**Oranmore to Train Station Active Travel Scheme**

**Public Consultation – Non-Statutory**

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

**Text description of drawings.**

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

**Scheme Location Map Drawing**

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 Coast Road. The scheme starts at the junction with Train Station Access Road to the east, it continues along Coast Road through the Station Road Junction and over the bridge. The scheme terminates at the mini roundabout at the top of Main Street and Tesco Access Road. The proposals are confined to the road space and includes the existing footpaths and roadway.

**Design Drawings**

The plan design drawings are shown in 1:250 scale. The drawings show proposed design on top of existing topography and contours along the route with LIDAR image of the terrain in the background. Existing kerb lines are shown with pink dashed line. Each drawing shows a typical cross section along the route. The proposal in this location is confined to the road space (wall to wall).

The proposed scheme includes provision of cycle facility to the north of Coast Road, adjacent to the existing or widened footpath. The proposal includes provision of new cycle 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, especially Station Road junction and the mini roundabout, as well as Train Station Access Junction and other access junctions and property accesses along the route.

Except for the tie-in works at mini roundabout and pedestrian crossing on Coast Road east of Ocean Drive, there are generally no works proposed to the south 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 Train Station Access Junction and T-junction with a local road to the east of Train Station Access Junction.

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

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

The drawing is showing a Proposed Shared Facility along the northern edge of Coast Road. The drawing shows this Shared Facility starting immediately east of the mouth of Train Station Access Junction and continuing eastwards towards Oranmore. Proposed Hazard/Ladder and Tramline Paving is shown at the tie-in of this proposed Shared Facility to the existing footpath at Train Station Access Junction.

The drawing shows the local road junction to the east of Train Station Access Junction. This local road is very narrow on the approach to Coast Road, the road width is limited by stone wall to the west and property wall to the right. Raised crossing with pedestrian and cycle priority is proposed across the mouth of this junction. Tactile paving is shown either side of the crossing.

The cross section A-A is marked across the Coast Road between the Train Station Access Junction and the local road junction. The cross section shows that there will be circa 4.16m Shared Facility along the northern edge of Coast Road. The cross section also shows that the road carriageway lanes are proposed to be 3.25m wide with 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 carriageway lanes.

**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, further east. This drawing shows two property accesses to the south of Coast Road.

The drawing shows that the existing footpath will be widened to include Shared Facility along the northern edge of Coast Road.

The cross-section B-B is marked at the entrance to one of the properties to the south of Coast Road. The cross section shows that there will be 3.5m Shared Facility along the northern edge of Coast Road. The cross section also shows that the road carriageway lanes are proposed to be 3.25m wide in each direction, carriageway width will be 6.5m in total. The cross section indicated that the width of the hard shoulder to the south of Coast Road varies and appears significant in this location at the entrance to the property south of Coast Road. The cross section also shows an image of cyclists and pedestrians using the Shared Facility and cars in the carriageway lanes.

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

This drawing is showing the next section of the scheme along the R338 in front of An Inse Ghlas housing estate to the north of Coast Road and further east.

The drawing shows that the existing footpath will be widened to include Shared Facility along the northern edge of Coast Road.

The drawing shows realignment of the junction at the entrance to An Inse Ghlas to tie-in with the shared path and a raised ramp cycle and pedestrian crossing at the mouth of this junction. Tactile paving is shown either side of the crossing.

The cross-section C-C is marked to the east of An Inse Ghlas estate. The cross section shows that there will be 3.6m Shared Facility along the northern edge of Coast Road in this location. The cross section also shows that the road carriageway lanes are proposed to be 3.25m wide in each direction, carriageway width will be 6.5m in total. The cross section indicated that the width of the hard shoulder and grass verge to the south of Coast Road varies. 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 Costa na Mara housing estate**

This drawing is showing the next section of the scheme along the R338 up to and including the entrance to Costa na Mara housing estate to the north of Coast Road.

The drawing shows that the existing footpath will be widened to include Shared Facility along the northern edge of Coast Road.

The drawing shows proposal to realign the junction at the entrance to Costa na Mara to tie-in with the proposed shared path. A raised ramp cycle and pedestrian crossing at the mouth of this junction. Tactile paving is shown either side of the crossing.

The cross-section D-D is marked to the west of Costa na Mara estate. The cross section shows that there will be 6m Shared Facility along the northern edge of Coast Road. The cross section also shows that the road carriageway lanes are proposed to be 3.25m wide in each direction, carriageway width will be 6.5m in total. The cross section indicated that the width of the hard shoulder and grass verge to the south of Coast Road varies. The cross section also shows an image of cyclists and pedestrians using the Shared Facility and cars in the carriageway lanes.

