



Comhairle Chontae na Gaillimhe
Galway County Council

REPORT UNDER SECTION 38 OF THE ROAD TRAFFIC ACT (1994)

**Safe Routes to School Scheme for
Calasactius College, Oranmore, Co Galway.**

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1. Introduction

Galway County Council proposes to implement a Safe Routes to School Scheme (SRTS) for St Calasanctius College, Oranmore, located within Oranmore village on Castle Rd L-81033. The Safe Routes to School Programme was launched in 2021 and developed in response to ongoing concerns for the safety for students walking and cycling to school. The programme is funded by the Department of Transport (DoT) through the National Transport Authority (NTA) Active Travel Investment Team

Measures proposed for this scheme include:

- Junction tightening and a ramped controlled crossing to CDM has been provided at the junction between Castle Rd and Main Street.
- The existing entrance to the car park adjacent the junction between Castle Rd and Main Street has been closed to remove associated traffic from the school environment.
- SRTS branding has been added at the junction of Castle Rd and Main Street, west of the entrance of Calasanctius College on Castle Rd. and at the junction onto Castle Rd. coming from Tesco.
- Four sets of ramped uncontrolled crossings have been provided along with amendment to junctions to reduce crossing length.
- A tabletop ramp crossing has been provided on Castle Rd. inclusive of two zebra crossings directly outside of the school entrance. A further ramped zebra crossing will be provided north of the school entrance on Castle Rd. immediately east of the junction to Aldi.
- The footpath along Castle Rd. has been widened to a minimum of 2m wide. The road carriageway has been narrowed to 3.5m to accommodate this widening and a one-way system with yield and stop lines has been developed accordingly.
- Pencil bollards have been added around the school entrance and along Castle Rd.
- Existing picnic area to be developed into a bus bay and set down area.
- Place-making features will be developed including landscaping features within expanded green areas.

In order to comply with the statutory requirements associated with Phase 4, Section 38 of the Road Traffic Act process has been conducted for this scheme.

2. Advertisement

The scheme was advertised through the Connaught Tribune newspaper issue Thursday 7th August 2025 (See Appendix A for copy). The contents of the advert highlighted a summary of the proposed measures, and directed the reader to detailed information which was made available electronically through Consult.Galway.ie, and also in hard copy which was available for inspection at Galway County Council, Aras an Chontae, Prospect Hill.

Submissions were invited and were available to be made through the following options:

1. Electronically via <https://consult.galway.ie/>, or

2. In writing to Active Travel Team, Galway County Council, Aras an Chontae, Prospect Hill, Galway H91H6KX

The consultation period remained open for 2 weeks from 08th Aug 2025 at 12:00pm to 22nd Aug 2025 at 12:00pm.

3. Summary of Submissions Received

The following public submissions were received within the consultation period noted in Item 2 above:

- 12nr submissions received through the online portal consult.galway.ie.
- 2nr submissions were received via email to tcoleman@galwaycoco.ie
- 1nr submission was received via post.

To view the full details of all submissions please refer to Appendix B of this report.

Submission Reference	Summary of issues raised	Galway County Council Response
GLW-C186-CC-1	1. General agreement with the proposals, however they need to extend onto Main St.	1. Any proposals relating to Main St. are outside of the scope of this scheme.
GLW-C186-CC-2	1. Provision of dropped kerbs or similar at the car park for people with disabilities	1. This suggestion is accepted and will be adopted into the design.
GLW-C186-CC-3	Note: Submission was issued through incorrect portal. Was intended for Scoil Iosa public consultation and has been responded to under that consultation.	See Scoil Iosa Section 38 report for response relating to submission.
GLW-C186-CC-4	1. Request for "loop" off Castle Road to be transformed into a parklet for the following reasons: a- To provide a vehicle free space which could be used by villagers meeting and greeting with seating and greenery. b- The current arrangement encourages illegal parking, creates congestion and poses hazards for pedestrians & drivers.	1. The closure of the loop associated with the proposed bus parking bay would require all vehicles and buses that turn onto Castle Rd. to continue along Castle Rd, past the school entrance, through the narrowed section of the road where a permanent shuttle system will be in place and down a road that is currently in private ownership (road to Aldi). While the potential benefits of the provision of a parklet are evident and were considered, it is not considered feasible to close the proposed/existing loop currently/. 2. Noted.

	2. Request for bollards to be used all along Castle Road to deter illegal parking.	
GLW-C186-CC-5	1. Query on the design as to whether the buses will be capable of navigating through the “loop” off Castle Rd. 2. Request for a pedestrian crossing on Main St. adjacent to bus stop.	1. The design will ensure that all vehicles likely to use the loop will be catered for. 2. The provision of an additional crossing is outside of the scope of this scheme.
GLW-C186-CC-6	1. Request to protect the existing pedestrian permeability link from Castle Rd to Aldi. 2. Overgrown Ivy along the wall to the burial ground poses a risk to pedestrians. 3. Request to site the bus bay along Castle Rd and infill the current loop with grass.	1. This suggestion is accepted and will be adopted into the design. 2. The ivy noted is growing from the non-public side of the boundary wall and needs to be maintained accordingly. 3. See response to GLW-C186-CC-4 above.
GLW-C186-CC-7	1. Request additional zebra crossing on Aldi road. 2. Provide pedestrian crossing and footpath from Castle Rd directly to Aldi car park. 3. Consider widening the road to allow safer turning at the entrance to the carpark to Calasactius to facilitate drop-off and pick-up. 4. Consider relocation of existing bus bay area to Castle Rd and replace existing “loop” area with green landscaping. 5. Consider relocating the clothes bank to another location in town and creating a turning head at the end of the car park.	1. The road in question has not been taken in charge by GCC and the suggestion is beyond the scope of this project. 2. The Aldi grounds are in private ownership and the suggestion is beyond the scope of this project. 3. Facilitation of a turning movement at this location is not considered to be appropriate from a road safety perspective. 4. See response to GLW-C186-CC-4 Item 1 above. 5. The suggestion is outside of the scope of this project, however the design will ensure that it will be possible to complete a turning movement at this location.
GLW-C186-CC-8	1. Request for bus bay/ drop-off area to be moved onto Castle Rd and transform existing space into a Parklet for safety and vibrancy purposes.	1. See response to GLW-C186-CC-4 Item 1 above.
GLW-C186-CC-9	1. Request for bus bay/ drop-off area to be moved onto Castle Rd and transform existing space into a Parklet for safety and vibrancy purposes.	1. See response to GLW-C186-CC-4 Item 1 above.

GLW-C186-CC-10	1. Request for a Parklet in the existing bus bay/ drop-off zone and relocate drop-off to Castle Rd. 2. Request to highlight & protect existing opening in Aldi wall used as a permeability link to Aldi carpark from Castle Rd.	3. See response to GLW-C186-CC-4 Item 1 above. 4. This suggestion is accepted and will be adopted into the design.
GLW-C186-CC-11	1. Consideration to be given to the illegal parking being experienced along Castle Rd.	1. Noted.
GLW-C186-CC-12	1. Request for soft planting where possible in refuge island at Main st/ Castle Rd pedestrian crossing. 2. Request to rationalise quantity of pencil type bollards being used over existing type. Also for bollards to be placed on the footpath as opposed to roadway (to maintain road sweeper access)	1. This suggestion is accepted and will be adopted into the design. 2. Bollards can be located on the footpath to permit Roadsweeper access.
ESR001	1. Request for bus bay/ drop-off area to be moved onto Castle Rd and transform existing space into a Parklet for safety and vibrancy purposes.	1. See response to GLW-C186-CC-4 Item 1 above.
ESR002	1. Request for bus bay/ drop-off area to be moved onto Castle Rd and transform existing space into a Parklet where it could be used for social gatherings, buskers and pop-up	2. See response to GLW-C186-CC-4 Item 1 above.
SRP001	Note: Submission received to cover all 3 Oranmore schemes (Calasanctius related issues summarised below) 1. Potentially negative Impact the scheme will have on Traffic Flow in Oranmore. 2. Concerns for elderly and physically challenged and how businesses will be affected. Has there been any surveys carried out for these groups? 3. Castle Rd-Proposal to widen the road along the Aldi side to assist traffic flow. 4. Proposal to close car-park exit will lead to increased congestion on Main St	1. Physical interventions proposed are typically limited to the direct vicinity of the school entrances and have prioritised safety of school children. That said, the intervention themselves typically only involve junction tightening and the installation of new crossing facilities. The likely impact on traffic is not anticipated to be significant. A stop/yield shuttle system has been proposed for Castle Rd. where the existing road is currently too narrow to allow two cars to pass one another safely. While this is not a typical scenario it will regularise the current arrangement and prevent previous occurrences of vehicles mounting the footpaths to pass one another. A trial was conducted on the proposed solution, which operated sufficiently.

