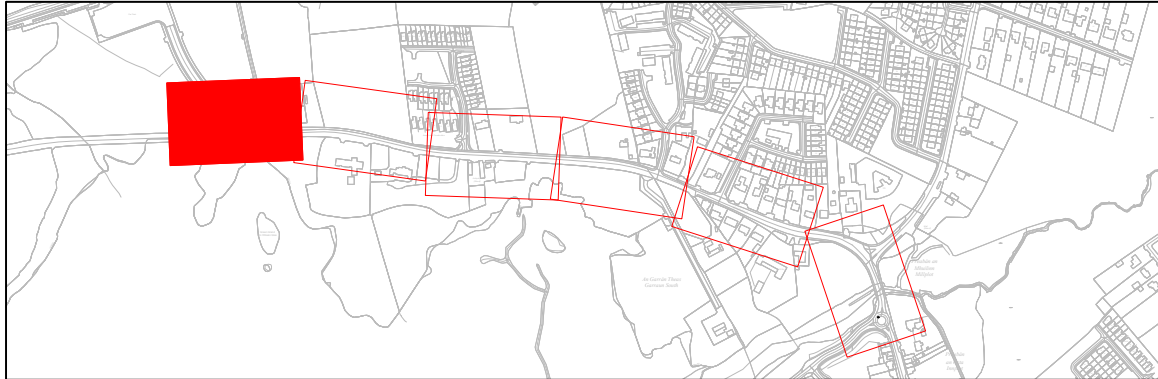


- Legend:
- Proposed Cycle Track Surface in Accordance with NTA Specification of Red Surface Course for Use on Off-Road Urban Cycleways
  - Existing Footpath
  - Existing Carriageway
  - Grass Verge
  - Resurfaced Pavement
  - Proposed Footpath
  - Proposed Buffer (Hard/Soft Landscaping)
  - Proposed 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



