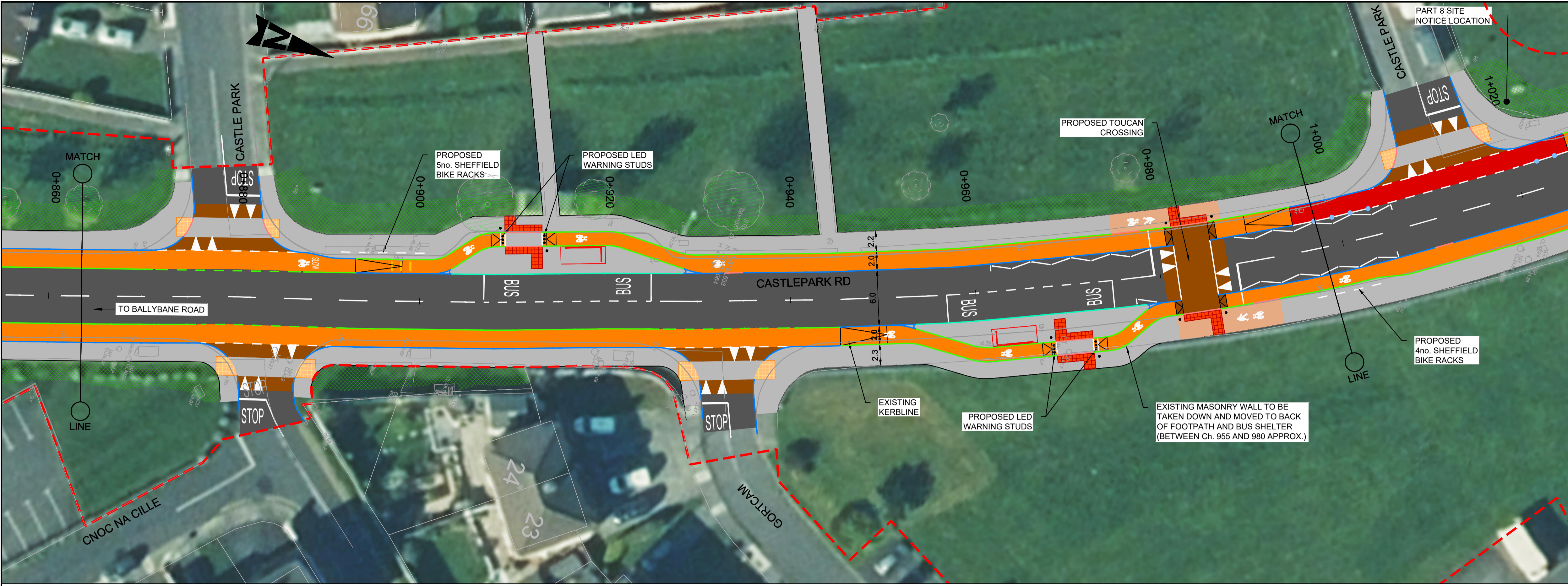
Project: BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose: FOR PART 8 SUBMISSION			
Title: CASTLEPARK ROAD PRELIMINARY DESIGN SHEET 3 OF 5			
Original Scale: 1:250 @ A1 1:500 @ A3	Design/Drawn: XX Date: 03.04.23	Checked: XX Date: 03.04.23	Authorized: XX Date: 03.04.23
Status: P8	Drawing Number: 5193732 / HTR / DR / 0183	Rev: -	

