

# Appendix D

## Public Transport Infrastructure Development



**Straitéis Iompair na Gaillimhe**  
**Galway Transport Strategy**

## Appendix D

### Public Transport Infrastructure Development

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## D1 Introduction

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This Appendix details an audit process undertaken to evaluate the feasibility and appropriateness of the proposed bus network developed for Galway City as part of the Galway Transport Strategy (GTS). This Appendix therefore represents a supporting document to the main GTS Technical Report.

The development of the proposed bus network for Galway City is set out in **‘Appendix B – GTS Public Transport Network Development’**. Appendix B outlines the development of a ‘Core’ and a ‘Secondary’ bus network to serve the city and some of the surrounding villages, and details the development of these individual routes which form the proposed bus network.

This document therefore represents an audit of the existing street network, in tandem with an engineering constraint identification exercise, in order to develop infrastructural proposals across the proposed bus network. The study area is broken down into the Western and Eastern sides of the city, and individual sections of the road and street network are appraised in detail against the network proposals.

Existing facilities are described where present, along with an appraisal of the existing characteristics on each corridor section, including:

- Land-Use;
- Geometry/Lane Allocation;
- Parking/Loading; and
- Existing bus services.

As part of the network evaluation, a comprehensive engineering constraints exercise was undertaken for the proposed network, including a suite of GPS photography records along the proposed routes, in order to identify specific locations where geometric factors or the presence of parking or loading spaces for vehicles could affect the implementation of the proposed bus priority measures.

An environmental assessment has also been undertaken on the proposals contained in this report. For details of the environmental constraints and associated mitigation measures developed, please refer to Chapter 9 of the **GTS Technical Report**.

The engineering constraints identified for each corridor sub-section were contrasted against the network proposals, along with likely mitigation measures. Proposals for road links and junctions are also presented. There are some sections of the proposed bus network which are coincidental with cycle network proposals – where this is the case cycle proposals are also illustrated for information purposes. Further information on the proposed cycle network is contained in **‘Appendix E – GTS Cycle Network and Infrastructure Development’**.

## D2 Public Transport Infrastructure Proposals

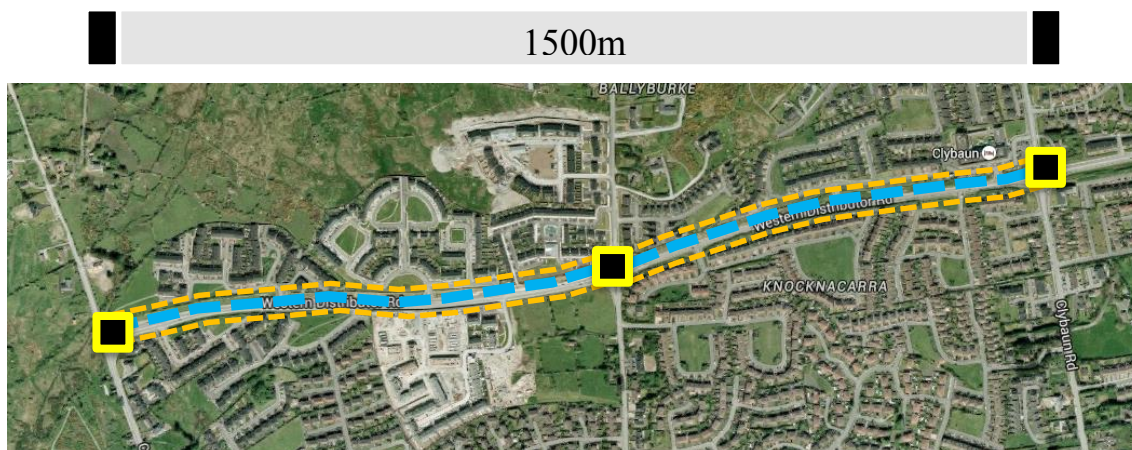
### D2.1 Western Corridor

#### D2.1.1 Western Distributor Road

**Western Corridor: Western Distributor Road  
(from Cappagh Road to Clybaun Road)**

**1.5km**

#### Concept Design Infrastructure



#### Corridor Proposed Infrastructure Summary

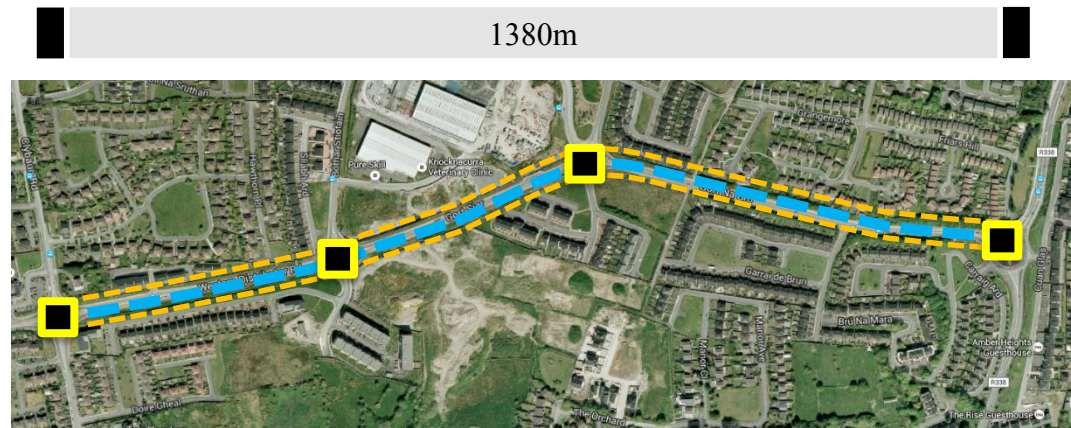
Mode	Type of Facility	Length (m)
Cycle	Off-road cycle lanes proposed on both sides; there are on-road cycle lanes at present between Clybaun Roundabout and Athy Roundabout on this section, which are to be upgraded to raised adjacent.	3,000m (total two-way)
Bus	Bus lanes are proposed on both sides of the route. There are no existing bus lanes along this section of the route.	~3,000m (total two-way)
Junctions	Junction upgrades proposed at the Blake Roundabout and Athy Roundabout to convert to signalised crossroad junctions. All three of the existing major junctions are roundabouts. The Cappagh roundabout is to remain a roundabout.	N/A
Pedestrian	Pedestrian crossing upgrades are proposed at all three junctions.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The Western Distributor Road, between Cappagh Road and Clybaun Road mainly serves residential areas to the south and north.</p> <p><b>Geometry / Lane Allocation:</b> The road is generally 2 lanes wide, with a single lane in each direction. Shorter sections of right-turn pockets are also provided along the route to access the various residential areas. There are also certain entrances which are left-in/left-out only due to the presence of a central kerbed median. There are currently no existing bus lanes or cycle lanes along this section of the corridor. Kerb-to-kerb cross section width is typically 9-10m, while back-of-footpath widths are typically 13m (with the exception of localised widening for turning lanes).</p> <p><b>Parking / Loading:</b> There is no parking permitted on the Western Distributor Road – all parking occurs internally in the residential areas.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 411, 412 and 414 services.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The key engineering constraints along the corridor section associated with Full Priority Outline Design are as follows:</p> <ul style="list-style-type: none"> <li>• The typical proposed cross section along the route is 20m – 4 x 3m lanes, 2 x 2m cycle paths and 2 x 2m footpaths</li> <li>• Moderate road widening would be needed to achieve this 20m section width along the corridor section. This widening would generally be 6 – 7m in width for the majority of the corridor length in order to accommodate the section outlined above. However, the set-back of property along the route is favourable, and there appears to be sufficient available land either side of the route to accommodate the proposed works.</li> </ul>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor includes 3 key junctions for consideration.</p> <p><b>Cappagh Roundabout / Blake Roundabout / Athy Roundabout</b></p> <p>All three of these junctions are roundabout junctions; the Cappagh Roundabout is a 3-arm roundabout, while the other two are 4-arm roundabouts. There are a number of priority junctions along the route providing access to the residential developments, however no major changes are proposed to these junctions, with the exception of setting back the junction lines due to route widening.</p> <p>It is proposed to upgrade the Blake and Athy Roundabouts to signalised junctions. The Cappagh Roundabout is to remain a roundabout junction to facilitate bus service turnaround. All three junctions are to be provided with improved pedestrian and cyclist crossing facilities.</p>
<b>Concept Design for Links</b>	<p>The proposed cross-sectional width outlined above will achieve full bus priority along the entire route in both directions, while providing dedicated off-road cycle facilities at the same time. This cross-sectional width will however necessitate the removal of all turning facilities provided at present into the residential estates (the localised right-turn hatching).</p> <p>At the western end of the route, a potential park and ride site may be developed in lands to the west of the Cappagh Roundabout.</p>

<b>Western Corridor: Western Distributor Road (from Clybaun Road to Deane Roundabout)</b>	<b>1.38km</b>
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Concept Design Infrastructure



Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	Off-road cycle lanes proposed on both sides; there are existing on-road cycle lanes at present on this entire section.	~2,760m (total two-way)
Bus	Bus lanes are proposed on both sides of the route. There are no existing bus lanes along this section of the route.	~2,760m (total two-way)
Junctions	All three of the existing major junctions are roundabouts. Junction upgrades proposed at the Athy Roundabout, the Bóthar Stiofáin, Gort na Bró roundabouts to convert to signalised crossroad junctions. The Deane Roundabout is to be upgraded to a signalised 3-arm junction, with the priority route from the Western Route through to Bishop O'Donnell Road.	N/A
Pedestrian	Pedestrian crossing upgrades are proposed at all junctions.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The Western Distributor Road, between Clybaun Road and Deane Roundabout mainly serves residential areas to the south and north.</p> <p><b>Geometry / Lane Allocation:</b> The road is generally 2 lanes wide, with a single lane in each direction. There are no right-turn pockets provided along this section to access the various residential areas. There is also a short central kerbed central median restricting access to one residential area to left-in/left-out. There are currently no existing bus lanes along this section of the corridor. There are on-road cycle lanes provided along the entirety of this section of the route. Kerb-to-kerb cross section width is typically 9-11m, while back-of-footpath widths are typically 13m (with the exception of between Bóthar Stiofáin and Gort na Bró, where width increases to approximately 18m).</p> <p><b>Parking / Loading:</b> There is no parking permitted on the Western Distributor Road – all parking occurs internally in the residential areas. There is a short parking area facilitating access to a bottle bank.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 411, 412 and 414 services.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The key engineering constraints along the corridor section associated with Full Priority Outline Design are as follows:</p> <ul style="list-style-type: none"> <li>• The typical proposed cross section along the route is 20m – 4 x 3m lanes, 2 x 2m cycle paths and 2 x 2m footpaths</li> <li>• Moderate road widening would be needed to achieve this 20m section width along the corridor section. This widening would generally be 6 – 7m in width for the majority of the corridor length in order to accommodate the section outlined above. However, the set-back of property along the route is favourable, and there appears to be sufficient available land either side of the route to accommodate the proposed works.</li> </ul>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor includes 3 key junctions for consideration.</p> <p><b>Bóthar Stiofáin Roundabout / Gort na Bró Roundabout / Deane Roundabout</b></p> <p>All three of these junctions are roundabout junctions; the Deane Roundabout is a 5-arm roundabout (two of the arms are residential accesses), while the other two are 4-arm roundabouts. There are a number of priority junctions along the route providing access to the residential developments, however no major changes are proposed to these junctions, with the exception of setting back the junction lines due to route widening.</p> <p>It is proposed to upgrade the Bóthar Stiofáin and Gort na Bró Roundabouts to signalised crossroad junctions. The Deane Roundabout is to be converted to a signalised three-arm junction, with the residential accesses to be relocated. All three junctions are to be provided with improved pedestrian and cyclist crossing facilities.</p>
<b>Concept Design for Links</b>	<p>The proposed cross-sectional width outlined above will achieve full bus priority along the entire route in both directions, while providing dedicated off-road cycle facilities at the same time.</p>

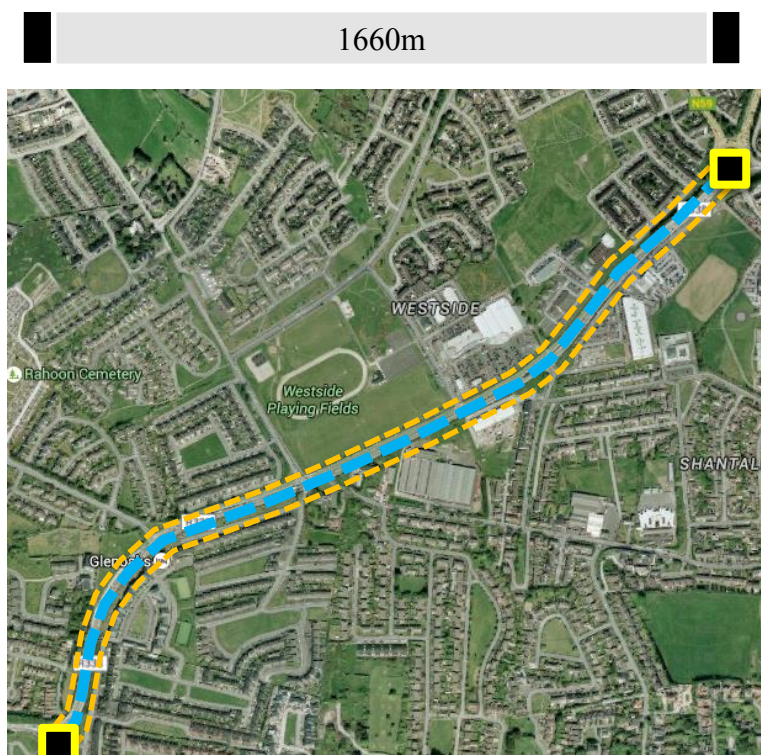


## D2.1.2 Bishop O'Donnell Road/Seamus Quirke Road

**Western Corridor: Bishop O'Donnell Road/Seamus Quirke Road**  
(from Deane Roundabout to Browne Roundabout)

**1.66km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	Off-road cycle lanes proposed on both sides; there are existing on-road cycle lanes at present on this entire section.	1380m
Bus	Bus lanes are already present on both sides of the route. There are no proposals for bus lanes along this section of the route.	1380m
Junctions	All three of the existing major junctions are roundabouts. Junction upgrades proposed at the Athy Roundabout, the Bóthar Stiofáin, Gort na Bró roundabouts to convert to signalised crossroad junctions. The Deane Roundabout is to be upgraded to a signalised 3-arm junction, with the priority route from the Western Route through to Bishop O'Donnell Road.	N/A
Pedestrian	Pedestrian crossing upgrades are proposed at all three junctions.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The Seamus Quirke Road, between Deane Roundabout and Browne serves a mixture of residential, amenity, retail and industrial areas to the south and north, as well as University Hospital Galway at the eastern extent, which is accessed directly from Browne Roundabout.</p> <p><b>Geometry / Lane Allocation:</b> At the western extent, the road is generally 4 lanes wide, with a single lane in each direction. To the east of Ragoon Road, there is a continuous central median along the remainder of the route. This central median is to facilitate numerous installations of localised additional right-turning lanes – therefore in parts the route can be up to 5 lanes wide. There are currently existing bus lanes on both sides of the entire route provided as part of the Seamus Quirke upgrade scheme. There are raised adjacent off-road cycle lanes provided along the entirety of this route.</p> <p><b>Parking / Loading:</b> There is no parking permitted.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 405, 411, and 412 services.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The key engineering constraints along the corridor section are as follows:</p> <ul style="list-style-type: none"> <li>• The junction arrangements at Deane Roundabout and Browne Roundabout, which are proposed to be upgraded to signalised junctions.</li> <li>• At the Deane Roundabout, it is proposed to continue the eastbound bus lane from the Western Distributor Road on to Bishop O'Donnell Road and Seamus Quirke Road</li> <li>• At Browne Roundabout, it is proposed to re-locate the entrance to the UHG grounds further west and provide a dedicated T-Junction access separate from Browne Roundabout</li> </ul>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor includes 2 key junctions for consideration:</p> <p><b>Deane Roundabout / Browne Roundabout</b></p> <p>Deane Roundabout has been addressed in the previous section. It is proposed to upgrade the Browne Roundabouts to a signalised junction. The entry arm to UHG will be removed and access will be via a new T-junction to the west. The junction will also be provided with enhanced pedestrian and cycle facilities.</p>
<b>Concept Design for Links</b>	<p>With the exception of the tie-in proposed at the western extent to the Western Distributor Road, and to the east comprising the junction upgrade at Browne Roundabout there are no proposals for upgrade works along the majority of the route. The existing cross-section along the route will remain unchanged.</p>

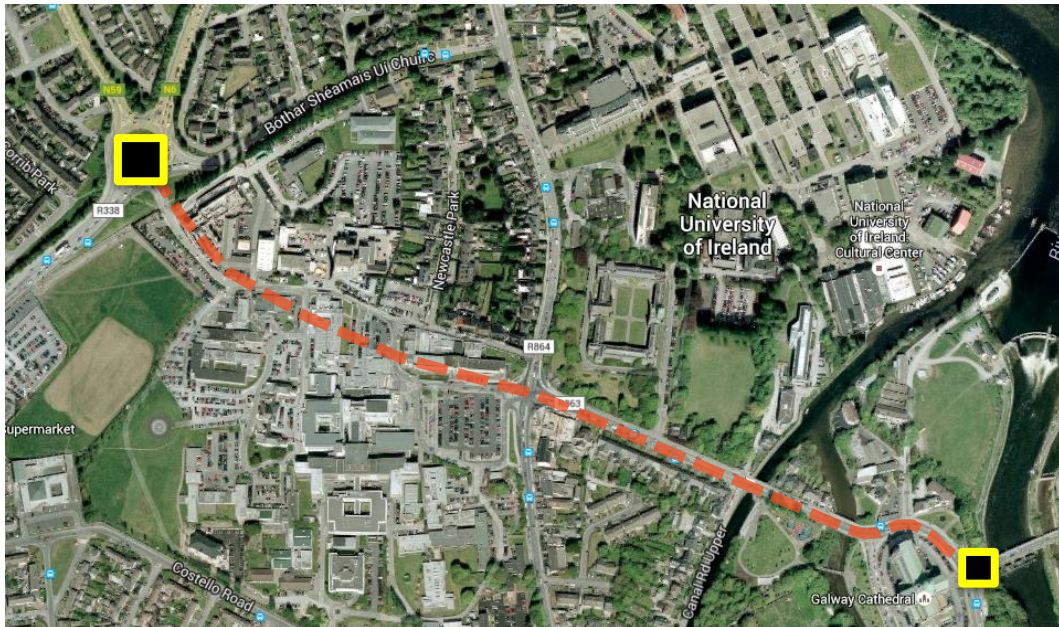
## D2.1.3 UHG Grounds/University Road

Western Corridor: UHG Grounds/University Road  
(from Browne Roundabout to Salmon Weir Bridge)

1.66km

### Concept Design Infrastructure

980m



**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	No dedicated cycle proposals on either side; there are no existing cycle facilities. It is proposed to facilitate cyclist routing through the UHG grounds via new linkage from Seamus Quirke Road which will connect to the junction of Newcastle Road and University Road. From this junction, the Cross-City Link proposal will allocate priority to buses and cyclists along University Road, over Salmon Weir Bridge and to St. Vincent's Avenue.	980m
Bus	No dedicated Bus lanes are proposed on both sides of the route. There are no existing bus lanes along this section of the route. It is proposed to facilitate bus routing through the UHG grounds via new linkage from Seamus Quirke Road which will connect to the junction of Newcastle Road and University Road. From this junction, the Cross-City Link proposal will allocate priority to buses and cyclists along University Road, over Salmon Weir Bridge and to St. Vincent's Avenue.	980m
Junctions	The main entrance junction into the UHG grounds from Newcastle Road will be upgraded to facilitate bus connectivity from within the Hospital grounds to University Road. University Road will be designated a local access route only.	N/A
Pedestrian	Pedestrian routing will remain through the Hospital grounds, despite the closure of the existing vehicular access from Browne Roundabout. Along University Road, urban realm improvements will enhance the existing pedestrian facilities, including improved footpaths and additional landscaping works. An improved streetscape is also proposed in front of Galway Cathedral.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route from Browne Roundabout to the Salmon Weir Bridge passes through the UHG grounds, and on to University Road. Along University Road, there is residential property predominantly to the south and the University lands are to the north.</p> <p><b>Geometry / Lane Allocation:</b> University Road is a standard two-lane carriageway, with parallel parking provided to the south in front of the residential properties, and a section of right-turning area provided into the University.</p> <p><b>Parking / Loading:</b> There is parking permitted along the south side of University Road, and there is a short section of loading area at the northern end. Around the western side of the Cathedral, there is an allocation of coach parking spaces.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 402, 404, 405 and 411.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The key engineering constraints along the corridor section are as follows:</p> <ul style="list-style-type: none"> <li>• The junction arrangement at Browne Roundabout which is proposed to be upgraded to a signalised junction.</li> <li>• The proposed route through the University Hospital Grounds, which is contingent on land availability.</li> </ul>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor includes 2 key junctions for consideration:</p> <p><b>Browne Roundabout / University Hospital Entrance</b></p> <p>Browne Roundabout has been addressed in the previous section. It is proposed to upgrade the main entrance to the UHG grounds from Newcastle Road in order to facilitate bus connectivity to University Road – this may include the provision of a bus gate facility, depending on space availability.</p>
<b>Concept Design for Links</b>	<p>It is proposed to develop new linkage through the UHG grounds; depending on geometric constraints this may be a new link road with a dedicated public transport interchange hub.</p> <p>Along University Road, the cross-sectional width will not increase, however the character of the route will change, accommodating local access traffic only – as a result enhanced urban realm provisions can be made, including widened footpaths and landscaping, and a greater sense of shared space.</p>



