



Comhairle Chontae na Gaillimhe
Galway County Council

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

**Active Travel Scheme
Headford, Co Galway**

Contents

1. Introduction.....	3
2. Advertisement	3
3. Summary of Submissions with GCC Responses	4
4. Decision to Proceed Under Section 38 of the Road Traffic Act 1994.....	4
5. Conclusion.....	5

Appendix A- Copy of Newspaper Advertisement

Appendix B- Summary of Submissions with GCC Responses

Appendix C- Submissions Report

Appendix D- Preliminary Drawings- Revised Drawing

1. Introduction

Galway County Council proposes to implement an Active Travel scheme for Headford along a section of L-2103 (Church Rd) and L-21031.

Measures proposed for this scheme include:

- Provision of a raised pedestrian zebra crossing on L2103
- Enhanced footway facilities on South side of L2103, and East side of L21031
- Regularising of parking along a section of the North side of L2103
- Gateway treatments to identify the proximity of the schools
- Highlighted vehicular entrance and exit to and from the National school
- Provision of public lighting on L21031
- Raised uncontrolled crossing at the church car park entrance to prioritise pedestrians.
- Junction tightening at L2103/ L21031 junction.

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 11th Dec 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 4 weeks from 11th Dec 2025 at 12:00pm to 9th Jan 2026 at 12:00pm.

3. Summary of Submissions Received

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

- 73nr submissions received through the online portal consult.galway.ie.
- 1nr submissions were received via email to tcoleman@galwaycoco.ie
- 335nr submissions were received via post.

Total number of submissions received= 409nr

To view the summarised version of each submission, along with Galway County Council's response to same please refer to Appendix B of this report.

The full content of each submission can be seen in Appendix C.

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

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 D 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

Date: 25/02/2026



Uinsinn Finn
Director of Services
Galway County Council

Date: 26/02/2026

Appendix A

Advertisement



FÓGRA - ALT 38

Tá an fógra seo le cur in iúl go mbeidh comhairliúchán poiblí ann a bhaineann le:

SCÉIM TAISTIL GHNÍOMHAIGH ÁTH CINN, BÓTHAR NA HEAGLAISE

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

Tá sé beartaithe ag Comhairle Chontae na Gaillimhe scéim Taistil Ghníomhaigh a chur i bhfeidhm sna háiteanna seo a leanas:

- L-2103 Bóthar na hEaglaise, Áth Cinn
- L-21031 (Bóthar rochtana chuig Coláiste na Toirbhearta Áth Cinn)

Seo a leanas achoimre ar na bearta atá beartaithe don scéim sin (faoi réir maoiniú):

L-2103 Bóthar na hEaglaise

- Cúngú an charrbhealaigh atá ann cheana trí chosáin a leathnú ar thaobh Theas an charrbhealaigh agus ciumhais féir a chur idir an cosán agus an carrbhealach ar an dá thaobh.
- Cur i bhfeidhm trasriain shíogaigh ardaithe in aice le bealach isteach charrchlós na heaglaise chun nascadh níos sábháilte a sholáthar idir an carrchlós agus na scoileanna os a chomhar.
- Cruthú oscailti nua do choisithe i mballaí teorann charrchlós na heaglaise agus na Scoile Náisiúnta, chun feithiclí agus coisithe a dheighilt.
- Soláthar rochtana ardaithe ag bealach isteach charrchlós na heaglaise chun tosaíocht a thabhairt do choisithe.
- Marcanna bóthair lena léirítear go bhfuil scoileanna ann.
- Mullaird a bheith curtha feadh na gcolbhaí chun páirceáil mhídhleathach a chosc.

L-21031 (bóthar rochtana chuig Coláiste na Toirbhearta)

- Teannadh acomhail ag an acomhal le Bóthar na hEaglaise.
- Soláthar cosán leathnaithe ar feadh an bhóthair poiblí.
- Cur i bhfeidhm trasriain coisithe ardaithe chun rochtain níos sábháilte a sholáthar do choisithe agus nascadh le cosáin a leathnaíodh le déanaí, agus le cosáin atá ann cheana féin, ag an limistéar tuirlingthe.

Tá tuilleadh eolais, lena n-áirítear líníoicthá don scéim, ar fáil ar líne ag <https://consult.galway.ie/> ón Déardaoin 11 Nollaig 2025 ag 12:00pm go dtí an Aoine 2 Eanáir 2026 ag 12:00pm. Ina theannta sin, féadfar iad a fheiceáil freisin, le linn gnáthuaireanta 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 a chur i scríbhinn chuig an bhFoireann Taistil Ghníomhaigh, Comhairle Chontae na Gaillimhe, Áras an Chontae, Cnoc na Radharc, Gaillimh, H91 H6KX nó go leictreonaic ag <https://consult.galway.ie/>. Tabhair faoi deara freisin go bhfoilséofar gach aighneacht a fhaightear, bíodh sin déanta i bpearsa nó i scríbhinn tar éis dhúnadh an chomhairliúcháin sin.

Is é an dáta is déanaí chun na haighneachtaí sin a fháil ná 12:00pm Dé hAoine an 2 Lúnasa 2026.

NOTICE - SECTION 38

This advertisement is to notify of a public consultation for:

HEADFORD ACTIVE TRAVEL SCHEME, CHURCH ROAD

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 an Active Travel scheme at the following locations:

- L-2103 Church Road, Headford
- L-21031 (Access road to Headford Presentation college)

A summary of the proposed measures for this scheme (subject to funding) are as follows:

L-2103 Church Road

- Narrowing of the existing carriageway through widening of footpaths on the South side of the carriageway and introduction of a grass verge between the footpath and the carriageway on both sides.
- Implementation of a raised zebra crossing adjacent to the church car park entrance to provide safer linkage between the carpark and the schools opposite.
- New pedestrian openings formed in the boundary wall's to the church carpark and the National school, to segregate vehicles and pedestrians.
- Provision of a raised access at the entrance to the church carpark to provide pedestrian priority.
- Road markings identifying the presence of schools.
- Bollards placed along the kerbs to prevent illegal parking.

L-21031 (access road to Presentation College)

- Junction lightening at the junction with Church Road.
- Provision of widened footpaths for the extent of the public road.
- Implementation of a raised pedestrian crossing to provide safer pedestrian access and linkage with newly widened footpaths and existing footpaths at set-down area.

Further information including drawings for the scheme, are available online on <https://consult.galway.ie/> from Thursday 11th Dec 2025 at 12:00pm to Friday 2nd Jan 2026 at 12:00pm. Additionally, they may also be inspected, during normal working hours, at:

Galway County Council, Áras an Chontae, Prospect Hill, Galway, H91 H6KX during the same period noted above.

Representations relating to the above-mentioned scheme may be made in writing to the Active Travel Team, Galway County Council, Áras an Chontae, Prospect Hill, Galway, H91 H6KX or electronically via <https://consult.galway.ie/>. Please also note that all submissions received, whether in person or in writing will be published after this consultation closes.

The latest date for receipt of such representations is 12:00pm on Friday 2nd Jan 2026.

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



customerservices@galwaycoco.ie www.galway.ie



@GalwayCoCo

J. Brann, Rúnaí Contae

Appendix B

Summary of Submissions

Headford Active Travel Scheme- Summary of Submissions received via consult.ie, email & by post

Consultation Period: 11/12/2025- 09/01/2026

Total Quantity Received: 409

Submission Ref	Summary of Submission	Galway County Council (GCC) Response
GLW-C201-HD-1	<ol style="list-style-type: none"> 1 Waste of money as footpaths were already widened along here earlier this year. 2 Road network can't support road narrowing in terms of loss of parking, traffic build-up & congestion issues. 3 Safety concerns due to traffic build-up and forcing vehicles to carry out illegal manoeuvres. 4 The scheme proposes to add physical obstacles without offering meaningful safety improvements. 	<ol style="list-style-type: none"> 1. Footpaths were replaced on the North side of the road in 2025, not the South. The South side is what is being proposed under this scheme. 2. There is currently no control on the excessively wide road, nor is there sufficient space to regularise parking both sides therefore parking will be permitted on the North side as per revised layout. 3. Road layouts do not always lead to illegal manoeuvres; poor driver behaviour does. 4. The "physical obstacles" will aim to slow vehicles and provide opportunity for pedestrian priority.
GLW-C201-HD-2	<ol style="list-style-type: none"> 1. Proposal is daft and will lead to gridlock considering the frequency of school buses & farm machinery in the locality. 2. Placement of bollards and loss of parking an issue for parents dropping & collecting from school. 3. Completely object to all measures on L-21031 as it will pose difficulties for buses in particular. 	<ol style="list-style-type: none"> 1. The roadway will be 6.5 m wide to accommodate the same level of vehicular movement that currently exists. 2. There are currently 6 signs on the South side of the carriageway (on the National School side) which indicate that parking is not permitted from Monday to Friday. The National school has a one-way facility within their own grounds to facilitate drop-off and collection. 3. The junction has been reported to experience vehicles using it at excessively high speeds. The revised orientation will be tracked with software to ensure buses can use it safely and in a more controlled fashion.
GLW-C201-HD-3	<ol style="list-style-type: none"> 1. Narrowing of the carriageway will cause severe difficulty & traffic disruption for HGVs & buses. 	<ol style="list-style-type: none"> 1. The proposed width of road will be 6.5m which is sufficiently designed to relevant standards to facilitate movement of 2-way traffic including HGV's and buses.

GLW-C201-HD-4	<ol style="list-style-type: none"> 1. Existing issues for buses exiting the school with kerb mounting a problem. 2. Issues with trucks and buses trying to pass one another. 	<ol style="list-style-type: none"> 1. Pencil bollards will be in place on the South side of the road to prevent/ deter kerb mounting. 2. The proposed road width will be 6.5m which is sufficiently designed to facilitate movement of 2-way traffic including HGV's and buses.
GLW-C201-HD-5	<ol style="list-style-type: none"> 1. Issues with HGV's and buses passing each other at present. 2. Narrowing the road would hinder emergency services. 	<ol style="list-style-type: none"> 1. The proposed road width will be 6.5m which is sufficiently designed to facilitate movement of 2-way traffic including HGV's and buses. 2. As above, measure includes provision of emergency services.
GLW-C201-HD-6	<ol style="list-style-type: none"> 1. Querying location of existing Yellow Box Junction at traffic lights/ entrance to Tesco filling Station. 2. The scheme will have a negative effect on traffic flow especially considering local HGV's and buses frequenting the road. 3. It will force cars off the main road into private car parks which cannot be condoned. 4. Calls to review a detour road from St Georges Square to the roundabout on N84 Galway Rd to alleviate congestion. 5. Request to introduce bollards along the footpath at the Bank of Ireland to prevent illegal parking. 	<ol style="list-style-type: none"> 1. Point noted, however suggested measure is outside the scope of this scheme. 2. The proposed road width will be 6.5m which is sufficiently designed to facilitate movement of 2-way traffic including HGV's and buses. 3. There will be controlled parking permitted on the North side of the carriageway. There are several car parks within close proximity to the school including drop-off facilities in both the National school and PCH. 4. Point noted, however suggested measure is outside the scope of this scheme. 5. Point noted, however suggested measure is outside the scope of this scheme.
GLW-C201-HD-7	<ol style="list-style-type: none"> 1. Parking both sides of Church Rd is a requirement for the church and to facilitate school runs. 2. Reference to HGV's & Buses frequenting the road. 3. Issue raised in relation to existing ped crossing at Gortnamona and associated speeds on approach. 4. Reference to Engineers only visiting the location when schools were off. 5. Request to review measures in other locations in Headford, not Church Rd. 	<ol style="list-style-type: none"> 1. Parking spaces will be provided on the North side of the road and there is a drop-off facility within the National school on the South. 2. The proposed road width will be 6.5m which is sufficiently designed to facilitate movement of 2-way traffic including HGV's and buses. 3. Issue is outside of the scheme scope however has been referred to the Tuam MD. 4. There have been numerous site visits carried out by Galway CoCo staff at peak and off-peak times. 5. Funding has been allocated to Church Rd.
GLW-C201-HD-8	<ol style="list-style-type: none"> 1. Church Rd is currently difficult to navigate especially during mass, funerals, sports event & school peak times. 2. Will cause issues for local HGV company. 3. Footpaths are brand new and no need to widen. 	<ol style="list-style-type: none"> 1. The measures aim to create a safer and more controlled environment to the existing one and provide priority for vulnerable road users who frequent mass, schools and sports events. 2. The proposed road width will be 6.5m which is sufficiently designed to facilitate movement of 2-way traffic including HGV's.

		<ol style="list-style-type: none"> 3. Footpaths were replaced on the North side of the road in 2025, not the South. The South side is what is being proposed under this scheme.
GLW-C201-HD-9	<ol style="list-style-type: none"> 1. Concerns regarding potential traffic congestion that would result from the scheme considering local HGV use, funerals and weddings. 2. Scheme will bring added danger to students walking to town “in droves”. 3. There are brand new footpaths there and this would be a waste of money and resources. 	<ol style="list-style-type: none"> 1. The scheme aims to create a safer and more controlled environment for all road users. Road widths will be sufficient for 2-way movement of HGVs. Funerals and weddings create traffic congestion in every town and village across the country. The road is being designed to facilitate regular events not occasional ones. 2. The scheme aims to calm traffic thereby protecting pedestrians. It is also designed to give pedestrians priority over vehicles by means of raised pedestrian crossings at key locations. 3. Footpaths were replaced on the North side of the road in 2025, not the South. The South side is what is being proposed under this scheme.
GLW-C201-HD-10	<ol style="list-style-type: none"> 1. In favour of the build-out at Moyne Villa & pedestrian crossings as proposed. 2. In favour of the footpath upgrades on the South with use of pencil bollards however omit the grass margin due to lack of future maintenance. 3. Consider creating car parking from Moyne Villa to Cul Na Coirre and omit the proposed grass verge. 4. Concerns for proposed carriageway narrowing due to Bus & local HGV frequency & agricultural related activities. 5. Concerns regarding the current reliance on goodwill from Tesco’s & Moyne Villa in relation to their parking flexibility as this may not be the case in future. 	<ol style="list-style-type: none"> 1. Noted 2. Noted, grass verge removed. 3. Parking created on the North side of the road (Moyne Villa side) as far as the design will allow. 4. The proposed road width will be 6.5m which is sufficiently designed to facilitate movement of 2-way traffic including HGV’s and buses. 5. Noted.
GLW-C201-HD-11	<ol style="list-style-type: none"> 1. Supportive of the widened footpath however omit the grass verges. 	<ol style="list-style-type: none"> 1. Grass verge omitted.

GLW-C201-HD-12	<ol style="list-style-type: none"> 1. No inclusion for cyclists. 	<ol style="list-style-type: none"> 1. While this scheme does not include dedicated cycle tracks or segregated cycling facilities, it has been developed in line with DMURS principles, which prioritise lower vehicle speeds, reduced crossing distances, and an overall safer road environment for all vulnerable road users, including cyclists inclusion of wider footpaths, calmed traffic will create a safer environment for all vulnerable roads users which does include cyclists. The proposed measures such as improved pedestrian facilities, junction tightening, gateway treatments, and traffic calming features are intended to slow vehicle speeds and enhance safety along the route. A calmer, more controlled traffic environment creates safer conditions for people who choose to cycle, even in the absence of dedicated cycling infrastructure.
GLW-C201-HD-13	<ol style="list-style-type: none"> 1. Proposals are unacceptable without provisions for parking. What are the proposed new parking solutions for a safer road for cars, pedestrians both young and old. 	<ol style="list-style-type: none"> 1. There is currently no parking permitted on the South side of the road from Monday to Friday as per the 6 signs fixed to the National school boundary wall. Parking has been facilitated on the North side of the road. There is a drop-off facility within the National school for parents using that school and also the creche adjacent.
GLW-C201-HD-14	<ol style="list-style-type: none"> 1. Not in support of the narrowing of the carriageway as it will impact traffic flow, and people currently are required to park both sides of the road when the church carpark is full. 2. Main St traffic is a “disaster” currently. 3. Narrowing Church Road will result in creating further congestion & illegal parking. 4. Concerns due to large volume of traffic coming from Claran and school buses to and from PCH. 5. Consider diverting money to build a by-pass around the town. 	<ol style="list-style-type: none"> 1. The scheme aims to create a safer and more controlled environment for all road users. Road widths will be sufficient for 2-way movement of HGVs. There is currently no parking permitted on the South side of the road from Monday to Friday as per the 6nr signs fixed to the National school boundary wall. Parking has been facilitated on the North side of the road. There is a drop-off facility within the National school for parents using that school and also the creche adjacent. 2. Noted. 3. The revised measures create a more controlled environment, safer facilities for vulnerable road users which regularising parking on the North side of the road. 4. Concerns are noted. 5. This is an Active Travel scheme and would require a separate funding source therefore the suggested measure is outside the scope of this scheme.

GLW-C201-HD-15	<ol style="list-style-type: none"> 1. Concerns raised regarding traffic congestion and potential to cause driver frustration negatively impacting on safety. 2. Suggest the use of alternative traffic calming measures such as speed bumps or similar while maintaining current road space. 	<ol style="list-style-type: none"> 1. The scheme aims to create a safer and more controlled environment for all road users. Galway County Council cannot account for poor driver behaviour. 2. The road space will be sufficient to enable 2-way traffic including HGV's & buses. Parking has been regularised on the North side of the road. The pedestrian crossing has been proposed due to the pedestrian movements recorded between the church carpark and the school/ creche. The raised element of the pedestrian crossing is to give pedestrians priority of vehicles, thereby enhancing safety.
GLW-C201-HD-16	<ol style="list-style-type: none"> 1. In support of the measures to enhance pedestrian safety. 2. Concerns raised regarding carriageway narrowing due to "bottleneck" effect which will only increase driver frustration. 3. Consider maintaining current road space for short term parking/ drop-offs etc. 4. Reconsider grass verges due to lack of future maintenance. 	<ol style="list-style-type: none"> 1. Noted. 2. The road space will be sufficient to enable 2-way traffic including HGV's & buses. Parking will be provided on the North side, and there is a drop-off facility for the National school on the South. Parking on the South side of the road is currently not permitted as per the 5 signs fixed to the boundary wall of the NS. 3. As Item 2 above. 4. Grass verge omitted.
GLW-C201-HD-17	<ol style="list-style-type: none"> 1. Not in favour of widening the footpaths as it will bring the town to a standstill particularly at peak school times. 	<ol style="list-style-type: none"> 1. Widening the footpath on the South side of Church Rd is proposed in order to enhance pedestrian safety. The carriageway as proposed is sufficient to enable 2-way flow of HGV's and buses.
GLW-C201-HD-18	<ol style="list-style-type: none"> 1. Parking is a huge issue in Headford and this will create more of a problem. 	<ol style="list-style-type: none"> 1. Parking adjacent to the National school (ie South side of Church Rd) is currently not permitted from Monday to Fridays as per the 6nr signs mounted to the wall. The National school has a one way drop off facility to enable safe drop off for pupils off the public road.
GLW-C201-HD-19	<ol style="list-style-type: none"> 1. In favour of the pedestrian crossing & proposed buildouts from the existing ped crossing to the new ped crossing, however to maintain parking from the new ped crossing to the housing estate entrance. 2. Concerns that there is no pedestrian route available within the church carpark & Moyne Villa car park and that the scheme does not cater for 	<ol style="list-style-type: none"> 1. Noted. The revised design facilitates parking along the North side of the road. 2. In agreement however, the area noted is in private land and is outside the scope of this scheme. 3. Grass verge omitted. 4. Will be reviewed at detailed design. 5. Any proposed tightening of the junction will be assessed using appropriate vehicle-swept-path analysis software to ensure that

	<p>same. Pedestrians will be required to mix with vehicles at the main entrance/ exit.</p> <ol style="list-style-type: none"> 3. In support of the footpath widening on the South however with the omission of the grass verge. 4. Request for yellow box junction (one lane?) to allow better access/ egress to the car park. Also, Double yellow lines where parking is prohibited. 5. Review PCH junction tightening due to bus movements. 6. Removal of car spaces may lead to unintended consequences. 	<p>all relevant vehicular movements can be safely accommodated. It is noted that there have been reports of unsafe turning manoeuvres at this junction, including by buses, and therefore there is a clear need to improve control and safety at this location.</p> <ol style="list-style-type: none"> 6. Parking is being retained on the North side where the design will allow. Parking on the South side is not permitted on Mondays-Fridays anyway as per the 6nr signs erected on the wall.
GLW-C201-HD-20	<ol style="list-style-type: none"> 1. There is already a significant shortage of parking in the area concerned particularly for elderly parishioners and those with limited mobility and also for other facilities such as Moyne Villa, Community Centre, HSE facility, Rugby club and schools. 2. The road accommodates a large degree of tractors and lorries on a regular basis and if the scheme proceeds as currently designed it would have a negative impact on the daily functioning of the parish and wider community. 3. Consider regularising parking both sides of the road. 4. Consider use of speed ramps to enhance safety. 5. A Lollipop person should be employed during peak school times. 	<ol style="list-style-type: none"> 1. Noted, however the scheme proposes to enhance safety for vulnerable road users such as people with mobility issues. The revised proposals facilitate parking on the North side (Moyne villa side of road). 2. The proposed road width will be 6.5m which is sufficiently designed to facilitate movement of 2-way traffic including HGV's and buses. 3. Parking will be regularised on the North side only. 4. The pedestrian crossing will be raised to reduce speed and provide pedestrian priority. 5. Comment noted however provision of a lollipop person is outside the scope of this scheme.
GLW-C201-HD-21	<ol style="list-style-type: none"> 1. Objection to the proposed changes to Church Rd particularly the removal of parking/ drop-off facility which could lead to unsafe vehicular manoeuvres, increased congestion, frustration and a danger to children. 2. Consideration should be given to retaining the majority of the existing drop-off spaces on the school side of the road. 	<ol style="list-style-type: none"> 1. The scheme aims to create a safer and more controlled environment for all road users. Road widths will be sufficient for 2-way movement of HGVs. 2. There is an existing drop off facility within the National school grounds which should be used accordingly. 3. Parking has been provided where the revised design allows. Some of the suggested parking areas in the submission are in private grounds.