	5. Proposals may cater for some but lead to traffic problems for others. 6. Oranmore seems to have poor driver habits including cyclists and pedestrians who don't pay attention to existing infrastructure currently in place	2. The designs have been developed in accordance with best practice guidelines and have been subject to NTA review. Road Safety Audits and Quality Audits have been undertaken in respect of the design, which specifically consider accessibility and vulnerable road users. The designs have considered existing business, including loading and unloading and has sought to avoid negatively impacting on same. 3. The road in question is a private road. The proposed works are beyond the scope of this project. 4. It is noted that the closure of the car-park exit will require vehicles to use the exit on main street, thus avoiding conflict with those arriving or leaving school. In the direct vicinity of the school entrance, this measure has been developed to improve safety. 5. Physical interventions proposed are typically limited to the direct vicinity of the school entrances and have prioritised safety of school children. That said, the intervention themselves typically only involve junction tightening and the installation of new crossing facilities. The likely impact on traffic is not anticipated to be significant. 6. The measures incorporated into the design include signage, road markings the use of bollards and junction tightening which are best-practice measures that are used to influence drive behaviour through visual cues and harder barriers. It is acknowledged that infrastructure alone is only one tool and will work best when complimented by education and enforcement measures, which are beyond the scope of this project.
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4. Decision to Proceed Under Section 38 of the Road Traffic Act 1994

Galway County Council has decided to proceed with this project under the provisions of a Section 38 of the Road Traffic Act. The decision was determined on the basis that:

- This project includes traffic calming measures. Section 38 relates to the provision or removal of traffic calming measures by a local authority, where traffic calming measures are defined in sub-section (9) of section 38 as meaning:

“measures which –

1. *enhance the provision of public bus services, including measures which restrict or control access to all or part of a public road by mechanically propelled vehicles (whether generally or of a particular class) for the purpose of enhancing public bus services, or*
2. *restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by, mechanically propelled vehicles (whether generally or of a particular class) and measures which facilitate the safe use of public roads by different classes of traffic (including pedestrians and cyclists),*

and includes for the purposes of the above the provision of traffic signs, road markings, bollards, posts, poles, chicanes, rumble areas, raised, lowered or modified road surfaces, ramps, speed cushions, speed tables or other similar works or devices, islands or central reservations, roundabouts, modified Guidelines on Traffic Works Procedures junctions, works to reduce or modify the width of the roadway and landscaping, planting or other similar works.”

- The proposed works will be undertaken within the boundaries of the public road,
- The project facilitates for bus services.

5. Conclusion

Following the procedure followed in accordance with Section 38 processes noted above and having considered all submissions received and subsequently adjusting the scheme design in consideration of same, where applicable, Galway County Council now recommends that this scheme is implemented in accordance with the plans and particulars provided in Appendix C of this report.

This decision will be implemented by way of CE Order and will be notified to all Councillors in the Monthly Management Report.



Tom Coleman
Executive Engineer
Galway County Council



Uinsinn Finn
Director of Services
Galway County Council

Date: 03/09/2025

Date:

Appendix A

Advertisement



FÓGRA – ALT 38

Tá an fógra seo ann chun fógra a thabhairt faoi thrí chomhairliúchán poiblí ar leith a bhaineann leis na nithe seo a leanas:

SCÉIMEANNA BEALAÍ SÁBHÁILTE CHUN NA SCOILE IN ÓRÁN MÓR DO THRÍ SCOIL AR LEITH:

- Gaelscoil De hÍde
- Scoil Íosaif Naofa (Scoil Íosa Campas 2 mar ab fhearr aithne uirthi)
- Coláiste Calasanctius

Faoi Alt 38 den Acht um Thrácht ar Bhóithre 1994, féadfaidh Údarás Bóthair, ar mhaithe le sábháilteacht agus le héascaíocht úsáideoirí bóthair, bearta moillithe trácha is inmhianaithe leo a sholáthar i leith bóithre poiblí faoina gcúram.

Tá sé beartaithe ag Comhairle Chontae na Gaillimhe trí Scéim Bealaí Sábháilte chun na Scoile ar leith a chur i bhfeidhm sna háiteanna seo a leanas:

- L-41034 Bóthar Ard Na Mara, Órán Mór (le haghaidh Gaelscoil De hÍde).
- L-4101 Bóthar Maree, Órán Mór (le haghaidh Scoil Íosaif Naofa, Scoil Íosa Campas 2 mar ab fhearr aithne uirthi).
- L-81033 Bóthar an Chaisleáin, Órán Mór (le haghaidh Coláiste Calasanctius).

Seo a leanas achoimre ar na bearta atá beartaithe do gach suíomh (faoi réir maoinithe):

Gaelscoil De hÍde, L-41034 Bóthar Ard Na Mara

- Teannadh acomhail le Trasrian Peileacánach ardaithe agus nasc leis an áis rothaíochta atá ann cheana féin ar an bPríomhshráid.
- Feabhsú an rothairbhealaigh atá ann cheana féin ar an dá thaobh de Bhóthar Ard na Mara.
- Athchóiriú ar an staid tuirlingthe (in aice le Scoil Íosa, Campas 1).
- Marcanna bóthair.
- Mullaird phionsail.
- Comharthaíocht Bealaí Sábháilte chun na Scoile.

Scoil Íosaif Naofa (Scoil Íosa, Campas 2), L-4101 Bóthar Maree

- Trasnú coisithe rialaithe ar Bhóthar Maree le nasc leis an áis rothaíochta atá ann cheana féin ar Bhóthar Maree.
- Teannadh acomhail ag trí shuíomh amach ó Bhóthar Maree (Cúirt an Choill, Páirc na Feá agus Garrán na Feá).
- Trasrianta coisithe neamhrialaithe ardaithe thar na trí acomhal thuasluaite.
- Marcanna bóthair.
- Mullaird phionsail.
- Comharthaíocht Bealaí Sábháilte chun na Scoile.

Coláiste Calasanctius, Bóthar an Chaisleáin

- Athchóiriú agus feabhsú ar bhá bus agus ar ionad fágála in aice le spás glas amach ó Bhóthar an Chaisleáin.
- Trasrian coisithe rialaithe ardaithe ag Bóthar an Chaisleáin, Acomhal leis an bPríomhshráid.
- Trasrianta neamhrialaithe ardaithe feadh Bhóthar an Chaisleáin.
- Áiseanna feabhsaithe cosáin.
- Marcanna bóthair.
- Mullaird phionsail.
- Comharthaíocht Bealaí Sábháilte chun na Scoile.
- Rochtain thuaidh ar charrchlós poiblí atá teoranta d'úsáid choisithe/rothaithe amháin.

Tá na tuarascálacha dearaidh, lena n-áirítear líníochtaí, lena léirítear na hoibreacha atá beartaithe do gach ceann de na trí scéim, ar fáil ar líne ag <https://consult.galway.ie/> áit a mbeidh tairseacha ar leithligh ar fáil do gach scéim ó Dé hAoine an 8 Lúnasa 2025 go dtí Dé hAoine an 22 Lúnasa 2025. Ina theannta sin, féadfar iad a iniúchadh freisin, le linn ghnáthuaireanta oibre, ag: Comhairle Chontae na Gaillimhe, Áras an Chontae, Cnoc na Radharc, Gaillimh, H91 H6KX le linn na tréimhse céanna a luadh thuas.