## D2.1.4 Cappagh Road

**Western Corridor: Cappagh Road**  
(from Cappagh Roundabout to Bearna Road)

**0.91km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	No dedicated cycle proposals on either side; there are no existing cycle facilities.	N/A
Bus	No dedicated Bus lanes are proposed on either side of the route. There are no existing bus lanes along this section of the route.	N/A
Junctions	There are no junction upgrades proposed.	N/A
Pedestrian	Footpath upgrades are proposed along the route where feasible. Additional pedestrian crossings are also proposed along the route.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route from Cappagh Roundabout to the Bearna Road passes through predominantly residential lands, although the route is not in a heavily built-up area. To the west is Cappagh Park.</p> <p><b>Geometry / Lane Allocation:</b> Cappagh Road is a standard two-lane carriageway. Typical width in the northern section is approximately 7m, although there are sections where the width is as low as 6m, with narrow footpaths. The southern portion of the route typically has a width of 8m (kerb-to-kerb), and 12-13m (footpath-to-footpath). The route suffers from varied footpath widths, with some sections having minimal footpath widths or no footpaths at all.</p> <p><b>Parking / Loading:</b> The northern end of the route typically cannot accommodate on-street parking due to narrow carriageway widths and narrow footpaths. Towards the southern end, carriageway width improves to the extent that on-street parallel parking is possible. There is no formal loading area on the route.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 411, 412, 413 and 414.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The key engineering constraints along the corridor section are as follows:</p> <ul style="list-style-type: none"> <li>Narrow/missing footpaths in some sections, with little scope to widen without amendments to property boundaries.</li> </ul>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor does not include any major works at key junctions. Cappagh Roundabout has been addressed in previous sections, with proposed additional pedestrian crossing facilities. The junction of the Cappagh Road and Bearna Road may also be the subject of some minor improvements to provide pedestrian facilities.</p>
<b>Concept Design for Links</b>	<p>The principal objective for this route is to upgrade and improve pedestrian facilities wherever possible.</p>

## D2.1.5 Ballymoneen Road/Shangort Road

**Western Corridor: Ballymoneen Road/Shangort Road**  
(from Western Distributor Road/Ballymoneen Road Junction to  
Shangort Road/Kingston Road Junction)

**1.54km**

### Concept Design Infrastructure

1540m



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	No dedicated cycle proposals on either side; there are no existing cycle facilities.	N/A
Bus	No dedicated Bus lanes are proposed on either side of the route. There are no existing bus lanes along this section of the route.	N/A
Junctions	The roundabout junction of the Western Distributor Road and Ballymoneen Road is to be upgraded to a signalised junction.	N/A
Pedestrian	Additional pedestrian crossings are proposed along the route, in particular on Ballymoneen Road and at the junction of Shangort Road/Kingston Road.	N/A



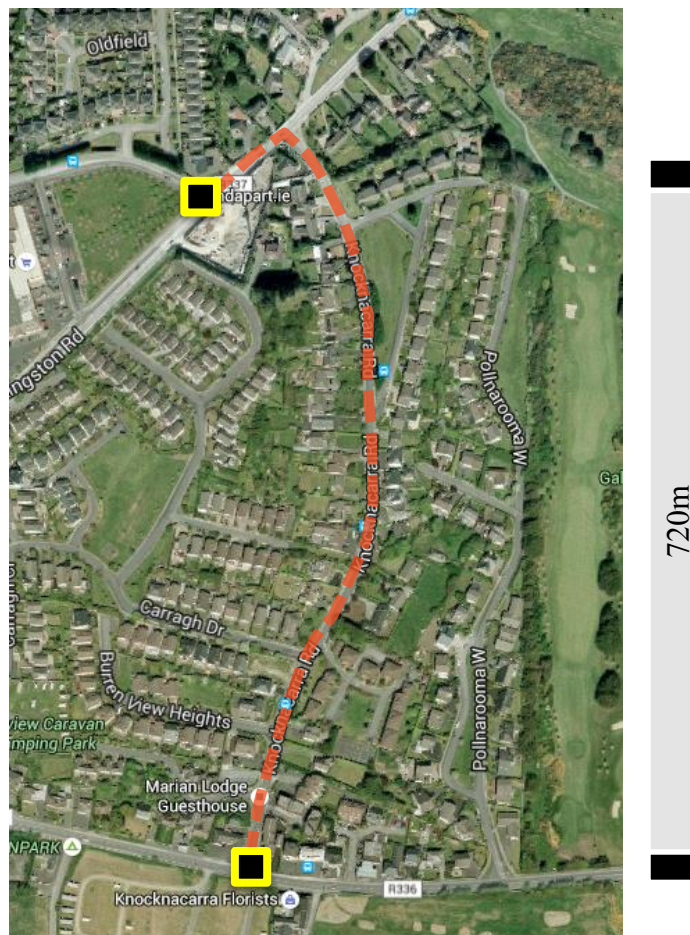
## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route from the Ballymoneen Road through to Shangort Road and out to the junction with Kingston Road runs through predominantly residential areas.</p> <p><b>Geometry / Lane Allocation:</b> The majority of the route is a standard two-lane carriageway, with a small number of right-turn facilities. Typical width is approximately 7-8m (with some localised areas where the width is greater due to the absence of a footpath on the western side), kerb-to-kerb, with additional footpaths either side totalling 3-4m in width, bringing the total typical width to 12-13m. There is a section of Ballymoneen Road with no footpath on the western side (approximately 170m).</p> <p><b>Parking / Loading:</b> Generally parking does not occur on-street along the route, although there is no specific restriction in place, although there are incidents of on-street parking observed on occasion. The majority of the residential areas are provided with driveways. There is no loading provision along the route.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 402, 411, 412, and 413.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no significant engineering constraints along this route – traffic flows and delays associated therewith are the principal constraint. On the footpath, there is a pinch point where a property front wall effectively creates a short interruption to the footpath on the eastern side of the route.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>As outlined in the previous sections, it is proposed to upgrade the roundabout junction of the Western Distributor Road and Ballymoneen Road to a signalised junction.</p> <p>Minor junction upgrades are possible at the Bearna Road/Ballymoneen Road junction and the Shangort Road/Kingston Road junction to improve pedestrian crossing facilities, as well as the junction of Ballymoneen Road/Shangort Road.</p>
<b>Concept Design for Links</b>	<p>The principal objective for this route is to upgrade and improve pedestrian facilities wherever possible. Additional pedestrian crossings may also be provided along the route where feasible.</p> <p>Consideration will be given to providing new footpath on the western side of the route where there is a current gap in the existing footpath of approximately 170m.</p>

## D2.1.6 Knocknacarra Road

<b>Western Corridor: Knocknacarra Road</b> <b>(from Shangort Road/Kingston Road junction to Knocknacarra Road/Coast Road junction)</b>	<b>0.72km</b>
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## Concept Design Infrastructure



## Corridor Proposed Infrastructure Summary

Mode		Type of Facility	Length (m)
Cycle		No dedicated cycle proposals on either side; there are no existing cycle facilities.	N/A
Bus		No dedicated Bus lanes are proposed on either side of the route. There are no existing bus lanes along this section of the route.	N/A
Junctions		There are no major junction upgrades proposed. A right-turn ban is proposed for the junction of Kingston Road and Knocknacarra Road, with buses only permitted to turn right on to Knocknacarra Road.	N/A
Pedestrian		Additional pedestrian crossings are proposed along the route, and upgraded pedestrian facilities are also proposed at the northern and southern extents.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route from the Shangort Road/Kingston Road junction, through to Knocknacarra Road and south to the Coast Road runs through a predominantly residential area.</p> <p><b>Geometry / Lane Allocation:</b> The majority of the route is a standard two-lane carriageway, with a small number of right-turn facilities (at either end). Typical width is approximately 6m, kerb-to-kerb, with additional footpaths and verges either side totalling 3-4m in width, giving a total approximate width of 9-10m.</p> <p><b>Parking / Loading:</b> Although the residential properties along the route have driveway access for the most part, there is potential for some localised parking occurring on-street along the route – typically however this does not occur. The majority of the residential areas have driveways for off-street parking. There is no loading provision along the route.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 402 and 413.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no specific engineering constraints along this route – traffic flows and delays associated therewith are the principal constraint. Residential properties along the route are quite close to the kerblines, which would make localised widening difficult if required.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor does not include any major works at key junctions. Minor works are possible at the Kingston Road/Knocknacarra Road junction and the Knocknacarra Road/Coast Road junction to improve pedestrian crossing facilities.</p>
<b>Concept Design for Links</b>	<p>The principal objective for this route is to upgrade and improve pedestrian facilities wherever necessary. Additional pedestrian crossings may also be provided along the route where feasible.</p>

D2.1.7 Coast Road

Western Corridor: Coast Road (from Knocknacarra Road to Threadneedle Road)	0.8km
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Concept Design Infrastructure



Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	The Bearna Greenway may potentially route along this corridor. There are no existing cycle facilities along this section.	800m
Bus	A short section of eastbound bus lane is proposed approaching the Threadneedle Road junction. There are no existing bus lanes along this section of the route.	Approx. 80m
Junctions	The junction of the Coast Road and Threadneedle Road (existing mini-roundabout) is proposed to be upgraded to a signalised junction. On-road parking in the vicinity of the junction is to be formalised.	N/A
Pedestrian	It is proposed to provide additional footpath connectivity along the south of the route, if feasible. The upgraded junction at Threadneedle Road will also incorporate pedestrian crossing facilities.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route from the Shangort Road/Kingston Road junction, through to Knocknacarra Road and south to the Coast Road runs through a predominantly residential area.</p> <p><b>Geometry / Lane Allocation:</b> The majority of the route is a standard two-lane carriageway, with a small number of right-turn facilities. Typical width is approximately 6m, kerb-to-kerb, with additional footpaths and verges either side totalling 3-4m in width, giving a total approximate width of 9-10m.</p> <p><b>Parking / Loading:</b> Although the residential properties along the route have driveway access for the most part, there is potential for some localised parking occurring on-street along the route – typically however this does not occur. The majority of the residential areas have driveways for off-street parking. There is no loading provision along the route.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 402 and 413.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no specific engineering constraints along this route – traffic flows and delays associated therewith are the principal constraint. Residential properties along the route are quite close to the kerblines, which would make localised widening difficult if required.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor includes moderate works at one junction.</p> <p>The Coast Road/Threadneedle Road junction (currently a mini-roundabout) is proposed to be upgraded to a signalised junction. In addition, minor works are possible at the Knocknacarra Road/Coast Road junction to improve pedestrian crossing facilities.</p>
<b>Concept Design for Links</b>	<p>The principal objective for this section is to upgrade and improve bus and cycle facilities where possible, namely in the form of the potential development of the Bearna Greenway (which may potentially route in this corridor) for cycling, and bus priority measures where feasible. Additional pedestrian crossings may also be provided along the route where feasible.</p>

**Western Corridor: Coast Road  
(from Threadneedle Road to D'Arcy Roundabout)**
**1.0km****Concept Design Infrastructure****Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	The Bearna Greenway may potentially route along this corridor. There are no existing cycle facilities along this section.	N/A
Bus	A short section of westbound bus lane is proposed approaching the Threadneedle Road junction. There are no existing bus lanes along this section of the route. In addition, proposed improvements to bus stops along the route are proposed which will comprise built-out bus bays allowing buses to serve stops while remaining in traffic lanes. In addition, a short section of eastbound bus lane is proposed approaching the Coast Road/Salthill Road Upper junction.	Approx. 90m at Threadneedle Road, Approx. 50m at Salthill Road Upper Junction
Junctions	The junction of the Coast Road and Threadneedle Road (existing mini-roundabout) is proposed to be upgraded to a signalised junction. The junction of the Coast Road and Salthill Road Upper is also proposed to be upgraded to a signalised junction.	N/A
Pedestrian	It is proposed to provide additional pedestrian facilities at both junctions proposed to be upgraded.	N/A



## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along the R336 Coast Road, from the Threadneedle Road junction through to the roundabout junction on to Salthill Road Upper serves a number of mixed uses, including amenity/leisure activity areas, restaurants/cafes and the Salthill Promenade.</p> <p><b>Geometry / Lane Allocation:</b> The majority of the route is a standard two-lane carriageway, with a limited provision of right-turn facilities along the route. Towards the eastern end of the route, carriageway widening facilitates a central kerbed median. At D’Arcy Roundabout, the Coast Road flares to allow for a two-lane entry.</p> <p>Typical width is approximately 9m, kerb-to-kerb, with additional footpaths and verges either side totalling 4-5m in width, giving a total approximate width of 14-15m. At the eastern end of the route, typical kerb to kerb width increases to approximately 14m, although it can be as much as 18m in places.</p> <p><b>Parking / Loading:</b> The majority of the route facilitates on-street parallel parking on the southern side. Towards the eastern extent, on-road parallel parking is provided on both sides of the route. There is also a large off-street car park located at the eastern end of the route, close to the junction with Salthill Road Lower.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 401, 413 and 424.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The principal engineering constraints along the route relate to heavy traffic congestion and delay, particularly during the summer months when usage of the promenade is very heavy, resulting in significant traffic flows along the route. Uncontrolled and ad hoc parking along the route also contribute heavily to delays. It is noted that any proposed widening to the south would directly impact the promenade; while expansion to the north is not as heavily constrained, there are numerous residential properties, B&amp;B’s and larger developments such as the Galway Bay Hotel, Leisure Land, etc.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor includes major works at D’Arcy Roundabout. It is proposed to upgrade the roundabout junction to a signalised junction, with enhanced pedestrian and cycling facilities incorporated.</p>
<b>Concept Design for Links</b>	<p>The principal objective for this section is to upgrade and improve bus and cycle facilities where possible, namely in the form of the potential introduction of the Bearna Greenway (which may potentially route along this corridor) for cycling, and bus priority measures where feasible. Additional pedestrian crossings may also be provided along the route where feasible.</p>

## D2.1.8 Salthill Road Upper

**Western Corridor: R864 Salthill Road Upper**  
(from D'Arcy Roundabout to Devon Park)

**0.75km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	The Bearn Greenway may potentially route along this corridor. There are no existing cycle facilities along the route at present, and none are proposed.	N/A
Bus	A short section of southbound bus lane is proposed approaching D'Arcy Roundabout.	Approx. 50m
Junctions	D'Arcy Roundabout is proposed to be upgraded to a signalised junction.	N/A
Pedestrian	It is proposed to provide additional pedestrian facilities at D'Arcy Roundabout as part of the upgrade of that junction. In addition, upgrade works are proposed in Salthill Village itself which will enhance the public realm in the lands adjacent to D'Arcy Roundabout.	N/A



## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Salthill Road Upper, D'Arcy Roundabout to the junction with Devon Park serves a number of mixed uses in Salthill Village, including amenity/leisure activity areas, restaurants/cafes and retail areas. Towards the north approaching Devon Park, the route becomes more residential in character.</p> <p><b>Geometry / Lane Allocation:</b> Although the route functions as a two-lane carriageway, the geometry of the route varies heavily. To the south, in Salthill Village, there are extensive amounts of on street parking on either side of the carriageway, and there is also parking adjacent to a central median present near D'Arcy Roundabout. Consequently, carriageway width here can be as wide as 25m. Further north, the central median disappears, and parking reverts to one side of the route – carriageway width reduces to 7-8m kerb-to-kerb, increasing to 10-12m including footpaths. North of the junction with Grattan Road, moving on to Salthill Road Lower, the route widens and there is on street parking on both sides of the carriageway – widths here are 15-16m kerb-to-kerb, with footpaths either side increasing the total width to 17-19m.</p> <p><b>Parking / Loading:</b> The majority of the route facilitates extensive amounts of on-street parallel parking, in particular at the southern extent in Salthill Village, where there are as many as 4 different parking areas provide in the same area. Moving north, the parking reverts back to one side of the route, until Salthill Road Lower, where parking is facilitated on both sides of the route. There is a minor amount of loading area provided close to D'Arcy Roundabout.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 401 and 413.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The principal engineering constraints along the route relate to heavy traffic congestion and delay, particularly during the summer months when usage of the promenade is very heavy, resulting in significant traffic flows along the route. The extent of on-street parking facilitated along the route, particularly in Salthill Village, where there are parking areas either side of traffic lanes, also leads to delay and congestion. Further north, there is a short section of the route where carriageway width is approximately 8m, including on-street parallel parking, creating a pinch-point. Further Engineering constraints are also presented due to the frontage of many properties directly on the footpaths on the route (particularly to the south), making any widening very difficult.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor includes major works at D'Arcy Roundabout to convert it to a signalised junction. This will include additional pedestrian and cyclist facilities at the junction.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to rationalise parking provision in order to maximise the efficiency of traffic flow, and to enhance bus priority by providing bus lanes approaching D'Arcy Roundabout.</p>

## D2.1.9 Salthill Road Lower

**Western Corridor: R864 Salthill Road Lower**  
(from Devon Park to The Crescent)

**0.6km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no cycle facilities along this route at present, and no dedicated facilities are proposed.	N/A
Bus	There are no existing bus priority facilities along this route at present, and no dedicated facilities are proposed.	N/A
Junctions	The junction formed by Salthill Road Lower, Father Griffin Road and Whitestrade Avenue is to be upgraded to tighten up the junction and provide additional pedestrian facilities.	N/A
Pedestrian	It is proposed to provide additional pedestrian facilities at the junction of Salthill Road Lower, Whitestrade Avenue and Father Griffin Road.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Salthill Road Lower, from Devon Park to the Crescent/Taylor's Hill Road junction passes through a predominantly residential area.</p> <p><b>Geometry / Lane Allocation:</b> The route functions as a two-lane carriageway for the majority of its length, with right-turning facilities provided at the junction with the Crescent. Typically the kerb-to-kerb width is 7-8m, and the footpaths either side increase the total width to 10-13m. Approaching the junction with Taylor's Hill Road/The Crescent, the kerb-to-kerb width increases to approximately 11m, and approximately 15m including footpaths.</p> <p><b>Parking / Loading:</b> The majority of the route facilitates extensive amounts of on-street parallel parking, either on both sides, or on one side only when there are localised constraints.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 401 and 424.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The main engineering constraints along the route are associated with conflict between traffic flows and on-street parking, particularly where there are pinch points along the route, for example at the junction with Father Griffin Road and Whitestrand Avenue. There are also narrow footpath widths at this location.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed. Moderate upgrade works are proposed at the junction with Father Griffin Road and Whitestrand Avenue, to tighten the junction and to improve pedestrian facilities.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to rationalise parking provision in order to maximise the efficiency of traffic flow, and to enhance pedestrian facilities at the junction with Father Griffin Road and Whitestrand Avenue.</p>

