

An Spidéal Pedestrian Crossing

Pedestrian Crossing Options Study

Galway County Council

August 2025

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1. Introduction

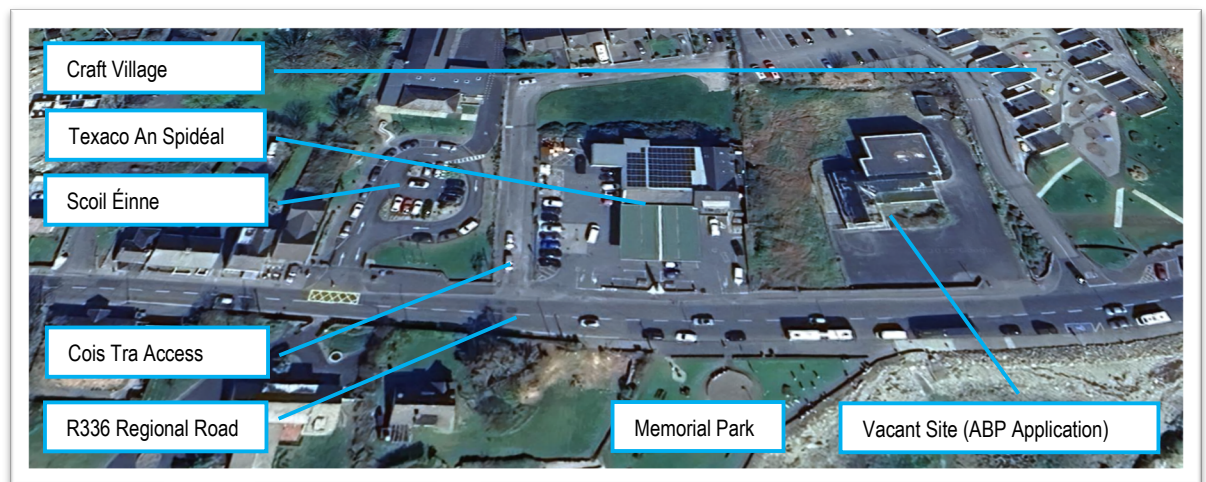
1.1 Context

This report summarises the outcomes of an optioneering study designed to identify a suitable location for a pedestrian crossing on a 50kph section of the Regional Road R336 passing through An Spidéal.

1.2 Site Location & Study Area Extents

The site location and study area extents have been detailed in the following image.

Figure 1.1 – Site Location & Study Extents



1.3 Methodology for Report

The following sequential steps were undertaken to conclude the optioneering study:

- Desktop Study
- Site Inspection
- Options Assessment
- Preferred Pedestrian Crossing Location

1.4 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Wednesday 9 th July 2025	Daylight	Sunny with dry roads.

Table 1.1 – Site Inspection Details

2. Desktop Study

2.1 Characteristics of R336 Regional Road

The main characteristics of R336 Regional Road in the vicinity of the study area are detailed below:

- Strategic regional route that runs along the south coast, connecting Galway city to Leenaun and several coastal villages with a posted speed limit of 50kph within the study area
- Dual lane single carriageway road
- Continuous footpath provision both sides (southern side offers sub-standard width to pedestrians passing Scoil Éinne
- Numerous private dwelling and business accesses on both sides of the road

2.2 Pedestrian Crossing Demand Generators

The following figure provides a summary of the key locations on either side of the Regional Road R336 which are likely to either generate or attract pedestrian footfall and crossing demand.

Figure 2.1 – Key Pedestrian Crossing Demand Generators



School Drop-Off & Collection Activity

Some patrons of Scoil Éinne park alongside the westbound carriageway of the R336 for pick-up and drop-off purposes. This practice requires a brief walk and involves crossing the regional road to reach the school.

