

Rev	Date	Drawn	Check	App.	Comments
1.0	18/12/2025	AMG	ACR	PJM	

Project: Oranmore to the Train Station Active Travel Project, Phases 2 to 4					
Drawing Title: Section 38 General Arrangement Sheet 1					
Scale: 1:250 @ A1	1:500 @ A3	Date: 18/12/2025	Drawn: AMG	Check: AOR	Approved: PJM
Drawing No: P23133-PMCE-XX-01-DG-CR-4_0001	Suitability: S0	Revision: 1.0	Status: For Approval		

- Legend:
- Proposed Cycle Track Surface in Accordance with NTA Specification of Red Surface Course for Use on Off-Road Urban Cycleways
 - Existing Footpath
 - Existing Carriageway
 - Grass Verge
 - Resurfaced Pavement
 - Proposed Footpath
 - Proposed Buffer (Hard/Soft Landscaping)
 - Proposed Shared Area
 - Proposed Traffic Island
 - Proposed Tactile Paving
 - Proposed Red Blister Tactile Paving
 - Proposed Hazard/Ladder & Tramline Paving
 - Proposed Kerb
 - Separator Kerb
 - Existing Kerb
 - Existing Lighting Column
 - Proposed Lighting Column
 - Proposed Belisha Beacon
 - Proposed Gullies
 - Raised Pedestrian Crossing
 - Proposed Hard/Soft Landscaping
 - Wall To Be Lowered

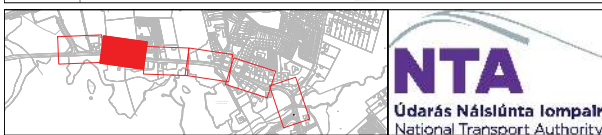
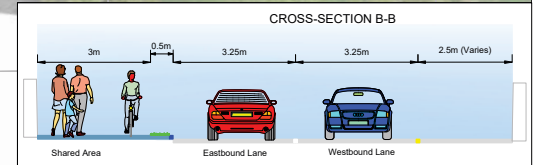
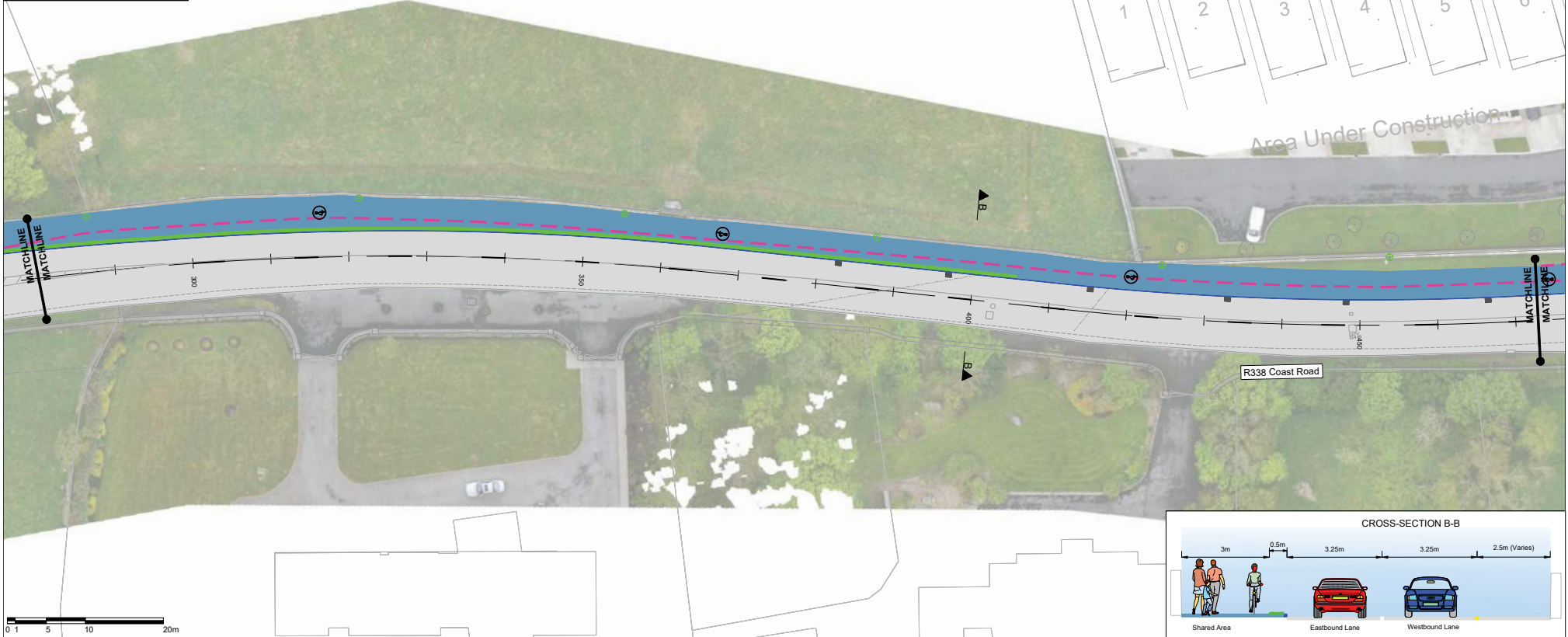
Oranmore to the Train Station Active Travel Scheme