	<ol style="list-style-type: none"> 3. Consider creation of new drop-off spaces in the following locations: <ol style="list-style-type: none"> a) As per item 2 above b) Towards the end of L-21031 (GCC note: partially in public space and partially in private space) c) At the front of PCH 4. Request GCC to carry out a TIA. 	<ol style="list-style-type: none"> 4. A TIA is not required for this scheme. TII guidance indicates that TIAs are generally necessary only for significant developments that generate substantial new traffic volumes. This scheme is a small-scale safety and active travel project that does not increase traffic or alter trip generating land uses. It has been assessed in accordance with DMURS principles, which are the appropriate standards for urban road safety and traffic-calming interventions
GLW-C201-HD-22	<ol style="list-style-type: none"> 1. Concerns reducing the road width due to frequency of school buses and local HGV company. 2. Installation of a grass margin on North side of the road will cause havoc for mass-goers, attendees of the HSE mental health building & also school peak times. 3. In support of the pedestrian crossing and speed ramps. 	<ol style="list-style-type: none"> 1. Road widths will be sufficient for 2-way movement of HGVs. 2. Grass verge has been omitted. 3. Noted.
GLW-C201-HD-23	<ol style="list-style-type: none"> 1. In support of the proposed pedestrian crossing. 2. Concerns regarding the road narrowing due to frequent use by HGV's & buses in particular. This stretch of road is required to provide two-way coach movements. 3. There will be approx. 13nr car spaces affected due to the proposals which are necessary for daily school drop-offs and pick-ups as well as for church goers. 4. Is there an alternative parking location proposed if the current one is taken away? 5. Consideration to removal of the grass verge and retention of parking on at least one side of the road should be given. 6. Location of Cul Na Coire housing estate is incorrectly depicted in the drawings. How will this impact the scheme? 7. Suitability of S38 process over Part 8 as the realignment works significantly impact +100m of 	<ol style="list-style-type: none"> 1. Noted. 2. Road widths will be sufficiently designed for 2-way movement of HGVs & buses. 3. Previously, there were no regulated parking spaces available in this area. Parking occurred sporadically on both sides of the road, despite the fact that the south side is designated as a No Parking zone from Monday to Friday, indicated by six signs mounted on the National School boundary wall. Under the proposed controlled layout, seven formal parking spaces will be provided on the north side of the road. The south side will feature enhanced footpaths to accommodate pedestrian demand. Within the National School boundary, a designated drop-off facility is available for both the crèche and the school. The secondary school have their own drop off facility which is managed well and appears to be functioning as such. 4. As Item 3 above. 5. Grass verge on both sides of the road has been omitted. 6. The new entrance to the estate has been included on the latest drawing revision.

	public/ taking-in-charge roads, and a portion of the proposed works appears to extend into lands owned by others ie not solely land under the control/ management of GCC.	7. Revised measures are all within the public road. Costs are estimated to be less than €125K, and both sets of criteria satisfy the Section 38 process.
GLW-C201-HD-24	<ol style="list-style-type: none"> 1. Query as to whether a 16-hour pedestrian and vehicle count has taken place? What are the results? 2. Is there a proposal for an alternative carpark. 3. Objection to narrowing Church Rd as it would increase congestion by making it a “through Rd”. 4. Objection to widening footpaths. Consideration to be given to creating a permeability link with the school and Tesco’s. 5. Request for conditions of planning permission granted to be checked for both schools with respect to their parking requirements, as the Church carpark is private. 6. As the church carpark is used by non-church going individuals, church goers are resultingly required to park on Church Rd. 	<ol style="list-style-type: none"> 1. There is no statutory Irish requirement (referencing standards such as DMURS, TII, NTA) specifying that a 16-hour count must be undertaken. This is a localised intervention to regularize the road use and make it safer for all road users. 2. Parking will be facilitated on the North side of the road, while the National school have a drop-off facility on the South. Currently, 6nr signs advise that there is no parking permitted on the South side of the road from Monday to Friday therefore there will be no legal parking lost during these times. 3. Church Rd is excessively wide and uncontrolled. 4. A permeability link as noted has been discussed previously under separate funding streams and could be a viable proposal in future although not through this scheme. 5. As far as it is commonly understood, the church is amenable to allowing non-churchgoers to use their car park. 6. As above. In addition, the revised design will facilitate parking on the North side of the road.
GLW-C201-HD-25	<ol style="list-style-type: none"> 1. Opposed to the loss of parking on Church Rd which will cause chaos for the schools and church. 	<ol style="list-style-type: none"> 1. The revised measures facilitate parking on the North side of the road. On the South there is a drop-off facility for the National School and the creche. Currently there should be no parking on school days on the South side of the road in line with the 6nr wall mounted signs.
GLW-C201-HD-26	<ol style="list-style-type: none"> 1. Opposed to the narrowing of Church Rd and the knock on affects that it will have in terms of delays considering the volume of vehicles that it accommodates. 2. In support of speed ramps or pedestrian crossings. 	<ol style="list-style-type: none"> 1. The road width will be designed to facilitate 2-way movement of vehicles including HGVs. 2. Noted.
GLW-C201-HD-27	<ol style="list-style-type: none"> 1. Object to the narrowing of church Rd as it would impact greatly on church goers. The carpark owned by the church is currently used by the school’s staff and students and resultingly church goers are required to park on church road. 	<ol style="list-style-type: none"> 1. As far as it is commonly understood, the church is amenable to allowing non-churchgoers to use their car park. 2. The revised measures facilitate parking on the North side of the road. On the South there is a drop-off facility for the National School and the creche. Currently there should be no parking on school days on the South side of the road in line with the 6nr wall mounted signs.

	<ol style="list-style-type: none"> 2. The current wide road is used both sides to facilitate school related drop-off & pick-ups. 3. Narrowing the road would impact on emergency services. 4. Querying if a 16-hour traffic/ pedestrian count/ survey was conducted. 5. Does not believe a second pedestrian crossing is required so close to the existing one on Church Rd. 	<ol style="list-style-type: none"> 3. How? The road is sufficiently wide to accommodate 2-way movement of vehicles. 4. There is no statutory Irish requirement (referencing standards such as DMURS, TII, NTA) specifying that a 16-hour count must be undertaken. This is a localised intervention to regularize the road use and make it safer for all road users. 5. Valid point. While two pedestrian crossings would not generally be in such close proximity, several site visits carried out during peak times have shown a clear and consistent desire line between the church car park entrance and the access points serving the National School and crèche.
GLW-C201-HD-28	<ol style="list-style-type: none"> 1. Concerns due to road narrowing and the effect it will have on the volume of buses frequenting the area. 2. Concerns for emergency services due to road narrowing. 	<ol style="list-style-type: none"> 1. Road widths will be sufficiently designed for 2-way movement of HGVs & buses. 2. As above.
GLW-C201-HD-29	<ol style="list-style-type: none"> 1. Planned works will make an existing chaotic situation worse. 2. Concerns Re potential traffic congestion arising from the scheme. 3. Concerns over the distance that elderly will have to walk to attend mass. 4. Narrowing the road will impact on the daily use by HGV's & buses frequenting the road. 	<ol style="list-style-type: none"> 1. The measures associated with the scheme are devised to regularise the road space available and make conditions safer for all road users. 2. As above. 3. The proposed measures enhance facilities for vulnerable road users (which includes the elderly) such as widened footways and raised pedestrian crossings making pedestrians a priority. 4. Road widths will be sufficiently designed for 2-way movement of HGVs & buses. There are currently only 2 lanes.
GLW-C201-HD-30	<ol style="list-style-type: none"> 1. As operators of the Early Years service, there is a belief that narrowing the road will negatively impact on the current pick-up and drop-off arrangement due to the loss of parking along the roadside. 2. Parking availability is already limited as the church car park is already at full capacity. Request to provide alternative parking if this scheme omits existing spaces. 3. Support given towards highlighting the presence of the school and provision of a raised zebra crossing. 	<ol style="list-style-type: none"> 1. There is no parking permitted on the South side of the road currently as per the 6nr signs mounted to the wall. 2. There is a drop-off facility adjacent to the Early Years service. Parking will be facilitated on the North side of the road. 3. Noted.

GLW-C201-HD-31	<ol style="list-style-type: none"> 1. There is an urgent need to improve road safety measures on Church Rd for vulnerable road users with several near miss's involving children travelling to and from school. 2. Cars regularly park illegally close to the existing pedestrian crossing and on it. 3. A more constructive use of funding would be to upgrade the pedestrian crossing to a signalised crossing. 4. The presence of a lollipop person during peak school times would be welcome. 5. Support towards the widened footpaths but not the grass verge. 6. Cycle facility may be a missed opportunity here. 7. Request for additional parking otherwise the efforts of this scheme may become undermined with continued informal and unsafe parking. 8. Enhanced road markings are welcome although not sufficient without proper enforcement and physical safety measures. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted, however this would not capture the evident desire line between the church carpark and the National school/ Creche. 4. Noted. 5. Grass verges have been removed from the updated plans. 6. While the point is understood, a cycle facility along this section would be very short and isolated, with limited opportunities to connect it to any existing or planned cycling infrastructure. 7. There are parking options available within Headford, however it appears that many users prefer to drive directly to the entrance of the facility they are attending. Parking is already prohibited on the south side of the road (Monday to Friday), and parking will continue to be accommodated more clearly and consistently on the north side. In addition, a one-way drop-off facility is provided within the National School grounds for use by both the school and the crèche. A more efficient use of the available facilities should be encouraged, rather than relying on the current sporadic and unsafe parking arrangements. 8. Noted.
GLW-C201-HD-32	<ol style="list-style-type: none"> 1. Object to the proposed bollards along Church Rd as it will make cars park in the estates and further back towards Claren where there are no safe footpaths. 2. Already a lack of parking availability for the church and Moyne Villa. 3. Buses already have difficulty turning into PCH from Church Rd. 4. Buses & HGVs will have difficulty passing one another with a narrowed carriageway. 5. Call for more permeability links from Tesco's and Ellagh estate. 	<ol style="list-style-type: none"> 1. The bollards are designed to: a) prevent cars mounting the footpaths endangering pedestrians including young children and older members of the community, and b) to highlight the presence of the school for drivers who are not from the locality and to encourage a reduction in speed. 2. Parking will be provided on the North side of the road. Currently there is no parking permitted on the South (Mon to Fri) as per the 6nr signs mounted to the wall so it should not impact on school days. 3. The junction into PCH is excessively wide and uncontrolled. The proposals will be tracked using software to ensure they can turn into the junction. 4. The road will be sufficiently wide to accommodate 2-way movement of vehicles. 5. Noted, however this is outside the scope of this scheme and would need to be explored through a separate funding stream.

GLW-C201-HD-33	<ol style="list-style-type: none"> 1. The scheme will exacerbate congestion. 2. It will cause delays for emergency services. 3. The scheme will have a negative impact on churchgoers due to loss of parking opportunities. 	<ol style="list-style-type: none"> 1. The road will be sufficiently wide to accommodate 2-way movement of vehicles. Parking on the North will be more controlled. Widened footpaths will be safer on the South and may encourage more people to use them over vehicles. 2. There is no rationale for suggesting that this will cause a delay for emergency services. It is not as though there will be three lanes reducing to two. Also refer to item 1 response above.
GLW-C201-HD-34	<ol style="list-style-type: none"> 1. Narrowing of Church Rd to 6.5m does not align with DMURS or TII standards. 2. The road currently functions with a degree of flexibility, and this scheme will create conflict and congestion. It will generate turning movements at already constrained areas such as the church car park. 3. The current proposed widths do not allow for the HGV and large vehicle demand in this locality. 4. Concerns regarding the radius at PCH entrance for bus movements. 5. Does not believe the scheme equates to an Active Travel scheme. 6. Consideration should be given to introduce a pedestrian crossing West of Cul na Coirre. 7. Grass verges should be omitted due to lack of maintenance availability in Headford. 8. Introduction of bollards presents safety and maintenance issues. Reference to Tii's recommendations on use of fixed hazards. 	<ol style="list-style-type: none"> 1. A 6.5 m carriageway width aligns with DMURS and represents the upper end of the typical DMURS range, recognising the frequent use of Church Road by HGVs, buses, and agricultural machinery in this locality. 2. The degree of "flexibility" referenced in terms of how this road operates is entirely uncontrolled and has the potential to create conflicts and collisions with both vehicles and pedestrians. Parking will be facilitated on the North side of the road. There currently is no parking permitted (Mon to Fri) on the South side of the road. The National school have a drop off facility which should be used if, and when required. 3. Point raised conflicts with Item 1 argument. Refer to Item 1 response. 4. Radius proposed for PCH will be auto tracked for turning movements to ensure the junction can be safely negotiated by buses. 5. Active travel presents in many forms, several of which are incorporated within this scheme, including: <ol style="list-style-type: none"> a) a pedestrian crossing, b) widened footpaths, c) junction tightening, d) raised crossing points, e) School gateway treatments, d) public lighting. <p>All of these measures promote slower, more controlled vehicular movements and provide safer conditions for vulnerable road users currently using this road. The safer environment will encourage a modal shift towards more sustainable forms of travel.</p>

		<ol style="list-style-type: none"> 6. There is clear and irrefutable evidence of an existing pedestrian desire line at the location identified for the proposed crossing. 7. Grass verge is omitted. 8. The introduction of bollards at this location does not present a safety or maintenance issue when they are correctly positioned, appropriately spaced, and designed in accordance with best practice for urban streets. DMURS supports the use of physical measures that reinforce pedestrian priority, reduce vehicle encroachment, and create self-regulating low-speed environments. Referencing TII's recommendations are not appropriate for this location and the reference to avoiding fixed hazards primarily relate to high-speed rural or national road environments, where impact forces are significantly higher and roadside hazards must be minimised. Bollards proposed are flexible in any case.
GLW-C201-HD-35	<ol style="list-style-type: none"> 1. Reducing the road width will cause difficulty for all users of that road such as delivery lorries, buses, farm machinery, emergency services, and particularly during school peak times. 2. Maintenance Re grass verge introduction. 3. Removal of current parking arrangement will have a knock-on effect on schools, church & Moyne villa. 4. If the opportunity to park along here is lost, the fear is that other educational & childcare facilities may be sought. 5. Not in favour of use of bollards. 6. Traffic congestion will worsen and stress levels for drivers will increase. 	<ol style="list-style-type: none"> 1. Road widths will be sufficiently designed for 2-way movement of HGVs, buses and other vehicles noted. 2. Grass verge omitted. 3. Parking will be facilitated on the North side of the road. There is a drop off facility on the South side of the road. 4. There is opportunity to use the drop off facility adjacent to the National school. 5. The bollards are designed to: a) prevent cars mounting the footpaths endangering pedestrians including young children and older members of the community, and b) to highlight the presence of the school for drivers who are not from the locality and to encourage a reduction in speed. 6. There are currently 2 lanes on Church Road. This will be maintained.
GLW-C201-HD-36	<ol style="list-style-type: none"> 1. Reducing the road width will cause difficulty for all users of that road such as delivery lorries, buses, farm machinery, emergency services, and particularly during school peak times. 2. Object to the grass verge. 3. Removal of current parking arrangement will have a huge knock-on effect on schools and other facilities in the area. 	<ol style="list-style-type: none"> 1. Road widths will be sufficiently designed for 2-way movement of HGVs, buses and other vehicles noted. 2. Grass verge omitted. 3. There is opportunity to use the drop off facility adjacent to the National school and parking will be facilitated on the North side of the road. 4. There are other car parking opportunities in Headford within a short walking distance of this location.

	<ol style="list-style-type: none"> 4. Moyne villa and church car parks are already at full capacity. 5. Concerns Re the turning radius for buses to PCH. 6. Traffic congestion will worsen and stress levels for drivers will increase. 	<ol style="list-style-type: none"> 5. Radius proposed for PCH will be auto tracked for turning movements to ensure the junction can be safely negotiated by buses. 6. There are currently 2 lanes on Church Road. 2 lanes will be maintained and the measures proposed aim to provide a more controlled and safer environment for all road users.
GLW-C201-HD-37	N/A- Test submission by GCC due to deadline extension.	No Response Required.
GLW-C201-HD-38	<ol style="list-style-type: none"> 1. In support of the pedestrian crossing. 2. The overall scheme will have a knock-on effect in worsening the traffic situation. 3. The loss of parking will impinge on Moyne villa and also the church. 	<ol style="list-style-type: none"> 1. Noted 2. Road widths will be sufficiently designed for 2-way movement of HGVs, buses and other vehicles noted. 3. There are other car parking opportunities in Headford within a short walking distance of this location.
GLW-C201-HD-39	<ol style="list-style-type: none"> 1. Narrowing the road will worsen traffic congestion 2. Roadside parking is needed for church and schools. 	<ol style="list-style-type: none"> 1. Road widths will be sufficiently designed for 2-way movement of HGVs, buses and other vehicles noted. 2. There are other car parking opportunities in Headford within a short walking distance of this location. Both schools have their own separate drop off facilities.
GLW-C201-HD-40	<ol style="list-style-type: none"> 1. Detailed Information about bus and approx. student numbers. 2. Typical/ witnessed travel habits of parents particularly primary school ones, parking arrangements and typical movements. 3. Noted that when vehicles are not parked on the North side of Church Rd close to the traffic lights that traffic flows more efficiently as 2 lanes can be used on approach to lights. Suggestion to limit parking along here during peak school times. 4. Recommend further observation of current traffic and pedestrian movement is carried out by Council. 5. Narrowing the road would have a negative effect on Headford village. 6. Omission of existing parking will increase traffic congestion. 7. In favour of pedestrian crossing. 	<ol style="list-style-type: none"> 1. Noted 2. Noted 3. This suggestion has been relayed to the Tuam MD office as the measure extends beyond the scope of this scheme. 4. Several site visits have been conducted by Galway County Council and there is a clear need to rationalise the current road space which is excessively wide and uncontrolled. The location of the proposed pedestrian crossing has been chosen as such due to the clear desire line witnessed between the church car park and the national school/ creche area. 5. The road width is proposed as 6.5m which is the upper limit of recommendations however has been chosen in recognition of the frequent HGV and bus use. 6. Parking will be provided on the North side of the Road. Parking is not currently permitted on the South side (Mon to Fri). 7. Noted. 8. Second part of item 4 above refers.

	<p>8. Request for additional ped crossing nearer the entrance to PCH.</p> <p>9. The raised entrance to church carpark might deter people from using it.</p> <p>10. Quicker? Opening in primary school boundary wall may be required in zebra crossing is installed to accommodate volume of pedestrian movements.</p> <p>11. Welcomes additional road markings, call for more signage.</p> <p>12. Inclusion of cycle lanes would be welcome.</p>	<p>9. Hopefully this will not be the case. The aim is to prioritise pedestrian use and slow vehicles entering the carpark.</p> <p>10. Noted.</p> <p>11. Noted.</p> <p>12. While the point is valid, a cycle facility along this section would be very short and isolated, with limited opportunities to link it to any existing or planned cycling infrastructure. The traffic-calming effect of the proposed measures will create a more controlled road environment, offering better conditions for cyclists to navigate the area safely</p>
GLW-C201-HD-41	<p>1. In full support of the scheme.</p>	<p>1. Noted</p>
GLW-C201-HD-42	<p>1. Disagrees with proposal as it will impinge on access to the library and other facilities.</p>	<p>1. There should be no direct negative effect on the library or other facilities. The scheme aims to promote a safer environment for all road users which include vulnerable ones.</p>
GLW-C201-HD-43	<p>1. There is no alternative plan for carparking.</p>	<p>1. Parking will be accommodated on the north side of the road. Parking is currently not permitted on the South side from Monday to Friday. Additional parking opportunities are available within a short walking distance of the proposed scheme.</p>
GLW-C201-HD-44	<p>1. The scheme will make things very difficult for the schools and church if all the parking is lost. There needs to be an alternative plan for parking.</p>	<p>1. Parking will be accommodated on the north side of the road. Parking is currently not permitted on the South side from Monday to Friday. Additional parking opportunities are available within a short walking distance of the proposed scheme. Both schools have a functioning drop off facility which needs to be availed of.</p>
GLW-C201-HD-45	<p>1. The scheme is unhelpful to the community of Headford.</p> <p>2. Queried if the Council visited the site at all?</p>	<p>1. The scheme aims to promote a safer environment for all road users particularly vulnerable road users.</p> <p>2. The site was visited numerous times within peak and off-peak times.</p>
GLW-C201-HD-46	<p>1. References the good facilities on Church Rd and the current ability to park to access same.</p>	<p>1. Parking will be facilitated on the North side of the road. Parking is not currently permitted on the South side (Mon to Fri) so the schools should not be negatively affected on the South side of the road. There are also other parking opportunities within a short distance of the proposed scheme.</p>

GLW-C201-HD-47	<ol style="list-style-type: none"> In favour of the scheme as the existing road is currently unsafe for pedestrians and cyclists. 	<ol style="list-style-type: none"> Noted.
GLW-C201-HD-48	<ol style="list-style-type: none"> Objects to the scheme particularly the road narrowing as it will impact on Divilly's vet, post office & a hair salon. 	<ol style="list-style-type: none"> The scheme is not located adjacent to the facilities referenced, and there is no evidence to suggest that it will have any negative impact on them.
GLW-C201-HD-49	<ol style="list-style-type: none"> Objects to the scheme as traffic volumes and Parking are already high. It will result in difficulty for large vehicles trying to pass each other and lead to unsafe manoeuvres. On-street parking is vital for the church and Moyne Villa. There is a fear it will deter people from attending the essential facilities along this section of Church Rd. 	<ol style="list-style-type: none"> There are currently two lanes on Church Road. Two lanes will be maintained and the measures proposed aim to provide a more controlled and safer environment for all road users. Parking will be facilitated on the North side of the road. Parking is not currently permitted on the South side (Mon to Fri) so the schools should not be negatively affected on the South side of the road. There are also other legal parking opportunities within a short distance of the proposed scheme. The proposed roadway is 6.5m wide sufficient for large vehicles to pass each other on the road. Noted. See second part to item, 1 response above. The purpose of the scheme is to improve safety and accessibility for all users of this section of Church Road, including those visiting local facilities. There is no indication that the proposed measures would deter people from attending these essential services. In fact, by creating a safer and more user-friendly environment particularly for pedestrians, cyclists, and vulnerable road users, the scheme is expected to support continued access to these facilities and enhance overall road safety in the area
GLW-C201-HD-50	<ol style="list-style-type: none"> Concerns that removal of parking will displace parking to other areas such as nearby estates. 	<ol style="list-style-type: none"> The scheme has been designed to balance safety improvements with the need to maintain reasonable parking access in the area. While some on-street parking will be removed to facilitate safer movement for all road users, there is no evidence to suggest that this will lead to significant displacement into nearby estates. There are alternative legal parking opportunities within a short distance of the proposed scheme. There are also designated drop off facilities available in both schools which need to be used to relieve the pressure from the public road.