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

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



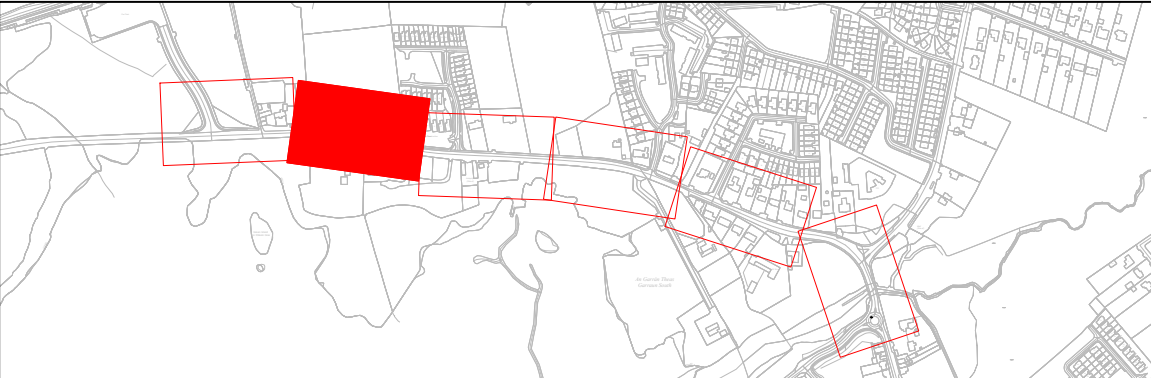
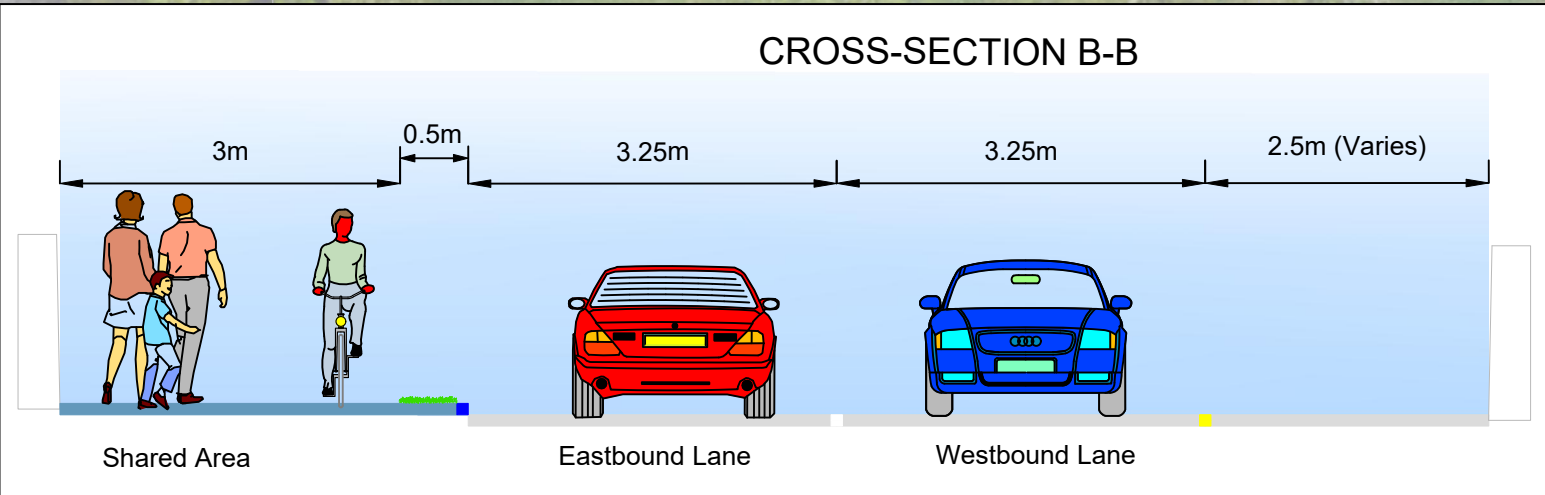
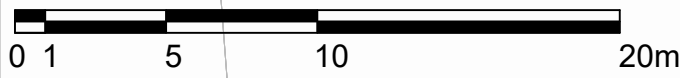
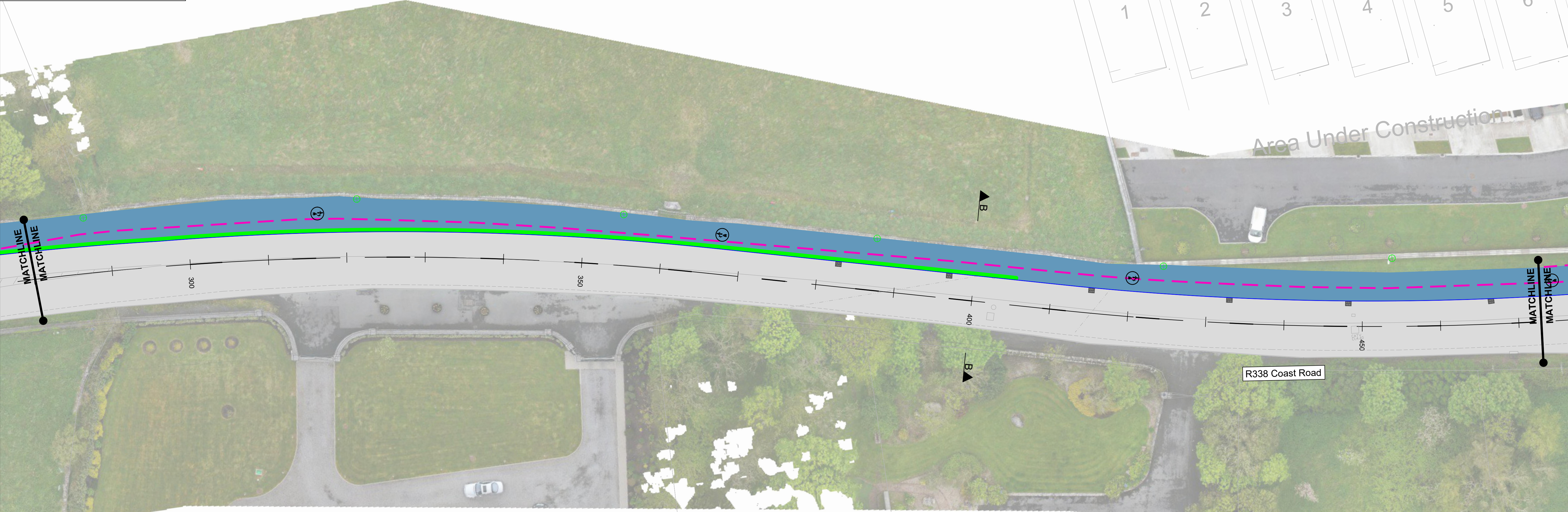
- Legend:
- Proposed Cycle Track Surface in Accordance with NTA Specification of Red Surface Course for Use on Off-Road Urban Cycleways
  - Existing Footpath
  - Existing Carriageway
  - Grass Verge
  - Resurfaced Pavement
  - Proposed Footpath
  - Proposed Buffer (Hard/Soft Landscaping)
  - Proposed Shared Area
  - Proposed Traffic Island
  - Proposed Tactile Paving
  - Proposed Red Blister Tactile Paving
  - Proposed Hazard/Ladder & Tramline Paving
  - Proposed Kerb
  - Seperator 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: <b>Oranmore to the Train Station Active Travel Project, Phases 2 to 4</b>					
Drawing Title: <b>Section 38 General Arrangement Sheet 2</b>					
Scale: <b>1:250 @ A1</b>	<b>1:500 @ A3</b>	Date: <b>18/12/2025</b>	Drawn: <b>AMG</b>	Check: <b>AOR</b>	Approved: <b>PJM</b>
Drawing No: <b>P23133-PMCE-XX-01-DG-CR-4_0002</b>		Suitability: <b>S0</b>	Revision: <b>1.0</b>	Status: <b>For Approval</b>	