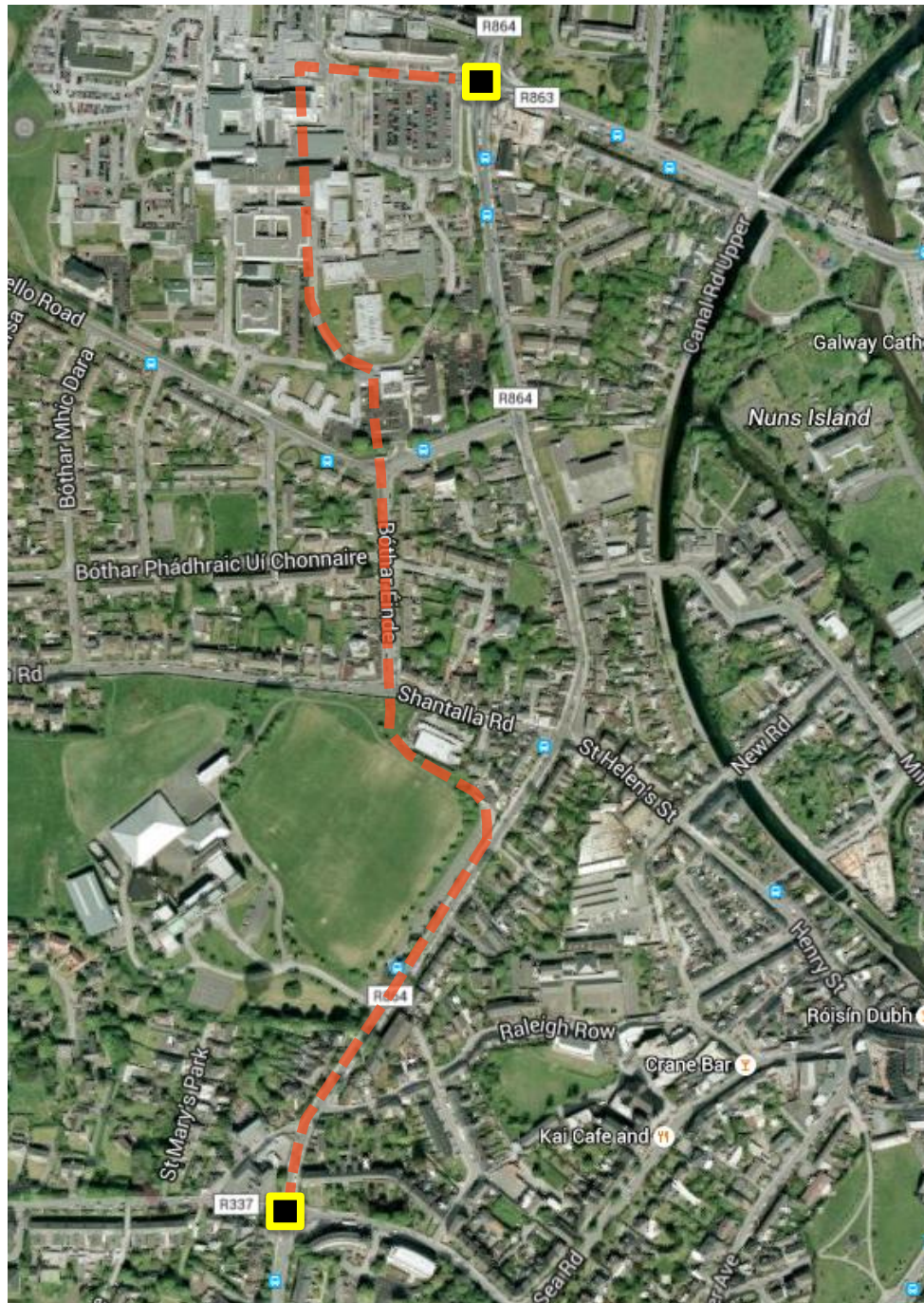


### D2.1.10 St. Mary's Road/Newcastle Road

**Western Corridor: R864 St. Mary's Road/Newcastle Road  
(from The Crescent to University Road)**

1.0km

## Concept Design Infrastructure



100m

**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	There are no cycle facilities along this route at present, and no dedicated facilities are proposed.	N/A
Bus	There are no existing bus priority facilities along this route at present. It is proposed to develop a dedicated link from Newcastle Road through to the UHG Grounds in order to route buses through the hospital campus and to create a transport hub within the grounds. Buses will then exit via the main Hospital junction with Newcastle Road (note this is indicative only in the above figure).	N/A
Junctions	The junction at The Crescent is to be upgraded to improve pedestrian and cyclist facilities. The junction of the University Hospital and Newcastle Road is to be upgraded as part of the implementation of a transport hub within the grounds.	N/A
Pedestrian	It is proposed to improve pedestrian facilities at the Crescent junction. There are sections of footway along this route which suffer from insufficient width – improvements are proposed where feasible.	N/A

**Corridor Assessment**

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along St. Mary's Road, up to Newcastle Road is a route serving residential areas, a number of schools, some retail areas and also the University Hospital.</p> <p><b>Geometry / Lane Allocation:</b> The route functions as a two-lane carriageway for the majority of its length, with right-turning facilities provided at the junction with the University Hospital/University Road. Typically the kerb-to-kerb width is 6-8m, and the footpaths either side increase the total width to 10-13m – there are however a number of locations along the route where there are very narrow footpaths, and where on-street parking reduces the effective available width for traffic flow – for example near Palmyra Avenue, kerb-to-kerb width is approximately 6m, including on-street car parking. On Newcastle Road, there is a significant pinch point where the carriageway width is approximately 5m, with little or no footpath width adjacent.</p> <p><b>Parking / Loading:</b> The majority of the southern portion of the route facilitates on-street parallel parking on the east side. After the junction with St. Helen's Street, there are no parking provisions on the carriageway. Approaching the Hospital Grounds, there are sections of off-street parallel parking either side of Newcastle Road. There is extensive illegal parking occurring on the footpath in the vicinity of the Hospital grounds however.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 402, 413 and 424.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The main engineering constraints along the route are associated with pinch-points, where the narrow carriageway width and existing on-street parking collectively impact on traffic flow. There are other issues associated with illegal parking close to the Hospital Grounds, as well as parking and associated congestion and delay associated with the schools near the Crescent. There are also narrow footpath widths at this location, with some locations having little or no footpath width entirely.</p>

<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The principal junction upgrade proposed along this route is the University Hospital Galway entrance junction, although this will be the subject of further design work.</p> <p>Additionally, it is proposed to bring bus services off St. Mary’s Road in the vicinity of Shantalla Road and to route them through the UHG grounds, in order to facilitate interchange within the Hospital, and to allow dedicated bus priority to University Road. This too, will be the subject of a further study.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to rationalise parking provision in order to maximise the efficiency of traffic flow, to enhance pedestrian facilities wherever feasible and to provide bus priority in the form of a new link from St. Mary’s Road and through the UHG grounds, allowing services to stop within the campus, and also allowing bus priority to be provided on to University Road.</p>

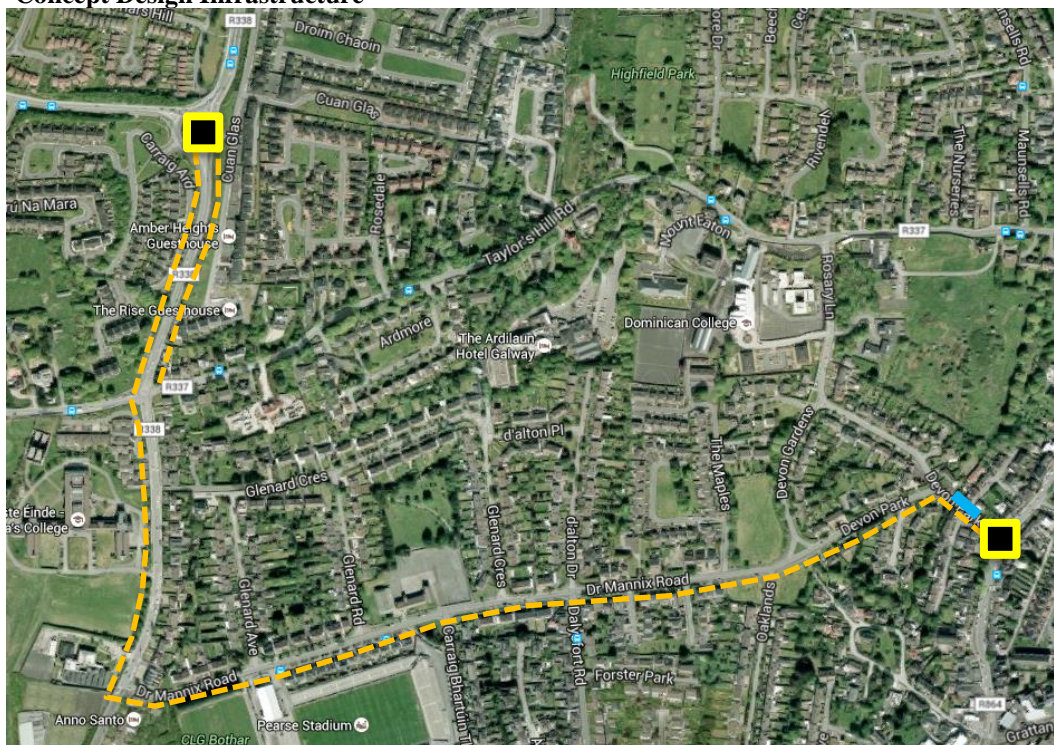


## D2.1.11 Bishop O'Donnell Road/Threadneedle Road/Dr. Mannix Road

**Western Corridor: Bishop O'Donnell Road/Threadneedle Road/Dr. Mannix Road**  
(from Deane Roundabout to Salthill Road Lower)

**1.9km**

### Concept Design Infrastructure



1180m

### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing cycle facilities on this section of the network between Deane Roundabout and Taylor's Hill Road. There is an existing northbound cycle lane on Threadneedle Road between Dr. Mannix Road and Taylor's Hill Road. It is proposed to provide on-road cycle facilities on either side of Dr. Mannix Road to the junction with Devon Park/Salthill Road Lower. It is also proposed to provide raised adjacent cycle facilities on both sides of Bishop O'Donnell Road south from the Deane Roundabout to the junction with Taylor's Hill Road.	940m (proposed)
Bus	There are no existing bus facilities along this section of the network. No dedicated bus lane facilities are proposed. An inbound bus gate is proposed at Devon park, on the approach to Salthill Road Lower.	N/A
Junctions	Deane Roundabout is to be upgraded a signalised junction in order to afford greater priority to public transport	N/A

		movements and to improve pedestrian and cyclist facilities.	
Pedestrian		Where feasible, it is proposed to enhance the footpath provision along the route.	N/A

### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Bishop O'Donnell Road, Threadneedle Road and Dr. Mannix Road, primarily serves residential areas, and a number of schools and Pearse Stadium.</p> <p><b>Geometry / Lane Allocation:</b> The route functions as a two-lane carriageway for the majority of its length, with localised widening to allow for turning facilities in certain locations. On Bishop O'Donnell Road/Threadneedle Road Upper, typically the kerb-to-kerb width is 9-10m, increasing to up to 14/15m when footpaths and verges are included.</p> <p>On Dr. Mannix Road, the typical cross section width is 9-10m kerb-to-kerb, and 16-18m including footpaths and verges.</p> <p><b>Parking / Loading:</b> On-street parking or loading is not possible on Bishop O'Donnell Road between Deane Roundabout and Taylor's Hill Road. South of this junction, on-street parking can sometimes be observed outside the various residential properties on Threadneedle Road Upper. Extensive on-street parking is facilitated on both sides of Dr. Mannix Road in designated parallel parking areas.</p> <p><b>Bus Operations:</b> This corridor currently carries the 401 bus service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The main engineering constraints along the route are associated with the lack of available width on Threadneedle Road upper, and on the approach to Salthill Road Lower on Devon Park, where there is limited scope for widening – consequently an inbound bus gate is proposed here for buses approaching on Devon Park.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>Deane Roundabout is proposed to be upgraded to a signalised junction, as outlined elsewhere in this report. The junction of Devon Park and Salthill Road Lower is proposed to be upgraded to provide an inbound bus gate on Devon Park. Pedestrian improvements are also proposed on the route, where feasible.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to improve the extent and quality of pedestrian facilities where feasible, and to provide dedicated facilities for cyclists (the route will form part of the primary and secondary cycle networks) – raised adjacent cycle facilities are proposed either side of Bishop O'Donnell Road between Deane Roundabout and Taylor's Hill Road, while extension of the northbound cycle facility from Threadneedle Road Lower is proposed south of Taylor's Hill Road.</p> <p>On Dr. Mannix Road, it is proposed to provide on-road cycle facilities provided to encapsulate the entire road, and also to provide dedicated bus priority on to Salthill Road Lower by the introduction of a bus gate.</p>



D2.1.12 Clybaun Road

Western Corridor: Clybaun Road (from Shangort Road to Western Distributor Road)	0.66km
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Concept Design Infrastructure

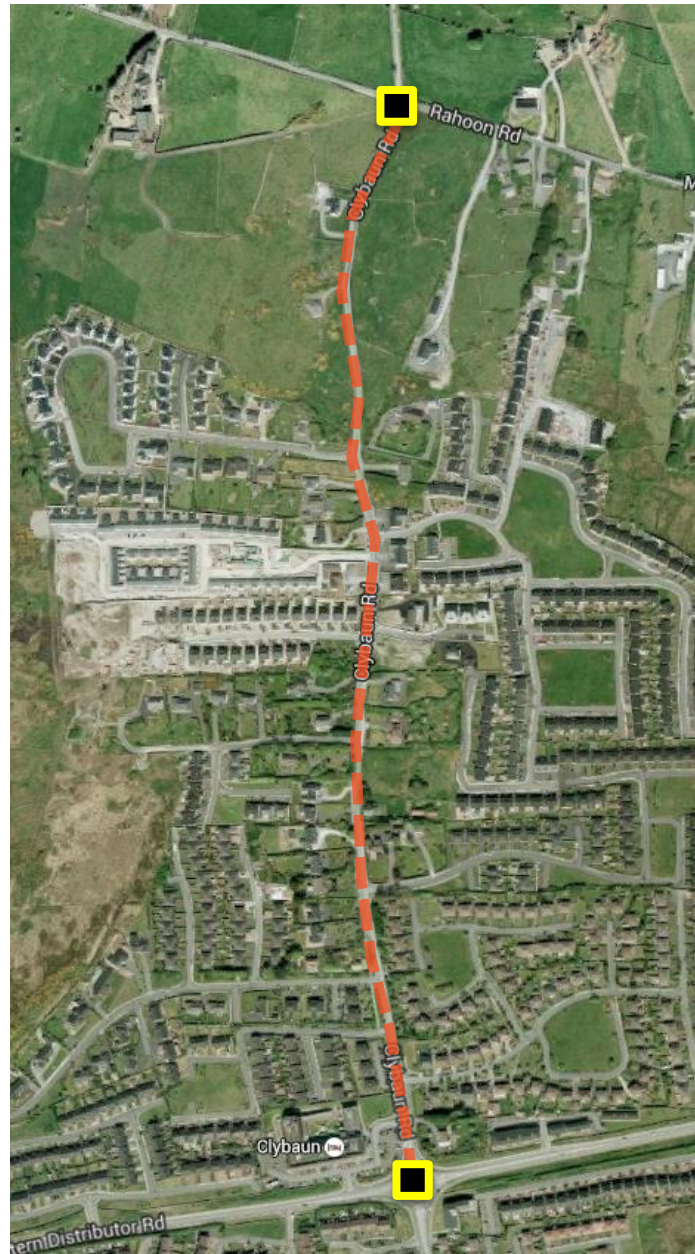


Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	No dedicated cycle proposals on either side; there are no existing cycle facilities.	660m
Bus	No dedicated Bus lanes are proposed on either side of the route. There are no existing bus lanes along this section of the route.	660m
Junctions	The junction with the Western Distributor Road is proposed to be upgraded to a signalised crossroads	N/A
Pedestrian	Additional pedestrian crossings are proposed along the route, and upgraded pedestrian facilities are also proposed at the northern and southern extents.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route from the Cappagh Road/Bearna Road through to Ballymoneen Road, Shangort Road and out to the junction with Kingston Road runs through a predominantly residential area.</p> <p><b>Geometry / Lane Allocation:</b> The majority of the route is a standard two-lane carriageway, with a small number of right-turn facilities (at either end). Typical width is approximately 7m, kerb-to-kerb, with additional footpaths and verges either side totalling 4-6m in width, giving a total approximate width of 11-13m.</p> <p><b>Parking / Loading:</b> Although the residential properties along the route have driveway access for the most part, there is some parking occurring on-street along the route. The majority of the residential areas are not fronting directly onto the route. There is no loading provision along the route.</p> <p><b>Bus Operations:</b> This corridor currently carries a number of bus services, including the 411, 412, and 413.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no specific engineering constraints along this route – traffic flows and delays associated therewith are the principal constraint.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The corridor does not include any major works at key junctions. Minor junction upgrades are possible at the Clybaun Road/Shangort Road junction and the Clybaun Road/Western Distributor Road junction to improve pedestrian crossing facilities.</p>
<b>Concept Design for Links</b>	<p>The principal objective for this route is to upgrade and improve pedestrian facilities wherever possible. Additional pedestrian crossings may also be provided along the route where feasible.</p>

**Western Corridor: Clybaun Road  
(from Western Distributor Road to Ragoon Road)****1.1km****Concept Design Infrastructure**

1100m

**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	There are no cycle facilities along this route at present, and no dedicated facilities are proposed.	N/A
Bus	There are no existing bus priority facilities along this route at present. No dedicated facilities are proposed.	N/A
Junctions	The junction at the Western Distributor Road is to be upgraded a signalised junction in order to afford greater priority to public transport movements and to improve pedestrian and cyclist facilities.	N/A
Pedestrian	It is proposed to improve pedestrian facilities at the junction with the Western Distributor Road. Along the Clybaun Road there are various differing extents of footpath provision. Where feasible, it is proposed to enhance the footpath provision along the route.	N/A

**Corridor Assessment**

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Clybaun Road, from the junction with the Western Distributor Road at the Athy Roundabout, up to the junction with Rahoon Road, primarily serves residential areas.</p> <p><b>Geometry / Lane Allocation:</b> The route functions as a two-lane carriageway for the majority of its length, with right-turning facilities provided at the junction into the Clybaun Hotel. Typically the kerb-to-kerb width is 7-8m towards the south, with varying footpath provisions of mixed widths – for example to the south there are extensive grass verges and footpaths provided, increasing the total cross-sectional width to up to 19m in places. However, the cross section varies considerably travelling north, with verge widths reducing, footpaths missing and narrower carriageways. After passing Ard na Gaoithe, there are no footpaths present on the route (which becomes much more rural in nature) and the carriageway width reduces below 6m.</p> <p><b>Parking / Loading:</b> Although there are no formal restrictions along the route, parking is possible in some locations where there is limited space between property frontage and the carriageway edge. Typically however parking does not occur. There are no loading provisions.</p> <p><b>Bus Operations:</b> This corridor currently carries the 411 bus service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	The main engineering constraints along the route are associated with the change of the route to rural towards the northern end. The carriageway width here is under 6m, with centre line marking not provided. Along this section there are also no footpaths present either side, with adjacent third party lands running tight along the carriageway edge.
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>The principal junction upgrade proposed along this route is the Athy Roundabout on the Western Distributor Road.</p>
<b>Concept Design for Links</b>	The principal objective along this section is to improve the extent and quality of pedestrian facilities where feasible, and to make the route suitable for cycling (the route will form part of the feeder cycle network) through various measures including possible traffic calming and additional signage.



