



Comhairle Chontae na Gaillimhe
Galway County Council

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

Safe Routes to School Scheme for
Scoil Iosa, Campus 2, Oranmore, Co Galway.

Contents

1. Introduction.....	3
2. Advertisement	3
3. Summary of Submissions & GCC Response.....	3
4. Decision to Proceed Under Section 38 of the Road Traffic Act 1994.....	7
5. Conclusion.....	7

Appendix A- Copy of Newspaper Advertisement

Appendix B- Copy of Full Submissions Received

Appendix C- Preliminary Drawings- Final Draft

1. Introduction

Galway County Council proposes to implement a Safe Routes to School Scheme (SRTS) for Scoil Íosa Campus 2 (formerly Scoil Íosaif Naofa), located within Oranmore village on Maree Road L-4101. The Safe Routes to School Programme was launched in 2021 and developed in response to ongoing concerns for the safety for students walking and cycling to school. The programme is funded by the Department of Transport (DoT) through the National Transport Authority (NTA) Active Travel Investment Team

Measures proposed for this scheme include:

- Junction tightening and raised uncontrolled crossings been provided at certain junctions onto Maree Rd.
- A signalised ramped Toucan crossing has been provided across Maree Rd. outside Scoil Íosa.
- SRTS branding, through signage & specific road markings has been added along Maree Rd. either side of the school.
- Pencil bollards have been added around the school entrance to highlight the presence of the school.

In order to comply with statutory requirements associated with Phase 4, Section 38 of the Road Traffic Act 1994 has been conducted for this scheme.

2. Advertisement

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

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

1. Electronically via <https://consult.galway.ie/>, or
2. In writing to Active Travel Team, Galway County Council, Aras an Chontae, Prospect Hill, Galway H91H6KX

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

3. Summary of Submissions and GCC's Response

9nr Submissions were received during the consultation period noted above with 8nr having been received through the online portal available at consult.galway.ie., and 1nr received by post.

A summary of the submissions content including Galway County Council's response to same are noted in the Table below. Appendix B provides a full copy of each submission received.

Submission Ref	Summary of Submission	Galway County Council (GCC) Response
GLW-C184-SIN-1	1. The submission advocated for the use of a zebra crossing outside of the school rather than the proposed signal-controlled crossing (in order to remain consistent with existing nearby crossing facilities). 2. Illegal parking being experienced at Beechgrove junction with Maree Rd. Recommend use of bollards.	1. A signal-controlled button crossing has been proposed at this location rather than a zebra crossing with flashing beacons due to high volume of vulnerable roads users and potential conflicts with vehicles at this location. The push button crossing, while inconsistent with nearby existing crossings, provides the safest crossing type for vulnerable road users at this location. A horst cycle time will be used, as suggested in the submission. 2. Bollards will be included in the design to deter illegal parking
GLW-C184-SIN-2	1. Future maintenance of the scheme. 2. Parking arrangements to be communicated to parents seeking to drive to school.	1. GCC will liaise with various departments and local schemes regarding future maintenance. 2. Scoil Iosa school staff need to communicate the final proposed scheme to all parents and encourage compliance regarding parking availability and arrangements.
GLW-C184-SIN-3	1. Disagree with "unmanned" pedestrian crossing at Hazel Ct junction. 2. Current parking habits at Hazel Ct pose a hazard with this proposed design.	1. The introduction of a raised uncontrolled crossing at the Hazel Ct Junction with Maree Rd is to provide pedestrian priority and allow safe passage across this junction, allowing the shortest distance possible for Vulnerable Road Users (VRU's) to cross and the narrowing ensures a minimal amount of time that VRU's are exposed to vehicles. 2. The design includes bollards along the first 20m of carriageway on Hazel Ct to deter parking along this section. This will allow three cars to queue before mounting the ramp to pull out onto Maree Road.
GLW-C184-SIN-4	Duplicate submission with GLW-C184-SIN-3, contents as noted above.	Duplicate submission with GLW-C184-SIN-3, response as noted above.