Drawing No. 2 Coast Road between the local road junction and the western corner of Inse Ghlas 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.



Rev	Date	Drawn	Check	App.	Comments
1.0	18/12/2025	AMG	AOR	PJM	

Project: Oranmore to the Train Station Active Travel Project, Phases 2 to 4					
Drawing Title: Section 38 General Arrangement Sheet 2					
Scale: 1:250 @ A1	1:500 @ A3	Date: 18/12/2025	Drawn: AMG	Check: AOR	Approved: PJM
Drawing No: P23133-PMCE-XX-01-DG-CR-4_0002	Subsidiary: S0	Revision: 1.0	Status: For Approval		

Oranmore to the Train Station Active Travel Scheme
Drawing No. 3 Coast Road in front of the entrance to 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.

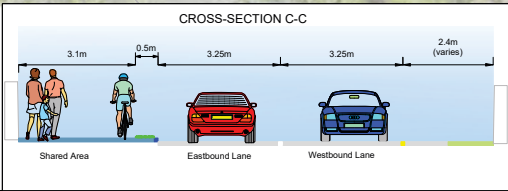
The drawing shows that the existing footpath will be widened to provide a Shared Facility along the northern side of Coast Road.

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 Tramlane 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.



- Legend:
- Proposed Cycle Track Surface in Accordance with NTA Specification of Red Surface Course for Use on Off-Road Urban Cycleways
 - Existing Footpath
 - Existing Carriageway
 - Grass Verge
 - Resurfaced Pavement
 - Proposed Footpath
 - Proposed Buffer (Hard/Soft Landscaping)
 - Proposed Shared Area
 - Proposed Traffic Island
 - Proposed Tactile Paving
 - Proposed Red Blister Tactile Paving
 - Proposed Hazard/Ladder & Tramlane Paving
 - Proposed Kerb
 - Separator Kerb
 - Existing Kerb
 - Existing Lighting Column
 - Proposed Lighting Column
 - Proposed Bellisha Beacon
 - Proposed Gullies
 - Raised Pedestrian Crossing
 - Proposed Hard/Soft Landscaping
 - Wall To Be Lowered



Client:

Rev	Date	Drawn	Check	App.	Comments
1.0	18/12/2025	AMG	AOR	PJM	

Project: **Oranmore to the Train Station Active Travel Project, Phases 2 to 4**

Drawing Title: **Section 38 General Arrangement Sheet 3**

Scale: 1:250 @ A1	1:500 @ A3	Date: 18/12/2025	Drawn: AMG	Check: AOR	Approved: PJM
Drawing No: P23133-PMCE-XX-01-DG-CR-4_0003		Subsidiary: S0	Revision: 1.0	Status: For Approval	

- Legend:
- Proposed Cycle Track Surface in Accordance with NTA Specification of Red Surface Course for Use on Off-Road Urban Cycleways
 - Existing Footpath
 - Existing Carriageway
 - Grass Verge
 - Resurfaced Pavement
 - Proposed Footpath
 - Proposed Buffer (Hard/Soft Landscaping)
 - Proposed Shared Area
 - Proposed Traffic Island
 - Proposed Tactile Paving
 - Proposed Red Blister Tactile Paving
 - Proposed Hazard/Ladder & Tramline Paving
 - Proposed Kerb
 - Separator Kerb
 - Existing Kerb
 - Existing Lighting Column
 - Proposed Lighting Column
 - Proposed Bellisha Beacon
 - Proposed Gullies
 - Raised Pedestrian Crossing
 - Proposed Hard/Soft Landscaping
 - Wall To Be Lowered