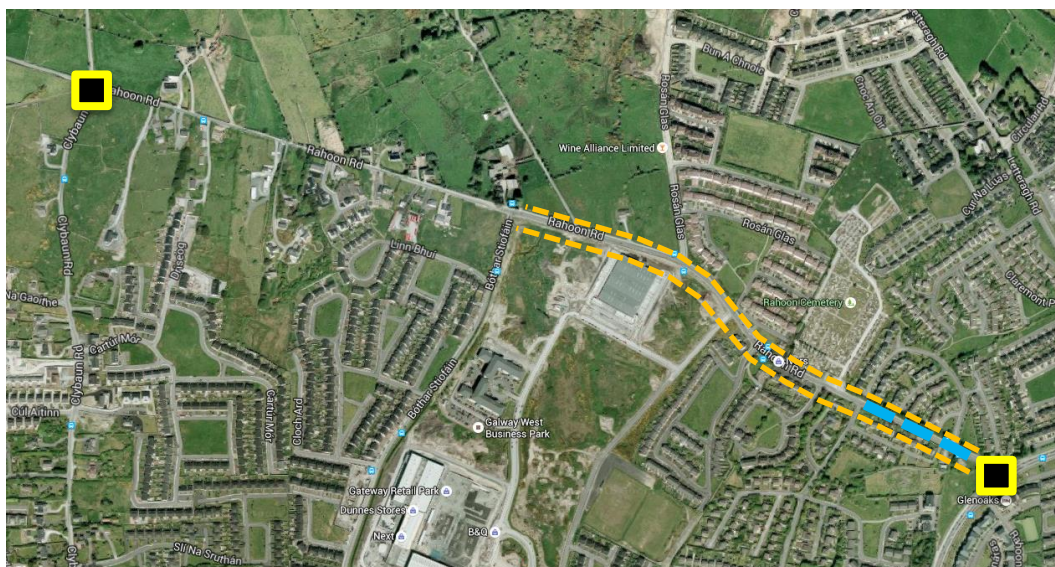
## D2.1.13 Ragoon Road

**Western Corridor: Ragoon Road**  
(from Clybaun Road to Seamus Quirke Road)

**1.7km**

### Concept Design Infrastructure

1700m



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There is an existing outbound on-road cycle lane along the route at present, from the junction with the Seamus Quirke Road to the junction with Gort na Bró. There is also a short section of cycle lane inbound to the junction with the Seamus Quirke Road. It is proposed to provide on-road cycle facilities on both sides of the Ragoon Road from the junction with the Seamus Quirke Road to the junction with Bóthar Stiofáin (this section forms part of the proposed secondary cycle network).	530m(existing) 940m (proposed)
Bus	There is approximately 250m of inbound bus lane from the Ragoon Cemetery access. No additional dedicated bus facilities are proposed.	250m
Junctions	The junction at the Western Distributor Road is to be upgraded a signalised junction in order to afford greater priority to public transport movements and to improve pedestrian and cyclist facilities.	N/A
Pedestrian	Where feasible, it is proposed to enhance the footpath provision along the route.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Ragoon Road, from the junction with the Seamus Quirke Road, up to the junction with Clybaun Road, primarily serves residential areas.</p> <p><b>Geometry / Lane Allocation:</b> The route functions as a two-lane carriageway for the majority of its length. Typically the kerb-to-kerb width is 8-9m towards the south, increasing to up to 14m when footpaths and verges are included. Moving further out on the route, the cross section reduces to 7-8m typically, and approximately 12m total (including footpaths/verges). Beyond the junction with Bóthar Stiofáin, the footpaths terminate and the cross section reduces to approximately 6-7m.</p> <p><b>Parking / Loading:</b> Although there are no formal restrictions along the route, typically parking does not occur. There are no loading provisions.</p> <p><b>Bus Operations:</b> This corridor currently carries the 411 and 414 bus services.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The main engineering constraints along the route are associated with the change of the route to rural towards the northern end. The carriageway width here is 6-8m. Along this section there are also no footpaths present either side, with adjacent third party lands running tight along the carriageway edge.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no significant junction upgrade proposals for this section of the network.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to improve the extent and quality of pedestrian facilities where feasible, and to make the route suitable for cycling (the route will form part of the secondary cycle network) – on-road cycle facilities are proposed either side of the Ragoon Road between Bóthar Stiofáin and the Seamus Quirke Road.</p>

## D2.1.14 Newcastle Road Upper/Thomas Hynes Road

Western Corridor: Newcastle Road Upper Road/Thomas Hynes Road  
(from St. Annes to Siobhán McKenna Road)

1.1km

### Concept Design Infrastructure





**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	There are limited existing cycle facilities on Thomas Hynes Road approaching the junction with Upper Newcastle Road. It is proposed to implement on-road cycle facilities on Thomas Hynes Road between the junction with Newcastle Road Upper and Siobhán McKenna Road.	850m
Bus	There are no existing bus facilities along this section of the network. No dedicated bus lane facilities are proposed.	N/A
Junctions	Browne Roundabout is to be upgraded a signalised junction in order to afford greater priority to public transport movements and to improve pedestrian and cyclist facilities. In addition, realignment works at the junction may involve the relocation of one of the entry arms away from the junction.	N/A
Pedestrian	Where required, it is proposed to enhance the footpath provision along the route. Additionally, the proposed upgrade of Browne Roundabout to a signalised junction will significantly enhance pedestrian facilities at the junction and in the vicinity.	N/A

**Corridor Assessment**

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Upper Newcastle Road, Thomas Hynes Road and Siobhán McKenna Road, serves a variety of uses, including primarily residential areas, some industrial and educational developments, the Westwood House Hotel and some amenity/recreational areas.</p> <p><b>Geometry / Lane Allocation:</b> The route functions as a two-lane carriageway for the majority of its length, with a dedicated central hatch allowing for turning facilities to be provided along the majority of the route to and from the numerous residential developments. On Thomas Hynes Road, typically the kerb-to-kerb width is 9-10m, increasing to up to 15-17m when footpaths and verges are included.</p> <p><b>Parking / Loading:</b> There are no parking or loading facilities on the route, with the exception of a small number of taxi parking spaces near Hazel Park.</p> <p><b>Bus Operations:</b> This corridor currently carries the 404 bus service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	The main engineering constraints along the route are associated with the need to widen in order to implement dedicated cycle facilities – there is extensive width available either side for widening purposes. There are numerous turning facilities along the route, which would likely need to be maintained.
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major upgrade proposals at junctions along this route – note that Browne Roundabout is proposed to be upgraded.</p>
<b>Concept Design for Links</b>	The principal objective along this section is to provide dedicated facilities for cyclists (the route will form part of the secondary cycle network) – on-road facilities are proposed either side of Thomas Hynes Road.



## D2.1.15 Siobhán McKenna Road

**Western Corridor: Siobhán McKenna Road/Bóthar Le Chéile  
(from Thomas Hynes Road to Seamus Quirke Road)**

**1.05km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no cycle facilities on Siobhán McKenna Road at present. It is proposed to implement on-road cycle facilities on Siobhán McKenna Road from the junction with Thomas Hynes Road and the junction with Letteragh Road. There are no existing cycle facilities on Bóthar Le Chéile, and none are proposed.	740m
Bus	There are no existing bus facilities along this section of the network. No dedicated bus lane facilities are proposed.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	Where required, it is proposed to enhance the footpath provision along the route.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Siobhán McKenna Road and Bóthar Le Chéile, serves primarily residential areas, and the Westside Enterprise Park and Westside Shopping Centre (from Bóthar Le Chéile).</p> <p><b>Geometry / Lane Allocation:</b> Siobhán McKenna Road functions as a two-lane carriageway for the entirety of its length. Bóthar Le Chéile is also a two-lane carriageway towards the north, with localised widening on the approach to the Seamus Quirke Road to provide for additional lanes. Siobhán McKenna Road is heavily traffic-calmed, with numerous chicanes provided along the route to allow for single-lane traffic only for short intervals.</p> <p>Typically on Siobhán McKenna Road, lane widths are 9-10m kerb-to-kerb, increasing to 14-15m including footpaths/verges. On Bóthar Le Chéile, the kerb-to-kerb width is typically approximately 7m, and approximately 11m including footpaths. Towards the junction with Seamus Quirke Road, Bóthar Le Chéile widens to allow for multiple lanes and for a splitter island at the junction.</p> <p><b>Parking / Loading:</b> There are no parking or loading facilities on Siobhán McKenna Road, while there is a section of perpendicular inset parking in place on Bóthar Le Chéile. There is extensive off-road parking in the Westside Enterprise Park and the Westside Shopping Centre.</p> <p><b>Bus Operations:</b> This route currently carries the 404 bus service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The main engineering constraints along the route are associated with the need to widen in order to implement dedicated cycle facilities – there is extensive width available either side on Siobhán McKenna Road for widening purposes.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major upgrade proposals at junctions along this route.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to provide dedicated facilities for cyclists (the route will form part of the secondary cycle network) – on-road facilities are proposed either side of Siobhán McKenna Road.</p>

### **D2.1.16 Bearna Road**

While it is outside the western city boundary, as outlined above in Figure 6, it is proposed to provide a longer-distance local service on the Bearna Road, from the Cappagh Road junction, westwards to Bearna Village. This facility will route through Creagán and will return along the Bearna Road. No dedicated priority facilities are proposed along this route. From the Cappagh Road junction, the service will travel north to the Western Distributor Road and route towards the city via the Seamus Quirke Road and University Road.



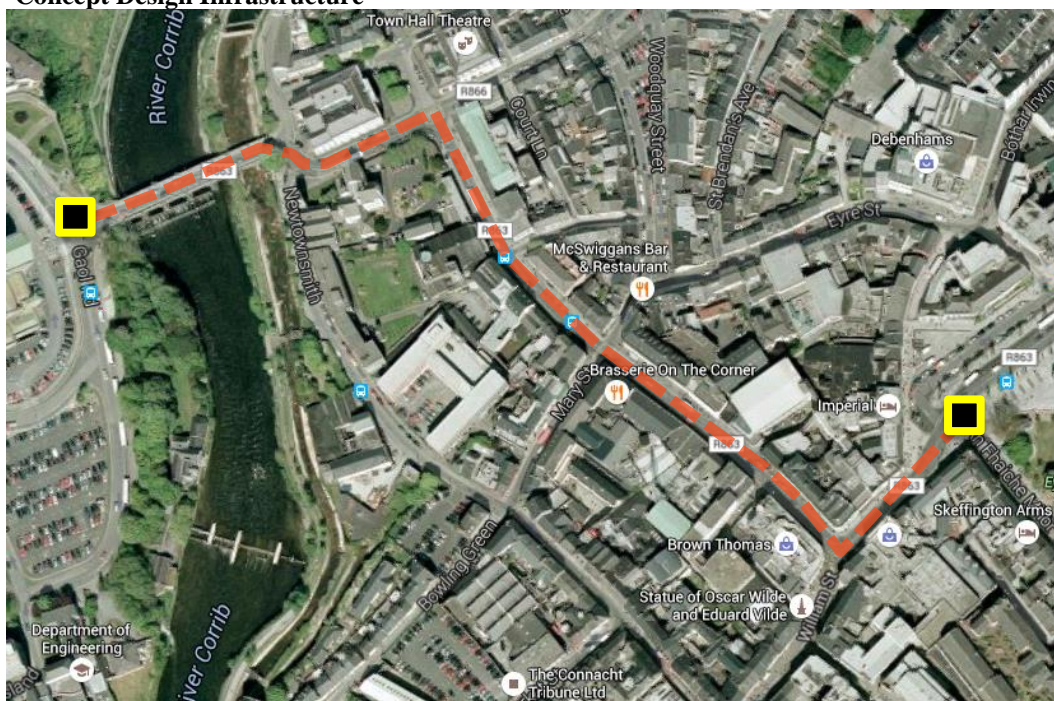
## D2.2 Eastern Corridor

### D2.2.1 St. Vincent's Avenue/St. Francis Street/Eglinton Street

**Eastern Corridor: St. Vincent's Avenue/St. Francis' Street/Eglinton Street**  
(from Salmon Weir Bridge to Eyre Square)

**0.57km**

#### Concept Design Infrastructure



570m

#### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing cycle facilities on this route. It is proposed to restrict access to this route for general traffic and to allow bus and local access only – cyclists will therefore have priority through the form of permission to use this portion of the route.	N/A
Bus	There are no existing bus facilities along this section of the network. While no dedicated priority infrastructure is proposed, this section is to be designated for local access and bus only use, which will therefore allocate priority to buses by proxy.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	Where required, it is proposed to enhance the footpath provision along the route. In addition, a new parallel bridge structure is proposed adjacent to the Salmon Weir Bridge (note this may be a cantilever-type structure or a new separate structure) to allow pedestrian movements	N/A

	across the river to occur independently of the Salmon Weir Bridge.	
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### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route from the Salmon Weir Bridge to the north-western corner of Eyre Square serves a variety of developments, including Galway Cathedral, NUIG, Galway Courthouse, the Town Hall Theatre, Saint Francis Abbey, Scoil an Linbh Íosa, and numerous retail developments to the south approaching Eyre Square.</p> <p><b>Geometry / Lane Allocation:</b> The route is predominantly two-lane carriageway, with some minor widening on St. Vincent's Avenue to allow for a right-turning lane on to St. Francis Street. Carriageway width is typically 6-7m kerb-to-kerb, increasing to 9m where turning facilities are provided. When including footpaths, this increases to 12-15m.</p> <p><b>Parking / Loading:</b> There are no parking or loading facilities on the Salmon Weir Bridge or on St. Vincent's Avenue. On St. Francis Street there is also no permitted parking. On Eglinton Street however there is a section of on-street loading provided parallel to the kerbline (approximately 40m).</p> <p><b>Bus Operations:</b> This portion of the network currently carries the 402, 404, 405, 407, 412 and 414 services.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The main engineering constraints along the route are on Shantalla Road, and are associated with the need to widen in order to implement dedicated cycle facilities due to the proximity of properties to the narrow carriageway along the route, it is not possible to provide dedicated cycle priority – hence the route is proposed to be provided with dedicated signage and traffic calming in order to create a better environment for cyclists.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major upgrade proposals at junctions along this route.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to change the character of the section, from a through route to an area more conducive to pedestrian and cyclist priority, public transport priority (by proxy) and the removal of through traffic – as a result non-essential traffic is to be restricted from accessing the city centre.</p>

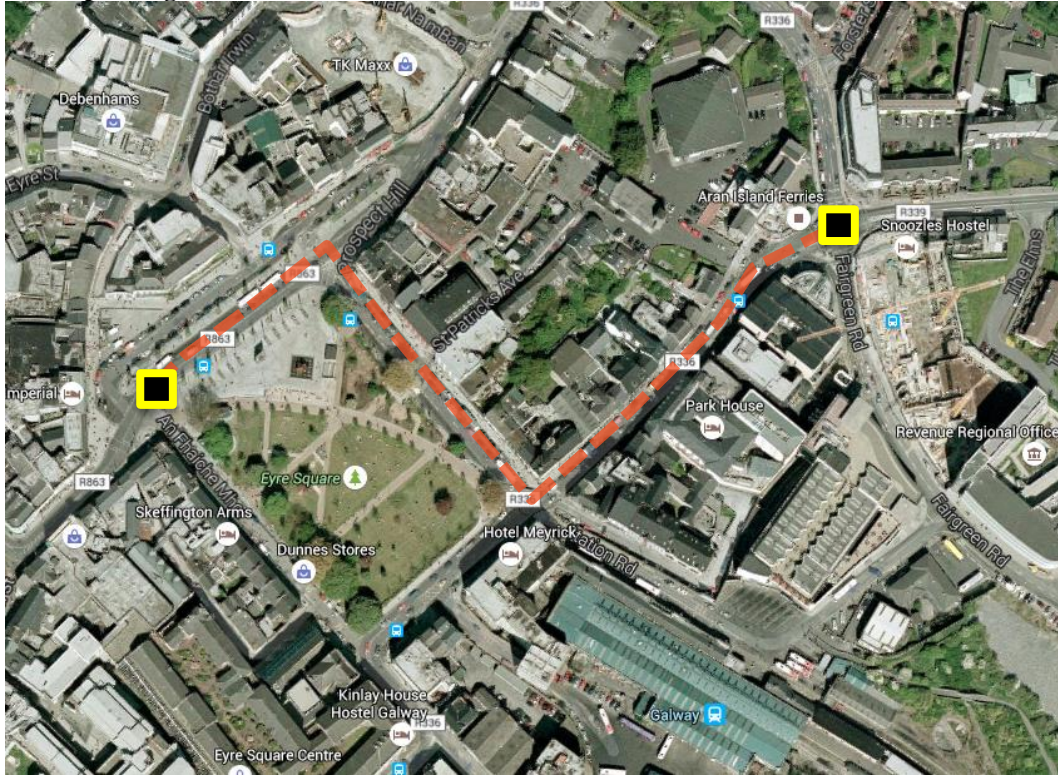


## D2.2.2 Eyre Square North/Eyre Square East/Forster Street

**Eastern Corridor: Eyre Square North/Eyre Square East/Forster Street**  
(from Eyre Square to Bóthar Uí Eithir)

**0.42km**

### Concept Design Infrastructure



417m

**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	There are no existing cycle facilities on this route. It is proposed to restrict access to this route for general traffic and to allow bus and local access only – cyclists will therefore have priority through the form of permission to use this portion of the route.	N/A
Bus	There is a short section of inbound bus lane on Forster Street, which is active from 16:00-19:00 daily. Elsewhere, there are no other existing priority bus facilities along this section of the network (although there are numerous bus shelters, with Eyre Square acting as the major City Bus Service interchange point). While no additional dedicated priority infrastructure is proposed, this section is to be designated for local access and bus only use, which will therefore allocate priority to buses by proxy.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	Where required, it is proposed to enhance the footpath provision along the route and to upgrade and improve crossing facilities for pedestrians. However, the existing pedestrian offering in the city centre is generally of good quality. Urban realm improvement works in the environs of Eyre Square will improve the quality and standard of the pedestrian network in this part of the study area.	N/A

**Corridor Assessment****Existing Route  
Corridor  
Characteristics**

**Land Use:** The route through Eyre Square North and East and along Forster Street serves numerous development types within the City Centre area, including numerous retail units, public houses, hotels, and the amenity space within Eyre Square itself.

**Geometry / Lane Allocation:** On Eyre Square North and East, the route is predominantly two-lane carriageway, with dedicated bus set-down areas provided on Eyre Square North and East, and additional loading/taxi parking provided on Eyre Square East.

To the north of Eyre Square North, there is a parallel link which allows for Bus set-down, taxi parking and loading, as well as allowing traffic on to Eyre Square North from Rosemary Avenue. This operates as a one-way system, i.e. traffic flow can only exit this area on to Eyre Square North close to its junction with Williamsgate Street.

On Forster Street, the route functions as a two-lane, one way route in to Eyre Square. There is a time-controlled bus lane (active from 16:00-19:00) – outside of these times this essentially reverts to general parking/loading and reduces the capacity of Forster Street to a single lane. The eastern end of Forster Street (near Bóthar Uí Eithir) has two lanes in addition to the bus lane, which merges to a single lane adjacent to the bus lane.

On Eyre Square North, carriageway width is typically 12m kerb-to-kerb, including the set-down parking areas mentioned above. On Eyre Square East, typical widths are also 12m (kerb-to-kerb) with an additional 3m footpath along the east side (note that all dimensions do not include the large pedestrian area within Eyre Square itself. On Forster Street, carriageway width is typically 7m kerb-to-kerb, and 11-13m typically when including footpaths.

	<p><b>Parking / Loading:</b> There is extensive parking and loading provided along the entirety of this route. Within Eyre Square there is extensive bus set-down and collection parking areas, as well as taxi parking and loading parking, while on Forster Street there are loading parking areas as well as general parking areas.</p> <p><b>Bus Operations:</b> This portion of the network currently carries the 402, 403, 407, 409, 411, 412, 413 and 414 city services. Furthermore, a number of regional services also pass through this portion of the city network.</p>
<p><b>Engineering Constraints and Mitigation Measures</b></p>	<p>The main engineering constraints along the route are associated with the extensive on-street parking provided – in particular on Forster Street where the parking present effectively reduces the street to a single lane. Loading activities on Forster Street also lead to delays. To mitigate this, it is proposed to revert Forster Street to two-way traffic flow, but to restrict the street to bus and local access only – loading is to be re-located to the eastern end of Forster Street where there is available space for delivery vehicles to park. General traffic will be restricted from accessing Eyre Square as a through route.</p>
<p><b>Concept Design for Junctions</b></p>	<p><b>Key Junctions:</b></p> <p>There are no major upgrade proposals at junctions along this route.</p>
<p><b>Concept Design for Links</b></p>	<p>The principal objective along this section is to change the character of the section, from a through route to an area more conducive to pedestrian and cyclist priority, public transport priority (by proxy) and the removal of through traffic – as a result non-essential traffic is to be restricted from accessing the city centre.</p>

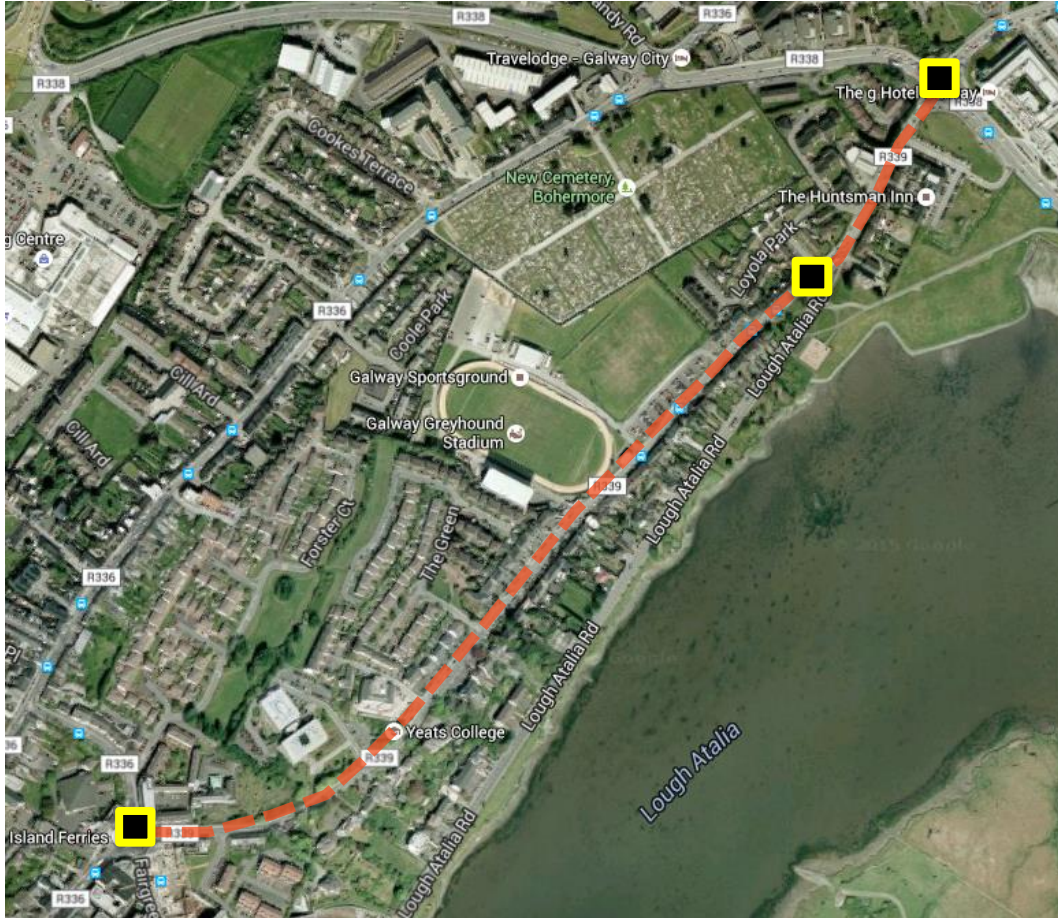


## D2.2.3 Forster Street/College Road

**Eastern Corridor: Forster Street/College Road**  
(from Bóthar Uí Eithir to Moneenageisha Junction)

**1.16km**

### Concept Design Infrastructure



1160m

**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	There are no existing cycle facilities on this route. It is proposed to restrict access to this route for general traffic and to allow bus and local access only as far as the junction with Lough Atalia Road – cyclists will therefore have priority through permission to use this portion of the route, and will benefit from improved safety due to reduced traffic flows. There are proposals to implement dedicated cycle priority on Lough Atalia.	950m
Bus	There are no existing bus priority measures on this route at present. No additional priority is proposed, although the proposal to allow local access and bus only traffic on College Road will provide bus priority by proxy. At the junction with Lough Atalia Road, an outbound bus gate is proposed to allocate priority to outbound buses towards the junction at Moneenageisha.	950m
Junctions	There are no major junction upgrades proposed. At the junction of College Road and Lough Atalia Road, an outbound bus gate is proposed.	N/A
Pedestrian	Where required, it is proposed to enhance the footpath provision along the route and to upgrade and improve crossing facilities for pedestrians. However, as with the City Centre, the existing pedestrian offering on this section of the network is typically of good quality.	N/A

