

Draft Galway
CYCLE
Network



1. Introduction

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle plans for counties outside the Greater Dublin Area (GDA), including County Galway. CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland and to develop on from the cycle network proposed for the counties in the GDA.

This will include existing cycle networks such as urban cycle routes, greenways and interurban routes. This will be supplemented by proposed cycle routes/links outlined in latest development and transport plans, and other networks required to maximise the connection of the network to communities. It should be noted that this plan does not specify any infrastructure types on any route and is focused on highlighting the key links required to form a comprehensive cycle network connecting all major communities and destinations.

This note will briefly summarise the proposed cycle network for Galway. For details of methodology, national policy and the overall aspirations for the CycleConnects networks, please refer to the main report of which this technical note is an appendix of.

2. Galway Population and Settlements

County Galway is in the west of the country in the province of Connacht. It is bordered by counties Mayo and Roscommon to the north, counties Offaly and Tipperary to the east, and county Clare to the south.

According to the CSO Census 2016, the county has a population of 179,390 inhabitants. Table 2.1 below shows the population of towns within Galway with at least 1,000 people. Galway City, Tuam, Ballinasloe and Loughrea are the only settlements with over 5,000 people with all other towns having a population of less than 5,000.

Table 2.1: Population of Settlements in Galway

| Town/City | Population |
|-------------|------------|
| Galway City | 78,668 |
| Tuam | 8,767 |
| Ballinasloe | 6,662 |
| Loughrea | 5,556 |
| Oranmore | 4,990 |
| Athenry | 4,445 |
| Gort | 2,994 |
| Barna | 1,998 |
| Moycullen | 1,704 |
| Clifden | 1,597 |
| Portumna | 1,450 |
| Oughterard | 1,318 |
| Claregalway | 1,248 |

3. Existing Galway Policies and Plans

Galway County Development Plan 2022-2028

The Galway County Development Plan (GCDP) was published in 2022 and sets out the overall strategy and vision for the proper planning and sustainable development of the county over the 6-year plan period, and has been prepared in accordance with Part 2, Chapter 1 of the Planning and Development Act 2000 (as amended). The County Development Plan is a material consideration in making decisions on the future planning applications within Galway.

Throughout the Plan, there are a number of policies that make note of the facilitation and provision of cycle infrastructure and greenways, which have been listed under the following headings:

Walking and Cycling

The Development Plan notes the benefits of promoting cycling and cycle infrastructure such as reduced traffic congestion in urban areas, reduced greenhouse gas emissions, a healthier population, enhanced quality of life and more sustainable communities.

The Plan's walking and cycling policies are as follows:

- **WC 1 - Pedestrian and Cycling Infrastructure:** To require the design of pedestrian and cycling infrastructure to be in accordance with the principles, approaches and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets.
- **WC 2 - Bicycle Parking:** To encourage the provision of secure bicycle parking facilities and associated facilities within the public realm of towns and villages throughout the county.
- **WC 3 – Sustainable Transport Movement:** To require sustainable transport movement and good permeability to be given priority at the earliest design stage of development proposals.
- **WC 4 - Modern Network of Walking and Cycling Infrastructure:** To continue to work and engage with the National Transport Authority, the Department of Transport and other agencies in developing a modern network of walking and cycling infrastructure in the county.
- **WC 5 Traffic Free Cycle Routes:** To provide, where possible traffic free pedestrian and cyclist routes particularly where such routes would provide a more direct, safer, and more attractive alternative to the car.

Greenways

The Council actively supports the provision of greenway infrastructure within the county and acknowledges that benefits from a recreational amenity perspective which encourages an active and healthy lifestyle, as well as economic benefits from tourism. Following the National Action Plan for Rural Development's recommendation to promote the development of greenways, blueways and other recreational opportunities, and to support sustainable rural jobs through targeted tourism initiatives.

- **GBW 1 - Greenways:** To support the development of an integrated Strategic Greenway Network of national and regional routes and maximise connectivity to existing greenways through linkages of cycling and walking infrastructure in a manner that is compatible with nature conservation and other environmental policies. This will include but is not limited to the following which are of National and Regional importance:

- National Greenway Dublin to Galway
- Connemara Greenway i.e. (Clifden to Oughterard, Galway to Oughterard)
- **GBW 2 - Future Development of Network of Greenways:** To support the delivery of sustainable strategic greenway/blueway projects in the county in accordance with the Strategy for Future Development of National and Regional Greenways.