Oranmore to the Train Station Active Travel Scheme Drawing No. 4 Coast Road in front of the entrance to Costa na Mara housing estate

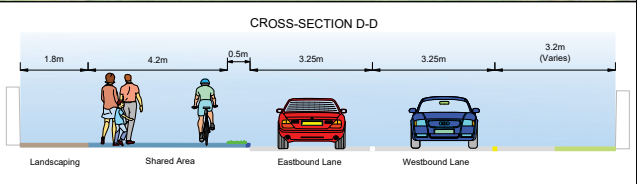
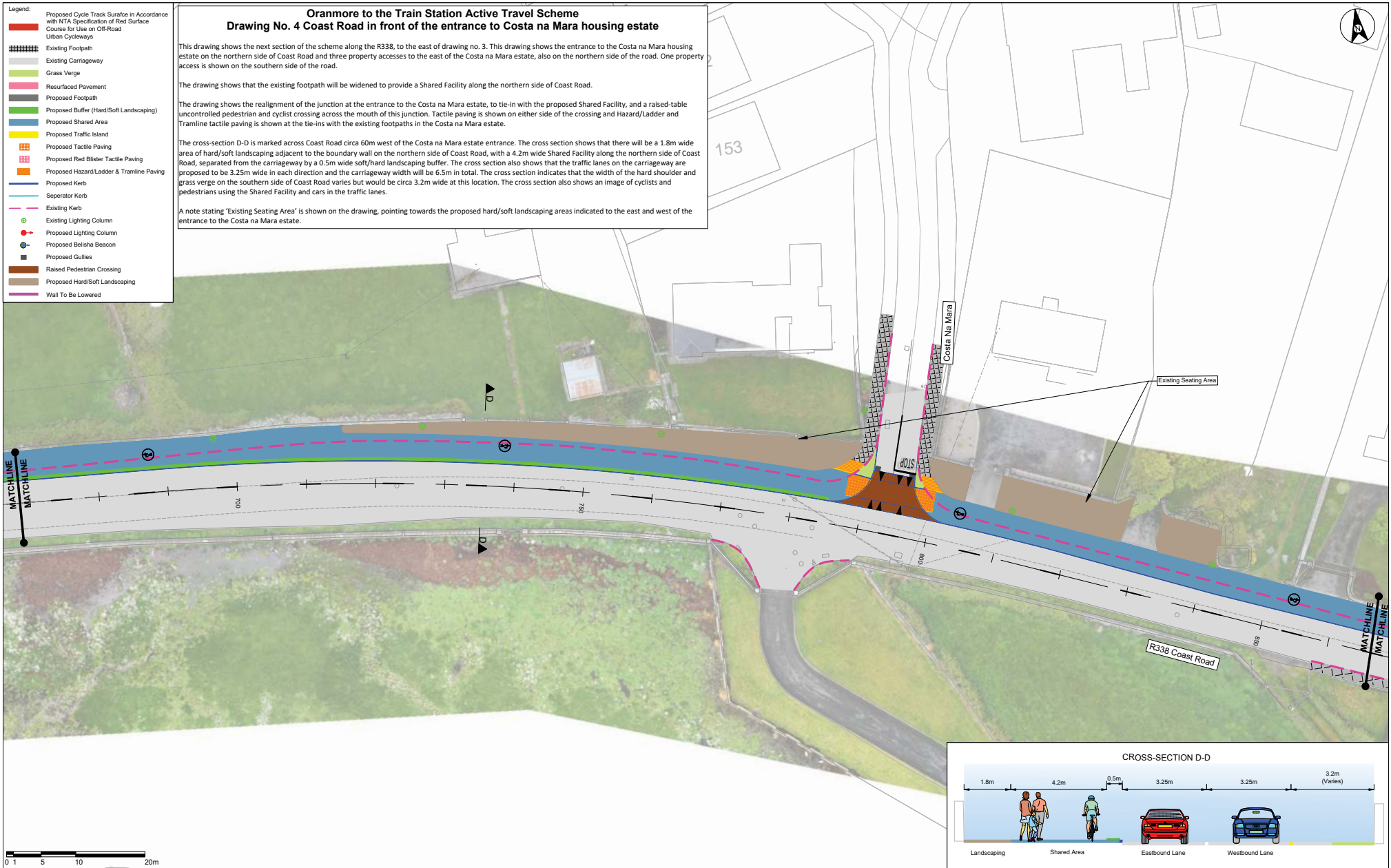
This drawing shows the next section of the scheme along the R338, to the east of drawing no. 3. This drawing shows the entrance to the Costa na Mara housing estate on the northern side of Coast Road and three property accesses to the east of the Costa na Mara estate, also on the northern side of the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