**Oranmore to the Train Station Active Travel Scheme**  
**Drawing No. 3 Coast Road in front of the entrance to An Inse Ghlas housing estate**

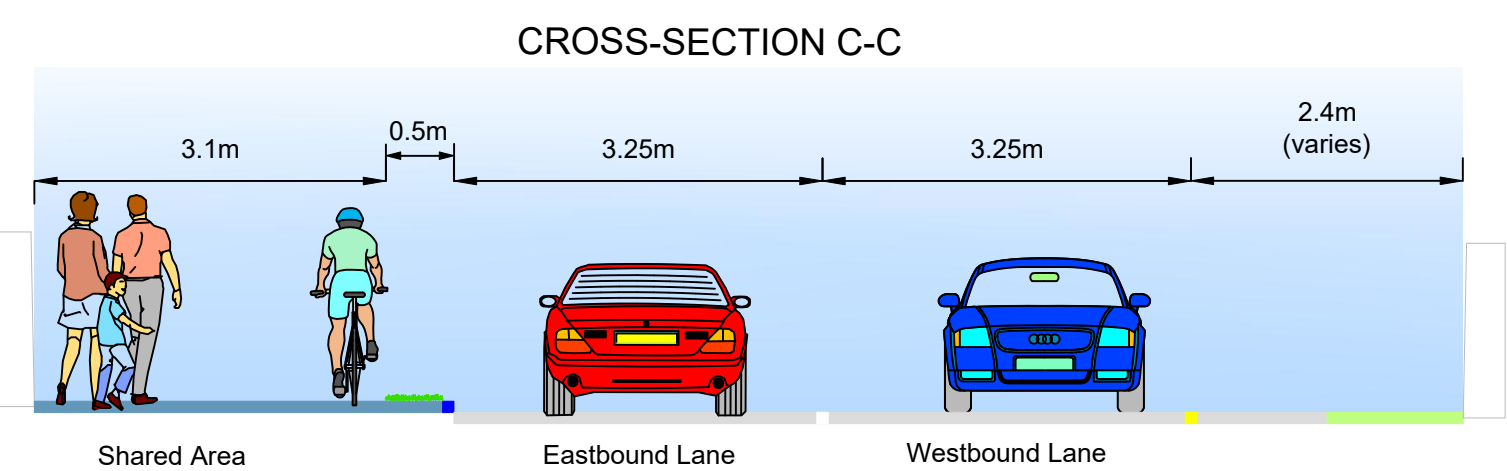
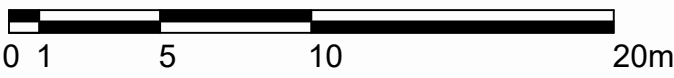
This drawing shows the next section of the scheme along the R338, to the east of drawing no. 2. This drawing shows the An Inse Ghlas housing estate on the northern side of Coast Road and three property accesses to the east of the An Inse Ghlas estate.

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 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.

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.