File: 5193732\_HTR\_DR\_0183.dwg

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DO NOT SCALE

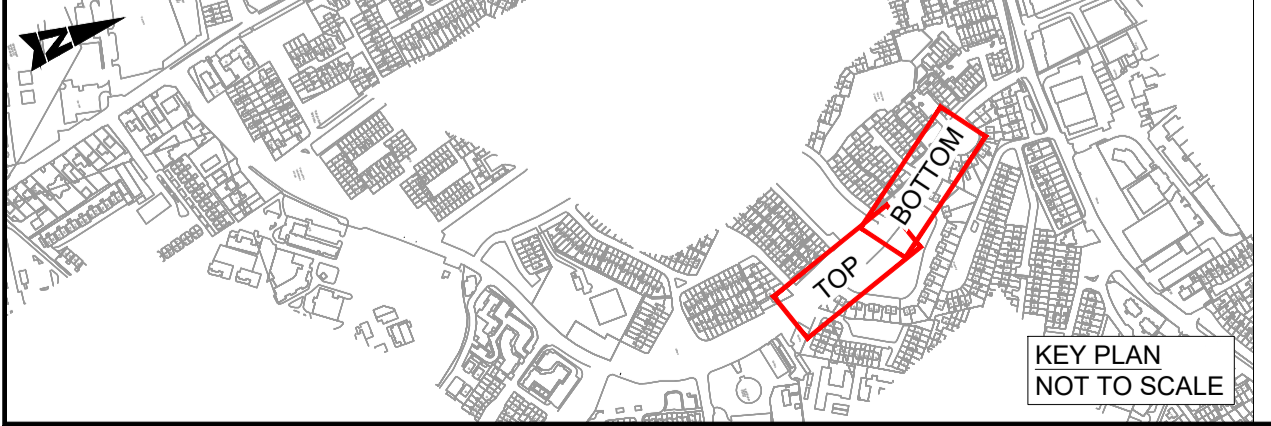


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- LEGEND:**
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  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
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  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
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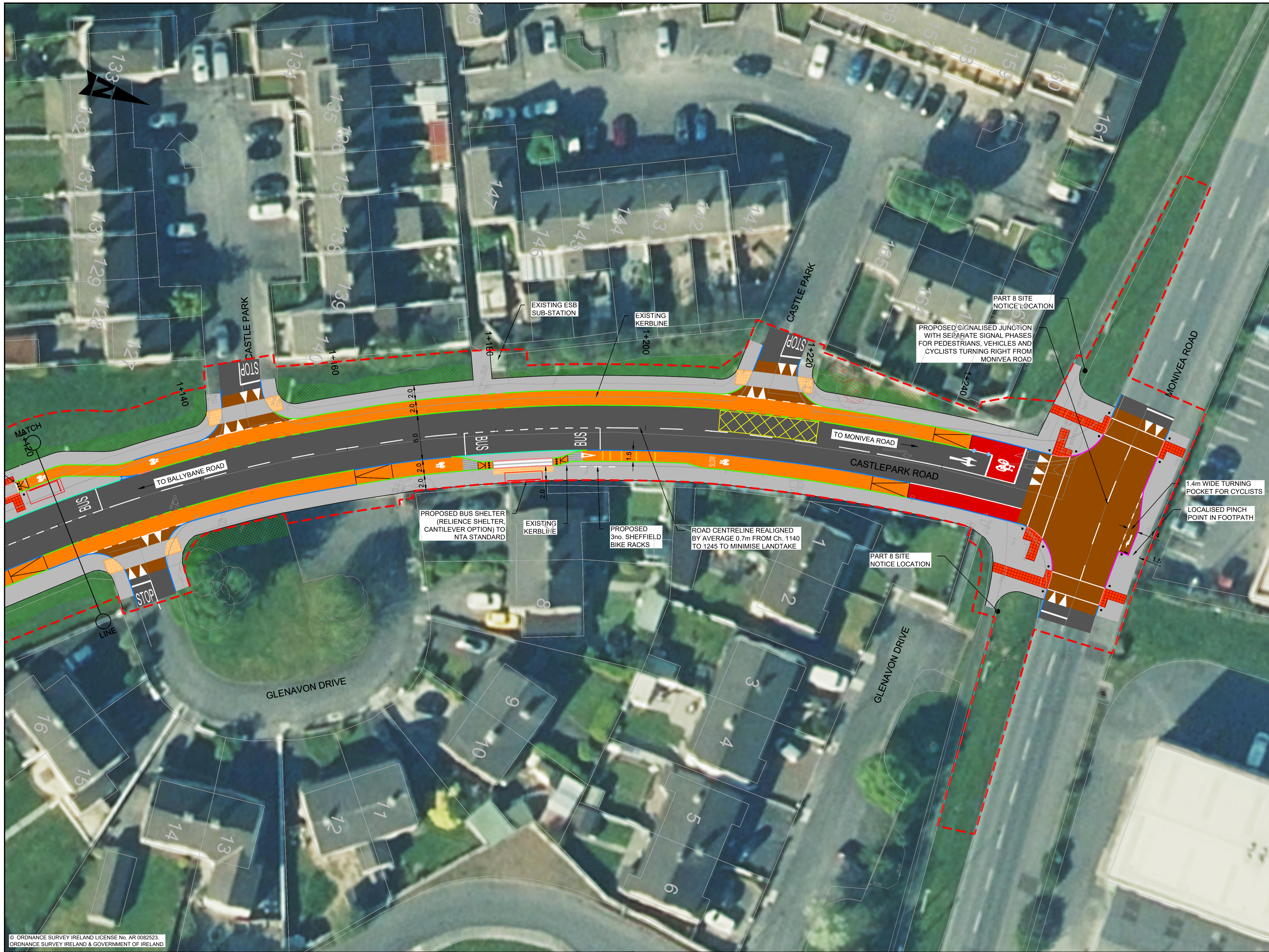
Unit 2B, 2200 Cork Airport Business Park, Cork  
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1st Floor Technology House Parkmore Technology Park, Galway  
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Client	GALWAY CITY COUNCIL
Project	BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose	FOR PART 8 SUBMISSION		
Title	CASTLEPARK ROAD PRELIMINARY DESIGN SHEET 4 OF 5		
Original Scale	1:250 @ A1	Design/Drawn	XX
	1:500 @ A3	Checked	XX
Date	03.04.23	Date	03.04.23
Authorised	XX	Date	03.04.23
Status	P8	Drawing Number	5193732 / HTR / DR / 0184
Rev			-

File: 5193732\_HTR\_DR\_0184.dwg



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  - 60mm BEVELLED KERB
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  - FLUSH KERB
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  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
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**KEY PLAN NOT TO SCALE**



Rev	Description	By	Date	Chk'd	Auth
-	ISSUED FOR PART 8 SUBMISSION	XX	03.04.23	XX	XX

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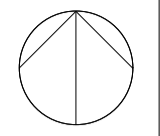
Client	GALWAY CITY COUNCIL
Project	BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose	FOR PART 8 SUBMISSION		
Title	CASTLEPARK ROAD PRELIMINARY DESIGN SHEET 5 OF 5		
Original Scale	1:250 @ A1	Design/Drawn	XX
1:500 @ A3	Date	03.04.23	Checked
	Date	03.04.23	Authorised
Status	P8	Drawing Number	5193732 / HTR / DR / 0185
		Rev	-

## A.3.2. Landscaping Drawings







KEY PLAN



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  4. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH WORK. REPORT ALL OMISSIONS & ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECTS IN WRITING.
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LEGEND

-  EXISTING TREES TO BE REMOVED
-  EXISTING TREES TO BE RETAINED
-  PROPOSED TREES (LOCATION INDICATIVE)
-  BULB MIX

REVISION	DESCRIPTION	DATE
4		12.04.2023
3		05.04.2023
2		02.02.2023
1		09.09.2022
0		09.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

**ebla** eamonn byrne  
landscape architects

5-4 Kings Court, York YO1 7LD, UK  
T +44 (0)1904 623 144 E mail@eb-la.com www.eb-la.com

CLIENT:  
**GALWAY CITY COUNCIL**

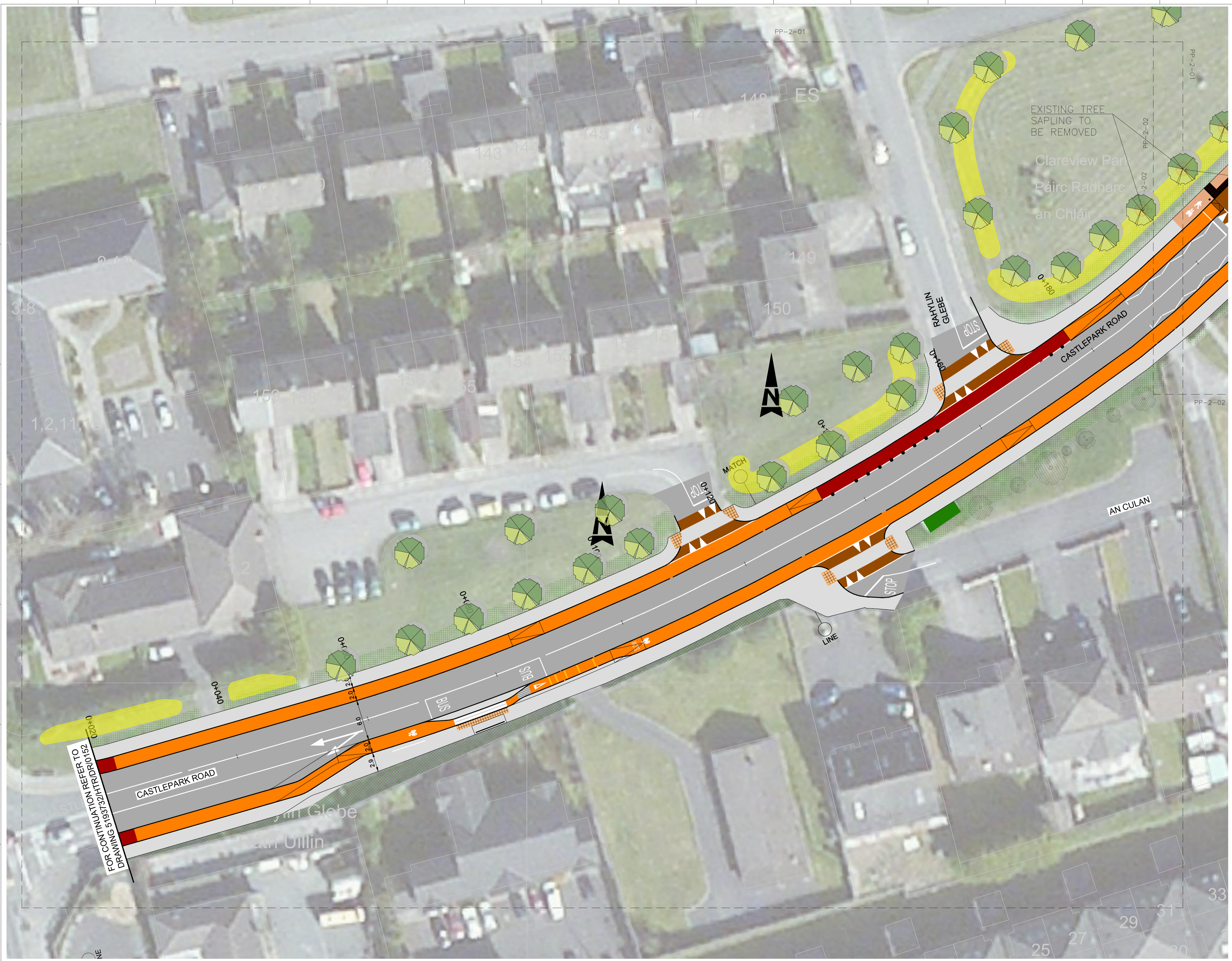
PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**KEY PLAN**