Rev	Date	Drawn	Check	App.	Comments
1.0	18/12/2025	AMG	AOR	PJM	

Project: Oranmore to the Train Station Active Travel Project, Phases 2 to 4					
Drawing Title: Section 38 General Arrangement Sheet 4					
Scale: 1:250 @ A1	1:500 @ A3	Date: 18/12/2025	Drawn: AMG	Check: AOR	Approved: PJM
Drawing No: P23133-PMCE-XX-01-DG-CR-4_0004	Subsidiary: S0	Revision: 1.0	Status: For Approval		

Oranmore to the Train Station Active Travel Scheme Drawing No. 5 Coast Road in front of Ocean Drive

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.

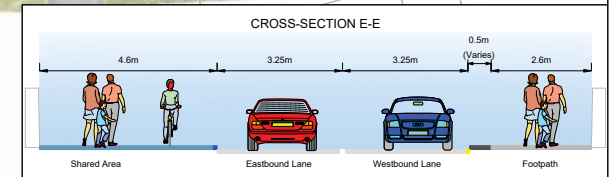
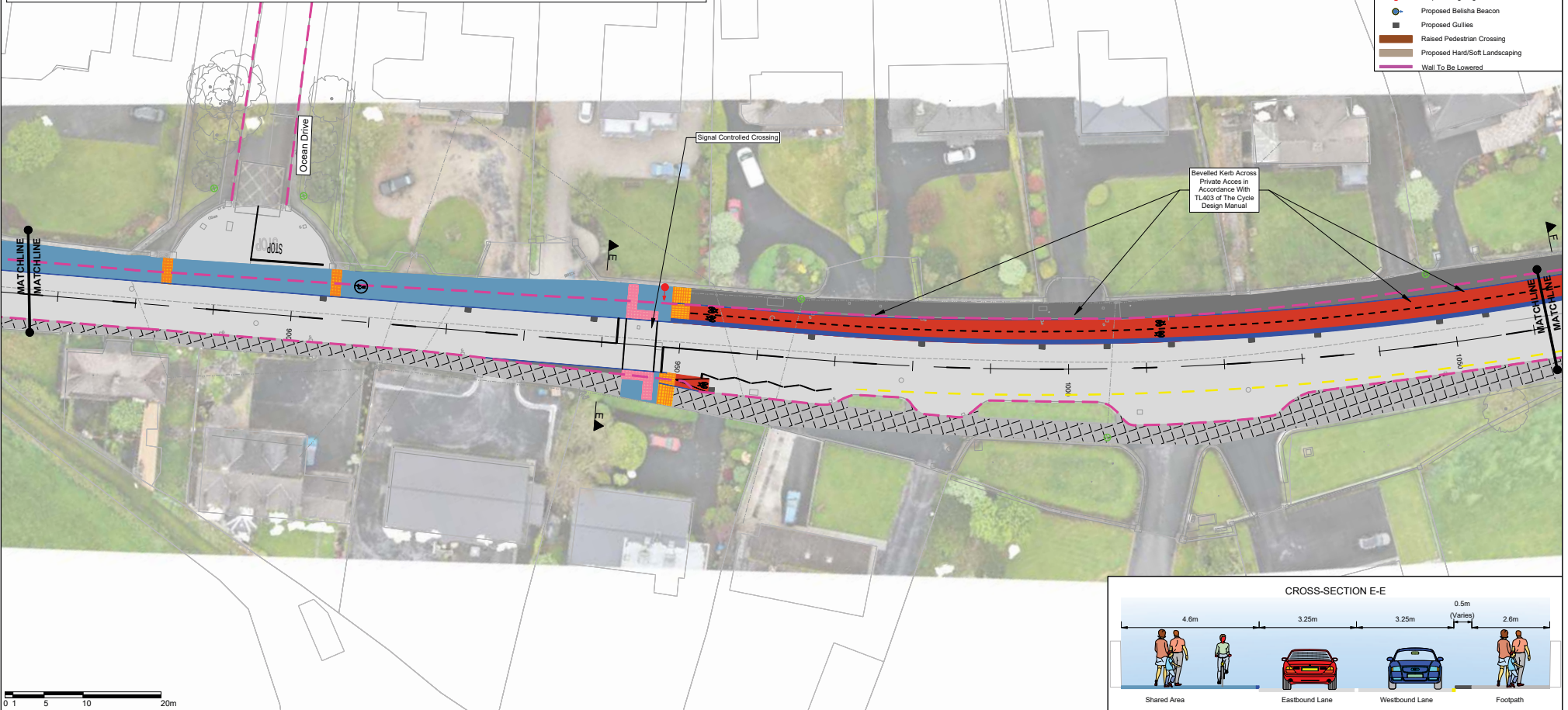
The drawing shows that the existing footpath will be widened to provide a Shared Facility along the northern side of Coast Road. The drawing shows the Shared Facility continuing across the junction at the entrance to the Ocean Drive estate, similar to the existing footpath layout at this location, with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