GLW-C184-SIN-5	1. Vehicles trying to access Hazel Ct with proposed design will be difficult. 2. Is tightening the Beechgrove junction a cost effective proposal? 3. Call for additional pedestrian crossing opposite Parochial House.	1. The revised junction layout has been designed in accordance with current design standards and checked to ensure traffic movements can be facilitated. 2. Tightening Beechgrove junction will provide a safer pedestrian route with the existing permeability link from Ceathru on Tober and also residents living on the East side of Maree Rd within the extents. Tightening of the junction coupled with the raised table crossing will reduce vehicular speeds accessing the junction and help to create a lower speed environment within the vicinity of the school. 3. An additional pedestrian crossing as advocated for is currently outside the scope of this project.
GLW-C184-SIN-6	1. Call to improve bus facilities in Oranmore 2. Mobility issues in Oranmore	1. Bus shelter works in Oranmore will be completed under the Bus Stop Enhancement Programme which is a separate package of works. There are also proposals for Galway Bus Connects which will serve Oranmore Village. Any further queries relating to this should be directed to activetravel@galwaycoco.ie 2. All proposed measures will be designed and built to accommodate wheelchair use in terms of footpath widths, crossing facilities, ramps and falls in pavement. Quality audits and road safety audits have been undertaken which have also specifically considered accessibility issues.
GLW-C184-SIN-7	1. Is it necessary to rationalise the quantity of pencil bollards proposed? 2. Call to replace School Zone road markings with SLOW text.	1. Pencil bollards are used to highlight the school zone and serve a reminder to drivers of the location in which they are travelling in. While it is noted that the proposed 'pencil' bollards do not match the existing black bollards, their purpose is to provide a visual cue to road users that they are in a school environment where extra caution is warranted. 2. The proposed suggestion to replace proposed road markings with 'SLOW' road markings will be considered at

		intermediate locations. The School Zone text at each Gateway is to remain (2 locations).
MSR 001 (GLW-C186-CC-3)	1. Call to improve sightlines at Beechgrove Junction. 2. Parking at junction is chaotic at school peak times with cars abandoned to carry out school drop.	1. The Proposed junction tightening at Beechgrove junction improves visibility and discourages illegal / dangerous parking, which can restrict visibility. Tightening of this junction and use of bollards along the kerblane will deter the illegal parking being experienced. 2. As above.
SRP 001	1. The negative Impact the schemes will have on Traffic Flow in Oranmore. 2. Concerns for elderly and physically challenged and how businesses will be affected. Has there been any surveys carried out for these groups? 3. Proposals may cater for some but lead to traffic problems for others. 4. Oranmore seems to have poor driver habits including cyclists and pedestrians who don't pay attention to existing infrastructure currently in place.	1. Physical interventions proposed are typically limited to the direct vicinity of the school entrances and have prioritised safety of school children. That said, the intervention themselves typically only involve junction tightening and the installation of new crossing facilities. The likely impact on traffic is not anticipated to be significant. 2. The designs have been developed in accordance with best practice guidelines and have been subject to NTA review. Road Safety Audits and Quality Audits have been undertaken in respect of the design, which specifically consider accessibility and vulnerable road users. The designs have considered existing business, including loading and unloading and has sought to avoid negatively impacting on same. 3. See Item 1 response above. 4. The measures incorporated into the design include signage, road markings the use of bollards and junction tightening which are best-practice measures that are used to influence drive behaviour through visual cues and harder barriers. It is acknowledged that infrastructure alone is only one tool and will work best when complimented by education and enforcement measures, which are beyond the scope of this project.

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 scheme drawings progressing to Detailed Design are available in Appendix C of this report. 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,
- They will provide connection to cycle facilities and create a safer environment for cyclists

5. Conclusion

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

This decision will be implented 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: 02/09/2025



Unsinn Finn
Director Of Services
Galway County Council

Date:

Appendix A



FÓGRA – ALT 38

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

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

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

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

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

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

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

Gaelscoil De hÍde, L-41034 Bóthar Ard Na Mara

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

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

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

Coláiste Calasanctius, Bóthar an Chaisleáin

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

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

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

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

NOTICE – SECTION 38

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

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

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

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

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

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

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

Gaelscoil De hÍde, L-41034 Ard Na Mara Road

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

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

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

Calasanctius College, Castle Road

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

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

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

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

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

customerservices@galwaycoco.ie www.galway.ie @GalwayCoCo

J. Brann, Runai Contae

Appendix B

Appendix B

Section 38 Submissions Report

Safe Routes to School Scheme for Scoil Iosa
Campus 2, Oranmore

Submissions- 9 Received in total
8 Via Consult.ie
1 Via Post

Please note: for any attachments referenced, press Ctrl + Click to follow the link

URN	Author	Location	Map Attached
GLW-C184-SIN-1	MÓR Action		No

Title: road safety

Theme: road safety

Submission: Section 38 Safe Routes to School Scheme – Scoil Íosa Campus 2, Oranmore

Submitted by: Member of MOR Action

About MOR Action

MOR Action is a local community group in Oranmore dedicated to improving safety, accessibility, and active travel options for all residents. We work collaboratively with Galway County Council, schools, and the wider community to promote safe walking, cycling, and sustainable transport in the area. We fully support the proposed Safe Routes to School Scheme for Scoil Íosa Campus 2. It is an excellent initiative, and we thank Galway County Council and the engineers involved for their work in developing it.

