

Oranmore to Train Station Active Travel Scheme

Public Consultation – Section 38

This is a Section 38 statutory public consultation in relation to the Proposed Preliminary Design for the Oranmore to the Train Station Active Travel Scheme.

Text description of drawings.

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

Scheme Location Map Drawing

The Scheme Location Map is shown at a 1:4000 (at A3) 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 shows the proposed Study Area located along the Coast Road. The Scheme starts at the junction with the Oranmore Train Station Access Road to the west, and continues eastwards along Coast Road through the Station Road Junction and over Haystack's Bridge. The Scheme terminates at the Shopping Access Roundabout at the northern end of Main Street and the Tesco Access Road. The proposals are confined to the existing road boundary and include the existing footpaths and roadway.

Design Drawings

The plan design drawings are shown at a 1:500 (at A3) scale with cross section detail inset on each drawing shown in 1:50 scale. These drawings were prepared by the Designer of this scheme, PMCE Consulting Engineers. The following notes are included on the drawings: (are there any standards notes like 'coordinate system used is Irish Transverse Mercator'

The drawings show the proposed design on top of existing topography and contours along the route with a LIDAR image of the terrain in the background. Existing kerb lines are shown with a pink dashed line. Each drawing shows a typical cross section along the route. The proposal at each location is confined to the existing road space (wall to wall).

The proposed Scheme includes the widening of the existing footpath on the northern side of Coast Road to provide a shared pedestrian and cycle facility, which transitions to become a segregated footpath and two-way cycle track near the Scheme's eastern extents. The proposal includes the provision of new cyclist and pedestrian crossings and upgrades to the existing footpaths. To facilitate the new cycle facility, the proposal includes for necessary changes to all junctions along the route,

particularly the Station Road junction and the Shopping Access Roundabout, as well as the Oranmore Train Station Access Junction and other side road junctions and property accesses along the route.

With the exception of the tie-in works at the Shopping Access Roundabout and the new Toucan crossing on Coast Road to the east of the Ocean Drive housing estate entrance, there are generally no works proposed on the southern side of Coast Road.

Drawing No. 1 Train Station Access Junction and Local Road Access Junction East of Train Station

This is a plan drawing of the R338 Coast Road showing the western tie-in of the proposed scheme. This drawing includes the Train Station Access Junction and a T-junction with the L7105 local road to the east of the Train Station Access Junction.

Coast Road is a wide single carriageway at this location. There is a wide white centerline hatching in the middle of the carriageway with right turn lanes at the Train Station Access Junction and at the local road junction to the east.

The existing Train Station Access Road is a single carriageway with footpaths either side and cycle lanes, which are line marked, on either side of the carriageway. The junction with Coast Road is wide.

The drawing shows that existing footpath will be widened to provide Proposed Shared Facility along the northern side of Coast Road. The drawing shows this Shared Facility starting immediately west of the mouth of Train Station Access Junction and continuing eastwards towards Oranmore. Proposed Hazard/Ladder and Tramline tactile paving is shown at the tie-in of this proposed Shared Facility with the existing footpath and cycleways at the Train Station Access Junction.

The drawing shows proposed tightening of the junction mouth and a 4m wide raised-table uncontrolled pedestrian and cyclist crossing at the Train Station Access Junction. The crossing is set-back from the edge of Coast Road to allow for one vehicle to take up a position at the STOP line at the junction without blocking the crossing. Potential low landscaping areas are shown between the crossing and the edge of Coast Road on either side of this tightened junction.

The drawing also shows the local road junction to the east of the Train Station Access Junction. This local road is very narrow on the approach to Coast Road and the road width is limited by a stone wall to the west and a property wall to the right. The drawing shows that a section of the existing boundary wall on the western side of the junction would be lowered to improve visibility from the local road. A raised-table uncontrolled pedestrian and cyclist crossing is proposed across the mouth of this junction with the STOP line set north of the crossing. Tactile paving is shown either side of the crossing.

The cross section A-A is marked across Coast Road between the Train Station Access Junction and the local road junction. The cross section shows that there will be a circa 3.66m wide Shared Facility along the northern side of Coast Road separated from the carriageway with a 0.5m wide buffer (hard/soft landscaping). The cross section also shows that the traffic lanes on the carriageway are proposed to be 3.25m wide with a 2.8m wide hatching in the center of the carriageway. The cross section also shows an image of cyclists and pedestrians using the Shared Facility and cars in the traffic lanes.

Drawing No. 2 Coast Road between the local road junction and the southwestern corner of the An Inse Ghlas housing estate

This drawing shows the next section of the scheme along the R338, to the east of drawing no. 1. This drawing shows three property accesses on the southern side of Coast Road, two of which provide access to the same property.

The drawing shows that the existing footpath will be widened to provide a Shared Facility along the northern side of Coast Road.