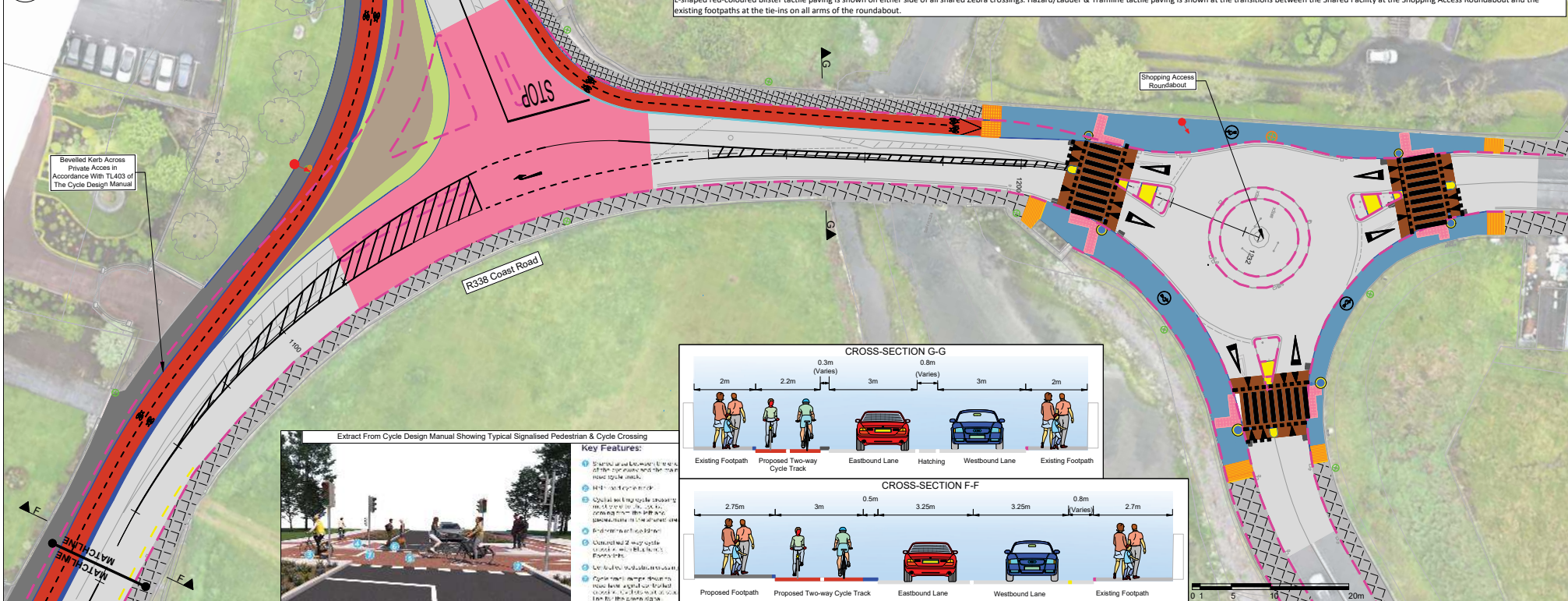
- Legend:
- Proposed Cycle Track Surface in Accordance with NTA Specification of Red Surface Course for Use on Off-Road Urban Cycleways
 - Existing Footpath
 - Existing Carriageway
 - Grass Verge
 - Resurfaced Pavement
 - Proposed Footpath
 - Proposed Buffer (Hard/Soft Landscaping)
 - Proposed Shared Area
 - Proposed Traffic Island
 - Proposed Tactile Paving
 - Proposed Red Blister Tactile Paving
 - Proposed Hazard/Ladder & Tramlane Paving
 - Proposed Kerb
 - Separator Kerb
 - Existing Kerb
 - Existing Lighting Column
 - Proposed Lighting Column
 - Proposed Bellisha Beacon
 - Proposed Gullies
 - Raised Pedestrian Crossing
 - Proposed Hard/Soft Landscaping
 - Wall To Be Lowered