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

<div>Project:</div> <div>Oranmore to the Train Station Active Travel Project, Phases 2 to 4</div>											
<div>Drawing Title:</div> <div>Section 38 General Arrangement Sheet 3</div>											
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		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
  - Seperator 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. 4 Coast Road in front of the entrance to Costa na Mara housing estate**

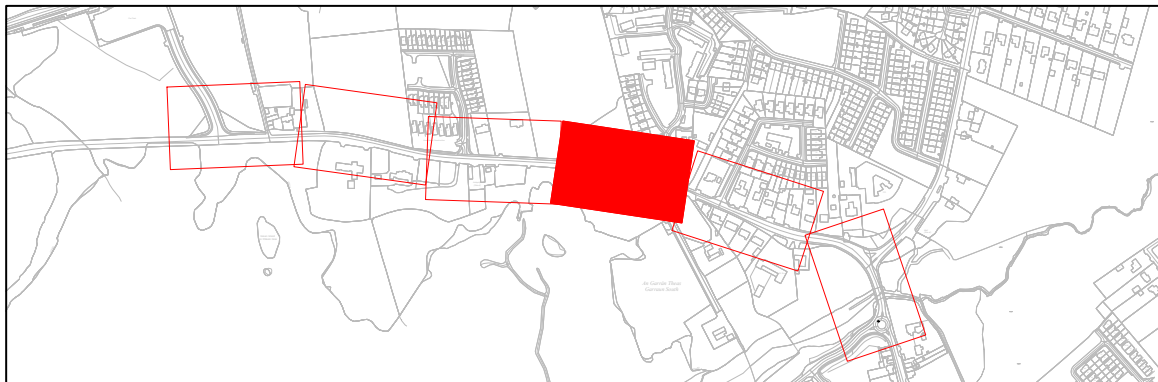
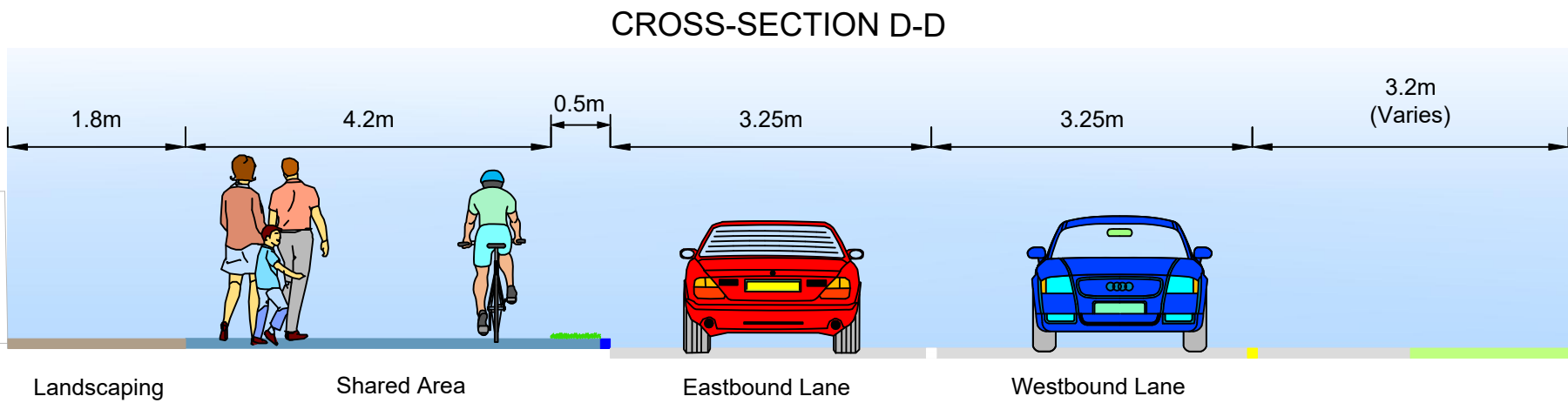
This drawing shows the next section of the scheme along the R338, to the east of drawing no. 3. This drawing shows the entrance to the Costa na Mara housing estate on the northern side of Coast Road and three property accesses to the east of the Costa na Mara estate, also on the northern side of the 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: <b>Oranmore to the Train Station Active Travel Project, Phases 2 to 4</b>					
Drawing Title: <b>Section 38 General Arrangement Sheet 4</b>					
Scale: <b>1:250 @ A1</b>	<b>1:500 @ A3</b>	Date: <b>18/12/2025</b>	Drawn: <b>AMG</b>	Check: <b>AOR</b>	Approved: <b>PJM</b>
Drawing No: <b>P23133-PMCE-XX-01-DG-CR-4_0004</b>		Suitability: <b>S0</b>	Revision: <b>1.0</b>	Status: <b>For Approval</b>	



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

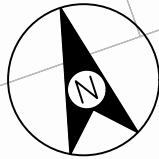
This drawing shows the next section of the scheme along the R338, to the east of drawing no. 4. This drawing shows the entrance to the Ocean Drive housing estate on the northern side of Coast Road and a number of property accesses on either side of the road to the east of this junction.