STATUS:  
**CONCEPT DESIGN**

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2000	09.08.2022	MM	EB	EB

PROJECT NO.:	DRAWING NO.:	REVISION:
22039	LP-2-01	4



**KEY PLAN:**



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**LEGEND**

- EXISTING TREES TO BE REMOVED
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- PROPOSED TREES (LOCATION INDICATIVE)
- BULB MIX

4		12.04.2023
3		05.04.2023
2		02.02.2023
1		09.09.2022
0		09.08.2022

REVISION: DESCRIPTION: DATE:

CONSULTANT: LANDSCAPE ARCHITECT

**ebla** eamonn byrne  
landscape architects

5-4 King's Court, York, YO1 7LD, UK  
T +44 (0)1904 623 144 E mail@eb-la.com www.eb-la.com

CLIENT:  
**GALWAY CITY COUNCIL**

PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 1 OF 9)**

STATUS:  
**CONCEPT DESIGN**

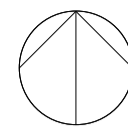
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1:250	09.08.2022	MM	EB	EB
PROJECT NO.:	DRAWING NO.:	REVISION:		
22039	PP-2-01	4		

FILE REF:





KEY PLAN:



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- LEGEND
- EXISTING TREES TO BE REMOVED
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  - PROPOSED TREES (LOCATION INDICATIVE)
  - BULB MIX

REVISION	DESCRIPTION	DATE
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3		05.04.2023
2		02.02.2023
1		09.09.2022
0		09.08.2022

CONSULTANT: LANDSCAPE ARCHITECT

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CLIENT:  
**GALWAY CITY COUNCIL**

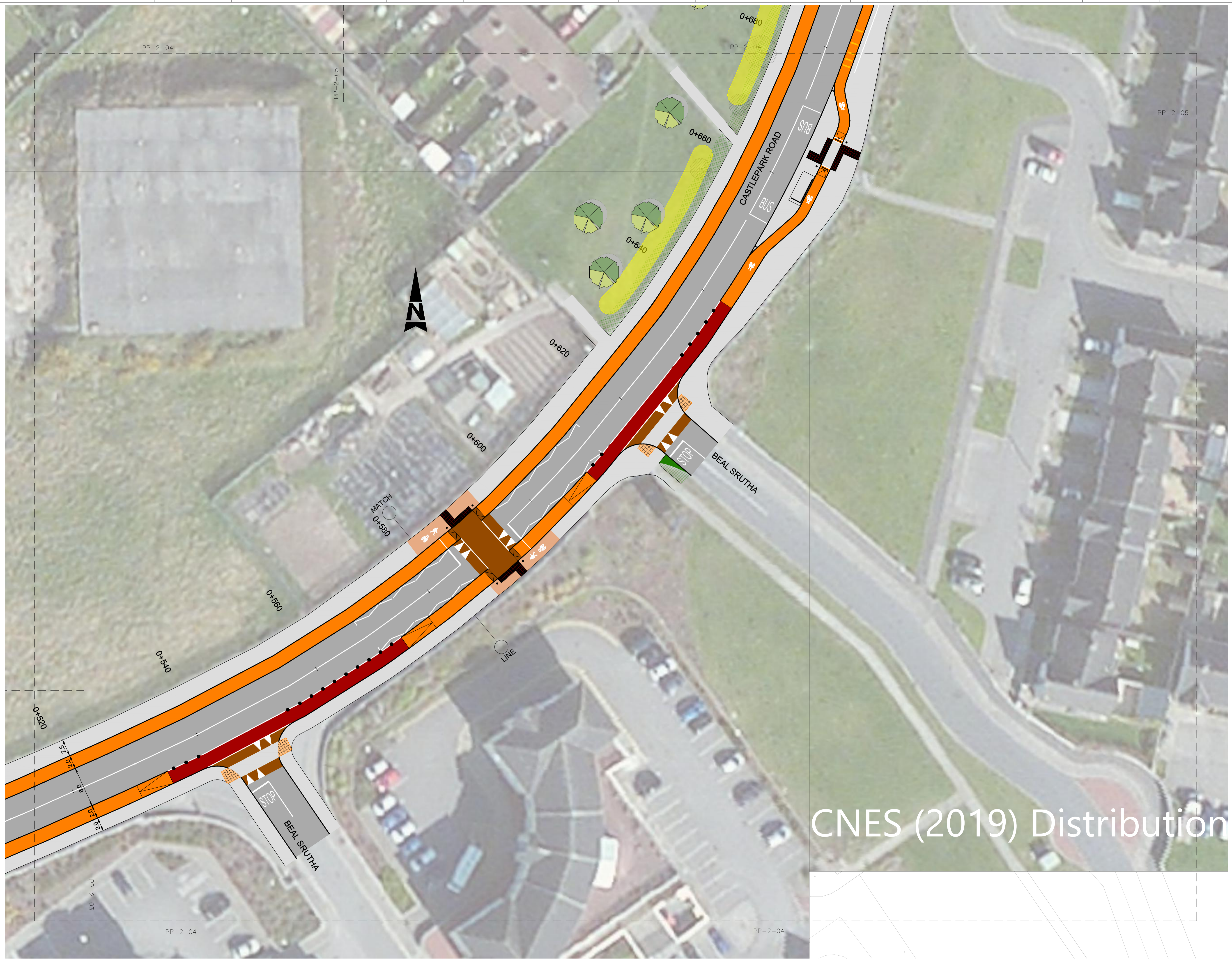
PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

DRAWING TITLE:  
**PLANTING PLAN  
(SHEET 3 OF 9)**

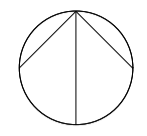
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LEGEND

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- PROPOSED TREES (LOCATION INDICATIVE)
- BULB MIX

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2		02.02.2023
1		09.09.2022
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CLIENT: GALWAY CITY COUNCIL

PROJECT: BALLYBANE ROAD AND CASTLEPARK ROAD CYCLE NETWORK PRELIMINARY DESIGN

DRAWING TITLE: PLANTING PLAN (SHEET 4 OF 9)

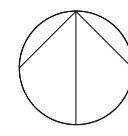
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