Féadfar aighneachtaí maidir leis na scéimeanna thuasluaite i scribhinn a chur chuig an bhFoireann Taistil Ghníomhaigh, Comhairle Chontae na Gaillimhe, Áras an Chontae, Cnoc na Radharc, Gaillimh, H91 H6KX nó go leictreonach ag <https://consult.galway.ie/>. Tabhair faoi deara go mbeidh tairseacha ar leithligh ar fáil ar Consult.ie do gach ceann de na trí scéim. Tá sé tábhachtach an scéim lena mbaineann d'aighneacht a roghnú i gceart. Tabhair faoi deara freisin go bhfoilsíofar gach aighneacht a fhaightear, bíodh sé i bpearsa nó i scribhinn tar éis dhúnadh an chomhairliúcháin seo.

Is é an dáta is déanaí chun na haighneachtaí sin a fháil ná 12pm Dé hAoine an 22 Lúnasa 2025.

NOTICE – SECTION 38

This advertisement is to notify of three separate public consultations pertaining to:

SAFE ROUTES TO SCHOOL SCHEMES IN ORANMORE FOR THREE SEPARATE SCHOOLS:

- Gaelscoil De hÍde
- Scoil Íosaif Naofa (more recently Scoil Íosa Campus 2)
- Calasanctius College

Under Section 38 of the 1994 Road Traffic Act, a Road Authority may in the interest of the safety and convenience of road users provide such traffic calming works as it considers desirable in respect of a public road in its charge.

Galway County Council proposes to implement three separate Safe Routes to School Schemes at the following locations:

- L-41034 Ard Na Mara Road, Oranmore (for Gaelscoil De hÍde)
- L-4101 Maree Road, Oranmore (for Scoil Íosaif Naofa, more recently Scoil Íosa Campus 2)
- L-81033 Castle Road, Oranmore (for Calasanctius College)

A summary of the proposed measures for each location include the following (Subject to funding):

Gaelscoil De hÍde, L-41034 Ard Na Mara Road

- Junction tightening with a raised Toucan Crossing and connection to the existing cycle facility on Main St.
- Enhancement of the existing cycle way both sides of Ard Na Mara Road.
- Rearrangement of set-down (adjacent to Scoil Íosa, Campus 1).
- Road markings.
- Pencil bollards.
- Safe Routes to School signage.

Scoil Íosaif Naofa (Scoil Íosa, Campus 2), L-4101 Maree Road

- Controlled pedestrian crossing on Maree Road with connection to existing cycle facility on Maree Road.
- Junction tightening at three locations off Maree Road (Hazel Court, Beech Park & Beech Grove).
- Raised uncontrolled pedestrian crossings across three junctions noted above.
- Road markings.
- Pencil bollards.
- Safe Routes to School signage.

Calasanctius College, Castle Road

- Reinstatement & enhancement of bus bay and drop off facility adjacent to green space off Castle Road.
- Controlled raised pedestrian crossing at Castle Road, Junction with Main St.
- Raised uncontrolled crossings along castle Rd.
- Enhanced footpath facilities.
- Road markings.
- Pencil bollards.
- Safe Routes to School signage.
- North access to public carpark delimited to pedestrian/ cyclist use only.

The design reports including drawings, which illustrate the proposed works for each of the three schemes, are available online on <https://consult.galway.ie/> where separate portals will be available for each scheme from Friday 8th August 2025 to Friday 22nd August 2025. Additionally, they may also be inspected, during normal working hours, at: Galway County Council, Aras an Chontae, Prospect Hill, Galway, H91 H6KX during the same time period noted above.

Representations relating to the above-mentioned schemes may be made in writing to the Active Travel Team, Galway County Council, Aras an Chontae, Prospect Hill, Galway, H91 H6KX or electronically via <https://consult.galway.ie/>. Please note that there will be separate portals available on Consult.ie for each of the three schemes. It is important to correctly chose the scheme to which your submission relates to. Please also note that all submissions recieved, whether in person or in writing will be published after this consultation closes.

The latest date for receipt of such representations is 12pm on Friday 22nd August 2025.

Tá míle fáilte roimh chomhfhreagras agus ghnó i nGaeilge: gaeilge@cocogaillimh.ie www.gaillimh.ie



customerservices@galwaycoco.ie www.galway.ie



@GalwayCoCo

J. Brann, Runai Contae

Appendix B

Submissions Report

Appendix B

Section 38 Submissions Report

Safe Routes to School Scheme for Calasanctius College, Oranmore, Co Galway

Submissions Received- 15no in total

-12nr via Consult.ie portal

-2nr via email

-1nr Via Post

URN	Author	Location	Map Attached
GLW-C186-CC-1	Sophie Leach	Oranmore where Maree Rd terminates onto Main St	No

Title: Cycle Lane Provision Oranmore Main Street**Theme: active travel**

Currently the cycle lanes on Oranmore Main St. start and stop just before the School Road, and under the proposed Safe Routes to School plans they stop just after the School Road. Even after the proposed changes the cycle lanes will not serve students and families coming from the Lidl end of Main Street, of which there are many, and numbers will only increase as the Cnoc an Chaisleáin estate continues to extend. Where the Maree Rd merges onto the Main St is a very busy and dangerous area for cyclists and pedestrians, and focus needs to be placed here as well as nearer the school premises. Cycle lanes also terminate before the Main St car park, leaving Calasanctius students to either fend for themselves with the rush hour traffic or dismount at this point. While I agree with the proposals so far, they need to extend further to support students in their full journey to school rather than the schools' immediate surrounding areas. Please note that the map below does not show either the car or pedestrian exits from the Clochog housing estate onto Main St.

GLW-C186-CC-2

Seamus Diskin

Car park

No

Title: car park**Theme: General Submission**

Pedestrian and people with disability (PwD) access to car park should be maintained. Blocking cars is good but not people. For PwD dropped kerbs are needed or alternative,

GLW-C186-CC-3	Thomas Sheridan	Yes - Beech Grove Oranmore.	No
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GCC Note: The following submission was misplaced by the sender and is being reviewed under a separation Section 38 scheme (Scoil Iosa, campus 2). It has been included here for reference.

Title: Beech Grove junction works

Theme: road safety

The Beech Grove junction nearest the village presently has a significant blind spot when looking to the RHS.

Perhaps this could be addressed as part of the proposed works. Also, could the chaotic school parking at this junction be addressed as people feel free to abandon their car in the middle of the junction whilst dropping/collecting their children

GLW-C186-CC-4

MÓR Action

Calasactius College
Oranmore

No

Title: MÓR Action submission on Calasactius College Safe Routes to School Scheme**Theme: road safety**

Submission: Section 38 Safe Routes to School Scheme – Calasactius College, Oranmore

MÓR Action is a group of local residents who want to improve the Maree-Oranmore area for everyone, young and old, abled and disabled. We believe the heart of a village is its people, not the number of cars passing through it. We want our community to be a place where people of all ages can safely walk, cycle, shop, sit, and spend time. We want our local businesses to thrive, not just survive.

As a group, **we fully support** the proposal for the Safe Routes to School Scheme at Calasactius College. It's a fantastic initiative—well-designed and thoughtful for our community. We would like to praise the designers, engineers, and staff involved in the project and wish them every success.

Proposed Enhancement

One enhancement we'd like to propose: the existing "Bus Bay/Temporary Parking/Drop-off Zone/Loading" area—currently designated in the by-laws as a bus set-down only—should be transformed into a parklet: a repurposed section of the street designed for people rather than vehicles, with seating, greenery, and space to safely meet or wait. It also would make it safer for children walking from the main car park to Scoil Iosa and Calasactius.

Why a Parklet?

This area could become an attractive community space instead of a cramped and hazardous parking/drop-off point. A parklet would reduce vehicle congestion, improve pedestrian safety, and bring a lively, people-friendly space into the heart of the village. A new set-down zone on Castle Road (on the road side of the parklet) could serve drop-off needs in a safer, more organised way.