GLW-C201-HD-51	<ol style="list-style-type: none"> 1. Narrowing the road will have a negative effect on the traffic congestion in Headford. 2. Suggestion to put safety railings along the footpaths at schools. 	<ol style="list-style-type: none"> 1. There are currently two lanes on Church Road. Two lanes will be maintained and the measures proposed aim to provide a more controlled and safer environment for all road users. 2. There is a fear with safety railings that if a person gets trapped on the wrong side of them (i.e. the roadside) then it could lead to a collision with a vehicle therefore, this would not be a viable solution.
GLW-C201-HD-52	<ol style="list-style-type: none"> 1. Narrowing of carriageway may lead to further traffic congestion. 2. Maintenance of grass verge is likely an issue. 3. Narrowing carriageway may limit essential parking and turning space for parents. 4. Maintaining adequate space for two-way traffic is essential to the design. 	<ol style="list-style-type: none"> 1. There are currently two lanes on Church Road. Two lanes will be maintained and the measures proposed aim to provide a more controlled and safer environment for all road users. 2. Grass verge is omitted. 3. The proposed roadway is 6.5m wide sufficient for large vehicles to pass each other on the road. Parking will be facilitated on the North side of the road with one way drop off facility available on the South for the national school and creche. 4. Noted.
GLW-C201-HD-53	<ol style="list-style-type: none"> 1. Traffic flow will be affected by the proposal. 2. Inclusion of a grass verge is counterproductive, removal of parking spaces will have a negative effect on the schools, Moyne villa, the church and ultimately lead to excessive pollution. 3. Concerns for the larger vehicles using this route. 4. Consideration to be given to provision of additional parking areas in the town. 	<ol style="list-style-type: none"> 1. There are currently two lanes on Church Road. Two lanes will be maintained with these proposals. 2. Grass verge has been omitted. Parking will be facilitated on the North side of the road. Parking is not currently permitted on the South side (Mon to Fri) so the schools should not be negatively affected on the South side of the road. There are also other legal parking opportunities within a short distance of the proposed scheme. 3. The road will be designed as 6.5m wide, sufficient for HGV use. 4. There are plenty of legal parking opportunities within a short distance of the proposed scheme.
GLW-C201-HD-54	<ol style="list-style-type: none"> 1. Concerns about access (parking) to Post Office & Divilly vets during these works. 2. Retention of existing disabled and elderly parking is important. 	<ol style="list-style-type: none"> 1. The purpose of the scheme is to improve safety and accessibility for all users of this section of Church Road, including those visiting local facilities. There is no indication that the proposed measures would deter people from attending these essential services. In fact, by creating a safer and more user-friendly environment particularly for pedestrians, cyclists, and vulnerable road users, the scheme is expected to support

		<p>continued access to these facilities and enhance overall road safety in the area.</p> <p>2. Noted.</p>
GLW-C201-HD-55	<ol style="list-style-type: none"> 1. Queried if the schemes measures proposed meet Active Travel's objectives? 2. HGV's & buses will have difficulty passing each other out. 3. Grass verge will get mucky. 4. Loss of parking is an issue. 5. Concerns for emergency services getting through with current design. 	<ol style="list-style-type: none"> 1. Active travel presents in many forms, several of which are incorporated within this scheme, including: <ol style="list-style-type: none"> a) a pedestrian crossing, b) widened footpaths, c) junction tightening, d) raised crossing points, e) School gateway treatments. <p>All these measures promote slower, more controlled vehicular movements and provide safer conditions for vulnerable road users currently using this road. The safer environment will encourage a modal shift towards more sustainable forms of travel.</p> 2. The proposed road width meets the standards for HGV use. 3. Grass verge omitted. 4. Parking will be facilitated on the North side of the road. Parking is not currently permitted on the South side (Mon to Fri) so the schools should not be negatively affected on the South side of the road. There are also other legal parking opportunities within a short distance of the proposed scheme. 5. There is no rationale for suggesting that this will cause a delay for emergency services. The road width will be sufficient for 2-way movement of vehicles.
GLW-C201-HD-56	<ol style="list-style-type: none"> 1. Considers the 6.5m wide road to be too narrow, considering the numbers of HGV's and tractors using the road. 2. Option to consider a tunnel under the road for pedestrian access. 	<ol style="list-style-type: none"> 1. The road width will be sufficient for 2-way movement of vehicles including HGVs. 2. Suggestion is not feasible given the budget.
GLW-C201-HD-57	<ol style="list-style-type: none"> 1. The proposals are hostile for cyclists by creating conflict between them and moving vehicles in terms of kerb buildouts and proposed road widths. 	<ol style="list-style-type: none"> 1. The guiding document for lane widths in urban settings in Ireland is DMURS. Section 4.4.1 states: In new designs the standard lane width on Arterial and Link Streets should lie in the range of 2.75m to 3.5m. Within this range the preferred values

	<ol style="list-style-type: none"> 2. Proposal is not consistent with the Council's Climate Action and Low Carbon Development Act 2021 and CA Plan. 3. Review of existing pedestrian crossing buildouts should be carried out as they are hostile towards cyclists. 	<p>are 3.0m and 3.25m. The designers have chosen 3.25m based on HGV need including school Buses. The Cycle Design Manual Is the guiding document for cycle facilities in Ireland.</p> <p>Section 2.1 lists the 5 main requirements for cycle-friendly infrastructure in Ireland</p> <ol style="list-style-type: none"> 1. Safety 2. Coherence 3. Directness 4. Comfort 5. Attractiveness <p>In terms of the above, the ideal scenario for any scheme is to have dedicated cycle tracks with separation from the carriageway. However, this scheme does not have adequate space to provide this. Cycling facilities on one side of the road are theoretically possible but would cause problems in terms of Coherence and Directness. In the proposed scheme, cyclists and motorists share the carriageway. The narrowed carriageways, school zone markings and ramped crossing at the church / school encourage a lower speed environment and a safer space for cyclists.</p> <ol style="list-style-type: none"> 2. The scheme's aim is to encourage more short local journeys to be undertaken on foot or by bicycle by creating a safer and more controlled environment. While it does not claim to resolve wider traffic issues in Headford, the project supports national and local policy goals by improving conditions for vulnerable road users and reducing reliance on cars for short trips. 3. Concerns regarding engineered pinch points created by certain traffic-calming features are noted. Raised tables and junction treatments are included specifically to reduce vehicle speeds and improve crossing safety. Their use is consistent with best practice for school environments and pedestrian priority areas.
GLW-C201-HD-58	<ol style="list-style-type: none"> 1. The scheme will not solve traffic issues or promote Active Travel. 2. Project looks like a waste of money. 	<ol style="list-style-type: none"> 1. The scheme aims to promote safety for all road users and in particular the most vulnerable ones ie Pedestrians, Cyclists, people with mobility issues therefore it does promote Active

	<p>3. Reference to recent planning applications for housing estates with no consideration of how Headford will cope with the increased number of cars.</p>	<p>Travel. Not all Active Travel measures consist of designated cycle tracks. This scheme involves the following measures:</p> <ul style="list-style-type: none"> a) a raised pedestrian crossing, b) widened footpaths, c) junction tightening, d) raised crossing points, e) School gateway treatments, f) public lighting <p>2. The project has been developed to address specific road safety issues identified along this route, particularly for pedestrians, schoolchildren, and vulnerable road users. The proposed measures are targeted interventions that aim to reduce collisions, improve accessibility, and create a safer environment for everyone using the area. All elements of the scheme have been designed to provide long-term value by preventing accidents, improving active travel options, and supporting the wider community. These benefits significantly outweigh the relatively modest investment required.</p> <p>3. The Council acknowledges the concern regarding the potential for cumulative traffic impacts associated with recent and forthcoming housing developments in Headford. Each individual planning application is typically required to assess its transport implications through a Traffic Impact Assessment (TIA) and, where appropriate, a Mobility Management Plan. While the current scheme does not claim to resolve broader traffic issues within Headford, it is designed to improve safety for all road users. By providing a more controlled road environment and enhanced facilities for vulnerable road users, the scheme supports safer walking and cycling (albeit without provision for a designated cycle facility). This, in turn, offers residents living within reasonable proximity the option to leave their vehicles at home for short local trips, helping to reduce unnecessary car journeys over time.</p>
GLW-C201-HD-59	1. In favour of the measures proposed.	1. Noted.

GLW-C201-HD-60	<ol style="list-style-type: none"> 1. Proposals are inappropriate for the area particularly narrowing of the road thus removing parking for local amenities. In addition to large vehicles and machinery using the road. 2. 2 pedestrian crossings within close proximity may be dangerous. 3. Grass verge serves no purpose. 4. Strongly disagree with PCH junction tightening. 5. No requirement for a raised crossing on L-21031. 	<ol style="list-style-type: none"> 1. The purpose of the scheme is to improve safety and accessibility for all users of this section of Church Road, including those visiting local facilities. The road width will be sufficient to facilitate 2-way movement of vehicles including larger type ones. 2. It is acknowledged that the two pedestrians' crossings are close to each other however, the proposed location is based on the evident pedestrian desire line surveyed between the church car park and the National school area. There is evidence to state that siting two pedestrian crossings so close together will negatively impact on safety. 3. Grass verge is omitted. 4. Junction tightening to PCH entrance is aimed at addressing the excessively wide junction and alleviate some concerns noted regarding the speed at which vehicles use this junction. 5. Pedestrian crossing as noted has been removed.
GLW-C201-HD-61	<ol style="list-style-type: none"> 1. The scheme will have a negative impact on the school, Moyne Villa, Church and large vehicles utilising the road. 2. Recommend improving the existing crossing instead of the scheme. 3. Note: 10nr additional identical submissions attached to this submission. All signed by individual members of the public and taken account of by GCC. 	<ol style="list-style-type: none"> 1. The purpose of the scheme is to improve safety and accessibility for all users of this section of Church Road, including those visiting local facilities. The road width will be sufficient to facilitate 2-way movement of vehicles including larger type ones. 2. The existing pedestrian crossing does not need upgrading. The reason for proposing the second crossing at its location is due to the evident desire line surveyed between the church car park and the National school. 3. Response addressed in HD-SRP-001- 333 below.
GLW-C201-HD-62	<ol style="list-style-type: none"> 1. Does not agree with the proposed grass verge 2. Believes the footpaths from the lights to the primary school are sufficient both side of the street. 	<ol style="list-style-type: none"> 1. Grass verge is omitted. 2. The footpaths on the South side are not sufficient to cater for the pedestrian volumes generated by the schools.
GLW-C201-HD-63	<ol style="list-style-type: none"> 1. Generally positive submission towards the scheme however, concerns toward loss of parking and set down availability. 2. Grass verge not required. 3. Recommend additional speed ramps on the Claren side of the school. 	<ol style="list-style-type: none"> 1. Parking will be facilitated on the North side of the road. Set down is available on the South side of the road within the National school drop off facility. There is currently no parking allowed on the South side of the road (Mon to Fri) therefore this should not affect the school in theory. 2. Grass verge is omitted.

	<ol style="list-style-type: none"> 4. Recommend employment of a lollipop person at peak times. 	<ol style="list-style-type: none"> 3. May be considered post scheme implementation. 4. Your recommendation is noted although outside the scope of this scheme.
GLW-C201-HD-64	<ol style="list-style-type: none"> 1. There is a need to maintain the wide entrance to PCH to allow parents to continue to perform U-turns. 2. Queried if a roundabout would be feasible near the PCH entrance to permit cars turning back towards town. 3. Grass verge not required. 4. Objects to removal of parking/ set down. 5. Concerns over narrowing of road due to number of large vehicles which use it daily. 	<ol style="list-style-type: none"> 1. The entrance to Presentation College Headford (PCH) is designed to safely accommodate school related traffic movements, including buses, staff, and pedestrians. However, the existing practice of parents performing U-turns at the entrance creates safety risks for students and other road users, particularly during peak drop off and collection times. 2. There is insufficient space for a roundabout to be introduced. 3. Grass verge is omitted. 4. Parking will be facilitated on the North side of the road. Set down is available on the South side of the road within the National school drop off facility. There is currently no parking allowed on the South side of the road (Mon to Fri) therefore this should not affect the school in theory. 5. The road width will be sufficient to facilitate 2-way movement of vehicles including HGVs.
HD-SRE-001	<ol style="list-style-type: none"> 1. Submission acknowledges beneficial aspects of the scheme for the protection of vulnerable road users. 2. Consideration to be given to remove the steel barriers at the entrance to the national school, and the one-way drop-off facility for vehicles within the school grounds. 	<ol style="list-style-type: none"> 1. Noted. 2. Some of the steel barriers are proposed to be removed. The one-way internal drop off facility remains a viable and safe option for parents when used correctly. It provides a dedicated off-road area for set down, reducing pressure on the public road and minimising conflict between vehicles and pedestrians.
HD-SRP-001- 333	<p>333nr submissions received by post with Identical content summarised as follows:</p> <ol style="list-style-type: none"> 1. The current scheme will seriously affect traffic flow, parking and access to amenities. 2. Narrowing of the carriageway will make things difficult or impossible for HGV's, buses and agricultural vehicles. 3. Grass verge creates a maintenance burden. 	<ol style="list-style-type: none"> 1. The number of lanes will remain as before ie two, and will be sufficiently wide to accommodate HGV's. Parking will be facilitated on the North side of the road. The purpose of the scheme is to improve safety and accessibility for all users of this section of Church Road, including those visiting local facilities. By creating a safer and more user-friendly environment particularly for pedestrians, cyclists, and vulnerable road users, the scheme is expected to support continued access to these facilities and enhance overall road safety in the area.

	<ol style="list-style-type: none"> 4. On-street parking is critical for the church, Moyne villa & the schools. 	<ol style="list-style-type: none"> 2. The road width is designed to standards, in this case 6.5m wide to facilitate the frequent use of HGV's and buses. 3. Grass verge has been omitted. 4. Parking is maintained on the North side of the road. Both schools have separate drop off facilities within their own grounds. When these facilities are used appropriately, they provide a viable and safe means for pupils to be dropped off and collected without reliance on roadside stopping or parking where there is a higher risk of side swipes and collisions.
HD-SRP-334	<ol style="list-style-type: none"> 1. The road narrowing will restrict and already heavily congested road limiting the ability for HGV's, farm machinery, emergency services and buses to pass each other. 2. Grass verge will have maintenance issues. 3. Removal of on street parking will make the facilities and buildings along Church Rd in accessible. 4. The plans do not indicate where parents or carers are expected to park to drop-off and collect children from the schools and pre-school. 5. The placement of bollards removes the refuge for parents to pull off the road. 	<ol style="list-style-type: none"> 1. The road width is designed to standards, in this case 6.5m wide to facilitate the frequent use of HGV's and buses. 2. Grass verge is omitted. 3. Parking is facilitated on the North side of the road. 4. The schools and pre-school have drop-off facilities. 5. The bollards are designed to protect pedestrians while on the footpath and prevent cars mounting the kerb to park illegally.
HD-SRP-335	<ol style="list-style-type: none"> 1. Issue with loss of parking close to the schools especially during bad weather. 2. Loss of parking might deter elderly from attending the church. 3. The increased congestion would lead to increased levels of fumes/ emissions. 4. Does not believe the grass verge offers any environmental or otherwise benefits. 5. Consideration to planting of wildflower in specific areas. 	<ol style="list-style-type: none"> 1. Parking is maintained on the North side of the road. Both schools have separate drop off facilities within their own grounds. When these facilities are used appropriately, they provide a viable and safe means for pupils to be dropped off and collected without reliance on roadside stopping or parking. 2. Parking has been facilitated on the North side of the road (i.e. church side). 3. Safer facilities for vulnerable road users might encourage more people to leave their cars at home thus enhancing the air quality in this area. 4. Grass verge is omitted. 5. Suggestion can be considered.

Appendix C

Full Submissions Report

Active Travel Scheme- Church Road, Headford

Full Submissions/ Observations report from Public Consultation

11th Dec 2025 to 9th Jan 2026

Generated Directly from Consult.ie. Attachments to submissions have been added underneath each relative submission

URN	Author	Location	Map Attached
GLW-C201-HD-1	Ramona Mallen	Church Headford Town	Road, No

Title: active travel

Theme: active travel

To whom it may concern,

I wish to formally submit my objection to the proposed Active Travel Scheme for L-2103 Church Road and L-21031 (access road to Headford Presentation College) as outlined under the current Section 38 notice.

1. The proposed works are unnecessary. Footpaths in the town, including along the proposed route, were already widened earlier this year. These works were significant and provided more than adequate space and safety for pedestrians. Repeating similar interventions again so soon is wasteful, unnecessary, and does not reflect the actual needs of the area.

2. The town's road network cannot support further narrowing. Headford is already extremely constrained in terms of road width. Previous works in the town square—including narrowing the carriageway and changes to parking—have already:

Reduced the available road space.

Limited parking options

Caused traffic to build up at busy times

Further narrowing on Church Road will worsen these existing issues rather than improve safety or accessibility.

3. Increased risk of congestion and gridlock. The current traffic-light system at the top of the town already regularly causes significant tailbacks and gridlock, especially at school times and peak hours. The introduction of:

Additional road narrowing, raised crossings, and further restrictions on vehicle flow, will inevitably compound the congestion problem. This will negatively impact residents, school traffic, business access, and emergency vehicle movement.

4. Safety concerns due to traffic build-up slow-moving or stationary traffic in a narrow space increases risks for all road users. Forcing vehicles into tighter spaces and reducing the ability for traffic to pass safely does not enhance pedestrian safety and may result in frustration, illegal overtaking, and dangerous manoeuvres.

5. Lack of proportionality and community need. The proposal appears disproportionate to the actual needs of the area. Many locals have expressed concerns that the scheme adds physical obstacles without offering meaningful safety improvements. The town requires better traffic flow management, not further restrictions and pinch points.

Conclusion

For the reasons outlined above, I strongly object to the proposed Active Travel Scheme in its current form. I request that Galway County Council:

Reassess the necessity and suitability of the project.

Consider the negative consequences on traffic flow, parking, and road safety.

Engage meaningfully with residents and road users to develop solutions that genuinely support the town rather than impede it

Thank you for considering my submission.

GLW-C201-HD-2 Triona Lydon Church Road, No
Headford

Title: active travel

Theme: active travel

I object to the proposed narrowing of the existing carriageway through widening of footpaths on the Southside of the carriageway and introduction of a grass verge between the footpath and the carriageway on both sides - this is not only not necessary but will lead to grid-lock. At least 7/8 buses carrying children to and from the Secondary School will be caught up in the grid-lock where this daft proposal allowed to proceed. Headford is a rural town and consequently has regular traffic from the farming community in the surrounding areas.

I also object to the implementation of a raised zebra crossing adjacent to the church car park. As the car park is very small, this is not warranted and a complete waste of money. It will cause traffic chaos and there is already a crossing nearby.

I also very much object to Bollards being placed along the kerbs - where do you expect hard-pressed parents to park when collecting children. Parking is for a short time daily, and buses and traffic currently are not affected.

Finally, I object to all of the proposal **L-21031 (access road to Presentation College)**. The proposed Junction tightening at the junction with Church Road, provision of widened footpaths for the extent of the public road and implementation of a raised pedestrian crossing is not required.

This is a rural community and the proposals will lead to traffic chaos. Narrowing the road will pose difficulties for large farm vehicles and buses in particular.

GLW-C201-HD-3 Padraic McDonnell Church Road, No
Transport Headford

Title: active travel

Theme: active travel

The narrowing of the carriageway will cause severe difficulty and traffic disruption for local HGV businesses who use this road multiple times daily and already experience difficulties with the many school buses that use the road

GLW-C201-HD-4 Padraic McDonnell Church road, Headford No

Title: active travel

Theme: active travel

At present the school buses cannot exit the school without mounting the kerb so how are they going to exit when the road is narrowed. A bus and a truck can hardly pass as it is and this will make the road effectively one way which is not what anyone in the locality wants.

GLW-C201-HD-5 Deirdre Madden Church Road, No
Headford

Title: active travel

Theme: active travel

This plan will completely disable the traffic flow in the area-at present trucks and buses can just about pass each other at certain times and this plan will just exacerbate the issue. If there was any sort of emergency in Claran the fire brigade and ambulance would not be able to pass through if there were buses or trucks passing each other on a narrowed road. There are many HGV's operating in the area along with school buses and tour buses going to Ross Errily. We need a functioning road that can accommodate this traffic to pass safely.

GLW-C201-HD-6 John McHugh Church Rd. Headford.No
Co. Galway.

Title: active travel

Theme: active travel

I have lived on the main street all of my life, 71 years this year and I cannot understand why you are not looking at the main traffic problem that we have here in the town. I cannot understand why you propose narrowing one of the widest roads, entering the town which will create a worse traffic situation than already exists. As it is trying to get through this section of road at schooltime both in the morning and evening is a nightmare with the amount of cars and busses transporting children to and from school. There is also the added problem of the large number of artic trucks owned and operated by McDonald Transport, who also use this section of roadway to and from their base in Ellagh. If you continue with this proposal, you will be talking the cars off the main road and forcing them into private car parks which I believe you cannot do. If you are really interested in sorting out the traffic problems in Headford then I suggest that you look at the Main Street from the traffic light at the junction to St. Georges Square. By opening up a new road from St. Georges Square up by the forge, running parallel to the existing Mart road through the lower end of the Meadow (as it is called locally) and

exit at a roundabout on the N84 Galway Road at the entrance to the mart road which will take all the traffic on the N84 main route from Mayo to Galway away from the main street which will then allow the upper portion of the Main Street from the traffic lights to St. Georges Square be used as a one way system from the traffic lights to St. Georges Square there by eliminating the daily constant traffic jams on the Main Street. I would also suggest that you also consider placing bollards along the paved area of St. Georges Square and along the footpath in front of the Bank of Ireland to prevent cars from parking there (one of the narrowest parts of the Main Street) while they use the banking facilities.

GLW-C201-HD-6 John McHugh Church Rd. Headford.No
Co. Galway.

Title: road safety

Theme: road safety

I believe that the yellow junction boxes should not be used as an entrance to a private business off a national route. As it stands there is a yellow junction box at the traffic lights on the N84 allowing an entrance into Tesco and its filling station. This box is located at the traffic lights which causes major problems when the lights are green allowing traffic to move on the N84 towards Galway and some one has stopped in the middle of the road wishing to enter the filling station and is holding up a long line of traffic on the main street. You might look into this too as part of your traffic revamping for the town?