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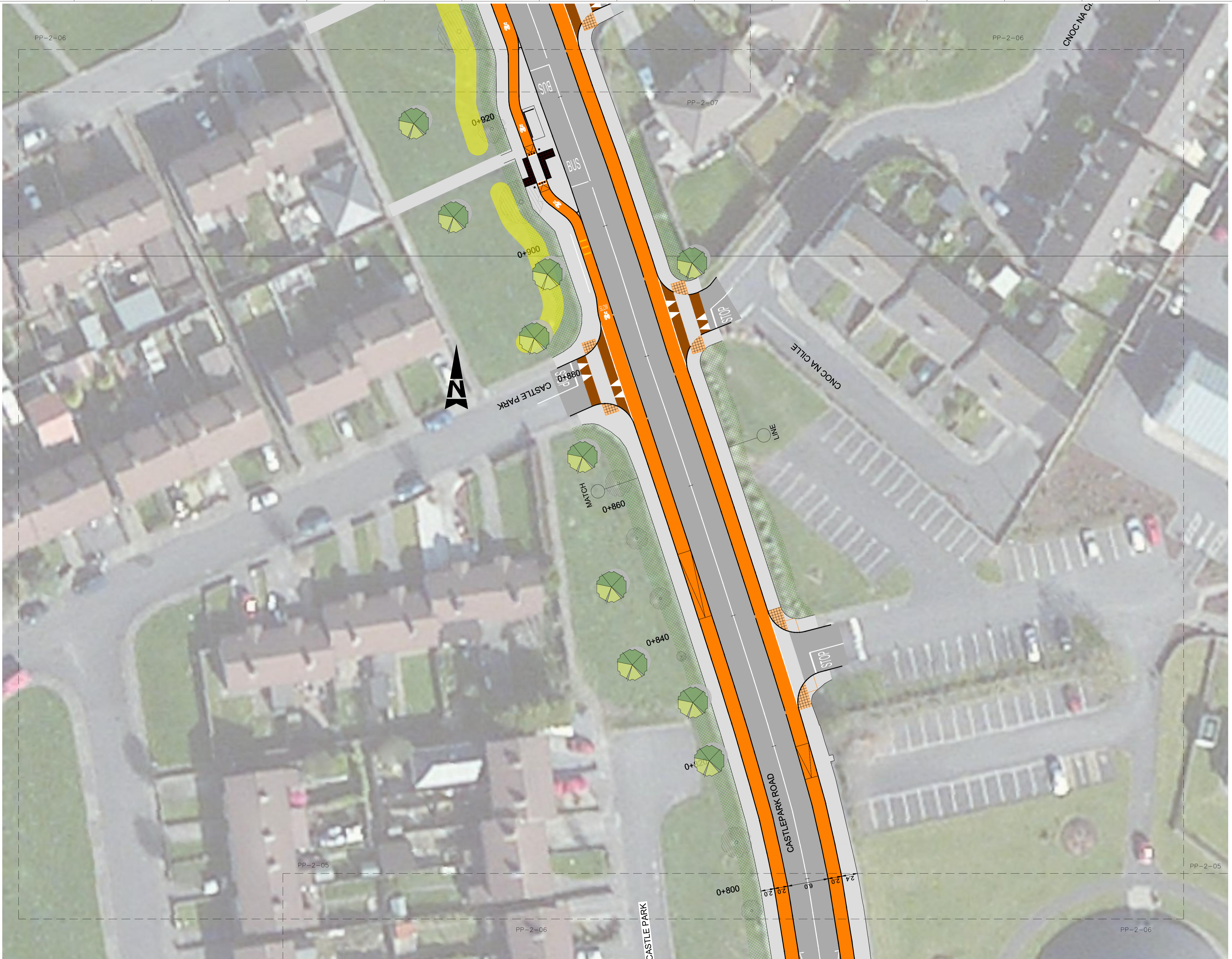
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PROJECT:  
**BALLYBANE ROAD AND  
CASTLEPARK ROAD CYCLE NETWORK  
PRELIMINARY DESIGN**

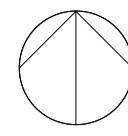
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


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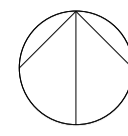
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(SHEET 6 OF 9)**

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
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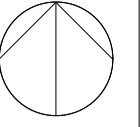
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(SHEET 7 OF 9)**

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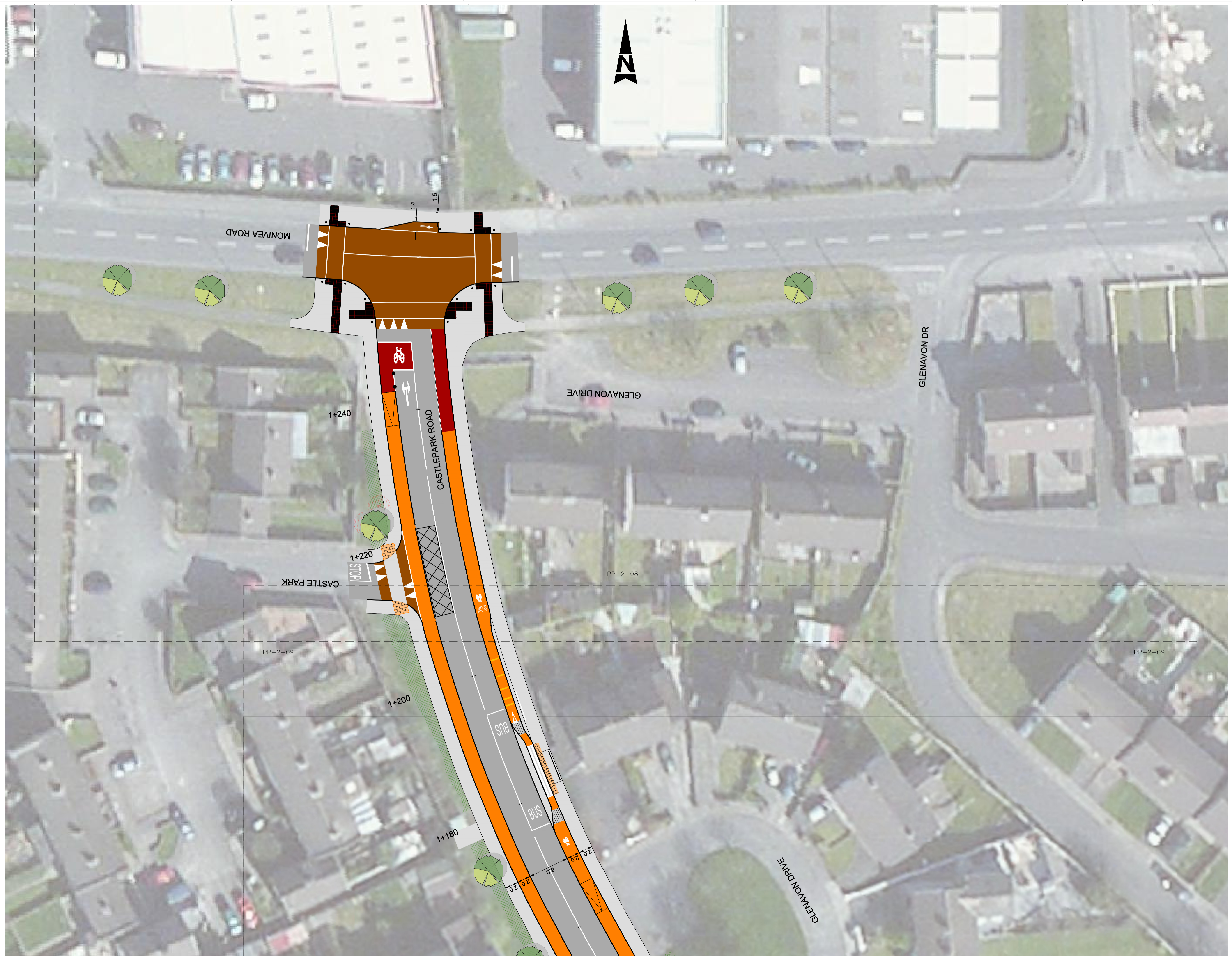
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DRAWING TITLE:  
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(SHEET 8 OF 9)**