The cross-section B-B is marked across Coast Road circa 100m west of the An Inse Ghlas estate entrance. The cross section shows that there will be a 3m wide Shared Facility along the northern side of Coast Road, separated from the carriageway by a 0.5m wide buffer (hard/soft landscaping). The cross section also shows that the traffic lanes on the carriageway are proposed to be 3.25m wide in each direction and the carriageway width will be 6.5m wide in total. The cross section indicates that the width of the hard shoulder on the southern side of Coast Road varies but would be circa 2.5m wide at this location. The cross section also shows an image of cyclists and pedestrians using the Shared Facility and cars in the traffic lanes.

Drawing No. 3 Coast Road in front of the entrance to the An Inse Ghlas housing estate

This drawing shows the next section of the scheme along the R338, to the east of drawing no. 2. This drawing shows the An Inse Ghlas housing estate on the northern side of Coast Road and three property accesses to the east of the An Inse Ghlas estate.

The drawing shows that the existing footpath will be widened to provide a Shared Facility along the northern side of Coast Road.

The drawing shows the realignment of the junction at the entrance to An Inse Ghlas to tie-in with the Shared Facility and a raised-table uncontrolled pedestrian and cyclist crossing across the mouth of this junction. Tactile paving is shown on either side of the crossing and Hazard/Ladder and Tramline tactile paving is shown at the tie-ins with the existing footpaths in the An Inse Ghlas estate.

The cross-section C-C is marked across Coast Road circa 45m east of the An Inse Ghlas estate entrance. The cross section shows that there will be a 3.1m wide Shared Facility along the northern side of Coast Road, separated from the carriageway by a 0.5m wide buffer (hard/soft landscaping). The cross section also shows that the traffic lanes on the carriageway are proposed to be 3.25m wide in each direction and the carriageway width will be 6.5m in total. The cross section indicates that the width of the hard shoulder and grass verge on the southern side of Coast Road varies but would be circa 2.4m wide at this location. The cross section also shows an image of cyclists and pedestrians using the Shared Facility and cars in the carriageway lanes.

Drawing No. 4 Coast Road in front of the entrance to the Costa na Mara housing estate

This drawing shows the next section of the scheme along the R338, to the east of drawing no. 3. This drawing shows the entrance to the Costa na Mara housing estate on the northern side of Coast Road and three property accesses to the east of the Costa na Mara estate, also on the northern side of the road. One property access is shown on the southern side of the road.

The drawing shows that the existing footpath will be widened to provide a Shared Facility along the northern side of Coast Road.

The drawing shows the realignment of the junction at the entrance to the Costa na Mara estate, to tie-in with the proposed Shared Facility, and a raised-table uncontrolled pedestrian and cyclist crossing across the mouth of this junction. Tactile paving is shown on either side of the crossing and Hazard/Ladder and Tramline tactile paving is shown at the tie-ins with the existing footpaths in the Costa na Mara estate.

The cross-section D-D is marked across Coast Road circa 60m west of the Costa na Mara estate entrance. The cross section shows that there will be a 1.8m wide area of hard/soft landscaping adjacent to the boundary wall on the northern side of Coast Road, with a 4.2m wide Shared Facility along the northern side of Coast Road, separated from the carriageway by a 0.5m wide soft/hard landscaping buffer. The cross section also shows that the traffic lanes on the carriageway are proposed to be 3.25m wide in each direction and the carriageway width will be 6.5m in total. The cross section indicates that the width of the hard shoulder and grass verge on the southern side of Coast Road varies but would be circa 3.2m wide at this location. The cross section also shows an image of cyclists and pedestrians using the Shared Facility and cars in the traffic lanes.

A note stating 'Existing Seating Area' is shown on the drawing, pointing towards the proposed hard/soft landscaping areas indicated to the east and west of the entrance to the Costa na Mara estate.

Drawing No. 5 Coast Road in front of the Ocean Drive Access

This drawing shows the next section of the scheme along the R338, to the east of drawing no. 4. This drawing shows the entrance to the Ocean Drive housing estate on the northern side of Coast Road and a number of property accesses on either side of the road to the east of this junction.

The drawing shows that the existing footpath will be widened to provide a Shared Facility along the northern side of Coast Road. The drawing shows the Shared Facility continuing across the junction at the entrance to the Ocean Drive estate, similar to the existing footpath layout at this location, with tactile paving shown on either side of the junction.

The drawing shows a new 4m wide carriageway-level Toucan crossing on Coast Road, at a location circa 50m east of the Ocean Drive entrance junction. L-shaped red-coloured blister tactile paving and dropped kerbs are shown on either side of the Toucan crossing. To the immediate east of the Toucan crossing, on the southern side of Coast Road, a ramp is shown to allow westbound cyclists to access the signalised crossing.