GLW-C201-HD-7 Kim Devlin Headford- ChurchNo
Road

Title: road safety

Theme: road safety

Parking is required both side of the roads of church road. For mass attendees especially those in our community who are older and also for primary & secondary school collection. Why would you 'fix' something that isn't working. The focus should be main street not church road. The square is ruined after carparking spaces were taken years ago and now more carparking spaces are to be taken. With buses and trucks on that road from schools to McDonnells transport trucks to name just one truck company that use the route daily never mind trucks that come to tesco or trucks that deliver goods to houses/ building materials to new houses. The addition of the pedestrian crossing at Gortnamona in the last few years is a serious accident waiting to happen with the speed zones not appropriate for the narrowing and drivers completely ignoring it. An accident happened there a month ago & thank god everyone was OK and that it happened at 11:40pm at night as if it was day someone could have been seriously injured. €100,000 being spent on this church road project is pointless &

disgraceful use of public funds. Also engineers visited to survey on a day that the school's were OFF which does not give a true reading of the area and is ridiculous that it went ahead on such a day! Attention is needed outside the Mart, Meadow Hill & Ellagh with regards yellow boxes, pedestrian crossing and speed calming measures before Meadow Hill and not on church road!

GLW-C201-HD-8 Evelyn Biggins Church Street, No
Headford

Title: active travel

Theme: active travel

I am writing to object to this plan for Church Road, Headford. This area of the road is difficult enough to navigate during busy times such as mass, funerals, weddings, sports events and daily school. Narrowing this road will cause complete and utter chaos with buses exiting and entering the school. A local trucking company also is located back this road, and they will not be able to meet oncoming traffic with this change. This plan is complete unrealistic. There is no need to widen the paths etc. (which are brand new). A waste of tax payers money. It will only cause frustration and stress for daily working commuters.

GLW-C201-HD-9 Barry Biggins Church Rd in Headford No

Title: active travel

Theme: active travel

I am deeply concerned at the traffic congestion that would result if this gets the go ahead! Each and every school day there is huge congestion already with cars parking on the side of the footpaths, which brings traffic to a standstill and causes disruption to buses trying to leave the school. This brings added danger as children are leaving school in droves to walk down the town. In addition, there would be congestion with church goers going to funerals or weddings, and finally there is a large trucking company that uses the road daily and already find it difficult to navigate through let alone narrowing it. There are brand new footpaths there, the footpaths are plenty wide and this is a waste of money and resources. Let alone the disruption it would cause!!!

GLW-C201-HD-10 Irene Qualter Claran No

Title: active travel

Theme: active travel

I object to the proposal of narrowing the claran headford road

GLW-C201-HD-11 Andrew Reddington Active travel planNo
Church Road
Headford (Claran
Road)

Title: active travel

Theme: active travel

Dear Active Travel Team,

Subject: Active Travel Scheme – Church Road

I am writing to raise observations about the proposed plans for active travel on the Claran Road (Church Road).

First of all I believe a build-out should happen at the exit of Moyne Villa and Headford Church grounds to increase sight-lines. After this build out you could create dedicated car parking spaces running to the cúl na coribe estate Please Do not install a grass margin from Cúl na Coribe to Moyne Villa/Headford Church, as this will cause havoc for mass-goers and those who attend the mental health centre. I am concerned for mass-goers and mental health centre attendees. Due to the lack of space in the church car park, it is anticipated that some will park on Claran Road; this has been an issue for a generation at this stage. In relation to the Footpath from Headford NS to (PCH) this needs to be reconstructed ; I recommend as outlined pencil bollards (as used at many schools) to alert traffic that a school is nearby. Please do not install a grass margin here either. We do not have the maintenance capacity to keep these cut , and the RSS/CE cannot work along side public roads ; these surfaces will become a mud bath given the traffic volume. My main concerns are the grass margins on the sides and reduction of the carriageway, as there could be more than 20 -52-seater buses each morning dropping kids to school, along with a nearby truck company. This route is also a main route for harvesting during the summer; reducing the carriageway would cause delays on all routes into Headford. I would anticipate if the carriage way was reduced you could have tail backs going into Headford from all zones. In the long term, we cannot rely on goodwill from Tesco or the Church/ Moyne Villa car park as places that will be free to park in the future, as seen in other towns where clamping companies were brought in. We need to retain some spaces on Claran Road for the church, school, and mental health Centre. All other aspects of the plan are welcome. I support pedestrian crossings and any measures to slow speed. I believe a good plan can be devised for the safety of children without reducing the carriage way. I want to thank the team for giving the community the chance to make submissions on this.

Yours sincerely, Cllr Andrew Reddington

GLW-C201-HD-14 Tommie Bane Active Travel SchemeNo
– Church Road
Headford

Title: active travel

Theme: active travel

Subject: Active Travel Scheme – Church Road

I am writing to raise observations about the proposed plans for active travel on the Claran Road (Church Road).

I believe the narrowing of this roadway will have a detrimental impact with the flow of traffic. During Mass times when the church carpark is full due to the lack of spaces people have to park on both sides of the road from the church back to Cúl na Coribe and from the national school to the PCH Junction. As it is, the traffic flow down main street is a disaster with only one line of traffic to proceed at a time and this with the common sense of the people themselves to park on just one side of the street. You are now proposing to narrow Church Road, which will in time create further traffic congestion as people will eventually start parking on your proposed grass verge. With the large volume of traffic coming from Claran and the amount of buses dropping of students at PCH traffic will be restricted and long delay into Headford will happen. The money being spent on this project would be better served in trying to build a bypass around the town.

I object strongly to this proposed development

GLW-C201-HD-15 Carmel Flynn Flynn Headford No

Title: active travel

Theme: active travel

I wish to make a submission regarding the proposed Headford Active Travel Scheme on Church Road.

While I fully support measures that improve safety for pedestrians and schoolchildren, I have concerns about the proposed road narrowing on Church Road. Traffic in this area is already extremely busy, particularly at peak school and commuter times, and further narrowing of the carriageway may increase congestion and driver frustration, potentially impacting safety rather than improving it.

I would strongly suggest that traffic calming measures such as speed bumps or raised tables be considered instead. These would slow traffic effectively while maintaining road capacity and reducing the risk of bottlenecks in an already heavily trafficked area.

GLW-C201-HD-19

Moyne Villa

Church Rd Headford No

Title: active travel

Theme: active travel

Re: Headford School Rd Active Travel

To whom it concerns

Thanks for the time taken to develop these plans, we agree that safety improvements are required for this area particularly at the exit of the church and in front of the school.

Moyne Villa are in favour of the proposed buildouts from the existing pedestrian crossing to the west side of the new pedestrian crossing but dont agree the removal of all car spaces without alternative parking or designated drop off areas. We believe the buildouts should terminate on the housing development side at the end of the zig zags so that some parking can be retained as far as the housing development entrance for mass goers, pitch users, HSE building and those who use the public walkway. Removal of all parking spaces shall mean more cars parking in the Church and Moyne Villa car parks and while we have no issue with our car park being used we are wary that there is no safe pedestrian route available or provided in the proposed plans from the car spaces to the exit & proposed new crossing to the school and shall lead to a large amount of students having to exit the car park through the vehicle entrance which is already a very tight entrance to accommodate two way traffic. The widened footpath should be retained on the school side to allow for the large amount of students who walk to the school but we don't think a grass build out is appropriate due to maintenance issues.

We would also request a yellow box in front of the church car park entrance (one carriageway) to allow access and egress to the car park and double yellow lines where no parking is advised.

We also think the narrowing of the junction at the secondary school needs to be revisited as this now looks narrow and a large number of buses use this road.

In summary, we agree with large parts of this proposal including the new crossings and ramps as well as the buildouts at the church car park and widening of the footpath on the school side but the removal of all car spaces may lead to unintended consequences and further issues that make the area more unsafe for all road users including pedestrians & cyclists.

We are happy to meet on site in the future to walk and talk through any proposals.

Regards

Alan Cantwell Moyne Villa Secretary

GLW-C201-HD-20

Parish
Council
PPC

PastoralChurch
Headford

RoadNo

Title: active travel

Theme: active travel

Attached are our concerns and observations in relation to the Headford active travel scheme

Attachments (1)

PPC submission.docx

Headford Active Travel Scheme/ Church Road

To whom it may concern,

On behalf of Headford Parish Pastoral Council, and following a meeting of the Council, we wish to make the following submission in relation to the proposed Headford Active Travel Scheme.

There is already a significant shortage of parking in the area concerned. At present, both sides of the road are regularly used by parishioners attending Mass every Saturday evening at 7.00pm and Sunday morning at 11.30am. This parking is essential to enable access to the church, particularly for elderly parishioners and those with limited mobility.

In addition, both sides of the road are used daily by users of a number of important local facilities, including the HSE facility, Moyne Villa, the Community Centre, Corrib Rugby Club, the National School, the Secondary School, and the local crèche. The road also currently accommodates farmers and local haulage businesses, with large vehicles such as tractors and lorries passing through the town on a regular basis.

We are concerned that, if the proposed changes are implemented as outlined, there will be a serious negative impact on access to the church, on drop-off and collection of children attending the crèche, national school and secondary school, and on the movement of large vehicles through the town. These changes would significantly affect the daily functioning of the parish and wider community.

In light of the above, we propose that:

- Both sides of the road be properly marked with designated parking spaces, in order to manage parking more effectively while retaining essential access.
- If required, an additional speed ramp be installed to enhance safety.
- A lollipop person be employed at peak school times to ensure the safe crossing of children.

We ask that these concerns and proposals be given full consideration as part of the planning and decision-making process for the Headford Active Travel Scheme.

Yours sincerely,

Fr. Ray Flaherty- President of the PPC

Helena Hastings- Assistant Secretary of PPC

Headford Parish Pastoral Council

GLW-C201-HD-21

Jim Joyce

Church Road (School No Side) and Church Road (Church Side)

Title: General

Theme: General

To Whom It May Concern,

I am writing to formally object to the proposed changes under the current Active Travel Scheme affecting Church Road, specifically the removal of existing roadside parking adjacent to the primary school.

While I acknowledge and support the general aims of improving road safety and encouraging active travel, the current proposal is fundamentally flawed, impractical, and fails to account for the realities of a busy primary school environment.

Impact on School Drop-Off and Collection

There are approximately 140 children attending the primary school each morning, along with 1000 children attending the secondary school behind it. A significant proportion of these pupils are brought by car due to age, distance, safety concerns, and family circumstances. The existing roadside parking and school drive-through area currently allow parents to drop off and collect children in a controlled and relatively safe manner.

Under the council's proposal:

Roadside parking on both sides of the road will be removed.

The school is simultaneously planning to *trial* a new traffic management system that prevents motorists from using the existing drive-through area on school grounds.

As a result, parents will have **no legal, safe, or practical location** to stop, park, or drop off their children.

This combination of changes does not reduce risk — it actively creates it. Parents will be forced to stop unpredictably, park further away, or attempt unsafe drop-offs, increasing congestion, frustration, and danger to children.

Concerns with the Proposed Design

The proposal prioritises grassed areas, trees, and shrubbery over essential short-term parking required during peak school hours. While landscaping has aesthetic value, it should not come at the expense of child safety, accessibility, or common-sense traffic management. Removing parking to “allow traffic to pass more safely and quickly” while simultaneously introducing forced drop-offs in unsuitable locations is contradictory and counterproductive.

Position and Willingness to Compromise

At minimum, I strongly oppose the implementation of these changes in their current form.

However, I am willing to compromise if the council:

Retains the **majority of the existing drop-off spaces on the school side of the road.**

Looks into potential **new drop-off spaces (marked A, B, C on diagram)**. There is room for 7 spaces in each A, B and C locations.

Carry out a traffic impact assessment, if not already done.

Reassesses the balance between landscaping and functional parking needs during school peak times.

This would allow the council to meet some active travel objectives while avoiding unnecessary disruption and risk to families and children.

Request

I urge the council to pause implementation, engage meaningfully with parents and the school community, and revise the design to reflect actual daily usage of this road. Proceeding without addressing these concerns would be negligent and will almost certainly lead to increased congestion, unsafe behaviour, and justified public opposition.

I look forward to a clear response outlining how these issues will be addressed before any changes are made.

Yours,

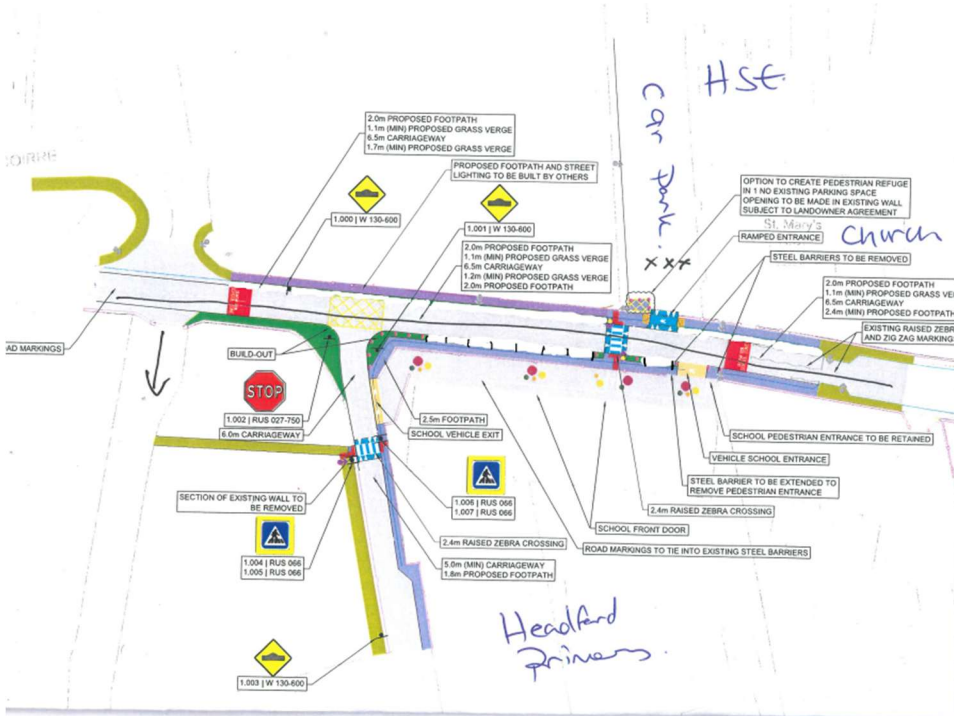
Jim Joyce

Attachments (3)

ChurchRoadChanges.pdf

IMG-20251230-WA0006.jpg

Headford national school changes.PNG



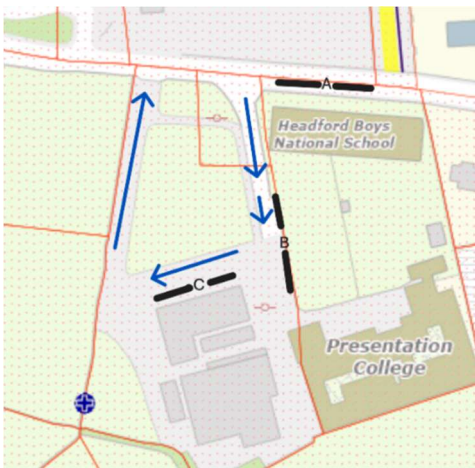
From Monday 3rd November we will be trialing a new traffic management system around the school at dismissal times 1.30pm and 2.30pm. Motorists will no longer be able to access the drive through area and are asked to park in the nearby car parks and to collect children on foot from the school premises. There are a large number of pupils exiting the school at dismissal times and many parents have reported that 'the drive through area' is very dangerous for the pupils exiting the school. For now, motorists will still be able to use the drive through area in the mornings for 'drop off' as pupils are more dispersed during this time. **We ask that drivers using the drop off zone to be patient and to drive slowly and carefully through the area and to be extremely mindful of children entering/exiting the school.**

Please do **NOT** block the front door exit area of the school by parking or stopping in this area. **Parking in the drop off zone is not permitted at any time.**

Thank you for your co operation in keeping our children safe.

Regards

Mary Mc Nelis



GLW-C201-HD-22 Helena Hastings Church Road/Claran RoadNo
Headford

Title: active travel

Theme: active travel

If the current plan were to go ahead as advertised, it would be disastrous for the people of

Headford and all of us who live within its environs causing traffic chaos every morning and evening.

Attachments (1)

Headford Active travel scheme.docx

RE: Active Travel Scheme – Church Road

I am writing to raise observations about the proposed plans for active travel on the Church road- Claran Road. My main concerns are the grass margins on both sides of the road and reduction of the carriageway, as there are a lot of 52-seater buses each morning dropping students to the secondary school, along with a nearby haulage company and local farmers with large tractors. Reducing the carriageway would cause traffic chaos every day of the week and delays on all routes into Headford.

Please Do not install a grass margin from Cúl na Coribe to Headford Church, as this will cause havoc for mass-goers and those who attend the HSE mental health centre and schools. I am concerned for mass-goers and mental health centre attendees as there is a lack of spaces in the church car park. Mass-goers already park along the Claran road during mass services and parents park there each afternoon and evening picking up children from school.

I support the installation of safety crossing and speed ramps but if the current plan were to go ahead as advertised it would be disastrous for the people of Headford and all of us who live within its environs.

Helena Haastings

GLW-C201-HD-23	Michelle Kenny	Church Headford	RoadNo
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Title: active travel

Theme: active travel

In relation to proposed Active Travel Scheme for Church Road Headford I wish to acknowledge I oppose to certain mentioned works that are currently being proposed.

I wish to object to the current proposal for Church Road, Headford under Section 38 Active Travel Scheme. I wish to enquire, if prior to this proposed development, has a 16-hour pedestrian and vehicle count taken place on this Road and if so what were the results as I do not see any mention of same in your Notice of Intent. I would also like to know how Galway County Council propose to facilitate the current parking on Church Road as I do not see any proposal for providing a Car Park for this purpose. As the majority of cars/buses are attending Presentation College, I feel there should be an obligation of the College to provide parking facilities for their students and employees.

My observations/objections are as follows:

1) Church Road, Headford is the main roadway from the Claran Area to Headford Town, and its busiest times are when workers are going to and from their place of work. At these times, school buses and cars going to and from Presentation College are also using this Road and at present it can take 15 to 20 minutes to reach the traffic lights from the main entrance to the College due to the volume of traffic attending school and also due to the frequency of the traffic lights where only 2 to 3 cars can pass on green light before lights turn red. The proposed narrowing of Church Road would make it impossible for workers to gain access to N84. Your proposal would effectively make Church Road a through Road and without additional car parks being provided by Galway County Council or Presentation College, to provide parking for students and employees, this would make the morning commute for workers impossible. - I object to narrowing Church Road for this reason.

2) Your proposal does not include access from schools to Tesco car park which is adjacent to Presentation College and would prevent students from accessing Tesco and other local retailers from Church Road. If this access was implemented then, the majority of pedestrian movement would be removed from Church Road, therefore eliminating the need for additional and wider footpaths - I object to widening footpaths on Church Road for this reason.

3) At present the Church Car Park, which is a private car park, is being used by others attending either Presentation College or National Schools as the Department of Education has not provided facilities for their students and employees to park on their property - please check Planning Permission granted to both and their requirements for parking when permission was granted.

4) As a result of Church Car Park being used by non-Church going individuals and no other car parks provided by either Galway County Council or the Dept of Education, people attending Mass are unable to park there and need to park on Church Road. Until this parking issue has been resolved I object to your proposal for Church Road, Headford.

GLW-C201-HD-25

Megan Lydon

Church Road No
Headford/Claran Road
Headford

Title: active travel

Theme: active travel

I am writing to share my observations in relation to the proposed plan for the Claran/Church Road Headford. The proposed plan will eliminate all parking on the Claran Road. This will cause traffic chaos every morning and afternoon for the national and secondary school. The elimination of all parking will also unfairly affect mass goers who park on the Claran Road for each service as there is only 26 spaces in the Church car park. Please amend this plan so as to have parking on the church said back the Claran Road.

GLW-C201-HD-26 Michelle Lydon Church road Headford No

Title: active travel

Theme: active travel

I am writing to submit my strong objections to the proposed redevelopment of the Church Rd. / Claran road Headford

The road at present accommodates one of the busiest areas of Headford town, the church, the soccer pitch, rugby pitch and 2 schools. In addition, it is the main route for the Claran community to enter Headford town! At numerous times of the day the road at its current width is at full capacity, by narrowing this road it will create complete traffic chaos and huge delays for the public.

I have no objections to speed ramps or pedestrian crossings but to narrow this area will be extremely dangerous, at its busiest several buses from the school, trucks from a local business and tractors pass each other on this stretch with much struggle during mass times, school times and soccer times.

Re developing areas are good ideas for areas that have ample public transportation in place the Claran area is not serviced with any bus service for its residents, so a huge number of people use that route throughout the day and at its busiest huge delays are already a big issue! by narrowing this very important route it will only become worse. Improvement on what already exists is welcome but nothing more.

GLW-C201-HD-27 Mary Fahy, Claran ICA Church Road, No
Headford

Title: active travel

Theme: active travel

On behalf of Claran ICA, we wish to object to your current proposal for Church Road, Headford under Section 38 Active Travel Scheme. Our observations/objections are as follows:

A) Your proposal to narrow Church Road, Headford, to facilitate wider footpaths, would impact greatly on Church goers during Mass times and funerals. The Church Car Park, which

is a PRIVATE Car Park, is being used by students and employees of Schools in the vicinity and therefore people attending Church need to park on Church Road. There is no provision in your proposal for additional car parking being provided by Galway County Council or the Dept of Education to help eliminate this - we object to the narrowing of Church Road for this reason.

B) At present there are approximately 1000 pupils and teachers attending schools on Church Road. When parents are dropping off or picking up their children they park on both sides of Church Road, back as far as the telephone exchange and in front of the new housing development as no car parking facilities have been provided by either Galway County Council or Dept of Education. If Church Road is narrowed as per your proposal, then access by Emergency Vehicles and others onto the Claran Road would be impossible - We object to this proposal for this reason.

C) Your proposal does not give any details regarding a pedestrian or vehicle traffic count having been taken for this Road. We feel that a 16-hour traffic/pedestrian count/survey should have been published before this proposal was initiated- we object to your proposal for this reason.

D) An additional pedestrian crossing, within a short distance of another pedestrian crossing, is not required as the pedestrian crossing already on Church Road is not being used to its full potential. Has a survey of the original crossing taken place in the last 12 months and during school hours? We object to this proposal for this reason.

GLW-C201-HD-28	Deirdre Madden	Church Headford	Road, No
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Title: active travel

Theme: active travel

This road needs to accommodate the existing traffic safely and it would appear this proposal will not do that. Many buses use this road daily including numerous school buses and tour buses going to Ross Errily. If they can't pass each other this will cause serious congestion and bottlenecks on the main route used by the many residents of Claran. What if emergency services need to get by and the road is blocked by buses passing each other because the road is too narrow? We need infrastructure that is fit for purpose for the local area and this is simply not.

GLW-C201-HD-29	Julia Kenny	Headford	No
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Title: active travel

Theme: active travel

accessible for the many people in our community. If you take away what we already need to survive, please provide alternative safe accessible parking. We need the roadside parking to survive and thrive. Early years services suffer enough and are under serious pressure without more negative consequences for our families. Please listen and provide safe spaces and parking for our precious young people, our future.