**Corridor Assessment**

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Forster Street and College Road serves numerous development types, including residential areas, Galway City Councils' offices, the Coach Station at Fairgreen, the Connacht Rugby sports grounds and Greyhound Stadium, and a significant number of B&amp;B and accommodation lodges.</p> <p><b>Geometry / Lane Allocation:</b> The route is two-lane carriageway for the majority of its length, with some local widening approaching Moneenageisha to provide multiple lanes at the entrance to the junction.</p> <p><b>Parking / Loading:</b> To the west, on Forster Street due to the lack of available width, parking and loading are not permitted. To the east of Galway City Councils' offices, on-street parking is provided intermittently on both sides of College Road (with some local restrictions due to space constraints, for example at the Connacht Rugby grounds). To the east of the Rugby grounds, on-street parking is intermittently provided on the south side of College Road only. Finally, east of the junction with Lough Atalia Road, no on-street parking or loading is permitted.</p> <p><b>Bus Operations:</b> College Road currently carries the 403, 409, and 410 city services.</p>
<b>Engineering Constraints and Mitigation Measures</b>	There are no major engineering constraints present on this route. At the junction of College Road and Lough Atalia Road, it will be necessary to provide some form of bus priority to ensure that services can proceed through Moneenageisha promptly – an outbound bus gate is proposed to allow buses priority over Lough Atalia outbound traffic flow.
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major upgrade proposals at junctions along this route.</p>



**Concept Design for  
Links**

The principal objective along this section is to provide dedicated linkage from Eyre Square to Moneenageisha for public transport services, the proposals are complementary to those at Eyre Square and on Forster Street, as a result journey times will be reduced and direct connectivity through the City Centre and onwards west via the Salmon Weir Bridge will be significantly improved.

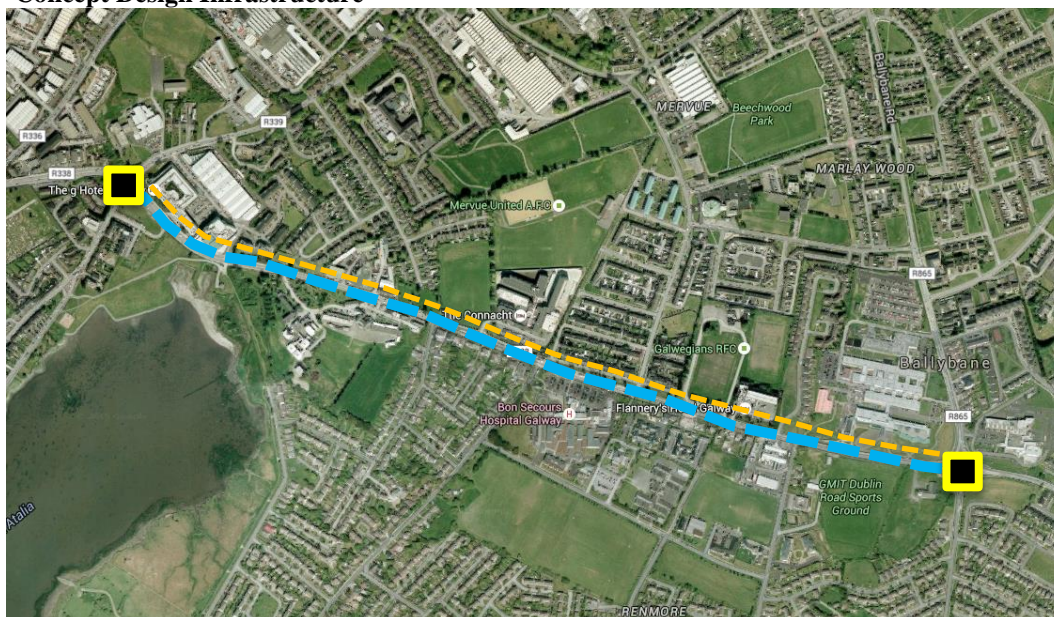
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## D2.2.4 Old Dublin Road

**Eastern Corridor: Old Dublin Road**  
(from Moneenageisha Junction to Skerritt Roundabout)

**1.8km**

### Concept Design Infrastructure



1800m

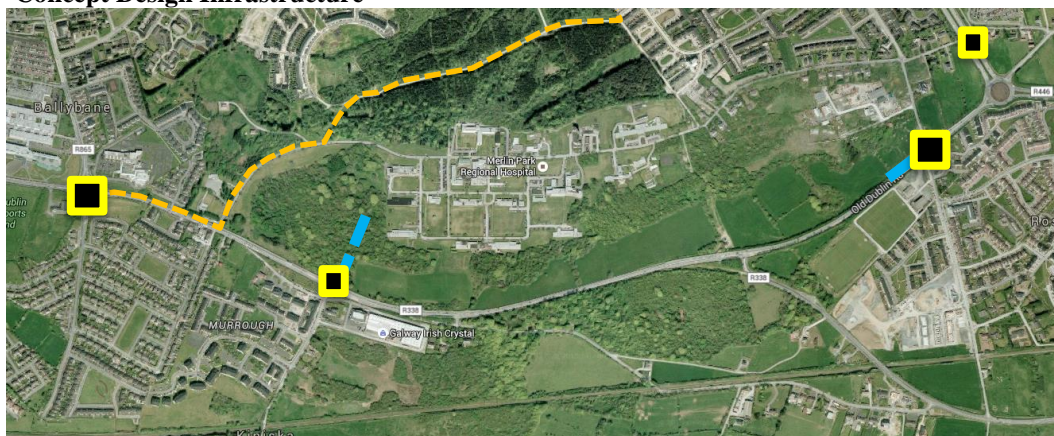
### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing cycle facilities on this route. Cyclists can however use the inbound Bus Lane between Skerritt Roundabout and the Bon Secours Hospital, and the outbound Bus Lane between Moneenageisha and the Bon Secours Hospital. It is proposed to implement a two-way off-road cycle facility between Skerritt Roundabout and Moneenageisha.	1800m
Bus	There is an existing outbound Bus Lane from the Moneenageisha junction running east towards the Bon Secours Hospital. The Bus lane terminates in the vicinity of the Hospital. There is also an inbound Bus Lane from Skerritt Roundabout, which also terminates in the vicinity of the Bon Secours Hospital. It is proposed to re-commence the outbound bus lane to the east of the Bon Secours Hospital access junction and to continue east to Skerritt Roundabout (which is to be upgraded to a signalised junction). At Moneenageisha junction, it is also proposed to implement a short section of inbound Bus Lane to allow for bus movements on to College Road to progress through the junction with a degree of priority.	~800m (total)
Junctions	It is proposed to upgrade Skerritt Roundabout to a signalised junction.	N/A

Pedestrian	Where required and feasible, it is proposed to enhance the footpath provision along the route and to upgrade and improve crossing facilities for pedestrians.	N/A
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### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along the Old Dublin Road between Moneengeisha and the Skerritt Roundabout serves a wide variety of developments, including residential, educational, retail, hotel/leisure, health and sports facilities, including the Bon Secours hospital and Galway-Mayo Institute of Technology (GMIT). There are a significant number of accesses and junctions onto the route associated with the wide range of development types served.</p> <p><b>Geometry / Lane Allocation:</b> There are multiple lanes present along the entire route, with traffic lanes, inbound or outbound bus lanes and turning facilities provided at different locations along the route. A typical cross section is ~11m kerb-to-kerb, and 15-17m including footpaths and verges. There are specific pinch points where the total available width is as low as 13-14m.</p> <p><b>Parking / Loading:</b> No parking or loading is currently permitted on the route.</p> <p><b>Bus Operations:</b> The Old Dublin Road currently carries the 402, 409, and 410 city services, as well as regional services from the east.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The major engineering constraints present along the route are associated with the requirement to provide numerous turning facilities along the route, effectively resulting in the need to acquire land if additional road space for public transport or cycling facilities. The Dublin-Galway greenway, which may potentially route along this corridor would provide an alternative route for cyclists, however the more direct route is to remain on the Old Dublin Road – consequently it is proposed to implement a two-way raised adjacent facility on the Old Dublin Road. Also, it is proposed to extend the outbound Bus Lane further east to the Skerritt junction. At Moneenageisha, it is proposed to use the existing de facto left-turning lane onto College Road to provide bus priority to allow buses to bypass localised queuing on this approach.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>It is proposed to upgrade Skerritt Roundabout to a signalised junction.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to provide enhanced priority for both public transport and for cyclists – this route carries significant traffic flows and currently bus service can experience major delays at peak times. Furthermore, enhanced cyclist connectivity between GMIT at Skerritt Roundabout and Moneenageisha is a priority to facilitate cyclist movements in a safe and direct manner.</p>

**Eastern Corridor: Old Dublin Road  
(from Skerritt Roundabout to Doughiska Road)**
**2.3km****Concept Design Infrastructure**

2340m

**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	<p>There are no existing cycle facilities on this route. Cyclists can however use the inbound Bus Lane between Doughiska Road and the Skerritt Roundabout. It is proposed to continue the two-way off-road raised cycle facility west of Skerritt Roundabout, extending east as far as the existing entrance to Merlin Park Hospital, at which point the cycle route will route through the Hospital grounds, join the Merlin Woods trail to the north and continue east through to Doughiska.</p> <p>East of Merlin Park Hospital, it is also proposed to create an overpass over the N6 to allow for cyclist connectivity to the Ardaun lands.</p>	~350m on Old Dublin Road TBC elsewhere
Bus	<p>There is an existing inbound Bus Lane on the Old Dublin Road from the junction with Doughiska Road, continuing west to Skerritt Roundabout, where it terminates for a short duration to facilitate two-lane vehicular entry to the roundabout. This Bus Lane then re-commences to the east of Skerritt Roundabout.</p> <p>It is proposed to create a new entrance to Merlin Park Hospital at the Galway Crystal junction. Bus services will route through the grounds of the Hospital, and continue east on Merlin Park Lane, across Doughiska Road and over the N6 via an overpass into lands at Ardaun.</p> <p>For returning buses, it is proposed to implement a section of Bus Lane within the Hospital grounds approaching the Galway Crystal junction to allow bus priority back out on to the Old Dublin Road. Further east, it is proposed to implement a short section of outbound Bus Lane on the Old Dublin Road in the vicinity of Doughiska Road to allow buses to have a left-slip on to Doughiska Road and to avoid queuing and delay at the signalised junction.</p>	~100m in total

Junctions	It is proposed to provide a new access to Merlin Park Hospital from the Galway Crystal junction. The existing Merlin Park Hospital junction will be closed to vehicular traffic, but open to cyclist use. It is also proposed to create an overpass over the N6 which will allow buses, pedestrians and cyclists to connect to the Ardaun lands.	N/A
Pedestrian	Where required and feasible, it is proposed to enhance the footpath provision along the route and to upgrade and improve crossing facilities for pedestrians. Pedestrian connectivity to the Ardaun lands will also be facilitated via an overpass over the N6.	N/A

### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along the Old Dublin Road between the Skerritt Roundabout and Doughiska Road transitions from a more urban character to a rural one as the number of accesses and developments served by this portion of the route reduces significantly. The route serves some residential development, Merlin Park Hospital, Galway Crystal and also provides connectivity to Roscam and Oranmore via a junction with the Coast Road (R338).</p> <p><b>Geometry / Lane Allocation:</b> The route typically is a two-lane carriageway, with an additional inbound bus lane, and various localised widening for turning lanes. Between Skerritt Roundabout and the Galway Crystal junction there are footpaths present on both sides of the carriageway, while to the east of this junction there is a footpath on the south side of the route as far as Doughiska Road – the footpath on the north side terminates and a hard shoulder is present instead. The cross-section varies significantly along the route, from approximately 14m to up to approximately 23m.</p> <p><b>Parking / Loading:</b> Although there are no formal restrictions on the north side where there is a hard shoulder present, no parking or loading is generally seen to occur on the route.</p> <p><b>Bus Operations:</b> The Old Dublin Road currently carries the 402, 409, and 410 city services, as well as regional services from the east.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The major engineering constraints present along the route are associated with the requirement to provide numerous turning facilities along the route, effectively resulting in the need to acquire land if additional road space for public transport or cycling facilities. The Dublin-Galway greenway, which may potentially route along this corridor would provide an alternative route for cyclists, however the more direct route is to remain on the Old Dublin Road – consequently it is proposed to implement a two-way raised adjacent facility on the Old Dublin Road. Also, it is proposed to extend the outbound Bus Lane further east to the Skerritt junction. At Moneenageisha, it is proposed to use the existing de facto left-turning lane onto College Road to provide bus priority to allow buses to bypass localised queuing on this approach.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>It is proposed to upgrade Skerritt Roundabout to a signalised junction.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to provide enhanced priority for both public transport and for cyclists – this route carries significant traffic flows and currently bus service can experience major delays at peak times. Furthermore, enhanced cyclist connectivity between GMIT at Skerritt Roundabout and Moneenageisha is a priority to facilitate cyclist movements in a safe and direct manner.</p>



## D2.2.5 Doughiska Road

**Eastern Corridor: Doughiska Road**  
(from Old Dublin Road to Old Ballybrit Road)

**1.7km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are existing on-road cycle facilities along Doughiska Road. It is proposed to upgrade these to fully raised adjacent facilities in order to improve the quality of service offered by this facility.	1700m
Bus	There are no existing bus priority facilities on Doughiska Road at present. It is proposed to implement a short section of southbound Bus Lane approaching the junction with the Old Dublin Road, as well as potential bus gate at the junction itself to afford a degree of priority for buses at the junction. Furthermore, although it will be the subject of further detailed investigation, it is proposed to provide some form of bus priority at the top of Doughiska Road to facilitate bus movements through to Monivea Road and through the junction at Briarhill en route to Parkmore.	~75m in total
Junctions	It is proposed to provide northbound bus priority from the northern end of Doughiska Road, through to Monivea Road and the junction at Briarhill, for bus services to Parkmore.	N/A

Pedestrian	Where required and feasible, it is proposed to enhance the footpath provision along the route and to upgrade and improve crossing facilities for pedestrians.	N/A
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### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Doughiska Road between the Old Dublin Road and the Old Ballybrit Road serves primarily residential development, a number of schools, and a small amount of retail developments.</p> <p><b>Geometry / Lane Allocation:</b> The route typically is a two-lane carriageway, with an additional inbound bus lane, and various localised widening for turning lanes. Between Skerritt Roundabout and the Galway Crystal junction there are footpaths present on both sides of the carriageway, while to the east of this junction there is a footpath on the south side of the route as far as Doughiska Road – the footpath on the north side terminates and a hard shoulder is present instead. The cross-section varies significantly along the route, from approximately 14m to up to approximately 23m.</p> <p><b>Parking / Loading:</b> Although there are no formal restrictions on the north side where there is a hard shoulder present, no parking or loading is generally seen to occur on the route.</p> <p><b>Bus Operations:</b> The Old Dublin Road currently carries the 402, 409, and 410 city services, as well as regional services from the east.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The major engineering constraints present along the route are associated with the requirement to provide numerous turning facilities along the route, effectively resulting in the need to acquire land if additional road space for public transport or cycling facilities. The Dublin-Galway greenway, which may potentially route along this corridor would provide an alternative route for cyclists, however the more direct route is to remain on the Old Dublin Road – consequently it is proposed to implement a two-way raised adjacent facility on the Old Dublin Road. Also, it is proposed to extend the outbound Bus Lane further east to the Skerritt junction. At Moneenageisha, it is proposed to use the existing de facto left-turning lane onto College Road to provide bus priority to allow buses to bypass localised queuing on this approach.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b> It is proposed to upgrade Skerritt Roundabout to a signalised junction.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to provide enhanced priority for both public transport and for cyclists – this route carries significant traffic flows and currently bus service can experience major delays at peak times. Furthermore, enhanced cyclist connectivity between GMIT at Skerritt Roundabout and Moneenageisha is a priority to facilitate cyclist movements in a safe and direct manner.</p>



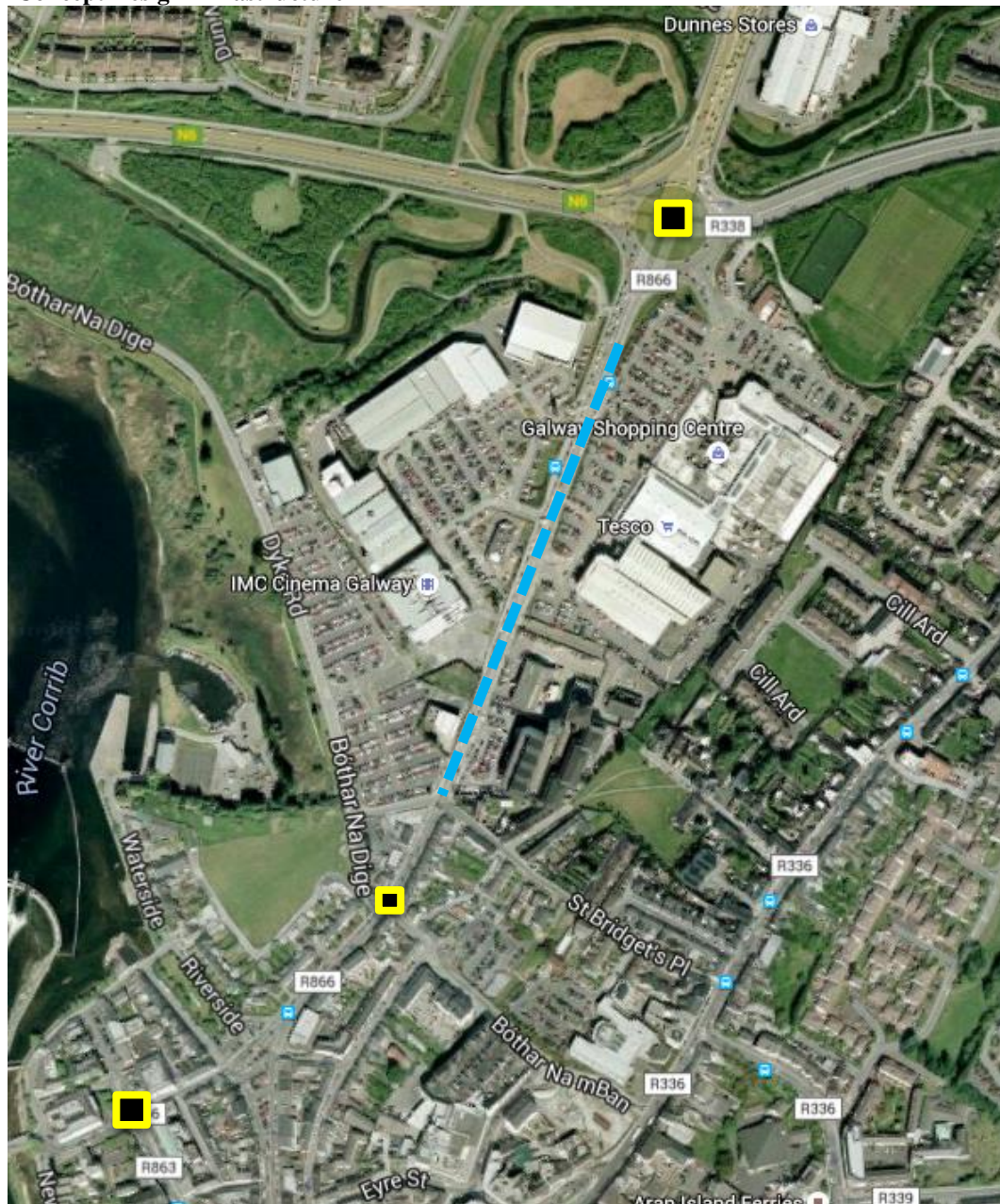
## D2.2.6 St. Vincent's Avenue/Headford Road