Chapter 8 of the GCDP discusses the objectives and policies for Tourism and Landscape. This includes the following policy objectives for Greenways and Blueways:

- **GBW 1 - Walkways and Cycleways:** To promote and facilitate the development of walkways and cycleways at appropriate locations throughout the county subject to environmental considerations.
- **GBW 2 – Future Development of Network of Greenways:** To support the delivery of sustainable strategic greenway/blueways projects in the county in accordance with the Strategy for Future Development of National and Regional Greenways

Chapter 10 of the GCDP discusses the objectives and policies for Natural Heritage and Biodiversity. This includes the following policy objectives for Greenways and Blueways:

- **BGP 1 – Strategic Greenways/Blueways:** Support the delivery of sustainable strategic Greenway/Blueway projects in the county in accordance with the strategy for the Future Development of National and Regional Greenways, enabling legislation, best practice in a manner that is compatible with nature conservation and other environmental policies.
- **BGP 2 - Development of Strategic Greenway Network:** Support the development of an integrated Strategic Greenway Network of national and regional routes and maximise connectivity to existing greenways through linkages of cycling and walking infrastructure in a manner that is compatible with nature conservation and other environmental policies. This will include the following;
 - National Galway to Dublin Cycleway/ Greenway
 - Connemara Greenway (Clifden to Oughterard, Galway to Oughterard etc.)
 - Oranmore to Bearna Coastal Greenway
 - Athenry to Tuam
 - Clifden to Derrygimlagh
 - Clifden to Letterfrack

BGP 3 - Greenways, Blueways, Peatways and Trails:

- (a) It is a policy objective to support the extension of greenways, blueways, peatways and trails within the county and the integration and linkage of them with other existing / proposed greenways, blueways, peatways and trails both within and outside the county.
- (b) It is a policy objective to support where relevant the concept of Greenways to consider local travel infrastructure, and connectivity to local towns and villages in the design of any Greenway route.

Draft Galway City Council Development Plan 2013-2023

The Draft Galway City Development Plan 2023-2029 sets out Galway City Council's policies for the sustainable development of Galway City to 2029. The policies relating to cycling and cycle infrastructure outlined in the Plan are as follows. Chapter 4 of this development plan outlines the objectives for Sustainable Mobility and Transportation including the following cycling related objectives:

Policy 4.1: General

- Develop a compact city, where sustainable land use and transportation are integrated and where there is choice and accessibility to a range of transport modes, with increasing support for a shift to more sustainable modes in line with national aims on climate action and where safety and ease of movement is provided to and within the city and onward to the wide area of the Metropolitan Area Strategic Plan (MASP), County Galway and the Northern and Western Region.
- Support the implementation of the Galway Transport Strategy (GTS) which will advance the delivery and modal shift to more sustainable modes of transport and also enable planning integration of land use and transport within the city and the greater MASP area in consultation with Galway County Council, NTA and TII and service providers.

Policy 4.2: Land Use and Transportation

- Encourage the concept of a '15 minute city' where land use policies facilitate residents to access their daily needs within a 15 minute walk or bike ride and thereby reduce the dependence on car transport.
- Provide for the development of high volume, trip intensive developments, such as commercial centres and employment hubs at locations that will minimise the need, distance and time taken to travel and promote the use of sustainable transport modes such as walking, cycling, and public transport to access these locations.

Policy 4.3: Public Transport

- Support the modal change to public transport under the Galway Transport Strategy (GTS) through modal change targets for walking, cycling, and public transport within the lifetime of the City Development Plan.

Policy 4.4: Sustainable Mobility – Walk and Cycle

- Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.
- Support the Galway Transport Strategy proposals for a secondary network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.
- Support the Greenway Strategy and proposed Greenways as part of the primary cycle network and as part of links to Bearna, Oranmore, Maign Cuilinn and Oughterard.
- Facilitate cycling on the proposed Bus Connects Galway Routes where appropriate including on the proposed Cross-City Link.
- Support and promote initiatives such as Park and Stride, Green Schools, Travel and Safe Routes to School Programmes, School Streets and the concept of having safe routes to school.

- Improve bicycle parking at key destinations and near bus stops/interchanges.
- Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design and management of new public and private projects and in upgrading and retrofitting existing developments in accordance with the Design Manual for Urban Roads and Streets (2019) and Permeability and Best Practice Guide, NTA (2015).
- Ensure facilities for pedestrians and cyclists are designed in accordance with national standards.
- Promote the implementation of a Wayfinding Scheme with provision of directional information and signage at appropriate locations across the city as part of the implementation of the Public Realm Strategy.
- Promote and facilitate the development of Public Bike/other share schemes across the city.