Specific Feedback

1. Proposed Signalised Ramped Toucan Crossing

We strongly recommend that this crossing be implemented as a flashing Belisha beacon crossing rather than a signalised Toucan crossing. There are already two existing flashing Belisha beacon crossings on the same road, both within 200 m of the proposed location. Mixing crossing types in such close proximity risks confusing drivers and creating a safety hazard. Consistency is key for road user expectations. If a signal is retained, specify a **short cycle time for pedestrians** (similar to Main St) especially at school times when motor traffic is heaviest and cars are at a complete standstill anyway.

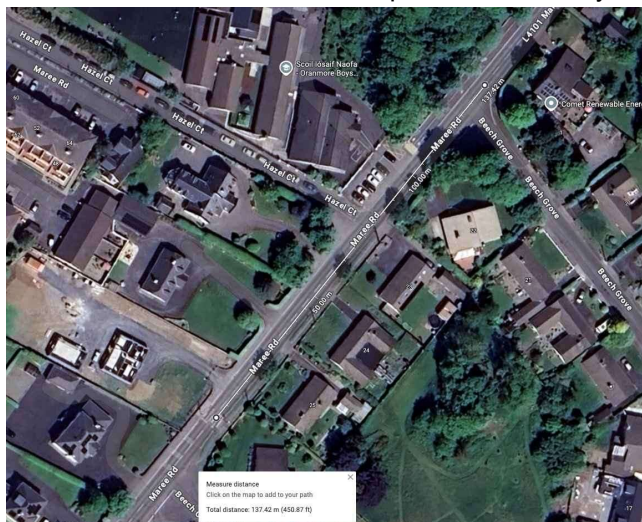


Figure 1: Map showing proximity to existing Belisha beacon crossing.

2. Proposed Junction Tightening at Beech Grove and Maree Road

We fully support the proposed junction tightening — it will improve pedestrian safety and reduce vehicle speeds. However, this location experiences frequent illegal parking, which could undermine the benefits of the design. We recommend installing protective bollards to physically prevent parking and maintain visibility and safety at the junction. See attached image for evidence of regular parking in this location.



Figure 2: Example of vehicle parking on kerb at Beech Grove/Maree Road junction.

Attachments (1)

Scoil_Iosa_Campus_2_Submission_MOR_Action_Compressed.docx

GLW-C184-SIN-2

Tom Sampson

No

Title: General Submission

Theme: General Submission

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

please ensure that the constructed schemes are maintained properly. please also ensure that parking arrangements for parents who need to drive are communicated and enforced. Otherwise at school drop off and pickup times there will be chaos from parents seeking the closest place to park.

GLW-C184-SIN-3

A Kelly

Hazel court junction

No

Title: road safety**Theme: road safety**

I disagree with proposed installation of an unmanned pedestrian crossing at the Hazel Court junction.

The area around the junction currently suffers from a serious road safety issue due to the way staff vehicles are regularly parked along the side of the school. These parked cars obstruct the left-hand lane, forcing traffic to approach the junction from Hazel Court to the Maree road on the wrong side of the road. This situation already poses significant risks for drivers and pedestrians.

The addition of an unmanned pedestrian crossing at this location would exacerbate these dangers. Vehicles attempting to exit Hazel Court and Bluebell onto Maree Road will encounter oncoming traffic approaching while they attempt to approach the junction on the incorrect side, while at the same time being required to give way at a pedestrian crossing. This creates:

1. Increased risk of collision – cars forced onto the wrong side of the road will conflict with vehicles turning in and out of Hazel Court and Bluebell.
2. Pedestrian danger – the crossing will become a point of confusion, with drivers focusing on avoiding oncoming vehicles instead of pedestrians.
3. Congestion and obstruction – vehicles attempting to clear the junction to avoid head-on conflict may be forced to block the pedestrian crossing.

Until the existing parking and lane obstruction issues are properly addressed, the introduction of an unmanned pedestrian crossing at this junction is unsafe and inappropriate. A safer and more effective solution would be to first review parking enforcement and traffic management along the school boundary before considering additional pedestrian facilities.