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.

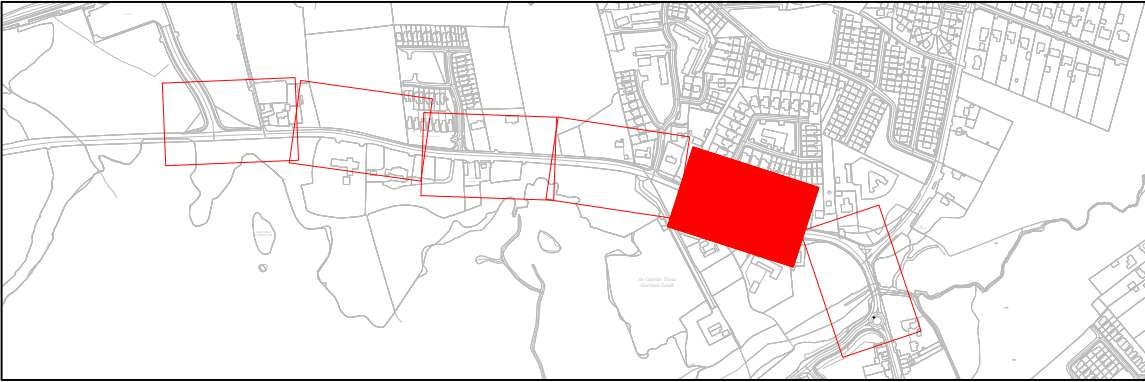
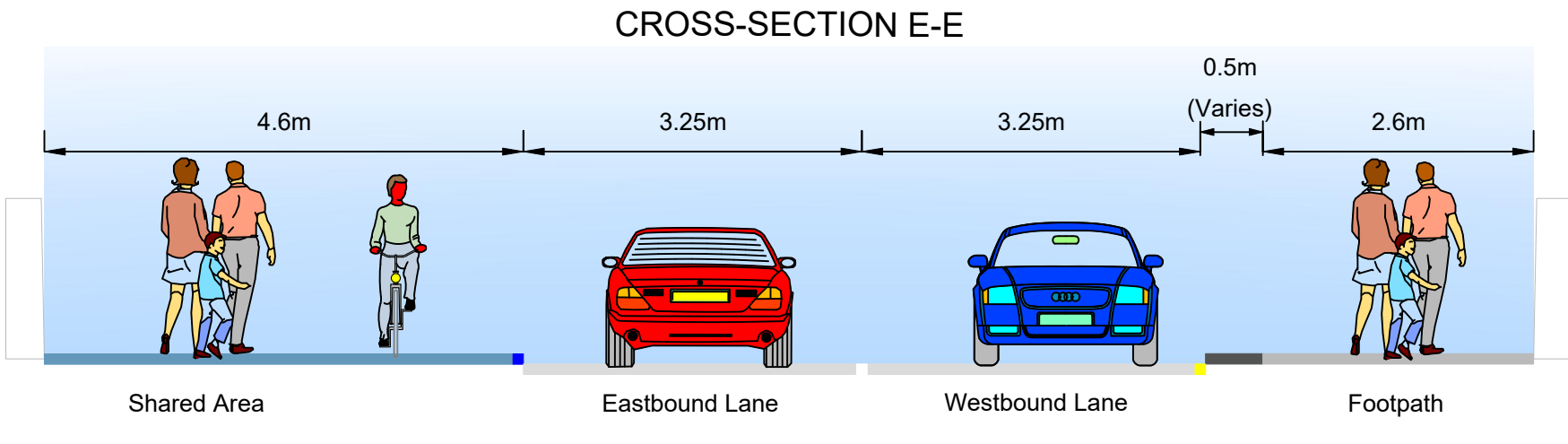
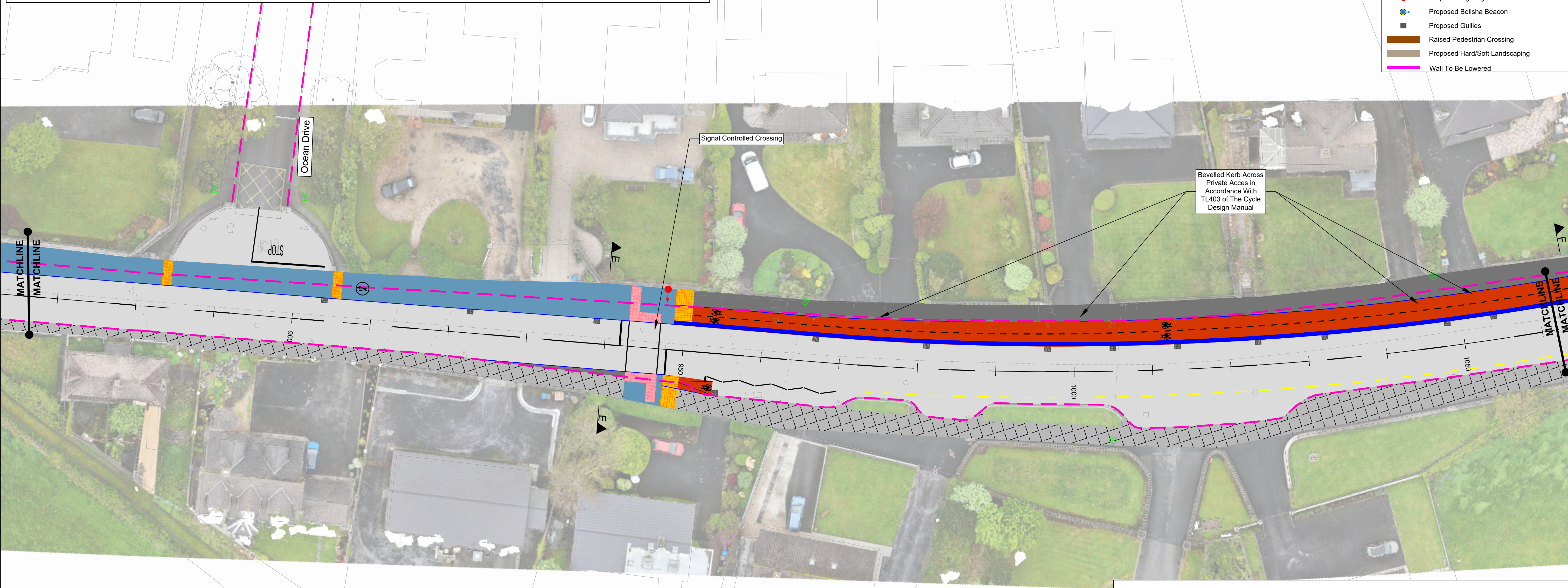
The drawing shows a new 4m wide carriageway-level Toucan crossing on Coast Road, at a location circa 50m east of the Ocean Drive entrance junction. L-shaped red-coloured blister tactile paving and dropped kerbs are shown on either side of the Toucan crossing. To the immediate east of the Toucan crossing,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