Furthermore, the Draft Galway City Development has also identified the following Specific Objectives in relation to cycling:

- Implement a traffic management and infrastructure changes to facilitate development of a cycle network including for a core primary, secondary and feeder network in accordance with the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the cycle network and associated traffic management and infrastructure changes has priority over other objectives including land use zoning objectives along identified routes, where there are in accordance with the proper planning and sustainable development of the area.
- Provide cycle parking facilities at appropriate locations including the City Centre, District Centres, Neighbourhood Centre, close to public transport interchanges, schools, beaches, cemeteries, parks and where appropriate in residential areas.
- Develop the National Greenway Network in the city, in particular the National Galway to Dublin Cycleway and the Galway to Clifden Greenway in conjunction with the NTA, TII and Galway County Council.
- Provide a pedestrian and cycle bridge crossing the River Corrib adjacent to the Salmon Weir Bridge.
- Provide a new pedestrian and cycle bridge on the piers of the Old Clifden Railway Line from the Headford Road Regeneration area to NUIG campus.

As the city development plan refers to the Galway Transport Strategy (GTS) for various objectives, this also includes the cycle network (Figure 7.1 of the GTS) that was developed for the GTS shown in Figure 3.1 below.

Tuam Local Area Plan (LAP) 2018-2024

Within the Tuam LAP it is stated that the aim of Plan, “is intended to guide the future growth and development of Tuam in a sustainable manner”. One of the key principles informing this strategic vision is to capitalise on the compact urban form of Tuam town centre by encouraging greater connectivity for new development which promotes and encourages walking and cycling ensuring that principles of sustainable transportation along with practical design measures become central to the development of new neighbourhoods.

The development policies, objectives and guidelines relating to cycling and cycle infrastructure as follows.

- **Objective ST 1 – Integrated Land Use and Transport:** Ensure that land use planning is integrated with transportation planning and reduce the need to travel, particularly by private transport, through:
 - Promoting the consolidation of development;
 - Encouraging intensification and mixed-use development along public transport corridors and at public transport hubs and nodes;
 - Prioritising walking, cycling and public transport within new development proposals, as appropriate;
 - Ensuring that land use and zoning are fully integrated with the provision and development of a comprehensive, sustainable, efficient, high quality transportation network that accommodates the movement needs of residents, businesses and visitors.
- **Objective TI 11 – Local Roads Upgrade:** Facilitate the upgrade of local roads within the plan boundary. Any upgrade shall facilitate public lighting, pedestrian and cycling facilities and shall have regard to the Design Manual for Urban Roads and Streets (2013).

Draft Ballinasloe Local Area Plan (LAP) 2022-2028

The Ballinasloe Local Area Plan was published in October 2021 and closed for public consultations in April 2022. The Plan aims to support sustainable transport provision including walking, cycling and public transport linked closely with planning as traditional high car dependency has led, in certain circumstances to low density settlement patterns and poor integration of public transport facilities and services.

The Land Use Policy Objectives related to cycling and cycle infrastructure are as follows.

- **BKT 17 Tourism:** Encourage and facilitate the sustainable development of the tourism potential of Ballinasloe and its environs in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage of the town and the local amenities within the plan area including natural heritage and biodiversity and seeking to provide and support where feasible the provision of tourism infrastructure and services including; walking, cycling and water based infrastructure and short-term guest accommodation facilities in appropriate locations in Ballinasloe.
- **BKT 32 Pedestrian and Cycle Network:** Facilitate the provision and maintenance of essential transport infrastructure. This shall include the reservation of lands to facilitate public roads, footpaths, cycle ways, bus stops and landscaping together with any necessary associated works, as appropriate.

BKT 33 Pedestrian and Cycle Network:

- a) Encourage and support the development of a series of cycle and pedestrian routes in the Ballinasloe area and in accordance with the Galway to Dublin Cycle

Route and the Townspark Relief Road where feasible and in a sensitive manner, incorporating the streams, rivers, woods, and canal. Indirect impacts on built heritage, natural heritage and designated conservation areas arising from such recreational activities should be duly considered and addressed as part of any proposal.