We believe the implementation of a raised zebra crossing and road markings identifying the presence of schools would be beneficial and very welcome.

Thanking you in advance.

Yours Sincerely,

Footsteps Early Years and School Age Services Management.

GLW-C201-HD-31

Sharon Brady

Headford, Co. Galway No

Title: road safety

Theme: road safety

There is a definite and urgent need for improved road safety measure on Church Road, Headford, especially for School children crossing to access both the primary and secondary schools. The current pedestrian crossing is not adequate for the volume of traffic or the vulnerability of those using it. Traffic frequently fails to adhere to the crossing, with vehicles often stopping directly on it, blocking visibility and showing a complete disregard for pedestrians. There have been numerous near-miss incidents involving children travelling to and from school. Cars regularly park too close to the crossing, including on double yellow lines, significantly reducing visibility for both pedestrians and drivers. This creates an unsafe environment for children, parents and school staff alike.

In this context I believe that improving this crossing would be a more constructive use of funding. Measures such as an upgraded signalised crossing, the provision of a school warden (lolly pop person) or the presence of a traffic warden during peak school times should be strongly considered.

Attachments (1)

1000031218.jpg



10 Dec
14:32



Back up now



GLW-C201-HD-31

Sharon Brady

Headford, Co. Galway No

Title: active travel

Theme: active travel

While I understand the rationale for widening footpaths, the inclusion of a grassy verge represents a missed opportunity, particularly given the complete lack of cycle lanes on any approach route to the schools. The NTA's safe routes to school program should be a central consideration in this scheme. Many children already cycle or scoot to school daily. They are forced to cycle on extremely busy and unsafe roads, or on the pedestrian footpaths. Safe and dedicated cycling routes would encourage and support more active travel, which in turn could take more cars off the road and lower emissions.

Attachments (1)

1000031218.jpg

GLW-C201-HD-31

Sharon Brady

Headford, Co. Galway

Title: road safety

Theme: road safety

In addition, the council must consider the clear and ongoing lack of parking in and around the schools. Many families travel distances that are not suitable for walking or cycling. The

primary school, which accommodates approximately 140 pupils, along with teachers, SNA's and a very busy preschool, has no dedicated car park. The nearby church car park (privately owned) is already overflowing and must also cater for weekday masses and funerals. If on-street parking is removed as part of this scheme it is unclear where parents, staff or visitors are expected to park. The council need to provide safe parking, as a lack of alternatives may lead to continued unsafe or informal parking and undermine the scheme's safety goals.

Attachments (1)

1000031218.jpg

GLW-C201-HD-31 Sharon Brady Headford, Co. Galway No

Title: road safety

Theme: road safety

Enhanced road markings are a positive step and are welcomed as they will improve driver awareness, however, awareness alone is not sufficient without proper enforcement and physical safety measures.

Attachments (1)

1000031218.jpg

GLW-C201-HD-32 Caroline Mcdonnell Church road Headford No

Title: General

Theme: General

To whom it may

As a parent of children attending Headford national school, PCH and Footsteps I would like to object to the proposed bollards along church road, Headford. This will just move the problem further back the Claran Road which has no footpath and the road narrows at the bridge at the Ellagh side road, which is difficult enough to drive out of. Also, it will be making cars park in the new estate across from, the national school and PCH. The proposed change will make it difficult for parents to drop and collect t their children!

There is no parking across from the national school in the church car park as this is nearly full before school starts, due to the teachers, SNAs, and all the staff from the Playschool. When PCH school day is over cars do be parked down as far as the Ellagh road. If your representative were to visit in the morning, they would see this. Also, at the moment visitors to Moyne villa, (which is only getting busier every year) also park on the side of the road which is wide enough, where will park when the car park is full?

Where would people attending mass, funerals park? Every Sunday cars would be parked as far as the entrance into the new estate. Has a survey been done as it would show this, when the car park is full.

It would be unfair to ask Tesco to use their facilities when it should be for their paying customers. Would Tesco start pay and display ?

Galway county council gave permission on the church road for a new housing estate with 80 new house and you want to reduce access instead of increasing it. With those new houses it is inevitable that the national school will be increasing in size. Also, the majority of the people living there work in Galway city. Galway county council should be widening the road instead of narrowing the carriage way. The Church Road is the main road to Claran and god forbid an ambulance were to get through under the new proposals the traffic would have no were to pull in at peak times.

has the bus companies been consulted in the new narrowing of the road to PCH because they already have difficulty making the turn from church road to PCH. Burkes bus do have difficulty already making that turn.

Also, a lot of HGVS and tractors use the Claran road, and a bus and truck will have difficulty passing each other. Are Galway County council going to buy land for a car Park? I would suggest there should be access walkways from PCH to back of Tesco and walkway knocked into Ellagh estate. Furthermore, I think there should be an access road from the new estate on church road to the Cong road.

In conclusion I think the parking situation on the church road for schools, church, Moyne villa works a lot better than the proposed changes.

Could GCC maybe look at Headford Main Street which is the main n84 road! The old credit union and the building beside it are currently for sale. Could the council maybe buy them and convert into a car park and playground.

Yours sincerely.

Caroline & Anthony McDonnell

ellagh

headford

GLW-C201-HD-33

Siobhan Crowley

Church
Headford

RoadNo

Title: road safety

Theme: road safety

Dear Planners,

I am writing to formally object to the planning application referenced above, for the proposed road narrowing on church road, Headford. My reasons for objection are based on material planning considerations and are outlined below.

Traffic Generation: This local road is the main access road to the Claran area. By narrowing the road you are going to create traffic flow issues. People will start using the road as a drop off and pick up location resulting in traffic back up as no room to pass. The proposed road narrowing will exacerbate existing congestion and create an undeniable traffic hazard. It already exists on the main street in Headford. It is difficult for two vehicles to pass safely at present. Over the past 10 years constant complaints have been raised by the local community and no resolution or actions have been put in place. The proposed works would make the traffic congestion situation in Headford worse.

Emergency Vehicle Access: The narrowing of the road would significantly impede access and maneuvering for emergency service vehicles (fire, ambulance, Garda/Police). Delays in emergency response times pose an unacceptable risk to public safety for residents in the area.

Pedestrian Concerns: I have observed at other locations where several near misses at school drop off locations have occurred due to parents haphazardly stopped dangerously as there is no parking available. Children run from stalled (not parked) cars to school gates putting themselves in danger. Also reducing the road space will likely force vehicles closer to the footpaths, creating an unsafe environment for pedestrians and cyclists, especially children and the elderly.

Church goers: By narrowing road you are reducing parking spaces available for the church going community. This is not satisfactory as many people attending church will be in the higher age bracket and may have to walk further to attend services. This may be one of their limited activities/social outings, a change in parking availability may result in them stopping attending which can affect their socialising within the community.

I believe the proposed development is not well-designed and would demonstrably harm the amenities enjoyed by local residents, particularly safe road use and a safe residential environment. It would negatively impact commuters going to and from the Claran area.

I respectfully request that the application be refused based on these serious concerns.

Yours faithfully,
Siobhan Crowley

GLW-C201- Eoin McHugh My submission relates to the proposals to No
HD-34 narrow the L-2103 Church Road and thus
removing the parking and tightening of the
junction of the L2103 and the L-21031
(access road to Presentation College).

Title: General

Theme: General

The proposed narrowing of the L2103 to approximately 6.5 m, together with associated junction modifications, represents a fundamental degradation of the operational, economic,

and community function of this route and is not compliant with established Design Manual for Urban Roads and Streets (DMURS) or Transport Infrastructure Ireland (TII) design principles. The L2103 currently functions as a critical urban distributor road serving a wide range of users, including residents, schools, churches, sporting facilities, commercial traffic, agricultural vehicles, and visitors to the town. Its existing width provides essential operational flexibility that allows the street to balance its movement and place functions in accordance with DMURS guidance. The proposed reduction in carriageway width would permanently remove this flexibility and introduce predictable congestion and conflict.

At present, the available carriageway width accommodates on-street parking for the general public during peak demand periods, including attendance at Mass in St. Mary's Church, matches and sporting events at the Moyne Villa Complex, and other community events throughout the year in a town where public parking provision is limited. Importantly, this parking can occur while still allowing two-way traffic to operate along the L2103. The loss of this parking represents a permanent removal of a critical community asset that currently exists on a 24/7 basis.

The existing width of the L2103 also facilitates short-duration set-down activity by parents dropping children to nearby schools, many of whom do so as part of their daily commute. These movements currently take place with minimal disruption to through traffic, as vehicles are able to momentarily pull in without obstructing the live carriageway. This arrangement reflects the existing functional reality of the street and aligns with DMURS principles, which recognise that urban streets must accommodate local access and school-related activity.

The proposed narrowing will eliminate this flexibility and force parents to turn off the L2103 in order to set down children. This will introduce additional turning movements at already constrained access points, particularly at the church car park, which does not have the geometric capacity to allow vehicles to enter and exit simultaneously during peak periods. As a result, vehicles will be required to wait on the L2103, directly increasing delay and congestion.

During peak school traffic periods, approximately 08:30–09:15 and 15:45–16:30 on school days, eastbound traffic on the L2103 already regularly queues from the entrance to Cul na Corrie to the signalised junction due to existing traffic volumes. Narrowing the road will exacerbate these conditions by reducing effective capacity and increasing turning conflicts, contrary to TII guidance, which requires that road schemes must not introduce new congestion or operational hazards on routes operating at or near capacity.

The proposed carriageway width of 6.5 m also fails to adequately accommodate the regular design vehicles using the route. A local haulage firm operating 19 HGVs relies on the L2103, as do numerous farmers and agricultural contractors. Many agricultural vehicles and items of equipment operate close to the maximum permitted width of approximately 2.9 m. Under the proposed layout, two such vehicles meeting would have minimal lateral clearance, increasing the likelihood of delay, encroachment, and side-swipe collisions. This is inconsistent with TII geometric design requirements, which require carriageway widths to safely and efficiently accommodate the dominant vehicle mix.

Secondary to these capacity and functionality concerns, the proposed tightening of the junction between the L21031 (access road to Presentation College) and the L2103

introduces an additional and significant operational failure. Presentation College accommodates approximately 900 students, the majority of whom are transported by coach, resulting in a high concentration of large vehicle movements during peak periods.

The proposed reduction of the effective junction width to approximately 3.0 m fails to accommodate the swept path requirements of coach vehicles, contrary to both DMURS and TII standards. When eastbound traffic on the L2103 is queued, vehicles exiting the L21031 are required to wait at the STOP line. Under these conditions, a coach travelling westbound on the L2103 cannot complete the acute turning manoeuvre into the L21031 without encroaching into opposing lanes or overrunning kerbed areas unless the queued vehicle clears the junction. This inherent geometric conflict will routinely force coaches to stop within the live westbound lane, causing westbound traffic to back up through the town.

Taken together, the proposed road narrowing and junction tightening will introduce recurring congestion, reduce safety, remove essential community parking, and undermine the established function of the L2103. The combined effect will be increased delay, reduced network resilience, and a clear negative impact on the quality of life of residents, businesses, and road users in Headford.

In summary, the proposal is not compliant with DMURS or TII design principles, fails to account for peak-period demand and dominant vehicle types, and will materially worsen traffic conditions in an already constrained urban network. The scheme should not proceed in its current form without a comprehensive redesign supported by detailed traffic analysis, swept-path assessments, and a parking and access strategy that demonstrably complies with DMURS and TII standards.

GLW-C201- Eoin McHugh My submission relates to the proposals to No
HD-34 narrow the L-2103 Church Road and thus
removing the parking and tightening of the
junction of the L2103 and the L-21031
(access road to Presentation College).

Title: road safety

Theme: road safety

The proposed scheme is presented as an *active travel* initiative; however, a review of the submitted drawings and documentation indicates that it functions primarily as a traffic calming scheme, rather than a genuine active travel intervention. Aside from a limited widening of an existing footpath, the proposals do not introduce any substantive active travel infrastructure. There are no new or continuous walking or cycling facilities, no network connectivity improvements, and no measures that would materially increase modal shift.

Given the rural town context within County Galway, and the dispersed catchment of users accessing schools, sporting facilities, and services from across the wider hinterland, there are inherent limitations on the extent to which active travel infrastructure can be meaningfully provided in this location. In this context, it is misleading to characterise the proposed scheme

as an active travel project when its primary effect is the reallocation and narrowing of carriageway space.

That said, given the volume of daily trips associated with schools and community facilities in the area, there is a clear and justifiable need for traffic calming and speed reduction measures. However, such measures should be proportionate, targeted, and compliant with DMURS principles, which emphasise self-explaining streets, context-appropriate interventions, and the avoidance of unnecessary impacts on traffic capacity and functionality. A simple, effective, and low-cost alternative traffic calming solution would be the installation of a raised pedestrian crossing, similar in form to the existing crossing outside St. Mary's Church, located west of the entrance to Cul na Corrie. Cul na Corrie is an estate that is expected to grow in size and generates increasing pedestrian demand. The provision of a raised crossing at this location, linked via the existing footpath network to the proposed pedestrian crossing on the L21031, would create a coherent and legible pedestrian route serving both the estate and Presentation College.

Such a measure would achieve multiple objectives: it would reduce vehicle speeds on approach to the town and school zone, improve pedestrian safety and permeability, and reinforce driver awareness of a pedestrian-priority environment. Importantly, it would do so without narrowing the carriageway, thereby avoiding the negative impacts on road capacity, large vehicle movements, parking, and operational flexibility that are inherent in the current proposal.

In summary, if the objective of the scheme is to improve safety and calm traffic, this can be achieved in a far more targeted, cost-effective, and Design Manual for Urban Roads and Streets (DMURS)-compliant manner. The use of raised pedestrian crossings and direct pedestrian connectivity would deliver tangible safety benefits while preserving the existing functionality and usability of the L2103 and should be seriously considered as a preferable alternative to the current proposals.

GLW-C201- Eoin McHugh My submission relates to the proposals to No
HD-34 narrow the L-2103 Church Road and thus
removing the parking and tightening of the
junction of the L2103 and the L-21031
(access road to Presentation College).

Title: General

Theme: General

The proposed introduction of grass verges on either side of the carriageway is not appropriate for this location and does not reflect the operational or maintenance realities of the area. There is no dedicated Local Authority caretaker or maintenance staff based in the town who would be in a position to regularly maintain these grassed areas. As a result, the verges will inevitably become overgrown, untidy, and visually degraded, detracting from the streetscape and undermining the stated objectives of the scheme.

The introduction of grass verges also represents an unnecessary maintenance burden and further reduces usable roadway without delivering any proportional safety benefit.

The reduction or removal of on-street parking directly affects the operational function of the primary school, Footsteps Preschool & Childcare Services, and the many families who depend on private transport for the safe collection and drop-off of children. Parents/carers/guardians must park in order to collect children safely, and the proposed layout would severely limit this ability. It also significantly impacts church users. Where are Church goers, elderly people supposed to park to access the church? These premises rely completely on these parking places to carefully access all services. Displacement will result in impoverished attendance and support for same. It will essentially destroy the community making these integral buildings inaccessible.

Parking in the Church car park and Moyne Villa is already extremely limited due to the increasing number of users from the local schools, Footsteps Preschool and after-school services, as well as patrons of Moyne Villa and the Headford Day Centre. These facilities cannot absorb any additional parking demand. The proposed scheme therefore risks creating severe congestion and operational difficulties for all these services and their users.

The plans do not indicate where parents or carers are expected to park in order to safely drop off and collect children from the primary school, secondary school, or Footsteps Preschool. Removing essential parking without providing any realistic alternative will inevitably create bottlenecks during peak periods, particularly at school start and finish times and during church services. Not having the facility to park will greatly impact these crucial services. Parents with small children need to be able to drop and collect their children in close proximity to the buildings. Otherwise, they will inevitably seek alternative child care and educational facilities.

Tesco carpark is already used as an overflow car park for Moyne Villa as the current car park is not fit for purpose. This is therefore not a feasible option for church, school or Footsteps users. In a town where the population is ever increasing it seems ludicrous to suggest that car spaces need to be removed not added.

If pedestrian safety and segregation are the objectives, they should be achieved through controlled and clearly defined routes. They should not be pursued by reducing usable road space through the introduction of grass verges that serve neither pedestrians nor motorists on an already constrained roadway. This configuration will be particularly dangerous when traffic is queuing, visibility is restricted, or weather conditions are poor.

The proposed placement of bollards to prevent parking removes the last remaining refuge for vehicles to pull in, stop briefly, or allow oncoming traffic to pass. Bollards also introduce an additional trip hazard for pedestrians. They should be used only where strictly necessary. In this case, they will worsen rather than improve safety.

Taken together, these measures will turn L-2103 Church Road into a heavily constrained corridor with reduced road capacity, multiple conflict points, and very limited flexibility for drivers. This will lead to increased congestion and driver stress, and will displace parking and traffic problems into surrounding roads, which are already major routes and severely congested.

Title: active travel**Theme: active travel**

Objection to the Proposed Traffic and Public Realm Measures – L-2103 Church Road I wish to formally object to the proposed scheme for L-2103 Church Road as outlined in the circulated summary of measures. While the objective of improving safety, particularly for schoolchildren and pedestrians, is acknowledged and supported, the design as presented raises serious concerns in relation to traffic flow, safety, access, and unintended consequences. The proposed narrowing of the existing carriageway through footpath widening, and particularly the introduction of grass verges, will significantly reduce the effective road width on what is already a constrained and heavily used local road. L-2103 serves a mix of private vehicles, delivery vehicles, lorries, buses, farm machinery, and emergency services. Reducing the carriageway width will significantly limit the ability of vehicles to pass safely, especially during peak school and church times. The introduction of grass verges also represents an unnecessary maintenance burden and further reduces usable roadway without delivering any proportional safety benefit. The reduction or removal of on-street parking directly affects the operational function of the primary school, Footsteps Preschool & Childcare Services, and the many families who depend on private transport for the safe collection and drop-off of children. Parents/carers/guardians must park in order to collect children safely, and the proposed layout would severely limit this ability. It also significantly impacts church users. Where are Church goers, elderly people supposed to park to access the church? These premises rely completely on these parking places to carefully access all services. Displacement will result in impoverished attendance and support for same. It will essentially destroy the community making these integral buildings inaccessible. Parking in the Church car park and Moyne Villa is already extremely limited due to the increasing number of users from the local schools, Footsteps Preschool and after-school services, as well as patrons of Moyne Villa and the Headford Day Centre. These facilities cannot absorb any additional parking demand. As it stands at present the entrance to the church car park is narrow and extreme care is required when 2 vehicles meet at the junction at normal times never mind when the volume of traffic that will be involved at school start and completion times. The proposed scheme therefore risks creating severe congestion and operational difficulties for all these services and their users. The proposed amendments to the junction at the secondary school roadway will also cause significant issues as the swing point for buses entering and exiting at this location will be severely hampered by the new layout. The plans do not indicate where parents or carers are expected to park in order to safely drop off and collect children from the primary school, secondary school, or Footsteps Preschool. Removing essential parking without providing any realistic alternative will inevitably create bottlenecks during peak periods, particularly at school start and finish times

and during church services. Not having the facility to park will greatly impact these crucial services. Parents with small children need to be able to drop and collect their children in close proximity to the buildings. Otherwise, they will inevitably seek alternative child care and educational facilities. Tesco car park is already used as an overflow car park for Moyne Villa as the current car park is not fit for purpose. This is therefore not a feasible option for church, school or Footsteps users. In a town where the population is ever increasing it seems ludicrous to suggest that car spaces need to be removed not added. If pedestrian safety and segregation are the objectives, they should be achieved through controlled and clearly defined routes. They should not be pursued by reducing usable road space through the introduction of grass verges that serve neither pedestrians nor motorists on an already constrained roadway. This configuration will be particularly dangerous when traffic is queuing, visibility is restricted, or weather conditions are poor. The proposed placement of bollards to prevent parking removes the last remaining refuge for vehicles to pull in, stop briefly, or allow oncoming traffic to pass. Bollards also introduce an additional trip hazard for pedestrians. They should be used only where strictly necessary. In this case, they will worsen rather than improve safety. Taken together, these measures will turn L-2103 Church Road into a heavily constrained corridor with reduced road capacity, multiple conflict points, and very limited flexibility for drivers. This will lead to increased congestion and driver stress, and will displace parking and traffic problems into surrounding roads, which are already major routes and severely congested.

GLW-C201-HD-38 Philomena Jacques Church Rd Headford No

Title: road safety

Theme: road safety

There is already a HUGE shortage of parking in this area. The new pedestrian crossings are needed and welcome but the removal of parking will be a major problem for the elderly going to post office, church and also for young people trying to access Moyne Villa. The lack of parking already causes traffic jams and other issues for people using the church, funerals and sports facilities. Since there is no through road into the Church/MV carpark it regularly results in people driving in to church or matches, being unable to park and having to drive back out. For many elderly people, Sunday Mass or collecting their pension is one of their only outings and already the church car park is often too full because of matches in the MV grounds on Sunday mornings. The overflow parking on the road outside is essential. I believe if this change goes ahead it will create major problems and anxiety especially for elderly who may not be able to walk far. It will also be a problem for parents dropping off kids to training who will now have to walk long distances in their football boots and people will be tempted to stop and drop on main road which will be major safety issue as well as causing traffic misery and chaos which I think could even have a knock-on effect on traffic on the main Galway to Castelbar road.

GLW-C201-HD-39 Martin Murphy Headford Co.Galway No

Title: General

Theme: General

The current Road is very busy, with road parking needed for Church and Schools.
Narrowing such a road at this time would only make traffic worse.

GLW-C201-HD-40

Siobhan Lee

Title: active travel

Theme: active travel

See attached letter

Attachments (1)

GCC Headford Active Travel Scheme S Lee 02012026.pdf

Dear Sir/Madam,

I welcome the opportunity to make a submission in relation to the proposed Active Travel Scheme at L-2103 Church Road and L-21031 Access to Presentation College, Headford.

I cannot account for the actions of every pedestrian and road-user who use this area, but I wish to submit the following observations as a general account of what I have witnessed as a frequent user of this road, having lived in this area all my life.