STATUS:  
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


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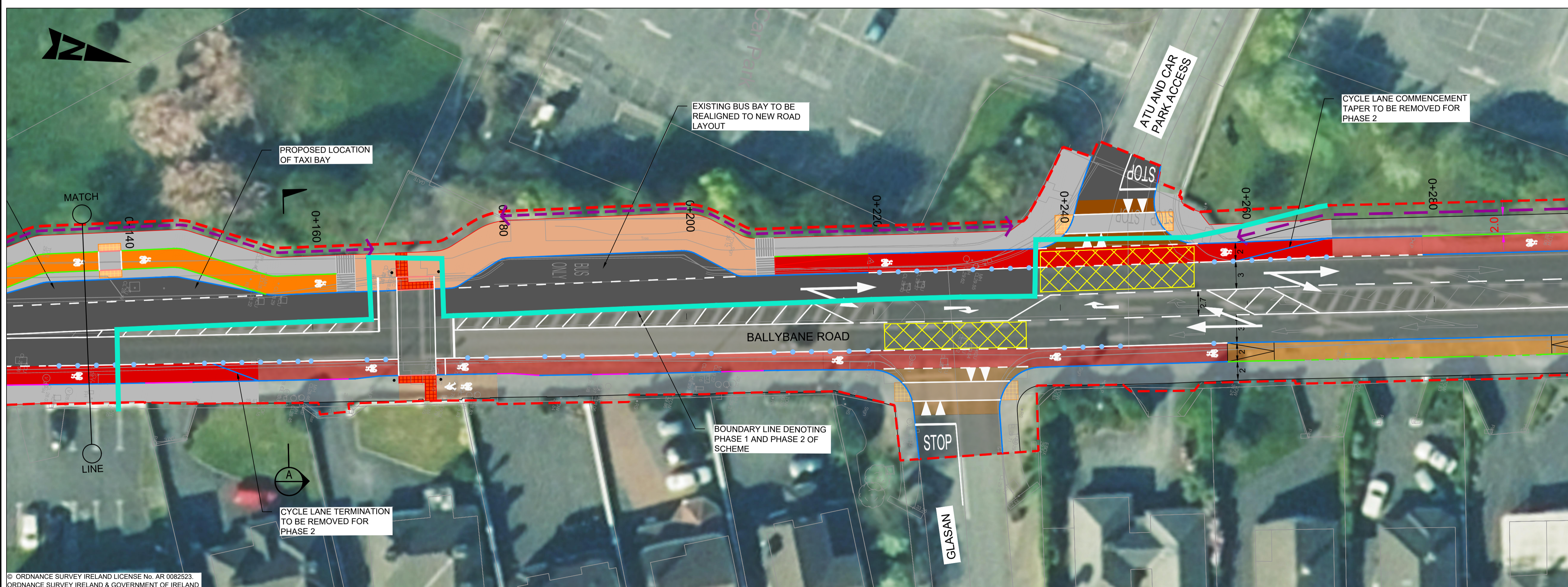
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(SHEET 9 OF 9)**

STATUS:  
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PROJECT NO.:	DRAWING NO.:	REVISION:		
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## A.4. Phase 2 Works



- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
  2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
  3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
  4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
  5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- SITE BOUNDARY
  - EXISTING KERBLINE TO BE RETAINED
  - 25mm CONCRETE KERB
  - 60mm CONCRETE KERB
  - 60mm BEVELLED KERB
  - 75mm CONCRETE KERB
  - 100mm CONCRETE KERB
  - KASSEL KERB
  - FLUSH KERB
  - CARRIAGEWAY
  - PROPOSED FOOTPATH
  - PROPOSED SHARED SPACE
  - PROPOSED RAISED CYCLE TRACK / LANE
  - PROPOSED ON ROAD CYCLE LANE / AT GRADE CYCLE TRACK
  - PROPOSED RAISED TABLE / ENTRY TREATMENT
  - PROPOSED TACTILE PAVING (CONTROLLED)
  - PROPOSED TACTILE PAVING (UNCONTROLLED)
  - PROPOSED TACTILE PAVING (CORDUROY PAVING)
  - PROPOSED GRASS VERGE
  - EXISTING GRASS VERGE TO BE RETAINED
  - EXISTING SHRUB TO BE RETAINED
  - EXISTING FOOTWAY / CYCLEWAY
  - AREA OF LANDTAKE
  - PROPOSED CYCLE RAMP
  - PROPOSED BUS SHELTER
  - EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - DELINEATOR POSTS
  - TRAFFIC SIGNAL POST
  - LANDTAKE REQUIRED TO FACILITATE WIDENING

- NOTES:**
1. DO NOT SCALE FROM DRAWING.
  2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE
  3. REFER TO LANDSCAPING PLANS FOR PROPOSED LANDSCAPING.

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Rev	Description	By	Date	Chk'd Auth

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Fax (+353) 091 779 830

Client: GALWAY CITY COUNCIL

Project: BALLYBANE ROAD & CASTLEPARK ROAD CYCLE NETWORK

Purpose: FOR INFORMATION

BALLYBANE ROAD PHASE 2 - FUTURE WORKS (SUBJECT TO CHANGE)			
Original Scale	Design/Drawn	Checked	Authorised
1:250 @ A1	XX	XX	XX
1:500 @ A3	Date 03.04.23	Date 03.04.23	Date 03.04.23
Status	Drawing Number	Rev	
I	5193732 / HTR / DR / 0155	-	

# Appendix B. Stage 1 Road Safety & User Audit

# Galway Cycle Network Phase 1

WP-3 Ballybane Road and Castlepark Road -  
Stage 1 Road Safety Audit

Galway City Council

February 2023



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This document has 17 pages including the cover.

## Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 0	Draft Issue	PC	CP	DM	DM	February 2023
Rev 1	Final	PC	CP	DM	DM	February 2023

## Client signoff

Client	Galway City Council
Project	Galway Cycle Network Phase 1
Job number	5193732
Client signature / date	

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# 1. Introduction

## 1.1. Background

This report describes the findings of a Stage 1 Road Safety Audit associated with the proposed Galway Cycle Network Phase 1, Work Package 3; Ballybane Road and Castlepark Road. This audit has been undertaken following the progression of the Design and the completion of an earlier Road Safety Audit Stage 1 in 2020 document reference 5193732DG0079 rev 0.docx. Following the completion of the earlier audit, a number of design changes have been made for which a revised Road Safety Audit Stage 1 report is required.

The Audit has been completed by Atkins on behalf of Galway City Council.