Eastern Corridor: St. Vincent's Avenue/Headford Road  
(from St. Francis Street to Bodkin Junction)

0.84km

### Concept Design Infrastructure

840m



**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	There are no existing facilities for cyclists on this section of the route. As outlined below, it is proposed to extend the inbound bus lane, which will allow for cyclist use. For outbound cyclists, traffic calming and signage are proposed to improve the route for cyclists. It is noted at this time that the Headford Road Framework Plan will guide the longer-term development of this area, which may allow for dedicated cyclist facilities to be incorporated as the land use and layout of the area develops – it will be key for the needs of cyclists to be included in this Framework Plan.	N/A
Bus	At present, there is a short length of inbound bus lane immediately south of the Bodkin junction, totalling approximately 3m in length. This is the continuation of an inbound bus lane to the north of the Bodkin junction, and has greatly benefitted inbound bus services since its installation. It is proposed to extend this inbound bus lane further, to the junction with St. Bridget's Place.	~400m in total
Junctions	It is proposed to upgrade the junction of Bóthar na mBan and the Headford Road, in order to provide improved facilities for pedestrians, and to improve traffic flow at the junction, which will form part of the inner vehicular route proposed as part of the City Link concept.	N/A
Pedestrian	Where required and feasible, it is proposed to upgrade and improve crossing facilities for pedestrians. Specific improvement works are required along the southern portion of the route, including at the junction with Bóthar na mBan.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along St. Vincent's Avenue &amp; the Headford Road serves a range of developments, including residential areas closer to the city centre, and expanding to service numerous mixed-use areas, including Galway Retail Park and the Galway Shopping Centre, Advance Pitstop and Lidl.</p> <p><b>Geometry / Lane Allocation:</b> The route varies along its length. Along St. Vincent's Avenue and the southern-most portion of Headford Road, the route is typically a two-lane carriageway. Approaching the junction with Bóthar na mBan, the route widens to accommodate multiple lanes for right-turning purposes, generally being up to 3 lanes wide. North of the junction with St. Bridget's Place, the route remains a 3-lane carriageway, and widens further to accommodate central hatching to allow for numerous right-turn facilities to be incorporated, and to provide a buffer between inbound and outbound traffic flow. In the vicinity of Galway Shopping Centre and Galway Retail Park, the central hatching is augmented further with a raised central solid island in certain locations. Finally, in the vicinity of the Bodkin junction, the route widens further to provide three outbound lanes (and a left-filter lane on to the N6 westbound) and two inbound lanes (one of which is a bus lane). Cross sectional width varies significantly. At the southern end of the route, carriageway width is 6-7m, and total width is 9-11m including footpaths. Between Wood Quay, Bóthar na mBan and St. Bridget's Place, the kerb-to-kerb width is generally 8-9m, increasing to 13-14m including footpaths. Further north the width changes in line with the provision of lanes, ranging from 11-15m kerb-to-kerb, and 15-19m including footpaths. Carriageway width entering the Bodkin junction is approximately 23m kerb-to-kerb.</p> <p><b>Parking / Loading:</b> No on-street parking is permitted on St. Vincent's Avenue. In the vicinity of Wood Quay, there is a limited amount of on-street parking (approximately 6 cars) on the eastern side of the route. There is a small amount of inset parking provided just north of Bóthar na mBan (approximately 2 spaces) on the western side. Beyond this, there is no on-street parking permitted. There are numerous off-street surface car parks on the Headford Road, including the City Council facility on Dyke Road, and parking in the numerous retail developments.</p> <p><b>Bus Operations:</b> The Headford Road currently carries the 407 city service, as well as regional services from the north-east.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The major engineering constraints present along the route vary depending on the location. At St. Vincent's Avenue, the carriageway width is approximately 6m, with little potential for widening due to the proximity of building lines. Similarly, at Wood Quay, there is limited on-street parking reducing the carriageway width to 6m when occupied. On the Headford Road, there are constraints due to the proximity of property to the carriageway at the junction with Bóthar na mBan. The heavy traffic flows on the Headford Road mean that widening to implement bus priority and cycle priority will require the acquisition of land from the adjoining major developments, or the loss of existing road space used by general traffic flow.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>It is proposed to upgrade the junction of the Headford Road and Bóthar na mBan to provide dedicated pedestrian facilities, and to improve traffic flow.</p>
<b>Concept Design for Links</b>	<p>The principal objective along this section is to provide enhanced priority for both public transport and for cyclists – this route carries significant traffic flows and currently bus services can experience major delays at peak times. In addition, as the Headford Road is re-developed in accordance with the Headford Road Framework Plan, it will be necessary to adapt the environment to provide improved and additional facilities for pedestrians.</p>

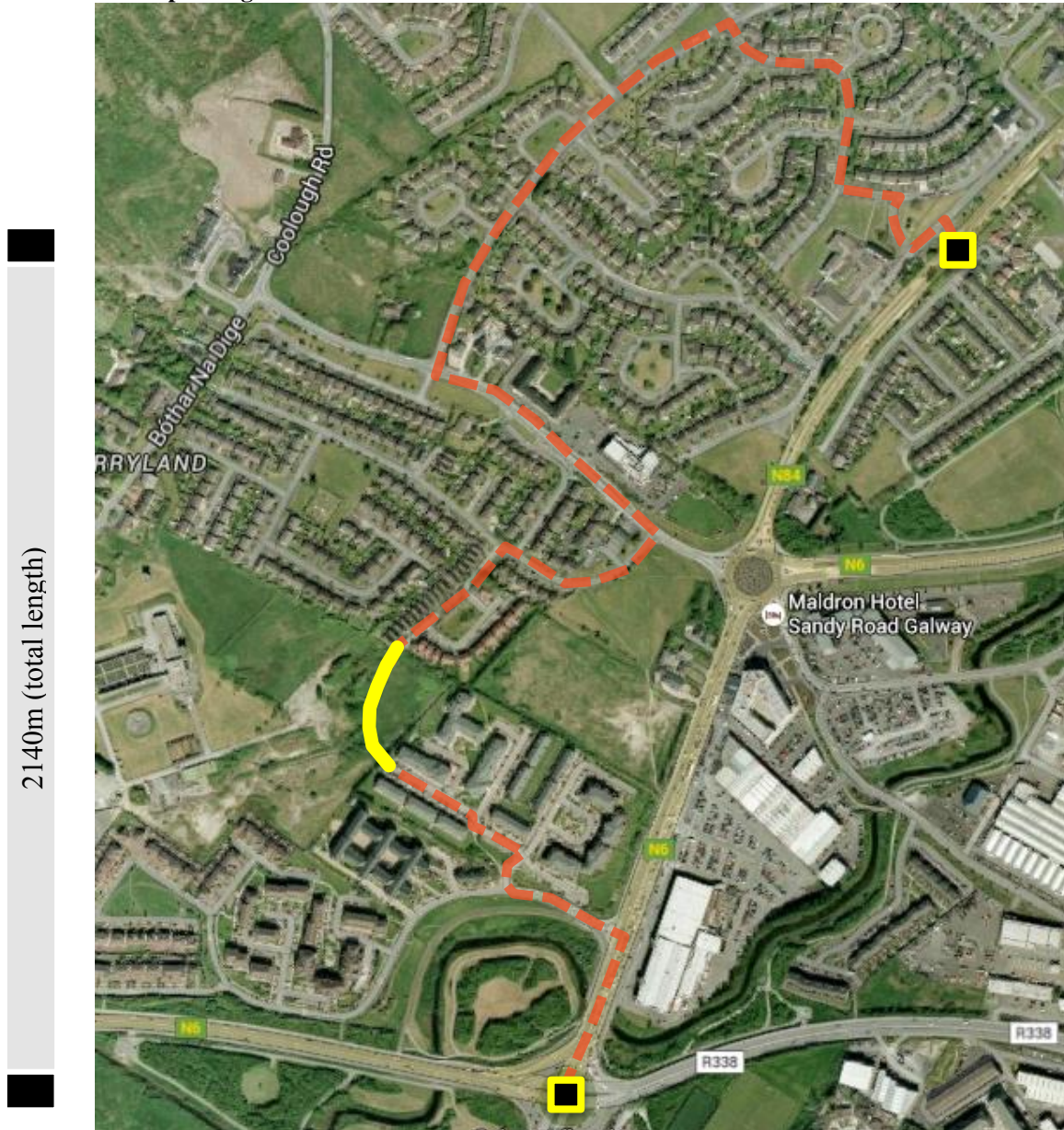


## D2.2.7 Headford Road/Dun Na Coiribe/Castlelawn Heights/Tirellan Heights

**Eastern Corridor: Headford Road/Dun Na Coiribe/Castlelawn Heights/Tirellan Heights**  
(from Headford Road/Dun Na Coiribe Junction to Headford Road/Tirellan Heights Junction)

**2.14km**

### Concept Design Infrastructure



**Corridor Proposed Infrastructure Summary**

Mode	Type of Facility	Length (m)
Cycle	There are no existing facilities for cyclists on this section of the route. As this section involves routing through mostly residential areas, no dedicated cycle facilities are proposed, however traffic calming may be considered in order to make the route more conducive to cycling if necessary. It is proposed to connect from Dun Na Coiribe to Castlawn Heights via a new road link which will be for bus, cyclist and pedestrian use only.	N/A
Bus	At present, there is a short length of inbound bus lane immediately north of the Bodkin junction. As this section involves routing through primarily residential areas, no additional dedicated bus priority is proposed. It is proposed to connect from Dun Na Coiribe to Castlawn Heights via a new road link which will be for bus, cyclist and pedestrian use only.	N/A
Junctions	There are no major junction upgrades proposed. A new road link is proposed to connect Dun Na Coiribe to Castlawn Heights, although this will be for bus, cycle and pedestrian use only.	N/A
Pedestrian	As outlined above, with this section comprising routing through residential areas, it will be an objective to maximise the catchment of the bus service – as a result a review will be undertaken to determine if permeability improvements are necessary to minimise the route for pedestrians to reach their nearest bus stop. It is proposed to connect from Dun Na Coiribe to Castlawn Heights via a new road link which will be for bus, cyclist and pedestrian use only.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along the Headford Road through Dun Na Coiribe, Castlelawn Heights and Tirellan Heights passes through almost entirely residential areas, as well as passing the Menlo Park Hotel and the adjoining self-catering apartments. The route also runs close to St. Francis National School when passing through Tirellan Heights.</p> <p><b>Geometry / Lane Allocation:</b> The route passes through mostly residential areas, and as such is a standard two-lane carriageway for the most part. There are some locations in the vicinity of specific junctions where the widths is slightly higher, such as at Castlelawn Heights in the vicinity of the Menlo Park Hotel.</p> <p>Cross sectional width varies slightly. For the most part, typically the carriageway is 6-7m kerb-to-kerb, increasing to around 8m in some locations and a maximum of approximately 11m outside the Menlo Park Hotel. When including the adjacent footpaths and verges, the total width increases to approximately 11-12m for the most part, and up to 15m at the Menlo Park Hotel.</p> <p><b>Parking / Loading:</b> Given that the route passes through primarily residential areas, despite the driveway access to the majority of properties, there is still some on-street parking along the route, in particular in Castlelawn Heights and in Tirellan Heights. In some instances, this can effectively reduce the available carriageway width to approximately 5m, which would affect two-way vehicle movements.</p> <p><b>Bus Operations:</b> The Headford Road currently carries the 407 city service, as well as regional services from the north-east. The 407 service does not route through Dun Na Coiribe at present, instead it leaves the Headford Road at the Kirwan Roundabout, and then routes past the Menlo Park Hotel and through Tirellan Heights before exiting back on to the Headford Road.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The major engineering constraints present along the route are associated with the lack of available road width in the residential areas, which may be further exacerbated by on-street parking. However, this is not deemed to be significant.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	<p>There are no major changes proposed for the road links along this section of the network. As outlined above, it is proposed to create a new road link from Dun Na Coiribe through to Castlelawn Heights, which will be for bus, cyclist and pedestrian use only.</p>

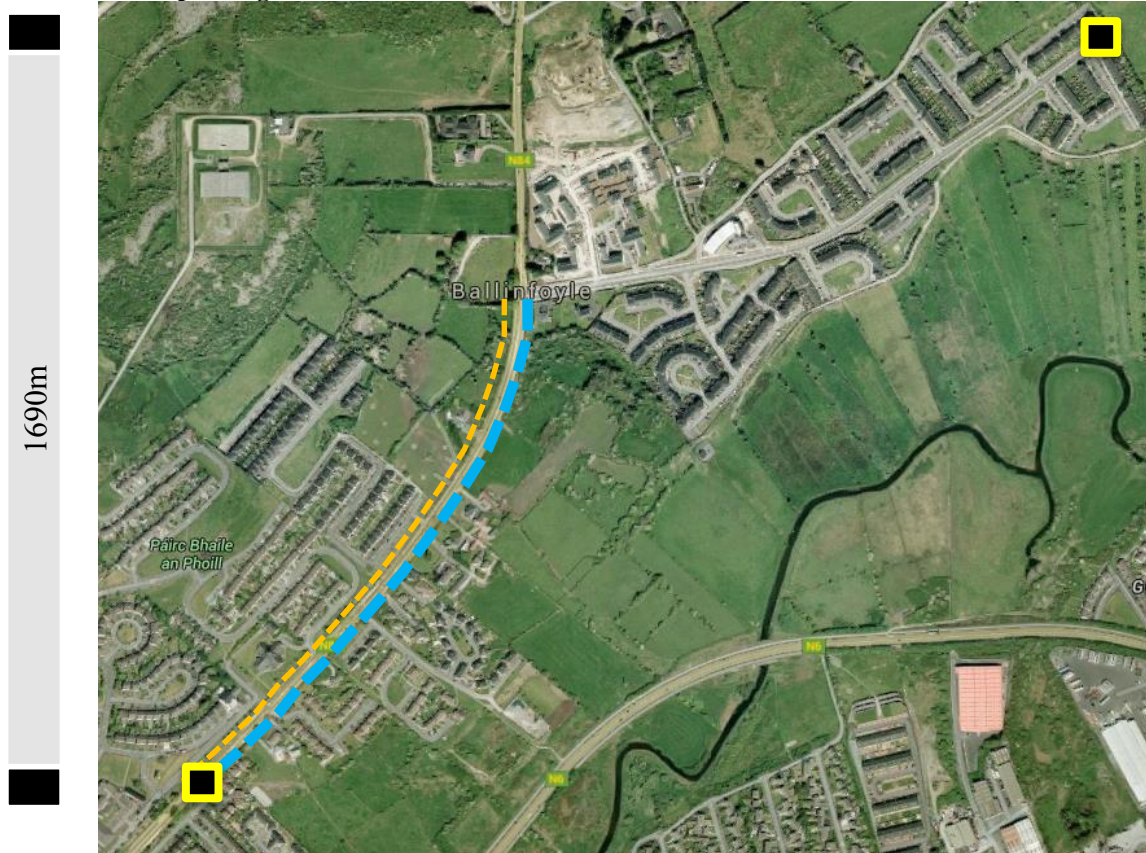


## D2.2.8 Headford Road/Castlegar

**Eastern Corridor: Headford Road/Baile an Chóiste**  
(from Headford Road/Tirellan Heights Junction through to Baile an Chóiste)

**1.69km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing facilities for cyclists on the N84 Headford Road. Within Baile an Chóiste, there are raised adjacent cycle facilities on both sides of the carriageway. It is proposed to provide cycle connectivity on the N84 Headford Road – on the western side of the route an on-road cycle facility is proposed, while on the eastern side an inbound bus lane is proposed south to connect to the Kirwan Roundabout. In addition, although it is outside the scope of this note, cycle and pedestrian connectivity is proposed from the eastern extend of Baile an Chóiste through Castlegar Village and to connect to the N17.	800m (to Tirellan Heights)
Bus	It is proposed to install an inbound bus lane on the N84 Headford Road, from the junction with Baile an Chóiste to the Kirwan Roundabout (which is also proposed to be signalised).	800m (to Tirellan Heights)
Junctions	There are no major junction upgrades proposed.	N/A

Pedestrian	Within Baile an Chóiste, there are numerous examples of residential estates segregated from the bus route on the main spine road by long sections of boundary wall or fencing, in certain incidents creating unnecessary additional routing for pedestrians to avail of the bus service. Where feasible, permeability improvements will be implemented in Baile an Chóiste. Also, as outlined above, cycle and pedestrian connectivity is proposed from the eastern extend of Baile an Chóiste through Castlegar Village and to connect to the N17.	N/A

### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along the Headford Road from the junction with Tirellan Heights and through to Baile an Chóiste serves mostly residential areas and a small amount of mixed-use development.</p> <p><b>Geometry / Lane Allocation:</b> The N84 portion of the route passes numerous residential estates which are segregated from the national route and accessed via a number of junctions directly on to the route. Within Baile an Chóiste, again there are numerous residential developments with a number of access points directly on to the route.</p> <p>Cross sectional width varies. Along the N84 Headford Road the route is mostly three-lane carriageway, with numerous turning lanes provided in the central lane for access to the numerous estates present along the route. There is extensive central hatching therefore present. Within Baile an Chóiste, the route is mostly a two-lane carriageway, with the exception of a right-turning facility into the Baile an Chóiste residential estate. At the end of Baile an Chóiste the route is a cul-de-sac, and a large turning head is provided. It is noteworthy that Baile an Chóiste is used as a vehicle rat run between the N84 and the N17 Tuam Road via Castlegar Village.</p> <p>Cross sectional width on the N84 is typically 9-10m kerb-to-kerb, and 14-15m including footpaths. In Baile an Chóiste, kerb-to-kerb width is typically 7-8m, and 11-12m including footpaths.</p> <p><b>Parking / Loading:</b> There is typically no on-street parking on the N84 Headford Road or internally in Baile an Chóiste.</p> <p><b>Bus Operations:</b> The Headford Road and Baile an Chóiste currently carry the 407 city service, which has its terminus in Baile an Chóiste, where it uses the large turning head to perform a u-turn and commence the return journey.</p>	
<b>Engineering Constraints and Mitigation Measures</b>	There are no major engineering constraints present along the route. Inbound bus services are delayed by the heavy traffic flows on the N84 Headford Road.	
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>	
<b>Concept Design for Links</b>	The principal objectives are to facilitate greater bus and cycle priority on the N84 Headford Road, and also to increase pedestrian permeability to maximise the accessibility of the bus service.	