Section 1: Personal observations of pedestrian/vehicular movement during school drop-off and pick-up times (the busiest periods for this part of L-2103 Church Road and L-21031 Access to Presentation College, Monday-Friday)

- A. Headford is a small town that has a large secondary school serving a large catchment area including towns and villages outside of Headford. The primary school is a developing school with pupil numbers currently increasing every year (estimate in excess of 120 pupils this school year). I have counted 8 buses leaving the secondary school at hometime on a Friday afternoon; I estimate approximately 400 pupils avail of school buses but this leaves another 400+ pupils requiring an alternative mode of transport (These numbers are estimates and consultation with the schools are necessary to confirm actual numbers). This town is reliant on cars (serving the primary & secondary school) and school buses (serving the secondary school) to transport these children to school due to a lack of public transport and public infrastructure in our area. In addition, there is no on-site parking at the primary and secondary schools and inadequate parking/facilities. Headford is a popular commuter town given its proximity to Galway City and other big towns such as Tuam and Ballinrobe so most of the school traffic continues their journey after drop-off back towards Headford village.
- B. The majority of vehicles serving the primary and secondary schools coming from the direction of the town centre currently use a one-way system; they park along the kerb beside the path to allow their children to get out of the vehicle (primary pupils mostly) or pass by the

Page | 1

primary school, enter the L-21031 access road to Presentation College, take a right turn across to the bottom of the green area, pull up beside the green area to allow their children to exit the vehicle, and exit via the far gate (which on your map is located across the road from the new housing estate entrance/exit at Cúl na Coirre), rejoining the traffic again past the primary school towards the traffic light junction. This system appears to work well but a small number of cars decide to turn at the mouth of the junction instead of following the one-way system. In general, the vehicles that continue further up this access road to the secondary school are staff members who park on-site or the school buses that drop off pupils.

- C. Many vehicles serving the primary and secondary schools coming from the Claran direction are continuing their journey through Headford to get to work, whether it be in the town, other local towns or into Galway City. Secondary school children coming from the Claran direction get out of the vehicles across from the entrance to L-21031 access road to Presentation College, cross the road and then continue their journey on foot along this access road to the school. Vehicles from this direction dropping off at the primary school drive further along the L-2103 up the hill and park alongside the kerb across the road from the primary school and assist their young children to cross the road over to the primary school
- D. Some vehicles choose to use the church car park or the car park at Tesco to park and then walk their children to the school, but this appears to be in the minority.
- E. Most of the traffic serving the primary and secondary school rejoins the line of traffic heading back into the town allowing cars from the kerbside, church car park and Tesco car park to rejoin the queue towards the traffic lights.
- F. Traffic moves more efficiently through the traffic lights when cars are not parked along the kerb from the priest's house gate to the traffic lights as the two lanes of traffic at the traffic lights can extend further along this part of the road. Perhaps a restriction on parking during the morning school drop-off times (08.30a.m.-09.15a.m.) should be implemented to allow for more efficient vehicular movement.
- G. At primary (2.30 p.m.) and secondary school (4.00p.m.) dismissal times, cars pull up alongside the kerbs beside the paths on both sides of the road in advance of school closing time to safely collect their children. Most of these vehicles are already pointed in the direction of travel allowing for efficient onward travel. On Fridays, the secondary school closes at 1:20p.m.; the dismissal of 850 pupils (estimate) clashes with the dismissal of the infants' collection time in the primary school of 1:30p.m.

Section 2: Personal observations and recommendations on the proposed Active Travel scheme by Galway County Council

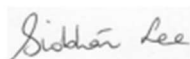
- i. Having studied the proposed plan, it is evident that a comprehensive traffic survey/observation has not been carried out during the busiest times of the day in this area. I have attempted to give an indication in Section 1 above of the road usage by pedestrians and vehicles during these times. I would propose that relevant council personnel attend and observe during these times before proceeding with this plan.
- ii. Consultation with schools, parents of children attending these schools, St. Mary's Church, Moyne Villa, St. Fursey's LGFA and local businesses is paramount in finding out definitive pedestrian and vehicular movement in this area during busy school times and at also at busy times over the weekend. Parking is limited in this area; it is particularly evident during school drop-off and pick-up times and at weekends when church ceremonies and sporting events clash. Church ceremonies such as masses, weddings and funerals, training and matches at the Moyne Villa/St. Fursey's grounds all require vehicular parking in the same area of Headford. Even the Moyne Villa overflow parking in the Tesco car park is regularly oversubscribed. Moyne Villa grounds also house a very popular walking track and playground. Kerbside parking along the stretch of road adjacent to the primary school and across the road adjacent to the church and new residential estate is paramount to the local area and for users of these popular local amenities. Narrowing of the existing carriageway, effectively reducing the number of car parking spaces available would negatively impact Headford village.
- iii. Should the road L-2103 Church Road be narrowed and not allow for cars to set down kerbside at school drop-off and pick-up times, traffic congestion in the area will be much worse than it is currently. The narrowing of this road will have a detrimental effect with parents stuck in even longer queues of traffic, meaning it will take longer for them to get to work and for children to get home after school. The primary school opens its doors to pupils at 8.45 a.m. I have regularly witnessed a queue of traffic back as far as the Church at 9.10a.m. The secondary school dismissal time on Mondays to Thursdays is 4p.m.; I have regularly joined the back of the queue of school traffic along this stretch of road at 4.30p.m.
- iv. The proposed raised zebra crossing adjacent to the church car park entrance would provide safer crossing not only between the carpark and the schools opposite as outlined in the proposed plan but also to serve the pupils whose parents drive them to school from the Claran direction to the town. These vehicles (mine included) pull up alongside the path and park briefly to allow their children to get out of the car to cross the road or like myself, get out with their children to ensure that they cross safely over to the school.

- v. I would propose that an additional zebra crossing be located nearer the entrance to the secondary school, where ramp 1.001 is located on your plan, to allow for the safe crossing of pupils who are dropped off by parents from the Claran direction. In addition, I have witnessed pupils from the secondary school who use the Moyne Villa/ St. Fursey's GAA grounds during lunchtime training sessions cross the road at this point.
- vi. The proposed pedestrian opening in the boundary wall of the church car park would only serve the staff who park in the church car park during the school day and the very few cars that use this car park at drop-off. This car park is very small and narrow, and the parking spaces are very narrow. The entrance/exit is also very narrow with a history of many cars having hit or scraped their vehicle off the boundary wall. Only one car can enter and exit at the same time and there is very little passing space in the car park once cars are parked in it. Due to its size, this carpark is not ideal for pedestrians as they must weave in between cars parked in narrow parking spaces to avoid moving vehicles that are trying to access parking. These factors deter me from using it to drop-off or pick-up my children-I'm sure there are many more parents in the same position. The proposed raised access at the entrance to the car park, in my opinion, would further deter cars from using it.
- vii. The proposed new pedestrian opening in the boundary wall of the primary school will indeed provide a quicker entry for pedestrians if the zebra crossing is implemented. The school uses multiple access doors to accept students in the morning and dismiss them in the evening, including doors around the back of the school. The current vehicle school entrance/drive-thru/set-down area is very dangerous for pedestrians. It is a relatively narrow area and pupils walk in areas where cars are driving-this is currently as dangerous, if not more dangerous than the main road/pathways. As a result, the school does not allow for this school vehicle drive-thru area to be used at pick up in the afternoon and most people choose not to use it in the morning.
- viii. The proposed pathway inside the wall of the primary school (hard to tell from the proposed plans whether the existing school boundary wall would be removed), in my opinion, would not serve the pedestrians as hoped; the pupils would be quite exposed to the vehicular movement in this area between the path and the school building & personal experience would tell me that they would gravitate to walking along the front of the school building.
- ix. The current one-way system around the bottom of the green area of the secondary school somewhat allows for traffic calming in this area. The traffic is often backed up on the L-2103 (from Claran direction towards Headford) past the gate where vehicles are currently exiting and the cars on the main road allow the vehicles to rejoin traffic on the main road courteously (in most cases). There is a need for this one-way system (as outlined in Section 1B above) to be allowed to continue in its current form, or some alternative that allows traffic to change its direction back towards the town efficiently.

- x. I welcome the proposal for road markings identifying the presence of schools but better signage on the paths on approach to the schools is also required.
- xi. Evident from the proposed Active Travel Scheme is the omission of cycling lanes. I live just outside the town, just off the the Claran Road, and my children attend the primary school, will attend the secondary school, partake in church ceremonies and sporting events on the Moyne Villa/St. Fursey's grounds and frequent the playground. As it stands our family must share the road with heavy vehicular traffic to cycle to use these facilities. We choose to drive our children to use these amenities as we feel it is just not safe to allow them to cycle along this stretch of road independently. This area of Headford has also been earmarked for a walkway from Headford out the Claran Road to Ross Errilly Friary (Ross Abbey), which is to continue from Ross Abbey across the Cong Road and back into Headford via Sandybanks Lane. Cycle lanes would enable more tourists and residents of the town to cycle to use the local amenities in this part of the village and venture further as far as Ross Errilly Friary.
- xii. The housing estate which is currently being built across from the primary and secondary school will also add to more pedestrian and vehicular traffic along this section of road. Some units have already been occupied. See planning references: 201353 (54 houses-granted), 171501 (77 houses-granted) and 2461383 (27 houses-refused but appealed-currently in correspondence with housing planning authority).

There is indeed a need to develop this area of Headford village to provide safer access for pedestrians and cyclists but there is also a need to take into account the service needs of the road users and those who access the many amenities in the area such as St. Mary's Church, Moyne Villa playground, playing fields at Moyne Villa & St. Fursey's LGFA, primary and secondary schools, new housing estates, Tesco car park, the post office, LT Fitness, veterinary surgery, pharmacy, St. Jarlath's Credit Union & St. Fursey's Hall and those travelling from the local countryside into Headford. I trust you will take my observations into consideration.

Yours faithfully,



Siobhán Lee

GLW-C201-HD-44 Paschal Hynes Church Rd Headford No

Title: active travel

Theme: active travel

I totally disagree with the active travel plans for church Rd Headford. This is going to make things very awkward for the national School for parking to let kids get to school. And makes things very awkward for anybody going to church as this part of road is needed to for parking for church. If this goes ahead, we need to see a plan for a large carpark in that area first.

GLW-C201-HD- Molly Scally Outside the post office and outsideNo
45 PCH and school

Title: General

Theme: General

This entire proposed plan is completely unhelpful to the community, not only will it increase largely traffic congestion will also make it far more difficult for elderly members of the community to access the post office, local library and local veterinary clinic. It will not provide any additional safety for pupils as there is already a fully functioning zebra crossing outside the church, truly baffled and unsure if the planners have actually visited the area?

GLW-C201-HD-46 Brigid Toher Church RoadNo
Headford

Title: active travel

Theme: active travel

In Headford there is a very good post office, library and vets, any works that reduces the ability to park along church road to access these services when they are busy is not negated by designating one Age Friendly parking spot.

GLW-C201-HD-47 Rory O'Callaghan Headford No

Title: road safety

Theme: road safety

The existing road is unsafe for pedestrians and cyclists. The proposed changes would be a Small step towards fixing that.

GLW-C201-HD-48 Michael John Curran Church RoadNo
Headford Co Galway

Title: active travel

Theme: active travel

I wish to make an objection/submission to this idiotic works that will take place on church road Headford Co Galway, there is no need for these works and narrowing the road which is currently busy with schools and church is extremely stupid and will endanger the public and drivers of cars and lorries, It will also have a major impact on businesses within the town especially Divillys vet, Post Office and also Elaines Hair salon who depend on on street parking for their business, I am pleading that this scheme does not go ahead and that works be cancelled or the scheme be reworked to avoid the road being narrowed.

GLW-C201-HD-49 Margaret Kenny Church RoadNo
Headford

Title: road safety

Theme: road safety

Re: Active Travel Scheme – L-2103 Church Road, Headford

I wish to formally object to the proposed narrowing of Church Road under Active Travel Scheme. While Pedestrian safety is important, the current proposal is wholly unsuitable for this location and will create serious and avoidable problems for the community it serves. Church Road is a busy public road serving Headford National School, Presentation College, Footsteps Preschool, Headford Church, Moyne Villa, the Day Centre, nearby housing, and essential bus routes. It is also regularly used by farm machinery, delivery vehicles, and emergency services. At peak times—particularly during school drop-off and collection hours and church services—traffic volumes and parking demand are already extremely high. The road is approximately 9.7 metres wide near the school and church. This width currently allows two-way traffic to operate safely while also accommodating essential on-street parking. That parking is not optional or convenient, it is critical. It supports schools, church services, elderly parishioners, parents with young children, and users of the Day Centre. Removing or reducing this capacity will cause congestion, tailbacks, unsafe manoeuvres, and significant disruption. The proposal to widen footpaths and introduce grass verges will drastically reduce the effective carriageway width. This will make it difficult, and in some cases impossible, for buses, lorries, agricultural vehicles, and emergency services to pass safely. Narrowing a road of this importance will not improve safety; it will actively undermine it by forcing vehicles into conflict and increasing congestion. Grass verges, in particular, offer no meaningful safety benefit on such a constrained road. Instead, they remove valuable road and parking space, create an ongoing maintenance burden, and reduce flexibility in a location that depends on short-term stopping and drop-off access. On-street parking is especially vital for elderly and vulnerable residents who cannot walk long distances. The existing church and Moyne Villa car parks are already full during services and school hours, and their entrances are narrow and difficult to use. There is no realistic alternative parking available. Eliminating on-street parking will effectively prevent many people from accessing essential services. It will disproportionately impact older residents, parents of young children, and those with mobility issues, forcing them to abandon local schools, childcare, and church services. This is not an acceptable outcome for a community-focused scheme. If pedestrian safety is the objective, it should be achieved through appropriate measures such as improved signage, traffic calming, and the proposed pedestrian crossing—not by removing essential parking and narrowing a road that must safely accommodate large vehicles and high traffic volumes. I strongly oppose the narrowing of Church Road, the introduction of grass verges, and the removal of essential on-street parking. Any scheme must retain sufficient carriageway width for buses, agricultural vehicles, and emergency access, while preserving the parking capacity that this community relies upon. Please accept my details below as formal evidence of my objection to the current proposal.

Yours sincerely,
Margaret Kenny

Submission Re: Active Travel Scheme- L2103 Church Roads, Headford.

I hereby wish to make a submission on the proposed Active Travel Scheme for Church Road, Headford. I object to the proposal on the following grounds:-

1. The L2103 is a rural road commencing at the traffic lights at the junction of the N84 and serves many community services from the traffic lights all the way west past the schools. It serves many community services such as:- The Community Hall (St. Fursa's Hall), Veterinary Clinic, The Post Office, Tesco Supermarket, St. Mary's Church, Moyne Villa, Headford Day Care Facility, Footsteps Preschool, Headford Primary School and Presentation College. This rural road is already busy with long traffic queues backed up from the lights. Any narrowing of the road at the schools area, as the proposed Active Travel Scheme intended to have a serious and detrimental effect on the flow of traffic from the western end of the schools all the way to the junction at the lights.
2. The area in front of St Fursa's Hall, Tesco and St, Mary's Church has only recently been modified with designated parking spaces, narrowing of the road, bollards to restrict some parking and the addition and two raised pedestrian crossings. All of these additions make it safer for children and pedestrians to use the area safely. Furthermore, a new, wide footpath has just recently been installed in front of the Housing Development and immediately across from Headford Primary School. I believe it to be counterproductive to alter this and other footpaths, install grass verge and remove some existing, essential, parking spaces, thereby restricting the flow of traffic. The consequent excessive pollution is not acceptable in such a sensitive area with schoolchildren.
3. The narrowing of the carriageway can only lead to traffic chaos. Many school buses, haulage trucks, delivery lorries, and agricultural vehicles use this road regularly. The proposed narrowing of the carriageway will mean that two of these vehicles will find it difficult, if not impossible, to pass. This in turn will lead to total grid-lock. Consider the consequent effect when there will no safe passage for any ambulance or fire-brigade emergency services, where time may be of the essence.
4. The road area immediately in front of the Primary School is essential for parents and guardians to stop and drop off / pick up their children safely from school. Due to the fact that many parents are working many pick-ups and drop-offs are today carried out by grandparents. Removal of this parking area in front of the school would have serious consequences for all concerned.
5. Grandparents, older people and vulnerable people will be severely compromised by the proposed restrictions as they cannot easily be expected to leave their cars elsewhere in the already busy town area of Headford and walk to the schools, church services and Day Care facilities etc.
6. I also wish to state that as a regular user of the Moyne Villa facilities, especially the outdoor gym and walking track, the proposed scheme with its restrictions and ensuing traffic chaos on the road leaving to the entrance of Moyne Villa will only deter users from accessing the facilities. If users cannot access these grounds easily they are likely to avoid the area with consequent deterioration of their physical and mental

health. Indeed many users availing of this track are very venerable people who have had hip or knee surgeries and are encouraged to walk after such surgeries. The Moyne Villa track provides a safe environment for them to do so.

Thereby the Active Travel Scheme would have yet another negative result. I consider the proposed scheme in this particular area to be counter-productive. As a tax payer I believe that the money could and should be spent more productively in the provision of more parking spaces in the town area itself. Parking is essential to both the flow of traffic and safety of all road users- pedestrians and motorists alike. I believe the objective of The Active Travel Scheme would be achieved in a more realistic way by the acquisition and provision of two more parking areas in locations throughout the town. Thereby encouraging motorists to park and walk to all areas in the vicinity.

Please accept this submission as my objection to this proposal On L2103, Church Road, Headford.

Concepta Mc Hugh.

GLW-C201-HD-54	Kari Ware	East end of Church Road	No
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Title: General

Theme: General

Concerned about access (including parking) to Post Office and Divilly Vets (in particular) during these works. Also, it appears from the map that there will not be changes to the width of the road & parking spaces in this area as a result of this scheme but it would be good to have this confirmed. The retention of the existing disabled and elderly friendly parking spaces is especially important.

GLW-C201-HD-55	Margaret McHugh	Headford	No
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Title: active travel

Theme: active travel

What is Active Travel?

Active Travel involves travelling with a purpose, using your own energy via sustainable means. It includes walking, wheeling, and cycling or the use of self-powered, non-motorised scooters as part of a purposeful journey. For example, walking to school and cycling to work are both considered forms of Active Travel. What is this Active travel in Headford doing to promote these objectives. It is putting in pedestrian crossings. It is narrowing the road. It is widening paths (some of which have just been widened) and putting in grass verges. Putting in road markings.

Consequences of these objectives

Buses, lorries and tractors will have difficulty passing each other and will cause congestion and excess pollution, due to this congestion. This congestion will have an impact on the health of the school children in the local schools. These verges will get very mucky in our wet climate. Who will maintain these grass verges? Parents will not be able to park car while waiting for their children after school. The church car park is used by staff of the school, Church goers and Moyne Villa and the overflow of cars park legally on the road. With this plan the number of car parking spaces will be diminished due to the widening of the pathways. Should an ambulance need to get a patient to hospital when there is congestion where can cars pull in to make a clear run for the ambulance. To encourage **active travel**, I suggest that a path be continued on the Claran road as there are several dangerous blind bends on this road and walkers have to cross over and back so that they can be seen by drivers but this is not always possible as two cars may be coming in opposite directions and walkers have had to jump into the grass. It is not safe for driver or pedestrian.

GLW-C201-HD-56

Jason McGettigan

Church Road,
Headford

No

Title: active travel

Theme: active travel

While I understand the need to create a pedestrian system for the expansion of the school, with the type and number of vehicles using that section of road daily, a 6.5m wide road is too small. Lorry's, tractors and farm machinery drive up and down that road daily. The level of traffic is enormous at school times, there is no provision or highlighting of a one-way system for drop off and pick up of students. The current housing estates will end up being the de-facto car park at school pick up times. A new development of houses has just been completed where this provision could have been incorporated in using the existing grass verge for partial footpath and grass verge creation meaning a more practical and pragmatic road width would be accomplished and still providing the required pedestrian safety measures. Another option is creating a tunnel under the road to the other side between Moyne villa/church carpark or close the entrance to the housing estates and the school as the facilities are used by the school also, not entirely a new concept and safer for all students as lorries pass by daily.

GLW-C201-HD-57	Shane Foran	Headford Active Travel Scheme, Church Road	No
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Title: active travel

Theme: active travel

Re: Headford Active Travel Scheme, Church Road

To whom it may concern

I wish to make an observation on the above Section 38 proposals.

Summary The current proposals are hostile to cycling access and are not consistent with the purpose of the scheme as an active travel scheme. The proposals are not compatible with the Council's duty of consistency with the Climate Action and Low Carbon Development (Amendment) Act 2021 and the associated Climate Action Plans. The current design contains elements that create avoidable conflicts between cyclists and moving motor vehicles. There is objectively scope for improved (widened) roadway widths to allow better separation between cyclists and motor traffic. The current road also features hostile kerb build-outs into the live traffic lane. These have the objective effect of pushing cyclists into the path of moving motor vehicles. The proposals should be amended to include the removal of the kerb build outs.

Attachments (1)

20260108 SForan Obs Headford Church Road Section 38- Attachment Redacted.pdf

8 January 2026

FAO: Galway County Council

Re: Headford Active Travel Scheme, Church Road

To whom it may concern

I wish to make an observation on the above Section 38 proposals.

Summary

The current proposals are hostile to cycling access and are not consistent with the purpose of the scheme as an active travel scheme. The proposals are not compatible with the Council's duty of consistency with the Climate Action and Low Carbon Development (Amendment) Act 2021 and the associated Climate Action Plans. The current design contains elements that create avoidable conflicts between cyclists and moving motor vehicles. There is objectively scope for improved (widened) roadway widths to allow better separation between cyclists and motor traffic. The current road also features hostile kerb build-outs into the live traffic lane. These have the objective effect of pushing cyclists into the path of moving motor vehicles. The proposals should be amended to include the removal of the kerb build outs.

Contents

Summary.....1
Introduction.....1
Identifiable issues with the current proposals.....2
The negative implications of removing road space from bicycle users.....3
Critical widths.....6
The use of raised crossings and the traffic calming implications.....8
Conclusion.....9
Sources.....9

Introduction

I have been an advocate for sustainable travel in Galway and in Ireland for over 25 years and for many years I served as a community representative on the Transport and on the Planning Strategic Policy Committees of Galway City Council.

1

Alternatives

Element	West side of scheme	Centre of scheme	East Side of Scheme
Footpath	2 m	2 m	2 m
Traffic Lane	4.6 m	4.2 m	4 m
Traffic Lane	4.6 m	4.2 m	4 m
Footpath	2 m	2 m	2 m
Total	11.2 m	12.4 m	12 m

It can be seen that by removing the grass verges there is scope for improved lane widths in the range 4 m to 4.6 m.

The negative implications of removing road space from bicycle users

The lane width recommendations in the *Headford Active Travel Scheme, Church Road* are not compliant with international best practice. The designers' proposals involve roadway widths of 6.5m. This width translates to traffic lanes of 3.25m. This represents the removal of road capacity from cyclists. If combined with heavy traffic this also implies the creation of avoidable conflicts with moving motor vehicles. It also implies the systematic creation of inconvenience and obstruction for bicycle users who meet slower or halted motor vehicles.