We urge Galway County Council to take this opportunity—while implementing the Safe Routes to School scheme—to create a parklet and relocate drop-off activity to Castle Road, enhancing both safety and the vibrancy of Oranmore's centre.

Safety Concerns – Current Drop-off Area

The current drop-off area presents significant safety concerns. As shown in the images below, cars are frequently parked on grass areas, and parents dropping children are competing for space with moving vehicles. The situation creates congestion, confusion, and potential hazards for both pedestrians and drivers.



Cars parked on grass near the drop-off area, creating unsafe conditions for pedestrians.



Multiple vehicles parked in and around pedestrian areas, contributing to congestion and hazards.

In addition, safety bollards are required all along the Castle Road to prevent vehicles from parking there blocking access for local residents, blocking visibility of drivers using the road, and creating a hazard for pedestrians crossing the road. The pencil bollards used at various school locations around Galway would deter illegal parking, and create a visual cue that there is a school here and that drivers should slow down in this space.



Cars parked on footpath on Castle Road, beside Calasanctius College.

GLW-C186-CC-5

Tom Sampson

No

Title: Submission on safe routes to school**Theme: General Submission**

I support the proposals for improved safety through design for school children.

please ensure that the constructed schemes are maintained properly.

have the designers fully taken account of whether buses will actually be able to use the turn loop? How will parking be enforced so that a bus can use this loop? If not then the bus loop is unnecessary. have the designers taken account of the fact buses cannot get up to Calasactius and do instead drop off at the bus stop on main steeet for kids to walk up respond Road. This will continue as there is not enough space at the bus loop for all to wait. As such a crossing of Main Street close to respond road junction may be worth considering. People will cross here anyway so why not make it safer?

GLW-C186-CC-6

Daniel Kielty

Calasactius Collage:
Castle road:

No

Title: Aldi**Theme: road safety**

Although not shown on the map – The pedestrian gap in the wall at the back of Aldi onto collage road is used by a lot of people who park and stride to school. A lot of cars will park quite close to this gap. Could some bollards be placed at this gap to prevent cars from parking right in front of it and blocking the exit or blocking sightlines. (It would be great if this Gap could be upgraded to be a proper exit with a pedestrian crossing. The path along the burial ground cemetery on is prone to getting overgrown with Ivy, blocking view and forcing people onto the road – Could this get cut back hard so we do not have to deal with again for a few years.

GLW-C186-CC-6

Daniel Kielty

Calasactius Collage:
Castle road:

No

Title: Bus bay/ temporary parking/ Drop off zone/ loading bay**Theme: road safety**

How will Bus bay/ temporary parking/ Drop off zone/ loading bay be managed – this will become de facto parking – would it be better to grass the full area and put the Bus bay/ temporary parking/ Drop off zone/ loading bay along the road.

GLW-C186-CC-7

Oranmore Community
Development Association

Safe routes to school plans

No

Title: Observations from the OCDA**Theme: General Submission**

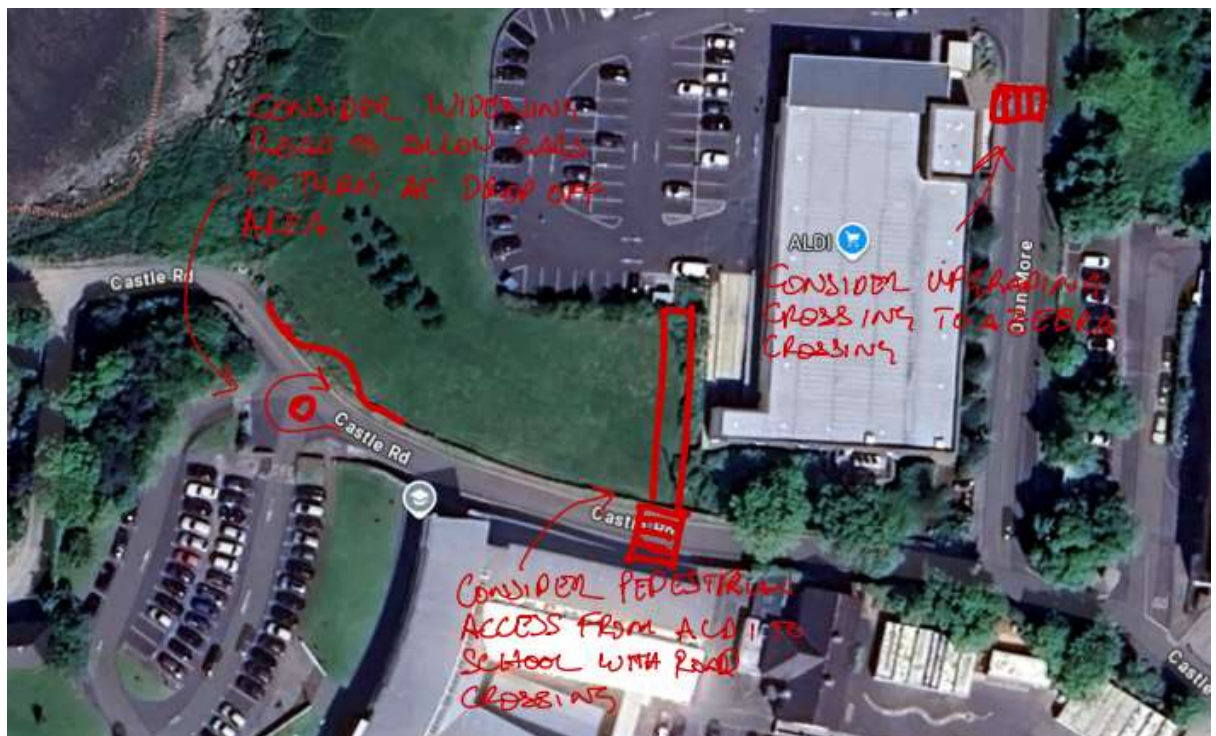
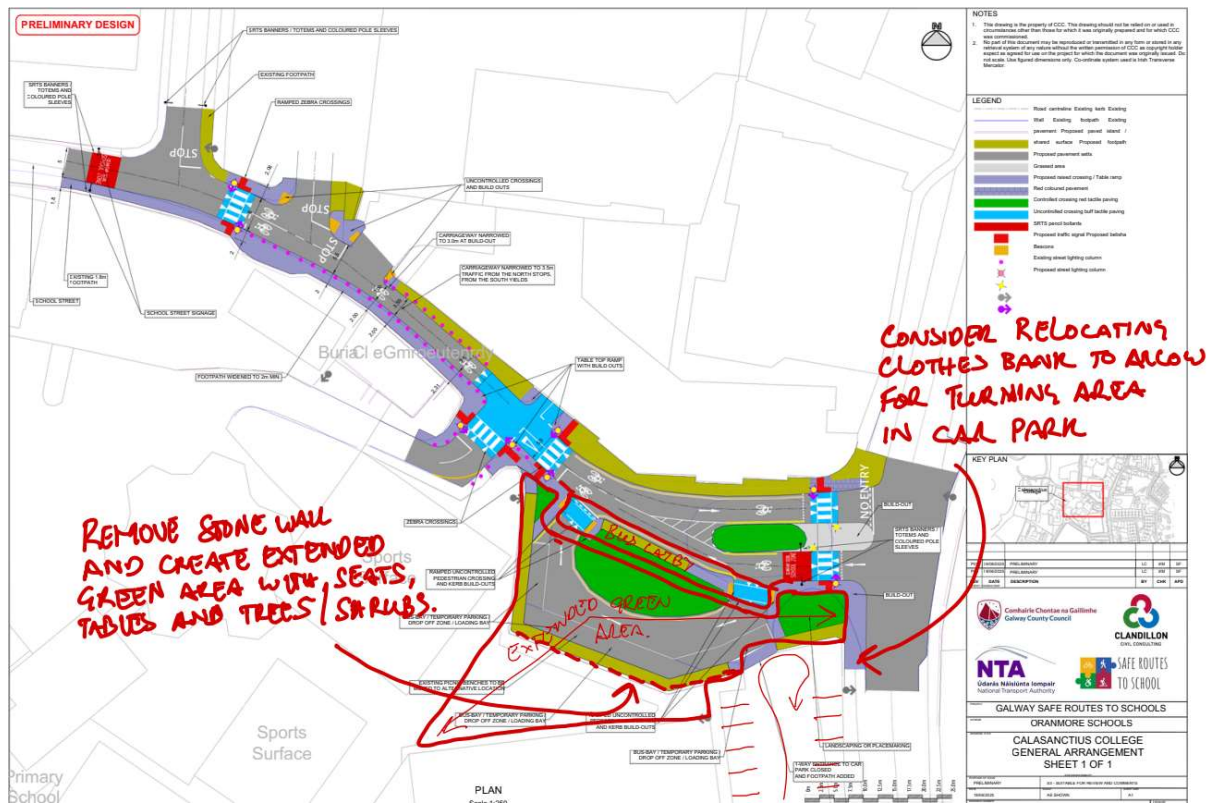
Please find attached our observations for consideration.