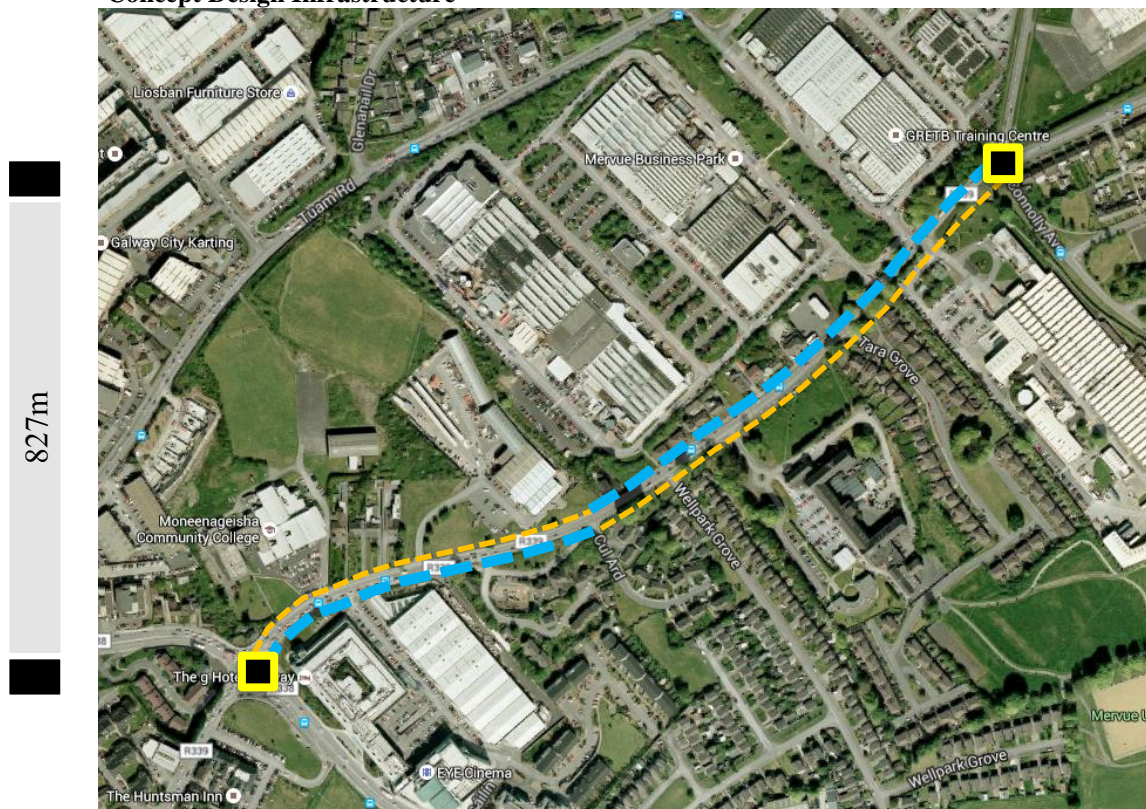


## D2.2.9 Wellpark Road

**Eastern Corridor: Wellpark Road**  
(from Moneenageisha to Connolly Avenue)

**0.83km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing facilities for cyclists on this portion of Wellpark Road. It is proposed to install an outbound on-road cycle facility from the junction with Moneenageisha to the Cul Ard residential estate access. At this point there is an existing pedestrian crossing. From here, the outbound cycle lane will terminate and an inbound cycle lane is proposed to continue north to the junction with Connolly Avenue. In tandem with these on-road cycle facilities, a shared bus/cycle lane is proposed on the opposite side, running outbound from Cul Ard to the junction with Connolly Avenue, and inbound from Cul Ard to Moneenageisha.	~800m
Bus	It is proposed to install an outbound shared bus/cycle lane from the junction with Cul Ard to the junction with Connolly Avenue. From the junction with Cul Ard, an inbound shared bus/cycle lane is proposed, to continue south until reaching the junction at Moneenageisha.	~800m
Junctions	There are no major junction upgrades proposed.	N/A

Pedestrian	There are no major works proposed for pedestrians. Where necessary, the existing pedestrian facilities on this route will be improved, including additional pedestrian crossings if required. Furthermore, permeability improvements will be considered to maximise the connectivity to the bus network, where possible.	N/A
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### Corridor Assessment

Existing Route Corridor Characteristics	<p><b>Land Use:</b> The route along Wellpark Road from the junction with Moneenageisha to the junction with Connolly Avenue serves a wide range of developments, including residential, retail and educational areas. The route also passes Mervue Business Park and the numerous properties therein. The majority of the residential development on Wellpark Road lies to the south. The educational facilities served include Moneenageisha Community College and GMITs' Cluain Mhuire campus.</p> <p><b>Geometry / Lane Allocation:</b> The N84 portion of the route passes numerous residential estates which are segregated from the national route and accessed via a number of junctions directly on to the route. Within Baile an Chóiste, again there are numerous residential developments with a number of access points directly on to the route.</p> <p>Cross sectional width varies. Along the N84 Headford Road the route is mostly three-lane carriageway, with numerous turning lanes provided in the central lane for access to the numerous estates present along the route. There is extensive central hatching therefore present. Within Baile an Chóiste, the route is mostly a two-lane carriageway, with the exception of a right-turning facility into the Baile an Chóiste residential estate. At the end of Baile an Chóiste the route is a cul-de-sac, and a large turning head is provided. It is noteworthy that Baile an Chóiste is used as a vehicle rat run between the N84 and the N17 Tuam Road via Castlegar Village.</p> <p>Cross sectional width on the N84 is typically 9-10m kerb-to-kerb, and 14-15m including footpaths. In Baile an Chóiste, kerb-to-kerb width is typically 7-8m, and 11-12m including footpaths.</p> <p><b>Parking / Loading:</b> There is typically no on-street parking on the N84 Headford Road or internally in Baile an Chóiste.</p> <p><b>Bus Operations:</b> The Headford Road and Baile an Chóiste currently carry the 407 city service, which has its terminus in Baile an Chóiste, where it uses the large turning head to perform a u-turn and commence the return journey.</p>	
	<p><b>Engineering Constraints and Mitigation Measures</b></p> <p>There are no major engineering constraints present along the route. Inbound bus services are delayed by the heavy traffic flows on the N84 Headford Road.</p>	
Concept Design for Junctions	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>	
Concept Design for Links	<p>The principal objectives are to facilitate greater bus and cycle priority on the N84 Headford Road, and also to increase pedestrian permeability to maximise the accessibility of the bus service.</p>	

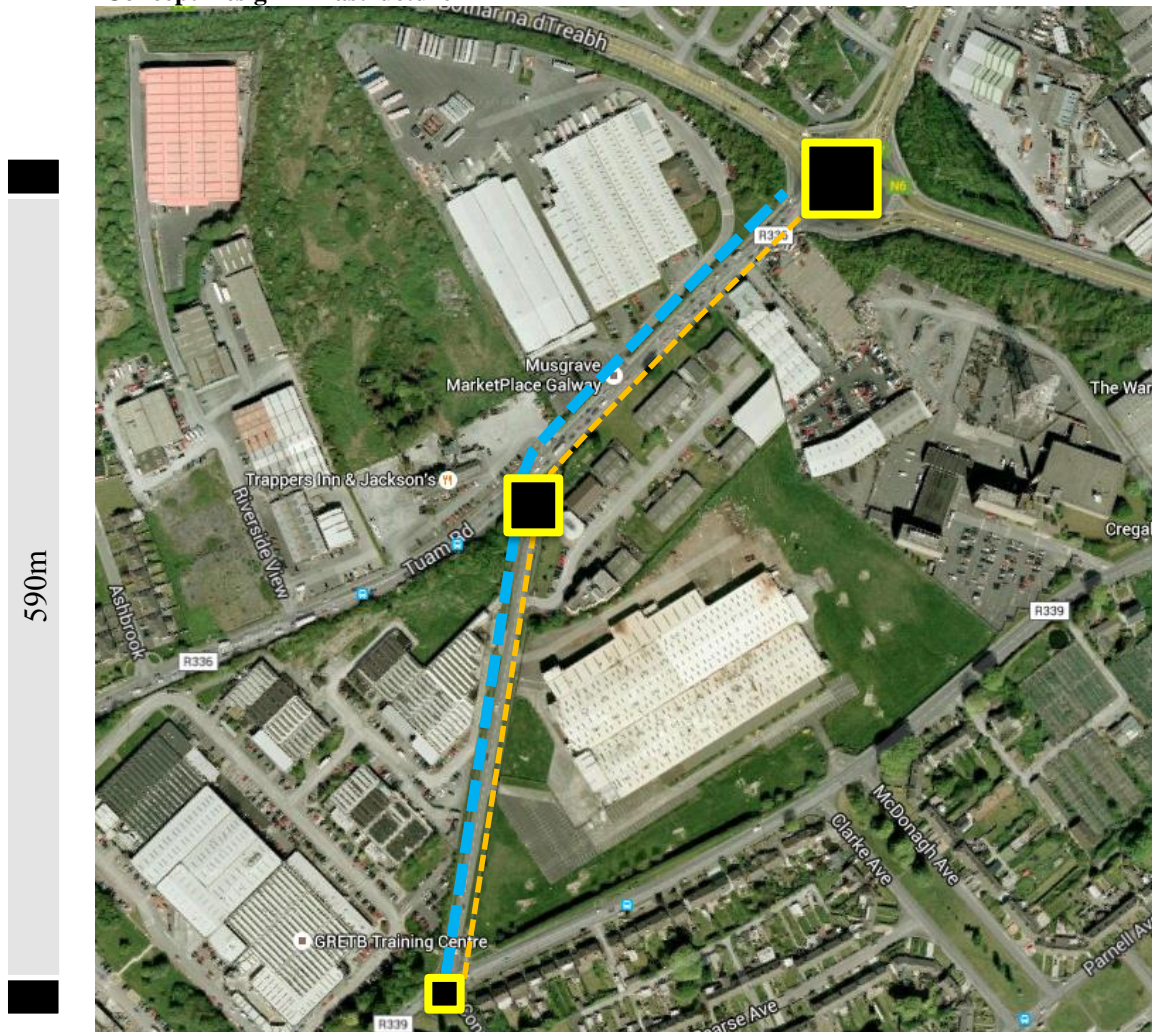


## D2.2.10 Joyce's Road/Tuam Road

**Eastern Corridor: Joyce's Road/Tuam Road**  
(from Connolly Avenue to Bóthar na dTreabh)

**0.59km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing facilities for cyclists on Joyce's Road or on the Tuam Road, except for a short section of on-road cycle facilities on both sides of the carriageway immediately south of Bóthar na dTreabh. It is proposed to implement a shared bus and cycle lane outbound from the junction with Connolly Avenue/Joyce's Road, continuing north to the junction with the Tuam Road, and then continuing eastbound to Bóthar na dTreabh. It is also proposed to implement an inbound cycle facility from Bóthar na dTreabh, to the junction with Joyce's Road and continuing south to the junction with Connolly Avenue.	~1200m (total, two-way)

Bus		It is proposed to install an outbound shared bus/cycle lane from the junction of Wellpark Road/Connolly Avenue/Joyce's Road, north to the junction with the Tuam Road, and east to the junction with Bóthar na dTreabh.	~600m
Junctions		It is proposed to signalise the junction of Joyce's Road and the Tuam Road, which will facilitate the provision of bus priority for outbound bus services.	N/A
Pedestrian		There are no major works proposed for pedestrians. Where necessary, improvements to the existing pedestrian facilities will be carried out. In addition, as part of the signalisation of the Joyce's Road/Tuam Road junction, pedestrian facilities will be incorporated.	N/A

### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Joyce's Road and the Tuam Road, between the junction with Connolly Avenue to the south and Bóthar na dTreabh to the north serves a number of mixed-use developments.</p> <p><b>Geometry / Lane Allocation:</b> Cross sectional width varies. Along Joyce's Road, the route is a mixture of two-lane carriageway, with localised widening to the north and south to incorporate turning lanes. Typical width is 7-8m kerb-to-kerb, increasing to approximately 16-18m when including the generous verges and footpath areas. Where turning facilities are provided, kerb-to-kerb width increases to approximately 11m, and 15-17m including verges and footpaths.</p> <p>On the Tuam Road, the carriageway is initially two-lane, widening in the vicinity of Bóthar na dTreabh to accommodate up to 5 lanes of traffic and adjacent cycle facilities and footpaths. Typical width on the Tuam Road is 9m before turning lanes are implemented, increasing to 14-15m in total. Approaching Bóthar na dTreabh, kerb-to-kerb width increase up to approximately 18m, and up to 25m including footpaths and adjacent cycle lanes.</p> <p><b>Parking / Loading:</b> There is typically no on-street parking on Joyce's Road or on the Tuam Road, although there is occasional parking within the Texaco filling station south of Bóthar na dTreabh which can obstruct the footpath.</p> <p><b>Bus Operations:</b> At present, the Tuam Road carries the 405 service from the city as far as the junction with Joyce's Road. The 405 service routes onto Joyce's Road from the Tuam Road and vice versa. Regional services from Claregalway also use the Tuam Road.</p>
<b>Engineering Constraints and Mitigation Measures</b>	There are no major engineering constraints present along the route – there are industrial properties on the Tuam Road which are on close proximity to the carriageway, reducing the scope for widening. Bus services are delayed by the heavy traffic flows in the area, including on the Tuam Road and Bóthar na dTreabh.
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed. As outlined previously, it is proposed to upgrade the junction of Joyce's Road and the Tuam Road, to provide signalisation and incorporate pedestrian and cycle facilities.</p>
<b>Concept Design for Links</b>	The principal objectives are to facilitate greater bus and cycle priority on Joyce's Road and on the Tuam Road, and to ensure compatibility with the Tuam Road corridor scheme being developed at present by Galway City Council and the NTA. Pedestrian facilities will also be improved and provided where feasible.

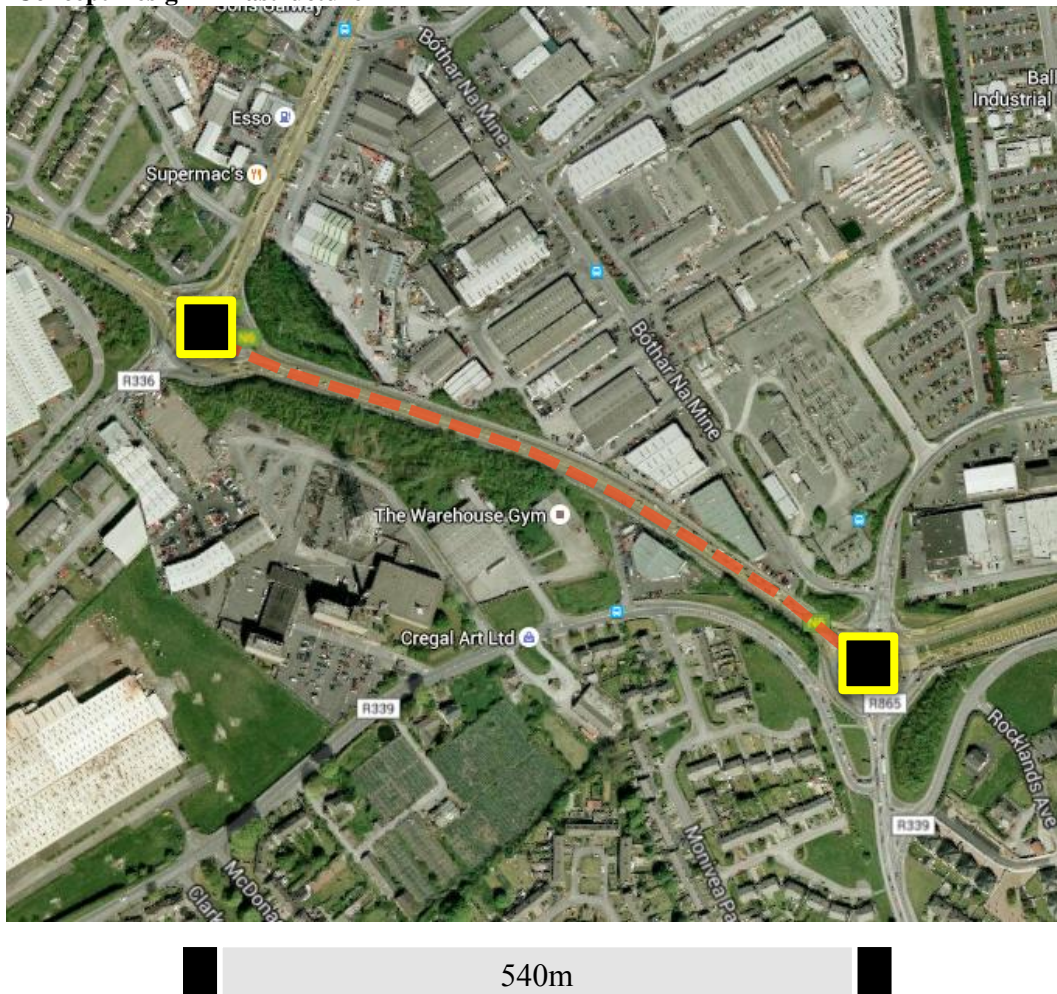


## D2.2.11 Bóthar na dTreabh

**Eastern Corridor: Bóthar na dTreabh**  
(from Tuam Road to Ballybrit Industrial Estate Entrance)

**0.54km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are existing raised adjacent cycle facilities along this section. There are no proposals for additional cycle infrastructure.	N/A
Bus	There are no proposed bus priority measures between both junctions. However, ITS solutions may be used to give outbound buses additional priority through the signalisation in place between both junctions. This may comprise bus detection and extended green times, etc.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	There are no major works proposed for pedestrians.	N/A



## Corridor Assessment

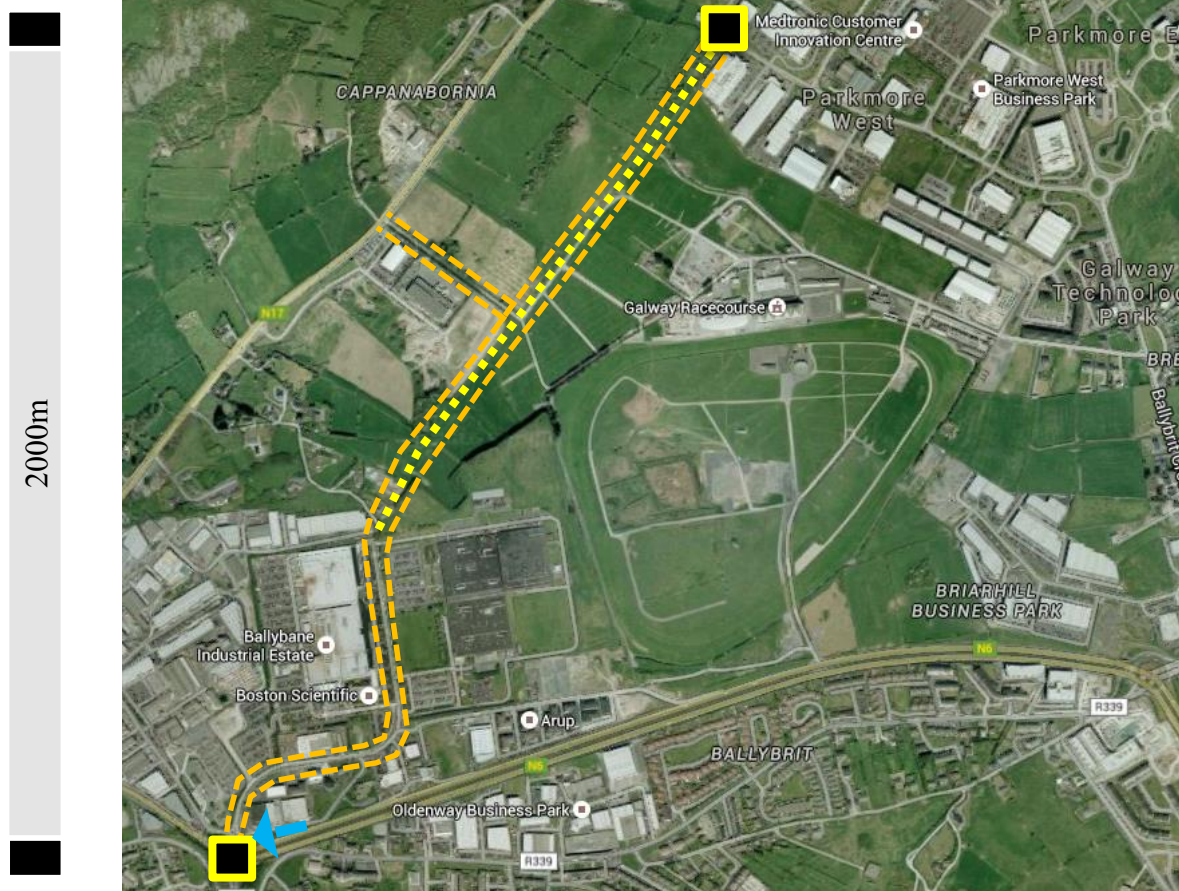
<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> The route along Bóthar na dTreabh between the Tuam Road junction and the Ballybrit Industrial Estate junction is part of the N6 route passing Galway City to the north. The route serves a number of industrial areas, but does so via the junctions at either end only.</p> <p><b>Geometry / Lane Allocation:</b> Cross sectional width varies. Along the central section of the route, there are 4 traffic lanes, raised adjacent cycle paths and footpaths either side. Approaching both junctions, there is localised widening to accommodate additional lanes.</p> <p>Typical cross-sectional width is approximately 14m kerb-to-kerb, and approximately 22m including footpaths and cycle paths. At both junctions, the kerb-to-kerb width is 23-25m, and 28-31m including footpaths and cycle lanes.</p> <p><b>Parking / Loading:</b> There is no parking permitted or possible on this section of the city network.</p> <p><b>Bus Operations:</b> There are currently no city services on this route.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no major engineering constraints present along the route. Extensive widening to accommodate additional lanes is not warranted.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	<p>The principal objective here is to incorporate a bus service along this section of the route between the Tuam Road and the Ballybrit Industrial Estate entrance. No specific infrastructural priority is proposed; however ITS may be used to give outbound buses priority through the signalisation in place between both junctions.</p>

## D2.2.12 Ballybrit Industrial Estate/Parkmore West Business Park

**Eastern Corridor: Ballybrit Industrial Estate/Parkmore West Business Park**  
(from Ballybrit Industrial Estate Entrance to Parkmore Industrial Estate internal roadway)

**2.00km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing raised cycle facilities along this section. It is proposed to provide on-road cycle lanes on both sides of the route. A link road is proposed between both industrial estates, which will accommodate cycle facilities on either side. It is also proposed to provide cycle connectivity to the N17 Tuam Road via the existing racecourse access link from the N17.	~4,700m (total two-way)
Bus	There are no existing bus priority measures in place at present in this section of the network. There are no proposed bus priority measures, however the proposed	N/A

		internal link road will enable bus services to access both industrial areas. For returning bus services, it is proposed to route to the south of the industrial units to the north-east of the junction with the N6 (see blue arrow above) to allow returning bus services to have a degree of priority up to the N6 Ballybrit junction.	
Junctions		There are no major junction upgrades proposed.	N/A
Pedestrian		As part of the connectivity proposed between both industrial estates, pedestrian facilities will be provided, as well as connectivity to the N17. Where feasible, pedestrian facilities within the industrial areas 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.	N/A

### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> This portion of the network comprises the internal route in Ballybrit Industrial Estate.</p> <p><b>Geometry / Lane Allocation:</b> Typical cross-sectional width is approximately 8m kerb-to-kerb, and approximately 11-12m including footpaths. There are some localised sections where the road widens for turning facilities.</p> <p><b>Parking / Loading:</b> There is significant parking available throughout the industrial areas, and consequently on-street parking does not occur along the main route.</p> <p><b>Bus Operations:</b> There are currently no city services on this portion of the city network.</p>
<b>Engineering Constraints and Mitigation Measures</b>	The major engineering constraints are the lack of connectivity and access between the two industrial estates, as well as traffic queuing and delay associated with exiting on to the N6 at the Ballybrit/Ballybaan junction. For pedestrians and cyclists, the issues here relate to the lack of connectivity, and the lack of priority facilities.
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	The principal objective here is to provide connectivity between Ballybrit and Parkmore Industrial estates for vehicles and buses, and to provide dedicated priority for cyclists along the entire route. Furthermore, pedestrian connectivity through providing new facilities and improving existing facilities is also a priority.