Rev	Date	Drawn	Check	App.	Comments
1.0	18/12/2025	AMG	AOR	PJM	

Project: Oranmore to the Train Station Active Travel Project, Phases 2 to 4					
Drawing Title: Section 38 General Arrangement Sheet 5					
Scale: 1:250 @ A1	1:500 @ A3	Date: 18/12/2025	Drawn: AMG	Check: AOR	Approved: PJM
Drawing No: P23133-PMCE-XX-01-DG-CR-4_0005	Suitability: S0	Revision: 1.0	Status: For Approval		

- Legend:
- Proposed Cycle Track Surface in Accordance with NTA Specification of Red Surface Course for Use on Off-Road Urban Cycleways
 - Existing Footpath
 - Existing Carriageway
 - Grass Verge
 - Resurfaced Pavement
 - Proposed Footpath
 - Proposed Buffer (Hard/Soft Landscaping)
 - Proposed Shared Area
 - Proposed Traffic Island
 - Proposed Tactile Paving
 - Proposed Red Blister Tactile Paving
 - Proposed Hazard/Ladder & Tramline Paving
 - Proposed Kerb
 - Separator Kerb
 - Existing Kerb
 - Existing Lighting Column
 - Proposed Lighting Column
 - Proposed Beisha Beacon
 - Proposed Gullies
 - Raised Pedestrian Crossing
 - Proposed Hard/Soft Landscaping
 - Wall To Be Lowered



Oranmore to the Train Station Active Travel Scheme

Drawing No. 6 Coast Road junction with Station Road and mini 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).

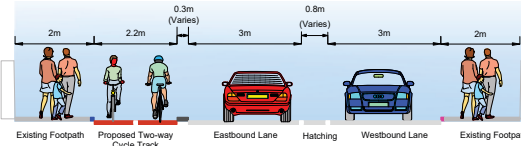
The drawing shows the segregated footpath and two-way cycle track continuing from the previous section (as shown on Drawing no. 5) along the north-eastern side of Coast Road. On the southern side of the new parallel signalised crossing on Station Road, through to the eastern side of Coast Road and over 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.

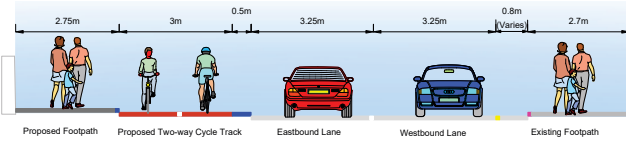
The existing kerb lines and islands at the Shopping Access Roundabout would be retained. The existing gaps in the traffic islands, currently used for pedestrian refuge, will be removed and filled in to provide a continuous concrete island. The drawing shows proposed 4m wide raised-table Zebra crossings 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.

CROSS-SECTION G-G



CROSS-SECTION F-F



Extract From Cycle Design Manual Showing Typical Signalised Pedestrian & Cycle Crossing



Key Features:

- Signalised crossing with red surface course and tactile paving
- Signalised crossing with red surface course and tactile paving
- Signalised crossing with red surface course and tactile paving
- Signalised crossing with red surface course and tactile paving
- Signalised crossing with red surface course and tactile paving
- Signalised crossing with red surface course and tactile paving
- Signalised crossing with red surface course and tactile paving
- Signalised crossing with red surface course and tactile paving

Rev	Date	Drawn	Check	App.	Comments
1.0	18/12/2025	AMG	AOR	PJM	

Project:	Oranmore to the Train Station Active Travel Project, Phases 2 to 4			
Drawing Title:	Section 38 General Arrangement Sheet 6			
Scale:	1:250 @ A1	1:500 @ A3	Date: 18/12/2025	Drawn: AMG
Drawing No:	P23133-PMCE-XX-01-DG-CR-4_0006		Subsidiary: S0	Revision: 1.0
Status:	For Approval			