Attachments link below (1)

OCDA Observations on SRTS for Calasactius College.pdf

GCC Comment- Extract below from attachments link for ease of reference

No.	Observation	Reason
1	Additional zebra crossing with belisha beacons on Oran More Road outside Aldi Stores	Parents use both Tesco and Aldi car parks for drop off to Calasactius in the morning. This crossing would provide a safe priority route for pedestrians to walk from Aldi car park to the front of Calasactius College.
2	Provide pedestrian footpath and road crossing from Aldi car park to the rear of Calasactius college	This would provide quick safe access to the school from Aldi car park during drop off and pick up times as well as lunch time. It would increase permeability of the surrounding areas and alleviate pedestrian congestion on the footpaths.
3	Consider widening the road to allow for safe turning at the entrance to the car park to Calasactius College on Castle Road to facilitate drop off and pick up.	The school board does not permit parents to drive in and use the car park as a drop off. Currently cars have to carry out a three point turn after drop off and pick ups and this leads to congestion.
4	Consider moving the bus laybys out towards the road edge and extending the green landscaped area from the 3G pitches right out to the new bus layby.	This is a great opportunity to extend the green recreational areas in the centre of the town for public amenity
5	Consider relocating the clothes bank to another location in town and creating a turning head at the end of the car park.	Closing off the entrance from this side will force cars to drive up from the Main Street entrance. If no parking space is available, it won't be possible to turn the car around without a wider turning head being made available.



GLW-C186-CC-8

Heather Finn

Castle Road, Oranmore.

No

Title: Safe Routes to School Scheme- Castle rd.**Theme: road safety**

I fully support the proposal for the Safe Routes to School Scheme at Calasanctius College. It is a fantastic initiative- well designed and thoughtful for our community.

One enhancement I would like to propose: the existing "Bus Bay/Temporary Parking/Drop off Zone/Loading" area - currently designated in the by-laws as a bus set-down only- should be transformed into a parklet: a repurposed section of the street designed for people rather than vehicles, with seating, greenery, and space to safely meet or wait.

Why a parklet?

This area could become an attractive community space instead of a cramped and hazardous parking/drop-off point.

A parklet would reduce vehicle congestion, improve pedestrian safety, and bring a lively, people-friendly space into the heart of the village. A new set-down zone on Castle Road (on the road side of the parklet) could serve drop-off needs in a safer, more organised way.

I urge Galway County Council to take this opportunity -while implementing the Safe Routes to School scheme- to create a parklet and relocate drop-off activity to Castle Road, enhancing both safety and the vibrancy of Oranmore.

Attachments (1)

IMG_9265.jpg



GLW-C186-CC-9

Fergal Landy

Calasactius College

No

Title: Calasactius**Theme: road safety**

Submission: Section 38 Safe Routes to School Scheme – Calasactius College, Oranmore

I fully support the proposal for the Safe Routes to School Scheme at Calasactius College. It's a fantastic initiative—well-designed and thoughtful for our community.

One enhancement I'd like to propose: the existing "Bus Bay/Temporary Parking/Drop-off Zone/Loading" area—currently designated in the by-laws as a bus set-down only—should be transformed into a parklet: a repurposed section of the street designed for people rather than vehicles, with seating, greenery, and space to safely meet or wait.

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A new set-down zone on Castle Road (on the road side of the parklet) could serve drop-off needs in a safer, more organised way.

I urge Galway County Council to take this opportunity—while implementing the Safe Routes to School scheme to create a parklet and relocate drop-off activity to Castle Road, enhancing both safety and the vibrancy of Oranmore's centre.

GLW-C186-CC-10	Noreen Armstrong	parklet, castle road - crossing at aldi	No
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Title: Calasanctius - safe routes to school**Theme: active travel**

This is a very welcome development which will improve the overall safety of everyone using this area on their school route.

Two suggestions

1. Parklet

The parklet for buses is currently over crowded by cars and pedestrians alike at both drop off and pick up. It is unsafe for all involved. A better improvement would be to make the parklet on the castle road side and leave the area closest to the wall for pedestrians making a better and safer common usage area for all.

2. Crossing on Castle road at Aldi (gap in wall at Aldi)

This is a high use route for both calansanctius student and parents of both primary schools, who avail of Aldi car park. This is a two way street and when two cars pass, they are very close to the wall. Visibility of this is poor.

The access at the wall, on the castle road, can use protection in form of bollards and improve safety of this route at this point.

GLW-C186-CC-11

Leonie Finn

Castle Road Oranmore

No

Title: Castle Road traffic issues.**Theme: road safety**

As a resident and owner of Oranmore Castle, I fully support the new plan for Safe Routes to School on the Castle Road.

While the double yellow lines on the road have made a significant improvement to safety and I'm sure prevented accidents. I would ask for there to be consideration to the dangerous parking on the foot path down to Calasantius, that has resulted in safety issues for the 15 residents living on Castle Road and myself and other drivers using the road. I include a photo of the said issue below. It is illegal to park on a footpath. There are many wheelchair users on this footpath from Brampton court who are forced onto the road. Buggies and small children also.

Attachments (1)

IMG_9265.jpeg



GLW-C186-CC-12

Oranmore Tidy Towns

Oranmore Safe Routes to
School

No

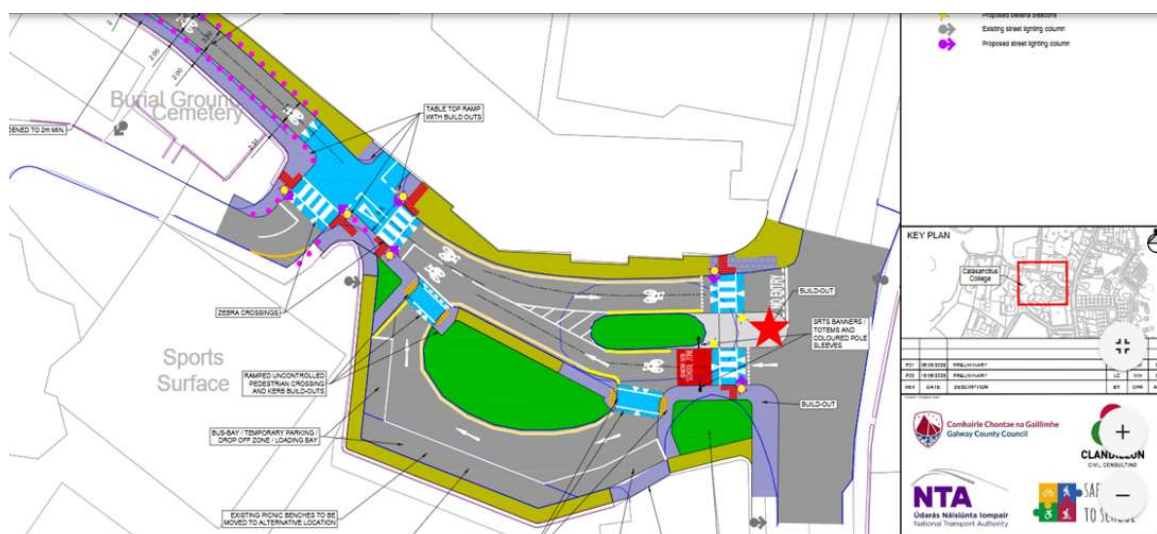
Title: Bollards and planting**Theme: General Submission**