- b) Ensure that in particular that all such developments shall not adversely affect habitats and species protected by Article 10 of the Habitats Directive and any other sites that maybe considered in support of European sites.
- **BKT 62 Park:** To carry out a feasibility study exploring the options for the development of a public park in Ballinasloe. Any proposal would be subject to a detailed planning and environmental assessment that accords with proper planning and sustainable development.
- A networked approach: emphasising green infrastructure networks (rather than isolated parks) can provide new opportunities for connecting existing and new green spaces and creating linkages between urban and rural areas. Examples include greenways and linear parks, local greenways or cycleways that link to regional and national greenways and de-culverting watercourses to provide new blue corridors.

Ballinasloe Local Transport Plan (LTP) 2022

The Ballinasloe Local Transport Plan has been undertaken as part the revised 2022 LAP for Ballinasloe. Figure 3.3 outlines cycle link proposals as part of this LTP.

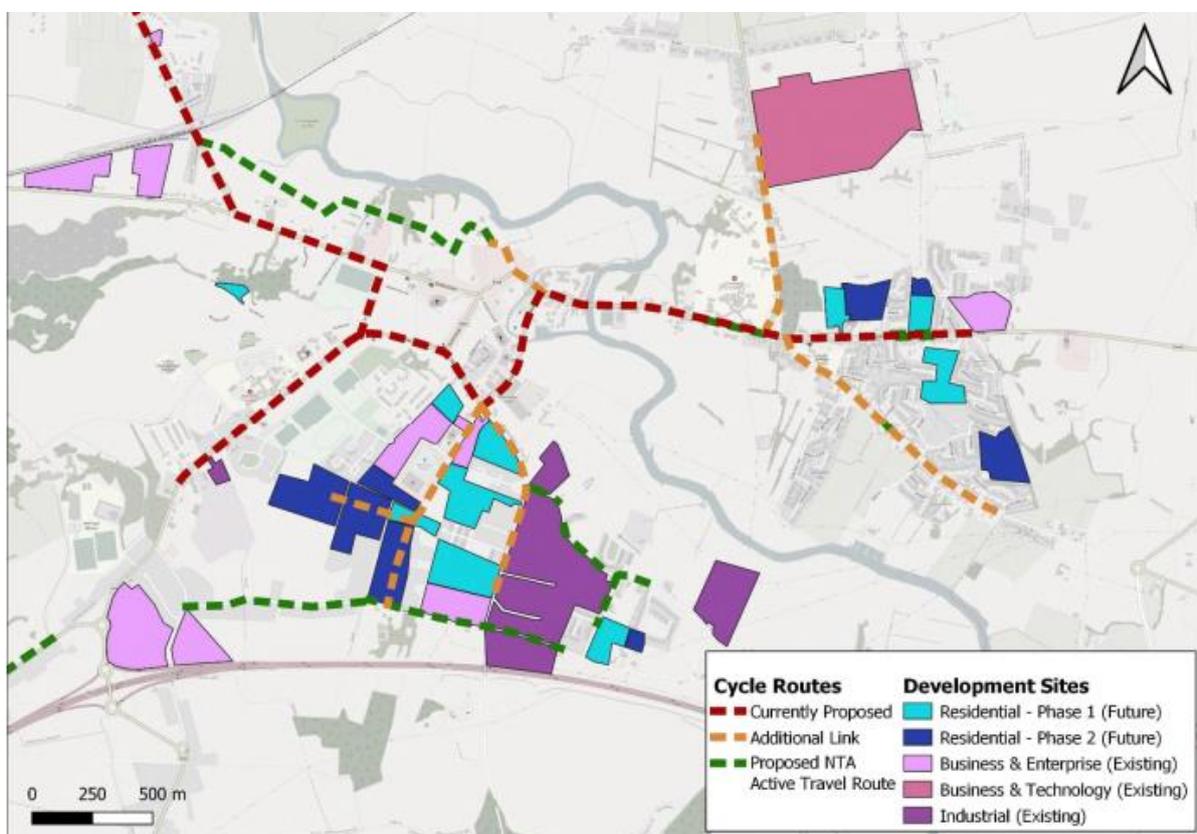


Figure 3.3: Proposed Cycle Routes as part of Ballinasloe Local Transport Plan

Loughrea Local Area Plan (LAP) 2012-2022

Within the Loughrea LAP, a strategic vision similar to the other LAPs within County Galway is stated as the overall goal of promoting the town, area and amenities to encourage growth in a sustainable manner. This in part will be achieved through policy that encourages the population to move away from personal car use and towards more sustainable modes of transport.