## 1.2. Site Inspection

Details of the site visit undertaken by the Audit Team are detailed within report ref 5193732DG0079 rev 0.docx. The Design Team confirmed that there were no major changes within the site extents since the site visit in July 2020. As part of this Road Safety Audit, the Team carried out a desktop study of the site extents through Google Streetview on 20<sup>th</sup> January 2023 (image dated October 2022) in parallel to reviewing a drive through video dated January 24<sup>th</sup> 2023. A further site visit will be undertaken by the Audit Team as part of the Detailed Design Audit which is expected to take place in Q2/Q3 2023.

## 1.3. The Team

The Road Safety Audit Team members were as follows:

- **Team Leader:** Darragh Malone BEng (Hons) CEng MIEI
- **Team Member:** Colin Prendeville BEng (Hons) CEng MIEI CIHT
- **Team Observer:** Patricia Cambroneró BEng MEng MIEI
- **Team Observer:** Colin O'Domhnaill BSc, MIEI

## 1.4. The Design

The following drawings were examined as part of the Stage 1 Road Safety Audit process:

Drawing Number	Drawing Title	Revision
<b>Ballybane Road</b>		
5193732/HTR/DR/0151	PRELIM DESIGN SHEET 1 OF 4	I
5193732/HTR/DR/0152	PRELIM DESIGN SHEET 2 OF 4	H
5193732/HTR/DR/0153	PRELIM DESIGN SHEET 3 OF 4	H
5193732/HTR/DR/0154	PRELIM DESIGN SHEET 4 OF 4	G
<b>Castlepark Road</b>		
5193732/HTR/DR/0181	PRELIM DESIGN SHEET 1 OF 5	F
5193732/HTR/DR/0182	PRELIM DESIGN SHEET 2 OF 5	F
5193732/HTR/DR/0183	PRELIM DESIGN SHEET 3 OF 5	F
5193732/HTR/DR/0184	PRELIM DESIGN SHEET 4 OF 5	F
5193732/HTR/DR/0185	PRELIM DESIGN SHEET 5 OF 5	G

**Table 1-1 – Design Team Documents**

## 1.5. Compliance

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number **GE-STY-01024 - Road Safety Audit**.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

The road safety audit process is not a design check, therefore verification or compliance with design standards or any other criteria have not formed part of the audit process.

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

## 2. Road Safety Issues Identified

### 2.1. Ballybane Road

- 2.1.1. **Problem:** Access from cycle track to shared areas & toucan crossings  
**Location:** Scheme Wide

Provision for cyclists to access shared areas and toucan crossings has not been detailed in the design drawings. This may lead to challenges for cyclist progression having difficulty crossing a full height kerb or being forced to stay on the road with traffic where cyclists are not adequately catered for.

**Recommendation**

The Design Team should make adequate provision for cyclists to access the toucan crossings and shared areas as part of the design.

- 2.1.2. **Problem:** Motorised vehicles overrunning protected cycle track area  
**Location:** Left turn on the signalised junction at CH 0+320

The proposed islands for protection to cyclists may result in overrunning by the left-turning movement of HGV, buses, and other large vehicles. Additionally, vehicles make brake suddenly when they strike the island which may result in shunt collisions.

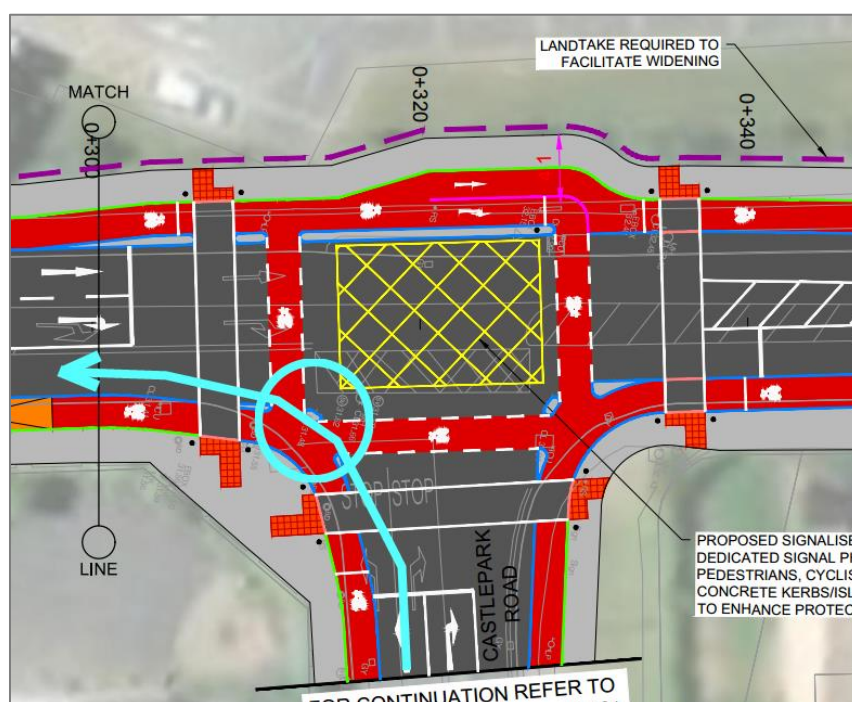


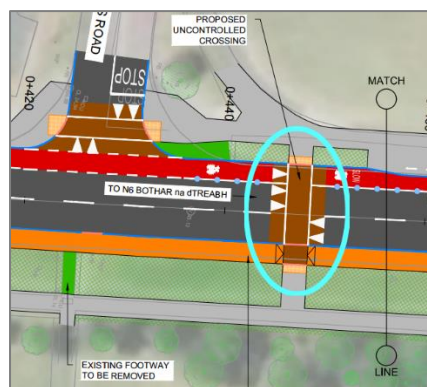
Figure 2-1 – Left-Turn Movement at Signalised Junction at CH 0+320

**Recommendation**

The Design Team should review the proposed turn-left movement and confirm HGV, buses and other large vehicles do not overrun the proposed islands.

**2.1.3. Problem: Provision of courtesy crossing**  
**Location: Proposed un-signalised crossing 0+450**

All of the proposed crossings within the scheme extents are signalised, except for the crossing located at chainage 0+450. The lack of consistency may cause confusion to pedestrians, cyclists and road users and accordingly may fail to offer the required level of clarity and protection for those wishing to cross and warning to drivers approaching.



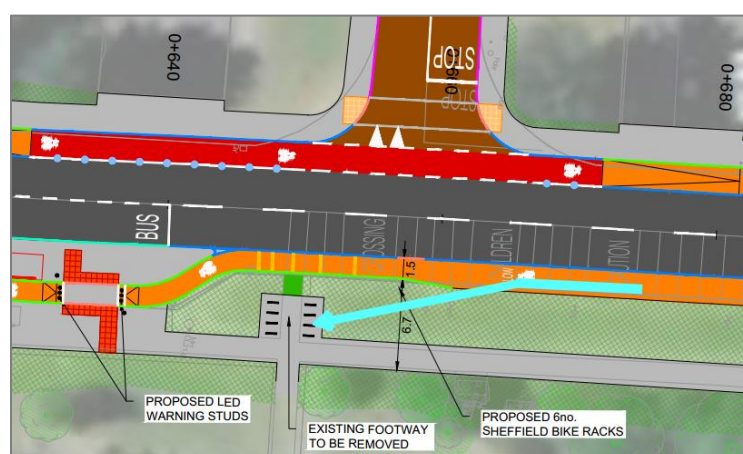
**Figure 2-2 – Proposed un-signalised crossing at CH 0+450**

**Recommendation**

The Design Team should assess the suitability of the crossing in terms of the other crossings being provided in the scheme. The Designer should be cognisant of those that may be required to use the crossing including children, elderly and mobility impaired users.