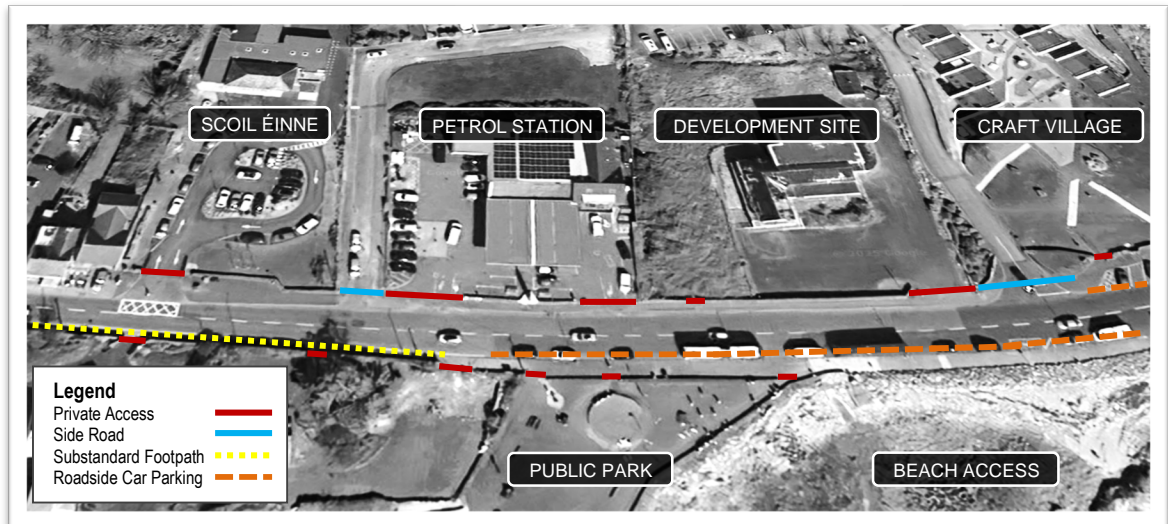
Figure 2.2 – Important Pedestrian Crossing Desire Line Between Roadside Parking & School



2.3 Constraints to Providing a Pedestrian Crossing

The main constraints to establishing a pedestrian crossing within the study area include private property accesses, side roads, a segment of narrow footpath in front of the school and roadside parking. These constraints are illustrated in the figure below.

Figure 2.3 – Key Constraints to Providing a Pedestrian Crossing



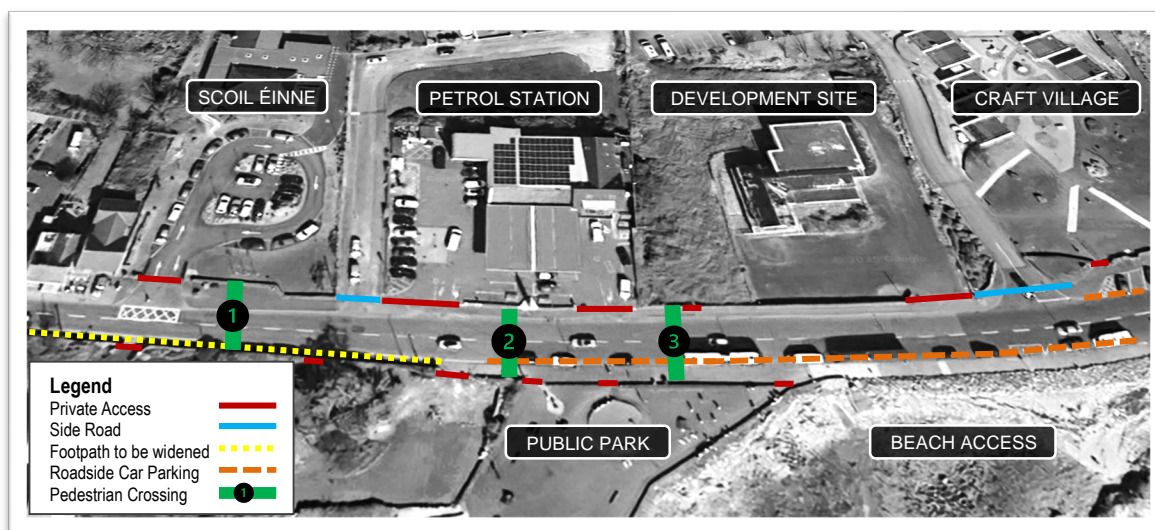
3. Option Assessment

3.1 Options for Pedestrian Crossing Locations

Using the desk study and the site inspection as a guide, three possible pedestrian crossing locations have been identified.

The following figure shows possible locations for a pedestrian crossing, as well as relevant constraints such as private accesses, side roads, a section of substandard footpath in front of the school, and roadside parking. These details are provided in the figure below.

Figure 3.1 – Viable Options for Pedestrian Crossing Locations (with key constraints)



Description of Pedestrian Crossing Option 1

Option 1 is proposed for a location outside Scoile Éinne and involves widening a section of footpath adjacent to the westbound traffic lane of the R336 Regional Road.

Description of Pedestrian Crossing Option 2

Option 2 places the location between the petrol station entrance and exit and would remove current roadside parking beside the westbound lane of the R336.