- 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

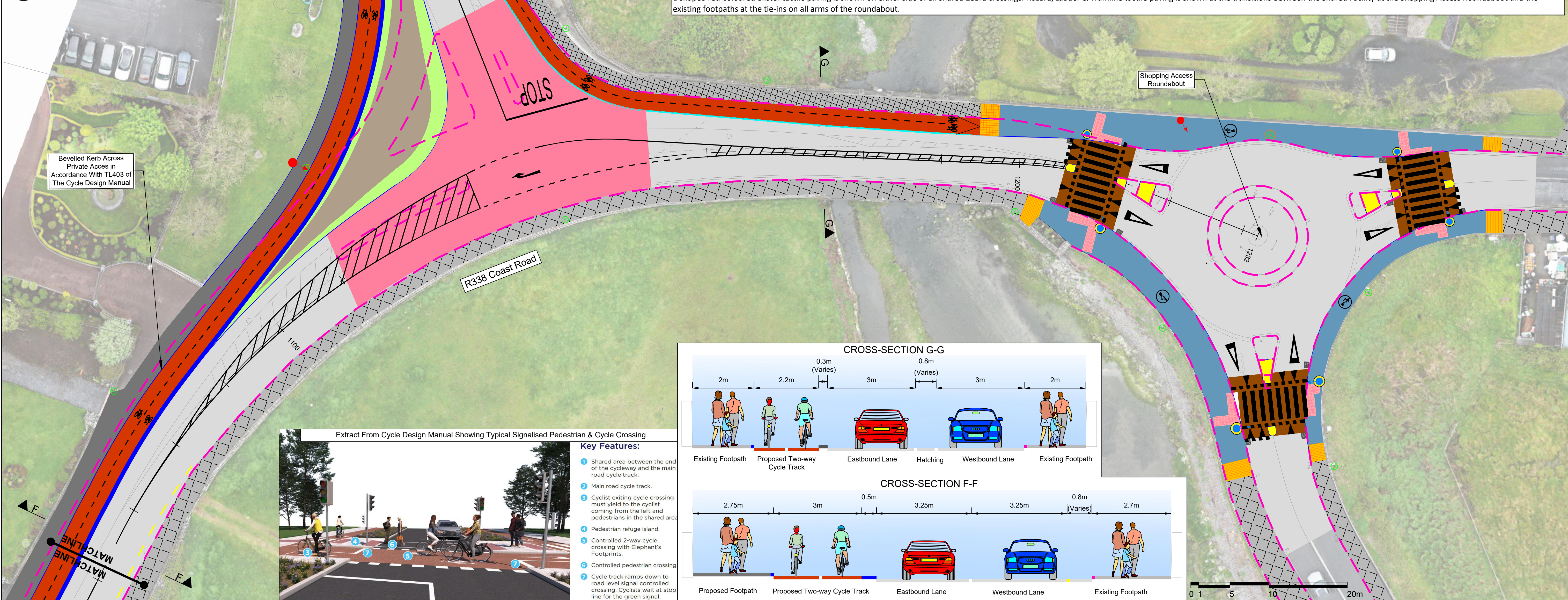
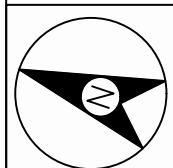