Figure: Photograph showing the impact that using a 3.2m traffic lane on an arterial road has on road space for people on bicycles. Location: Tuam Road, Galway.

It is a long understood principle of designing for cycling that adequate lane width is needed in situations where mixed traffic conditions apply. *Cycle-Friendly Infrastructure* (IHT 1996) argued for a marked lane width of 4.25m; *Cycling: The way ahead for towns and cities*, the 1999 European Commission policy document on

3

Identifiable issues with the current proposals

This location at Church Street already has a zebra crossing with hostile kerb projections into the live traffic lane. These have the objective effect of pushing cyclists into the path of following motor vehicles. If the scheme goes ahead then these should be removed to improve safety and comfort for cyclists.



Figure: Screen grab from Google Street view showing the current zebra crossing with hostile projections into the live traffic lane.

The proposals include footpath widening and the creation of grass verges. While it is important to provide adequate footpaths, cyclists should not be left with inadequate space and unsuitable traffic lane widths on the live road. The 3.25 m lane widths proposed for the scheme are already known to be problematic on main roads.

The dimensions given in the scheme drawings show that there are other options available to the designers.

Current proposals

Element	West side of scheme	Centre of scheme	East side of scheme
Footpath	2 m	2 m	2 m
Grass Verge	1.1 m	1.1 m	1.1 m
Traffic Lane	3.25 m	3.25 m	3.25 m
Traffic Lane	3.25 m	3.25 m	3.25 m
Grass Verge	1.7 m	1.2 m	
Footpath	0	2 m	2.4 m
Total	11.3 m	12.8 m	12 m

2

cycle promotion, lists "widening of right-hand lanes" as a specific measure for cycling that does not require planning. The 2009 *Irish National Cycle Policy Framework* has a Hierarchy of Solutions that includes "(4) Redistribution of the carriageway - Can the carriageway be redistributed? Such as by marking wide kerb lanes or shared bus/cycle lanes?"

The current *Cycling Embassy of Denmark* guidelines state "On roads where cars drive 30-50 km/h and often pass cyclists at the same time as cars coming from the opposite direction pass by, the choice should be whether to segregate cyclists from cars or mix cyclists and cars in a wide traffic lane, depending on traffic volumes, parking facilities and available space."

The 1998 Irish guidance *Provision of Cycling Facilities a National Manual for Urban Areas* was based on Dutch guidance and provided a system for calculating the correct lane widths to be used for mixed traffic. The widths needed were dependent on the vehicle mix and traffic speeds. According to that source for speed limits of 50km/h 4.2m lanes were needed where traffic was mainly cars. Where traffic included HGVs 5.05m lanes were needed. At lower speed limits of 30km/h 3.75m lanes were needed for mainly cars and 4.6m lanes if HGVs were present. Similar advice continues to be repeated in various sources down to the present day. (Please see the extract from Parkin 2018 below).

TABLE 3.5: MEASURING DRIVING SPEEDS TO DETERMINE THE WIDTH OF A CROSS SECTION SIZES IN METRES

Driving Speed Measuring segment	Minimum 30 km/h		Maximum 50 km/h
Cycle		0.25	
Passenger car		1.75	
Goods vehicle		2.80	
Bicycle to edge of kerbside	0.25		
Bicycle to parked vehicle		0.50	
Bicycle to moving vehicle	0.85		1.05
Vehicle to vehicle (both moving)	0.30		0.80
Moving vehicle to kerb	0.25		0.50

The measurement bicycle-to-vehicle is greater than the measurement vehicle-to-vehicle. This is because the behaviour of heavy traffic is more difficult to predict than that of normal traffic. Bicycles are also more vulnerable.

Figure: The original carriageway width calculator from *Provision of Cycling Facilities a National Manual for Urban Areas 1998*.

4

FIGURE 3.10 MEASURING SEGMENTS

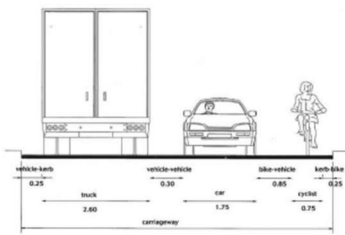


Figure: Diagram showing the use of the carriageway width calculator. Source: *Provision of Cycling Facilities a National Manual for Urban Areas 1998*.

Lane width calculations passenger cars at 50km/h		Lane width calculations HGVs at 50km/h	
Bike to edge	0.25	Bike to edge	0.25
Person on a bike	0.75	Person on a bike	0.75
Bicycle to moving vehicle	1.05	Bicycle to moving vehicle	1.05
Passenger Car	1.75	HGV	2.6
Vehicle to vehicle	0.8	Vehicle to vehicle	0.8
Passenger Car	1.75	HGV	2.6
Bicycle to moving vehicle	1.05	Bicycle to moving vehicle	1.05
Person on a bike	0.75	Person on a bike	0.75
Bike to edge	0.25	Bike to edge	0.25
Total width (4.2m per lane)	8.4m	Total width (5.05m per lane)	10.1m

Figure: Carriageway width calculations for two-way traffic and a design speed of 50km/h passenger cars on the left and HGVs on the right. Source: *Provision of Cycling Facilities a National Manual for Urban Areas 1998*.

Speed limit (miles per hour)	Traffic mix	Tight (m)	Critical (m)	Spacious (m)
30	Cars only	<3.1	3.1-4.3	>4.3
	With larger vehicles	<3.6	3.6-5.0	>5.0
20	Cars only	<3.1	3.1-3.8	>3.8
	With larger vehicles	<3.6	3.6-4.6	>4.6

Figure: Extract from Parkin (*Designing for Cycle Traffic 2018*) showing 4.3m and 5.0m lane widths needed for sharing with passenger cars or HGVs respectively at 30mph (50km/h) speed limits.

Critical widths

Various road design sources discuss the issue of critical widths or critical road sections and also tight road sections. A critical width is one where some drivers feel encouraged to try passing people on bikes without leaving the lane but where the residual space is not actually enough for this to be safe or comfortable. Put simply the critical width is one that encourages "close passing" manoeuvres of people on bicycles by a proportion of drivers. The critical width is usually expressed as a range and there is not universal agreement among the literature about upper and lower bounds. The proposed lane width of 3.25 m is within the critical width for cars given in by various design sources.

Some sources identify two critical ranges one for cars and one for HGVs and may further distinguish by speed limit. Parkin (2018) defines the following critical widths.

Speed Limit	Traffic Mix	Critical Width (m)
30 mph (50 km/h)	Cars only	3.1 – 4.3
30 mph (50 km/h)	With larger vehicles	3.6 – 5.0
20 mph (30 km/h)	Cars only	3.1 – 3.8
20 mph (30 km/h)	With larger vehicles	3.6 – 4.6

Guidance produced for Cycling England in 2008 goes even lower and starts at 2.75 m and describes the 2.75 to 3.5m as being "the worst section for cyclists". This particular passage is relevant to a discussion of the *Headford Active Travel Scheme, Church Road* proposal to use 3.25m lanes.

"Critical Narrow Section 2.75 m - 3.5 m
Cars are unable to overtake cyclists with adequate clearance but some motorists will still attempt it, even at the bottom of the width

range. Lane widths between 2.75m and 3.25m should be avoided in most cases." (Emphasis added by Shane Foran)

Critical	Wide	3.5 to 4.5	To be avoided where there is a high percentage of large vehicles. Large vehicles (HGVs/buses) are likely to pass cyclists but with inadequate clearance.
	Narrow	2.75 to 3.5	To be avoided in most cases. Cars are likely to pass cyclists at the upper end of the range but with inadequate clearance. The worst section for cyclists.
	Narrow	2.6 to 2.75	Generally only suitable over short lengths e.g. at pinch points and narrowings. All vehicles unable to overtake cyclists. HGVs can just pass through gap at the upper end of range.

Figure: Extract from Cycling England (2008) *Design Portfolio A04 Clear Space*

Definition	Criteria	Notes
Sufficient room to safely overtake cycle traffic	Dangerous close overtaking	No room within the lane for overtaking of cycle traffic
At 30 mph: 4.20m (cars only) or 5.05m (HGVs) At 20mph: 3.75m (cars only) or 4.60m (HGVs)	3.10 to 3.75 metres	3.10 metres or less (cars) or 3.60 metres or less (with HGV traffic)
Comment	not advised as it encourages dangerous overtaking; more acceptable if it is easy to overtake (e.g. little oncoming traffic, no central island).	only normally acceptable for short distances; speeds lower than 20mph; good visibility; more acceptable if next to lanes that allow easy overtaking (e.g. no barrier, little traffic)
Mitigation	reduce speeds; an advisory cycle lane or cycle loges within the main carriageway may help to boost cyclists' confidence and keep traffic to the right.	reduce speeds; wide advisory cycle lane to alert drivers to cycle traffic presence and lack of overtaking space
Application	Main roads, distributor roads with cycle lanes	Residential roads

Figure 4: Derived from Dutch guidance issued in 1993 (*CROW Sign up for the Bike*) this extract from *Lancashire the Cyclists County* (2005) discusses the impact of lane widths.

In Section 4.4.2 *Traffic lane widths*, the 2016 *London Cycling Design Standards* (TfL 2016) state: "The rule-of-thumb is to avoid situations where motorised vehicles and

cyclists are expected to move together through a width between 3.2 metres and 4 metres [...] Traffic composition also needs to be taken into account. Where there are larger vehicles, the minimum roadside lane width for safe, comfortable overtaking should be 4.5 metres. It should also be noted that widths greater than 4 metres are preferable for most non-standard cycles because of their additional width."

The issue of the negative effects of narrow lanes and engineered pinch points has long been a concern for people who use bicycles and has been raised repeatedly in various submissions. The 2009 *National Cycle Policy Framework* (NCPF) defined road narrowing schemes as a cycling unfriendly intervention that requires remedial treatment.

NCPF Page 20
2.5 Audits of Existing Infrastructure
We will carry out audits of existing urban infrastructure to assess the quality of the cycling routes using an agreed set of criteria. This would include not only existing dedicated cycling facilities but all of the other elements of the roads infrastructure used by cyclists – roundabouts, one-way streets, road narrowings, narrow traffic lanes

The consensus guidance on cycling infrastructure is simple: mixed or shared street cycling on narrow traffic lanes should only be recommended where there is little or no through-traffic and traffic speeds and volumes are low (particularly HGV volumes). Thus, unless meaningful and systematic reductions in through-traffic, traffic speed, and the removal of HGVs is ensured, then the deliberate narrowing of traffic lanes is incompatible with best practice to ensure the safety and appeal of cycling.

The use of raised crossings and the traffic calming implications

It is established in the literature going back to the 1980s that engineered road narrowings can create problems for people using bicycles. In addition to narrow traffic lanes other narrowing features may include kerb build outs, chicanes, traffic islands and engineered pinch points. These can all create problems for people on bicycles by forcing them into the path of moving motor traffic and vice versa. There is a substantial literature arguing against engineered road narrowings at locations where cyclists are present unless separate cycling facilities, cycling bypasses or other mitigation can be provided.

Therefore if the intention of a designer is to take cycling into account and improve cycling access, then the preference must be to use horizontal features such as speed ramps, raised table junctions, raised table crossing and continuous footways across side road entries.

The current raised zebra crossing at the school should be kept in that format. If there is concern about approach speeds on the western side of the scheme then a possible intervention is to put a raised table at the junction leading to the Presentation College.

Conclusion

In my view the current *Headford Active Travel Scheme, Church Road* proposals are flawed and in conflict with the Council's duty of consistency with the Climate Action and Low Carbon Development (Amendment) Act 2021 and the associated Climate Action Plans. The proposed use of traffic lanes of 3.25 m width arguably represents worst practice for mixed traffic conditions and heavy traffic. The implication is the creation of avoidable conflicts between people using bicycles and moving motor vehicles. The 3.25 m dimension is within the so called critical width where some car drivers feel able to pass people on bicycles without leaving adequate space.

Given the flaws identified, the *Headford Active Travel Scheme, Church Road* should be amended to 1) to remove the current kerb build outs at the zebra crossing and 2) to provide improved (wider) traffic lane widths.

Yours faithfully,

Shane Foran

Sources

Cycling Embassy of Denmark (2022), *Designing cycling infrastructure: Mixed Traffic* <https://cyclingsolutions.info/mixed-traffic/> (Accessed October 2022)

Cycling England (2008) *Design Portfolio A04 Clear Space*

DfT - Department for Transport (UK) (2020) *Local Transport Note 1/20 Cycling Infrastructure Design*

Dublin Transportation Office (1998) *Provision of Cycling Facilities a National Manual for Urban Areas*

European Commission (1999) *Cycling: the way ahead for towns and cities.*

IHT - Institution of Highways and Transportation, Cyclists Touring Club (1996) *Cycle-Friendly Infrastructure: Guidelines for Planning and Design.*

Lancashire County Council (2005) *Lancashire - The Cyclists' County: A code for planning, designing and maintaining roads and tracks for cyclists.* Lancashire County Council guidelines.

Parkin, J., (2018) *Designing for Cycle Traffic: International principles and practice.* Institution of Civil Engineers.

TfL - Transport for London (2016): *London Cycling Design Standards (LCDS)*

9

GLW-C201-HD-58	Jennifer McDonald	Headford "Active" travel scheme	No
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Title: active travel

Theme: active travel

This intervention will do nothing to solve the traffic issues in Headford or promote active travel. There are no cycle lanes or pedestrian walkways in this area. The council has been talking about the traffic on Main Street since I moved to the area in 2016 and have done nothing to sort the situation. All they do is make local development plans stating we need active travel and do nothing to promote same. Do the people who work in the planning section even review the reports that the GCC publish? On this site, there is a Headford health check stating the increase in population. The council gave permission for planning reference 212388, with no consideration as to how this increase in cars will negatively affect those of us already living in the vicinity. They decided to put a bus stop in front of the one entrance to the Eallagh estate and some bus drivers are refusing to stop there as they feel it is "too dangerous". (not to mention that even though our population is increasing, there has been no more buses added to accommodate same.) There are rumors the developer who is building onto the Eallagh estate, has another 110 houses he plans to get permission for and there is another development for another

100 houses. How will Headford cope with this increase in cars and no thought at all to promoting Acton's travel? It now takes an hour to get into the city in the morning and traffic home in the evenings has gotten much worse. The council need to start thinking long term and start following their own advice and actually do something that will really get people out of their cars and out cycling/walking. This is a complete waste of time. The field that is currently being built on (ref 212288) would have been a perfect place to implement safe cycle lanes/pedestrian walkways... and build houses that the community so badly needs. But, alas, it looks like we will waste more money and time on projects like this, just to show that the GCC is "doing something" This town is being destroyed. It will be like Claregalway in a couple of years due to GCC lack of foresight and planning.

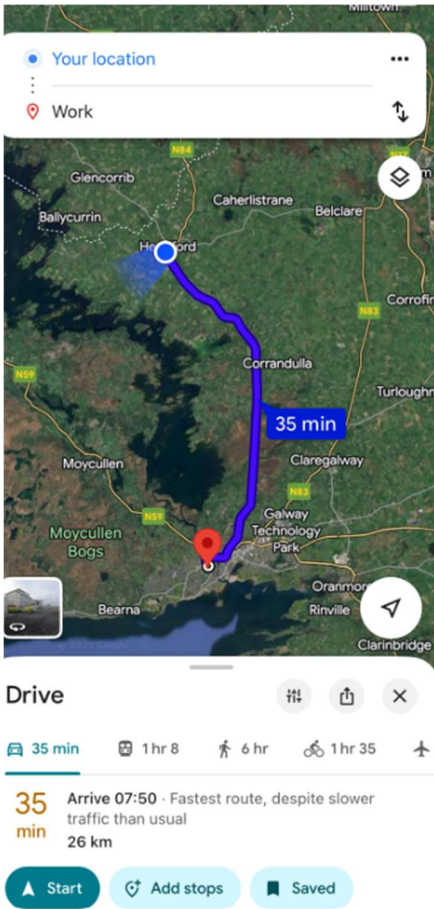
Attachments (4)

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GLW-C201-HD-59	Joanne & Tom Matthews	Church Road, Headford	No
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Title: active travel

Theme: active travel

We welcome the proposed changes to the road layout to improve safety in the area of the Headford Primary School, St. Mary's Church, Presentation College Headford and Moyne Villa. Our family currently attends the primary school and the church, are active in four separate age groups in Moyne Villa and will be attending the secondary school in the future - meaning we have daily first hand experience of the current layout and challenges regarding safety for children in particular. The new pedestrian crossing between the church car park and the primary school would be a huge improvement. We understand that there are some concerns regarding the small number of parking spaces which may be lost on Church Road. This is a small cost for the safety improvements, which we would expect to be more than offset by people now being comfortable, leaving their car at home. There are more than 150 parking spaces nearby (between Tesco overflow, church and Moyne Villa car parks) which if organised in the right way should easily cater for the needs of all parties, even at the particular pinch point of Sunday morning where mass and soccer training both take place. It is great to see walking and pedestrian safety being recognised as something that is worth improving in the area.

GLW-C201-HD-60	Michelle O'Connell	Headford Active Travel Scheme, Church Road	No
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Title: active travel

Theme: active travel

As a concerned local resident and parent, I wish to make a submission regarding the Active Travel Scheme proposals for Headford L-2103 and L-21031.

I drive on the L-2103 and L-21031 numerous times every day and my children walk on the footpaths. While I respect the proposals being put forward, in my opinion they are totally inappropriate for the area. I strongly disagree with the proposed measures of narrowing the existing road on the L-2103 which would remove all short-term parking for the church, schools and Moyne Villa Club. How does this proposal propose parents park to drop off and pick up children safely from school? Headford is a rural town with a large catchment for Presentation College. Only a small population of Presentation College's student live within the town, close enough to walk. The current footpaths cater for pedestrians. The current raised zebra crossing is used by pedestrians. This proposal of adding a second zebra crossing opposite the primary school and the church car park may be a more appropriate position however two Pedestrian crossings within meters of each other seems very dangerous. In my opinion adding a grass verge between the footpath and the road on both sides will serve no purpose, neither for the pedestrians or the road user. The existing road is quite narrow as it is. There is a lot of larger vehicles such as buses, trucks and farm machinery which have difficult meeting on the road as it is. I cannot understand how narrowing the road is being proposed, especially when the volume of traffic will be increasing with the large number of houses under construction currently on Church Road. I strongly disagree with the proposed junction tightening at the L-21031. This is an absolutely ridiculous proposal for a junction where buses enter Presentation College. The width at the junction is needed for buses to turn into the L-21031. In my opinion there is no requirement for a raised pedestrian crossing on the L-21031. There is an existing safe walkway between the set-down area and Presentation College. Why is parking being continuously being removed from Headford? Headford is a small town serving a large surrounding area who need to be able to park their vehicles while they carry out their everyday business. I live on the N84 and am aware of the thousands of vehicles that pass through Headford every day.

In summary, in my opinion as a concerned local resident and parent, I strongly disagree with the Headford –Active Travel Scheme, Church Road proposals. In my opinion these proposals would remove all on street parking along Church Road and cause would havoc for people attending the Church, schools and Moyne Villa Club.

Michelle O'Connell

8th January 2026

Attachments (1)

Headford Active Travel Scheme Church Rd Submission Michelle O'Connell 08-01-26.pdf

Note: attachment has the same content as above.

GLW-C201-HD-61	Annemaria O'Shaughnessy	Church Road Headford	No
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Title: active travel

Theme: active travel

There is already a shortage of parking in the area. Both sides of the road are currently being used by parishioners every Saturday evening for mass at 7pm and Sunday morning for mass at 11:30am. Both sides of the road are also used by users of the HSE facility, Moyne Villa, the community center the national school, the secondary school the local creche. The road currently accommodates farmers and haulage businesses who have large vehicles coming through the town. If the proposed changes come into effect, it will have a serious impact on access to the church, drop-offs and collection of children in the local creche, national school and secondary school. It will also impact the travel of large vehicles such as tractors and lorries.

Attachments (1)

Submissions- Personal Information Redacted.pdf

Re: Active Travel Scheme – L-2103 Church Road, Headford

I wish to make a submission on the proposed Active Travel Scheme for Church Road, Headford. While improving pedestrian safety is welcomed, the current design will seriously affect traffic flow, parking, and access to key community facilities. Church Road serves Headford National School, Presentation College, Footsteps Preschool, Headford Church, Moyne Villa, the Day Centre, and nearby housing, as well as buses, farm machinery, deliveries, and emergency vehicles. At peak times—school hours and church services—traffic and parking demand are extremely high. The road is approximately 9.7 metres wide near the school and church. This width currently allows two-way traffic to operate while also providing about 13 on-street parking spaces that are essential for schools, the church, and community services. The proposed widening of footpaths and the addition of grass verges will significantly reduce the effective carriageway width, making it difficult or impossible for buses, lorries, and agricultural vehicles to pass safely. This will lead to congestion and tailbacks into the town. Grass verges also remove valuable road and parking space, create a long-term maintenance burden, and offer no meaningful safety benefit on such a constrained road. On-street parking is critical, particularly for elderly churchgoers and parents of young children who rely on being able to park close to their destination. The Church and Moyne Villa car parks are already full during services, and there is no realistic alternative. Removing these spaces will effectively prevent many older and vulnerable residents from accessing essential services. It will impoverish them and force people to seek alternative childcare, masses and school. The Church care park is currently oversubscribed by school staff, Moyne Villa users and Headford Day Care staff. The entrance is very narrow, and users can seldom enter or exit simultaneously. The church and school rely on the on-street parking as a drop off/ collection zone and for short term parking. Ease and proximity to the school and church is crucial. If pedestrian safety is the objective, it should be achieved without removing essential parking and road capacity but rather introducing signage and the proposed pedestrian crossing. Grass verges should be omitted and formal on-street parking retained, while maintaining sufficient carriageway width for buses, farm vehicles, and emergency access. Please accept my signature and address below as evidence of my opposition to the addition of grass verges and removal of essential street parking.

Yours Sincerely,

Signature John Walsh
Name JOHN WALSH

Note: 9nr additional submissions received as an attachment to GLW-C201-HD-61(all identical).

GLW-C201-HD-62

S J

Church St Headford

No

Title: road safety

Theme: road safety

While I agree with making the location safer for those accessing school, community services etc. I don't feel the grass verge is a positive addition to these plans. It will require more maintenance with grass cutting which is not required at present. Cars will also just park on top of same causing more concerns with uneven surfaces, muck etc. If the illegal parking outside the library/hall was dealt with it would help hugely with alleviating the traffic issues, especially at school times. In my opinion the footpaths from lights to the primary school are sufficient size on both sides on the street at present.