**Attachments (1)**

IMG_2693.png

GLW-C184-SIN-4

A Kelly

Hazel court junction

No

GCC Note added: This is a duplicate with GLW-C184-SIN-3 from same sender.

Title: road safety

Theme: road safety

I disagree with proposed installation of an unmanned pedestrian crossing at the Hazel Court junction.

The area around the junction currently suffers from a serious road safety issue due to the way staff vehicles are regularly parked along the side of the school. These parked cars obstruct the left-hand lane, forcing traffic to approach the junction from Hazel Court to the Maree road on the wrong side of the road. This situation already poses significant risks for drivers and pedestrians.

The addition of an unmanned pedestrian crossing at this location would exacerbate these dangers.

Vehicles attempting to exit Hazel Court and Bluebell onto Maree Road will encounter oncoming traffic approaching while they attempt to approach the junction on the incorrect side, while at the same time being required to give way at a pedestrian crossing. This creates:

1. Increased risk of collision – cars forced onto the wrong side of the road will conflict with vehicles turning in and out of Hazel Court and Bluebell.
2. Pedestrian danger – the crossing will become a point of confusion, with drivers focusing on avoiding oncoming vehicles instead of pedestrians.
3. Congestion and obstruction – vehicles attempting to clear the junction to avoid head-on conflict may be forced to block the pedestrian crossing.

Until the existing parking and lane obstruction issues are properly addressed, the introduction of an unmanned pedestrian crossing at this junction is unsafe and inappropriate. A safer and more effective solution would be to first review parking enforcement and traffic management along the school boundary before considering additional pedestrian facilities.

Attachments (1)

IMG_2693.png

GLW-C184-SIN-5

Oranmore Community Development Association

Safe routes to school plans

No

Title: General Submission

Theme: General Submission

Please see attached observations for consideration.

GCC added Note: Extracted text from attachment included below for discussion/ summary purposes.

View attachment for full details of submission.

No.	Observation	Reason
1	Kerb lines denoting edge of footpath at mouth of junction from Hazel Court onto Maree Road to remain as is.	Hazel court is a two way road. Providing a pedestrian crossing across this junction is commended, however, tightening the junction will make accessing Hazel Court very difficult from the Maree Road, especially coming from the Renville direction.
2	Reducing road width at Beach Grove doesn't seem to add value to the safe routes to school proposal	Due to the location of a pedestrian crossing outside Ceathru on Tobar, the only pedestrians who would benefit from a reduced Beach Grove road width at this junction would be those who exit Ceathru on Tobar from the rear pedestrian exit. The costs of this works versus the number of pedestrians it would benefit doesn't seem appropriate.
3	Additional crossing required outside entrance of parochial house.	Students coming from Clochog and Coill Clocha currently cross the Maree Road outside of Dunkellin Court. Providing a pedestrian crossing here will facilitate those students who walk to Gaelscoil de hIde, Scoil Iosa Campus 1 and Calascantius College.





GLW-C184-SIN-6

Myles McHugh

Scoil Íosa Campus 2 and
Calasactius College

No

Title: General Submission**Theme: General Submission**

Every project to improve safety for school children is welcomed. This project appears to be mainly focused on Engineering solutions and may well be over engineered. There is a notable absence of any public transport improvements. There is no bus shelter in the village and no sign of an early solution to that. The project seems to prioritise cycling and car drop-offs. A well planned bus route in the morning and afternoon would alleviate many of the problems. There is also a distinct lack of planning for pedestrians with mobility issues. It is very difficult for a wheelchair user to navigate Oranmore.