See attachment

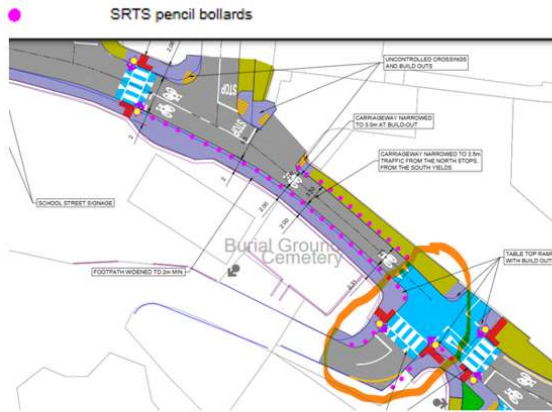
Attachments (1)

SRTS Calasanctious.docx

GCC Comment- Extract below from Attachments document

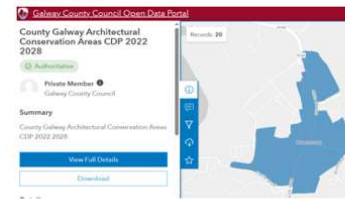
**Tidy Towns Streetscape Category:**

We ask that the space marked with a star be constructed for a planting area as in the image shown that can be filled with low lying plants that won't obstruct sightlines.



Tidy Towns Streetscape Category:

In this area estimating 1 hour for drop off and 1 hour for each 3 pick up times is 4 hours in the day for school traffic for 183 days of the year (732 hours). Only 16% of the yearly hours (4,380) is school traffic and the rest of the time is for the use and enjoyment of the entire community and visitors. Castle Road is part of Oranmore Architectural Conservation Area, the gateway to a 15th Century castle and there is also a graveyard behind the wall in the school grounds. We ask that pencil bollards be kept to 10 at the school gate as marked and remaining bollards are in keeping with the heritage area and respectful of the burial ground. Also that bollards are on the path so the sweeper can clean the road.



Submission Received: 13/08/2025 @ 13.16hrs

Via: Email (to tcoleman@galwaycoco.ie)

Sender: Alan Keane

Ref: ESR001

Copy of submission

Submission: Section 38 Safe Routes to School Scheme – Calasanctius College, Oranmore

I fully support the proposal for the Safe Routes to School Scheme at Calasanctius College. It's a fantastic initiative—well-designed and thoughtful for our community.

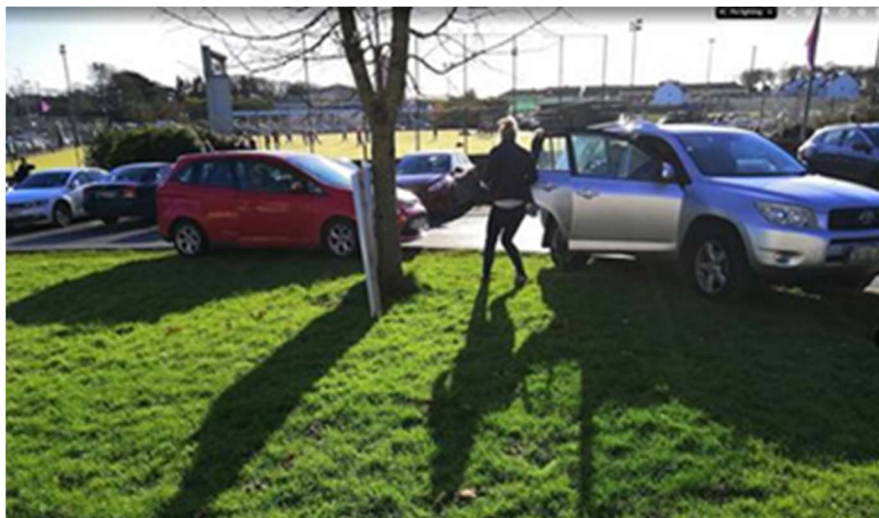
One enhancement I'd like to propose: the existing "Bus Bay/Temporary Parking/Drop-off Zone/Loading" area—currently designated in the by-laws as a bus set-down only—should be transformed into a parklet: a repurposed section of the street designed for people rather than vehicles, with seating, greenery, and space to safely meet or wait.

Why a parklet?

This area could become an attractive community space instead of a cramped and hazardous parking/drop-off point. A parklet would reduce vehicle congestion, improve pedestrian safety, and bring a lively, people-friendly space into the heart of the village.

A new set-down zone on Castle Road (on the road side of the parklet) could serve drop-off needs in a safer, more organised way.

I urge Galway County Council to take this opportunity—while implementing the Safe Routes to School scheme—to create a parklet and relocate drop-off activity to Castle Road, enhancing both safety and the vibrancy of Oranmore's centre.





Submission Received: 22/08/2025 @ 11:48Hrs

Via: Email (to tcoleman@galwaycoco.ie)

Sender: Fr Diarmuid Hogan

Ref: ESR002

Copy of submission

Colleagues,

While Oranmore is blessed with many wonderful educational, sporting and recreational facilities, provided largely by voluntary effort and the generosity of the Presentation Sisters, the village is missing a heart, a focus, a center.

For that reason, and to further support and enhance the Safe Routes to School project, I fully support the suggestion that the area between the gate of Scoil Íosa/Calasanctius and the main street, which has presently a dangerous and unhappy jumble of uses would be fully developed as safe school drop-off zone for busses and cars and, in the adjoining space to fully develop an Oranmore Community leisure space for gatherings, social interaction, inter-generational encounters, buskers and pop-up food/craft providers. The library may wish to be involved. The parish would certainly want to be.

The people of Oranmore are possibly the most diverse community in Ireland, outside of Dublin. The vast majority of residents come from other counties, countries and continents. Such a space could be a testament and celebration of that happy diversity - including as it might a large community noticeboards (electronic or analog), flagpoles and possibly a sculpture of a world map or globe where those who have made their home here would see their origins acknowledged !

With every energy and good wish to see this project brought to fulfillment.

Diarmuid

Fr. Diarmuid Hogan

Submission Received via Post**To: county Hall, Prospect Hill****Sender: Annabell Fitzgerald****Ref: SRP001**

Active Travel team,
Galway Co Council

Re; Notice Section 38, Safe Routes to school Scheme. Oranmore Schools

I am putting forward this submission in relation to the proposal for the "safe route to school" routes and in particular changes to the Maree Rd, Ard Na Mara and Castle Rd and other related traffic changes to the centre of Oranmore.

My views that I wish to express are not in relation to any one change but to the overall set of proposals and how they will affect the centre of the town of Oranmore if implemented in their present format. So, I am looking at this from an overall and strategic point of view.

The central town area of Oranmore is quite small by town centre standard of similar populations. We have a population of 6,000 approx. This is a similar population to towns of Ballinasloe (6,500) or Loughrea (6,400) yet the central area of these towns far exceeds that of Oranmore. Really, we have one main street stretching from the Catholic church to Oranmore Bridge as an inner town area. Even if we were to extend this to an outer town area from Oranhill on the Maree Rd to the Oranmore town centre on the Station Rd and as far as the community centre roundabout on the Dublin Rd. Even with that outer town area is much smaller than either of the town's centres mentioned above.

So, the proposed changes of the above safe route to schools would make a huge difference to the central town area of Oranmore. I am not opposed to any individual one of the changes but to the overall change the total will bring to the town. In my opinion the changes for such a small area will have a huge impact on the town and impact traffic flow avenues through the town

Surveys have shown that we have a real traffic problem in Oranmore. The proposals in respect of the Maree Rd and Ard Na Mara will present changes to the road layout and I am particularly concerned for the aged and physically challenged attending the Catholic church and their ability to access safe route to church. I understand the need for safe routes to schools and the need for same. Indeed, if people were more considerate and took greater care (parking on footpaths etc) we would not need to go to these lengths and spend money installing these measures

We must all try to live harmoniously together for all our mental health and wellness. But many want to use the same small space and often at the same time. I feel that the proposals are weighted towards school term traffic which I know is a good idea but we must be considerate to other users. We need to take account of how these changes will impact the businesses, the elderly or the physically challenged. Has any surveys been carried out on their impact on either of these groups.