**2.1.4. Problem: Potential Cyclist Desire Line**  
**Location: Proposed cycle parking at CH 0+650**

The access to the proposed cycle parking area at CH 0+650 is made from the footpath. However, cyclists using the cycle track may wish to access the parking area directly from the cycle track and may have difficulty in doing so where they are forced to cross on the grass area which may lead to trips and falls.



**Figure 2-3 – Potential Cyclists Desire Line**

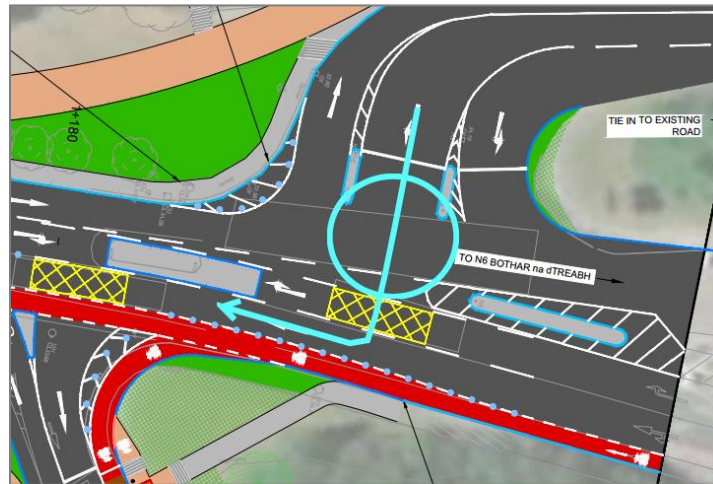
**Recommendation**

The Design Team should provide direct access to the cycle parking from the cycle track at CH 0+650.

**2.1.5. Problem: Vehicles Blocking North Bound Traffic**

**Location: Ballybane Junction at CH 1+200**

Vehicles turning right onto Ballybane Road may be blocked by northbound traffic when attempting to turn. This may lead to shunts and side-impact collisions as cars heading south do not expect stopped vehicles to be present in the junction.



**Figure 2-4 – Ballybane Junction Conflict Area**

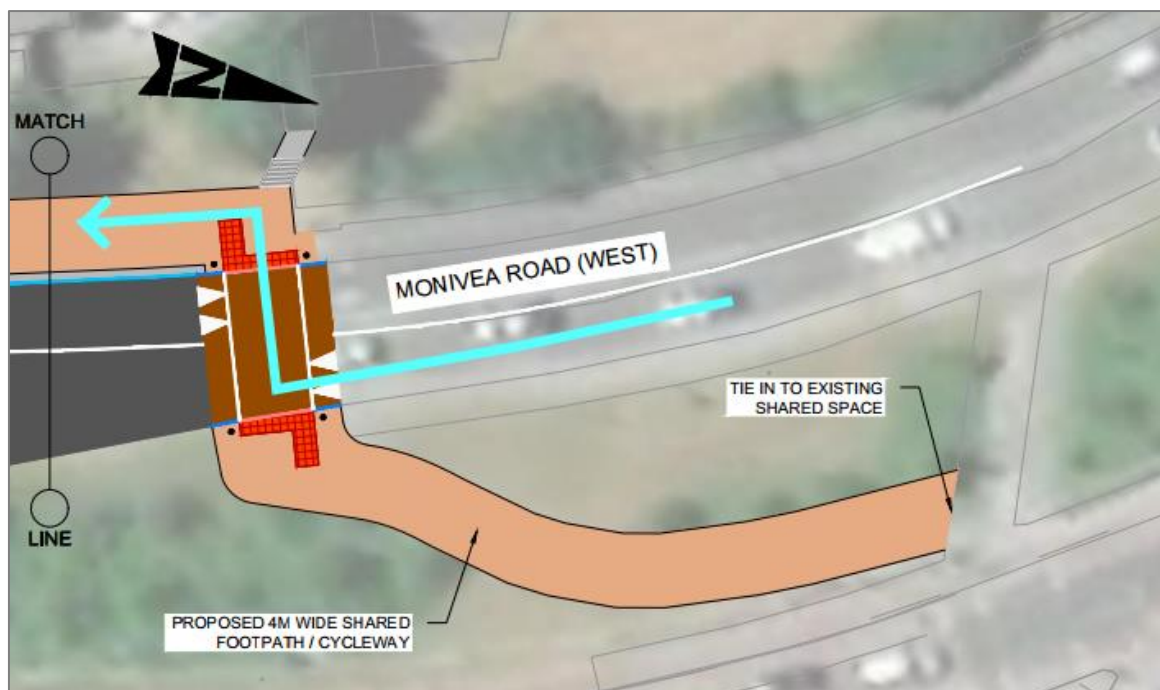
**Recommendation**

The Design Team should provide a yellow box on the northbound lane to avoid traffic blocking the lane.

**2.1.6. Problem: Proposed Cycle Route at Ballybane Junction**

**Location: North of Ballybane Junction**

Cyclists heading south from Monivea Road may fail to realise they should exit / shift left in order to travel on the dedicated cycle facilities. This may lead to cyclists remaining on the road and travelling further south to the junction where they will be required to negotiate the junction with 3 streams of vehicle traffic where an increased risk of conflict will naturally exist.



**Figure 2-5 – Proposed Cycle Route at North of Ballybane Junction**

**Recommendation**

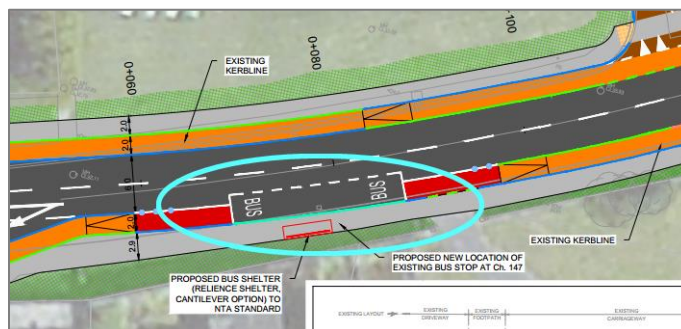
The Design Team should provide appropriate guidance and facilities to guide cyclists onto the dedicated cycle facilities.

## 2.2. Castlepark Road

### 2.2.1. Problem: Bus Stop Layout Disrupting the Cycle Track

**Location:** Bus Stops at CH 0+080, 0+340, and 1+180

The proposed bus stop layout disrupts the proposed cycle track at three locations on the Castlepark Road. This may lead to collisions between cyclists and buses.