Description of Pedestrian Crossing Option 3

Option 3 proposes locating the crossing to the east of the petrol station, in front of the planned development site near a new access. It would also eliminate roadside parking next to the westbound R336 lane.

3.2 Assessment of Options for Pedestrian Crossing Locations

To determine the optimum location for the pedestrian crossing in terms of operational road safety, the three pedestrian crossing options will be evaluated and compared to the other options using the following assessment criteria:

- **Facilitation of school drop-off and collection activity:** How effectively does the option support current school drop-off and pick-up routines, where patrons park beside the westbound R336 to walk to or from the school?

- Vehicle turning movement risks: Will pedestrians be at risk of conflict with vehicles turning into or out of adjacent side roads or private accesses?
- Impact of crossing on roadside parking. Will the crossing require existing heavily utilised roadside parking facilities to be removed?
- Conspicuousness of crossing to approaching drivers: Will adjacent roadside features draw an approaching driver's attention away from the crossing traffic signals and their operation?
- Impact of crossing operation on adjacent development sites: Will the crossing affect the safe operation of the existing access to the existing petrol station or the future access to the development site to the east?

A comprehensive multi-criteria analysis was subsequently conducted by methodically assessing each crossing location according to the established evaluation criteria, with the results classified as follows:

- Less Preferable
- Similar
- Preferable

The findings of the multi-criteria analysis have been summarized in the table below.

Table 3.1 – Multi-Criteria Analysis Options Assessment Table for Three Crossing Locations

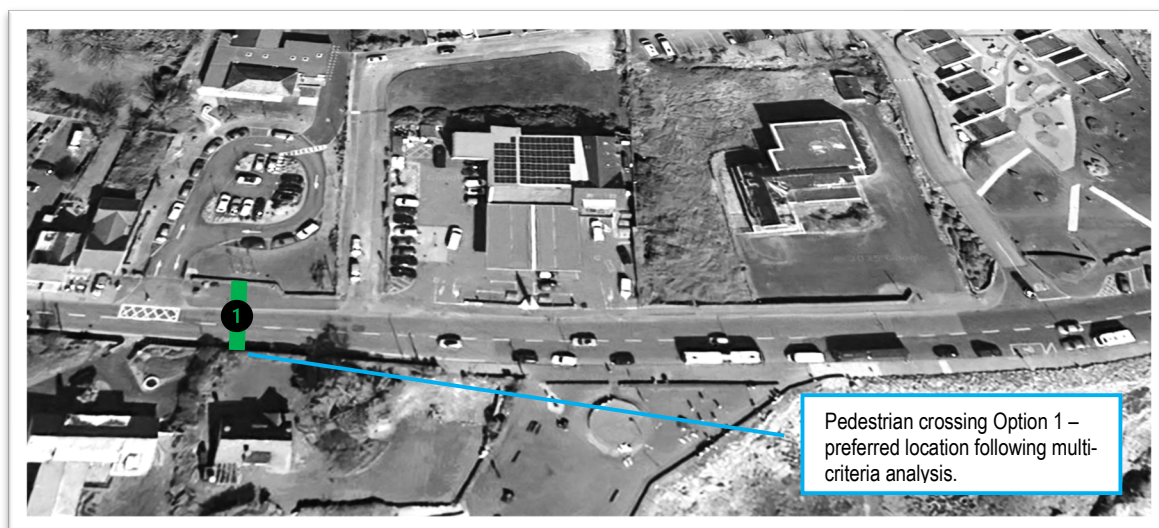
Multi Criteria Analysis Criterion for Crossing	Pedestrian Crossing Location 1	Pedestrian Crossing Location 2	Pedestrian Crossing Location 3
Facilitation of school drop-off and collection activity.	Preferable	Less Preferable	Less Preferable
Vehicle turning movement risks.	Similar to other options	Less Preferable	Similar to other options
Impact of crossing on roadside parking.	Preferable	Less Preferable	Less Preferable
Conspicuousness of crossing to approaching drivers.	Less Preferable	Less Preferable	Preferable
Impact of crossing operation on adjacent development sites.	Preferable	Less Preferable	Less Preferable

4. Preferred Pedestrian Crossing Location

4.1 Preferred Pedestrian Crossing Location

The multi-criteria analysis assessment has concluded that pedestrian crossing Option 1 is the optimum site for the pedestrian crossing in terms of road safety.

Figure 4.1 – Pedestrian Crossing Option 1, Optimum Location from Perspective of Road Safety



4.2 Next Steps

The preliminary design process should be progressed based on the provision of pedestrian crossing Option 1.



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