A note stating ‘Existing Seating Area’ is shown on the drawing, pointing towards the area to the west of the entrance to Costa na Mara housing estate.

**Drawing No. 5 Coast Road in front of Ocean Drive**

This drawing is showing the next section of the scheme along the R338 in front of the entrance to Ocean View housing estate and further east.

The drawing shows that the existing footpath will be widened to include Shared Facility along the northern edge of Coast Road. This shared facility is proposed to transition to a segregated pedestrian and cycle facility further east, opposite the entrance to Oranmore Garda Station. Hazard/Ladder & Tramline Paving is shown at the proposed point of transition.

The drawing shows proposal to retain the entrance to Ocean View as per existing with exception that the shared facility will be provided in front of this entrance. Tactile paving is shown either side of this entrance.

The drawing shows a proposed Signal Controlled Pedestrian Crossing across the R338 Coast Road to the east of Ocean Drive entrance. L-shaped Red Blister Tactile Paving are shown at this crossing.

The cross-section E-E is marked to the west of the proposed crossing. The cross section shows that there will be 4.5m wide Shared Facility along the northern edge of Coast Road in this location. The cross section shows that the existing footpath to the south of Coast Road is 2.6m at this location. The cross section also shows that the road carriageway lanes are proposed to be 3.25m wide, ie. Carriageway width will be 6.5m in total. The cross section indicates a hard strip between the southern edge of the carriageway and the existing footpath.

**Drawing No. 6 Coast Road junction with Station Road and mini roundabout**

This drawing is showing continuation of the scheme up until the eastern tie-in of the proposed scheme. The drawing is showing the proposed design along the R338 including the proposed Station Road Junction, the bridge, and the mini roundabout. The scheme ties into Oranmore Main Street immediately south of the proposed mini roundabout.

The drawing shows the proposed changes to the Station Road Junction. The existing left slip lane is removed. The existing central islands and pedestrian crossings at the T-junction are removed. The existing signalized pedestrian crossing on Station Road closer to the bus stops and Oran Town Centre is removed.

The proposed junction layout is in a form of a STOP controlled T-junction. The Station Road is narrowed and junction with the Coast Road is tightened with single carriageway lane in each direction on Station Road. The Coast Road is proposed to be narrowed through the junction. The right turn lane into Station Road is maintained, although it is much shorter than existing. The drawing indicates that a new road surface will be required at this new T-junction. Large wedge of land to the north-west of the junction has been gained through the narrowing of the carriageways and tightening of the junction and is shown as ‘Grass Verge’.

A new Signal Controlled Pedestrian and Cycle crossing is proposed across Station Road to the north of the junction with Coast Road. This crossing is set-back from the Coast Road to enable stacking from Coast Road right turning traffic before giving way to pedestrians and cyclists at the crossing.

L-shaped Red Blister Tactile Paving is shown at the pedestrian crossing at 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 cycle facility crossing adjacent to pedestrian crossing with four pole signal controls. Cycle Track Ramps down to road level signal-controlled crossing. Cyclists wait at STOP line for the green signal. Red color cycle track surfacing carries through the crossing with dashed white lines either side (Elephant’s Footprints as referred to in Cycle Design Manual)

The drawing shows the segregated pedestrian and cycle facilities continuing from the previous section (as shown on Drawing 5) along the northern edge of Coast Road carriageway, through the Station Road Junction and over the bridge.

To the northwest of the junction, the 3.2m wide Two-Way Cycle Track, along with the footpath on the outside, link with the new pedestrian crossing on Station Road. The alignment of the proposed segregated footpath and cycle track follows the line of the existing planting in the green area between the junction and Oran Town Centre crossing diagonally through the new grass verge area. To the northeast of the junction, the Two-Way Cycle Track narrows to 2.2m and follows on the inside of the existing 2m footpath towards the Bridge.

The 2.2m Two-way Cycle Track continues over the Bridge and transitions to a shared facility at the mini roundabout south of the Bridge.

The proposed plan at the mini roundabout shows new tie-in to the north-west, where the segregated facility transitions to shared facility and ties in with the new narrower northern entry to the mini roundabout. The existing kerb lines and islands at the mini roundabout are proposed to be retained. The drawing shows proposed raised zebra crossings on all arms of the roundabout. The new zebra crossings are set-back further away from the roundabout than the existing crossings and coincide with the tip of existing traffic islands at the roundabout.

L-shaped Red Blister Tactile Paving is shown at all shared Zebra crossings. Hazard/Ladder & Tramline Paving is shown at the transition between the Segregated Facility over the bridge and Shared facility at the mini roundabout. Hazard/Ladder & Tramline Paving is shown at the transition between the Shared Facility at Mini Roundabout and the existing footpaths at tie-in south of the roundabout.