**Figure 2-6 – Proposed Bus Stop Layout at Castlepark Road**

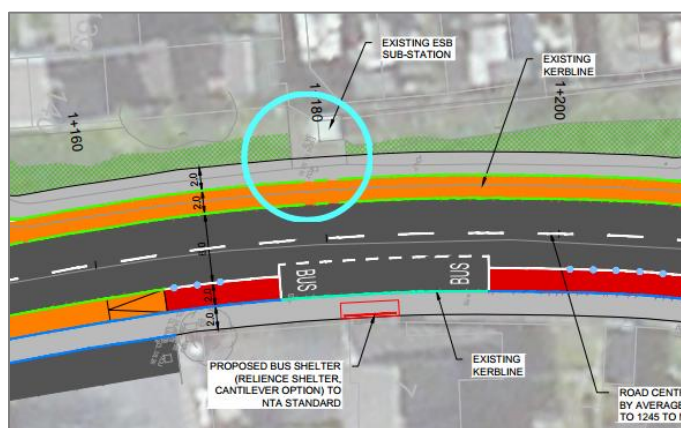
#### Recommendation

The Design Team should investigate the provision of an alternative layout to address the interaction of cyclists and buses at these locations. Ideally the cycle track will continue unobstructed. This could be achieved by shifting the bus cage area to the centre of the road and providing an offset location for the bus shelter in constrained locations.

### 2.2.2. Problem: Access to ESB Substation

**Location:** Northbound 1+180

There is an existing ESB sub-station that may require access from an ESB maintenance team. Service vehicles may park beside the substation, obstructing the footpath and cycle track and leading to some deviating to the carriageway where conflict may arise.



**Figure 2-7 – Existing ESB substation on Castlepark Road**

#### Recommendation

The Design Team should provide an appropriate access and waiting area for the sub-station for staff and service vehicles that will have minimal impact on the footpath and cycle track.



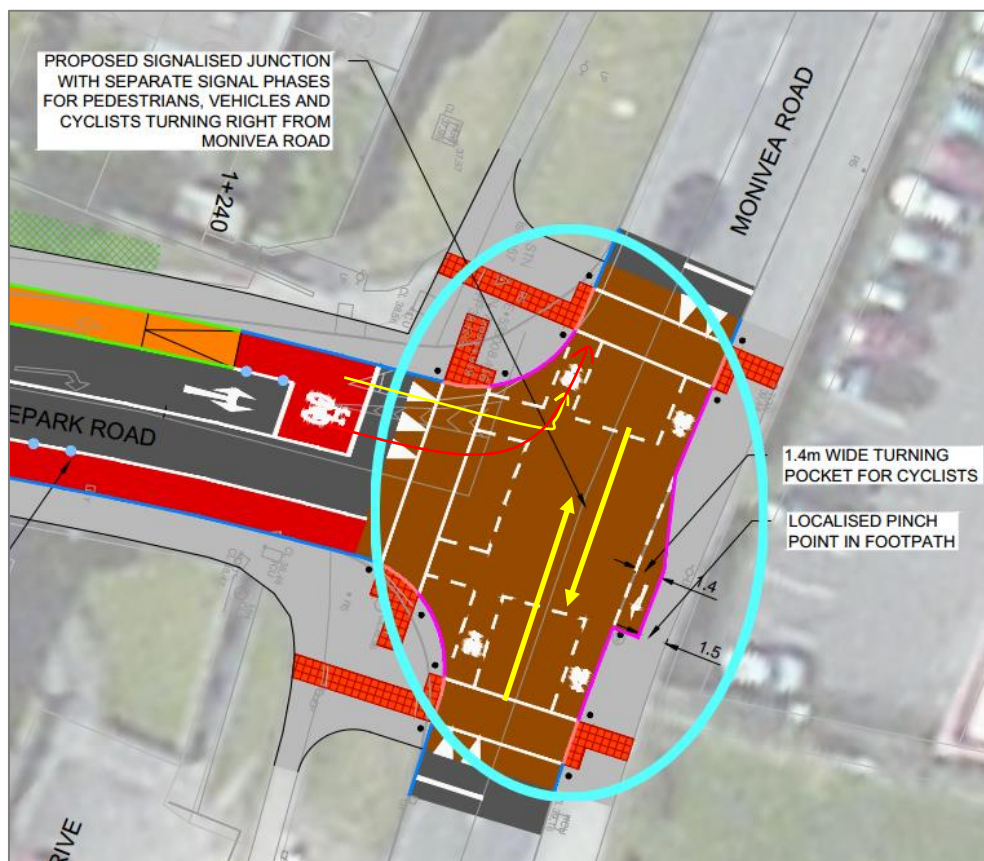
## 2.2.5. Problem: Line Markings Leading to Confusion

**Location: Castlepark Junction**

The proposed dashed lane markings at the Castlepark Junction may be confusing to cyclists and motorised vehicles, who are unclear how these should be interpreted;

- For traffic on Monivea Road, if the line markings are followed, this may push drivers to the centre of the road and result in head-on conflict.
- For left turning cyclists, some may follow the marking and then be pushed into the path of left turning vehicles.

The provision of these markings for most drivers are unlikely to be clear and lead to general hesitation and confusion and potential conflict.



**Figure 2-9 – Proposed Cycle Route at North of Ballybane Junction**

### Recommendation

The dashed markings at the Castlepark Junction should be removed.

### 3. Audit Team Statement

We certify that we have examined the drawings listed in Chapter 1 of this Report.

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified in order to improve the road safety aspects of the scheme.

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements. We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

No member of the Audit Team has been otherwise involved with the design of the measures audited.

#### Road Safety Audit Team


**Darragh Malone**

Audit Team Leader  
Road Safety Engineering Team  
**ATKINS**

Signed:   
Date: 1<sup>st</sup> February 2023

**Colin Prendeville**

Audit Team Member  
Road Safety Engineering Team  
**ATKINS**

Signed:   
Date: 1<sup>st</sup> February 2023

**Patricia Cambroner**

Audit Team Observer  
Road Safety Engineering Team  
**ATKINS**

Signed:   
Date: 1<sup>st</sup> February 2023

## 4. Designers Response

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team.

Please return the completed Road Safety Audit Feedback Form attached in Appendix A to:

Road Safety Engineering Team,  
Atkins,  
Atkins House,  
150 Airside Business Park,  
Swords,  
Co Dublin,  
Ireland.

Tel: 00 353 (0)1 810 8000

Email: [darragh.malone@atkinsglobal.com](mailto:darragh.malone@atkinsglobal.com)

The Audit Team will consider the Designers response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item in the audit report.

# Appendices



# Appendix A. Road Safety Audit Feedback Form

**Scheme:** Galway Cycle Network Phase 1 – Work Package 3

**Audit Stage:** Stage 1 Road Safety Audit

**Date Audit Completed:** 1<sup>st</sup> February 2023

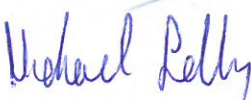
Paragraph No. in Safety Audit Report	To be completed by the Designer			To be completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative Measures accepted by Auditors (yes/no)
2.1.1	Yes	Yes		
2.1.2	Yes	Yes		
2.1.3	Yes	Yes		
2.1.4	Yes	Yes		
2.1.5	Yes	Yes		
2.1.6	Yes	Yes		
2.2.1	Yes	Yes	New bus stop layouts to be designed.	
2.2.2	Yes	Yes	The design team will consult with ESB networks to determine the best solution to the issue during detailed design.	
2.2.3	No	No	A radius of 4.5m has been provided as per DMURS section 4.3.3. The use of the road by larger is expected to be sporadic.	Yes
2.2.4	Yes	Yes		
2.2.5	Yes	Yes		

**Signed by the Designer:** 

**Date:** 15/02/2023

**Signed by the Audit Team Leader:** 

**Date:** 16/02/2023

**Signed by the Employer:** 

**Date:** 5/4/23

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