## D2.2.13 Ballybaan Road/Monivea Road

**Eastern Corridor: Ballybaan Road/Monivea Road**  
(from Ballybaan Road/N6 junction to Monivea Road/Connolly Avenue Junction)

**1.01km**

### Concept Design Infrastructure



1010m

### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing raised cycle facilities along this section. There are proposed cycle facilities on Ballybaan Road, which forms a small portion of this section of the network. On the Monivea Road, no dedicated cycle facilities are proposed.	N/A
Bus	There are no existing bus priority measures in place at present in this section of the network. There are no proposed bus priority measures.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	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.	N/A

## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> This portion of the network comprises the northern-most extent of Ballybaan Road, and the route along Monivea Road to the junction with Connolly Avenue. The route serves a mixture of residential and mixed-use/industrial developments.</p> <p><b>Geometry / Lane Allocation:</b> Typical cross-sectional width on the Monivea Road is approximately 7-9m kerb-to-kerb, and approximately 11-12m including footpaths. There are some localised sections where the road widens for turning facilities, for example approaching the junction with Connolly Avenue and approaching the junction with Ballybaan Road.</p> <p><b>Parking / Loading:</b> There is significant parking available throughout the industrial areas, and consequently on-street parking does not occur along the main route, although it is not prohibited.</p> <p><b>Bus Operations:</b> This portion of the network currently carries the 403 City service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no significant engineering constraints, as this portion of the network is proposed to carry inbound services only. The principal location where there are potential delays is at the Monivea Road/Connolly Avenue junction, where it is not possible to put in dedicated bus priority due to the built-up nature of the environs. For pedestrians and cyclists, the issues here relate to the lack of connectivity, and the lack of priority facilities.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	<p>There are no specific design objectives for the road links along this section.</p>

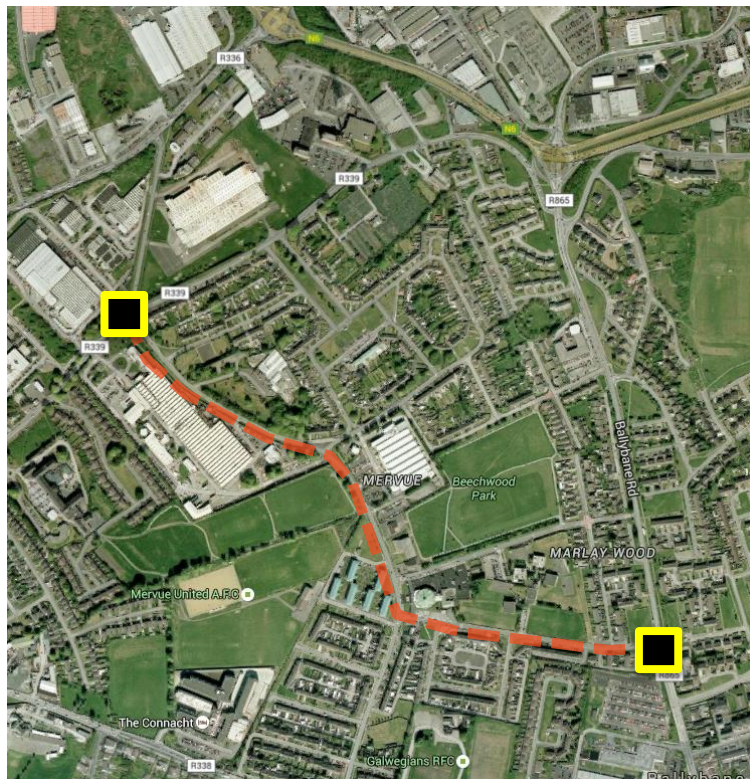


## D2.2.14 Connolly Avenue Road/St. James Road

**Eastern Corridor: Connolly Avenue/St. James Road**  
(from Monivea Road/Connolly Avenue Junction to St. James Road/Ballybane Road junction)

**1.20km**

### Concept Design Infrastructure



1200m

### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing raised cycle facilities along this section. No dedicated cycle facilities are proposed.	N/A
Bus	There are no existing bus priority measures in place at present in this section of the network. There are no proposed bus priority measures.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	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.	N/A

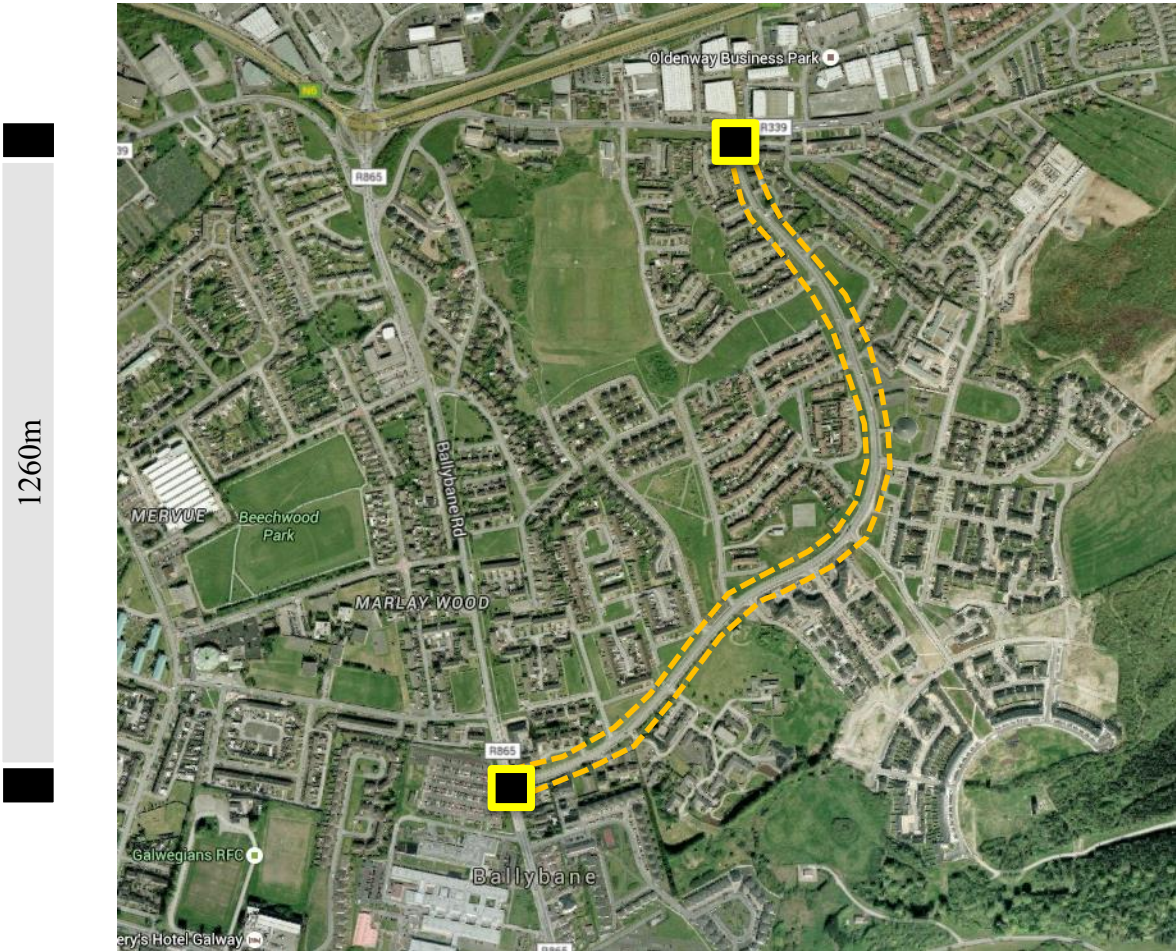
## Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> This portion of the network along Connolly Avenue and St. James Road serves a mixture of residential and mixed-use/industrial developments, and a number of schools.</p> <p><b>Geometry / Lane Allocation:</b> Typical cross-sectional width on Connolly Avenue is approximately 6m kerb-to-kerb at the northern end, and approximately 13-14m including footpaths and the extensive verges that are present. Further south, the kerb-to-kerb width increases to approximately 10m, and 15-17m including footpaths and verges. On St. James Road, the cross section is typically 7-8m kerb to kerb, and 12-13m including footpaths and verges. There are some localised sections where the road widens for turning facilities, for example approaching the junction with the Monivea Road.</p> <p><b>Parking / Loading:</b> Typically, on Connolly Avenue on-street parking does not occur, however it is very prevalent on St. James Road, in some instances on both sides of the carriageway.</p> <p><b>Bus Operations:</b> This portion of the network currently carries the 405 City service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no significant engineering constraints. The principal location where there are potential delays is on St. James Road, due to the extent of on-street parking. For pedestrians and cyclists, the issues here relate to the lack of connectivity, and the lack of priority facilities. St. James Road is also currently traffic-calmed, indicating a potential speeding issue.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	<p>There are no specific design objectives for the road links along this section.</p>

D2.2.15 Castlepark Road

Eastern Corridor: Castlepark Road (from Monivea Road/Connolly Avenue Junction to St. James Road/Ballybane Road junction)	1.26km
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Concept Design Infrastructure



Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing raised cycle facilities along this section. On-road cycle lanes are proposed on both sides of the route.	~2520m (total two-way)
Bus	There are no existing bus priority measures in place at present in this section of the network. There are no proposed bus priority measures.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	Where feasible, pedestrian facilities will be improved, including provision of additional crossings if required. Furthermore, complementary facilities such as bus	N/A

	shelters are proposed, to enhance pedestrian comfort at these waiting areas.	
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### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> This portion of the network along Castlepark Road serves mostly residential areas.</p> <p><b>Geometry / Lane Allocation:</b> Typical cross-sectional width on Castlepark Road is very consistent, although there are extensive verge areas adjacent to the carriageway and footpaths which vary. Kerb-to-kerb cross section is typically 9m, and increases to 13-15m including footpaths. However there are verges adjacent along almost the entire route, often significant in size.</p> <p><b>Parking / Loading:</b> Typically there is no on-street parking or loading on Castlepark Road.</p> <p><b>Bus Operations:</b> This portion of the network currently carries the 403 City service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	There are no significant engineering constraints.
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	The principal objectives along this section of the network is to provide priority for cyclists, and to provide additional pedestrian facilities where necessary and feasible.



## D2.2.16 Monivea Road

**Eastern Corridor: Monivea Road**  
(from Monivea Road/Connolly Avenue Junction to St. James Road/Ballybane Road junction)

**1.30km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing raised cycle facilities along this section. On-road cycle lanes are proposed on both sides of the route up to the junction with Doughiska Road.	~2600m (total two-way)
Bus	There are no existing bus priority measures in place at present in this section of the network. There are no proposed bus priority measures on the Monivea Road, however to the east of the junction with Doughiska Road there are proposals for on-road bus priority to allow buses to travel to the Briarhill Junction, from where it will be possible to provide bus priority through the junction via ITS.	N/A
Junctions	There are no major junction upgrades proposed.	N/A
Pedestrian	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.	N/A

## Corridor Assessment

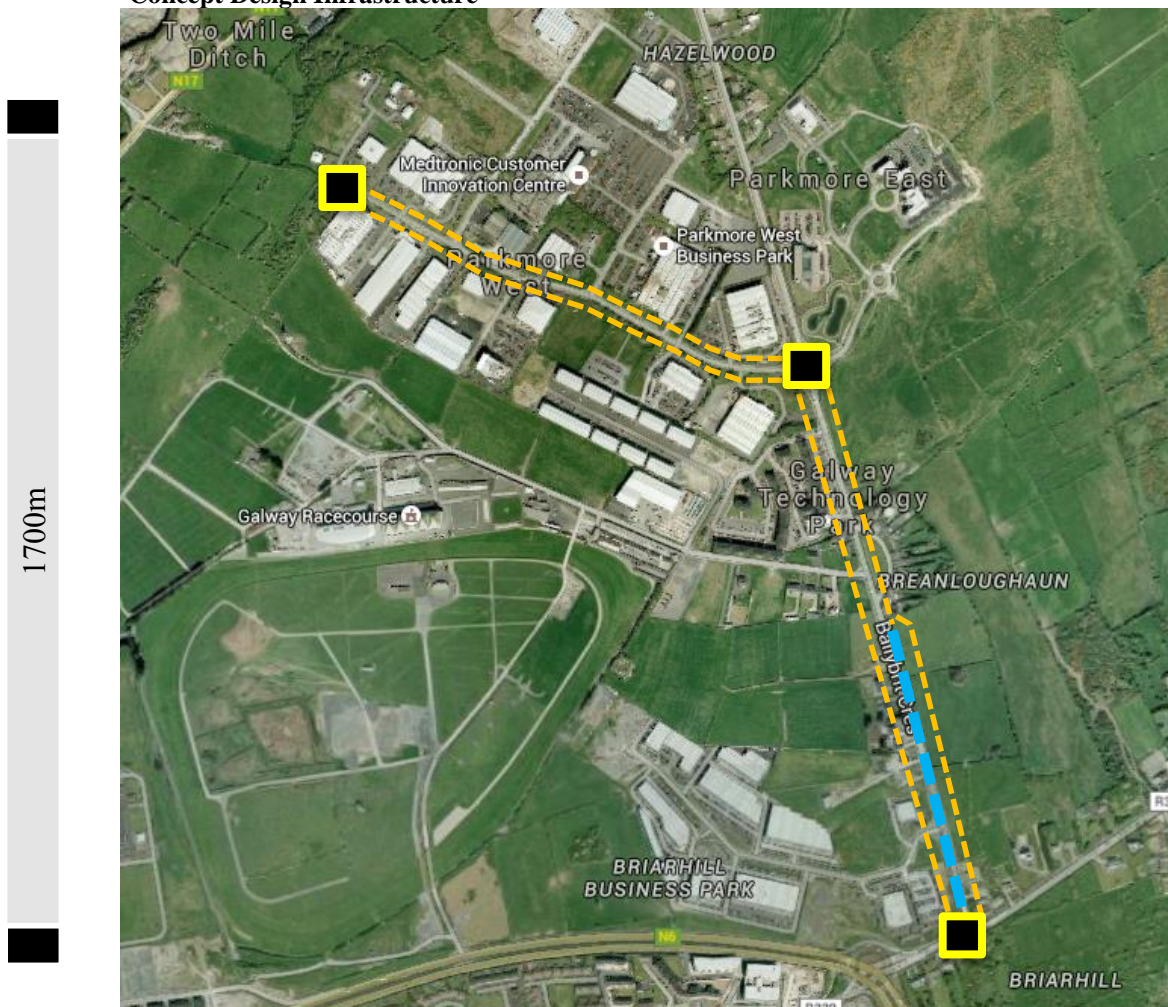
<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> This portion of the network along Monivea Road serves a combination of residential areas, industrial areas, the Clayton Hotel, and a large shopping centre to the east near the Briarhill N6 junction.</p> <p><b>Geometry / Lane Allocation:</b> Typical cross-sectional width on the Monivea Road varies, as there are sections with generous additional verges to the west, and other sections to the east where the layout is more confined. Typical cross-sectional width is 8-9m kerb-to-kerb, increasing to 13-14m including footpaths. However, as outlined above there are sections with additional verges. The carriageway widens on the approach to the N6 at Briarhill to accommodate additional lanes.</p> <p><b>Parking / Loading:</b> Typically there is no on-street parking or loading on the Monivea Road.</p> <p><b>Bus Operations:</b> This portion of the network currently carries the 403 City service.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>There are no significant engineering constraints along the majority of the route. Towards the eastern extent however, there are delays associated with the signalised junction on the N6 at Briarhill, and the lack of associated bus priority. There are also no existing facilities for cyclists on the route.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	<p>The principal objectives along this section of the network is to provide priority for cyclists, and to provide additional pedestrian facilities where necessary and feasible. For public transport, the principal objective is to provide priority in the vicinity of the N6 junction at Briarhill, and priority through this junction through the use of ITS.</p>

## D2.2.17 Parkmore West Business Park/Parkmore Road

**Eastern Corridor: Parkmore West Business Park/Parkmore Road**  
(from Parkmore West Business Park internal roadway to  
Parkmore Road/Monivea Road junction)

**1.70km**

### Concept Design Infrastructure



### Corridor Proposed Infrastructure Summary

Mode	Type of Facility	Length (m)
Cycle	There are no existing raised cycle facilities along this section. It is proposed to provide on-road cycle lanes on both sides of the route between the internal connecting link road to Ballybrit, and for the majority of Parkmore Road. On the eastern side of Parkmore Road, the on-road cycle lane (southbound) will transition to off-road south of Ballybrit Crescent, where a southbound Bus Lane will commence.	~3,400m (total two-way)
Bus	There are no existing bus priority measures in place at present in this section of the network. Within Parkmore West Business Park, there are no proposed bus priority measures, however the proposed internal link road will enable bus services to access both industrial areas. On	~500m

		Parkmore Road, a southbound Bus Lane is proposed from south of Ballybrit Crescent to the junction with the Monivea Road.	
Junctions		It is proposed to upgrade the Parkmore West Business Park entrance from a roundabout to a signalised crossroad junction.	N/A
Pedestrian		As part of the connectivity proposed between both industrial estates, pedestrian facilities will be provided, as well as connectivity to the N17. Where feasible, pedestrian facilities within the industrial areas 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. Furthermore, the upgraded roundabout junction at the Parkmore West Business Park entrance will enable pedestrian facilities to be implemented.	N/A

### Corridor Assessment

<b>Existing Route Corridor Characteristics</b>	<p><b>Land Use:</b> This portion of the network comprises the internal route in Parkmore West Business Park, and the southern portion of Parkmore Road itself. Parkmore Road serves a number of industrial developments, as well as a limited amount of residential areas.</p> <p><b>Geometry / Lane Allocation:</b> Cross sectional width varies. Within Parkmore West Business Park, typical cross-section width is 7-8m kerb-to-kerb, and 11-12m including footpaths. On Parkmore Road, kerb-to-kerb width is 8-10m, increasing to 14-16m including footpaths. There is also localised widening approaching the junction with the Monivea Road.</p> <p><b>Parking / Loading:</b> There is significant parking available throughout the industrial areas, and consequently on-street parking does not occur along the main route. The residential areas on Parkmore Road also have off-street parking.</p> <p><b>Bus Operations:</b> Parkmore Road currently carries the 403 and 409 services.</p>
<b>Engineering Constraints and Mitigation Measures</b>	<p>The major engineering constraints are the lack of connectivity and access between the two industrial estates, as well as traffic queuing and delay associated with exiting on to the Parkmore Road from the business park. There are also no existing priority facilities for bus services in the area. For pedestrians and cyclists, the issues here relate to the lack of connectivity, and the lack of priority facilities along the route or at the roundabout junction at Parkmore West.</p>
<b>Concept Design for Junctions</b>	<p><b>Key Junctions:</b></p> <p>There are no major junction upgrades proposed.</p>
<b>Concept Design for Links</b>	<p>The principal objective here is to provide connectivity between Ballybrit and Parkmore Industrial estates for vehicles and buses, and to provide dedicated priority for cyclists along the entire route. Furthermore, pedestrian connectivity through providing new facilities and improving existing facilities is also a priority.</p>



### **D2.2.18 Oranmore**

To the east of the city it is proposed to schedule a service to and from Oranmore, along the R446. This service is proposed to travel east to the N18/R446 roundabout junction, at which point it will route southwards into the town.