I want then to move on to the proposed changes on the Castle Rd. The major traffic congestion here occurs during school opening and closing times, and mainly on that road behind the Aldi centre. So, I proposed that this road be widened on the Aldi side to allow for flow of traffic and also preserve the road for all users not just school traffic. The proposal to close the exit to car park adjacent the junction between Castle Rd and Main Street will lead to more traffic entering and leaving the car park from Main Street. So, if I were to enter the car park from Main Street but I can't find a space, I must now exit again onto Main St. I feel this will only add to greater traffic congestion on Main St.

So overall I would like consideration to be given to the impact the changes will have on all road users and citizens of the town. Will the construction of bollards and narrowing of roads and car park exit closure lead to safer roads for some or will it cause traffic problems for others? Will these initiatives lead to a more harmonious town for all of us? Will it lead to greater congestion and subsequent frustration and poor behaviour? Restricting behaviour often doesn't work as well as educating people on best practice and good behaviours. Referencing data and research is fine in some instances but this is our town and how we live and work together counts.

I would prefer more traffic warders to be allocated to Oranmore and that these warders take a very active and rigorous and stringent approach to poor road behaviours, whether its walkers, motorists or cyclists. You are more likely as a walker to be injured crossing a pedestrian crossing in Oranmore than you are crossing the road at unauthorised point. So (1) walkers don't use the authorised road crossings and just cross wherever they feel like it (2) motorists and cyclists often don't take care to stop at pedestrian crossings and (3) we need to promote good road behaviours for all. So, I would much prefer a very active promotion campaign of safe and considerate road behaviours and practices.

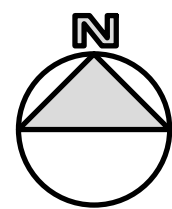
I think it would cost less, help to build greater and a more harmonious community spirit within the town and educate many to best practices for all.

Annabell Fitzgerald

Appendix C

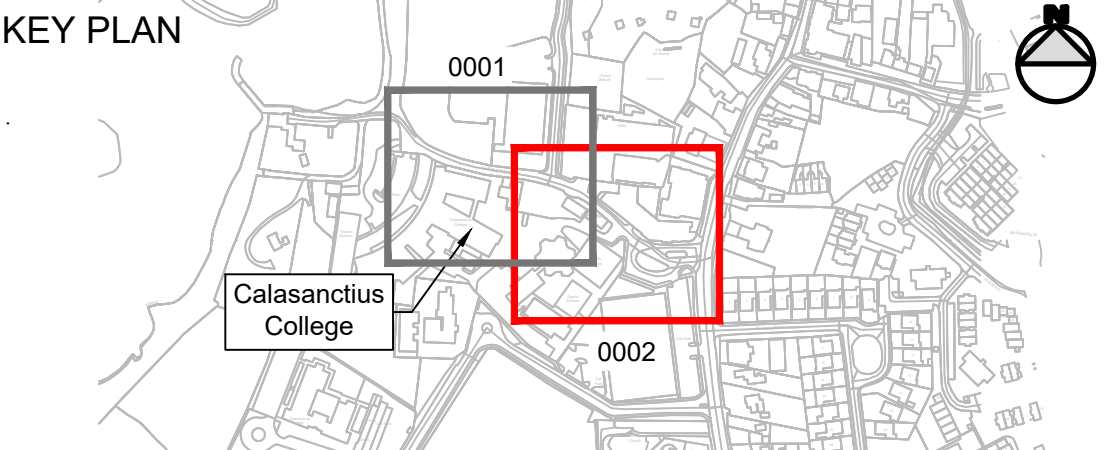
Scheme Drawings

PRELIMINARY DESIGN



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- LEGEND**
- Road centreline
 - Existing kerb
 - Existing Wall
 - Existing footpath
 - Existing pavement
 - Proposed paved island / shared surface
 - Proposed footpath
 - Proposed pavement setts
 - Grassed area
 - Proposed raised crossing / Table ramp
 - Red coloured pavement
 - Controlled crossing red tactile paving
 - Uncontrolled crossing buff tactile paving
 - SRTS pencil bollards
 - Proposed traffic signal
 - Proposed belisha Beacons
 - Existing street lighting column
 - Proposed street lighting column



REV	DATE	DESCRIPTION	BY	CHK	APD
P02	10/09/2025	SECTION 38 COMMENTS ADDRESSED	LC	MM	SF
P01	06/08/2025	PRELIMINARY	LC	MM	SF
P00	18/06/2025	PRELIMINARY	LC	MM	SF

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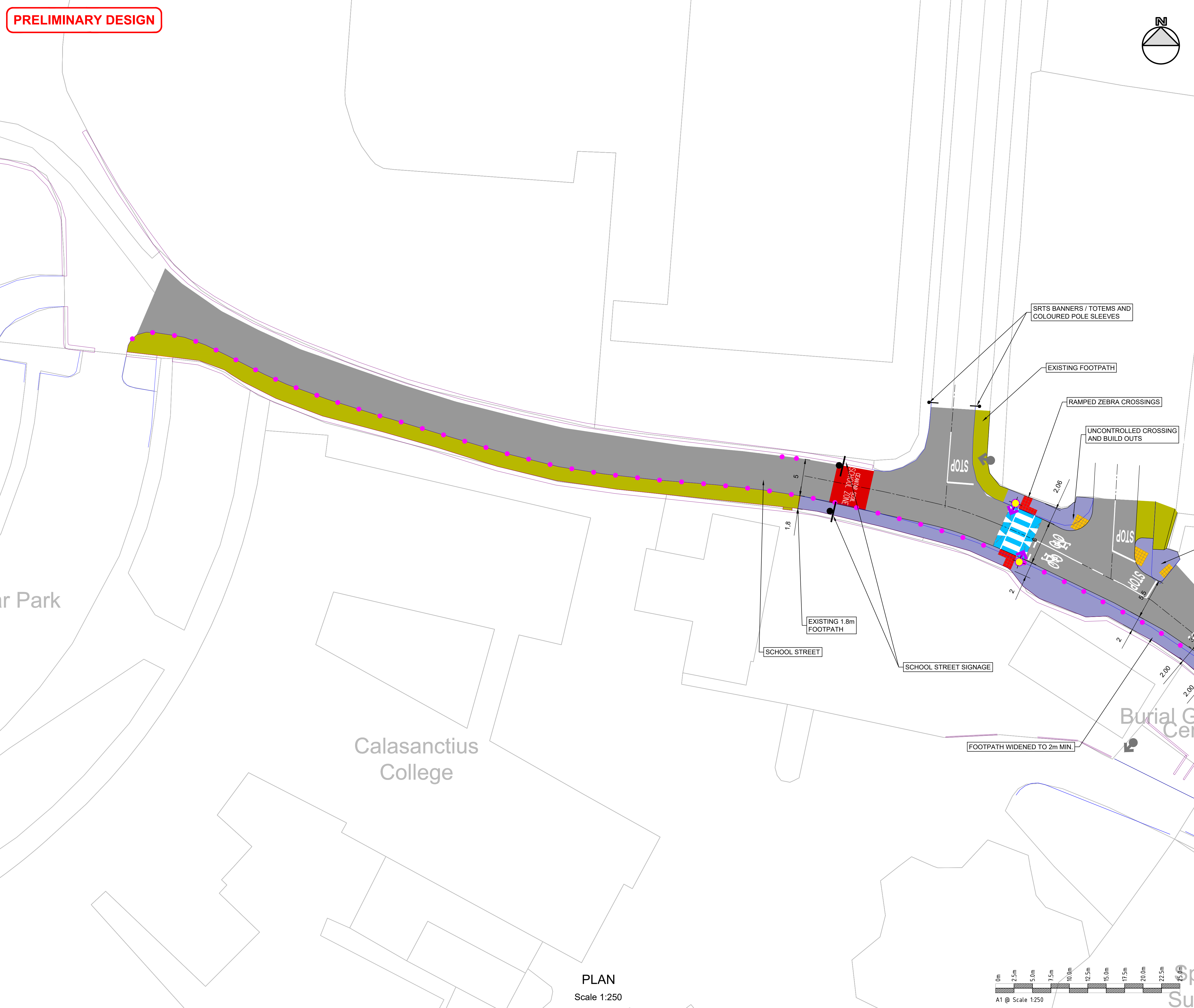
**Comhairle Chontae na Gaillimhe**
Galway County Council