GLW-C184-SIN-7

Oranmore Tidy Towns

Oranmore Safe Routes to
School

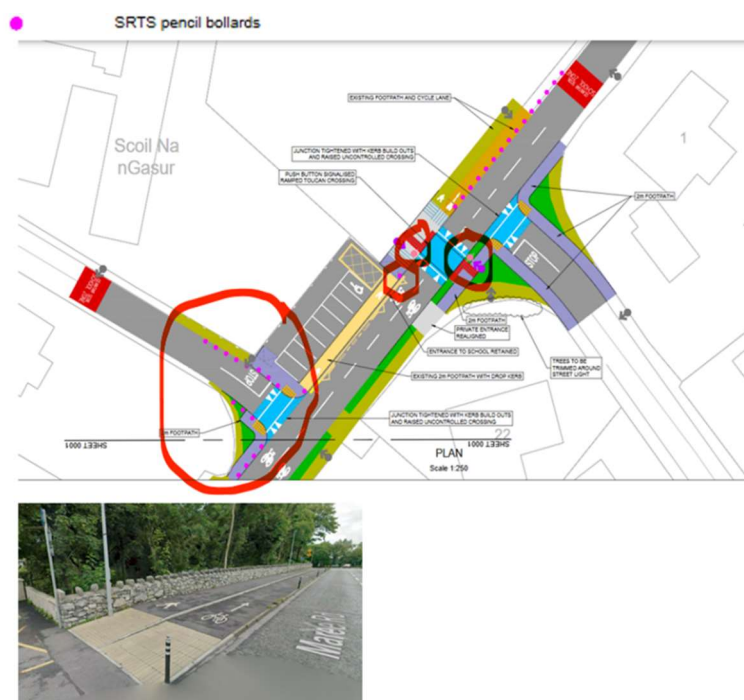
No

Title: General Submission**Theme: General Submission**

See Attachment

GCC Added Note: Text extracted from attachment below for discussion/ summary purposes.

View attachment for full submission details



Tidy Towns Streetscape Category:

There is 19 pencil bollards planned around the school entrance as marked. 8 of these are on the Maree Road so should give a good warning of the school entrance. There are three school zone markers on the town side also to give warning of the school ahead. Is it necessary to put pencil bollards on the cycleway? We ask that any more bollards that need to be added to the cycleway match the existing ones.

Bilingual School Zone markings on the road would be more effective if they said VERY SLOW.

Attachments (1)

SRTS Scoil Iosa Campus 2.docx

Miscellaneous Submissions Received

Ref- MSR 001 (GLW-C186-CC-3)

Submission below was received under Calasactius College Portal, however the details relate to and will be reviewed with respect to this scheme, Scoil Iosa.

Beech Grove Junction works

VIEW

EDIT

REVISIONS

Author: Thomas Sheridan

 Observations

road safety

Title: Beech Grove junction works

The Beech Grove junction nearest the village presently has a significant blind spot when looking to the RHS. Perhaps this could be addressed as part of the proposed works. Also, could the chaotic school parking at this junction be addressed as people feel free to abandon their car in the middle of the junction whilst dropping/collecting their children

Information

Unique Reference Number:
GLW-C186-CC-3

Status: Approved

Date Created:
18.08.2025 - 14:14

Date Submitted:
18.08.2025 - 14:22

No. of documents attached: 0

Boundaries Captured on Map:
Yes

Consultation:
NOTICE SECTION 38- Safe
Routes to School Scheme for
Calasactius College, Oranmore,
Co Galway