The policies and objectives for the development of cycling and cycle infrastructure are as follows:

- **Objective TI15 – Transport Network Improvements:** Support the improvement of the road and street network in and around the Plan Area, subject to normal planning and environmental considerations, including in combination effects under the EU Habitats Directive Assessment as appropriate. This will include the following new routes and projects and any other appropriately approved transport schemes/improvements to roads and streets in and around the Plan Area:
 - a) A new relief road/street connecting the north-eastern approach road (R446) to the south-eastern approach road (L4213) in the eastern portion of the Plan Area. This new route should be designed to provide adequate access points to adjacent lands with adjacent street-oriented development and will provide opportunities for smarter travel improvements within the town.
 - b) The proposed western bypass of the town connecting the N66/R446/R349 junction in the northwest of the plan area to the N66 route to the southwest of the Plan Area.
 - c) Carry out road improvement, widening and realignment of the Coarsing field road which links the Portumna Road and the existing N6 Dublin Road.
 - d) Acquire the lands of the old railway line, used as a link road between Bride Street and the Loughrea/New Inn Road.
 - e) Improve culverts and all roadside drainage, maintain and renew pavements, widen and improve existing roads, improve road signage and facilitate the provision of new roads/streets within Loughrea, as the need arises and as resources permit.

Additional LAPs

Additional Local Area Plans have also been developed for other areas of Galway such as Clifden, Ardaun, Portumna, Gort, and Maigh Cuilinn. These also have similar sustainable transport objectives to what has been discussed above, including developing cycle network and infrastructure.

Future Local Transport Plans

Galway County Council are required to develop Local Transport Plans as part of their Development Plan process. While the cycle network outlined in this plan has been created to reflect current transport arrangements, it may be subject to change based on the more detailed analysis and recommendations developed as part of the LTP process.

4. Proposed Galway Cycle Network

Introduction

Following a review of existing data, policies and conducting workshops with Galway City and County Councils to review the draft cycle network, the following summarises the methodology and proposed cycle network development for Galway. The full details of how all the CycleConnects networks were developed are available in the NTA Consultation website.

Prior to developing the Galway County Network, a GIS model was established for the county. This model mapped all existing information made available for the county, supplied by various bodies including the NTA, CSO, Department for Transport, Traffic Infrastructure Ireland, Department for Education and Galway County Council. The data collected includes:

- Locations of major employment and job density
- Existing cycle infrastructure and routes
- Existing bus stops, rail lines and other public transport
- Location of schools and education centres
- Shopping centres, hospitals and other destinations that may attract cyclists

The collation of this data has aided the selection of cycle routes in Galway that are available to as many people as possible. It has also allowed for the servicing of key destinations within County Galway.

Methodology

Following the collation of existing data, the cycle network plan for Galway was developed. This is based on a three-tier system outlined in Figure below.

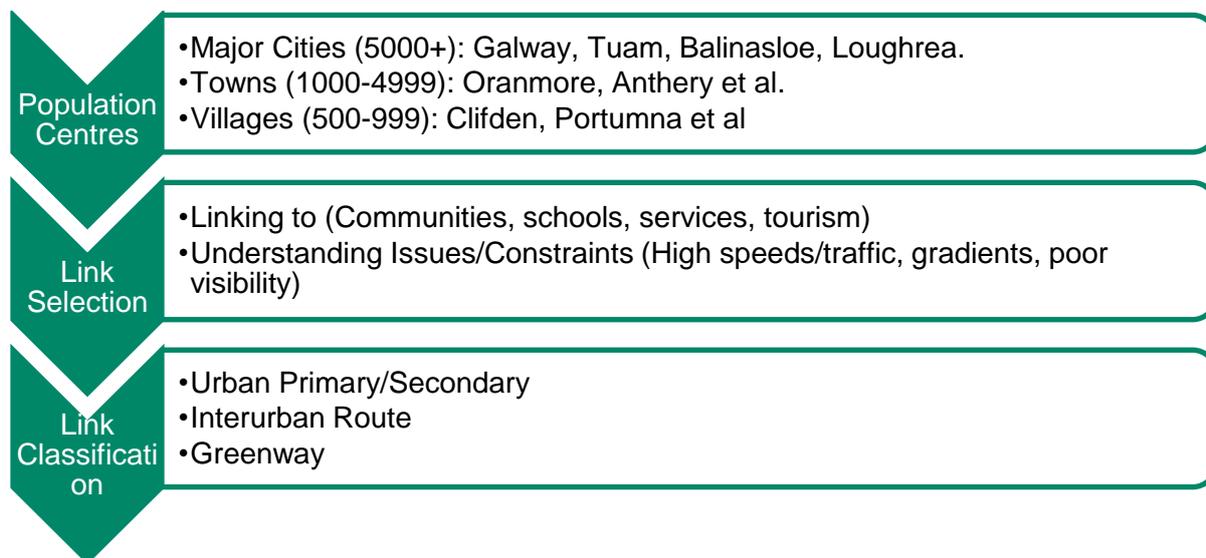


Figure 4.1: Cycle Network Development Methodology

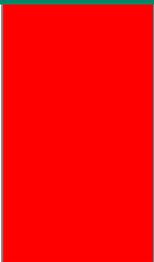
Population Centres: The Galway CycleConnects Network will look to link towns and villages together as part of a fully connected network. Thus, all towns were mapped with the larger