Rev	Date	Drawn	Check	App.	Comments
1.0	18/12/2025	AMG	AOR	PJM	

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 Belisha Beacon
  - Proposed Gullies
  - Raised Pedestrian Crossing
  - Proposed Hard/Soft Landscaping
  - Wall To Be Lowered



Bevelled Kerb Across Private Access in Accordance With TL403 of The Cycle Design Manual

Existing Solid Line Road Marking To Be Replaced With Dashed Line

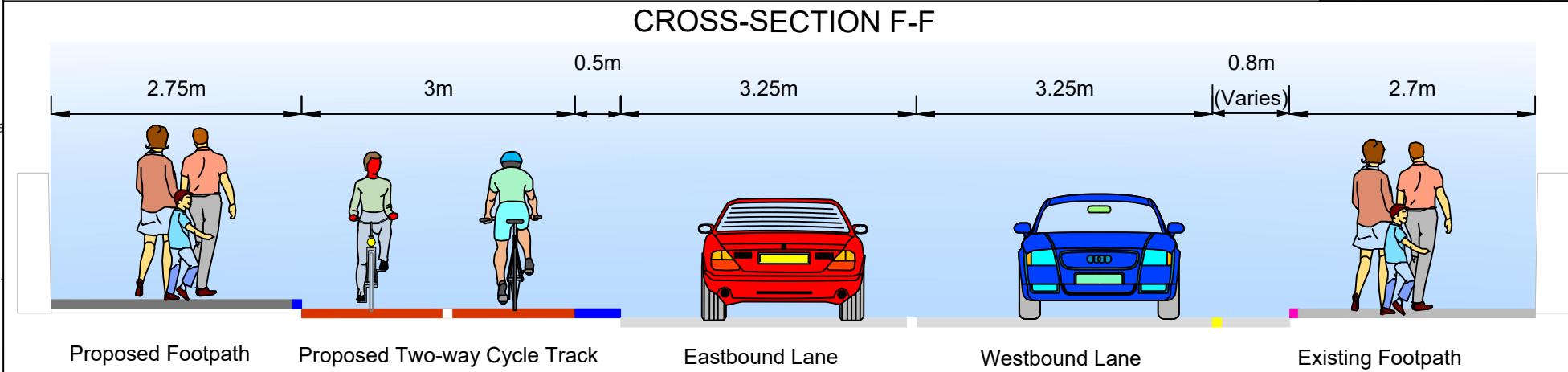
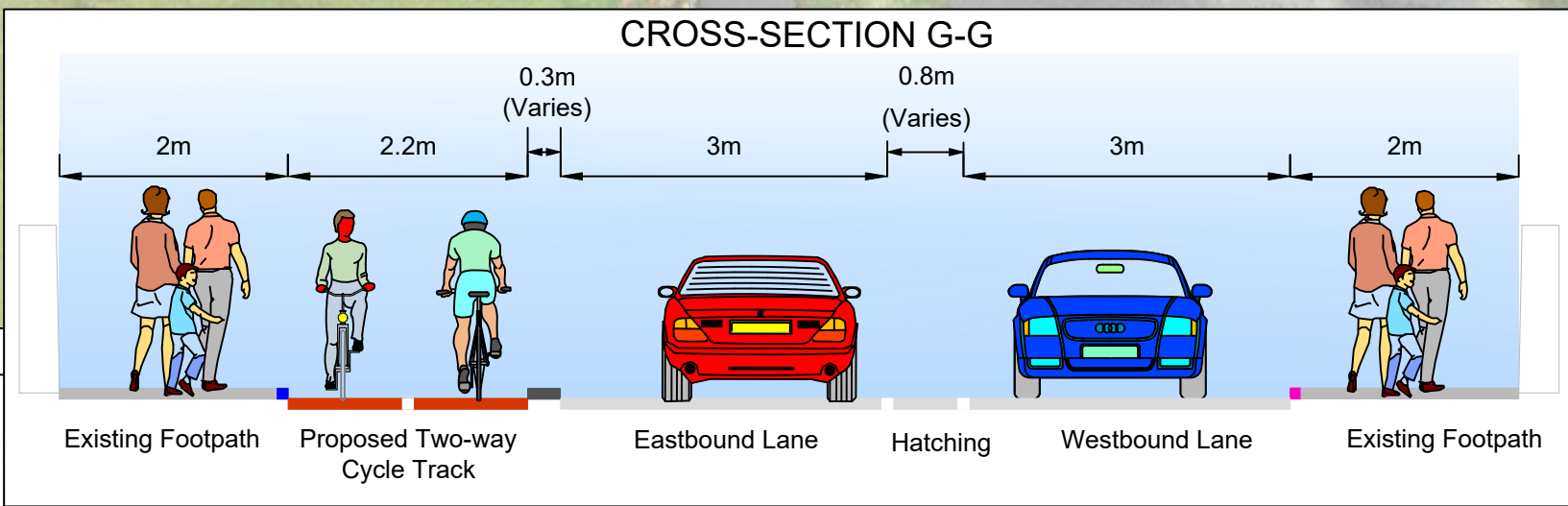
Existing Signalised Crossing To Be Removed, Footpaths To Be Reinstated