Submission Received by Post

Ref- SRP 001

Active Travel team,
Galway Co Council

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

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

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

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

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

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

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

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

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

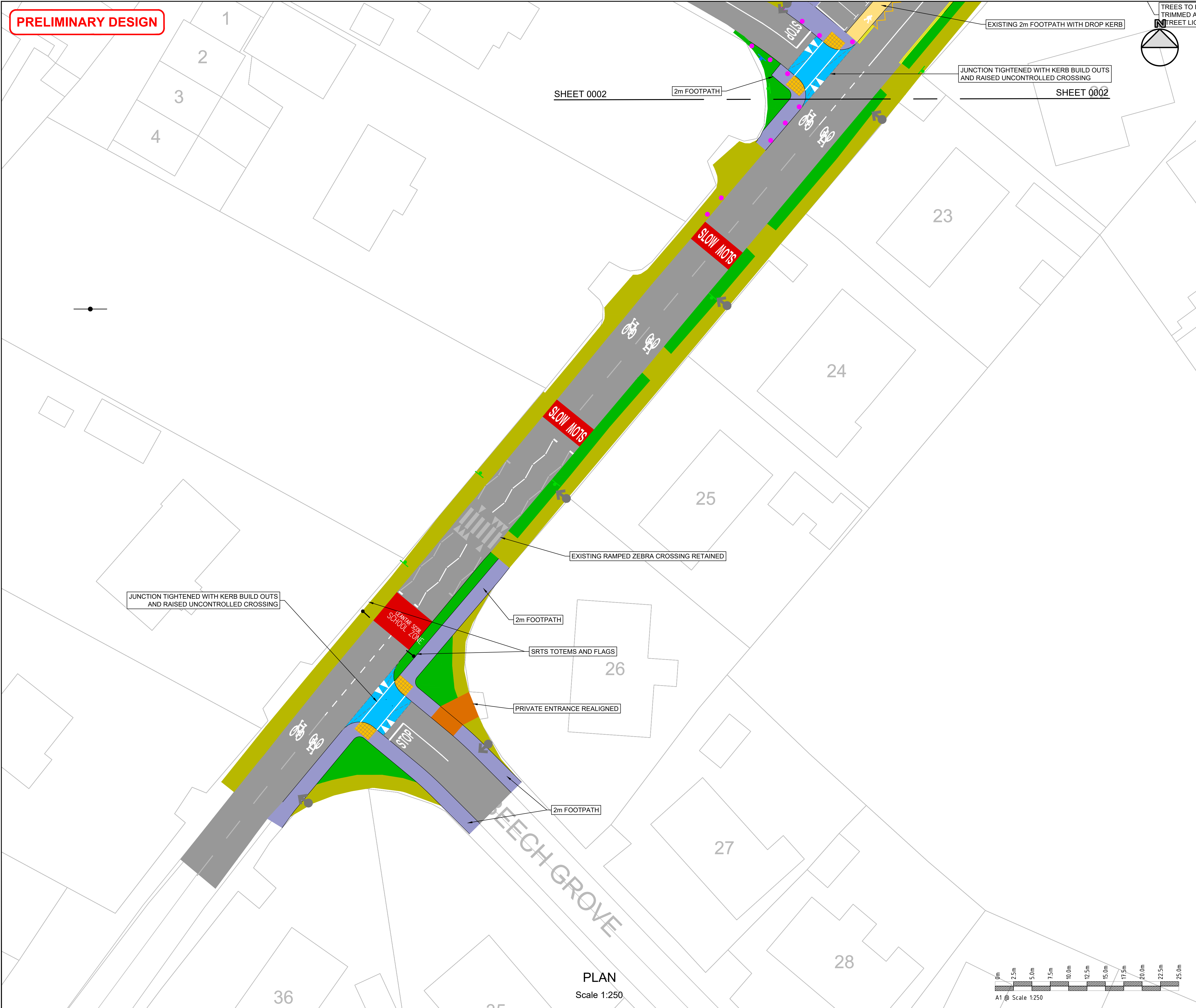
I would prefer more traffic warders to be allocated to Oranmore and that these warders take a very active and rigorous and stringent approach to poor road behaviours, whether it's walkers, motorists or cyclists. You are more likely as a walker to be injured crossing a pedestrian crossing in Oranmore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

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

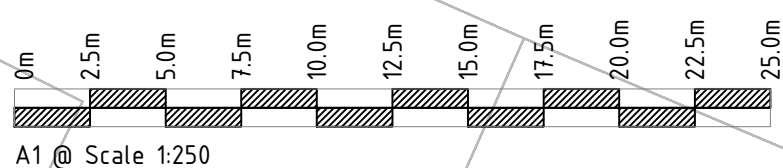
Annabell Fitzgerald

Appendix C

PRELIMINARY DESIGN



PLAN
Scale 1:250



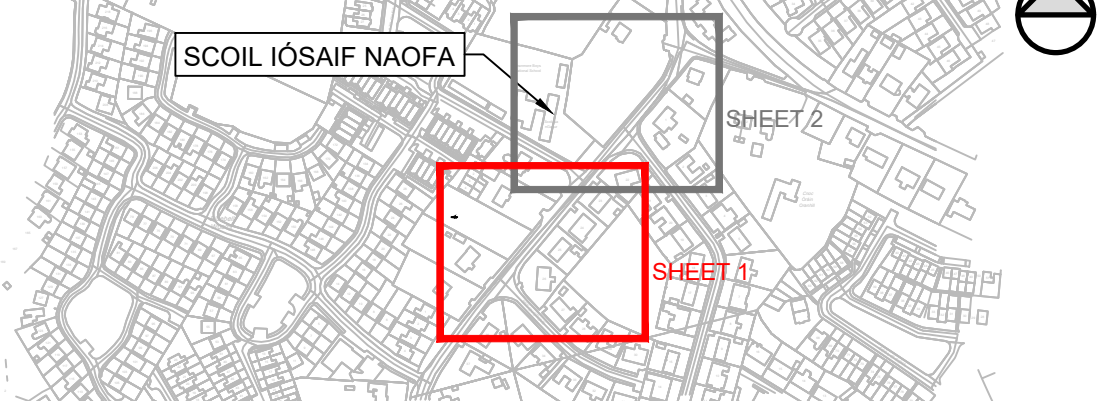
NOTES

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.
2. No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder expect as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. Co-ordinate system used is Irish Transverse Mercator.