towns such as Galway City, Tuam, Ballinasloe and Loughrea noted. By mapping all towns and villages, a profile emerged where most people in Galway were situated and where potential cycle routes should be provided. CSO Settlement data was also referenced to inform where people were located within the county.

Route Selection: Once the population areas were established, potential routes were then considered along strategic corridors. This allowed multiple communities to be linked along individual interurban routes both within the county and into adjacent counties. Where possible, these routes were also located within TII National Cycle Network Corridors. This avoided too many parallel cycle routes being developed and for an integrated cycle network to be developed within the county.

Cycle Route Classification: The route classification for each route has been summarised below in Table . It should be noted that this link classification does not reflect the existing condition of roads for cycling but seeks to highlight their potential for various route classifications. For example, while there are many interurban routes that currently have no cycle infrastructure, the aspiration will be to target these over the next decade for appropriate upgrades.

Table 4.1: CycleConnects Route Classification

| City/Town | Colour | Description |
|-----------------|---|---|
| Urban Primary |  | High quality cycle route that can accommodate a high volume of cyclists typical in most urban areas. These will look to feature on major desire lines in town centres and form distinctive radial and orbital cycle routes in the major towns and cities. These primary routes should also form a cohesive and connected network within the urban area that will be simple for cyclists to navigate |
| Urban Secondary |  | Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment areas |
| Interurban |  | On-road cycle route to link all key settlements and destinations outside urban areas. These may have potential to provide off-road/segregated routes parallel to the existing road in later years. |
| Greenway |  | Off-road cycle route with no adjacent traffic for the majority of its route. These are typically located on old rail trails and blueways (routes along rivers, lakes and canals) with cyclists sharing the route with pedestrians. |

Proposed Galway County Network

Following the methodology outlined above, the Galway CycleConnects Network has been outlined in a series of maps shown in Table 4.2 below. These are also available to view as an individual PDF when selecting county Galway in the NTA consultation page.

Table 4.2: Galway CycleConnects Network – List of Maps

| Cycle Map List |
|---------------------------------|
| Galway County Cycle Network |
| Galway City Urban Cycle Network |
| Tuam Urban Cycle Network |
| Ballinasloe Urban Cycle Network |
| Loughrea Urban Cycle Network |

The Galway CycleConnects Network primarily extends the network beyond the key settlement areas of Galway City, Tuam, Ballinasloe and Loughrea. In summary, it will consist of an urban cycle network for Galway City, Tuam, Ballinasloe and Loughrea with interurban connectors between the towns of Oranmore, Athenry, Gort etc. These then extend into adjoining counties forming a comprehensive and connecting cycle network nationally.

Interurban Link Development

The primary towns with a population of over 1,000 were connected via interurban links. Where possible, towns with a lower population that were located along the route were included in the routes. Connections were also made to larger cross border towns in order to create a more comprehensive cycle network. The selection of interurban routes was also influenced by the location of schools/sports grounds on various parallel routes.

As part of the development of the interurban network, the Google travel planning tool was utilised to assist in selecting the most appropriate route between the various settlements. This included avoiding routes with excessive gradients. In some cases, selecting a sufficiently flat route was not available. Thus, the most available flattest route was selected. However, some routes were modified slightly to connect with adjacent towns/villages or key destinations such as schools, sports pitches or tourist attractions.

The TII National Cycle Network Corridors have also been used to overlap corridors. These include corridors and routes into counties Mayo, Roscommon, Tipperary, Offaly, and Clare.

Greenway Route Integration

National Galway to Dublin Greenway

This greenway is at various stages of development and is approximately 270km across the country. The route development is divided into six sections: Galway to Athlone Castle, Athlone Castle to Athlone Marina, Athlone Marina to Whitegates, Whitegates to Mullingar, Mullingar to Maynooth and Maynooth to Dublin. For the Galway to Athlone sections, the route is shown as indicative only and may be subjective to change at later stages before proceeding to construction.