Signal Controlled Pedestrian and Cycle Crossing

Station Road

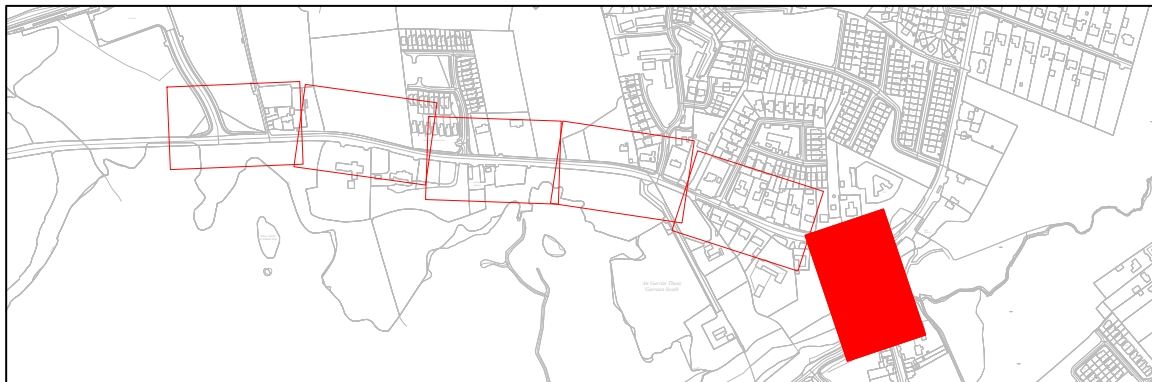
R338 Coast Road

Shopping Access Roundabout



Key Features:

- 1 Shared area between the end of the cycleway and the main road cycle track.
- 2 Main road cycle track.
- 3 Cyclist exiting cycle crossing must yield to the cyclist coming from the left and pedestrians in the shared area.
- 4 Pedestrian refuge island.
- 5 Controlled 2-way cycle crossing with Elephant's Footprints.
- 6 Controlled pedestrian crossing.
- 7 Cycle track ramps down to road level signal controlled crossing. Cyclists wait at stop line for the green signal.



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	Check: AOR	Approved: PJM
Drawing No: P23133-PMCE-XX-01-DG-CR-4_0006	Suitability: S0	Revision: 1.0	Status: For Approval		