GLW-C201-HD-64 Jarlath Creaven Headford Church Road Active No
Travel Plan

Title: active travel

Theme: active travel

Observations on proposed plans for active travel plans for road alterations at Church Road Headford.

Attachments (1)

Church Road Headford Active Travel proposal 09.01.26.pdf

Re: Proposed Active Travel Scheme – Church Road Headford

Please see below observations on the proposed works at Church Road Headford. With safety for pedestrians and road users being paramount please see the following observations.

Please refer to Fig 1. below for reference.

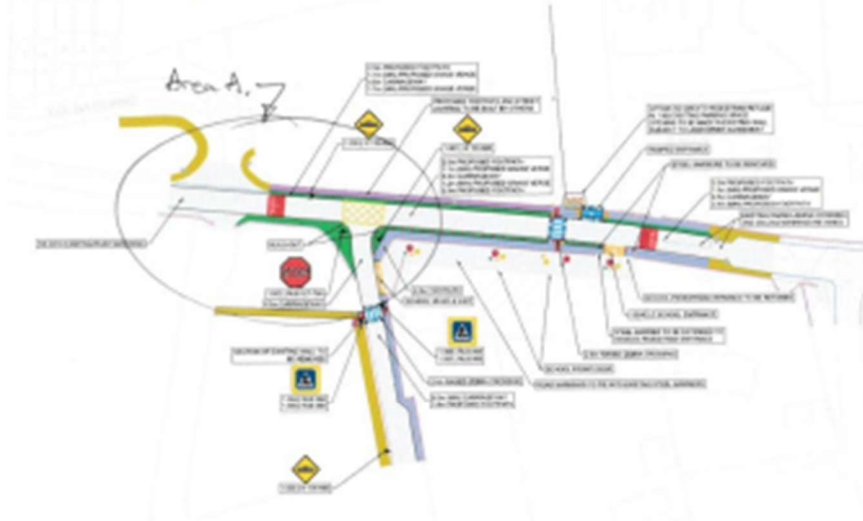


Fig. 1

Area A on map above.

The turning of cars on the Church Road is a major issue. Cars drive the Church Road and drop off at the hall, the church, the national school, the secondary school or at Moyne Villa sports facilities and they need somewhere to turn safely. Currently many people turn at the area at the secondary school entrance. Making this area smaller seems counterproductive and makes turning on the church road considerably more difficult.

Can the council review how road users can travel by car from the town side along this road and be able to turn safely after visiting or dropping off at the schools, sports pitches and church and return in the direction to the town.

Roundabout query.

Would a roundabout be an option at the location at the entrance to the school. Or alternatively create a roundabout a few metres past the existing school entrance to create an appropriately sized roundabout to serve as a traffic calming measure and facilitate safe entrance to the school. This could also provide a turning point for cars that have travelled from the town side and want to turn and go back into Headford.

A roundabout coupled with speed bumps would have a calming effect on traffic.

Grass verges.

Do we need a grass verge on the sides of the road? The grass verges would be taking up vital road and parking space and seems unnecessary.

Entrance to the secondary school and Future Secondary School Development.

The narrowing of the turn up to the secondary school appears to be making this entrance much more difficult to navigate than the current layout.

The secondary School is currently going through the early design stages for a proposed construction of a new secondary school development (I believe the plans for the new school have progressed to Stage 2A).

Have the proposed plans for the future development of the secondary school been taken into consideration to cater for increased numbers in the school, and have any proposed access points to the proposed new school been considered (understanding the plans are at an early stage and may not yet be finalised).

Car parking

The elimination of car parking along the roadway is taking away from the numbers of car parking spaces available to the community to use the amenities in this area.

Space is needed for parking, drop offs/ collections from schools and also for mass goers. Particularly at mass times when often the church car park can be full, or practically full, and mass goers use the roadway area to park and access mass safely.

Removing the ability to park here does not seem to serve the people of the community when they are trying to access the schools, sports pitches and mass services. Can parking/ a drop off area be retained in some format.

The town needs more car parking spaces and this proposal will be reducing areas to park in an area of the town that is heavily trafficked at peak times in the morning, during the day and again in the evenings for sports events and religious services.

Road widths

The proposed narrowing of the carriageway appears to be making it more difficult to travel along this stretch of roadway for vehicular traffic and thus may make this area more dangerous rather than increase safety.

Heavy goods vehicles and large agricultural tractors and machinery use this roadway daily and need to be able to pass with comfort. The proposed narrow carriageway appears to be very narrow and would make driving on the road difficult when a car and a larger vehicle, or when two large vehicles are occupying both lanes.

At a time when Headford is expanding in population and traffic is already a problem in the town, narrowing this road and removing parking, and a natural turning point for cars, seems like something that may not improve traffic issues for the community.

I would not be in favour of the plans as they are currently proposed and would suggest that further engagement with the local community is carried out by Galway Co. Co.

Yours faithfully,
Jarlath Creaven

GLW-C201-HD-63

Headford Primary
School

Yes Headford Road

No

Title: active travel

Theme: active travel

To whom it may concern,

On behalf of the Board of Management of Headford Primary School and following consultation with the members of the Board we wish to make the following submission in relation to the proposed Headford Active Travel Scheme.

We are in favour of many of the measures outlined in the scheme such as wider footpaths, and the new pedestrian crossings which will be located closer to the school entrance, as we believe these measures will provide safe access for members of our school community when entering and exiting the school grounds. We are concerned that some of the measures proposed will mean that there will be no roadside parking outside the school and we believe that this will have an impact on the school and wider community as this parking is essential and used daily by members of our school and preschool/afterschool community, members of the Presentation College community, and members of the church community. We acknowledge that some spaces may have to be removed to widen the footpath, but we believe that parking should be retained on at least one side of the road. We also believe that grass verges are not necessary and only further compromise the width of the road and will be used for parking despite the fact they are not designed for this purpose. We propose that further safety measures such as an additional speed ramp or other additional speed reduction measures on the approach to the school from the Claran direction be installed as part of the scheme to enhance safety as well as employing a lollipop person at peak school times to ensure safe crossing of children at these times. We ask that these concerns and proposals be given full consideration as part of the planning and decision-making process for the Headford Active Travel Scheme.

Yours sincerely

Board of Management of Headford Primary School.

Irish Cycling Campaign
The Tailors' Hall
Back Lane
Dublin D08 X2A3

www.irishcyclingcampaign.ie
info@irishcyclingcampaign.ie

The Member for Ireland of ECF, the European Cyclists' Federation

Addressee: Galway County Council

Date: 2nd January 2026

Title: Headford Church Road Active Travel

The Irish Cycling Campaign (formerly Cyclist.ie, the Irish Cycling Advocacy Network-ICAN), is the national advocacy body for cycling in Ireland with Local Groups operating on a countrywide basis. It is the Irish member of the European Cyclists' Federation and a member of the Irish Environmental Network.

Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking. We promote cycling as an integral part of both our natural and built environments—a practical and sustainable way to encourage physical activity and social cohesion in our daily lives.

The Irish Cycling Campaign is generally happy to welcome schemes that protect vulnerable road users, in particular close to schools, and gathering locations. The aim of this proposed scheme is to be lauded, and there are a number of very positive elements, including new and wider footpaths, new zebra road crossings, and general carriageway narrowing; but sadly, these positive elements are negated by the proposed continuation of vehicle/car traffic through the front yard/entrance of the National School, and the retention of the ugly steel barriers that corral the pupils and other pedestrian users.

We urge the Council to alter the proposed design by removing vehicle traffic from this front of school area, and removing the unsightly barriers, to ensure safer movement of children and general pedestrians in this area.

Colm Ryder, Redacted Info
Irish Cycling Campaign

Redacted Info

Note: This submission is identical in content to others received

Re: Active Travel Scheme – L-2103 Church Road, Headford

I wish to make a submission on the proposed Active Travel Scheme for Church Road, Headford. While improving pedestrian safety is welcomed, the current design will seriously affect traffic flow, parking, and access to key community facilities.

Church Road serves Headford National School, Presentation College, Footsteps Preschool, Headford Church, Moyne Villa, the Day Centre, and nearby housing, as well as buses, farm machinery, deliveries, and emergency vehicles. At peak times—school hours and church services—traffic and parking demand are extremely high.

The road is approximately 9.7 metres wide near the school and church. This width currently allows two-way traffic to operate while also providing about 13 on-street parking spaces that are essential for schools, the church, and community services. The proposed widening of footpaths and the addition of grass verges will significantly reduce the effective carriageway width, making it difficult or impossible for buses, lorries, and agricultural vehicles to pass safely. This will lead to congestion and tailbacks into the town.

Grass verges also remove valuable road and parking space, create a long-term maintenance burden, and offer no meaningful safety benefit on such a constrained road.

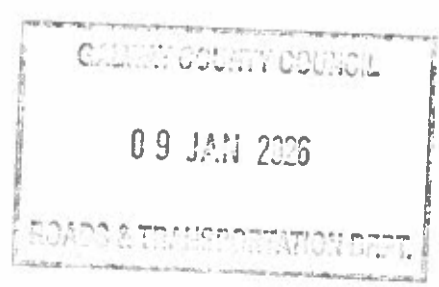
On-street parking is critical, particularly for elderly churchgoers and parents of young children who rely on being able to park close to their destination. The Church and Moyne Villa car parks are already full during services, and there is no realistic alternative. Removing these spaces will effectively prevent many older and vulnerable residents from accessing essential services. It will impoverish them and force people to seek alternative childcare, masses and school. The Church care park is currently over subscribed by school staff, Moyne Villa users and Headford Day Care staff. The entrance is very narrow and users can seldom enter or exit simultaneously. The church and school rely on the onstreet parking as a drop off/ collection zone and for short term parking. Ease and proximity to the school and church is crucial.

If pedestrian safety is the objective, it should be achieved without removing essential parking and road capacity but rather introducing signage and the proposed pedestrian crossing. Grass verges should be omitted and formal on-street parking retained, while maintaining sufficient carriageway width for buses, farm vehicles, and emergency access.

Please accept my signature and address below as evidence of my opposition to the addition of grass verges and removal of essential street parking.

Yours

Name	Address	Signature	Phone
Joseph Keady	Redacted Info		Redacted Info



Objection to the Proposed Traffic and Public Realm Measures – L-2103 Church Road

I wish to formally object to the proposed scheme for L-2103 Church Road as outlined in the circulated summary of measures. While the objective of improving safety, particularly for schoolchildren and pedestrians, is acknowledged and supported, the design as presented raises serious concerns in relation to traffic flow, safety, access, and unintended consequences.

I am one of many elderly residents in Headford, and I rely on being able to drive and park on the roadside close to the church to attend Mass.

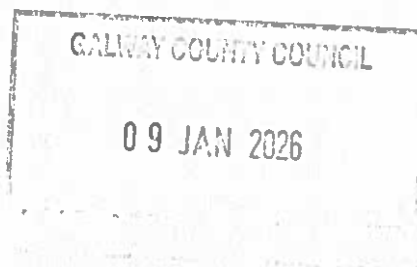
The proposed narrowing of the existing carriageway through footpath widening, and particularly the introduction of grass verges, will significantly reduce the effective road width on what is already a constrained and heavily used local road. L-2103 serves a mix of private vehicles, delivery vehicles, lorries, buses, farm machinery, and emergency services. Reducing the carriageway width will significantly limit the ability of vehicles to pass safely, especially during peak school and church times.

Grass verges also remove valuable road and parking space, create a long-term maintenance burden, and offer no meaningful safety benefit on such a constrained road. These grass verges add a trip hazard, reduce to muddy verges that make the footpath slippery most days.

The reduction or removal of on-street parking directly affects the operational function of the primary school, Footsteps Preschool & Childcare Services, and the many families who depend on private transport for the safe collection and drop-off of children. Parents/carers/guardians must park in order to collect children safely, and the proposed layout would severely limit this ability. It also significantly impacts church users. Where are Church goers, elderly people supposed to park to access the church? These premises rely completely on these parking places to carefully access all services. Displacement will result in impoverished attendance and support for same. It will essentially destroy the community making these integral buildings inaccessible.

Parking in the Church car park and Moyne Villa is already extremely limited due to the increasing number of users from the local schools, Footsteps Preschool and after-school services, as well as patrons of Moyne Villa and the Headford Day Centre. These facilities cannot absorb any additional parking demand. The proposed scheme therefore risks creating severe congestion and operational difficulties for all these services and their users.

The plans do not indicate where parents or carers are expected to park in order to safely drop off and collect children from the primary school, secondary school, or Footsteps Preschool. Removing essential parking without providing any realistic alternative will inevitably create bottlenecks during peak periods, particularly at school start and finish times and during church services. Not having the facility to park will greatly impact these crucial services. Parents with small children need to be able to drop and collect their children in close proximity to the buildings. Otherwise they will inevitably seek alternative child care and educational facilities.



Tesco carpark is already used as an overflow car park for Moyne Villa as the current car park is not fit for purpose. This is therefore not a feasible option for church, school or Footsteps users. In a town where the population is ever increasing it seems ludicrous to suggest that car spaces need to be removed not added.

If pedestrian safety and segregation are the objectives, they should be achieved through controlled and clearly defined routes. They should not be pursued by reducing usable road space through the introduction of grass verges that serve neither pedestrians nor motorists on an already constrained roadway. This configuration will be particularly dangerous when traffic is queuing, visibility is restricted, or weather conditions are poor.

The proposed placement of bollards to prevent parking removes the last remaining refuge for vehicles to pull in, stop briefly, or allow oncoming traffic to pass. Bollards also introduce an additional trip hazard for pedestrians. They should be used only where strictly necessary. In this case, they will worsen rather than improve safety.

Taken together, these measures will turn L-2103 Church Road into a heavily constrained corridor with reduced road capacity, multiple conflict points, and very limited flexibility for drivers. This will lead to increased congestion and driver stress, and will displace parking and traffic problems into surrounding roads, which are already major routes and severely congested.

Please accept my signature and address below as evidence of my opposition to the addition of grass verges and removal of essential street parking.

Name: Mary Murphy

Address: personal info redacted

Signed

Date

7/1/26



Personal Info Redacted

GALWAY COUNTY COUNCIL

09 JAN 2026

ROADS & TRANSPORTATION DEPT.

5.1.2026

Re: Active Travel Scheme - L 2103 Church Road Headford

Dear Sir/Madam,

the Active Travel Scheme is meant to enhance pedestrian safety and to invite people to perceive nature/the environment more which are of course meant for the community. Regarding security I feel that drivers are very alert and attentive, at school opening or closing times traffic is moving at walking pace. People found their own ways of parking and collecting their children. They will always see to let others merge. I taught my children to walk close to the wall, not at the roadside part of the pavement, which I would recommend no matter how narrow or wide the pavement is.

Traffic could be reduced a bit by introducing another later school bus covering the Claran area. Our bus leaves at 7:40 am and does a second run after dropping the first fare of students off at PCH. This is too early for my daughter so I decided to bring her every morning, because it's only a 7 min drive for us. Some other parents might do the same.

(My observation is that Irish people drive cooperatively whereas Germans drive competitively. The Irish tend to find their own creative solutions, mostly with positive outcomes for everyone. I sincerely believe this is due to the irregularity and genuineness of Irish roads and the Irish sense for community. In Germany nearly everything is standardised, the roads are perfect and people just want to be right. i.e. They wouldn't move an inch if they felt it's their right to stand in whatever spot with their car. Even if the whole traffic is jammed they wouldn't care. They are legally doing the right thing and therefore they are right. They're not able to judge their tempo, as there are signs for everything. They can't think on their own and they can't adapt to a not perfect situation. I fear the Irish could become the same one day.)

I appreciate and encourage the effort to reconnect people to their environment. However, I feel if you were to force people to park at Tesco carpark it could create a lot of aversion as instead of enjoying the environment. People would have to walk in bad weather, which is, especially with little children (to preschool and national school), not always a very enjoyable experience. Parking at Tesco would also take longer as the carpark would be jammed. The same applies to the elderly who might not be able to walk the distance to the church. They might decide to better stay home and exclude themselves from the community. As a nurse I worked a lot with the elderly and this form of exclusion is

destroying self esteem and taking joy out of life. The lack of that bit of physical exercise usually worsens complaints and reduces the overall condition.

The traffic would be significantly slowed down and jammed even more which enhances the amount of exhaust gases emitted, having negative impacts for inhabitants and pedestrians along the road. Therefore I would appeal to you to leave the road as it is.

Furthermore, I highly doubt that the plans would lead to any higher enjoyment of and respect for nature or walking not only because of the parking or bad weather. Nature isn't standardised. Straight footpaths with the same width everywhere are not signalling naturalness to the mind but the opposite. Interest and alertness are reduced. Plain shortcut grass areas are often called „green deserts“ by environmentalists, because they do not offer any habitat nor feeding option for insects or other wildlife.

To inspire people's love for nature I would suggest planting wildflower meadows on the grass areas between the estates and the road as well as on PCH ground. Putting up insect hotels there together with a few nice, informative signs about insects etc.. PCH students could be included or even commissioned to set these areas up, because you appreciate things you created yourself much higher than ready made solutions. As would their parents and friends or GAA mates.

I'd like to see flowerpots in spaces where they don't disturb but signalise: This is a living area, it's beloved and looked after. Most people treat other people's „front gardens“ respectfully.

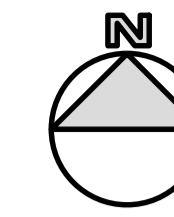
Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Nelly Selander', written in a cursive style.

Appendix C

Updated Preliminary Drawing

PRELIMINARY DESIGN



NOTES

1. This drawing is the property of CCC. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which CCC was commissioned.
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LEGEND


- Existing edge of road
- Existing Wall
- Existing footpath
- Existing pavement
- Proposed red coloured pavement
- Proposed vehicle over run pavement
- Proposed footpath
- Gravel / decorative stone area
- Proposed raised crossing / table Ramp
- Proposed footpath buff coloured
- Controlled crossing red tactile paving
- Uncontrolled crossing buff tactile paving
- SRTS pencil bollards
- Proposed belisha beacons
- Existing street lighting column
- Proposed street lighting column
- SRTS roundals

KEY PLAN




REV	DATE	DESCRIPTION	BY	CHK	APD
P01	06/05/2026	PRELIMINARY DESIGN	LC	MM	SF
P00	19/09/2025	PRELIMINARY DESIGN	LC	MM	SF


CLIENT / CONSULTANT



Comhairle Chontae na Gaillimhe
Galway County Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority



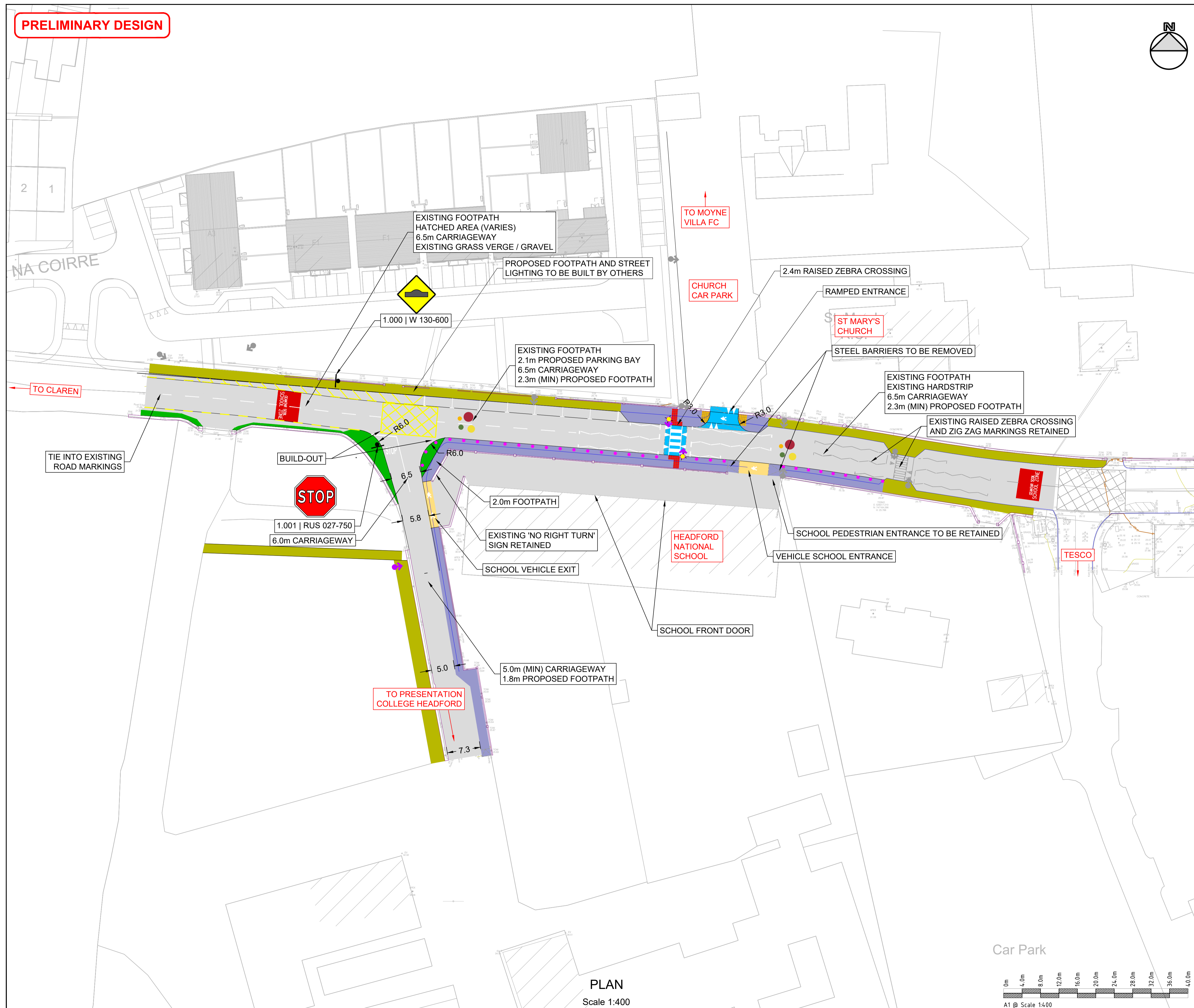
CLANDILLON
CIVIL CONSULTING

HEADFORD ACTIVE TRAVEL SCHEME

GENERAL ARRANGEMENT SHEET 1 OF 1

PURPOSE OF ISSUE	STATUS/SUITABILITY	DATE	SCALE	SHEET SIZE
PRELIMINARY DESIGN	S3 - SUITABLE FOR REVIEW AND COMMENTS	19/06/2025	AS SHOWN	A1

DRAWING NUMBER: **GSRTS-CCC-GA-HF-DR-C-0001** REVISION: **P01**



PLAN
Scale 1:400