Oranmore to Bearna Coastal Greenway

The Galway City to Bearna Greenway scheme represents a significant opportunity to create a high-quality greenway for pedestrians and cyclists, linking Wolfe Tone Bridge in the city centre to Bearna Pier at the western edge of Bearna Village. The proposed greenway will serve as both an amenity route along Galway's Atlantic seaboard for recreational users and as a commuter route from the key residential areas in the southwest of the City such as

Knocknacarra. The development of this greenway facility would allow for an extremely attractive and safe route for cyclists of the proposed development to access Galway City and its associated services and amenities.

The finalised route for the greenway is still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.

Galway to Clifden (Connemara) Greenway

The 76km long Connemara Greenway connects the city of Galway to the historic town of Clifden, through Connemara National Park in the west of the county. When completed the Connemara Greenway will be the longest off-road walking and cycling trail in Ireland. The Connemara Greenway will be a traffic free cycling and walking trail which follows the route of the historic Galway – Clifden railway line which closed in 1935.

The finalised route for some sections of the greenway are still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.

Claremorris to Tuam Greenway

This greenway has been proposed at various stages in recent years. It is intended to follow a disused rail line for the majority of the route and link Tuam with Claremorris in Mayo.

The finalised route for some sections of the greenway are still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.

Urban Network Development: Galway City

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Galway City. The development of the network for Galway City has used the existing 2016 Galway Transport Strategy and the 2022 City Development Plan as a basis for the network (see Figures 3.1 and 3.2 in Section 3). Some additional changes were applied to reflect recent schemes and developments in Galway City such as proposed cycle routes at Parkmore industrial estate. Some greenways are also shown as indicative as no clear route is known for these greenways at this stage.

Primary cycle routes are shown along streets such as Seamus Quirke Road, Bothar Stiofáin, University Road, Sean Mulvoy Road, Dublin Road, Ballybane Road, and Doughiska Road.

Locations that are served by these routes will include but are not limited to:

- Galway City Centre
- Eyre Square
- National University of Ireland, Galway
- Galway University Hospital
- Scoil Croi Oisa
- Merlin Woods Primary School
- Castlegar GAA Club
- Galwegians Rugby Club
- NUI Galway Sports Centre

- ATU Galway Campus

A number of secondary and feeder routes are also proposed to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Tuam

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Tuam Town. The urban network is comprised of an inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town. This also includes to the potential greenway between Tuam and Claremorris which has been discussed previously.

The proposed primary orbital route starts on the Galway Road, and travels northwards along the R332 Abbey Trinity, turning right onto the Ballygaddy Road and continues eastwards until reaching Bishop Street. From here, the route turns right until it reaches the roundabout where it takes the Vicar Street exit. The route continues along Vicar Street, which merges onto Church View before re-joining with the Galway Road.

Locations that are served by the orbital route include but are not limited to:

- Tuam Town Centre
- Presentation College
- Presentation Convent
- St. Jarlath's College
- Tuam Shopping Centre

In addition to the orbital route a number of radial routes are also provided to provide connectors with interurban routes in addition to serving locations that where not picked up on the orbital loop roads.

The radial routes usually travel in a north/south and east/west direction and comprise of normally primary routes however some secondary routes formulate part of these routes. The radial routes are described below:

- A radial route is designed to start at the roundabout junction north of Milltown Road and travel southwards along Milltown Road. Continuing along the R332 which merges onto the Galway Road. The radial route then comes to an end at the M17/N83/N17 roundabout.
- Additional primary radial routes are proposed along High Street and Shop Street in the town centre to allow cyclists direct access to various shops and services in the town centre.
- A further radial route is proposed along the R332 Dublin Road until it meets the primary orbital route in the centre of the town.
- Additional radial primary routes are also proposed in the west of the town along Cloontooa Road and the Galway Road.

Locations that are served by the radial routes include but are not limited to:

- Tuam Stars GAA
- Tuam Rugby Football Club
- Dynamo Blues FC

- St. Joseph's Park
- St Patrick's College
- Archbishop McHale College
- Trinity Primary School
- St Oliver's Special School
- Tuam Celtic FC
- Spraoi Early Learning Centre Tuam

A number of secondary routes are also proposed along streets such as Gilmartin Road, Weir Road, Ballygaddy Road, Tullinadaly Road, Dunmore Road and Circular Road. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Ballinasloe

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Ballinasloe. The urban network is comprised of an inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town.