**CLANDILLON**
CIVIL CONSULTING

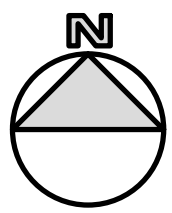
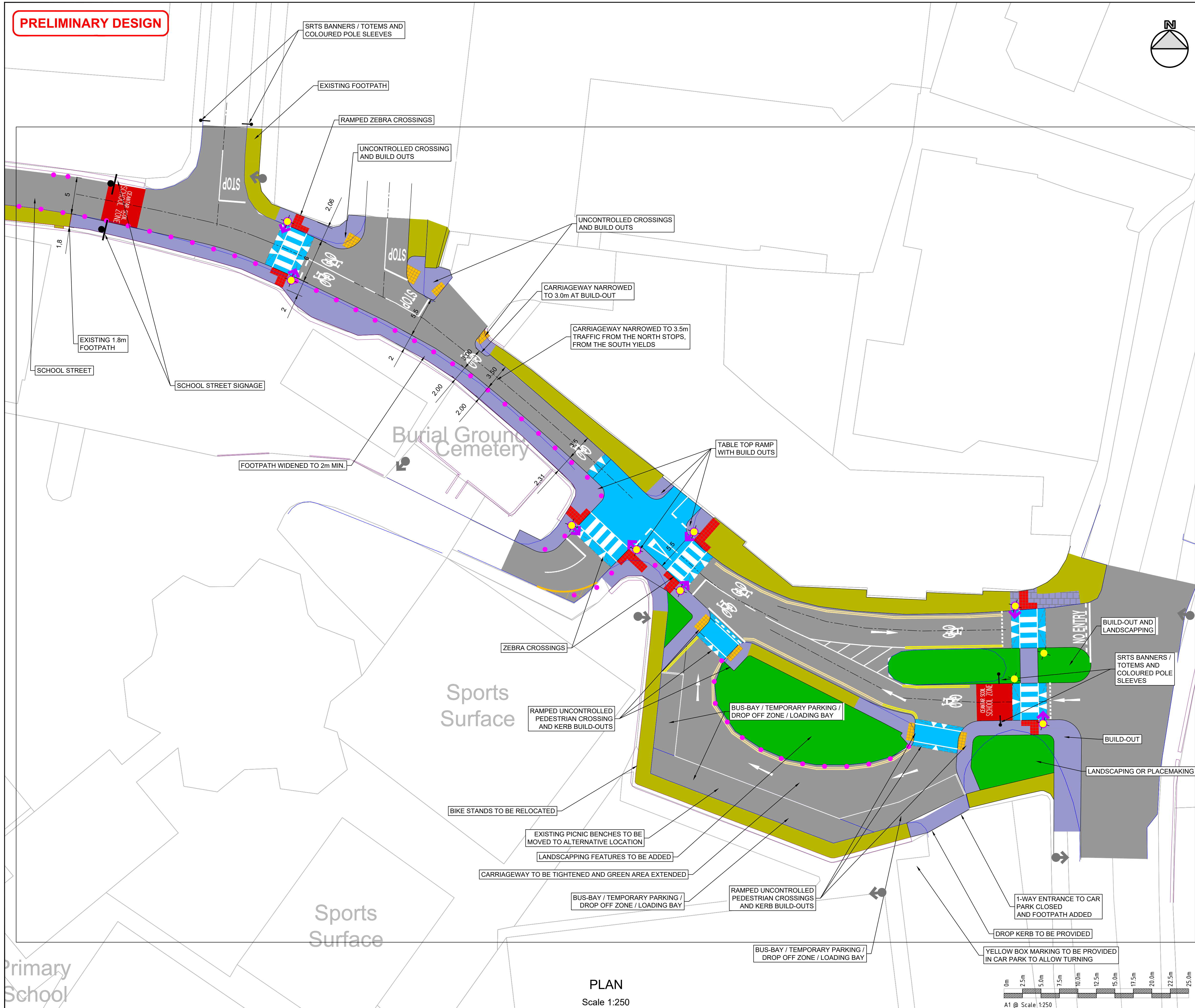
**NTA**
Údarás Náisiúnta Iompair
National Transport Authority

**SAFE ROUTES**
TO SCHOOL

PROJECT				GALWAY SAFE ROUTES TO SCHOOLS			
SCHEME				ORANMORE SCHOOLS			
DRAWING TITLE				CALASANCTIUS COLLEGE GENERAL ARRANGEMENT SHEET 1 OF 1			
PURPOSE OF ISSUE		STATUS/SUITABILITY					
PRELIMINARY		S3 - SUITABLE FOR REVIEW AND COMMENTS					
DATE		SCALE		SHEET SIZE			
18/06/2025		AS SHOWN		A1			
DRAWING NUMBER				REVISION			
GSRTS-CCC-GA-CC-DR-C-0001						P02	



PRELIMINARY DESIGN



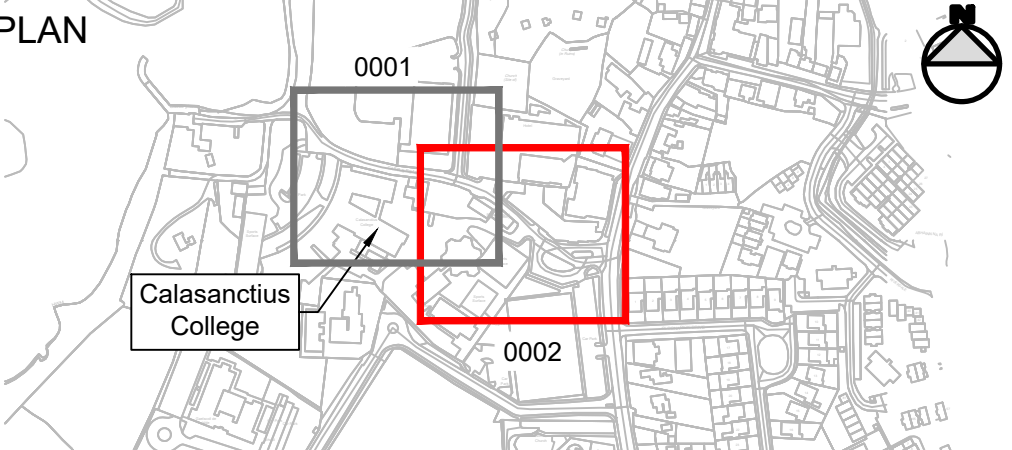
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KEY PLAN



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P02	10/09/2025	SECTION 38 COMMENTS ADRESSED	LC	MM	SF
P01	06/08/2025	PRELIMINARY	LC	MM	SF
P00	18/06/2025	PRELIMINARY	LC	MM	SF

CLIENT / CONSULTANT



PROJECT				GALWAY SAFE ROUTES TO SCHOOLS			
SCHEME				ORANMORE SCHOOLS			
DRAWING TITLE				CALASANCTIUS COLLEGE GENERAL ARRANGEMENT SHEET 1 OF 1			
PURPOSE OF ISSUE		STATUS/SUITABILITY					
PRELIMINARY		S3 - SUITABLE FOR REVIEW AND COMMENTS					
DATE		SCALE		SHEET SIZE			
18/06/2025		AS SHOWN		A1			
DRAWING NUMBER						REVISION	
GSRTS-CCC-GA-CC-DR-C-0002						P02	