LEGEND

- Road centreline
- Existing edge of road
- Existing Wall
- Existing footpath
- Existing pavement
- Proposed paved island / shared surface
- Proposed footpath
- Proposed footpath buff coloured
- Grassed area
- Proposed raised crossing / table Ramp
- Red coloured pavement
- Controlled crossing red tactile paving
- Uncontrolled crossing buff tactile paving
- Corduroy paving to TII: CC-SCD-01103
- SRTS pencil bollards
- Proposed Traffic signal
- Existing street lighting column
- Proposed street lighting column

KEY PLAN



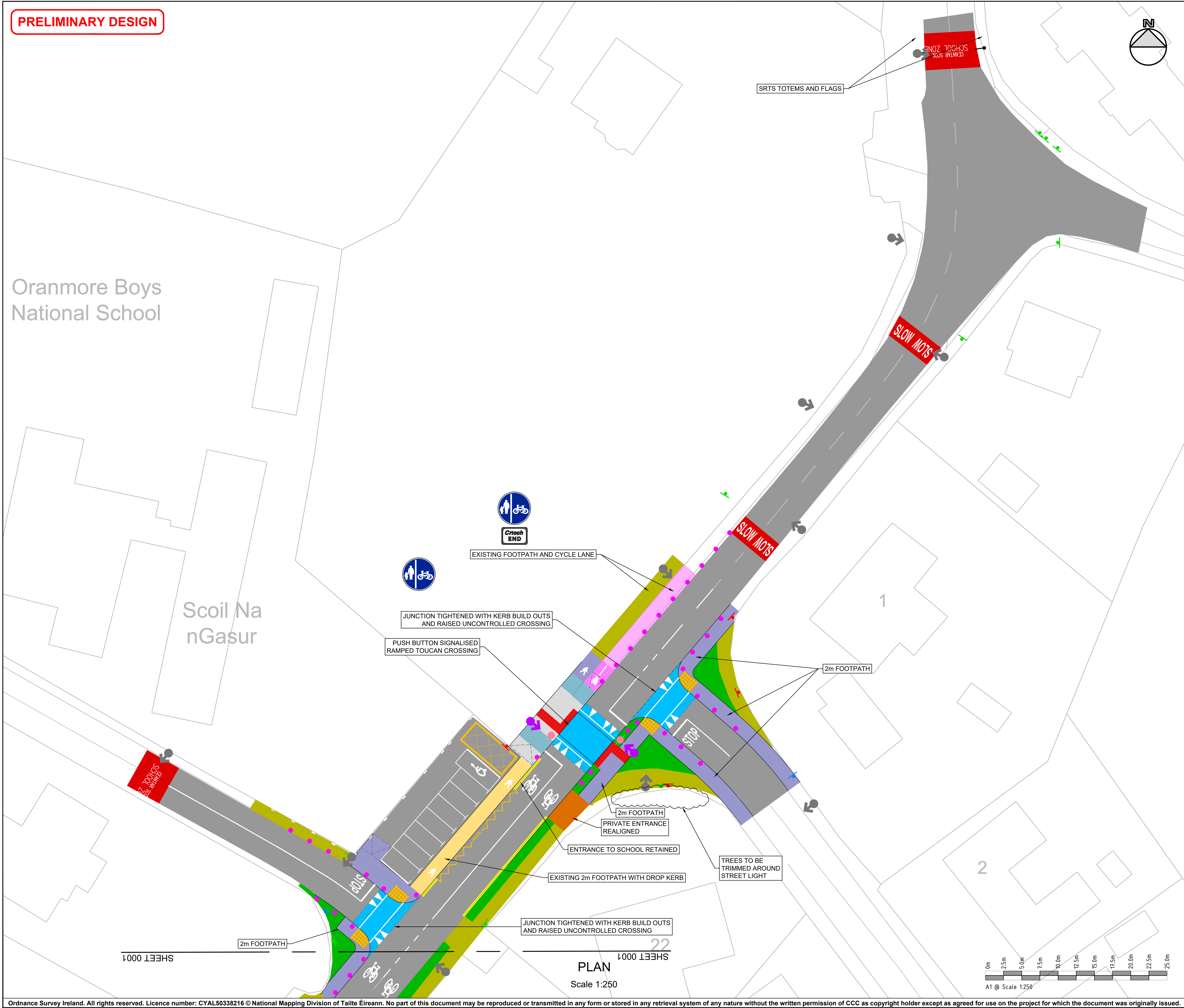
REV	DATE	DESCRIPTION	BY	CHK	APD
P02	10/09/2025	SECTION 38 COMMENTS	YC	MM	SF
P01	06/08/2025	PRELIMINARY DESIGN	LC	MM	SF
P00	19/06/2025	PRELIMINARY DESIGN	LC	MM	SF