The drawing shows the Shared Facility along northward edge of Coast Road transitioning to a segregated footpath and two-way cycle track to the east of the new crossing on Coast Road. The two-way cycle track is shown at the edge of the carriageway and the footpath is shown adjacent the property boundaries. The cycle track would generally be 3m wide and segregated from both the

adjacent footpath and carriageway by a level difference and kerb. Proposed Hazard/Ladder & Tramline Paving is shown at the transition between the Shared Facility and segregated footpath and cycle track to the east of the crossing.

The cross-section E-E is marked across Coast Road at a location circa 5m west of the proposed Toucan crossing. The cross section shows that there will be a 4m wide Shared Facility along the northern side of Coast Road separated from the carriageway by a 0.5m wide buffer (hard/soft landscaping). The cross section shows that the existing footpath on the southern side of Coast Road is 2.6m wide at this location and will be widened both at this location and over a short length in the vicinity of the proposed Toucan crossing. The cross section also shows that the traffic lanes on the carriageway are proposed to be 3.25m wide in each direction and the carriageway width will be 6.5m in total. The cross section also shows an image of cyclists and pedestrians using the Shared Facility and cars in the traffic lanes.

Drawing No. 6 Coast Road junction with Station Road and Shopping Access Roundabout

This drawing shows the continuation of the proposed Scheme up to its eastern tie-in. The drawing shows the proposed design along the R338 including across the Station Road Junction and along Station Road, as well as across Haystack's Bridge and the Shopping Access Roundabout. The Scheme ties into the existing layout on Main Street immediately south of the Shopping Access Roundabout.

The drawing shows the proposed changes to the Station Road Junction. The existing left turn slip lane is proposed to be removed. The existing central islands and uncontrolled pedestrian crossings at the T-junction would also be removed. The existing signalised pedestrian crossing on Station Road near the bus stops and Oran Town Centre would also be removed.

The proposed revised junction layout is shown in the form of a STOP controlled T-junction. Station Road is narrowed and its junction with Coast Road is tightened to provide a 7.5m wide single carriageway with one traffic lane in each direction on Station Road. Coast Road is proposed to be narrowed to a width of 6.5m through the junction. The right turn lane into Station Road is maintained, although its length is reduced to accommodate the new cycle track.

The drawing indicates that a new road surface will be provided at this new T-junction. A large area of land on the northern side of the junction has been gained through the narrowing of the carriageways and tightening of the junction. This area is shown as hard/soft landscaping.

A new carriageway-level parallel signalised pedestrian and cyclist crossing is proposed across Station Road circa 28m north-east of the junction with Coast Road. This crossing is set-back from Coast Road to enable vehicle stacking for traffic turning off Coast Road before stopping at the crossing when a red signal is displayed. L-shaped red-coloured blister tactile paving is shown on either side of the pedestrian side of the parallel signalised crossing on Station Road.

There is an image on the drawing showing an 'Extract from Cycle Design Manual Showing Typical Signalized Pedestrian and Cycle Crossing' for reference. This image shows a cycle facility crossing adjacent to a pedestrian crossing at road level with four traffic signal poles. The two-way cycle track on the northern side of the signalised crossing ramps down to road level at the crossing. Cyclists wait at a STOP line for the green signal. The red coloured surfacing indicated within the cycle track is

shown as continuing across the carriageway through the crossing with dashed white lines on either side ('Elephant's Footprints' road markings as referred to in Cycle Design Manual).

The drawing shows the segregated footpath and two-way cycle track continuing from the previous section (as shown on Drawing no. 5) along the north-eastern side of Coast Road. On the southern side of the new parallel signalised crossing on Station Road, through to the eastern side of Coast Road and over Haystack's Bridge, the existing footpath would be retained and a new segregated two-way cycle track is shown which would be level with the carriageway, with a 300mm wide separator kerb shown between the two-way cycle track and the carriageway.

At the southern end of Haystack's Bridge, to the north of the Shopping Access Roundabout, the footpath and the adjacent two-way cycle track on the eastern side of Coast Road are shown transitioning to a Shared Facility. Proposed Hazard/Ladder & Tramline tactile paving is shown where the segregated footpath and two-way cycle track transition to this Shared Facility.

The existing kerb lines and islands at the Shopping Access Roundabout would be retained. The existing gaps in the traffic islands, currently used for pedestrian refuge, will be removed and filled in to provide a continuous concrete island. The drawing shows proposed 4m wide raised-table Zebra crossings on all arms of the roundabout to replace the existing substandard uncontrolled pedestrian crossings. The new Zebra crossings are shown set-back farther from the roundabout than the existing crossings and will coincide with the nose of the existing traffic islands at the roundabout.

L-shaped red-coloured blister tactile paving is shown on either side of all shared Zebra crossings. Hazard/Ladder & Tramline tactile paving is shown at the transitions between the Shared Facility at the Shopping Access Roundabout and the existing footpaths at the tie-ins on all arms of the roundabout.