The proposed primary orbital route begins is located in the centre of the town and includes streets such as Harris Road, Main Street, the R446, Harbour Road and Dunlo Hill.

Locations that are served by the orbital routes include but are not limited to:

- Ballinasloe Town Centre
- Scoil an Chroi Naofa
- Ballinasloe Marina
- Ahascragh National School
- St. Mary's Community Pre School

In addition to the orbital routes a number of radial routes are also included to provide connectors with interurban routes in addition to serving additional locations in the town.

The radial routes usually travel in a north/south and east/west direction and comprise of normally primary routes; however some secondary routes form part of these routes. The radial routes are described below:

- A route running in a southwest direction along the R446 Brackernagh from the junction of the R446 and St Grellan's Terrace. Here it connects into the orbital route. It travels along the R446 until Ardscoil Mhuire, where it connects with an interurban route.
- A north to south route along Harbour Road and Poolboy Cottages.
- An east-west primary radial route along Dun Esker. Some of this route is proposed to be constructed as part of the latest Ballinasloe LAP.
- A primary radial route along Willow Drive in the north-west of the town. And subsequently along the R348 Sarsfield Road in the town centre.
- A primary radial route on the eastern side of the town along the R446 Bridge Street and Church Street. Adjacent primary routes are also located along Creagh Road and the R357 Church Street which link into this primary radial route.

Locations that are served by the north/south and east/west radial routes include:

- Health Care and Day Hospital Ballinasloe
- Ballinasloe Train Station
- St. Brigid's Pitch
- Ballinasloe Showgrounds
- Health Care and Day Hospital Ballinasloe
- Ballinasloe GAA Club
- Ballinasloe Town AFC
- Ballinasloe and District Tennis Club
- Headstart Montessori
- St. Joseph's Secondary School
- Garbally College
- Ardscoil Mhuire
- Creagh National School

A number of secondary routes are also proposed on streets such as Ard Mhuire Old, Hyman Park, Poolboy, Old Mile Road, Dunlo Street and Jubilee Street. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned. A new greenway is also proposed along the north of the town south of the River Suck. A greenway connection also terminates at the south-east of the town. This is intended to form a link towards the main Galway to Athlone Greenway.

Urban Network Development: Loughrea

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Loughrea. The urban network is comprised of an inner primary orbital route and a larger amalgamation of both primary and secondary routes that encompasses the town.

The proposed primary orbital route starts at the junction of Main Street and Moore Street where it runs in a westerly direction, merging onto Dunkellin Street, until its junction with the R380 and continuing South along The Green. Once the route reaches Barrack Street, it turns left and travels in an easterly direction until reaching the junction with the R351, where it turns left and travels along the R351 until again re-joining with Main Street, completing the orbital route.

Locations that are served by the orbital route include but are not limited to:

- Loughrea Town Centre
- Scoil Íde Primary
- Riverview Montessori
- Loughrea Music School
- Loughrea Community Pre-school
- Loughrea School of Art

In addition to the orbital routes a number of radial routes are also included to provide connectors with interurban routes in addition to serving locations that where not picked up on

the orbital loop roads. The radial routes usually travel in a north/south and east/west direction and comprise of normally primary routes; however some secondary routes form part of these routes. The radial routes are described below:

- An east/west radial route is proposed to start on the R446 Athenry Road in the west of the town and continues along the R446 Bridge Street until reaching a junction with the Fairfield Road in the east of the town.
- A second primary radial is proposed on the south-east side of the town along Cross Street.

Locations that are served by the east/west radial routes include:

- Various services along Athenry Road
- Loughrea GAA
- St. Brigid's College
- St. Brendan's National School
- Loughrea Tennis Club

A number of secondary routes are also proposed along streets such as Cosmona, Mount Carmel Road, Station Road, Bohercom, Danesfort Road and Abbey Street. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

5. Next Steps

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle routes for County Galway, Galway City and the towns of Tuam, Ballinasloe and Loughrea.

The network design for Galway has now been made available for public consultation. This will allow for members of the public to submit their feedback. Individual maps are available to view on the National Transport Authority website and are available in the links below:

Table 5.1: Galway CycleConnects Network - List of Maps

| Cycle Map List |
|---------------------------------|
| Galway County Cycle Network |
| Galway City Urban Cycle Network |
| Tuam Urban Cycle Network |
| Ballinasloe Urban Cycle Network |
| Loughrea Urban Cycle Network |

Following the public consultation, submissions will be reviewed, and the network maps updated as required.