PROJECT GALWAY SAFE ROUTES TO SCHOOLS			
SCHEME ORANMORE SCHOOLS			
DRAWING TITLE SCOIL IÓSAIF NAOFA GENERAL ARRANGEMENT SHEET 1 OF 2			
PURPOSE OF ISSUE PRELIMINARY DESIGN	STATUS/SUITABILITY S3 - SUITABLE FOR REVIEW AND COMMENTS		
DATE 19/06/2025	SCALE AS SHOWN	SHEET SIZE A1	REVISION
DRAWING NUMBER GSRTS-CCC-GA-IN-DR-C-0001			P02

PRELIMINARY DESIGN

Oranmore Boys
National School

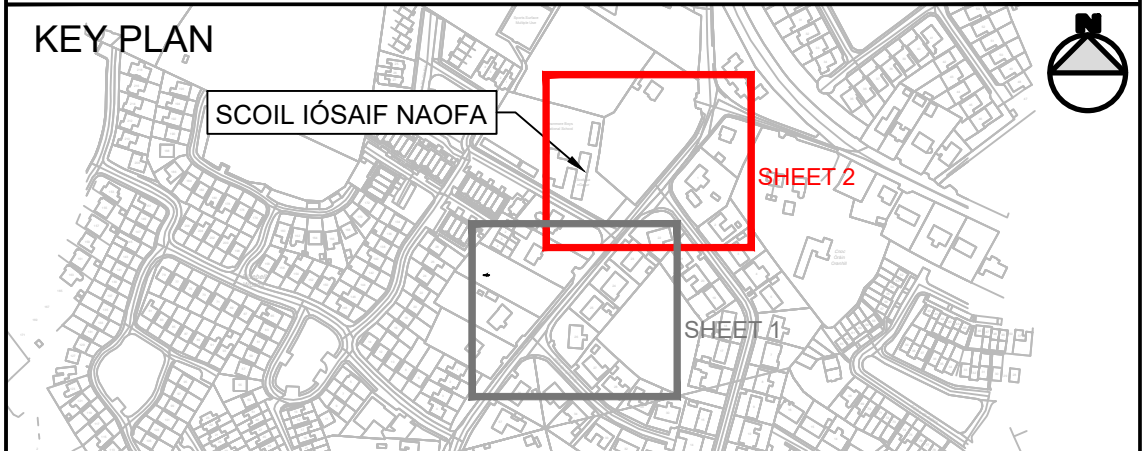
Scoil Na
nGasur



- 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.
 2. No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder expect as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. Co-ordinate system used is Irish Transverse Mercator.

LEGEND

- Road centreline
- Existing edge of road
- Existing Wall
- Existing footpath
- Existing pavement
- Proposed paved island / shared surface
- Proposed footpath
- Proposed footpath buff coloured
- Grassed area
- Proposed raised crossing / table Ramp
- Red coloured pavement
- Controlled crossing red tactile paving
- Uncontrolled crossing buff tactile paving
- Corduroy paving to TII: CC-SCD-01103
- SRTS pencil bollards
- Proposed Traffic signal
- Existing street lighting column
- Proposed street lighting column



P02	10/09/2025	SECTION 38 COMMENTS	YC	MM	SF
P01	06/08/2025	PRELIMINARY DESIGN	LC	MM	SF
P00	19/06/2025	PRELIMINARY DESIGN	LC	MM	SF
REV	DATE	DESCRIPTION	BY	CHK	APD

CLIENT / CONSULTANT

**Comhairle Chontae na Gaillimhe**
Galway County Council

**CLANDILLON**
CIVIL CONSULTING

**NTA**
Údarás Náisiúnta Iompair
National Transport Authority

**SAFE ROUTES TO SCHOOL**

PROJECT				GALWAY SAFE ROUTES TO SCHOOLS			
SCHEME				ORANMORE SCHOOLS			
DRAWING TITLE							
SCOIL IÓSAIF NAOFA GENERAL ARRANGEMENT SHEET 2 OF 2							
PURPOSE OF ISSUE				STATUS/SUITABILITY			
PRELIMINARY DESIGN				S3 - SUITABLE FOR REVIEW AND COMMENTS			
DATE		SCALE			SHEET SIZE		
19/06/2025		AS SHOWN			A1		
DRAWING NUMBER							REVISION
GSRTS-CCC-GA-IN-DR-C-0002							P02