

Tuam, Vicar Street to GAA Sports Ground on R332 Dublin Road Active Travel Scheme

Public Consultation – Non-Statutory

This is a non-statutory public consultation in relation to the preferred design option.

Text description of drawings.

There is one Scheme Location Map drawing and four Design Drawings in total for this scheme.

Scheme Location Map Drawing

The Scheme Location Map is shown in 1:5000 scale. The drawing shows an OS Mapping background in grey with the study area and scheme location highlighted with a red boundary line and pink hatch inside. The drawing is showing that the proposed study area is located along the Dublin Road.

The scheme starts at the junction with Vicar Street to the northwest, where Supermacs and AIB bank is located, and it continues along the Dublin Road in the eastern direction. The proposed scheme terminates at the entrance to the Tuam Stars GAA Sports Ground, in the southeastern direction.

The proposals are confined to the road space and includes the existing footpaths and roadway.

Design Drawings

The plan design drawings have been drawn on AutoCAD software and are shown in 1:500 scale. The drawings show the proposed concept design for the emerging preferred option on top of the existing topography survey information and accompanying OS Mapping background. The existing kerb lines are shown with pink dashed lines. The proposed kerb lines are shown with red continuous lines.

Each drawing has a North Point in the top right corner, identifying the northern direction. The drawing frame includes additional information to the right of the plans, consisting of the Legend which identifies what the colours on the drawing represent, a Key Plan which identifies the area of the Dublin Road that the drawing is focused on and the title box.

The proposed design is confined to the road space (wall to wall) and all within public lands.

Drawing No. 1 Start of Dublin Road with its junction with Vicar Street to High Cross Secondary School

This is a plan drawing of the R332 Dublin Road showing the first 280m of the proposed scheme at the northwestern end. In this area, the Dublin Road is a one-way traffic flow, where traffic is travelling out of the town. A pedestrian crossing will be provided at the starting point of the Dublin Road, near Supermac and AIB Bank. Existing parking provision will be retained as much as possible, given the town core location. The existing footway is narrower in this area. It is proposed to increase the width of the footway on both sides of the road until the cycleway infrastructure commences at the existing pedestrian crossing near Trinity Primary School. Outside Trinity Primary School, there will be allowance in the design for loading areas, bicycle parking and school drop-off/pick-up. This

detail will be finessed during preliminary design stage. The drawing is showing a carriageway width of 3.3m.

The cycleway infrastructure commences at the existing signal-controlled pedestrian crossing just to the west of Circular Road, on the northern side of Dublin Road. It is proposed to include a segregated two-way cycle way 3.1m wide in this section. The cycleway infrastructure will adjoin the existing footway and will link to all the schools in the area.

The existing parking provision will be retained on the southern side of the Dublin Road.

It is not identified on this plan, but this area will be dedicated as a school street. The proposals will include 'School Zone' gateway banners to highlight to those on the Dublin Road that they are entering a school area dominated by children. The proposals are also likely to include coloured pencil bollards and 'Safe Routes to Schools' coloured markings on the carriageway. The detail of the School Street design will be refined during Preliminary Design stage.

Drawing No. 2 High Cross Secondary School to River Crest Estate junction

This is a plan drawing of the R332 Dublin Road showing the proposed scheme continuing in the southeastern direction from the previous drawing. In this area, the two-way cycleway continues running along the northern side of the Dublin Road. Along the one-way section of the Dublin Road, which approaches its junction with the Sean Purcell Road, the footway on the southern side is to be widened, which will reduce the road to one lane on approach to the junction. The drawing shows the existing pedestrian crossing at the same location near the Sean Purcell junction, however, the appropriateness of this location will be assessed further during Preliminary Design stage.

On the northern side of the junction, adjacent to the cycleway, is an area of land shown in green on the drawing. At this stage of the design, this area has been identified as either being a landscaping opportunity or a school meeting place.

The drawing shows a proposed pedestrian crossing on the Sean Purcell Road. Looking at the two-way section of Dublin, the footway is proposed to be widened along the southern side of the road. The drawing shows the existing pedestrian crossing across the Dublin Road in front of the old Courthouse at the same location, and it is noted on the drawing that this crossing will be upgraded to a toucan crossing.

The drawing shows geometry modifications to the junction of Athenry Road and the access to/from MacHale College. The Athenry Road junction will be reduced in size and realigned slightly so that vehicles approaching the junction to join the Dublin Road are doing so at 90 degrees.

The existing footway width is retained along the rest of the drawing as it continues in the southeastern direction.

Drawing No. 3 River Crest Estate junction to the boundary wall of An Tuairín Estate

This is a plan drawing of the R332 Dublin Road showing the proposed scheme continuing in the southeastern direction from the previous drawing. In this area, the two-way cycleway continues running along the northern side of the Dublin Road. The cycleway crosses the River Crest Estate junction and the Parkmore junction. The drawing shows a raised priority crossing for pedestrians and cyclists crossing these junctions. The drawing also shows the existing pedestrian crossing near Centra to be retained and upgraded to a Toucan crossing.

The geometry at the River Crest, Parkmore and Dublin Road Estate junctions is tightened so that the crossing distance is reduced for people crossing at the junctions.

The two-way cycleway changes to a shared pedestrian and cyclist facility at the bottom right corner of the drawing, shown in blue.

Drawing No. 4 Boundary wall of An Tuairín Estate to Tuam Stars GAA sports ground entrance

The two-way cycleway in the previous drawings has now transitioned to a shared facility for both pedestrians and cyclists. This is because of space constraints in this area. The existing footway, shown in the dashed pink line, will be widened to accommodate the new facility. The new footway width is shown by the red continuous line.

The geometry for the junctions for An Tuairin Estate, Tobar Jarlath and Tuam Stars is shown to be modified so that the crossing width for people trying to cross the junctions is reduced.

The drawing also shows raised priority crossings for pedestrians and cyclists across An Tuairin estate entrances. There is also a potential location for a new pedestrian crossing shown on the Dublin Road to the east of the Tobar Jarlath/An Tuairin junction.

The drawing shows the cycleway finishing at the junction for Tuam Stars sports ground.